

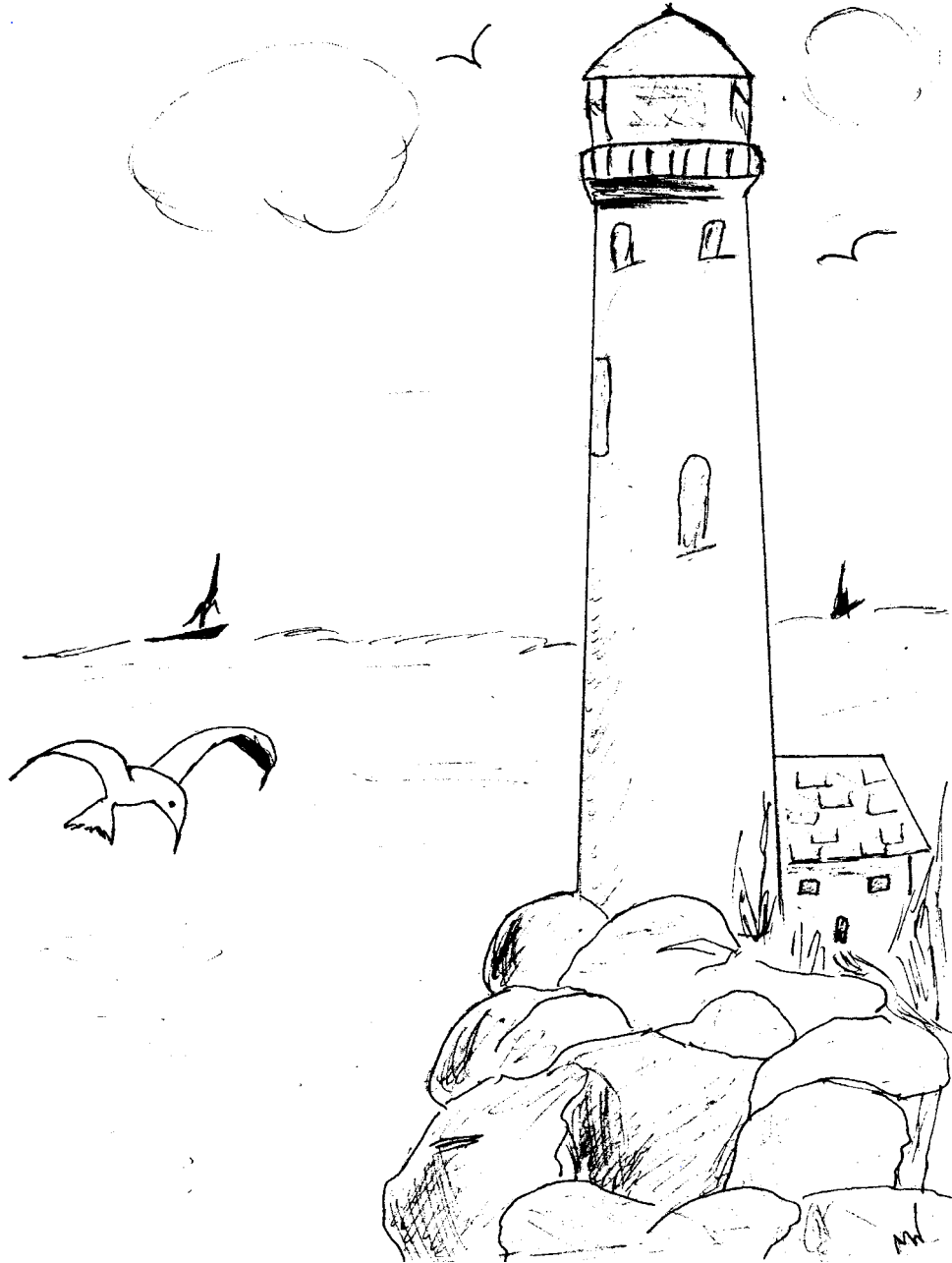
Toronto Hydroplane and Sailing Club  
20 Ashbridge's Bay Park Road  
Toronto, Ontario  
M4L 3W6  
Phone: 694-6918

