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SPAR AND PROP

AUGUST, 2005

NUMBER 170



Lindy and Ken Deas'
Keldy





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TH&SC Website—www.thsc.ca

Calendar

Series 3, Race 1—Wednesday, August 3—Come and join the fun!

Dufferin Bell Buoy Race—Saturday, August 6—Around the Island and into Humber Bay. A nod to Ontario Place and back again. A great sail.

Bluffer's Race—Saturday, August 27—East to the Mark off Bluffer's Park and then back again. It may look like a straight line but the wind may fool you.

Cruise To Mimico Cruising Club—August 27 and 28—Back to the west end and another wonderful place to visit.

Corn Roast—Saturday, September 3—Join us for fresh corn, sausage or dogs and entertainment. See page 4 for details.

Wednesday Make Up Races—September 7, 14, 21—Three races were postponed due to lack of wind. They will be made up on these days.

Cruise to Etobicoke YC—September 10 and 11—A Golden Days cruise to finish off the summer cruising season.

Toronto In-Water Boat Show—September 15-18—Canada's largest in-water boat show. At Ontario Place. Ontario Place is open too, on Saturday and Sunday.

TH&SC Election Meeting—September—Members will be notified by mail on the exact date and time. Please make a point of attending or sending your proxy.

Frostbite Race—Saturday, September 24—The last distance race of the season. Join us in the fun. The more the merrier.

Cradle Placement Day—Saturday, October 8—No cars allowed inside the gate today. All the cradles will be brought out and placed in their approximate positions.

HAULOUT—October 15 and 16—See the bulletin board for your boat position, which day your boat will be hauled and your work assignment for the day.

Awards Night—Saturday, November 26—Dinner and a show. The show being all the awards won during the year both in competition and otherwise. We will have a great time and recap our 2005 summer activities.

Children's Christmas Party—Sunday, December 11—Bring your children, your grandchildren and your nieces and nephews. The more kids the better. Be sure to sign up and know the procedure which will be posted on the bulletin board later this year.



Corn Roast
Saturday, September 3rd

About 5 or 6 p.m.

All the corn you can eat
plus dogs or sausages

There will be entertainment too

See Social Chair Report
on page 4

HAULOUT

**OCTOBER 15
AND 16**

CHECK BULLETIN
BOARD IN OCTOBER TO
DETERMINE THE DAY
YOUR BOAT IS HAULED
AND YOUR WORK
ASSIGNMENT

COMMODORE'S COMMENTS

Keith Willson

IT'S AUGUST AND THE SAILING season is half over and what a season it has been. Hot, hot, hot, lots of wind, no wind and occasionally just the right amount of wind and heat. No complaints from me however, winter is very long and cold.

The final lease negotiations went very well and I expect that by the time you read this we should have a final executed copy. As promised last time, I will post a full copy plus the "Readers Digest" summary in the clubhouse.

One of the founding principles of TH&SC is that it is a "self help" club. Work parties are a mandatory part of your membership commitment. As you will read later in the report from our Ways and Means chair, almost half of the membership seem to have forgotten this commitment. If you don't know what needs to be done then go to the Website and read about the outstanding jobs. Don't have a computer, then come on down to the club and check out the bulletin board. There is a full description of the jobs along with a sign up sheet. Many of these jobs can be done at any time so pick one that fits your schedule and simply do it.

The Officer of the Day Program is also lacking in volunteers. Almost half the time slots in August need filling. Come on down, pick out a 4-hour time slot and enjoy the time learning where everything is at the club, being helpful to visitors and helping your fellow members.

We have had a good season this year and are filling up very fast. It's great to see that sailing appears to be rebounding and that interest in TH&SC is very high. At the current rate we might just have a waiting list by haul-out. Haven't had one of those in about 15 years—a waiting list that is.

