



Spar

TORONTO HYDROPLANE & SAILING CLUB

& Prop



APRIL 2016

NUMBER 234



**WAUGOSHANCE LIGHTHOUSE
SEE SPINDRIFTER ON PAGE 5**



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Calendar

Racer's Meeting—Wednesday, April 27—Learn how to sail better...race your boat. If you already are ready to race, come and see what the season will bring.

LAUNCH DAY—Saturday & Sunday, May 7-8—See bulletin board in late April for your work assignment.

Warmup Race—Wednesday, May 18—Find out if you left any bits off when you got the boat ready. See how fast she goes on her nice clean bottom.

BPYC Reciprocal Cruise—May 21-22—First cruise of the season.

Rear Commodore's Family Brunch—Sunday, May 22—The first "Long Weekend" brunch of the season.

Racing Series 1 Race 1—Wednesday, May 25—There are 3 Series with 5 races in each series. Get more use from your boat and really learn how to sail her.

Ice Breaker Race—Saturday, May 28—First weekend distance race.

Rear Commodore's Social—Saturday, May 28—After the race. Everyone welcome. You don't have to be racing.

SAILPAST—Saturday, June 11—Everyone out for the celebration. No tickets needed for the day except for dinner and if you want them get them early.

1st Dock Brunch—Sunday, June 12—come for brunch after Sailpast. See what Dock 1 will provide on their way to The Silver Spatula Award.

HYC Cruise—June 18-19—TH&SC goes there—HYC comes here.

Dufferin Bell Buoy Race—Saturday, June 25—We need wind...not too much, not too little. Oh yes, make it a warm and sunny day, too.

THSC May 28, 2016

4:00 to 6:00 p.m.

***Beer Commodore's
Meet and Greet***

\$10.00 each adult

\$5.00 each child

Dinner at 5 p.m. approx.

All inclusive dinner.

Liquor license in effect to 6 p.m.

Then BYOB



NEW MENU! Come Thai One On!

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

Greg Smith

AHOY!

Welcome to the Spar and Prop Spring edition. I know, you are not impressed with the cold, snow and ice April continues to produce. Had I known in the early months of 2016 that April was going to be this miserable, I'd have waxed and polished the boat in the balmy days of February! With snow on my front lawn and twenty six days to launch, I'm beginning to wonder if I'll have enough time to complete the boat projects I planned while strolling the aisles of the January Boat Show—oh well there's always next year.



If you've not been down to the clubhouse lately, I think you'll be nicely surprised by some of the improvements that have recently taken place. For the past several seasons, our Social Director, Lynda has been asking for proper space to store the social's inventory of many items. Lynda's request was granted with the addition of new storage cabinets. The cabinets are both functional and a wonderful addition to the T.V. lounge area. I must say, our Club is looking better after the enhancements of last year. With the planned 2016 projects, it will only get better. With this in mind, I remind you all to get your work days planned and your jobs assigned as soon as possible. If you missed March's Ways and Means social event, you can find the jobs listing on the clubhouse bulletin board. You may also contact our Ways and Means Officer, Dave Johnston for a full job listing. Remember, the TH&SC needs your involvement and contribution to keep our club one of the most affordable sailing clubs on the lake.

I want to assure you that our Executive Board and Committees are working hard on a host of projects.

I'll try not to steal anyone's thunder—all sorts of plans are underway for a successful 2016 sailing season.

The 2016 event calendar is complete and I encourage everyone to mark the dates on your personal calendar. The two big events is of course Launch, May 7th and Sailpast June 11th. I asked Lynda to keep this year's Sailpast theme simple. She came up with "Nautical"—perfect!

In closing, on February 29th we received the news about the passing of

Chris Carroll (Big Lou).

Chris was a "Rock Star" on the foredeck of the J24 (*Dark'n Stormy*) that he and his brother Jamie, sailed double-handed for many years. Chris will be missed on and off the race course. A celebration of Chris' life is planned at the club. Of course the members are all invited to attend and to "hoist a glass to Big Lou"! Date to be announced shortly.

Here's hoping the last half of April will produce some warm, sunny, and dry days. See you around the boat yard.

Greg Smith
N43° 39.610 W79° 18.812
Same Spot / Different Day ▲

PAST COMMODORE

Don Bland

HAPPY ALMOST sailing season. In my article last year I said "SPRING IS HERE!!! If enough of us say it it will come true!! "



Well not to be too repetitive would you all please say it one more time.

My committee is still in the planning stages regarding our long range plans. If you have any suggestions that you would like to offer for inclusion in the club's planning over the next five years please forward them to me. It is a bit early but if you have considered

VICE COMMODORE

Claude Souldre

THE MILD WEATHER has finally arrived and we're beginning to see more activity around the club as members begin prepping their boats for launch. We're also seeing work crews getting the ramps back on the docks and setting new anchors where chains have rusted away on the ends of the fingers.



But this Spring, there is also extra activity to finish up the newly repaired southern section of the seawall and replace the section of boardwalk that had to be removed for the seawall repair. I want to thank all the members who have given so generously of their time and energy to bring the seawall repair project to this point. TH&SC truly is a cooperative community that can only function if we all do our part, so I encourage all members to continue to step up and lend a hand.