Editor: Richard Taylor  
51 Brigadoon Cres.  
Agincourt, Ontario  
M1T 3C2  
Phone: 293-4340

# SPAR AND PROP

AUGUST, 2006

NUMBER 176



Drawing by  
*Marie Middleon*





## Toronto Hydroplane and Sailing Club Executive Board

COMMODORE

**Lee Rixon**

(416) 724-5281

email: lrixon@rogers.com

PAST COMMODORE

**Keith Willson**

(416) 759-1846

email: kwillson@sympatico.ca

VICE COMMODORE

**Marilyn Goodman**

(416) 429-2598

email: marilyn.goodman@rogers.com

REAR COMMODORE

**Mona Anderson**

(416) 686-0734

email: jim.mona@sympatico.ca

HARBOUR MASTER

**Ross Campbell**

(416) 249-4095

email: rcam@rogers.blackberry.net

PROPERTY MANAGER

**Dennis MacCallum**

(905) 770-3125

email: MACCALDE@mpac.ca

TREASURER

**Mike Baker**

(416) 481-5461

email: thebakers@sympatico.ca

SECRETARY

**Eva Baker**

(416) 481-5461

email: thebakers@sympatico.ca

RACING FLEET CAPTAIN

**John Morris**

(416) 963-3222

email: john4sail@hotmail.com

RACE COMMITTEE CHAIR

**Tom Monson**

(416) 429-2598

email: tm@primus.ca

CRUISING FLEET CAPTAIN

**Chris Hanson**

(416) 423-0845

email: lothlorien.cs27@sympatico.ca

WAYS AND MEANS

**Patrick Lyons**

(416) 438-1716

email: waysandmeans@thsc.ca

SOCIAL CHAIRPERSON

**Melinda Ramsay**

(416) 992-0999

RECIPROCALLS OFFICER

**Peter Martyn**

(416) 822-4345

email: pmartyn@world.oberlin.edu

TH&SC Website—[www.thsc.ca](http://www.thsc.ca)

# Calendar

**Race Series III—Race 1—Wednesday, August 2**—A new Series is starting. Get in at the start and get lots of points.

**Race Series III—Race 2—Wednesday, August 9**—Last chance for overall win.

**Rookie Race 6—August 11**—Increase your skill level, learn from experts.

**Dufferin Bell Buoy Race—August 12**—Race to Humber Bay and back.

**Sizzling Hot Caribbean Night—August 12**—A party with a Caribbean Flair, “mon”. Party hearty after the race. It’s going to be a great evening!

**Race Series III—Race 3—Wednesday, August 16**—Last chance for overall win.

**Mimico YC Cruise—August 19 & 20**—A great weekend to have a cruise.

**Race Series III—Race 4—Wednesday, August 23**—Let’s get in some sailing.

**Race Series III—Race 5—Wednesday, August 30**—Come and be a “kingmaker”.

**Bluffer’s Challenge Distance Race—September 2**—A sweep to the east and a sweep to the west. Lots of searoom for a good day.

**Etobicoke YC Cruise—September 9 & 10**—Last cruise of the year, make it count.

**Makeup Race Day—September 17**—We missed a lot of Wednesday night races during the early season. We will try to make them up today. Everyone is welcome.

**Elections Meeting—September 25**—Consider being more involved in your Club!

**Frost Bite Distance Race—September 23**—The last race of the season. Come out and join the fun.

**Cradle Placement—October 7 and 8**—Be prepared to move your car.

**HAULOUT—October 14 and 15**—Masts down, cradles prepared. Time to lift our boats and snug them down for the winter. Watch the bulletin board for the day your boat comes out and your task for the day.

**Awards Night—November 25**—Everyone is welcome for this gala occasion. It’s not just the racing fleet, cruising, photography, and many other Club activities are recognized. Come and applaud the winners—you may be one.

**Children’s Christmas Party—December 9**—Children, grandchildren, nieces and nephews. All our children have a great time at the Christmas Party.