September is our annual election meeting month. This year we will be filling the positions of Commodore, Rear Commodore and Property Manager. Think about your Club and your commitment as a member. We need your support. Don't have enough free time? Then perhaps two of you want to fill a position as a team. That way you can split the workload and back each other up.

That's it for now. ▲

ONTARIO 300

by Jim Holton

WE DECIDED TO ENTER the Lake Ontario 300 distance race this year about 60 minutes after we had completed the same race the year before. We had just finished the Spinnaker Division in *Chinook 2* in my good friend Tony Cahill from Whitby's boat. Suffice to say some alcohol was involved in this process.

We decided that we would take my boat this year based on the fact much planning and preparation for this race is required and Tony felt the pleasure of this burden should be shared. We entered the White Sail race (I don't own a spinnaker). The prep takes weeks: meal plans; extensive safety checks and equipment to be shuffled between boats, etc.

The day of the race we were good to go. The weather started out quite nice but this would change by mid-evening with the remains of Hurricane Derek—I think that was the one—I lose track of them all. The weather started getting rough, the tiny ship was tossed...sound familiar? All kidding aside it did get very rough, we were looking at wind getting close to 30 knots and six- to seven-foot waves and we were getting headed all night. This meant very little if any sleep and no meals. The meal part was not so bad because there was the odd bout of sea sickness—but enough of that, you get the picture.

To add to our adventure we lost power for quite a period of time, but a flashlight and a compass did the job until we sorted it out. Thank God for hand-cranked engines. The boat handled very well once again, reaffirming to me the toughness of a Grampian. We finished the race in 30 hours, give or take a few, which made us happy because 34% of the boats entered did not finish at all. I was very fortunate to have had the crew I did with Tony Cahill, Tom Kara, from Whitby and our own Kerry Cahill. All of these guys are great sailors with far more experience than myself so it was quite a learning experience for me. We did decide after the race and some beverages we are going to give it another go next year.

Editor's Note—Jim and crew won their class. ▲

VICE COMMODORE

Marilyn Goodman

IT'S HARD TO BELIEVE that summer is half over already, and I hope you have all had the opportunity to spend some time at your boats. Even if your boat is more like a floating cottage (as mine seems to be this year) it is still wonderful to spend time with good friends at TH&SC and be by the water.

We are pleased to welcome some new Sailing Members. Both Glen Eddie and Ken Doyle are hopefully feeling at home on "D" Dock and we welcome Jim Neundorf on "A" Dock.

We also welcome four new Crew Members, Alexandra Hummel, Anthony Harvey, John McCarthy and George Flak.

I am sad to say that we have to say goodbye to three of our Sailing Members this year. Ken Deas, who has been a TH&SC Member since 1979, is moving to Victoria, BC in October (if possible with his boat *Keldy*). Ghislain Gaumond has already sailed into the sunrise to Quebec where a great job opportunity has surfaced. Lastly, Andrew Porter is taking his boat up to Georgian Bay which is something he has wanted to do for at least two years.

We wish all of you and your families the very best—and know that TH&SC Members will be thinking of you. Ghislain and Andrew are keeping Crew memberships in case they wish to return to our Club one day. Ken is a life member and will always be welcome.

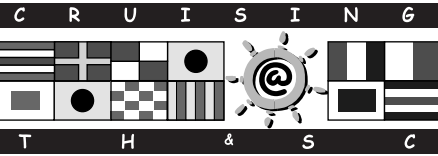
As many of you know, the Gate Code is changed weekly and the new Code sent out by group e-mail, usually on Mondays. If you would like to have the latest Gate Code sent to you each week please let me know at shandy@colosseum.com. ▲

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2005 CRUISING SCHEDULE

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

For those of you that have yet to have the experience of sailing on a club cruise here are some great reasons to participate.

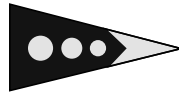
- The opportunity to get to know other members of your own club.
- The safety and camaraderie of sailing in a flotilla.
- Interesting locales with other club facilities to experience.
- Incredible meals and appetizers that your club provides for you.



