



TORONTO HYDROPLANE & SAILING CLUB

AUGUST 2010

# Spar & Prop

NUMBER 200



*Tsunami II & Berserk during  
T-Bird / Viking 28 Regatta*



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# Calendar

**Race des Voyageurs—Saturday, August 14**—See the bulletin board for sign up.

**ABYC Hosting T-Bird Internationals—August 6-14**—More hotshot racers. Next door this time.

**Bluffer's Challenge Race—Saturday, Sept. 4**—Race to Bluffer's Park buoy and then back for the Corn Roast.

**Corn Roast—Saturday, Sept. 4**—Everyone is welcome. Fresh corn and eats. No racing required.

**TH&SC Breakfast—Sunday, Sept. 5**—9:30 to 11. Start the day right with a good breakfast before heading out for a sail.

**Cruise to APSC—Saturday, Sept. 11**—See the bulletin board for sign up.

**Frostbite Race—Saturday, Sept. 18**—The last weekend distance race of the season.

**Election Meeting—Sunday, Sept. 27**—Time to elect half the Executive Board. Come and hear what the nominees have to say and then cast your vote. Notices will be mailed.

**Turkey Race—Saturday, October 2**—The last race of the season.

**Cradle Placement Day—Saturday, October 9**—The beginning of the end.

**HAUL OUT—Sat.-Sun., October 16-17**—Not our happiest weekend.

**Awards Night—Saturday, November 20**—Everyone is welcome. There are awards galore. You might be surprised. If you can't come for dinner, come after.

**Kid's Christmas Party—Sunday, November 28**—All kids welcome. Help get them hyped up.

**Annual General Meeting—Sunday, December 5**—Recap the 2010 season and find out what's in store for the 2011 sailing season.

**New Years' Levy—Saturday, January 1**—Start the New Year right. Join your friends at the Club and bring in the New Year.



From bottom L—  
T-Birds  
Shadow  
Rock It  
Blithe Spirit vs  
Tsunami II  
Windchaser crew  
T-Bird/Viking 28 Regatta

**TH&SC**—20 Ashbridge's Bay Park Road, Toronto, Ontario M4L 3W6—(416) 694-6918

**EDITOR**—Richard Taylor, 51 Brigadoon Crescent, Scarborough, Ontario M1T 3C2—(416) 293-4340



# COMMODORE'S COMMENTS

Dave Johnston

**A**HOY! As I write this, dredging continues in Coatsworth Cut, as do the groundings of powerboats and sailboats alike. It never ceases to amaze me that so many theoretically licensed boaters don't know what those big, red and green floating things are for. It's scary out there folks!

In the last two weeks of July we have had a few issues with Members in distress while on the Lake. Luckily, most of these are handled quickly and efficiently by O.O.D.s or fellow members at the club, some however fall through the cracks. I ask every member to be aware and ready to help our fellow boaters, whoever they may be.

Sadly, one our boats was not so lucky. In late July, a member lost his Hughes 31 to the Leslie Street spit.

On a happier note, things continue to get upgraded at the clubhouse. Thanks to Don Bland, Bob Prosper and others for purchasing and installing our new commercial dishwasher.

TH&SC members Pat and Geoff Craigen are in town this month, and I look forward to seeing them and hearing their tales of the spice islands (see the latest issue of Ontario Sailor).

Rose and I hope to soon get off the dock for an extended period of time. *Wildrose* needs to run.

Enjoy August sailing and I hope to see you at the Election Meeting in September. ▲

## "POOP DECK"—R.I.P



# VICE COMMODORE

Elizabeth Marin

**T**HIS SUMMER has been everything last season wasn't. Hot and lots of great sailing. I am just back from a two-week trip to Bay of Quinte and the south shore.

Things have been busy with membership. In the past month I have added four waiting list members, and three crew members. Andrew Chalmers, Helen Rigler, Aubrey Millard Jr., and John Norton Jr. These new members will be bringing in their boats as space opens up. Robert Kozak, John Greenham and Tracey Clingen have joined as crew.

I have recently updated the email list and Spar and Prop, but if you are not receiving either type of mail, let me know so I can correct addresses.