We still have plenty of seawall to repair in addition to the usual post-launch day chores to get the club back in shape and ready for us all to enjoy. I look forward to seeing you all at launch. ▲

offering to serve on the board please talk to me or to the board member currently holding the position. I look forward to seeing one and all in the next few weeks. ▲

LAUNCH DAY

Saturday May 7

Be at the clubhouse by 7:00 am

There will be breakfast items available and a tasty lunch

It's an all-day event folks so be prepared

See Harbourmaster Tom's report

on page 4 for full information

REAR COMMODORE

Glen Eddie

HELLO EVERYONE.

As I sit down to write this post on Saturday April the 9th, the needle on the thermometer is at zero. This is brutal. I'm moving south. The only saving grace is that spring and summer weather have to come soon. Right? Right?



First, I would like to thank everyone that helped out with the Ways and Means Social in March. It was a great success with Vaughan Passmore and KB leading the entertainment. Thanks again to Lynda de Jonge van der Halen and Doris Bradley for all your work. Doris—all the food was fantastic, but the soup was beyond description. Next up is the Rear Commodore's Welcoming Get Together on May 28th. Make sure you mark it in your calendar as it is always a well-attended event.

On the racing front, we lost one of the great ones this winter. Chris Carroll (Big Lou) passed away this March after a long fight with a fungal infection in his lungs. Having raced with and against Chris for many years all I can say is that he was a fantastic guy and a joy to be around. I know we all considered him a friend and my condolences to his wife Sue and his children, Samantha and Andrew. Of course our condolences also go out to his little brother and our race captain Jamie Carroll and Jamie's wife Lynn. It's going to be lonely out there this summer without seeing Chris on the foredeck of *Dark 'n Stormy*.

A Celebration of Life memorial for Chris has been scheduled for Sunday June 26, 2016 at the club. There will be more on this in a future post, but please make sure you come by and let Chris's family know how much he meant to us.

Next I wanted to remind everyone that we have a racers meeting on Wednesday April 27th. I recommend that everyone that is intending to race this year show up so we can discuss how you want to have the racing proceed this year. If you have never raced but would like to see what all the fuss is about, I suggest that you come down to the meeting to see whether you want to race your boat or crew on another boat. Skippers are always looking for crew for the season and the best way to get on board with a boat you want is to set up the match early.

One of the main issues we will be discussing at the meeting is whether we will have a flying sail division this year. If you want to race flying sail this year let me know (geddie@torkinmanes.com).

Our first Wednesday race is scheduled for May 25th and our first weekend race (the Ice Breaker) is on the immediately following Saturday (May 28th). Come on down for the race and stay for the Rear Commodore's Welcoming Get Together.

On the cruising front, please note that Joan Wilson and Keith Wilson have agreed to act as cruising captain on an interim basis. Please touch base with Joan (cruising@thsc.ca) if you intend on going on any cruises.

Lastly, I just want to say have a great season everyone and make sure you come to as many events as possible. The club works when everyone participates and we truly do have a great club. ▲

HARBOURMASTER

Tom Monson

HOLD ON to your hats folks, it's almost launch time again. I'm holding back on making any references to last year's adventure in crane technology. Why tempt Karma?



On a lighter note, we have installed the ramps to A, B & C docks and added missing barrels and tightened the dock chains, so they're ready to accept our members' boats. As well, work has started on rebuilding the boardwalk. Unfortunately, mother nature has decided we had it too easy this winter and is showing us she is really in control which has slowed down the work. We have augered the holes and inserted the sonotubes and hope to weld the brackets on the steel piles this weekend (April 16 & 17) to receive the stringers to accept the actual boardwalk planks. Whether or not we get all this done for launch depends on when we can pour the concrete to finish filling the space between the old and new seawall.

I will have the map of whose boat goes where and work assignments for launch on the board by the weekend of April 23rd & 24th. Please remember; all members are expected to be present to launch their boat and to be in the club house no later than 07:00 hrs. Also, it's OK to have your dodger up but not



It is with heavy hearts that we have learned of the passing of Christopher Carroll (Lou).

He will be remembered for his antics on the foredeck of the J24 (*Dark'n Stormy*) that he and his brother Jamie, sailed double-handed for many years! Chris had a passion for racing and would never shy away from the spinnaker work and the dangers of the foredeck, or as the middleman, in the often light and the sometimes nasty weather on Lake Ontario!

Chris will be remembered for his quiet nature and often witty remarks around the Club.

He will be sadly missed by his family, friends and the Members of the Toronto Hydroplane & Sailing Club both past and present.

your biminis for safety reasons.

Please remember, when your boat is launched you can spend 20 or so minutes securing the boat and making sure there are no leaks, then you are expected to get back to your assigned job. Please remember, if you are not at your assigned work station that means someone else has to do your work for you and that's not fair. If we all work together and are considerate of each other we will have a successful launch.

Thank you all in advance for your understanding and cooperation.

Thank you and regards to all. ▲

WHERE ARE THEY NOW?

Judy and Aubrey Millard

In late April they will take a one month cruise through Panama Canal to Victoria, B.C. Then in *Veleda* sail to Haida Gwaii and down to Baja.

Peggy and Mike Wheatstone

Are back but see pages 10 and 11 for a report on "The Perils of *Perigrine*".

