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# SPAR AND PROP

AUGUST, 2007

NUMBER 182



Photo by *Mike Wheatstone*  
(from mast top)





# COMMODORE'S COMMENTS

Lee Rixon

**W**ELCOME to the dog days of August. In most years this is the month when the weather is the hottest, there is very little wind and everything around the club is in slow down mode.

Well this year, August is starting off a little differently.

Let's talk racing first. We have had one Wednesday night race so far this month, and rather than a snore it was a complete blast. In the white sail fleet, *Crackerjack* took the podium, so you know just how windy it was. In the spinnaker fleet, *Tsunami II* took the podium, but other boats are getting closer to her. I think it was probably the closest race this year in white sail, with 48 seconds separating the first three boats, and in spinnaker division I believe the margin between first and second was 52 seconds, so for those of you that are thinking of taking part in racing – now is the time to come on out. Tom and his race committee are doing a great job so the racing is very well run, and the curried onions for the burgers afterwards are a high point for the week.

Now let's talk balcony. The permit has been received, Jamie has had his first planning meeting and we are starting to get cracking on the project. Dorothy and her crew of avid gardeners have removed the flowers from around the base of the club house, and the next step is to start digging holes and pouring the footings. We will be proceeding with the project step by step, so if you haven't got your work hours in, contact Jamie to see how you can help.

Cruising. The sign up sheets for the last three cruises are up on the notice board, and all have a limit to the number of boats that can attend, so it will be first come first served. As usual the club will be providing the main course to the Saturday dinner, with everything else being pot luck. If you haven't tried club cruising yet, sign up and come on out. It is a guaranteed good time with good company. The cruise/race to Frenchman's Bay in July got cancelled due to the weather, so we ended up racing to Bluffers and back and the cruise ended up being a cruise to TH&SC. For those hardy souls who took part in the race, they had to deal with almost every weather condition except snow, with medium winds out of the east, heavy winds out of the

west (yes it was upwind BOTH ways) and torrential rain on the way back from Bluffers. Not exactly the best conditions, but I had fun anyway. The cruisers tucked into a mountain of ribs, and I can categorically state that we have the best BBQ facilities on the Lake bar none, as I was the BBQ cook. It wasn't a day for sitting on the patio, but the club house was full and everyone had a good time.

Finally Lake Ontario Park. I wish I had more to report on this, but progress is very slow. The high level design for the Park is still outstanding, and there is no firm date for completion of this phase. At the present moment in time, it looks like Waterfront Toronto has been asked to increase the amount of public consultation, and have also been asked to look at more potential alternatives to accomplishing its goals. This will most likely mean that the timeline for the project will get even longer. Ian and I are in the process of trying to arrange another meeting with Councillor Bussin, as it is important that we continue to keep the club on the radar screens of the various political levels, and are also in regular contact with Waterfront Toronto. For those of you who attended the public meeting about the sewer study, and the many that sent in their comment sheets, thank you. It is by making our presence felt through those efforts that we end up influencing the decision making process.

Finally, club elections. The posts of Commodore, Rear Commodore and Property Manager are up for election in late September, so if you are interested, please talk to the current incumbent, and they will be more than happy to let you know what the post entails.

See you on the water. ▲

## ELECTION MEETING

in September

You will be notified of the date by mail

Step up and do your part

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



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



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**

Do the right thing & remember

**Stoop & Scoop**



**Bring 'Em Back**

ATTENTION ALL TROPHY WINNERS FROM 2006. It's time to return the hardware to the clubhouse.

The new sailing season will soon be under way and all trophies will be "back up for grabs".

Please return your trophy and leave it atop the new trophy cabinets in the Bruce Farquhar Lounge by launch day, May 5th.

Rear Commodore  
Mona Anderson

# REAR COMMODORE

Mona Anderson

THE CLUB EXECUTIVE BOARD has made a change this summer to the management of *Shadow* & *Mac I*. The club boats have been moved from the Harbourmaster's portfolio to that of the Rear Commodore. This decision is a practical one. Because *Shadow* is the Race Committee boat, the Rear Commodore has a major interest in this vessel. *Mac I* has many responsibilities but is also used extensively for racing duties. Moving the management of the boats also takes a large job off the Harbourmaster's hands especially at launch and haul out when the RC has more time to consider the commissioning of the two vessels.