## A small Catalina rendez-vous

Previous to setting out on our vacation, Dennis MacCallum had tried organizing a Catalina cruise over to Wilson. Not to exclude other interested members a club email went out inviting all others that were interested. Unfortunately, there was a big cruise scheduled from Mimico to Tuscarora YC this past long weekend so it was called off. *Groovin'*, *Eau Naturelle*, *Effen* and *Chances* all independently arrived hoping to find room at the other clubs and as luck would have it all boats eventually had docks space. Three at Wilson YC, which had a cottage atmosphere and *Chances* at Tuscarora.

Dorothy and Keith and Chris and I had our bikes on board so were able to get out and explore Wilson together while Randy and Jacquie, Chris and Dennis had their dinghies to tour by water.

Wilson has some beautiful houses and a little historical society museum based at the old railway depot. There they featured the history of Wilson, which in the late 1800s and early 1900s was a flourishing tourist area with ships carrying hundreds of passengers from Toronto. There is also a vintage car museum on the grounds. It is only open every second Sunday each month. During this time the Island YC had two back-to-back parties, both with live bands, food and beer. The beer costing \$2.00 each.

Everyone had a great time and on Sunday, *Effen* and *Eau Naturelle* decided to head back to Canada. The winds were up early that morning

from the NE with 3-ft waves, but once clear of Wilson harbour they had a great sail back across the lake.

Unfortunately for us and *Chances* the winds were light on Monday so we both motor sailed. *Groovin'* sailed for about a half hour but at speeds of 3.5 knots and then less—even Chris gave up and motored the rest of the way home. The only redeeming note was the brief swim off the beaches before having a late lunch before tying up and reporting to Canada Customs. ▲



# PROPERTY MGR.

Don Bland

**A**UGUST, WHAT A FANTASTIC summer it's been to be a boater and a member of our great club.

As the more astute of you will have noticed, our mast crane is "aground" The inspection has not found any serious faults. She is going to receive a colour-coded coat of paint and new cables bearings etc, and be back lifting weights in no time.

The steel has been ordered for the next replacement mast rack. If we can find our way through the jungle of weeds presently hiding the old rack we should have the new one in place well before haul out. (For someone looking for work hours the weed removal can be done on your time schedule, afternoons, evening, a brisk morning workout.)

You may also have noticed the dry sail/dinghy storage area. Thanks to Geoff Steele and crew this area is now looking great. I shouldn't have to say this BUT the area hasn't been organized so you will have a parking spot, so please do not park there. Our dry sailors and dinghy rack users will appreciate your consideration. Happy sails to you. ▲



## HARBOURMASTER

Bob Prosper

**A** H, SUMMER IS SURELY HERE. This summer brings to me memories of my first summer spent in Ontario back in 1971. It also brings to mind a quote from a well-known American author, professor and philosopher Sam Keen. He once quoted, "Deep summer is when laziness finds respectability". Summer is short though, and I'm afraid lying around the cockpit listening to songs by David Grey and watching the sunsets is coming to its end.

The dredging will have been completed by the time you read this. Rain falls when it is needed, keeping my boat *Salario* floating at the slip. As far as the dredging is concerned, everyone should extend a big thank you to our Commodore, Dave Johnston, who was pretty persistent in getting that channel dredged. Because of this, we can all continue our sailing throughout the late summer and fall. Thanks brother!

I cannot mention the Commodore without mentioning the Commodorable, Rosemary Johnston, who continuously, with her team, keeps TH&SC looking beautiful with the many carefully selected flowers. I have not enough fingers and toes to count how many compliments we have received from visitors about how beautiful our club looks. Also I see quite often Dorothy Williams and her team keeping the patio looking pristine. Thank you all.

I am still waiting for members to step forward and offer up some help for replacing some planks on the fingers and docks. I need some teams to get involved with this task. If you should have any questions as to what is involved, please call me at 647-938-9584 or email me at [harbourmaster@thsc.ca](mailto:harbourmaster@thsc.ca) and I will explain the job to you. Don Bland is also in need of members to assist with duties so please, step up and get those hours in.

The mast crane has been taken down and currently going through an inspection so that we can refurbish it. The structural integrity of the mast crane has been maintained over the years and we hope to replace some needed parts and have it in service once again in the near future. Thanks to Jack Hexham who has taken an interest and has agreed to assist with

this task.

Many of you may have noticed the north end of the property taking on a different look these days. Geoff Steel has taken upon himself as our new Dry Sail Captain to get the grounds at the north end looking like they should. I like it when new members step up to the plate and take the initiative to not only care but to do. Geoff and his team of Dry Sailors are committed to keeping this area organized.