Chris Hanson & Elizabeth Marin

Are still south and hopefully *warm!*

Jeff Ante

Where oh where is Jeff? Probably still on his mooring ball soaking up the sun. ▲

ADVENTURES ON SPINDRIFTER

by Albert Kerek

After Tom Monson's Catalina 30 (Boomrang's demise in the Spring, Tom found her replacement. In mid-August Tom took delivery of Spindrifter, a 1987 Catalina 30 in Ludington MI, a small town on the east coast of Lake Michigan about 155 miles north of Chicago. After a few days of provisioning and outfitting Tom and I set sail for Toronto and Spindrifter's new home at TH&SC, a distance of 780 miles. In the course of nearly 3 weeks we sailed four out of the five great lakes and the rivers and canals that join them.

Charlevoix, Michigan

August 27th, 2015

This is the most perfect weather we have seen thus far. Lake Michigan, in its extremes, has gone from howling winds to dead calm. Today, Tom and I will navigate the narrow tip of northern Lake Michigan into the Straits of Mackinac. The chart shows that Gray's Reef Passage bounded on both sides by shallow water over rocky bottom—almost protruding in places above the surface—is the obvious way to go. No less than four large lighthouses, only viewable by boat, stand as sentinels. There was no need to use the passage according to skippers we met in Charlevoix; following the mainland to the abandoned lighthouse off Waugoschance Point would get us through no problem—as long as the light was kept at least 500 feet to starboard.

9:00 A.M. We are leaving beautiful Charlevoix behind, motoring between the lights out to a panorama of glittering water as far as the eye can see. This gentle departure contrasts greatly from our arrival here on the stormy 23rd when Charlevoix was invisible from seaward. Relying on my handheld GPS and smartphone Navionics app we proceeded shoreward until the entrance emerged from nothingness—but the channel revealed itself as impossibly narrow and out of alignment with our expectations. Tom was looking for somewhere else to go; there were anxious moments—some back and forth—"...what did sailors do 100 years ago without all these bells and

whistles?" They ran aground, I felt like saying—and soon enough *Spindrifter* was charging through the channel lights. Tom thinks I'm blinded by technology. I use every tool in the bag—because they work.

12:15 P.M. Still motoring. No wind—but to the west there is a single white sail—full and tall. It has been motionless for some time. Binoculars confirm we are two miles east of a 60-foot white tower call Skillagalee Light on a low gravelly island. It's red-flashing light is visible for eleven miles at night.

1:15 P.M. *Spindrifter* is moving north now into lighthouse alley as through a procession of cathedrals. Our course is parallel to Gray's Reef Passage; our position is one mile east of GC "7" (Green Can Buoy). East Shoal is just off our port side. The sun is high overhead. Our motion is smooth. "Albert, you gotta see this!" Tom's binoculars are trained on Grays Reef Light. He takes the wheel. The light is sitting atop a massive 30 foot high concrete pier in 26 feet of water—a fantastic structure. At 82 feet above the surface the light is visible for 17 miles—staggering stuff for 'Friends of Lighthouses' cruises out of Mackinac City.

AND THEN—I see everything at once. There is the 124' White Shoal Lighthouse 3½ miles to the NW. There is a slow moving catamaran we have been following. There is the abandoned lighthouse less than two miles ahead—and there is Waugoschance Point 1½ miles to starboard. We are in the primary channel ships used to travel into the Straits of Mackinac during the last half of the 18th century. *Spindrifter* is a time machine. We are in 13 feet of water.

In the 1930s the Army Corps of the Engineers enlarged the two mile long Gray's Reef Passage to a width of 3000 feet and a minimum depth of 25 feet opening it up to the largest vessels of the time. The abandoned lighthouse, Waugoshance Light, became redundant and was deactivated—but it still guards the shoal as it has for 165 years.

Tom keeps *Spindrifter* 500 feet to starboard of the medieval looking tower calling out depths to where I stand on the bow observing the stony bottom. We are rounding the light now in 9 feet of water setting our course for the Mackinac Bridge plainly visible 12 miles away. But I can't take my eyes off majestic Waugoshance Light—the

first lighthouse on the great lakes surrounded by water—built at the height of the California Gold Rush—a silent witness 25 years before Custer's Last Stand at Little Bighorn—and still here on the job today for Tom and I.

EVENING. Cheboygan MI. The harbourmaster was locking up to go home when we arrived at Cheboygan County Marina. It was 7:00 P.M. He ran down to the dock—motioned us to a vacant slip and graciously caught my bow line. When business was done and the usual pleasantries exchanged, Tom and I walked into town for dinner. Now as I write this I can hear him snoring away in his berth at the other end of the boat. I smile to myself, remembering what he said as we passed under Mackinac Bridge. "Albert, with fair winds and following seas we pass out of Lake Michigan and into Lake Huron."

It felt good hearing that and it was a great thing to say even though wind was never a factor and we motored 74 miles today. With plenty of daylight we left the catamaran behind and bypassed Mackinac City for some much needed mileage. The mouth of the Cheboygan River was next to impossible to sight from seaward, but the bells and whistles got us through once again. I doubt *Spindrifter* has ever travelled so far north on Lake Michigan or into Lake Huron. That makes three of us. 🚩

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 emailed to all
members and is available
to all from our website.**

Website address is
www.thsc.ca

SOCIAL CHAIR

Lynda de Jonge van der Halen

ON SATURDAY
March 12, about
45 members



gathered at TH&SC to sign up for a variety of jobs to repair the seawall, maintain the clubhouse, gardens and property and docks, or to work at social events. Others have emailed or spoken to Tom, George, Lynda, Glen or Claude about when they are available to do work hours.