This process really started two years ago when I became Rear Commodore, and realized we desperately needed someone to take ownership of these two boats; someone who would be dedicated solely to the care and keeping of these two valuable club assets that play such an important role in our racing program and the running of the marina basin. So we put out a call through Ways & Means to find someone willing to become the TH&SC Bosun.

**Boat-swain** also *bo's'n* or *bos'n* or *bo-sun* (*bo's'n*) *n.* A warrant officer or petty officer in charge of a ship's rigging, anchors, cables, and deck crew.

I remember when Pat Lyons called to tell me he had found the perfect man for the job and the pleasure in his voice as he recounted John Norton's qualifications. John Norton had just recently joined TH&SC but brought with him a lifetime of experience on boats and their upkeep. You see John is a fisherman by trade and for many years worked his own trawler off Vancouver Island.

Together with Tom Monson, our Race Committee Captain, John has undertaken a major refit of *Shadow*. Most of *Shadow's* safety gear and racing equipment have been upgraded and John has already spent hundreds of hours in cleaning and polishing the hull, and installing new equipment. And I also want to thank Bruce Bateman for the extensive work he has done on *Shadow* over the past two years. Bruce installed new horns on *Shadow's* roof, put fresh non-skid on the cockpit floor, sorted out the wiring problems that were draining the battery banks, and installed opening

ports in the windscreen and side panel. Bruce continues to assist John as they work through the rest of the issues for *Shadow's* refit.

*Shadow* is a Rosborough RF-28 and was bought specifically for use as the club Race Committee boat back in 1985 for \$69,000. Rosborough Boats is a Canadian family owned business based in Halifax, Nova Scotia since 1955.



*Mac I*, by comparison, is still a new boat, arriving at the club just five years ago. A gift from our Past Commodore Don MacDonald, and named for him, this great little boat has proved to be the perfect all round service vessel. *Mac I* is an 18-foot aluminum boat, also Canadian built by Stanley Boats in Parry Sound, Ontario. Towboat, mark boat, rescue boat, and exploration vessel, *Mac I* has become a valued asset of TH&SC. John Norton is also in charge of the care and maintenance of *Mac I*. For those of you who have had occasion to use the boat, you will have noticed how much better *Mac I* is running this year.



It seems that not too many folks are interested in driving *Shadow* around and so for the most part Tom Monson and John Norton are her regular and only operators. However, *Mac I* is a popular boat with the members because of her small size, easy accessibility, and attractive speed. But some of the members who use *Mac I* are not always being responsible. Here are some typical complaints that we have about the general disuse of *Mac I* by club members:

The fuel tank is sometimes left empty.

The anchor and rode have been found stuffed in the bow chamber in a tangled heap.

Lunch bags and drink containers are left lying around the cockpit.

The seat cushions have been found

stored in the gas tank locker (??).

The storage compartment under the driving seat has been left unlocked.

The motor is sometimes left tilted far too high which causes the gas to run out of the carburetor making the engine extremely difficult to start.

While we don't want to discourage members from using *Mac I*, there is a process for learning how to drive and care for the club boats properly. And to assist John in keeping the club boats dependable and in good running order there are some basic rules that must be followed. Here are some things to consider if you are interested in taking either of the boats out on the water.

You must be checked out as a competent driver before you will be granted permission to take either of the club boats out on your own. Speak to John Norton, Ross Campbell, or Tom Monson for direction.

Always be aware that you are driving a club vessel and that you become an ambassador for the club when you are out on the water.

Wear proper safety gear and follow proper safety and boat handling rules. Drive with consideration for other boats out on the water.

The club boats are not intended for personal use. Official club business is their primary function. Keep in mind that fuel is expensive and the club should not be funding personal adventures out on the lake.

The date, length of time, purpose of the trip, and driver's name must be entered in the logbook for every trip. The logbook for *Mac I* is stored in the compartment under the driver's seat.