## ELECTIONS MEETING — SEPT. 25, 2006

Under the Constitution of Toronto Hydroplane and Sailing Club an election meeting shall be held in September of each year. Accordingly, the elections meeting for 2006 has been scheduled for Monday, September 25, 2006. The official notice will be mailed in September.

## ROOKIE RACES

Every 2nd Friday

New skipper? New crew?  
Did you race once but didn’t know what to do?  
Join us every 2nd Friday and see what it’s all about. No pressure!  
Questions answered! Lots of FUN!

## HAULOUT

Saturday and Sunday  
October 14th and 15th

Don’t forget, it’s a mandatory workday on the day your boat is hauled!  
Check bulletin board in October to find out your haulout task and day

# COMMODORE'S COMMENTS

Lee Rixon

WE HAVE NOW REACHED the middle of summer, with the evenings starting to draw in a little but there is lots of good sailing left in the season. Hopefully you will all get a chance to get out on your boats and enjoy it. There is a lot of activity around the club at this time of the year, whether it be racing around the cans on Wednesday, Rookie racing on alternate Fridays, long distance races and cruises or just good old fashioned partying at the club. Come on out and enjoy!

I don't have a lot to report at this time, but thought I would give you an update on the lease. We have received a draft, as I think I mentioned in the last Spar and Prop, and are in discussions with the City about its contents. There are two clauses that we are concerned about and we are attempting to address these. We have also contacted our local Councillor, Sandra Bussin, and are asking for her help. Progress as you can well imagine is slow, mostly due to key people being away on vacation, but I will keep you in the loop if there are any developments. I don't expect this to be resolved quickly, but we are making our case and trying to get the situation clarified.

We are also looking at what we can do with our Officer of the Day program for next year. While this program has been successful in years past, this year we have been having difficulty in getting people to commit their time, especially on the busy weekends during the middle of the summer. To this end, we are looking at other options, and one that is being seriously evaluated is hiring students to perform these duties during the heavy traffic summer months. I'd be interested in hearing everyone's views on this as we are planning to make a presentation about our options at the AGM.

Finally I'd like to mention that the Elections meeting is going to take place in September and we will be looking for candidates for any open position. Talk to any member of the executive if you are interested, and they will be more than happy to let you know what is involved in being part of the TH&SC board.

That's all I have for now, so see you on the water. ▲

# WAYS AND MEANS

Patrick Lyons

STILL NEED TO COMPLETE your required work hours?

Projects posted and not completed have enough hours for around 30 people to complete their required two day's work. These are both old and new project postings.

Some projects can be done when the member chooses (before season end); however, some are scheduled like the seawall repair at the end of August, the gravel spreading at end of September and A-dock repair after the boats come out of the water in October.

According to our records, some 46 of you are yet to complete all your work hours.

To sign up for any project: call Pat Lyons @ 416 438-1716 or email to [waysandmeans@thsc.ca](mailto:waysandmeans@thsc.ca)

P.S. Avoid the rush and grab your opportunity now! ▲

# VICE COMMODORE

Marilyn Goodman

NOT A LOT TO REPORT at this time of year for me, but I am sure others on the Executive will make up for it.

There is just one Crew Member to welcome this time – Joanne Schneider, who has already been working hard with the Social Committee, as are others of our Crew Members. My thanks go to you all for putting in the time and effort for our Club.

We are looking for a new Vice Commodore to take over from me this December, and please give me a call if you are interested in the position. You will need some computer skills, and a definite interest in people. It is a satisfying job which I have much enjoyed. I will of course work with my replacement until they are comfortable with the position. ▲



**OOD Program 2006**

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 ▲

Editor's e-mail address is [rwt@total.net](mailto:rwt@total.net)

⚓ ⚓ ⚓ ⚓

The Deadline for the OCTOBER issue of Spar & Prop is **September 29**

⚓ ⚓ ⚓ ⚓

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](http://www.thsc.ca)

# FLEET CAPTAIN CRUISING

Chris Hanson

AT LAUNCH, summer still seemed distant and now it's going way too fast. With only two more cruises remaining, here is a recap of what has been happening.