The north end of the yard has been a sort of dumping ground for members in the past. Please do not dump your unwanted items on the club property. Throw them out or take them home.

Members will see the transition taking place and notice 'No Parking' signs in the launch area, launch pad posts painted, a bit of gardening, and a lot less weeds.

Officers Of The Day should also note that an area along the north end of D dock will have a designated area for Dry Sailors to launch their boats. It will be painted using bright yellow paint. Please do not assign this area to visitors. The Dry Sailors need this area to launch and are entitled to do so. Thank you Geoff for seeing this task through.

My dog Oscar Prosper and I have been having some great sailing experiences out on the lake. I know many of you have been out there as well because I see the familiar names of boats on the transoms as well as the TH&SC burgee flying. At the dock we share our experiences and tell the stories of the lack of, or the abundance of wind and waves. We talk about the things we have seen along the way. Take a moment sometime and think about how lucky we are to have been able to discover and maintain this passion of ours.

Sometimes we invite friends to come and share little bits and pieces of what we enjoy at TH&SC and it sometimes takes their reaction of appreciation and envy to make us realize just how good we have it. On those days when we curse because of a confrontation with another member, or when the engine won't start, a bad day at the office or we find another piece of hardware missing, stop and think about far worst things happening in the world around us. Get out; get caught up in the moment. Close your eyes for just a moment to feel the wind and reflect.

Cheers!

Your Harbour Monster,  
Bob Prosper 🚤

## Ronald John Alfred Alleway

**ALLEWAY, Ronald John Alfred - Peacefully at Fairvern Nursing Home, Huntsville on Monday, July 12, 2010. Ron Alleway, beloved husband of the late Joan and dear father of Debi Alleway (Jerry Desroches) of Toronto, Bob and his wife Terri of Peterborough, Susan and her husband Carl Dixon of Huntsville. Loving grandfather of Tyler Alleway.**

## BOAT FOR SALE

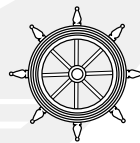
**MIRAGE 24 RED IN COLOUR  
GOOD STARTER BOAT**

**FULLY EQUIPPED  
8 SAILS**

**ASKING \$5,500  
GOOD PRICE**

**SITTING ON B DOCK—B 26**

**FOR INFO CALL  
(905) 831-4842  
RALPH MILLIGAN**



## GOLF GOLF GOLF

**Tuesday, September  
14th**

**Look for posting on  
bulletin board or  
talk to Jack Hexham**



## SOCIAL CHAIR

Laurie Chan-Prosper

**E**AST COAST NIGHT was, "some fine". It was nice to see so many of you come down to show your support for our Thunderbird/Viking 28 Regatta East Coast party. I'm sure you'd all agree that the band, "A piece of the Rock", was fantastic. I haven't seen that much enthusiasm from the crowd in a long time. It must have been the fish chowder that got everyone in the East Coast mood. Thanks to *Penrose* (Dave and Rosemary) for the absolutely delicious chowder, biscuits and pies. We even had a member come into the kitchen negotiating to do all the dishes (and we had plenty) for another bowl of chowder. Unfortunately, we had no more to offer. I surely was not going to give up my half bowl. So dishes we did. You notice the "we". Thanks to everyone who helped to make this a very successful event.

Our next big event, and a very popular one, is the Annual Corn Roast. It will be held on the Saturday of the Labour Day weekend (September 4th). We'll be serving lots of super sweet corn fresh picked that day from a local farm, along with German Bratwurst with all the fixings. Eva Baker has the sausages specially made from the deli for this Roast. Bring down a salad and submit it into our Salad Contest. Any kind of salad will do. We have lots of prizes to hand out. Reserve your tickets early. This event sells out every year. Dinner tickets are available from the Social committee or reserve by emailing [social@thsc.ca](mailto:social@thsc.ca) or by signing up on the list posted on the bulletin board. Adult dinners are \$10 each, kid's dinners (hot dogs) are \$3.00 each. DJ, Bill Springate will entertain us with music and dancing. If you are daring, karaoke will also be available. Need a few drinks before singing for a crowd? Bar opens at 5:00 pm. It'll give you plenty of time to loosen up (your vocal

chords). If you have a little too much fun, make sure to stay overnight on your boat. You can then wake up on Sunday to a delicious breakfast served by the social committee. Breakfast will be served from 9:30 to 11:00 for a mere \$3.00.