Never return the boat to her slip with an empty fuel tank. The next emergency rescue might be yours.

Return all equipment to its proper storage place when returning to dock. Stow the anchor and rode properly. Stow the seat cushions and electronic equipment properly and make sure the seat storage compartment is locked.

Report any mechanical problems, or mishaps, to John Norton as soon as possible so that he can take appropriate action.

If you witness anyone mishandling either of the club boats, please do us all a favour by reporting the incident to one of the club Executive.

And finally, please give your full support and cooperation to John. This is a substantial project he has undertaken on the club's behalf. Like all volunteers, John is giving freely of his own time and energy for the sole benefit of the club and members.

Always remember, what's good for the boat is good for the boaters. ▲



# FLEET CAPTAIN CRUISING

Keith Willson

## NEWS FLASH

### TH&SC TAKES CLEAN SWEEP AT HUNTER RENDEZVOUS

The annual Lake Ontario Hunter Sailing Association rendezvous was hosted by Angus Yachts at the Credit Village Marina from July 26 – July 29. The rendezvous was attended by more than 30 Hunters from around Lake Ontario, the farthest coming from Cornwall. Three boats from TH&SC (*Puff*, *Dragon Fyre II*, and *Figment*<sup>2</sup>) attended.

This year featured four days of technical lectures, guest speakers and on-the-water practical sessions ranging from spinnaker flying to docking practice. One session featured a solo sailor who was half way through a circumnavigation in a new Hunter 49. Arrangements were made for him to call in via cell phone from Sydney Australia. He spent about a half an

hour recounting his adventure and answering questions from the audience, despite the fact that it was midnight in Sydney.

Intermixed with the practical sessions were many opportunities to eat, mingle and generally have fun. This year the rendezvous featured a theme, "The Pirates of Port Credit". Imagine the looks when over 100 people dressed as pirates, pirate crew and wenches paraded around the docks and walking paths in Port Credit. We are pleased to announce that *Dragon Fyre II* took first place, *Figment*<sup>2</sup> took second, and *Puff* took third place as the best dressed pirate ships in the fleet.

If you have the opportunity to attend a fleet rendezvous, I highly recommend that you do. It is probably the best place and time to look at other boats and see what other owners have done with their fine yachts. It is also the best opportunity available to discuss technical problems with fellow owners, get pointers and good ideas, meet fellow owners and just have fun doing it. ▲

# FLOTSAM & JETSAM

Shadow

## IN-WATER BOAT SHOWS

Don't forget there are two in-water boat shows coming up soon. The first is in Port Credit on August 24th to 26th. A good chance to see lots of boats and accessories with some sailing left in the season.

Then on September 13th to 16th there's the Toronto In-Water Boat Show at Ontario Place. With the season winding down here's a good place to get set up for next year.

## MAKE-UP RACES AFTER OUR REGULAR SEASON ENDS

Don't forget that those windless Wednesdays will be made up after the season ends on August 29th. Even though the days are shorter, we will try to get in as many make-ups as possible.



Dragon Fyre II—  
Broadside Captain?



Puff—with motley crew



Miranda, Alexis, Mike and  
Peggy Wheatstone—crew of  
*Dragon Fyre II*



Miranda, Peggy and Alexis,  
Keith Willson (far R)  
Marie Evans (foreground)

## Motley crew all over the place



Figment<sup>2</sup>

## A NEW CRUISING GADGET

**I**NTRODUCING the new Bio-Optic Organized Knowledge device, trade-named —BOOK.

BOOK is a revolutionary breakthrough in technology: no wires, no electric circuits, no batteries, nothing to be connected or switched on. It's so easy to use, even a child can operate it.

Compact and portable, it can be used anywhere—even sitting in an armchair by the fire—yet it is powerful enough to hold as much information as a CD-ROM disc.

Here's how it works:

BOOK is constructed of sequentially numbered sheets of paper (recyclable), each capable of holding thousands of bits of information. The pages are locked together with a custom-fit device called a binder which keeps the sheets in their correct sequence.