Lakeshore YC
— June 4-5



Bluffer's Park YC
— June 25-26



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



Frenchman's Bay YC
— July 16-17



Mimico CC
— Aug. 27-28



Etobicoke YC
— Sept. 10-11

SOCIAL CHAIR

Sylvie Lavoie

HELLO EVERYONE, hoping everyone has had a very social summer, I know most of the members at the club are so so VERY socially active and this weather has been great for it. Bill and I have certainly enjoyed it.

I am working with Lorne Vineberg to get us some entertainment for the Corn Roast... it will be a surprise. As always it will start around 5 or 6 on September 3, the Saturday of the Labour Day Weekend, and for the ticket price of \$6 it is all you can eat corn with some dinner (German Sausages and/or Burgers) we'll surprise you. I'm counting on great attendance for a great last party of the summer.

Happy party, your social chair,
Sylvie. ▲

WAYS AND MEANS

Patrick Lyons

By way of a progress report vis-à-vis the participation of the members, twenty-three (23) jobs have been posted of which half a dozen (6) are complete. Five (5) projects remain unassigned and the remainder have total or partial commitments from members. Approximately, 25% of members who have work assignment requirements have yet to step forward.

I would urge those members who have yet to commit to a their work assignment to consult the Ways & Means section on the Clubhouse bulletin board or the Ways and Means page on www.thsc.ca for information. New jobs will continue to be posted as they come up.

Teams are required for Cradle Placing Day on October 8th and the Parking Lot Grading which will take place end of August or early September. ▲

OFFICER OF THE DAY PROGRAM

by Joan Willson

OOD Program 2005

Sign-up calendar is now available in the clubhouse

OOD Hours

FRIDAY 16:00 - 20:00

SATURDAY & SUNDAY

11:00 - 15:00

15:00 - 19:00

HOLIDAY MONDAY'S

15:00 - 19:00

For further information contact
Joan Willson at
416-759-1846 ▲



FAREWELL AND FAIR WINDS

by Ghislain Gaumont

LIFE IS FULL OF SURPRISES, often generated by strong desires....

Our little "Ontario story" started with a corporate location for "two years" to Toronto by my Quebec employer in 1990. It has now been nearly 15 years since we moved to Ontario. I guess a Quebec year is more like a "Dog year"!

It is here that we discovered and nurtured our passion for sailing. We lost control of our lives and relinquished it to the gods of winds, seas and water. We never thought you could become dependent on a passion. We quickly surrounded ourselves with everything that had anything to do with sailing and mainly with anyone who had anything to do with sailing.

After 12 years at TH&SC we have surrounded ourselves with an adoptive family of "sailors", who share the same passion for freedom and adventure. We have managed to gather such an endless number of great memories since joining the "club", memories we cherish...from our joining the "club" with the reception given and the willingness to help and assist the new sailors we represented, from the "free" racing advice received when we decided to attempt racing our dear *Seaduction*, from the bottomless well of knowledge and experience made available to anyone willing to ask a fellow sailor any question. By God, the great "Spar and Prop" does not have enough pages to list them all. TH&SC can boast of having a great nucleus of passionate sailors.

Is it a perfect place? Far from it, a slight undertow of "conservatism" often prevents great ideas to be implemented but reality is, that slowly but very surely the club demographic will evolve and the balance of power will change, if you are a young member don't give up yet since the future is indeed yours. Despite this "conservatism", the "club" has still managed to evolve and improve as a direct result of great people wanting it to be a greater place. Many of these great people have influenced and impacted our lives and we are very

grateful to have crossed paths with you.

Today, my Ontario employer has "permanently" relocated us in Quebec to develop the market it represents.

Our feelings are mixed, happiness for return closer to our families and loved ones after so long, joy for giving Emilie the chance to be near her grandparents, aunts, uncles, and cousins that she only got to see a couple of times a year, and of course, profound sadness for leaving behind great friends who have become a lot more like family than friends.

