

SPAR AND PROP

AUGUST, 2008

NUMBER 188



New deck at TH&SC





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Calendar

Race des Voyageurs—August 16–17—Race on Saturday, overnight and then back.

Bluffer's Race and Corn Roast—Saturday, August 30—Welcome the Fall season with our traditional Corn Roast and Lynda's Trivia Challenge. Race to Bluffer's and back then relax and enjoy the Corn Roast.

Election Meeting—September—Information will be mailed.

Thanksgiving Potluck—Sunday, October 12—A gastronomical overload amongst friends!

HAULOUT—October 18 and 19—Watch the bulletin board in early October for information and details.

Awards Night—Saturday, November 22—With a dance this year. Come and applaud the winners. There are many surprise awards too—you may get one.

Kids Christmas Party—Sunday, December 7—Bring all the kids in your life!

TH&SC Annual Corn Roast Saturday August 30, 2008



5 p.m. Gather on the patio for drinks, corn husking and corn trivia

Bar opens at 5 (Licensed event)

Dinner served 6:30 'ish'

\$15.00 each

Sausage on a bun (or vegetarian alternative), condiments, salads, corn and dessert with tea and coffee

Salad contest!

Surprise us with your favourite salad! Prizes!
(Green, potato, pasta, etc.)

Dancing and Karaoke (if so inclined!) With a return engagement by Bill Springate, professional DJ, who has provided the music for the corn roasts for the last two years.

HAULOUT

Saturday and Sunday, October 18 & 19

COMMODORE'S COMMENTS

Marguerite Ethier

WATERFRONT TORONTO unveiled its draft master plan for Lake Ontario Park at a public consulting meeting held on July 10, 2008. For residents of the Toronto area, the prospect of an urban waterfront park of this magnitude is exciting. The plan contemplates that 925 acres of contiguous parkland (the outer harbour, Tommy Thompson park, the Ashbridge's bay area, and the eastern beaches) will be created. Significant parts of the park would be largely as they are (particularly the wildness of the spit, and the mixed use of the beaches), but other areas would be altered dramatically, including the Coatsworth Cut and the Ashbridge's Bay area.

TH&SC was well represented at the July 10th meeting, and our concerns continue to be recognized. There are a variety of stakeholders with diverging (if not polar opposite) views of what the "best" park would look like. However, the boat clubs share some common concerns, and it appears to us that Waterfront Toronto is attempting to address the concerns. You can find more general information about the proposed park at www.waterfronttoronto.com. The plan continues to be to relocate TH&SC on the marina peninsula west of the Outer Harbour Marina (which will remain where it is). As this is Toronto Port Authority land, we are awaiting meetings with the TPA in order to commence our discussions regarding leasing, timing, costing, and our other operational concerns. We will keep you updated as the situation progresses. Lee Rixon and Ian Whan are doing an excellent job of dealing with the complex political situation that is the Toronto Harbour.

Turning to more mundane matters, we all spend more time at the club in the summer than we do in the winter, and that's when our endearing (or not so endearing) little habits become more known to our fellow members.

Over the last month or so, a few instances of bad behaviour have come to my attention that I find troubling, and suggest a casual attitude toward our fellow members and the club itself. We have placed ashtrays in strategic locations outside the clubhouse so that people don't grind their butts into the patio or elsewhere. Please use them—they are not a decoration. The sheer

amount of garbage that people have abandoned on the property continues to amaze me. If anyone wishes to reclaim the exercise machine that was left near the drysail area a couple of months ago, please step forward, identify it, and preferably, remove it. A recent look at the mast rack revealed a collection of dead masts, booms, and various other flotsam that last saw action at Trafalgar. This EB feels no compunction about getting rid of derelict items that have been abandoned on our property. If it is valuable to you, it should be clearly labeled. Otherwise, you are taking your chances, and the stuff will be disposed of by work parties.

On one recent Thursday night, the men's washroom was left in a state that physically nauseated the first member to arrive in the morning, and necessitated the property manager literally having to hose the place down before anyone could actually go in to attempt a cleanup. How about a little personal responsibility here? The property manager job does not come with a biohazard suit and danger pay (or any pay at all for that matter). The person responsible for this escapade should be ashamed of himself. You know who you are.

On a brighter note, I am pleased to see that the balcony is being used. It's a fabulous spot to sit and watch the world go by. It is a great addition to the club house, and the Board once again thanks Jamie Smallwood and his dedicated balcony bunch for their tireless work through the winter and spring to get the balcony done. ▲

PROPERTY MGR.