Please don't leave your work hours until the fall! Please plan ahead and sign up soon so you and the committees are able to work out a schedule. As in all years, jobs will be added from time to time as needed. Additional volunteer hours are greatly appreciated!

Harbour Master—Tom Monson

tjmonson45@gmail.com

Property Manager—George Tsapoitis

georgett@sympatico.ca

Social Chairperson—Lynda de Jonge van der Halen

lynda.dejongevanderhalen@gmail.com

After hearing a brief pep talk by our Rear Commodore, Glen Eddie, and then signing up for jobs, members enjoyed delicious leek and potato soup with fresh corned beef sandwiches, all prepared by Doris Bradley. Peter served the traditional Irish coffee, along with a shamrock punch, wine or beer available. Plus there was a moist chocolate whiskey cake for dessert.

To top off the evening, KB and Vaughan played guitar and sang, with Mike Smith as vocal backup this time. A treat for those who enjoy live music!

A new storage unit is now in place in the lounge area, selected for its furniture style design to blend in with the lounge furniture purchased last year. Alternate storage for bulky kitchen and catering items became necessary when the back area of the kitchen reverted to a true electrical room, as demanded by code. A list of items in the unit will be posted in the kitchen. If you take an item from the storage unit to use, please see that it is washed, dried and placed back in its spot in the new unit.

A big thank you to Ron Mazereeuw for his contribution at the planning, purchasing and assembly

Continued on page 7



Sailpast 2016



SATURDAY, JUNE 11

Anchors Aweigh

SCHEDULE OF EVENTS

12:00 P.M. Skippers Meeting
& Blessing of the Fleet

2:00 P.M. SAILPAST

4:00 P.M. Commodore's Punch

6:00 P.M. Dinner (SHARP)

8:30 P.M. Dancing

TICKETS

Adults: \$37 (until May 31)

\$42 each (after May 31)

Young teens: \$16

In person: Launch May 7 and
Meet and Greet May 28

By email: until June 6,

lynda.dejongevanderhalen@gmail.com

Email requests will be acknowledged. Last day to order tickets/change your reservation is June 6. Children 12 and under in the kids' area Free.

Please sign up on the hall bulletin board with the age and name of children attending.

Licensed event from 4 p.m. on the lawn, patio, balcony and clubhouse. No personal liquor/beer permitted in these areas during this licensed event.

PLEASE DRINK RESPONSIBLY.

WAYS AND MEANS

Dave Johnston (Two Bits)

HELLO EVERYBODY and sorry about the weather. If you have been to the clubhouse in the last month or so you will hopefully have noticed a number of sheets on the bulletin board to sign up for work. So far the uptake has been very good despite less than Spring-like temperatures. If you have not done so, consider signing up for work hours now so you can have the summer off and go sailing with a clear conscience knowing all your work obligations have been met. Maybe...



Like last year, the work on the seawall will continue BUT unlike last year this work has to be done while the boats are in the water and completed well before haulout. The reason for this is that when the boats are on the hard we cannot access the areas needing work. The good news is, unlike last year it should be a lot warmer—provided summer arrives.

Keep in mind we have to do all of the usual work PLUS this large project. Fortunately, a lot of club members contributed more than the required 16 hours last year making the first section of seawall a success. We are hoping to maintain that success and encourage even more members to sign up for additional work when they can. It is a great opportunity to get to know your colleagues and build something that is going to last a very long time. It is a legacy, if you like. It also keeps our costs low.

Some notes on work hours. First, please ensure your hours are recorded. There is a chit for this purpose and you should get a copy for your records when the work is completed. This will help at year end if club records are incomplete. Second, to get your hours credited, it has to be approved, preferably, by the Harbour Master, Property Manager, or the Social Chairperson. Exceptions always occur but it causes other problems at year end in trying to determine if the work should count towards the 16 hours or not. Finally, the work being done needs to be something substantial that has been approved by the Club Executive and preferably one of the three previously mentioned. We all do odd jobs around the club voluntarily (at least we should) and this is part of being a good club member however this kind of work isn't considered towards earning the 16 hour credit. ▲

Social Chair...

Continued from page 6

stages to make this project a reality. Thank you to our Property Managers, George Tsapoutis and (past) Mike Davidson who supported this initiative. Everyone will be happy not to see the overloaded trolley in the hall or lounge!

Please see separate notices re Social events in 2016, especially May 28 Rear Commodore event and June 11 Sailpast.

If you are a new member, speak to

Lynda or others at Launch and see how you can become involved in club activities. For example, we will be looking for some volunteers to help with breakfast, lunch, snacks and beverages all day on May 7 at Launch. There is space for a few Senior members to work inside with us rather than out in the yard if that type of work is more appropriate for you this year. Please contact Tom or Lynda ahead of time.

See you on the patio and on the dock soon! ▲



Launch Day, Saturday May 7

Bring cash (loonies, toonies, small bills please) for purchase of:

Breakfast and snack items (Hot and cold breakfast items for sale.)

Delicious hot lunch with dessert

Tickets/reservations for June 11 Sailpast event

(Cash or cheques accepted. Payment requested by June 6.)

Request indoor or outdoor seating with the names of people in your group.

Please reserve early!