We are moving along with our "stuff", our passion for sailing, and taking *Emilie-Jolie* down the St. Lawrence to Quebec City, where we will be experiencing much different sailing conditions—ever heard of "Tides"???

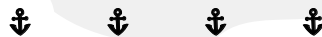
We will definitely stay in touch with our TH&SC family and know that our paths will cross again in the future.

We wish all of you farewell and above all fair winds!!!!

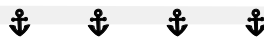
Ghislain, Nathalie and Emilie,
Emilie-Jolie ▲



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



The Deadline for the
OCTOBER issue of
Spar & Prop is
October 1st



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

Website address is
www.thsc.ca

RACING CAPTAIN

Jim Holton

THE TRADITION OF WINDLESS Wednesday continues. It is a very frustrating experience to sit in one spot, give or take 50 yards, for 45 minutes This however has been our lot, as we are now up to three make-up races.

We were trying to arrange a Weekend Regatta but ran into scheduling problems. The good news is the racing itself (when it occurs) has been very competitive. In Division 1 Lou Lalonde in *Tsunami* is having a strong year—this is no surprise to anyone. However with the arrival of Jack Hexham's *Legacy* to the club this year (Welcome back Jack) and John Morris back out with *Rockit* and Ken Deas' *Keldy* and Jamie Smallwood in *Fauvette* having very solid seasons and three make up races to come all bets are off on how this season will finish.

In Division 2 Rich Taylor, Bill Middleton and Colin Taylor have come out of retirement and are showing the rest of us there is no substitute for experience. They are having a great year and are giving Lee Rixon and *l'autre femme* who last year ran away with the Division quite a battle.

Another boat to watch is Paul Evans in *Figment Squared*. Paul, Keith Willson and Chris Hanson seem to be getting stronger each week as they are figuring out Paul and Marie's new boat. The make up races will be held on September 7, 14 and 21. Hopeful we will not have any more to add.

I would also like to take this time to thank all the guys on the Committee Boat for their time and patience, also Jim And Mona for taking the time to do the scoring each Wednesday. Without these folks we would not be having a season at all. ▲

FLOTSAM & JETSAM

Shadow

BILL AND BARRY—BRIDGE BUILDERS

The bridge to B-dock needed a repair job last month. Bill Middleton and Barry Smith attacked the job and, after a couple of weeks turned out real smooth job, making the bridge safe and good-looking. Excellent job guys.

ALL TOO SOON we are coming to the end of our racing season. Only three more races to go and then three make up races. We were going to try to run them all on a Sunday, but it turned out to be an unworkable idea so they will be run as indicated in your racing schedule—SEPTEMBER 7, SEPTEMBER 14, and SEPTEMBER 21. First gun at 6:30.

Somehow our Frostbite race did not make the schedule—it will be Saturday, September 24. Skipper's meeting 1200 hours.

The weekend races have not been very well attended this year, so lets make an effort to make this race crowded.

If we get a good turn out at this one I'LL BUY THE DRINKS AFTER THE RACE.

The East End Challenge was another disappointment. Again, too many functions around the lake and the inability to obtain accurate dates of some of these functions. This year, in spite of changing the date for them, the Vikings did not show, nor did the T-Birds.

However, a big bright spot in our little racing community was the tremendous effort by Jim Holton and crew in *Head Office* for finishing first in the Ontario 300 this year. No one from our Club has ever won this race or even finished it. And the last twelve hours were sailed without any power so that after the finishing the race they had to hand crank the engine to get home. Hearty Congratulations to the crew, Tony Cahill, Kerry Cahill, Tom Kara and the Captain Jim Holton. You did yourselves proud!!!