Our cruise to Bluffers Park YC was a nice relaxed sail with 14 boats participating. The theme for this meal was Caribbean Jerked Chicken. As always there were great appetizers which caught many a roving eye from BPYC members. There was so much food that we extended an invitation to join us for dessert.

The Canada Day weekend sail over to Port Credit YC was also well attended with 11 boats. While they had to deal with a bit of rain, everyone sure enjoyed dinner put on by hosts Jacquie and Randy Boyd. Thanks again for taking on the cruise.

## Overnight Race / Cruise

The inaugural Frenchman's Bay Race / Cruise went very well with a total of 18 boats participating. The winds going and coming home were great and provided all with hungry appetites. Lee Rixon and Deb Bradley treated us to a super award winning meal of barbecued ribs.

Next cruise is over to Mimico Cruising Club (August 19-20), Joan and Keith Willson are going to be our hosts for this one.

Last two Cruising destinations and dates—  
Mimico CC August 19-20  
Etobicoke YC September 8-9

The Mimico cruise will not have a breakfast, but most of us in the past have opted for their buffet in the clubhouse.

We will have a community breakfast at Etobicoke, so please indicate on the sign up list what you will contribute.

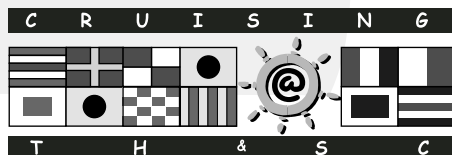
Here is a reminder to bring along your digital cameras on these trips and then email your photos to Mike Montgomery at [montgom@thsc.ca](mailto:montgom@thsc.ca) so that he may place them into the clubs' website. I have chronicled the past two cruises and you can view them at [www.thsc.ca](http://www.thsc.ca)

Hope you can join us for our last club cruises.

Chris & Elizabeth ▲



Bluffer's Park Cruise—these cruisers eat well, don't they!



The schedule is now complete and I am looking forward to another great season of cruising and socializing. The only change to this year's itinerary is the combination of a race/cruise to Frenchman's Bay in July. Hopefully we will have a big turnout with the racers and maybe get a few more converts discovering that they are always welcome to join in on the relaxed side of sailing.

Canada Day festivities will be held at the Port Credit Yacht Club, so make a plan to take in the fun with some sailing, swimming and fireworks. If you can't make it by boat, you are invited to attend any of the cruises by land yacht just make sure you sign up on the cruising signup sheet.

A reminder note: In order to claim an official 2006 TH&SC Club Cruises flag you must have attended 3 of the 6 cruises this season.

### Cruising NEWS

I have been attending the preliminary LOCCA meetings representing TH&SC. LOCCA stands for Lake Ontario Cruising Clubs Association. Its mission is to provide support and interaction between all clubs cruising the waters of Lake Ontario. One of its functions is to facilitate inter-club cruise bookings with a data base on each providing information on slip availability, events in that area (regattas - reunions) etc. This will be quite handy in the future for organizing and booking cruises.

Each club cruising captain will be able to access a proposed venue and see immediately how many slips are available, a link will then forward the request to the club's cruising captain and / or club manager.

This site will also be invaluable to the individual cruiser. Imagine you decide on going somewhere for the weekend but are not sure if there will be space available. By searching the LOCCA website you will be able to see if there are any major activities scheduled at that destination, and while you won't be able to book it online you will have the foresight to know that your odds are good at finding a spot there that evening. A phone call or radio communication will then help reserve your space.