Don Bland

WELL FOLKS, the last couple of months were a time when owning a boat may have given some peace of mind should the floods descend, but limited the frequency of our boating adventures.

Many of you have completed your required work hours and are still contributing. Thanks to you all! There is a major work project coming up on the mast racks, for those of you who have complained about the mast racks in the past, here is your opportunity to do something, or lose your credibility re: grouching, whining etc. If you own one or more of the masts, whisker poles, winter cover supports etc. now on the rack, they must be labeled, or identified so those members working on the rack can identify what is not to be thrown out!

On this theme, does anyone know who owns the unlicensed metal 4' x 8' box trailer? If not, it will be going to a good home very soon.

It has been great to see members and guests enjoying the T.V. and movies at the bar. The system is complex as it is capable of many functions, iPod playback, music channels, CDs, DVDs, movies stored on its hard drive. Ron is willing to spend an hour or so to walk us through the use of the remote. If you are interested suggest when would best suit your schedule—if possible I'll set a day and time that fits most of the respondents. ▲

BOATS FOR SALE

The club is offering for sale two boats presently situated in the yard.

A Mirage 24 with cradle (*Moonshadow*)

A Bayliner 18 with trailer (unnamed boat, with blue hull near the drysail area)

Both are being offered on an "as is" basis, with no representations or warranties of any kind.

Anyone interested in making an offer should submit a written offer along with a cheque (post-dated to September 15th) for 25% of the offering price.

The offer and deposit should be placed in a sealed envelope and left in the locked club mail box on or before the deadline of September 15th.

The winning bidders will be notified within one week after the deadline, with the balance of the purchase price to be paid by haul-out.

To inspect either boat contact any member of the club's executive.

FLEET CAPTAIN CRUISING

Keith Willson

JULY 24-27 WERE THE DATES for the ANGUS Yachts Rendezvous for Hunter, Jeanneau, Cruisers Yachts and Silverton Yachts owners. The destination was Port Credit Yacht Club and this year's theme was a Hawaiian Luau. The final tally was 71 boats attending with over 200 people attending the Pig roast banquet dinner on Saturday night.

Owners rendezvous are a great way to see what other owners have done with their boats and exchange ideas. The four days were filled with technical seminars and practical on-the-water hands-on demonstrations such as docking practice, sail trim and man overboard.

All was not serious as there was lots of time to just have fun. In a repeat performance TH&SC swept the boat decorating contest with a 1, 2, 3.

Dragonfyre II took first place with a volcano erupting in the cockpit and spewing lava out the transom. *Puff* took second with her Surfer Paradise theme and *Figment²* took third with a TIKI hut theme. There was also a prize for the best costume which Paul Evans won. I can't begin to describe Paul's costume. You will have to check out the photos.

Bill and Marie Middleton, yes, *Paloma Blanca* is a Hunter, were also honoured at the Saturday banquet. Greg Emerson flew up from the Hunter factory in Florida to take part in the Saturday activities. At the dinner Greg presented Bill and Marie with a special plaque commemorating them for their 31 years of continuous ownership of *Paloma*. Yes that's correct, 31 years. Congratulations Bill and Marie.

As Greg said, "31 years - WOW!"



Marie and Bill Middleton—31 year owners.



3 hula boys



Dragonfyre—First place



Spirit of Canada



Figment 2



Winning crew

WELL WE ARE IN THE HEAT of summer and we have had much rain. I'm sure most of us have said, "Oh what the heck," and just gone out on the water to have a day of it.

We are still making minor repairs such as adjusting the chains from time to time, replacing planks and cleats, and painting to identify cautionary stepping areas, dock and slip identification. The painting of numbers on the docks and slips has not been continuous because of the rain and heavy member traffic. We will get this done however in the near future.

We now are looking at building new mast racks to replace the old and somewhat wavering ones. Richard and I are beginning with the replacement of the worst rack of all and this experiment will tell us if we should continue with this design for the rest of the racks. The design allows us to disassemble and take with us and assemble elsewhere in the event the dreaded move should take place.

Our dry sailors have had the misfortune of having vehicles parked either in front of their boats or in front of the trailer winch preventing them from having access to their boats or getting them out of the water. I ask you to kindly think about where you park your car and how it might affect others. We will place 'NO PARKING' signs in these areas so please abide by them.