Now about our cruises—like that battery character, Liz and Chris just keep going, and going. The work they have done and their organizational skills have certainly raised the bar to a level difficult for the next cruise director to match. Thanks again Liz, thanks Chris. ▲



AN EDITORIAL

by Rich Taylor

HAVE YOU EVER SEEN OUR Club looking better? This is because many members have pitched in and, above and beyond their membership obligations, have watered, weeded, planted, cut, painted, fixed, cleaned up and built around the Club all summer.

These are the people who do things on a day-to-day basis, the small things that make our Club look better than ever.

If *you* see something that needs to be done, to be picked up, to be brought to the attention of the Executive—please take it upon yourself to do the right thing—for yourself and for your Club. Don't leave it for somebody else to do.

Of course, the best thing to do is to clean up after yourself. Don't leave anything for someone else to do. However, "things" happen. That paper on the lawn dropped out of someone's pocket and they didn't notice it—please pick it up. Your almost finished drink was put down because you were helping someone else—but you forgot all about it. Someone cleaned it up for you, how about you picking up someone else's wayward container.

There are still lots of major and minor jobs that will be done around the Club both during and off-season. They will be covered by your work obligation (which, I hear, many members still have outstanding) but if we keep on top of the little things, our Club will continue to be better and look better than ever. ▲

OOD MEISTER—JOAN WILLSON

Another job well done is the Officer of the Day coordinator, Joan. The OOD information book is detailed and well organized. All the things you need as OOD are handy, and as often as not, Joan is available for consultation. Many time, when there is no coverage, Joan is right there doing the job. Let's get that calendar filled in so Joan doesn't have to be OOD. Coordination is more than enough work to do.

HORRORS! RAFFLES HAS BEEN SOLD

One of Eric Muff's favourite haunts, the Raffles Hotel in Singapore has been sold to a venture capital firm in Los Angeles for \$1.3 billion. It was previously owned by the Singaporean government but some say the price they sold it for was too low. Apparently tour buses would arrive at the Long Bar where the Singapore Sling was invented, tourists would consume their cocktails in the 20 minutes allotted and then leave. Sorry, Eric. ▲

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Love the Boat but cannot take
it to Victoria with us.**

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

by Eric Muff

I'VE BEEN ASHORE TOO LONG!
I'm beginning to develop a landsman's (oops!) landperson's (sorry girls, ladies, women) mentality. Ain't hard to figure why the matriarchy didn't work, eh, guys?
There, now I've got us ALL in the shit.

Let's get back to sea, where we're safe. If I could only remember where I left us.

Let's try the River of January, Rio de Janeiro. Last chance to blow your remaining quids at the ubiquitous H. Stern. No more emeralds or Cartier.

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

28 January we depart Rio and sail through this magnificent, harbour (one cannot help but wax poetically on this one-of-a-kind harbour).

We are enroute to Salvador, Brazil, a little north and east of Rio.

Salvador, formerly São Salvador or Bahia, city and port in eastern Brazil, and capital of Bahia State, on a peninsula at the entrance of Todos os Santos Bay.

Salvador is a major port, from which coffee, tobacco, sugar, cotton, industrial diamonds, and petroleum are exported. The principal industries of the city are shipyards, sugar refineries, cotton and flour mills, and tobacco factories. Salvador is built on a steep incline and is divided into upper

THE OLYMPIA VOYAGER

Visits

SALVADOR DA BAHIA, BRAZIL

and lower towns which are connected by elevators, cable cars and winding roads. It is the site of Federal University of Bahia (1946). Salvador was founded by the Portuguese (who also founded Sardines) in 1549 as São Salvador de Bahia de Todos os Santos. It was the capital and seat of the governor-general of the Portuguese lands in Brazil until 1763. Salvador became capital of Bahia State in 1889.

The first capital of the country, Salvador is rich in culture and history. It is said that there are over 365 churches in the old city alone!

(As Frank would say, "Holy crap!")

You could go to Mass in a different church every day of the year.

