

# SPAR AND PROP

AUGUST, 2003

NUMBER 158



Robbie Thompson at the wheel of *Chinook II*.  
See Kerry Cahill's article on page 5 for details about this hero.





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# Calendar

**Race Series II, Race 6—Wednesday, August 6**—Last race of Series II. Prep for next series and keep going.

**Dufferin Bell Buoy Race—Sunday, August 10**—Another long distance trial. All the way to Ontario Place. Choose the right course and be golden.

**Race Series III, Race 1—Wednesday, August 13**—Now is the time to show everyone what you learned in series one and two.

**Race Series III, Race 2—Wednesday, August 20**—Now you're rolling. Keep getting those points.

**Port Credit Pool Cruise—Saturday and Sunday, August 23 and 24**—Arrive anytime in the afternoon and hit the pool. A nice day cruise to PCYC. Not too long, not too short. Have a leisurely weekend.

**September Race Series III, Race 3—Wednesday, August 27**—The season is coming to a close. The Fall breezes should be good. Have a great race.

**Bluffer's Distance Race/Corn Roast—Saturday, August 30**—A race to Bluffer's and back, then our famous Corn Roast later. Come for it all.

**Race Series III, Race 4—Wednesday, September 3**—Are you better at short races? Now is your chance if that's the case.

**Race Series III, Race 5—Wednesday, September 10**—Come on now, get out there and cross the line first.

**Race Series III, Race 6—Wednesday, September 17**—Last race for 2003. Come out for one last fling.

**Makeup Race Date—Wednesday, September 24**—This date will be for making up any race dates that were cancelled or aborted.

**Frostbite Distance Race—Sunday, September 28**—Our last distance race of the season. Most people don't get frostbite so come out and join us in one last fling.

**ELECTION MEETING—Monday, September 29**—Information will be sent to members in September. Keep this date open.

**Makeup Race Date—Wednesday, October 1**—This date will be for making up any race dates that were cancelled or aborted.

**Cradle Placing Day—Saturday, October 11**—A work party will place all the cradles in their proper places for haulout

**HAULOUT—Saturday and Sunday, October 18/19**—Wish for dry weather (except for the tears shed for the end of the season).

## ELECTION MEETING

**Monday, September 29  
in the clubhouse**

**Members will receive  
details in the mail**

## HAULOUT

**Saturday and Sunday  
October 18th and 19th**

**Day of hauling and  
work list will be posted**

# COMMODORE'S COMMENTS

Patrick Flynn

**H**OT STEAMY AUGUST DAYS and the weeds are just percolating below the surface.

It's a time for summer movies—a remake of the "DAWN of the DEAD" is being made this month and at least one explosive scene will be shot just to the north of us at the Sea Cadets. I believe the old TH&SC dock will meet its end as part of the explosion. I really hope there's no shower of material from the bottom of the harbour.

You will see some visitors from there taking refuge with us for several days. Please make them welcome to TH&SC—let's see if we can get them on a cruise or a race with us. Russ Germain and the OOD will have the list of names and boats and assigned slips. We are getting paid a marina rate by the movie company and are still negotiating for screen credit (after the carpentry second unit but before the hairdressers), a percentage and wardrobe retention.

Speaking of wardrobe, I'm not sure that I fancied the role of Commodore in Disney's Pirates of the Caribbean—nice uniforms but out-sailed several times and didn't get the girl!

It's hard to focus on the business of the club when the sailing is so good but we do have a general meeting Monday, September the 29th. Your attendance is requested, there will be an agenda mailed out. I think we'll also take this opportunity to introduce new and recent new members to the membership at large and would request that they and their sponsors make a point of attending. A significant part of the agenda requires that we come up with some sacrificial lambs for the executive. You know who you are—we need candidates for Rear Commodore (also a Social Committee Chair), Property Manager and Commodore. PC Phil will be beating the weeds to produce some warm bodies for your elective consideration—imagine having a choice of who you want to complain to or about for the next two years!

*Enough of that Rich, I said I'd have no whingeing (great British word) in this column.*

When in doubt go sailing—it's your boat and sail choice, the rules are fairly clear, it's over when it's over, and you get to start again. The East End Challenge was great fun and I hope there's a full report elsewhere in S&P.

*Continued on page 4*

# HARBOURMASTER

Russ Germain

**O**UR NEW DUTY BOAT, MAC 1, is being built at this writing and it should be here no later than the end of August, according to plan. Several items, such as registration, insurance, lettering and carriage equipment then need to be added before we can take her out the Cut. Initially we plan to restrict operators to those who are directly involved in race committee and harbour work.