Opaque Paper Technology (OPT) allows manufacturers to use both sides of the sheet, doubling the information density and cutting costs. Experts are divided on the prospects for further increases in information density; for

Continued on page 9

## TH&SC BALCONY

by Jamie Smallwood

IT WAS several years ago that the idea of a balcony addition at TH&SC was proposed. Design drawings were produced and discussed amongst the membership, and it was voted to proceed. When things got bogged down it was Dennis MacCallum who lit the fire and got things rolling. We produced some working drawings, and were so confident with things that we went ahead and dug holes and formed some footings.

From there, things seemed to turn against us.

The City of Toronto Building Department was going through a revamping, and was requiring architectural and structural engineering stamps and inspections. Luckily, Paul Wright, a member, provided his services and introduced us to his structural engineer. The concept remained the same, but the details became a bit more complicated, for a lot of good reasons. Tony Resendes took on the responsibility of revamping the working drawings for building permit application.

Just when we thought, it was clear sailing, we became aware that an amazing proposal for a Waterfront Park, had us relocated to the Marina Peninsula off the Spit, so that they could make a marshland of the Cut. A nice spot to move to, but can you move a balcony?

At the same time, the Department of Public Works was trying to deal with storm sewer overflow issues, and was also contemplating the filling of the Cut as one of their options.

At the last SGM, it was put up to vote of what we should do regarding the balcony. The vote was unanimous – Proceed.

Things started to improve.

The Department of Public Works listened to our concerns and came up with an alternate solution that saw the Cut remaining where it was. We got our building permit with help from Don Bland. We also figured that the Waterfront Park was a long, long way off.

We are ready to Build. A meeting held at the end of July was well

attended, and many offers of help, tools, and ideas came forth. It was decided to proceed sooner than later.

Groups are being assembled to take on the various aspects of the project. Dorothy, will be transplanting her beloved vegetation for the time being. Trenches will be dug for new foundation work. Materials are being sourced and purchased. Things will really start happening in September with the actual erecting of the structure.

Get involved. Give a hand. It is your balcony. ▲

## VICE COMMODORE

Dan Demers

ITRUST you have all been enjoying your boats, our club and the beautiful weather.

Our current membership status is as follows: Life-19; Sail-118; Crew-58; and Junior-6. This year alone we have recruited 20 new members to date, only four less than our record year of 2006. These new members are made up of nine Sail, ten Crew and one Junior member of which a few still need to be finalized.

I would like to introduce to you our newest members, they are: Junior member Miranda Wheatstone; Crew members Steve Hill, Donald Cameron, Bruce Robertson, Laura Marks, Gord Jones, Lesley Lynch, Mary Saba, Robert Wilson & Giovina Lobo; and Sailing members Sandy Nuttall, Meredith Thomas, Davis Brunning, A.J. Jakubowska, Kevin Crowley, Marcel Bedard and Robert Faulkner.

We still have a few more months of good sailing to go. Let's hope the weather holds up. See you on the water. ▲



*Spirit Of Canada* during her rollover test.

## WAYS AND MEANS

Patrick Lyons

HERE WE ARE in mid-season and I am pleased to report that over 60% of our members have completed or accepted tasks to fulfill their work obligation.

To those of you out there who have hours left to work, be sure and check the Ways and Means section of the bulletin board and/or [www.thsc.ca](http://www.thsc.ca) Ways and Means web page. Project details will be found in the binder at the Club or by email when accessing the website. Step forward and let's get the work done or at least assigned.

In addition, we are proceeding with the balcony and if you want to get involved with the balcony construction, please let me know.

Looking to the future, I (and Sandra) will not be Ways and Means for next season. If you would like to accept a precisely organized database with lots of detail on skills of, for the most part willing membership, give us a call.

Patrick Lyons @ 416 438-1716 or Email [waysandmeans@thsc.ca](mailto:waysandmeans@thsc.ca) ▲

## PROPERTY MGR.

Don Bland

HAPPY August everyone. We are being blessed with some very good sailing weather. Unfortunately race night might be the exception.

A few of us still have our work days to do, there are lots of jobs big and small waiting your talent and time. No one wants to phone and ask you to do your turn so please don't leave it 'till December. If you aren't sure, ask Patrick Lyons, or Ross or me.