Salvador contains many excellent

examples of Portuguese colonial architecture. The city's primarily black population reflects it's early peopling by African slaves imported by Portuguese colonists during the 1700s. These slaves brought nothing with them but their belief systems, but they have influenced a lot in this area with their language, music, painting, carvings and art. Even today their beliefs continue to be practiced in regions like Candombie and Macumba.

As previously stated, the city is built on two levels and you can get from one to the other by means of the "Lacerda Elevator". The Old City is called by the locals. Pelourinho, making the new city Salvador, I guess.

Their currency is the real, and one U.S. buck equals 2.40 reals. Reals are the only currency accepted to use the Lacerda Elevator or public transport.

One of the many churches worth checking out is the San Francisco Church, or The Gold Church. Another church to see in the Polourinho is the Blue Church, built by slaves, for the slaves.

Also on the lower level, on the waterfront, near the elevator is a large mercado (which, you will remember means city market). This is a two-storey affair where you can buy virtually anything. And, if shopping ain't your bag, on the second level there is a balcony where you can purchase icy, cold Cerveza. Oops! There I go thinking Spanish instead of Portuguese.

Buy, hey!!!...a rose by another name....

I also took a run out to Barra Lighthouse at the Atlantic tip of the peninsula. There are also many 17th century fortifications in this area.

I was here before, in another vessel, years ago, but I vividly remember the dance troupe who came aboard to entertain us. The most beautiful females I have ever encountered on this planet. (Outside of our female membership, of course.)

Tonight we are entertained by Vitali and the magic of his panpipes.

But, hey!!!...

Enroute from Salvador da Bahia to Recife, Brazil.

I've told you before that this vessel is a greyhound, and we are constantly getting ahead of schedule. Well, this happened again after we left Salvador so, at 1 pm on Friday, March 1st the Old Man shut down the engine room and we drifted silently on a calm sea, a

calm, warm, sea until 10 pm that evening.

Nothing to do but lallygag about, drinkin' rum and watching the boobies diving for flying fish. (No Garry, not those kind, the blue-footed kind.)

"Ardships! you barstards, you don't know what bleedin' 'ardships are!"

Olympia Voyager

This has to be the epitome of tranquility. Just try to visualize a vessel, out of sight of land, gently rocking on warm, calm, sea, with only the sound of ice cubes, slowly melting in your glass. No horns blaring, no sirens wailing, no children crying, no ghetto blasters blasting.

Christ! I've died and gone to Fiddler's Green.

But, hey!!!...that's the adventure. Arrived in Recife, Brazil about 7 a.m.

Tuesday, 5 March, warm, humid and overcast.

One of the 15 original captaincies created in 1535, Recife, who's original name was Pernambuco, began as a Portuguese toe-hold on the continent of South America. It prospered by the introduction of sugar cane and african slavery shortly after it was founded. The Portuguese built the city of Olinda five miles north of the confluence of the Capibaribe and Berberibe rivers

CIRCUMNAVIGATION of SOUTH AMERICA

where the ships would anchor, load and off-load goods. Olinda suffered attacks by French troops in 1561, and again by British forces in 1595, but the Dutch invasion of 1630 destroyed it and captured the region. The Dutch built their own city in the river deltas, naming it Recife after the reefs protecting it from the sea. Their experience in building in low-lying areas helped them to make a good port of Recife. When the Portuguese recaptured the area 24 years later they rebuilt Olinda and the aristocracy preferred it to the craftsmen and seamen's port. However, by 1800 the bustling seaport eclipsed the languishing colonial administrative

Continued on page 8

But, Hey!!!...

Continued from page 7

centre in importance and the older city of Olinda declined.

Slavery was finally abolished in the area in 1888.

Recife, Brazil

Recife stands on three islands, Sao Antonio, Boa Vista and Recife, with the port facilities on Recife. Over two dozen bridges connect these islands to each other and the mainland, giving Recife the nickname of Venice of Brazil.