I hope you will join us for a cruise this year.  
Chris and Elizabeth

## 2006 CRUISING SCHEDULE



Lakeshore YC  
— June 3-4



Bluffer's Park YC  
— June 24-25



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



Frenchman's Bay YC  
— July 15-16



Mimico CC  
— Aug. 19-20



Etobicoke YC  
— Sept. 9-10

## THE MASTER IS ABOARD

by Mona Anderson

I LOVE FLAGS. There's something so cheery about colourful banners floating on the breeze. Flags always lend a sort of festive air which is, no doubt, why they are so popular as decorations. And in fact, many flags are designed to be just that, decorative. However, the flags we use in the marine community are not intended for decoration. They are meant to signal messages to persons on shore and aboard other vessels. This is an ancient tradition really, this matter of flags and messaging, and while some old traditions may be better forgotten, this is one (IMHO) that should be kept alive and passed on. The flags you fly should be chosen with care. Consider first what message you wish to send.

You'll see all sorts of stuff flying from the rigging of boats. Can you decipher the message? If someone is flying a yellow flag, do you know what it means? Where and when do you fly your club burgee? How about the ensign—what's its proper place? (What is an ensign anyway?) In my early sailing days, I used to fly every flag I had on the boat. And I know lots of other sailors who like to do the same thing. I got interested in flag protocol some years ago when a friend and fellow sailor, (for whom I have great respect) criticized my display. And if Peter said there was something wrong with a thing, you could bet there was a good reason.

On any summer afternoon when you are down at TH&SC, stop and take a look at how many burgees are aloft in the rigging of the boats. Quite a few, right? And you may think ... "Gee, that's nice; all these members showing pride in their club." Some folks put their burgee up when the boat goes in the water in the spring and they don't take it down until haulout. Truth is, the burgee is to be flown only when the Master of the vessel is aboard. He puts it up when he gets there and takes it down when he leaves (or she ... don't get offended now). If that were the case, anyone could tell at a glance who is aboard their boat and who is not. But you could visit more than half the boats at TH&SC most days, judging by the burgees aloft, and not find a single sailor at home.

Here are a few rules that I made up:

1. Never fly a flag just because you like the design on it. One fellow I met was flying the provincial flag of New Brunswick because he liked the picture of the boat.
2. The proper ensign to fly in Canada is the Red & White Maple Leaf. This is not England so (as beautiful as it is) you should take down your Union Jack.
3. As far as I can tell, we are not part of the United States either, so take down the Ol' Stars and Stripes while yer at it.
4. Never fly your ensign when you are racing. It confuses the race committee and they probably won't score you.
5. Never fly the Blue Ensign unless you really are a Captain.
6. Colours are made at 0800 and struck at sunset, except if you are underway. This means don't leave your flags up 24/7.
7. If you consider yourself a rebel and want to fly the Jolly Roger—go ahead. It's better we know who you are.

For a more authoritative version on how / when / where / what / and why— one good source is "How to Fly Flags" from the Canadian Power Squadron (copy posted on the Bulletin Board) or visit their website and download your own copy at:

[http://brant.cps-ecp.org/lubberline/CPS-HowFlyFlags\\_EN%20rev2.pdf](http://brant.cps-ecp.org/lubberline/CPS-HowFlyFlags_EN%20rev2.pdf)



## ELECTION MEETING

by Keith Willson

ELECTIONS MEETING  
Monday—SEPTEMBER 25, 2006

Under the Constitution of Toronto Hydroplane and Sailing Club an election meeting shall be held in September of each year. Accordingly, the elections meeting for 2006 has been scheduled for Monday, September 25, 2006. The official notice will be mailed in September.

The following positions are to be elected this year:

Vice Commodore  
Secretary-Treasurer  
Harbour Master.

In addition, our Property Manager has indicated that he will be resigning his position this year.

Our Secretary-Treasurer and Harbour Master have both indicated a willingness to re-stand for their positions. Our Vice Commodore does not wish to re-stand.