Thanks, continue enjoying our great club...events. ▲





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

by Eric Muff

**A**FTER CHATTING with you last time we set a westerly course from Philipsburg which puts us on a southern approach to St. Thomas, in the U.S. Virgin Islands. Around 6:15 a.m. we picked up the local pilot who will advise the navigational team as to the safest approach into harbour.

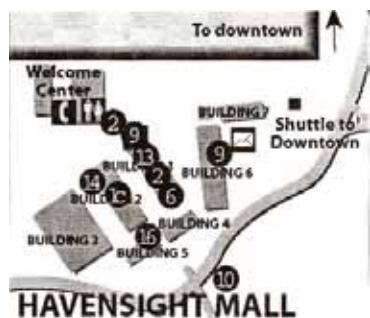


St. Thomas, U.S.V.I.

One of the outstanding features of the Virgin Islands is the steadiness of the trade winds, which blow almost without exception from the east. The weather that day was 85°F (29°C for the sheep in the herd who conform).

Way back in 1593 our old friend Sir Francis stopped at St. Thomas and St. John on his way to attack the ~~spies~~ Spanish at San Juan. Over the next hundred years St. Thomas and St. John were owned by the Danish West India and Guinea Company.

On St. Thomas the Danes founded the town of Charlotte Amalie from the



profits of the very lucrative sugar trade. At the height of its sugar producing days St. Thomas alone had well over 170 operating sugar plantations. However, the number quickly dwindled, the terrain proving too rugged for agriculture, and the focus shifted to trade. Then in 1724 St. Thomas became a "free port" where goods were exempt from duties and regulations.

I'm sure I have regaled you on countless other occasions of the beauty of Magen's Bay and the thrill of sitting atop the mountain overlooking said

bay, in Drake's Seat, ~~swilling~~ sipping Banana Daiquiris.

But, hey...I'm drooling all over my foolscap.

As St. Thomas is a U.S. protect-orate (that's a pretty phrase, n'est pas?) customs and immigration come on board to check our things. (Leave it alone, Garry.)

It is a cheap place to shop, but if you search the other islands you *can* find cheaper.

There are two spots for cruise ships to tie-up. At (notice my Newfie accent?) Havensight Mall and Crown Bay. Crown Bay is closer to the downtown area, Havensight Mall is in the other direction. All the times I've visited we've tied-up at Havensight Mall, but it's a nice jitney-ride into town.

All my life I've called it Charlotte Amalie, but my interpreter tells me it's "SHAR LUT UH MAL YUH. Whatever!

Dress on board this evening is casual (sea-boot and lanyards).

Tonight we dream of our next port-of-call, San Juan, in beautiful



downtown Puerto Rico (The Rich Port).

On departing St. Thomas we set a westerly course and left the Caribbean by way of the Virgin Passage (that one

will get me in trouble, so I pass) which is, in reality, the passage between the islands of St. Thomas and Isla De Culebra. This leads us to the Atlantic side of Puerto Rico. Originally San Juan was called "San Juan Bautista De Puerto Rico", but that was in the 16th century.

Up one from St. Thomas, it's 86°F (30°C for you...)

There was a possibility of showers, but, hell, ain't there always.

**Author's Note**—Weather forecasters are like politicians, screw-up seven days a week and you've still got your job.

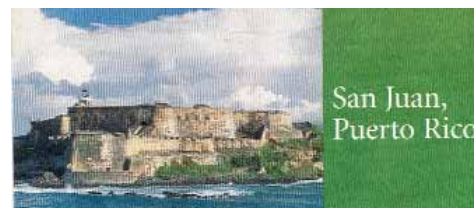
But, hey!!!...

During his second voyage to the New World in 1493, Columbus sighted the island of San Juan, to be later named Puerto Rico. With 272 miles (do your own conversion, pussy-cats) of Atlantic and Caribbean coast-line and a culture going back 2000 years to the Taino Indians, Puerto Rico is a formidable attraction.