Olinda, Brazil's first capital city, sits on a hill overlooking Recife and the Atlantic ocean.

Olinda, in many ways is the Greenwich Village of Recife. It is here that many of the city's artists, musicians and liberal professionals live, and it is also the centre of Recife's gay scene.

We are tied up at the container port, so Bob and I grab a cab and head into town. No one, I mean *no one* speaks english in this town, so the cab driver hasn't a clue where we want to go. We have been told on board that there is a place to shop down town that was once a jail and it also houses many craftpersons. I know now that it is called Casa Da Cultura but we didn't then.

However, it was originally a jail so we are on the lookout for a cross between the Don and Kingston pen. Well, after a very thorough tour of the city we espy a very large, granite, monstrosity. "Let's take a chance", says I. "Let's", says Bob "or we'll end up like the Flying Dutchman". We pay the bloke and depart. Good guess, this is the place. All these poky little cells house shopkeepers or craftpersons (see how I'm picking up on this politically correct H.S.?) It's old, with no elevators and three storeys high (try that on your glucosamine) and Bob wants a lace tablecloth or something for his Mom. Big lace country this.

About a half hour later we're still climbing stairs and poking our noses in cells when I spot our cab driver following along behind us. Probably come to pick up a fare.

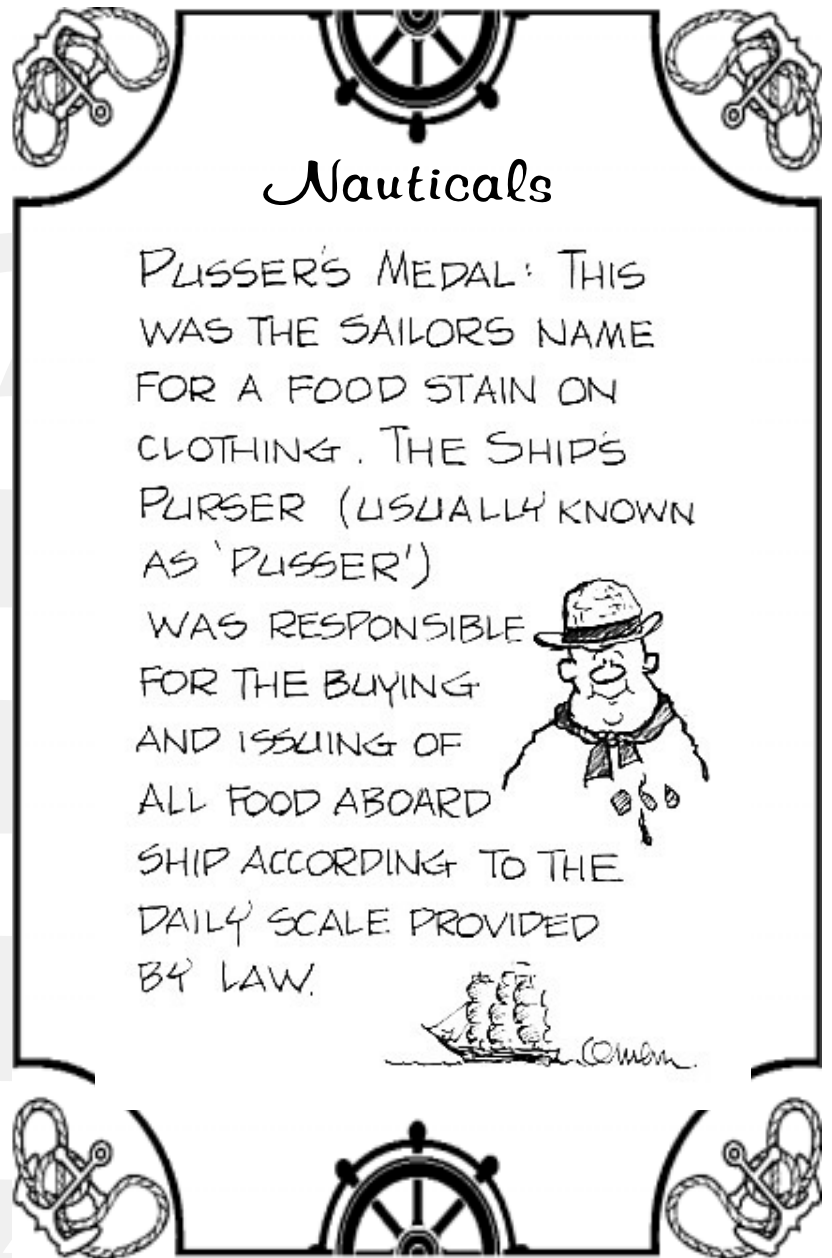
Two hours later he's still there. Shit! Me thinks, he ain't gonna make much money doin' this.