If you are interested in running for any of these positions please call Keith Willson (416) 759-1846. ▲



## Make Up Races

Make up for all those windless washed out Wednesdays

Sunday, September 17<sup>th</sup>

Short Races – Lots of 'em – All Day Long

Win a beautiful gift basket of personal care products  
Courtesy of James Brown



Rain Date – Sunday, October 1<sup>st</sup>

# VELEDA MED SUMMARY

by Aubrey Millard

Hog Island, Grenada  
July 2, 2006  
Hi Folks,

Here is a summary of our travels in the Med and Black Sea from 2001 to 2004, with some statistics that I looked up from *Veleda's* log, and previous logs I have written. I am surprised at the number of logs I have done. Most of them are on the [www.searoom.com](http://www.searoom.com) website, but they are not numbered as I have written them. If in your reading of this summary and the logs covering the various areas of the Med and Black Sea, you are missing any of them, or you wish to read some specific logs in detail, let me know and I can send you the originals. I am attaching the map of the voyages in the Med and Black Sea, which you may have received earlier, but without the summary info. We enjoyed those years very much and feel we did a good job of exploring that part of the world (of course we could always do more). If we were to return across the Atlantic, I would like to spend more time on the French Atlantic and English Channel coasts, in the canals of Europe, the Baltic (Sweden, Germany, Finland and possibly Russia), as well as the Norwegian coast of the North Sea and more of the fjords (I can just hear Judy shuddering at the prospect of more North Sea gales!). However, here in Grenada, we have, for Judy, the ideal climate where getting up in the morning involves only putting on a bathing suit. We have finally gotten into the cruising mode where if we like a place we can spend a couple of weeks or a few months just "being", as we have been here in Grenada for the past two months. July 3, 2006

## SUMMARY LOG #3

### Four Years in the Mediterranean and Black Sea—2001 to 2004—Statistical Summary

2001

Countries Visited—Spain (including the Balearics), Tunisia (including Tunis, Carthage and the Sahara desert), Malta (including Gozo), Italy (including Lampedusa, Sicily, Trieste, and Venice), Croatia, Greece



(including Corfu, the Peloponnese, Santorini, Milos and Rhodes), and Turkey. Distance Traveled—3794 NM

2002

Countries Visited—Turkey, Northern Cyprus (including Nicosia), Syria (including Damascus and Palmyra), Lebanon (including Beirut, the Bekka Valley, and Baalbek), Israel (including Haifa, Tel Aviv, Jerusalem, Massada and the Dead Sea), Egypt (including Port Said, Cairo, the Sphinx, and the Pyramids of Giza), all on the EMYR, and then Greece (including several Aegean islands, as well as Delphi, Piraeus and Athens). Distance Traveled—3410 Nautical Miles

2003

Countries Visited—Greece (Aegean islands), Turkey (including Troy, Gallipoli, the Dardanelles, Sea of Marmara, Istanbul, the Bosphorus, and the Black Sea). Distance Traveled—1538 Nautical Miles

2004

Countries Visited—Turkey (including Istanbul and Ephesus), Bulgaria, Romania (including the Danube River and its Delta), Ukraine (including Odessa, Kiev, Crimea, Sevastopol, Balacava, and Yalta), Greece (including Santorini, Crete, and the Peloponnese), Italy (including the Strait of Messina, Aeolian Islands, Amalfi, Capri, Naples, and Rome). Distance Traveled—2795 Nautical Miles

Total Distance traveled 2001 to 2004 = 11,537 Miles ▲



*Veleda* dressed for rain.



*Veleda* at Hog Island anchorage, Grenada.



Judy and Aubrey at Diamond Falls.

## CRACKERJACK COMES THROUGH

by Ian Whan

**C**RACKERJACK comes through—finally—Wednesday, August 2nd.

“Who’s thinking about work?” I remember asking that question at some point later in the race when we were pounding our way up the course. The crew, my friends and neighbours Dawn and Brian and Bahamas Bob all agreed it was the furthest things from our stress-filled lives.

There was just a nice breeze when we got to the club for the Wednesday night race. We thought it would be a typical race where the wind dies at some point and *Crackerjack* limps in DFL. *Crackerjack* is an Albin Ballad built in Sweden, designed for ocean sailing. The club’s decision to race PHRF is a killer for us as the rating is based on Ballads sailed in Newport and San Francisco, not the light airs of Lake Ontario. This simply means that unless it is



blowing really well we don’t stand a chance, but we still go out and have fun every Wednesday.