As some of you are aware, we have solved the mystery boat mystery and have charged the owner for storage fees. Please remember that before any vessel is brought on to the property either by land or water, the Harbour Master is to be notified prior to this taking place.

All of us serving on the committee must from time to time make decisions. We try to keep the membership as a whole in best interest when making these decisions but from time to time there will be those that disagree with those decisions. Therefore I would like to share a little story with you...

Once upon a time there was an old man living well away from the market place where everyone went to buy essentials. The old man had put off for as long as possible going to market because he was old and tired. It was such a long way to go but the old man knew that he would have to begin his journey soon because he could no longer go without the supplies he so desperately needed.

He decided to ride his donkey to help with the journey to the marketplace. He thought as well the donkey would be of great help with carrying the heavy load of supplies back home. The old man with great difficulty mounted the donkey and got on his way to the market. It was going to be a long journey.

Hours later the old man came upon a young boy on the path walking ever so slowly in the same direction. The boy was obviously exhausted. "Where are you going young boy?" asked the old man. "I am going to the market," replied the young boy. Seeing as the boy was in such a state of exhaustion the old man placed him on the donkey in front of himself and continued on.



Nauticals

STEPPING THE MAST: IN THE DAYS OF WOODEN VESSELS WHEN A SHIP WAS BEING BUILT, A GOLD COIN WAS PLACED UNDER THE FOOT OF THE MAST. THERE WAS A SUPERSTITION THAT THE GOLD COIN WAS TO BE USED IN THE EVENT OF THE SHIPS SINKING AS PAYMENT TO CHARON, THE FERRYMAN, WHO WOULD ROW THE DECEASED SAILORS OVER THE RIVER STYX TO HADES.



Later the two met an old woman coming in the opposite direction. The old woman was angry seeing the two riding such an old donkey and yelled at the old man, "You ought to be ashamed of yourself the both of you for burdening this poor donkey!" The old man felt ashamed and removed himself and the boy from the donkey and they began walking ahead of the donkey.

Later still they came across a farmer who began to laugh at them and said, "How foolish you must be to walk when you have a beast of burden to carry you." Feeling embarrassed the old man immediately placed the boy on the donkey and decided to walk himself because the two of them were perhaps too heavy as the old woman before indicated.

They later came upon a young girl carrying a bucket of water. She looked at the young boy on the donkey and asked, "Why do you make this old man walk when you are so young and vibrant and he so old and frail?" "You should have more respect for

your elders." The young boy immediately jumped off the donkey and insisted the old man ride the animal. The old man once again placed himself upon the beast and rode on with the young boy trailing slightly behind.

Eventually they came upon a herdsman herding sheep. "What a shame to see this old man riding this donkey while this young boy could be experiencing the pleasure of such," said the herdsman. "You, old man have had many opportunities in your long life to experience this." "Why don't you grant this young boy the excitement of riding the donkey?" By now the old man was so confused and frustrated. He decided to abandon the donkey seeing as it caused him so much anguish. The old man and young boy began to walk to the market side by side.

The moral of this story is everyone sees your decisions or actions in a different light. You can never satisfy everyone all of the time. ▲

REAR COMMODORE

Greg Smith

I CAN'T BELIEVE it's the middle of August already. Summer is speeding past faster than *Matta II* with new sails. Advertisements for back to school supplies and even Hallowe'en items are popping up on TV and in newspapers. I've even heard our Harbour Master mention the word Haul-out. Now if that doesn't shiver a sailor's timbers nothing else will. I encourage everyone to take advantage of whatever good sailing days Mother Nature has in store for us.

On an up-beat note, we've had a few club events since the last Spar and Prop. I am pleased to inform you that we raised over \$1500 for the *Spirit of Canada* Challenge. The Relay Race Fund Raiser event was a blast despite the weather. I was drenched more from water canons and balloons, than from the day's rain. It was great to see our new members participating in this family fun event. A video of the day is currently being edited and will be ready for our Corn Roast event.

Once again I want to thank our magical Social Committee for the fabulous food and all their help in organizing the event. Also to Vince Carlucci and his band for the great music and entertainment, well done Vince! Thanks also to the ever so smooth, Mr. Don Bland for handling the auction items, prizes and quick one-liners.

Caribbean Night attendance was about the same as last year. Those who attended had a wonderful time dancing, enjoying Island foods, and sipping on "Big Boat Drinks". The dance floor was full of different age groups however; the Ante posse once again dominated the dance floor.