The city roughly breaks down into

several divisions, including the old walled city, Old San Juan. The original city, founded in 1521 contains authentic and carefully preserved examples of 16th and 17th century Spanish colonial architecture, considered the best in the New World.

More than 400 buildings have been beautifully restored. Graceful wrought-iron balconies, decorated with lush green hanging plants and flowers extend over narrow, cobble-stoned streets. Sitting on a very rocky promontory on the north-west tip of the Old City is San Felipe Del Morro (sometimes referred to as Morro Castle). A fortress built by the



San Juan, Puerto Rico

Spaniards between 1570 and 1783. Rising 140-feet above the sea, this massive six-level fortress covers enough territory to accommodate a nine-hole golf course.

Par 3, that is!

**Author's Note**—Don't buy *any* Monte Cristo cubans *on the street* in San Juan, or any other Caribbean island (unless you *already* own a \$10.00 Rolex).

I was supposed to dine at the posh Pinnacle Lounge tonight, but I was still suffering the dizziness brought on by the Denure debacle and I decided to opt out.

This was our last run ashore before heading for the Big A.

Dress tonight is informal—jacket and slacks, tie optional.

On departing beautiful downtown Puerto Rico we set our ~~sails~~ course of 344° (now to be honest with you, I

**MS NOORDAM**

**EASTERN CARIBBEAN CRUISE**

don't know if that is fahrenheit or celsius—your call! This will take us triumphantly to 42nd and Broadway or, hopefully, in the theatre district. But first we have the infernal Bermuda Triangle to contend with.

What a crock of road-apples!

Just another typical, semi cock-

*Continued on page 8*

## But, Hey!!!...

Continued from page 7

up.(We know, Victoria, but think of the newspapers, books and movies we sold to further the American Dream.)

The Gulf Stream is warm and gentle (sorry Moishe) and we have two days left to enjoy the weather, the newly-formed friendships and the "Cuba Libres" at five and a quarter a pop, U.S., and start planning our next adventure.

Tonight being the 23rd of November, we help the semis celebrate Thanksgiving and remind ourselves of how thankful we should be.

No expense is spared at the "board" and a riotous time is had by all hands. All the guys are dressed up as penguins and the gals

as Hollywood starlets (or Water Street hookers). Beauty is in the eye...you know!

"And there came a sound of revelry by night."

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

No problems with the Bermudian Triangle. We probably rode the hypotenuse. Geometry does have it's privileges.

The weather on the last day was still moderated by the proximity of the Gulf Stream as we did our last-minute preparations for an early morning disembarkation.

Our coach driver was patiently (or otherwise) waiting for us when we arrove. (Is "arrove" a word? Or is it a pigment figment of my wild imagination?) If it ain't, what is the past tense of arrived?

Goodnight, Alice.

We stopped once again at Clarke's Summit en route. For me it was just an excuse to see Bernie and give him a skritch. Bernie is that re-cycled greyhound from Florida I've told you about on other visits to Clark's Summit, PA.

This concludes our broadcast for this evening. Keep an eye out for your ever-faithful postman and your next exciting issue of Spar and Prop.

And remember, my children,

There is *always* one more goddamn imbecile than you counted on.

Sail well and true. Luv yas.

P.S.—I got a follow-up call from Rudy Rudi. ▲

## EVERY CLOUD HAD A SILVER LINING

by Aubrey Millard

**L**AST JANUARY Judy and I were on the second day of a 1200 mile passage from Antigua direct to Cuba on board *Veleda IV*, a 1978 Ontario 32, when Doug Caldwell, a crew member who had joined from Toronto, scalded his wrist and *Veleda* had to divert to St. Croix. He then returned to Toronto where he was well cared for and the scald healed up with no scarring or limitations. He was given a batch of dressings to protect the wound between debriding sessions as it was healing. However he had many dressings left over after it was healed and gave them to us on our spring visit to Canada to donate to a medical facility on their travels.