Tickets/reservations for Rear Commodore Meet and Greet for Saturday May 28

Open seating

EAVESTROUGH RACE

by Jamie Smallwood

I'LL HUFF AND I'LL PUFF at the TH&SC Eavestrough Race Championship—Sail Past 2016

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 eavestrough 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 2016 TH&SC Eavestrough Race Champions!

Continued on page 11

FLEET CAPTAIN CRUISING

Keith Willson

Cruising Corner

IT SEEMS that Club to Club cruising remains very popular around Lake Ontario. Here it is, early February and our schedule is finalized, as are the schedules of most of the Clubs on the north shore.

Here is the schedule for 2016 as it exists so far:

May 21-23 (long weekend)

Reciprocal to Bluffers Park Yacht Club—
Hosts Paul & Marie Evans

June 18-19

Reciprocal to Highland Yacht Club—
Hosts TBD

July 8-10

Incoming from Macassa Bay Yacht Club—
No Host needed

July 16-17

Reciprocal to Lakeshore Yacht Club—Hosts TBD

July 30-Aug 1

Incoming from Bronte Harbour Yacht Club—No Host needed

Aug 20-21

Reciprocal to Mimico Cruising Club—Hosts TBD

Sep 3-5 (long weekend)

Reciprocal to Frenchman's Bay Yacht Club—Hosts TBD

We need hosts for the four cruises marked **TBD**. Otherwise the meals will be BYOF (Bring Your Own Food) Volunteers anyone?

If anybody wants to volunteer as hosts or to assist with the cruise plans for any or all of the cruises this year, please contact us using the Club Cruising Account (Cruising@thsc.ca) or come and see us at the Social event on March 12th.

Thanks

Joan and Keith Willson ▲

FLOTSAM & JETSAM

Shadow

OLD FLARE DISPOSAL

On April 22, 23 and 24 The Rigging Shoppe will be accepting your old, out of date flares for proper disposal. If you have grandfathered flares now is the time to get rid of them. When you arrive at the store be sure to check them in with a clerk because the store has to keep track of them.

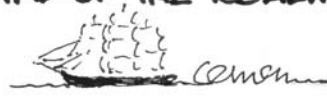
A BUSY BEACH ON SAILPAST SATURDAY

There will be an event called the BESTIVAL going on at Woodbine Park on June 11th and 12th. Be aware that there may be congestion around the area if it's going to be a, hopefully, beautiful weekend.



Nauticals

IMPRESSMENT COLLOQUIALLY THE PRESS OR THE 'PRESS GANG' REFERS TO THE ACT OF TAKING MEN INTO THE NAVY BY FORCE, WITH OR WITHOUT NOTICE. NAVIES OF SEVERAL NATIONS USED FORCED RECRUITMENT TO CREW THEIR SHIPS. ~THE LARGE SIZE OF THE BRITISH ROYAL NAVY IN THE AGE OF SAIL MEANT THAT IMPRESSMENT WAS MOST COMMONLY ASSOCIATED WITH BRITAIN. IT WAS USED BY THE ROYAL NAVY IN WARTIME BEGINNING IN 1664, AND DURING THE 18th AND 19th CENTURIES AS A MEANS OF CREWING WARSHIPS. THE LEGAL SANCTION FOR THE PRACTICE GOES BACK TO THE 1300'S, WHEN MEN WERE NEEDED THE ROYAL NAVY WOULD EVEN STOP MERCHANT SHIPS AT SEA - AND NOT JUST BRITISH VESSELS. IF THEY NEEDED SAILORS - THEY TOOK SAILORS. IMPRESSED MEN RANGED IN AGE BETWEEN 18 AND 55 YEARS. THOUGH THE PUBLIC OPPOSED CONSCRIPTION IN GENERAL, IMPRESSMENT WAS REPEATEDLY UPHOLD BY THE COURTS AS IT WAS DEEMED VITAL TO THE STRENGTH OF THE NAVY, AND BY EXTENSION, TO THE SURVIVAL OF THE REALM.



PROPERTY MGR.

George Tsapoitis

HI FOLKS, GEORGE Tsapoitis here.



Just a reminder that the smaller garbage bin by the fence is for poly only. Please wrap Your poly tightly in order to accommodate all. The larger bin is for wood and other garbage too.

There are various lists of jobs to be done on the bulletin board, and more will be posted as the season progresses. Feel free to offer suggestions, opinions and such!

At the mast racks we have some masts on saw horses. That is because there appears to be *not enough* space

on the racks.

These masts on saw horses impede easy and safe access to the masts that are on the racks already. Therefore I would ask that persons with their masts on saw horses co-ordinate with a team of your choosing to move the masts to a more convenient place, where ever that may be, allowing access to the mast racks. Please and Thank You.

I'm looking forward to this season of sailing and working with all members at the club as need be.

Cheers and Thank You. George ▲



OFFICER OF THE DAY MANAGER

Peter de Jonge van der Halen

2016 OFFICER OF THE DAY PROGRAM



Sign up on Launch Day to get the choice duty shift.

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, who have been 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. Advise the OOD Manager and update the TH&SC ODD SCHEDULE to reflect the change.
3. If you fail to show up for your tour of duty, you will be fined \$180. Your absence will be noticed.
4. Email reminders will be sent each week before your duty, by the OOD Manager.
5. To make sure you can be reached, Claude Soulodre, the Vice Commodore, should have your current contact information.
6. If you are a new member, you should job-shadow a veteran member to pick up the essentials.