Our Dufferin Bell Race was a disappointment; the weather Gods threw a mixture of challenges at us. I think Glenn Eddie said it best..."the only thing we didn't experience was locus!" All the racers worked so hard fighting the conditions and in the end only two boats in the Spinnaker fleet crossed the finish line. *Matta II*, *Solaro*, and *Trevor Kane* could see the finish line however; the wind just gave up—such a cruel joke. Thanks to Tom Monson for persevering the conditions and extending the curfew.

Our next big club event is the Corn Roast. Please mark your calendars for Saturday August 30th. and plan to this

attend this family club event.

In closing I simply want to say thank you to everyone who support the club events—and support is not just attending the functions. We need you to step forward and get on committees to plan, organize and administer these activities—without this support we will not succeed. Talk to your shipmates and let's pull together to make our club succeed. Let the Committee members know what you want to get involved with; it's not a monumental commitment, and you will have fun and satisfaction in participating.

N43_39.610 W79_18.812 Same Spot /Different Day ▲

FLOTSAM & JETSAM

Shadow

THE SAGA BEGINS

July 4—James Perrault (new member of TH&SC) put out an SOS by email for someone to help him navigate his 27-foot Erikson sailboat from Alexander Bay in Bayfield on Georgian Bay (north of Parry Sound) to Killbear. A distance of 20 km.

Pattie Middleton responded by phoning her parents, Bill and Marie Middleton.

Now the story evolves. Said parents phoned James and then their son, Barry, who was on holiday in, of all places, Pointe Au Baril. Then Barry phoned James and arranged to meet him Saturday a.m.

Barry helped James and his crew, Pedro, sail the 20 km to Killarney marina where a flat bed truck was waiting to bring the boat down to TH&SC.

Barry called his parents to report it took seven hours to sail the boat to Killarney. By tying his 1970 Zodiac to to Erickson and towing it Barry was able to get back to his vacation spot.

Welcome to TH&SC.

SKATE PARK STILL STALLED

An article on June 30 in the Star showed the turning of sod to start the skatepark construction at Coxwell and Lakeshore roads. Up to a week ago there was still no construction activity on the site. It looks like it will be a long time before skateboarders will be able to show their skills at the Beach.

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The Deadline for the
OCTOBER issue of
Spar & Prop is
Sept. 30

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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

It is with sadness
that we report that
JIMMY HOLLINS
passed away on
July 9th.

He was 83.

COLLECTION OF OLD USED SAILS



At the Royal Canadian Yacht Club for the past five years we have been collecting old and used sails. This is a very successful and important program. Volunteers from CANADIAN YOUTH FOR CHILDREN have picked up the sails in late fall. They are then sent to undeveloped countries and other places in need. They are put to a multitude of creative uses such as window and roof coverings, baby carriers, food bags etc. This is a very worthwhile recycling project. If you are interested please contact Dianne Matheson 416 463 6273.

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

by Eric Muff

SEEMIN' AS HOW I just got home the other day I better put this on paper before it evaporates from my vacuous skull.

I had made up my mind to take a wee trip to Louisville Kanetucky, but the time period I wanted was cancelled, so I ended up on the U.S. east coast. New York, Atlantic City, Philadelphia, Baltimore and Washington.

So, ready or not, I met my pick-up shuttle at the Comfort Inn at 6 a.m. in beautiful downtown Peterborough. This company works out of Kitchener (alias Berlin) Ontario and Peterborough is the farthest east they pick up. So if the trip heads west I'm up before the birds, if it goes east I can sleep until 10:30.

At one time these buses used to be filled to capacity (about 50 passengers). The last few trips I've been on we had 27-29, which gives everyone a chance to spread out, as if most of us ain't spreadin' out anywho!—thanks to too many birthdays and McDonald's. It does make for more comfortable travel, though.

I had been to all of these places before, except Baltimore, so most of it was old hat, but it's still nice to renew old acquaintances and make new ones.

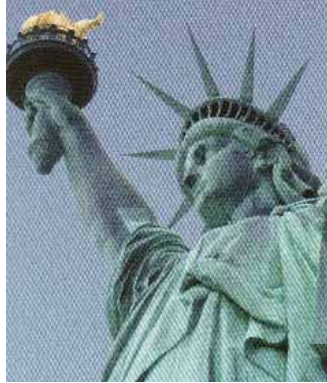
The first day is usually long and tiresome, so we got booked-in by about 7 p.m. in beautiful downtown Rutherford, Noo Joizy. It's getting more difficult daily to get accommodation downtown in big cities because today's buses won't fit under old-time canopies and there ain't no place in big cities to park, especially a 60-foot bus. So we hole-up as close as possible and commute. It pisses-me-off, but that's life.