New dock boxes are expected to arrive shortly. Our current ones have not been well maintained over the years, are too heavy and awkward for many members, and are difficult to manoeuvre up and down the dock bridges. The new boxes are the same as the ones the National Yacht Club uses; Rubbermaid big wheel wheelbarrow style carts. They are as close to bulletproof as they come, so should last at least a couple of years in our environment without any major maintenance requirements. We will attempt to salvage the best of the old boxes for utility use.

We are still trying to come up with equipment to deal with the weed problem. A serious search of off-the-shelf equipment did not result in anything useable for raking and clearing aquatic weeds. We are now looking at having aluminum rakes custom made with handles long enough to be effective in reaching the bottom and pulling up the eurasian milfoil that fouls our waterway. We will likely have to hire students to do the main channel clearing and rely on members to clear their own slips. To date, the problem hasn't been nearly as bad as last year. A combination of higher and muddier water resulting from a wetter July and the dredging has somewhat suppressed growth.

We are about to set up the one day forklift operator's course for the end of September. We have eight openings. Anyone interested in signing up should contact the Harbour Master. Once the course has been completed, only those who have taken it will be allowed to operate the forklift.

Finally, an observation about our Officer of the Day program. Despite the truly epic efforts of our Chair, Joan Willson, we continue to have problems filling this work. It is reaching the point where, if members don't step

forward more readily, we will have to consider a couple of options: first, make the OOD work the same as launch and haulout; that is, a mandatory, non-credit work day for everyone with a wet mooring; or second, drop the OOD program and make the club a self-serve operation for visitors where guests would check themselves in and members would log themselves out on the dock assignment board to show what slips are available. We know everyone wants to go sailing at the same time, but it is important to remind you that, as a member, you are expected to fulfill your work obligations. And being OOD on a hot sunny July weekend surely beats kneeling on a wet, snow covered dock at the beginning of April hauling up heavy, slimy, rusted chain for inspection. ▲

# PROPERTY MGR.

Lloyd White

**A**S YOU HAVE probably noticed, there aren't many physical changes taking place around the Club this year. My conversations with many of you have reinforced my belief that now is a good time to cut bait and not spent our money on capital improvements until we have a long term lease in place, that is, with the ink dry. Spending now would be just a gamble, and for no good reason! 2005 will not be long in coming.

This is an extremely sensitive area, both from an environmental and parking point of view. Even if one were playing ostrich, it would be impossible to not realize the plight and pressure that the City Parks must be under, with the fierce competition for parking spots just outside our gates.

One would have to be a Jesse Livermore to take such a needless chance. Jesse was a high roller in the '30's, gambled with his own money, and was very successful at it, making well over one hundred million back then! Still and all, he committed suicide at 70 because he thought of himself as a failure!

There is one development taking place, and that is the convenience shelter over by the crane. Members from "D" dock, and many from "C" found the walk to the regular BBQ to

*Continued on page 4*

## Commodore's Comments...

Continued from page 3

We needed more Level 27 entries but match racing *l'autre femme* proved to be quite a battle! The spinnaker, ah the spinnaker—our WMD and Lee gets us for the second year in a row. Oh well, we can always take out our frustrations next door. More TH&SC boats should try an ABYC race or two. The registration forms are on the board, you need your PHRF certificate, it's the same course, just Tuesdays and Thursdays. It's good fun, good racing and then good replays in the bar where you'll see many ex-TH&SC members and get to remind them that we are still here and still sailing fast. ▲

## Ways and Means...

Continued from page 3

be excessive, and even unworkable (not to mention the "John" would be downplaying it). There is, or was some opposition to the development of this area, *but not from the members and many guests* who are using it, and thoroughly enjoying it!

I use this area, affectionately known as TH&SC NORTH, and it is a delightful spot to spend a little time with your fellow members. ▲

## JOE YORKE 1922–2003

by Rich Taylor

A FEW YEARS AGO members would see a sailor walking with two canes slowly down the dock to his boat, *Rukasey Whim Wham*. Even when in great pain Joe loved sailing, his boats ranging from International 14s to his C&C 27. Joe is survived by his four daughters, nine grandchildren and two great-grandchildren. On July 2nd a Memorial Service was held at Queen City Yacht Club where his family and many, many friends celebrated his life in sailing.