It's sad, but the Corn Roast is our last official summer social event this year. Not to worry though. Coming up in the fall is our Thanksgiving Potluck Dinner. Bring along a side dish or dessert and join us for delicious turkey or ham on Saturday, October 9th. A signup form will be posted.

I hate to say it but Haulout is in the near distance. Summer is short, so come enjoy some festivities before it's too late. 🚤

### TH&SC Annual Corn Roast Saturday September 4, 2010



5 p.m. Gather on the patio for drinks and corn husking  
Special prices! \$10.00 each (\$3.00 each for kids)

\*Bar opens at 5 (Licensed event)

\*Dinner served 6:30 'ish'

Sausage on a bun (or vegetarian alternative), (hot dogs for kids),  
condiments, salads, corn  
Dessert with tea and coffee

**\*Salad contest\* Prizes!**

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

**\*Dancing & Karoke\***

A return engagement by Bill Springate, professional DJ.

**\*Holiday Breakfast \* Sunday morning September 5**  
9:30 a.m. to 11 a.m. \$3.00



**East Coast Night**



**North End Improvement**



**Have a Hobie Day**



## Millards Off Again

Aubrey and Judy Millard are off again to cruise the world. They left the Club on July 19th, heading east to the St. Lawrence River, Newfoundland. St. Pierre and Miquelon and Cape Breton Island. From there south to the Caribbean and after that...who knows?

Their last log, emailed on August 8th, said "sailing next to Matane and out past the Gaspé, and over to Port Au Basques in Newfoundland to explore the fiords on the south coast, before crossing over to the French islands of St. Pierre and Miquelon, and over to the Bras D'or Lakes of Cape Breton."

If you want to get Velede's logs email Aubrey at [svveledaiv@hotmail.com](mailto:svveledaiv@hotmail.com) 🚢



Aubrey and Judy Millard at their farewell party prior to taking off for a few more years.

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

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The Deadline for the  
AUGUST issue of  
Spar & Prop is  
**September 30**

⚓ ⚓ ⚓ ⚓  
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)**

## Nauticals

"MONEY FOR OLD ROPE" USING THIS  
EXPRESSION WE MEAN REWARD OR  
MONEY OBTAINED WITH LITTLE EFFORT.  
IN TIMES PAST, OLD & FRAYED ROPES  
ABOARD SHIPS WERE SOLD TO SHORE-  
SIDE TRADERS. THIS OLD ROPE WAS  
OFTEN SOLD BACK TO SHIPS AFTER IT HAD  
BEEN TEASED, CUT UP, IMPREGNATED  
WITH FINE TAR & MADE INTO OAKUM.  
OAKUM WAS USED AS CAULKING BETWEEN  
SHIP DECK PLANKS. MONEY FOR THE OLD  
ROPE WAS A PERK OF THE SHIP'S BOSSUN.  
SOMETIMES THE ROPE WAS NOT SO OLD  
AND THE OFFENCE OF CAPPABAR, OR  
MISAPPROPRIATION OF  
GOVERNMENT STORES  
WAS COMMITTED.  
IT SEEMS THIS WAS  
A COMMON PROBLEM  
IN MANY NAVIES.



## LONG WEEKEND BREAKFASTS

On all three summer long  
weekends TH&SC will have  
breakfast waiting for you on  
Sunday morning.

Served from 9:30 to 11:00

The last is on September 5th

It's a great way to start a  
holiday Sunday

## — 60 —

Libby (Admiral of Connemara) is turning 60  
And there will be tears and recriminations  
No, that can't be right.

How about this?

Libby is turning 60 and there will be cake  
And ribs, beer, wine, chicken,  
and pots of potato salad

Come over to the clubhouse Aug. 15,  
between 4 and 8 pm. Meet some of Lib's  
oldest friends and a few who aren't that  
old. Have a drink, gnaw a rib, and help  
sing Happy Birthday.



WHEN THE Editor & Chief of the Spar & Prop sends out his August reminder that the deadline for S&P articles are fast approaching, it always creates a state of alarm at this time of the year. For me, it's a reminder that the end of summer is near. Our busy lives and short Canadian summers can make it a challenge to find time on the water. Suddenly, we realize that only a few weekends remain in the summer of 2010. We ask ourselves, where does the time go? What happened to July? I encourage everyone to set some time aside and go for a sail with family and friends—you'll be glad you did.