At the OOD Station

- **2016 OOD Checklist** identifies the duty members for that week. Specific required activities are listed. Also included is a form for you to identify "Available Slips" and a "Property and Incident Report" to advise the Property Manager or Harbour Master. Stored on a clipboard on the inside right door of the OOD Station.
- **2016 TH&SC OOD Sign Up Schedule** identifies members who have signed up for the 2016 sailing season. Stored on a clipboard on the inside left door of the OOD Station.
- **Black OOD Ledger** must be completed with a brief summary of your shift and signed (see sample report on the cover of Ledger). It is taken as proof that you have completed your duty assignment.

Stored on designated shelf of OOD Station.

- **Blue OOD Binder** provides expanded description of duties, members approved to operate *Mac2*, and the combination to the hand held radio cabinet. Binder stored on designated shelf of OOD Station.
- **Hand Held Radio** in OOD Station. Verify that battery is charging at the end of the day, as we have encountered low battery status at the beginning of some shifts last year. This is a new hand held.

The program will run in 2016 from Friday May 20th to Sunday September 25th.

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 MANAGER
Sea Pleasure
416-284-3903 ▲

RACING CAPTAIN

Jamie Carroll

HI EVERYONE!
Although the winter appeared short this season, it does seem to be lingering as I sit down to write this! If I am not mistaken, last April was similar as well!



As Race Captain, I want to invite you to the Racer's Meeting at 6:30 p.m. on Wednesday, April 27th. The Racer's Meeting gives us all a chance to discuss the coming race season and any changes that are deemed necessary. If you any suggestions or concerns please feel free to email me at jfcarroll@trebnet.com so that they may be properly addressed at the meeting.

We would like to get back to three divisions—flying sail (spinnaker) division and two white sail divisions. This will all be dependent on those brave souls who are interested in putting their "chutes" up and who are willing to make the commitment to a spinnaker division. It is all about the numbers! If you are interested in the flying sails division, please contact either myself or Glen.

For 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

TREASURER

Bill Comerford

I AM WRITING this article on April 10 watching the snow fall on my lawn! While it doesn't yet seem like Spring, in a few short weeks our boats will be in the water and the club will be a beehive of activity.



Once again we start the sailing season with a laundry-list of projects. We will be continuing to replace the seawall, undertaking long overdue repairs to *Shadow*, sodding the lawn and of course, there is always the never ending maintenance of our facilities. In an effort to stabilize our propane costs, we have repaired/replaced much of the gas infrastructure. Don Bland continues to monitor our propane usage.

The Ways and Means Social was well attended. Many projects have been identified and posted on the club bulletin board as well as in the Ways and Means binder. If you haven't already, sign up for your work hours. As soon as the weather permits, Dave Johnston will be soliciting for volunteers to help with the lawn repair. Again this year, for pop-up jobs, email blasts will be used to augment the project list. As always, we ask that you are generous with your time.

I'd like to thank Sandy McGill and Joanne Adolphe with their assistance auditing the 2015 financial statements. Some minor bookkeeping errors have been corrected thanks to their diligent scrutiny. Their report was presented to the Executive at the last Board meeting.

I hope to see everyone over the next month as we all prepare for another sailing season. ▲



information for any new or revised PHRF Certificates. To make life easier, if anyone is buying new sails or having sails repaired; your sail maker can also provide a certificate with these measurements.

For this season's Wednesday and weekend race schedules, please check out the TH&SC website. This, combined with the cruising schedule and the 5th Annual "Summer Blast" regatta, ensures another great season of sailing ahead of us!

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

Jamie Carroll
Race Captain ▲

THE TRIAL OF PERIGRINE

by Peggy Wheatstone

WELL MIRACLES DO HAPPEN. Apparently on Thursday February 4. After a rather exciting trip, as no less than three storm cells raced over us from behind, we arrived in St Eustatius, known locally, and going forward for brevity, as Statia.

Also a Dutch island, Statia rivals Saba as the friendliest island around. Everyone says, honks or waives, "hello" to everyone. Its main industry is the trans-shipment of oil and gas. Huge bunkers on the north end of the island are owned by their respective oil companies and filled from marine based pumping stations from very large tankers. Oil and gas is then trans-shipped into "smaller" tankers for delivery to surrounding islands like St Maarten. There are also thriving dive and hiking services.

But I get ahead of myself. There are nine mooring balls at Statia available for visiting boats. We picked one up and Mike and Lee went ashore to check in.

They returned with our relatively cheap permits and hiking tags, having paid until Monday for under \$60, ball included.

Friday we set off to explore. The capital Oranjestad is at two levels. The port office, water and power plants, park office, a customs office and a few hotels and restaurants are at sea level and known as Lower Town. Up a 100 foot cliff is the rest of the town. Surprisingly known as Upper Town. Following the road we stopped at Kingswell, a restaurant/hotel, and made reservations for dinner. They only feed guests and boaters, no locals. For those of you who might remember the Blakestone Lodge in Hay Bay in the 80s, think that but upscale. In town we found a small stationers (that sold Statia courtesy flags) the local utilities, church, postoffice and a restored fort. We also found the shorter "old slave road", now for pedestrians only, back down the hill.