I was fortunate in having several conversations with Joe that I enjoyed very much. Many thanks to Rob Mazza, husband of Joe's eldest daughter, Za, for posting the notice of Joe's passing. ▲

## EAST END CHALLENGE WRAP

By John Morris

### East End Challenge: One great day out of two ain't bad

By East End Al, the King of Koxwell

THE 2003 EAST END Challenge included the world's first inter-fleet balsa airplane championship, some stellar keg tapping and at least one day of perfect racing conditions.

A good T-Bird fleet, a superb V28 fleet and a disappointing Level 27 fleet enjoyed perfect weather conditions Saturday but a no-wind fizzle on Sunday. The poor 27 showing has the organizing committee considering doing the unthinkable and adding some PHRF starts to up the numbers and include more club members in the frolic.

Robertson & Robertson Skippers Plan sponsored the shindig and as Jamie Smallwood, race coordinator sagely noted, the Club elected to

invest the sponsorship money on beverages rather than fritter it away on lavish prizes or other useless upgrades. Sunday also included a nifty free bbq produced by Kerrie and a traditional East End breakfast was served up by Phrying Pan Phil Delahaye and Sheila "Skillet" Smallwood.

An additional feature of the race was the intimate chats between the committee and the participants on the windless Sunday. Hoisting the come-to-the-boat L flag, RC head Lorne Vineberg kept the racers in the loop with bullhorn announcements. This uncommon practice added to the club's reputation as an informal, welcoming operation.

A good team of volunteers from TH&SC and our neighbour ABYC (which also provided marks and a mark boat) were appreciated by all. In the end, ABYC (former TH&SC) T-Birder Wendy Loat took home the Challenge Cup, presented to the overall winner of the event. Look for bigger and better in 2004! ▲

East End Challenge participants



Overall Winners of EEC Trophy Crew, Nick Bailey, Wendy Loat

## SOCIAL CHAIR

Kerry Cahill

THANKS TO EVERYONE who attended and/or helped at Sailpast to make it a great success. That being said, I'm changing my tack on this article.

A month or so ago I met an amazing family with an even more amazing child. The child's name is Robbie Thompson and he is my hero.

Robbie Thompson is 5½ years old. His permanent home is with his mom Sue, dad Ron, little brother Luke and his dog, Fred in the Connox Valley on Vancouver Island. Currently he resides in Toronto with his family while recovering from a second heart transplant. Robbie's first transplant was performed at Toronto Sick Kid's when he was 18 months old after a 10½-month wait, six of which were on life support. The operation was successful, the family returned home and Robbie recovered swiftly. In April 2002 during one of Robbie's scheduled biopsies, he experienced challenges while under anesthetic.

Back to Toronto.

At first the medical team thought a pacemaker would solve the problem. Unfortunately, Robbie had to endure a second heart transplant. He is now recovering with minor complications.

Robbie and his family joined me for a wonderful afternoon cruise on June 24. He took the helm for a while and managed to keep us in irons while his dad and I took the sails down. You had to see it. Robbie is a brave, brave little guy, full of life and questions and no complaints (except when his ball cap blew off and we couldn't recover it). The cap was replaced thanks to quick work by some club members but didn't go over well with Robbie at the time.

I guess he got over it, here's a quote from an e-mail I received from Robbie's dad the other day:

*"We went to Niagara yesterday and Robbie wore his TH&SC cap all day. He calls it his SAILOR'S CAP!"*

I just wanted to tell this little story to all of you and let you know how much the Thompson's appreciated being at the club and how fortunate I am to be able to have that experience.

It's not every day you get to take a hero out for a cruise.

P.S.: Special thanks to my brother Tony from WYC for the use of the lovely *Chinook II* for the cruise and to Marie and Paul Evans for whipping up a cool gift bag (including the cap) for the kids at the last minute. ▲

## MEET OUR NEW STEWARDS

By Jen and Rob

ALTHOUGH WE HAVE MET many of the members, we thought for those we have not had the opportunity to meet you might want to get know a little bit about your new stewards and where they hail from.

Rob spent the first half of his childhood in a small fishing village at the mouth of the Halifax harbour. At the age of 12 he moved to Rothesay, NB where he spent most of his time on the Saint John River, sailing, driving a ski boat and a pedestrian ferryboat (very much like *Shadow* only a little bigger.) In '97 Rob moved to Toronto to attend Ryerson University for Radio and Television Arts and has not been able to escape the city since. Rob works as a freelance television producer which provides him with an ever-changing work environment. Presently, he works with Canadian Geographic Television and in the fall he will be moving over to the world of sports, coordinating ski event coverage for CBC, TSN, SportsNet and International broadcasters.

Jennie grew up North of Toronto in the small town of Nobleton and is one of six children. She is an avid camper who loves hiking, riding and working with youth.