But tonight the wind was building as we went out the Cut and we thought “could it possibly hold?” At least we would have a decent sail. I decided to leave the number one jib on as we may have a chance to stay with the fleet off the wind.

We had a great start thanks to Rich coming down the line on port and Lee being shorthanded and unable to get his jib in fast enough to take us out. The wind just kept building and *Crackerjack* was in the lead. That’s when you start thinking about being responsible for finding the first mark ... a rare occasion on *Crackerjack*.

We tacked twice, staying on the centre of the course. I was “encouraging” Bob and Brian to get the jib in tighter so that we would continue to sail higher and faster than our competition. This was our downfall. I should have been content with how we were doing. Funny that, Gabrielle always said “Dad, you are pinching”. All of sudden—rrrrrip. I watched the jib tear up from the deck to the luff about 1/3 of the way up the sail.

We seemed to stop dead in the water. My heart sank—we had been doing so well—it was our night. I sent the crew forward to rein in the thrashing sail and get it down. I started to get out the number two and Dawn wondered what I was doing. “The race isn’t over yet, go and help them”, I said.

The crew struggled to get the sail down and get



### Nauticalals

The Tun was a large cask used to transport wine with a capacity of four hogsheads, or 252 old wine gallons. In shipping terms it is the origin of the word ‘ton’, and was the normal means of measurement of the carrying capacity of a ship.

The number of tuns of wine which could be stowed in a ship’s hold, that is below decks, was the figure for her tonnage, or burthen (carrying capacity).

This measure fell into disuse in the late 18<sup>th</sup> Century when a new system of ship measurement was enacted by the British Parliament in 1773.



the new sail on. I realized that this may be a little overwhelming for Brian, a non-sailor and Dawn, regular crew but a non-swimmer. They got back in the cockpit and I went forward to help Bob. At this point I looked around and noticed the second fleet were passing us. After one false start with a halyard problem the number two was up and drawing. We were back in the race!

The wind stayed up and we just motored. (*Ahem! Is this the right choice of words, Ian? —Editor*) *Crackerjack*, not to mention those on board just loved it. We started to catch and pass other boats. The tacks went like clockwork and we seemed to pick the right places to go on the course. This was truly exhilarating for all of us. I had brought my camera to get some pictures of *Handsome Jack* but that was the only boat we could not catch.

We got the gun at the finish... a very rare occurrence for *Crackerjack*. High fives all around. Kudos to the crew for such great work. It was teamwork that won this race. My understanding is that the corrected margin to second-place Lee (I love saying that!) was 47 seconds. *Crackerjack* votes for more wind on Wednesday nights. FUN WOW! ▲

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

by Eric Muff

FINALLY, with the long-awaited completion of my South American circumnavigation, a stark reality has just flashed across my radar screen.

My adventures are becoming fewer and further between. Shit!

I realize that "all good things must come to an end" (I am, of course, referring to my adventures, not my scribbling) but I shall miss our fireside chats.

Maybe I have one or two left, time alone will tell.

Hey!!! Maybe Richard will invite me back for a guest appearance.

This little ~~anecdote~~ anecdote is a combination bus-cruise adventure. The Denure people are far, far better at handling my baggage than I am (of course they're younger) and they don't seem to screw-up the itinerary as often as I do either. Thank God for their existence.

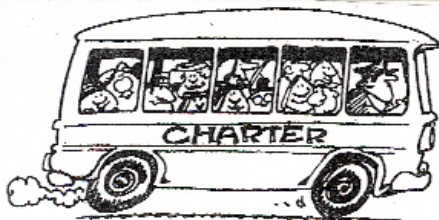
This little junket started on 1 April '06 (how appropriate, "All Fools Day") and spent seven days in Denure's fabulous hotel, The Nautilus Inn, then a seven-day cruise in the western Caribbean.



I hate the bus trip to Daytona.

Overnighting on the bus still pisses me off, but as a non-flyer I must "suffer the slings and arrows of outrageous fortune".

As I have told you, on other occasions, Denure runs a good hotel. Back door on the ocean and front door on Main Street, and a fantastic activities program.