Next day, a short ride under the Hudson River and we're in the Big A. A step-on guide gives us a very informative tour of the city. Again, old hat for me, I was touring New York before our tour guide was born. Lottsa changes.

Our city tour ends up at Macy's department store. Gotta be the oldest department store on the planet. But, it was fun to ride on those old, wooden-stepped escalators again.

In the afternoon we had the opportunity to go to the "Top Of The Rock".

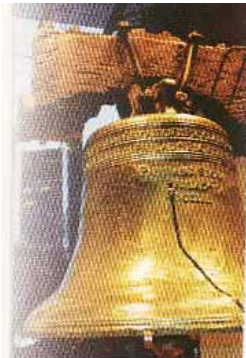


Now this was new to me. When I was a kid the high spot was the Empire State Building (maybe still is, I dunno). Then they put up the World Trade Towers, now they got the Top of the Rock, which translates to "The Top of Rockefeller Plaza". You know, where the golden statue of Prometheus is, and the skating rink in winter and the 60-foot Christmas tree at "bah, humbug!" time, an' all that jazz.

But, hey!!! That's the Big A.

After the Top of the Rock we had the run-of-the-city on our own. Some shopped, some ate, some people watched, some caught a show. Some just got the roof of their mouths sun-burned.

Next day we drove to Philadelphia, had a city tour then the rest of the day free to wander. I always find it appalling to see the number of



mindless bastards running up and down the library steps in Philly just because they saw some fictitious moron called Rocky do it in a "Z-class" movie. Christ, they even have a life-size statue of Stallone in his Rocky get-up (jock strap and boxing gloves). Excuse me while I retch.

But, hey!!!...

Another highlight in Philly is this alleged "Liberty Bell". Not only is it cracked but they haven't even spelled Pennsylvania correctly. But it does have a lot of fascinating history, and it's a good port to catch a cruise ship from.

After leaving Philadelphia we hightail it to beautiful downtown Atlantic City, Noo Joizy, and book ourselves into the luxurious Tropicana Hotel/Casino/Resort. Again I see the ghosts of Hexham and Littleford at the blackjack tables. And here we spent two delirious, fun-filled days, happy in the thought that we have made another sizeable donation to organized crime.



Caught a delightful stage show whilst in the "Vegas of the east" called "Dancing Queen", not dissimilar to "Mamma Mia" in the fact that it was based on the music of Abba, (I'm still hummin' "Fernando").

Having dutifully donated, our little band presses on to Germantown, MD. This is midway between Baltimore and Washington, so we can day-trip to both cities.

Don't ever remember being in Baltimore before, but may have passed through during my halcyon ~~days~~ days.

Anywho, they have beautifully restored the waterfront, like they are doing in all waterfront cities. Miles of artsy-fartsy boutiques, pricey bars and restaurants and the ubiquitous tourist traps. Found an engaging Barnes and Noble and bought a few long-sought-after tomes.

Our last port-of-call was

Continued on page 8

But, Hey!!!...

Continued from page 7

Washington, D.C. A really beautiful city, full of monuments and memorials (and bloody tourists). My favourite monument is the Lincoln Memorial. A magnificent work of art. I've never seen it lit-up at night, but I image that with flood-lights on that alabaster marble it would be breathtaking.



There must be a thousand Smithsonian museums in that town that boggle the average mind.

I opted for the newly appointed Museum of the North-American Indian, covering most of the original peoples of the continent., then spent a few minutes in the Air and Space Museum looking for "the best aircraft that was every built", the Avro Arrow. Now, I'm not saying that because I helped build them for six years but because at that time it was the absolute truth; then that gutless bastard, Diefenbaker, caved in to semi pressure and scrapped it.



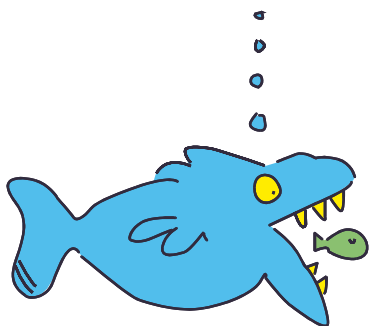
But, hey!!!...That's the mis-adventure.