Jennie holds a degree from the school of Radio and Television Arts, completing a minor in multimedia at Ryerson University (where she met Rob). In addition to founding a Not-For-Profit organization called The Media Circus Initiative (a collective that runs media literacy workshops for students) Jennie works for WSI Internet Consulting and Education, in their Education department producing e-learning environments.

We both want to thank TH&SC for the warm welcome we have been given by the members and look forward to getting to know each of you better. We also want to let all the members know that as your steward our door is always open and please not to hesitate to contact us with requests, suggestions or just to say hi.

Looking forward to catching up with you all,

Rob Bunn and Jennie Cross ▲

## EAST END CHALLENGE PICS



# FLEET CAPTAIN CRUISING

Chris Hanson

## Frenchman's Bay Cruise a huge Success

WE HAD A TERRIFIC turnout, which I believe may have been the most in the past three years, consisting of a fleet of 12 boats including an unexpected 13th. *Dynes Glas, Figment, Ghost, Lily, Lothlorien, Nambucca, Nipkin, The Phantom, Rising Wind, Short Wave, Summer Salt, Veuve Clicquot and Undine II.*

This time, the weather cooperated with sunny skies but a little light on the wind. If you had started around 10 a.m. or so, there was enough wind to reach along for a lazy sail, making about three-quarters of the way to Frenchman's Bay. After a little jostling around for berths (sorry George) and everyone was settled, we proceeded to get into the appetizers of veggies & dip, shrimp, curried chicken tarts, breads, all sorts of munchies followed by four kinds of Samosas. With a backdrop of a lazy afternoon, the socializing began and the wine started to flow.

After a short rest, a hardy Italian dinner of Lasagna, Caesar salad and garlic bread fed the masses.

After dinner, a surprise of roses and a diamond ring greeted Christine MacCallum as Dennis wanted to celebrate their 25th wedding anniversary with a little panache. I'll tell you, there were a few teary-eyed witnesses; well done Dennis, and congratulations to you both. A toast of champagne and cake followed as we settled in for a relaxed enjoyable evening.

The next morning a group breakfast was organized with the pooling of eggs, bacon, sausages fruit and a mountain of pancakes and toast. I want to thank everyone for his or her group effort, as Elizabeth and myself were able to just sit down and eat with no work involved.

An idea of a fun race home, with each boat keeping their own time was put forward and we set off charging from the starting area.... well kind of floated off in all directions trying to figure out which way the light wind would fill in from. (Isn't it always the

way when you decide to have a little race the wind doesn't want to play?)

Anyhow the wind did fill in nicely and it seemed we were going to have a good trip back, but as the afternoon wore on and the temperatures became warmer the wind got less and less. We were just off Bluffer's when I decided to start up the 'iron sail' and motored for just a couple of minutes when the wind reappeared. And did it ever; knocking the fleet over as the city vented the heat out to the lake. It felt as though someone had literally opened the oven door. That surge of air got everyone's heart going including a few white knuckles but we all arrived back home safe with a little extra to talk about.

For all those who have yet to join in a club cruise, the last official one is set for August 23rd poolside at Port Credit YC. Don't miss out, sign up early, as I believe this one will be the biggest yet!

With trying to promote the cruising sector of TH&SC, the club does sponsor the cruises and it only benefits you to take advantage of not only the dining but also sharing in the spirit and what it means to be a "club member".

Chris & Elizabeth ▲



**Frenchman's Bay Cruise a huge success.**



# FLOTSAM & JETSAM

Shadow

## LOST SWEATER

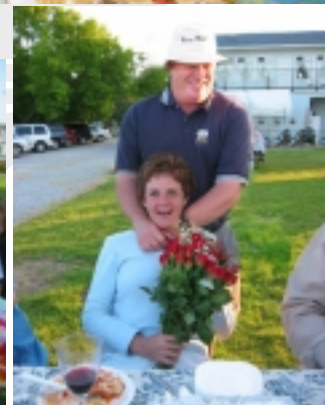
Liz Hanson accidentally left her sweater either on the patio or in the clubhouse after returning from their first cruise to Etobicoke on June 1st. Someone must have picked it up so if it might have been you, here is the description: *Light gray with a cable front with a white round neck and white cuffs, and a label reading Trinity Knitware.* Please call Liz or Chris at 416 423-0845.