Back on the boat we promptly fell off for a refreshing swim before heading back up the hill for dinner.

The Kingswell was built and is run by an older couple who came to Statia in 1980 and forgot to go home. All the food is home cooked to order and served by the owners. It sports an

honour bar and a lovely terrace. It also comes with cats and two great danes which thankfully are not allowed in until after dinner.

Saturday was our adventurous day. We picked up a taxi in lower town and had Bobby take us up to the start of the trail up the volcano. Like many Caribbean islands Statia is a dormant volcano of the same chain as Monserrat. The hike is about 1400 feet up. We made it, just. If you are able you can then hike down into the crater where a rain forest has taken up residence. That trail was more of a scramble than a hike. Even the rooster that had followed us up the last 100 feet to the top in hopes of some of our lunch opted not to continue down in.

Exhausted, we arrived back in lower town to a bar ordering (we did not care how much they cost) water and french fries. The three litres of water we had taken up with us was long gone. A note to french fries, they are really only a delivery method for salt. Lots of salt. They were delicious.

Getting back to the boat we discovered the seas had started doing strange things while we were away. The wind and waves were working at cross purposes and even *Perigrine*, our catamaran was bouncy. In fact so bouncy Lee was about to have a self enforced moratorium on coffee. The press, left on the counter was in pieces on the floor. No one wanted to try and cook so after cooling off in the sea we headed back to upper town to the Ocean View Terrace Restaurant Lee had spied earlier.

The proprietor seated us but explained he was trying to get his third cook to come in as the other two were ill. After a while, while we watched other people come in, talk to him and leave he came over. His cook was not coming in so he was closing the restaurant. Our hearts sank but he continued. He had agreed to feed us, so he would, but only us as he couldn't both wait tables and cook. Now that is service. So we had our own personal restaurant and ate in solitary splendour overlooking the Fort and the sea, enjoying one of the best burgers ever.

Sunday was a bit less strenuous as we were all still recuperating from our misguided belief that we were still young and in good shape. Bobby took us on a tour of the island. Turns out Bobby, the taxi driver, is the father of the current Governor. Small island I

guess. Our entertainment for the day came in the grocery store.

While we were cashing out, Deb pulled out her change purse and the Cashier's eyes lit up like a Christmas tree. She held the line up while she counted and took it all. \$6.55 in nickels dimes quarters and pennies. We left her beaming. I can only assume coin is too heavy to fly in so they don't.

Back at the customs office, the fellow did not show up for his 3:30 appointment with Mike so we could check out for Monday. The boat was still too unstable to cook comfortably, so back into upper town we trekked, this time to Frankies, a local place Bobby had recommended. We were concerned about the price until the overflowing plates arrived. We had enough food for two dinners each.

Monday we headed back inshore to check out with Customs. They however are at the airport. There is nothing to do there and they know when the flights are scheduled but apparently the office is nicer so they sit there. This caused the lady in the Parks office to head off on a well rehearsed tirade. This is a common and frustrating occurrence for her. She spends her life trying to build the tourist trade and they spend theirs making it difficult. That said, she found us Wayne the taxi driver (Bobby was busy and she knew Wayne had just moved back and was setting himself up in the taxi business) who for \$10 dropped Deb, Lee and myself at the Post Office so we could send off our post cards and took Mike up to the airport and back so he could pin down the customs agent. Turns out our paperwork was in the harbour office, so the customs lady had to jump in her official vehicle and head to the port. Finally cleared out, we are off to St Barts.

Another miracle occurred. We had one of our best cracking sails across! Since we arrived in Anse de Columbier at about 4 pm we decided to forgo the 3 mile dinghy trip to Gustavia until Tuesday and raised our Q flag. The swim, bangers and mash and movie night was clearly a better choice.

After a bit of a late start Tuesday we headed to Gustavia. As we were tying up the dinghy some folk went by in costume. Hmmm we thought, there must be a party. Maybe on that mega yacht, it has balloons up. After the

Continued on page 11

The Trial of Perigrine...

Continued from page 7

fourth group of costumed folk wandered by we wondered if there was a time warp and this was really Hallowe'en. As we sat to tidy up a few days email and eat our lunch we noticed some stores were closing. Assuming that this was standard french practice to close over the lunch hour we kept eating.

Then Deb had an aha moment. Is tomorrow Lent and this Mardi Gras Tuesday? Give the lady a cigar. We had arrived in town the day everything was shut at noon and parade was closing the street. We climbed up to a nearby fort at about the speed of the tortoise sharing our path. I think maybe we still had not recovered from our foolishness on Statia. The view was clear, the parade was on its way and the town was closed.

We spent a couple more hours gawking at some of the more outlandish costumes and headed back to the boat. That was about when I had *my* aha moment. A couple of weeks back when we were here with the Evanses I was trying to figure out why a store had such a large costume inventory since Hallowe'en was three months ago. Clearly I had been judging from my narrow home frame of reference. Lesson learned.

The next few days were spent swimming, snorkelling, introducing Deb and Lee to the "goat path" to the little village of Flamand and just lazing about. Friday we braved Gustavia again, checking out another fort and just missing the post office by 5 minutes. Come back tomorrow please.

Well I did not but Mike and Lee did when they went in to check us out. More post cards mailed.