And I had seen that museum on a previous adventure.

Homeward bound.

Happy sailin' my children! And always remember...life is *far too short* to drink cheap tequila.

Luv yas! God speed. ▲



HISTORY

by Rich Taylor

A continuing series of anecdotes of the start of sailing at TH&SC.

After the washed out concrete turned dusty, we found out that ready-mix concrete trucks sometimes came back from a building site partly full, or even full when all the concrete that was ordered couldn't be used. Arrangements were made to have the extra concrete dumped at the Club. A flying squad was created to spread the loads. Sometimes it was a close race between setting concrete and smooth pavement.

Again, the "experts" said that without reinforcement the pavement would crack and crumble. There wasn't enough muscle power or telephone poles for that area so we said "pour anyway". It turned out that 12 inches of concrete doesn't need reinforcement. In fact there are holes several feet deep that got filled with concrete.

Dig down under our present lawn a short way and you will come to a sudden stop! There will also be a beautiful painted compass rose somewhere under there, too.

The early days weren't all smashing concrete poles and spreading semi-soft concrete. We did a lot of sailing, too. The catamarans were kept on trailers, anchored to the ground so high winds wouldn't blow them around.

The early ramp into the water was wooden, built over the rip-rap blocks. Our dock was all of ten-feet long, from which we hoisted the sails and managed to sail into the Bay among the moored ABYC boats.



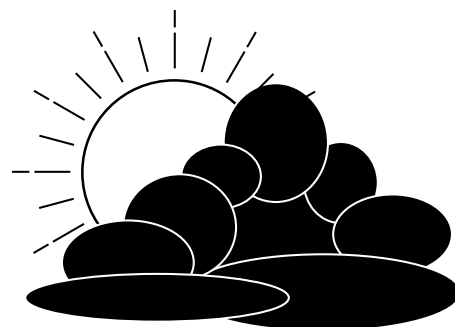
Later on, the ramp was rebuilt in concrete. The angle was still very steep but for a time we used an old Corvair with the hood removed and a trailer ball on the front to move the boats up and down the ramp. The Corvair was pretty baffed out when we got it so it only lasted one summer. Then it was back to man-handling the boats up and down the ramp.

Before the the land on which ABYC was created, the Bay was open from the southwest corner straight across. There was a channel dredged on the west side for keelboats to enter the Bay and moor opposite Ashbridge's Bay Yacht Club.

The rest of the opening had a sand bar a couple of feet below the surface. When the easterly winds blew down the lake, large waves came in over the bar, getting higher and breaking spectacularly.

On those days we would sail the cats into the lake and then surf the waves over the bar, resulting in exciting rides. Often the cats would go so fast in the high winds we would outrun the wave we were surfing on and bury half the boat into the back of the previous wave. The boat would slow down abruptly and if there was crew on the trapeze they would likely as not swing around the bows of the boat.

More next time ▲



August 2008						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
THE HEART OF SUMMER—GO SAILING						
Long Weekend Breakfast	4	5	6	7	8	9
			Club Series III Race II			
10	11	12	13	14	15	16
			Club Series III Race III			Race des Voyageurs
17	18	19	20	21	22	23
Race des Voyageurs			Club Series III Race IV			
24	25	26	27	28	29	30
			Club Series III Race V			Bluffer's Race & Corn Roast
31	JOIN US AT THE CORN ROAST ON SATURDAY					

September 2008						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	3	4	5	6
	Labour Day		Makeup Race 1			
7	8	9	10	11	12	13
			Makeup Race 2			
14	15	16	17	18	19	20
			Makeup Race 3			Frostbite Race
21	22	23	24	25	26	27
			Makeup Race 4			
28	29	30				
TIME TO GET THOSE LAST SAILS IN BEFORE HAULOUT						

October 2008						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
HAULOUT SOON						
5	6	7	8	9	10	11
12	13	14	15	16	17	18
Thanks-giving Potluck						HAULOUT
19	20	21	22	23	24	25
HAULOUT						
26	27	28	29	30	31	
CHECK THE BULLETIN BOARD FOR HAULOUT JOBS						

November 2008						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GET YOUR AWARDS NIGHT TICKETS EARLY						
2	3	4	5	6	7	8
Daylight Saving Ends						
9	10	11	12	13	14	15
16	17	18	19	20	21	22
						Awards Night
23	24	25		27	28	29
30	YOUR BOAT SHOULD BE IN BED BY NOW					