## LAKE ONTARIO 300

On July 17 a new route for the Lake Ontario 300 will begin. The racers will start at Port Credit and then travel a counter-clockwise course through Oakville, Burlington, Niagara, Main Duck Island, Scotch Bonnet Island, Frenchman's Bay Mark, Gibraltar, Port Credit. Next year the course will go clockwise. [www.lakeontario300.org](http://www.lakeontario300.org) is the place to go for more information.

## A WEBSITE FOR ONTARIO AND CANADIAN SAILORS

Check out [www.sailquest.com](http://www.sailquest.com)



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

by Eric Muff

EARLY IN JUNE my ever lovin' and ever watchful editor phoned me to point out that I was getting *repetitious*. I'd prattled on *twice* about the guest list aboard the *Olympia Voyager*.

Early in June my ever lovin' and ever watchful editor phoned me to point out that I was getting *repetitious*...

Was this, lo, another senior moment, or was this a message from aloft?

My problem is that I only write this nonsense, I *never* read it.

I have *far better* taste in literature.

Irene used to proofread for me and correct my ~~speling~~ spelling, but now the poor soul is in a nursing facility and my overworked (and underpaid) editor has even more work to do.

Bless you Richard, you are indeed a gem in the world of publishing. (*Flattery will get you anywhere—editor.*)

So, if you have *already* read this crap that I'm about to write, please turn to the next article.

But, hey!!!...maybe it's time to retire from my *second* career, before senility becomes *too* obvious.

So! Now that Richard has me totally intimidated, where shall I start?

I *vaguely* remember telling you I had been to Ocho Rios in Jamaica and had waded at Dunn's River Falls.

En passant—I have just returned from two exciting weeks in beautiful downtown Labrador, but I'll tell you about that later on; (if I haven't told you already).

Anyhow! From Ochos Rios we sailed to the beautiful island of San Andres, which is a Colombian possession, off the coast of Nicaragua. There are no docking facilities here so we were obliged to go ashore in our lifeboats, which, as you know, is called *tndering*.

I just remembered something for you to add to your "store of useless information" and relates back to Ocho Rios. As you all know, the Spanish translation of Ocho Rios is Eight Rivers. However, Ocho Rios is *not* named after eight rivers (or even seven). In 1657 British troops repelled a Spanish expeditionary force that launched a raid from Cuba. This battle was near Dunn's River Falls (mentioned *aforehand*). Seeing the

rapids, the Spanish called the district "Las Chorreras". The British and the Jamaicans were not too swift when it came to Spanish names in the good old days and Las Chorreras was corrupted into Ocho Rios.



Back to tendering (not to be confused with tender-izing).

I remember this beautiful little island, but nothing of note comes to mind, so let's press on.

This evening, after a leisurely run ashore, with all the tenders lovingly returned to their davits we up-anchor and head south-westward to the romantic little port of Puerto Limon, in beautiful downtown Costa Rica. (Did ya ever read such crap? I should be writing brochures for Cookes Tours.)

Puerto Limon is only one hundred and seventy-two nautical miles from San Andrés, so, after a quiet night at sea we tie-up (do you remember what I told you about tying-up and securing? "You tie-up your *g-d shoelaces!* You secure ships.") in Puerto Limon.

Costa Rica's claim to fame seems to be her fabulous rain forests and beautiful flora and fauna.

Costa Flores is the largest tropical flower farm in the world, covering over 300 acres with more than 600 varieties of tropical flowers.

You can also take small boats through the jungle-lined canals and observe wildlife and lush lowland rain forest.

The Tortuguero Canals are a navigable network of lakes and channels that cross Tortuguero National Park. This system is called the Amazon of Costa Rica. There is also the Rainforest Aerial Tram which takes you through and above this magnificent rainforest.

I opted to stay downtown and annoy the locals.

Puerto Limon is only 192 nautical miles from the fabulous Panama Canal, and as I have told you on many occasions the canal never fails to excite

you. No matter how many times you have traversed it.

And so, at about six in the evening we leave Puerto Limon and head for the canal.

I shan't bore you *again* with the details and description of the canal—ever changing, ever the same.

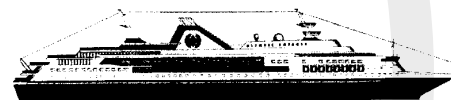
Tonight as we sail towards the canal we encounter our first time-change. Now, don't time-changes piss-you-right-off? Why do you always have to get up at midnight to do a time-change? Why the hell couldn't you do it after breakfast the next day? Oh, no! It always has to be a midnight.

Our clocks are gong *ahead* one hour. Does that mean I'm getting up at twelve or at one?

Oh! Sod-it!