There is a large international cruising community at our favourite anchorage at Hog Island near Woburn on the south coast of Grenada. On Tuesday July 27, we made a donation of the packages of medical dressings for the Woburn Medical Station to Nurse Pansy Francois, who then gave us a tour of the facility. The medical station was re-commissioned by the Basic Needs Trust Fund Programme in February of this year after damage from Hurricane Ivan which devastated Grenada a few years ago. The rebuilding was funded by the Government of Grenada, the Caribbean Development Bank and the Canadian International Development Agency. However the station is still short of some equipment and furnishings. We returned later in the day to donate an electric kettle and a gas regulator and hose for the cooker, which they noted were needed.

Thanks also goes to Deborah and John Gerber of *Sea Witch*, long time liveboards located at Hog Island, for the information about the needs of the station and for transportation to and from the facility. We would encourage more cruisers to donate to worthy causes in communities in which they anchor or hunker down in marinas in addition to just buying groceries and supplies as their contribution to the economy.

PS - We never did make it to Cuba as we had to divert to Jamaica due to storms and steering problems, and

## FLOTSAM & JETSAM Shadow

### FLYING TRIMARAN

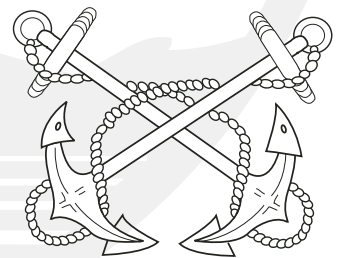
Trimarans are always flying one hull, right? Have you ever seen a tri flying TWO hulls? U-Tube web site [http://www.youtube.com/results?search\\_query=trimaran+kite+surfing&search=Search](http://www.youtube.com/results?search_query=trimaran+kite+surfing&search=Search) has a video clip of a huge trimaran pulling two wake boarders travelling very fast and at times with the main hull many feet out of the water. Exciting sailing!

### TH&SC SAILOR IN LAKE ONTARIO 300

Our own Dave Johnston took Two Bitts, his Mirage 25 in this year's Lake Ontario 300 race. He sailed the White Sail course with his brother, Jim. They didn't finish but Dave promises to tell us of his adventure so I'll leave the reasons for his story. We're waiting, Dave.

### LAKE ONTARIO 300 BOATS PASS CLOSE ON SATURDAY

We sailed out from the Cut and after a short time looked west down the lake. There were a dozen boats under spinnaker coming east. A few minutes more and it looked like an invasion! We finally guessed correctly that the Lake Ontario 300 race started that morning and, running downwind toward Whitby, passed close aboard the Leslie St. Spit. The 100 boats were a sight to see as they paraded across and down toward the east.



enjoyed the courtesy and support of the Royal Jamaica Yacht Club in Kingston. ▲



Judy and Aubrey Millard with nurse Nancy Francois



## John and Tom's Excellent Adventure

by Tom Monson

**S**HADOW didn't know why John and Tom were making such a fuss over her. John was checking her engine and filling her tanks with fuel while Tom was cleaning up and removing stuff she hadn't needed for years. *Shadow* was starting to get excited, where could she be going? John and Tom were starting to get ready. Ready for their for a trip to the other side.

Friday around 2 p.m. we pulled away from the club and headed South at a respectful eight knots. Sunny day, blue skies, only one more hour to go John yells to turn around. There behind and on either side was a Canadian Coast Guard vessel and a Niagara Marine Unit boat. Very friendly visit—it seemed they were curious about who we were and what we were doing out there on such a fine looking vessel. At least that's what I thought.

He was doing a safety check. He asked to see life jackets, out came two. Then he asked about flares, I brought up the whole box with 10 years of flares, which he got a kick out of and said, one would have done. We all got a good laugh and the safety check came to an end. Then he asked with a bit of a grin, "you don't get out here much, do you?" More laughing.

The safety check ended up being more like a visit from a friend as he went on the tell us the news that our Coast Guard was going to post two 132' cutters, one on Lake Ontario and one on Erie next year. More laughter about the "overkill aspect" of a 132' cutter on Lake Ontario. His partner came out of the cabin to tell us we were only one hour out of Youngstown at the speed we had been going and off they went.

Around 5:30 p.m. we tied up at the Youngstown Yacht Club, breezed through customs and immigration, got our hats and tee shirts and headed off to eat. We brought a tarp, which we draped over *Shadow* and we bedded down for the night.