July was a busy month for our club. Our East Coast Night Party & Regatta was a huge success. Although, we would have liked a greater turn out on the race course; those who participated in the two days of racing enjoyed the competition on the water, and our club's hospitality. As one of our guest racers commented..." the TH&SC puts on a really nice event". Organizing this kind of event requires teamwork. Thanks' to our Race Captain, Jacque Claassen and her sidekick Thomas for producing the race SI's and organizing the racing details. Special thanks' to Anibal Pinguelo for managing the racer's registration forms and entry fees—much appreciated.

I want to thank our Race Committee, Tom Monson, Richard Coutts, Howie Glenn, and new member Rob Kozak for their dedicated efforts—well done gentlemen. Furthermore, a big thank you to our Pin Boat Crew—John Norton, Jack Hexham, Jeff Ante, John Kenny and Lou Lalonde for their hard work. It was great fun to work with these guys on *Mac 1*.

The evening event was rock'n to the music provided by Toronto's own; "A Piece of the Rock". Their music had everyone on the dance floor, singing and dancing in a grand east coast fashion. I even witnessed Marcel Bedard playing up a storm on the spoons—such a talent...who knew! This was the first time in recent memory that a band received a standing ovation at the TH&SC. Plans are in the works to have them return next year.

Once again, the big hit of the

evening was the food. I want to thank Rosemary Johnston and our Commodore for all their efforts to produce the food for this event. Rosemary puts many hours of preparation to create her delicious fish chowder and the best biscuits on the planet. I'm still amazed how she can make a simple biscuit can taste that good—they really are amazing. Of course I want to thank our masterful Social Director, Laurie Prosper for putting all the pieces together. Laurie seems to be everywhere about the club, paying attention to every little detail. We can't thank you enough for the efforts you and your team go to, to produce our club events.

## Lake Ontario 300

If you've been following the results of this year's Lake Ontario 300 Challenge, you know what a grueling race it turned out to be. I'm proud to report that our own *Ante Up II*, skippered by Mike Ante placed second in their fleet, and 7th overall in the division. This is quite an accomplishment, as this year's race was one of the most challenging races on record.

Rich Taylor was hoping the Lake Ontario 300 crew would share the adventure with the membership. However, three of the four of the crew members came up with lame excuses before I did. "Sorry Rich, I'm getting married and knee deep in wedding plans", "Sorry Rich, I have to fix somebody's boat", and Sorry Rich, "no can do...I'm retired". So the Editor and Chief points his finger at me, and say's "I guess you're it!"

Now, you all know our own John Morris writes wonderful articles for Canadian Yachting—I know John Morris. I can tell you, I'm no John Morris. With that in mind, I've created the "Coles Notes" version of our Biblical adventure.

Friday evening at the LO300 skipper's meeting, our favorite weatherman, Ron Bianchi forecasted severe weather for Saturday afternoon and Sunday evening. Unfortunately, Ron's forecast materialized around 2:30 in the afternoon of July 17th, only hours after a fantastic start. The skies quickly darkened and a squall hit the 200-strong LO300 fleet. Gale force gusts were accompanied by heavy rain and hail pounded the fleet. The first squall struck swiftly and gratefully passed within 5 minutes. However, the

second squall hit approximately 15 minutes later with a greater force. Gusts exceeding 40 knots were reported.

Our boat was pounded with heavy rain and hail the size of marbles. The second storm did not pass quickly. All we could do is hang on tight and ride it out. Unfortunately, *Ante Up II* did not escape the second storm without damage to her mainsail, boom, and mainsheet. In addition to the damage, she also lost a main batten and radar deflector. After the squall began to subside, Mike and Jeff Ante along with crew mate Bruce Bateman carried on accessing the damage and making repairs, while yours truly did my best to steady the boat in the gusty conditions. It took approximately 30 minutes to complete some resourceful repairs to the boat. With the clearing skies we hoped the worst was past us; we agreed to continue racing. However, the next six to eight hours proved to be tough and extremely fast. The following seas pushed the boat at times to speeds exceeding 10 knots. The radio was active with boats announcing their decisions to retire from the race due to torn sails, broken booms, sea sick and injured crews. We even witnessed a capsized 33' Foiling F31 racing trimaran requiring coast guard assistance to rescue the crew.