Around about 5 p.m. (new time) we tie-up secure in beautiful downtown Balboa, Panama. Balboa is the westerly end of the canal, or is that southerly?

In Balboa, for 43 bucks U.S., they will give you a Tour of Panama City By Night, slash casino visit. Let me



elucidate—"From the Port of Balboa this evening's drive will lead you through the Canal Zone communities of Balboa and Ancon for sightseeing in Panama City. View the French Plaza (comemorating the French attempt at building the canal), the Arch of Santo Domingo and the Statue of Vasco Nunex de Balboa. Visit the residential district of Punta Paitilla for a magnificent view of Panama City and Panama Bay.

Then drop the rest of your loot off at the casino before returning to the ship in Balboa.

I opted to drop my loot off at the duty-free. They had an unbelievable bargain on Guinness. Then I spent the rest of the night sipping on the pier and people-watching.

Leave expired at midnight (or is that one a.m.?) and we set sail for Manta, in beautiful downtown Ecuador, 615 nautical miles from Balboa.

Ecuador is so-called because the equator runs through it, but you knew that. And Manta is just a few degrees

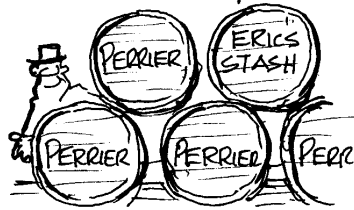
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# Legends of the Sea

ADDLE(D), THE NAME BY WHICH DRINKING WATER WAS DESCRIBED ON BOARD SHIP AFTER IT HAD GONE STALE AND PUTRID IN THE WOODEN STORAGE CASKS.

IN THE DAYS BEFORE METAL TANKS, AND WATER EVAPORATORS, ALL DRINKING WATER HAD TO BE CARRIED IN WOODEN CASKS. THE WATER LOST ITS PURITY AND FRESHNESS WITHIN A VERY FEW DAYS AT SEA, THUS THE CONSTANT NEED FOR SHIPS ON LONG VOYAGES TO MAKE TRIPS ASHORE, ALONG THE WAY, TO REPLENISH THE FRESH WATER SUPPLY.

THERE IS NO RECORDED INSTANCE OF ADDLE BEING ADDED TO THE DAILY TOT OF RUM. - RIGHT, ERIC?



WEATHERWISE this has not been the very best spring and summer, but there still has been the same measure of activity. Our club racing is in full swing and we also have had some wind this year. The cruising program is pretty well as expected, one cruise with a record number of boats and the next with hardly any. Social activities planned in the spring are turning out pretty much as expected.

The only difference can be seen in the Gone Sailing book. Not as many good weekends to get the boats out on the water and head out for another port. It is also noticeable out on the water. There are not as many boats to overtake or have them overtaking you. Our own vacation to the Islands, expecting a tough time to find a choice of anchorages, left us surprised that we were the only ones anchored in most of them. The incoming traffic to our club for the Jazz Festival contradicts this as we had higher than usual traffic.

As for club business. We have received our kits for Smart Serve. Once everybody is back from vacation, possibly the last week of August or the first weeks of September, we will notify those signed for the course.

Some people have been asking whether or not they can get in on the course. Unfortunately, unless someone cancels, that is not possible as each kit contains only enough workbooks for those who have signed up. As well, each member who takes the course is graded from individual work books. There will be courses again in the future dependent on member interest.

On the bulletin board you might have seen a request for volunteers for the Handicapped Sailing Program. I have joined and will spearhead a campaign to encourage other members of our club to help out as well. It is a small way to repay on our good fortune to be blessed with not only our health but our ability to own and sail a boat. There are those of us who want to sail as much as we do but are in the unfortunate position to be able to go only when there is a volunteer to assist if required. Please let me know if you are able to help and sign up on the sheet I will place on the bulletin board beside the information.

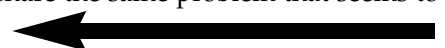
Recently I have visited a number of yacht clubs and have noticed a number of improvements they have made in and around their clubs. Although they share the same problem that seems to

be prevalent around any sailing club, that being there are about 20% who participate in club activities, i.e., racing, cruising, and social, and the rest use the club as a marina, they too are looking for ways to make members get more involved. Any ideas anyone has, we would like to hear them. It is disappointing to work so hard to put a Calypso Night together and have only sixteen couples from our club attend. Or have only two boats go on a cruise the same weekend.

The summer is nearly over and there is time for some great sails. Hopefully the sun will shine every weekend and it will be warm right up until the week before haulout. Happy sailing! ▲



Canada Day Party





## But, Hey!!!...

Continued from page 7

south of the equator, but you knew that also.