Up early for breakfast in town at a local dinner then headed out at 8:30 sharp. Our course was five miles out with me driving *Shadow* and John

driving the pin boat.

This pin boat was not in good shape and John struggled with it all day. It was great fun for me to listen to John complain about the boat he had been saddled with every time he was near us. It was amusing to me, because I was on *Shadow*. Anyway...

We had five starts with 68 boats in total. The starts were made up of: start 1. Beneteau 40.7; start 2. 8 Metre; start 3. J35; start 4. Level 2; start 5. Beneteau 36's. Most of the starts went well with the exception of what they call the baby Beneteaus—start 5.

Imagine 28, 36' boats all trying to be in the same place at the same time. I'm still amazed that no one hit anyone which is only because many of them were forced over the line early, in some cases 20 seconds before the gun.

Out came the black flag, which settled things down. Amazing what a flag can do! We only got one race in on Saturday as the wind dropped to almost nil.

As I got *Shadow* all secured for the night John arrived having just made it up the river at a whopping one-knot faster than the current. John was not happy and he had good reason, as told, he actually yelled at the PRO that he wasn't going to take that boat out tomorrow unless the motor had been repaired.

John and I headed out to dinner at the barbecue for race committee members. A few wings, a piece of pizza or two and Blue Light—yes, that's right—Blue Light. Imported no less. What a cruel joke. They could have at least imported a real Canadian beer, like a Molson Ex or a 50, but Blue Light?

John later took a walk around town and informed me when he came back to the boat that he wanted to move to Youngstown. I figured it was the pounding he took on the lake today and hoped he would come to his senses in the morning. Night two on *Shadow* was, luckily, just far enough from the band so we could get some sleep.

Well, that's all for now. Next time, I'll tell you about day three and how John got to tour Youngstown. Here's a little of John's adventure on day three in a new pin boat....

Sunday was a bumpy day.

As John and a helper, who was soon to become his survival buddy, approached *Shadow* they were not

smiling as they were up to their knees in water. Someone on *Shadow* suggested loudly that they redistribute their weight. John responded with a suggestion of his own which I'll tell you when the kids leave the room. All redistributing their weight would have done was allow them to sink horizontally. After a few more suggestions to the PRO, John headed for shore and back to the YYC.

Stay tuned for day three of John and Tom's Excellent Adventure. ▲

## New Cruising Gadget...

*Continued from page 5*

now, BOOKS with more information simply use more pages. Each sheet is scanned optically, registering information directly into your brain. A flick of the finger takes you to the next sheet.

BOOK may be taken up at any time and used merely by opening it.

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Portable, durable, and affordable, BOOK is being hailed as a precursor of a new entertainment wave. BOOK's appeal seems so certain that thousands of content creators have committed to the platform and investors are reportedly flocking to invest. Look for a flood of new titles soon. ▲

August 2007						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>Last Wed. Series</b>						
LYRA at ABYC	5 Civic Holiday	6	7	8	9	10
	12	13	14	15	16	17
Cruise to Mimico YC	19	20	21	22	23	24
Cruise to Aquatic Park	26	27	28	29	30	31
<b>Busy Weekends—2 Cruises and a Long Race</b>						

September 2007						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>OUR ANNUAL CORN ROAST IS GREAT</b>						
	2 Labour Day	3	4	5	6	7
Cruise to Etobicoke	9	10	11	12	13	14
	16	17	18	19	20	21
	23	24	25	26	27	28
	30	<b>COME TO THE FROST BITE RACE</b>				

October 2007						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Cradle Placement	7	8	9	10	11	12
HAULOUT	14	15	16	17	18	19
	21	22	23	24	25	26
	28	29	30	31		
<b>WATCH THE BULLETIN BOARD FOR HAULOUT DETAILS</b>						

November 2007						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>Get your Awards Night tickets early</b>						
	4	5	6	7	8	9
Remembrance Day	11	12	13	14	15	16
	18	19	20	21	22	23
	25	26	27	28	29	30
						31 Awards Night
<b>COME TO A GREAT PARTY ON AWARDS NIGHT</b>						