Sunday we headed off to St Maarten (SXM) making the 3 pm bridge having been yet again chased by storms. When we returned from checking in with SXM customs we had a new neighbour. *Out-Rageous*, a Catana 47 from Cornwall UK, had arrived to borrow the ball next to us. We had met them in Anse De Columbier when Peggy swam over to ask what the flag was that was flying from the stern jackstaff. (Answer—the Cornish flag which shows the 15 pieces of gold sent to ransom the Duke

of Cornwall, alias Richard the Lionheart.)

The next few days were standard cruising activities of cleaning, provisioning and socializing. We renewed our friendship with our shore side neighbours and built new ones with our new friends from Cornwall.

Thursday we left the lagoon and headed for Grande Case. The weather was not great as it turned rainy and windy and hot. We forced ourselves to persevere. After all, someone has to suffer through this weather. We did have a delightful surprise though when Saturday afternoon a dinghy appeared at our stern offering to deliver fresh croissants in the morning for breakfast, what time would we like them? Life is so full of tough choices.

After our rather decadent breakfast Sunday, we continued what turned out to be our first ever around the island tour. A lunch stop at Tintemarre to feed the ramoras and off to Phillipsburg we went. This is the first time opportunity and the weather have cooperated enough to make this possible. By now we were used to the obligatory rainstorm and sailed through it with equanimity.

Entering Phillipsburg harbour we noticed a Dutch Naval Frigate. Apparently here to share in joint manoeuvres with the Dutch and US (Virgin Islands) Coast Guard we were entertained as they sped around the harbour in their ribs at high speed. When she left later that night we were serenaded by all the cruise ships' horns offering their salute to the departing frigate. It is interesting to mention here that from our anchorage we could not actually see the frigate as it was blanketed by the private yacht (appropriately named) *Eclipse* on the near side to us of the dock they shared. *Eclipse*, at \$1.5 billion, is the second largest private yacht in the world. Owned by Roman Abramovich it is rumoured to sport a missile defence system. It actually has lasers which, when used against the paparazzi, render their pictures useless. It also has two swimming pools and two helicopter pads. Her crew numbers 70. It goes with his private 767!

Tuesday after a fast sail on jib alone we reentered the lagoon. We did not even have to cook that night having been invited to join *Out-Rageous*. This was a start to a most

unusual trend for the rest of the week as we were out every night for dinner until Saturday when Alexis and a school chum arrived for "Reading week". Deb and Lee reluctantly flew home Thursday.

The kids too got the round the island tour (including the fresh croissants delivered in the morning) as the weather on the Atlantic side held. I can also tell you never walk from the harbour in Phillipsburg to the St M Zoo. It is small and friendly but has clearly seen better times and funding and as the animals age and pass they are not being replaced. There are a very large number of macaws that have been rescued and placed here. I strongly suspect this may become its future. Friday the kids chose to head for the beach to experience being blown away by jet engine exhaust at the starting end of the run way. Exfoliation at its finest. Meanwhile the Heineken has started. *Phaedo 3* set a new round the island speed record of 1 hour 37 minutes averaging 35 knots. Check out You Tube for the video.

We are in the home stretch now with five weeks to go. More to look forward to in the next edition.

Mike and Peggy
Peregrine ▲

Eavestrough Race...

Continued from page 7

A Special "Under 12" category has been added this year with separate awards.

This event is sanctioned by the International Eavestrough Sailing Association

Jamie Smallwood ▲





April 2016



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
TIME TO PREPARE YOUR BOAT					DARTS 1	2
3	4	5	6	7	DARTS 8	9
10	11	12	13	14	DARTS 15	16
17	18	19	20	21	DARTS 22	23
24	25	26	Racer's Meeting 27	28	29	30

HOORAY! LAUNCH DAY IS AROUND THE CORNER



May 2016



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	3	4	5	6	LAUNCH DAY 7
8	9	10	11	12	13	14
15	16	17	Warmup Race 18	19	20	BPYC Reciprocal Cruise 21
Rear Comm. Family Brunch 22	Victoria Day 23	24	Race Series 1 Race 1 25	26	27	Ice Breaker Race - Rear Commodore's Social 28
29	Memorial Day (USA) 30	31				

START YOUR SEASON WITH RACING AND CRUISING



June 2016



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GET ON THE WATER			Race Series I- Race 2 1	2	3	4
5	6	7	Race Series I- Race 3 8	9	10	11 SAILPAST
1st Dock Brunch 12	13	14	Race Series I- Race 4 15	16	17	HYC Cruise 18
HYC Cruise- Father's Day 19	Summer begins 20	21	Race Series I- Race 5 22	23	24	Dufferin Bell Buoy Race 25
26	27	28	Race Series II- Race 1 29	30		

SAILPAST!—COME AND ENJOY—TICKETS ONLY FOR DINNER



July 2016



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
JULY 1ST—FAMILY EVENING EVENT					Canada Day— Family Event 1	2
2nd Dock Brunch 3	Independence Day (US) 4	EID 5	Race Series II- Race 2 6	7	8	9
10	11	12	Race Series II- Race 3 13	14	15	Summer Blast Regatta— Lakeshore cruise 16
Summer Blast Regatta— Lakeshore cruise 17	18	19	Race Series II- Race 4 20	21	22	23
24	25	26	Race Series II- Race 5 27	28	29	Bronte Harbour Cruise 30
3rd Dock Brunch 31	THIS IS THE HEART OF SUMMER— USE IT					