In Balboa, those who didn't wish to go on the tour or sit on the pier and sip had a Caribbean Deck Party, dancing on the upper deck under the stars.

Now the cruise lines don't do this because they "like ya", it's so that they can "sell ya" booze—which they buy at duty-free prices—at four fifty (US\$4.50) a pop.

While we are spending a couple of days at sea let me explain one of the more interesting facts of this particular cruise.

As I told you early on, it was billed as a cruise of "enlightenment and adventure".

Now sailing, as you know, is *always* an adventure, but enlightening? All you learn in *small boat* sailing is "I've gotta be nuts", but in *big boats* we've got doctors and professors and captains and ambassadors lecturing us on everything under the sun, and beyond.

Let me give you a "fer instance".

**Day One**—Orientation and shore excursion overview. Meet your Cruise Director Sammi C. Baker, who will provide lots of helpful hints for life on board followed by a presentation hosted by the Shore Excursion Manager, Amanda Adams. Learn all about the exciting array of shore excursions we offer at each port of call.

**Day Two**—Enlightenment activity: shore excursion briefing. Join your Shore Excursion Managers Amanda and Juan for an important and informative presentation of Oco Rios, San Andrés, Puerto Limon and Balboa.

Enrichment activity: A roundtable discussion "Looking Through the Crystal Ball: Predictions Beyond 2002". Meet our distinguished guest lecturers Geo. T. Keene, Capt. Loren McIntyre, Dr. Michael Moseley, Dr. Phyllis Pitluga, moderated by our Special Projects manager Ted Pedas.

Enrichment activity: "Discovering the Americas: One If By Land and Two If By Sea" with our distinguished guest lecturer Dr. Michael Moseley. We also met our onboard art expert.

**Day Three**—Enrichment activity: "Skies Of American Cultures Of Long Ago" with Dr. Phyllis Pitluga.

Enrichment videos—"The Sky By Night", "Voyage To Darkness" and

"The Feathered Serpent".

How bloody enriched can I become?

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

I was just glancing at the list of ship's officer's names, ya know what the Food and Beverage manager's name is? Charisma Charisma (no shit). These Greeks! Eh!

The next day we had *six* Enlightenment Activities.

Sunday, 27 January, 2002—This is the day we Cross the Line. Realizing it would take forever to induct 825 spastic morons into the Kingdom of King Neptune, they culled out about six of the less dangerous ones and we had a token Crossing of the Line ceremony, for which we all received a Shellback's Certificate. Like the canal, this is old hat fer me.

Around noonish we are alongside in Manta, Ecuador.

As you all know, the Galapagos Islands are a province of Ecuador and they lie about 650 miles off the coast of Ecuador in the Pacific Ocean. This archipelago consists of 15 large and several hundred small islands laying on or near the equator.

Th ship had laid-on a fabulous trip to the Galapagos, but it was far too pricey for the likes of me. (Plus, it involved flying.) I have sailed in container ships in close proximity to them, but was never ashore there.

One of our tablemates, Joan, from Cape Cod, was going (she who happily pissing away her late husband's hard-earned millions). They were to fly out of Quito, Ecuador and rejoin the ship in Callao (Lima) Peru. Poor little rich kids.

For the likes of myself (in steerage) they ran a shuttle bus to the downtown core and to several native markets. Exuador, as you know, is where they make *Panama* hats (is that Irish, or what?). They are famous, because the good ones can be rolled up and stuffed in your pocket and bounce right back to their original shape, unmarred by creases.

They also made arrangements for us to use the facilities of a beautiful hotel nearby. The Hotel Oro Verde (that's green gold, n'est pas?). I don't get the connection, unless they are referring to "semi" greenbacks. Anywho, it was fabulous—neat restaurant, bar and swimming pool—Resort elegance.

The Cadillac of Panama hats come

from a quaint, colonial town called Montecristi, which was founded in around 1628. Wickerwork is also done in Montecristi.

We weren't too enriched today.

Enrichment activity—"Early Coastal Civilizations: Moche and Nazca": Dr. Michael Moseley. Enrichment video—"Flight To The Shuar": Michael F. Ryan.

Enrichment activity—"One On One session With Dr. Phyllis Pitluga. (I'm not gonna touch that.)

Enrichment video—"Indians Of The River Sea": Michael F. Ryan.

I don't know about youse guys, but I prefer my enrichment ashore.