Of the full bus-load (48 persons approx.) only 28 of us are spending a week in Daytona and then doing the cruise.

Nothing startling happened in Daytona, pigged out on ribs at Hog

Heaven, did the same on shrimps at Bubba Gump's Shrimp Company, won a few bob at the dog track.

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

After a week of R&R at the Nautilus we proceed to Tampa in a rented bus. In the interim we have been joined in Daytona by a tour guide from Denure. A lady whose name I have forgotten (damn these senior moments) and who was to become my table-mate in the dining room.



Neither the driver or the tour guide was familiar with Tampa, so we spent a merry half hour trying to get alongside. You could see the vessel at the jetty but no one could figure out how to get to it.

It was a nice tour of the city. But, hey!!!...

Welcome to *M/S Veendam*.

Holland America Line ships have traditionally been named with the "Dam" suffix. The "Dam" has been coupled with famous rivers, cities and even directional bearings.

They even sell B.B. caps in the dutyfree that say "Dam Ships".

The Old Man is a hyphenated kipper, Captain James Russell-Dunford.

Now would be as good a time as any to give my dear friend Gerry Mc the *Veendam* stats, for his book of useless information.

Built in 1996

Length—720 feet

Beam—101 feet

Draft—24' 6"

Gross tonnage—55,451

Bow thrusters—2 x 2340 BHP

Props—2 x 16,300 hp, variable pitch

Engines—diesel electric

Max speed—21 knots

Decks—10

Guest elevators—8

Public rooms—15

Guests—1258

Crew—560

Registry—Bahamas

Our first port of call after leaving Tampa was Key West, Fla., the most southerly city in the "excited states", and 90 miles north of Cuba.

Key West, like most of the neat

spots on this planet, has been ruined by tourism. As you've heard me lament before, "whatever happened to romance?". Kicked in the gutty by McDonald's, Denny's, Starbuck's and Wal-Mart.

...Father forgive them for...

Lately, my visits to Key West have been limited to hanging about the yacht-basin oooooin' and awwin' and pigging out on conch and fritters. (Don't forget it's pronounced "konk").

This trip I changed watering-holes and pigged out at the Hog's Breath Saloon. Apropos, n'est pas?

*Pigged out*, Garry, Hog's breath.

If you've never been there it's still noted as the spot that the reject from the Toronto Star used to make a complete fool of himself. His house and cats still abound.

Then there's Truman's mini White House, Tennessee Williams' house and the Mel Fisher Treasure museum (salvaged from the sunken Spanish galleon *Atocha*).

Apart from the ravages of tourism, the fritters are still neat-o.

This was Sunday 9 April '06.

Monday we spent at sea. Tuesday we were in Santo Tomas De Castilla, in beautiful downtown Guatemala.

~~Arthur's~~ author's note—I've decided to make by beloved, over-worked, under appreciated editor ecstatic and stretch this into *two* boring articles instead of *one*. I saw the look of terror on his face when I mentioned on page one that I was running out of material.

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

And remember, my children—television was designed for 14-year-old, male morons. Watch less—read more! ▲







### August 2006



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

**SAT., AUGUST 12 – SIZZLING HOT CARIBBEAN NIGHT**



### September 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>CORN ROAST AFTER "CHALLENGE"</b>						
3	4	5	6 Make-up Race	7	8	9 Etoiboko Cruise
Etoiboko Cruise	10	11	12	13 Make-up Race	14	15
17	18	19	20 Make-up Race	21	22	23 Frostbite Race
24	25 Election Meeting	26	27	28	29	30

**OUR SEASON IS CLOSING FAST – GO SAILING**



### October 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	3	4	5	6	7 Cradle Placement
8 Cradle Placement	9 Thanks-giving Day	10	11	12	13	14 HAULOUT
15 HAULOUT	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

**MASTS DOWN – A SAD TIME FOR SAILORS**



### November 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>TARPS/COVERS ON?</b>						
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		

**AWARDS NIGHT – EVERYONE IS WELCOME**