Bob finally finds what he wants, we have a bite to eat, and he's still there. We have a later afternoon departure so I sez to Bob, "we might as well get back in the cab and go back to the ship". which we do.

And to this day I still have visions of a lonely cab driver sitting on a jetty in Recife waiting for the *Olympia Voyager* to return.

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

And remember, my children, life is far too short to drink cheap tequila. 🍷



Nauticals

PURSER'S MEDAL: THIS WAS THE SAILORS NAME FOR A FOOD STAIN ON CLOTHING. THE SHIP'S PURSER (USUALLY KNOWN AS 'PURSER') WAS RESPONSIBLE FOR THE BUYING AND ISSUING OF ALL FOOD ABOARD SHIP ACCORDING TO THE DAILY SCALE PROVIDED BY LAW.



FLOTSAM & JETSAM

Shadow

OFFICER OF THE DAY—HAVE YOU DONE YOUR PART?

This part of our membership obligation can be very interesting. It's true that you can't go sailing while you're on duty, but you meet a lot more members on the patio than on the lake. And if you're fortunate enough to have visitors arrive, then you will meet sailors you would never would otherwise. Yes, there are some chores you are expected to do, but they won't take long and it will give you a better idea of what is necessary to keep your club operational. The OD time is only four hours a shift (more if you want) so the whole day isn't spent on one thing. Sign up now.

DO YOU HAVE A DINGHY IN THE RACK?

Is your name on it? If not, it may be a good idea to do it. There is a suspicion that there are orphans in the rack that might go up for auction. It wouldn't do to have to buy back your own dinghy.



August 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	Series 3 Race 1 3	4	5	Dufferin Bell Buoy Race 6
7	8	9	Series 3 Race 2 10	11	12	13
14	15	16	Series 3 Race 3 17	18	19	20
21	22	23	Series 3 Race 4 24	25	26	Bluffer's Race Mimico CC Cruise 27
Mimico CC Cruise 28	29	30	Series 3 Race 5 31			

THE HEART OF OUR SUMMER – GO SAILING



September 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
ENJOY THE WHOLE MONTH						
4	Labour Day 5	6	Makeup Race 1 7	8	9	Etobicoke 10 YC Cruise
Etobicoke 11 YC Cruise	12	13	Makeup Race 2 14	In-Water Boat Show at Ontario Place 15	In-Water Boat Show at Ontario Place 16	In-Water Boat Show at Ontario Place 17
In-Water Boat Show at Ontario Place 18	19	20	Makeup Race 3 21	22	23	Frostbite 24 Race
25	26	27	28	29	30	

TIME TO GET IN ALL THE SAILING YOU CAN



October 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GET ONE LAST SAIL IN AND THEN MAST DOWN						
2	3	4	5	6	7	Cradle Placing Day 8
9	Thanks-giving Day 10	11	12	13	14	Haulout Day 1 15
Haulout Day 2 16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

DON'T FORGET AWARDS NIGHT



November 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	Awards Night 26
27	28	29	30			

PACK IT ALL UP FOR ANOTHER SEASON