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

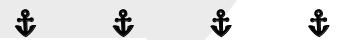
Later this evening, about 10ish, we were entertained (not enriched) by a *fantastic* local group, Folklorica Fantastica de Ecuador. Native songs, dances and costumes. Fantastica!

Next time I think we are heading for Salavery, Peru.

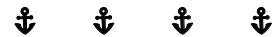
If not, I'll make something up. Have a good summer. ▲



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The Deadline for the  
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**Spar & Prop** is  
**September 30th**



**Spar and Prop** is available in  
**PDF** format, readable on a  
computer with  
**Adobe Acrobat Reader.**  
E-mail the editor.



### August 2003



| Sun.                               | Mon.                                                  | Tues. | Wed.              | Thur.             | Fri. | Sat.                             |
|------------------------------------|-------------------------------------------------------|-------|-------------------|-------------------|------|----------------------------------|
| <b>GET OUT AND ENJOY YOUR BOAT</b> |                                                       |       |                   |                   |      |                                  |
| 3                                  | 4                                                     | 5     | Series II Race 6  | 6                 | 7    | 8                                |
| Dufferin Bell Buoy Race            | 10                                                    | 11    | 12                | Series III Race 1 | 13   | 14                               |
| 17                                 | 18                                                    | 19    | Series III Race 2 | 20                | 21   | 22                               |
| Cruise to PCYC                     | 24                                                    | 25    | 26                | Series III Race 3 | 27   | 28                               |
| 31                                 | <b>CRUISING, RACING &amp; CORN ROAST—A BUSY MONTH</b> |       |                   |                   |      |                                  |
|                                    |                                                       |       |                   |                   |      | 23<br>Cruise to PCYC             |
|                                    |                                                       |       |                   |                   |      | 29<br>Bluffer's Race; Corn Roast |



### September 2003



| Sun.                                                   | Mon.             | Tues. | Wed.              | Thur. | Fri. | Sat. |
|--------------------------------------------------------|------------------|-------|-------------------|-------|------|------|
|                                                        | 1                | 2     | 3                 | 4     | 5    | 6    |
|                                                        | Labour Day       |       | Series III Race 4 |       |      |      |
| 7                                                      | 8                | 9     | 10                | 11    | 12   | 13   |
|                                                        |                  |       | Series III Race 5 |       |      |      |
| 14                                                     | 15               | 16    | 17                | 18    | 19   | 20   |
|                                                        |                  |       | Series III Race 6 |       |      |      |
| 21                                                     | 22               | 23    | 24                | 25    | 26   | 27   |
|                                                        |                  |       | Makeup Race Date  |       |      |      |
| 28                                                     | 29               | 30    |                   |       |      |      |
| Frostbite Distance Race                                | Election Meeting |       |                   |       |      |      |
| <b>KEEP ON SAILING—JOIN THE WEDNESDAY NIGHT RACING</b> |                  |       |                   |       |      |      |



### October 2003



| Sun.                                               | Mon.              | Tues. | Wed.             | Thur. | Fri. | Sat.               |
|----------------------------------------------------|-------------------|-------|------------------|-------|------|--------------------|
|                                                    |                   |       | 1                | 2     | 3    | 4                  |
|                                                    |                   |       | Makeup Race Date |       |      |                    |
| 5                                                  | 6                 | 7     | 8                | 9     | 10   | 11                 |
|                                                    |                   |       |                  |       |      | Cradle Placing Day |
| 12                                                 | 13                | 14    | 15               | 16    | 17   | 18                 |
|                                                    | Thanks giving Day |       |                  |       |      | HAULOUT            |
| 19                                                 | 20                | 21    | 22               | 23    | 24   | 25                 |
| HAULOUT                                            |                   |       |                  |       |      |                    |
| 26                                                 | 27                | 28    | 29               | 30    | 31   |                    |
| <b>A SAD DAY IS HAULOUT. JUST HOPE FOR NO RAIN</b> |                   |       |                  |       |      |                    |



### November 2003



| Sun.         | Mon.                                       | Tues. | Wed. | Thur. | Fri. | Sat. |
|--------------|--------------------------------------------|-------|------|-------|------|------|
|              |                                            |       |      |       |      | 1    |
| 2            | 3                                          | 4     | 5    | 6     | 7    | 8    |
| 9            | 10                                         | 11    | 12   | 13    | 14   | 15   |
| 16           | 17                                         | 18    | 19   | 20    | 21   | 22   |
| Awards Night | 23                                         | 24    | 25   | 26    | 27   | 28   |
| 30           | <b>AWARDS NIGHT—GET YOUR TICKETS EARLY</b> |       |      |       |      |      |