At 22:00 hrs. close to 40 boats officially retired from the race. We continued sailing through the night without incident, with the crew exchanging shifts every 3-4 hours. I was in my bunk when we rounded Scotch Bonnet Island. However, I awoke to the groans of the boat and the wind in the rigging as our point of sail quickly changed to close hauled. I knew it was going to be a long night pounding through the large seas created by Saturday's storms.

Sunday morning produced sunny skies and strong winds. For several more hours the boat pounded into the waves. Unfortunately, I fell prey to motion sickness for a good part of Sunday. Mike experienced it on Saturday night after going below to heat up some of his famous firehouse chili for his hungry crew—what a captain!

As forecasted, the wind on Sunday afternoon disappeared. I believe it was 12:45 when Jeff Ante announced that he was "officially not having any fun".

*Continued on page 8*

## Rear Commodore...

Continued from page 7

We sat in a dead calm for several hours. Bianchi's forecast for Monday's called for 0 - 2 knots of wind in the afternoon. Things became very quiet on board the *Ante Up II*. Individually, we struggled with the decision to retire from the race, but no one wanted to vocalize the thought.

Having come through such demanding conditions made it difficult to quit. From our current position, it would take a good eight hours under power to reach home. We had hoped to get information as to our position in the race. I tried unsuccessfully to get a cell phone signal. Suddenly, I noticed three bars of signal strength on my Black Berry. Knowing that my family was tracking the race on Kattack, I called home only to find out that our boat had not transmitted our position for several hours. Mike also, connected with his wife, and she too confirmed that *Ante Up II* was not transmitting. However, because the two lead boats were transmitting, and knowing our approximate position, it appeared that we may be in third place. Things were beginning to brighten up for the Captain and crew. I was able to connect with Sailflow, which forecasted wind was coming our way within the hour.

However, not knowing our true position to the other boats in our fleet made it somewhat difficult.

At that point Mike decided to open the casing of the transmitter to see if something had come loose in the storms. He pushed a button labeled "ON", lo and behold the unit came back to life. "Don't ask!" Mike exclaimed...somehow the unit just shut down—we were in need of some comic relief. I called my brother in Cobourg. He confirmed that we were transmitting, and appeared to be approximately one hour behind the

lead boat, *Burn'n Rudder*. With that information, the decision to carry on being unanimous.

The remainder of the afternoon was reasonably pleasant. However, it seemed like it took us days to pass the stack at Olcott New York. As the evening fell upon us, we noticed storm clouds to the north west. All I could think about was Bianchi's forecast for more stormy weather. We sailed towards the Niagara mark averaging 5-6 knots throughout the night. With our four hour shift schedule turned upside down Mike, and I decided it was our turn to get some sleep.

The odd flash of lighting from the north shore illuminated the inside of the cabin. Something was telling us that we're in for another wild ride. I awoke from a short but deep sleep to the sound of thunder, crackling lightning, and pouring rain. Bruce stuck his head in the cabin and yelled "It's time for Bible studies boys!" Suddenly, the boat healed to starboard and tossed me out of my bunk. I scrambled for my fowl weather gear and safety harness, yelling at Mike to get ready to go up on deck. No response...he was dead to the world.

Then I remembered he was wearing ear plugs. A couple of shakes and he bolted from his bunk just like he was at the old fire hall. We were being tossed around inside the cabin, crashing into each other. I've never had this much trouble putting on my pants!

Mike was stuffing flares into every pocket of his foul weather gear. In this kind of situation, a fireman reacts differently than a software salesman.

We climbed on deck and attached our tethers for the ride. Jeff was doing a masterful job on the helm; maintaining speed and course. The lightning was everywhere as we approached the Niagara mark—not to mention one big lake freighter within striking distance.

Rounding the Niagara Mark can

be difficult due to the strong current from the Niagara river spilling into Lake Ontario. We successfully rounded the mark with four other boats behind us. The lightning became intense, at one point, five separate bolts of lightning hit the water. Bruce described it as a picket fence. It was as if someone was saying...let's see you get through this one!

It was at this point, when two of the following boats, turned and headed into the safe harbor. This was the most intense chapter of the race—we all fear lightning on the water. We held our course and headed towards the finish. Mike and I took several turns at the helm while Bruce and Jeff caught some needed sleep. With the storms fading off to the north-east, we're finally able to breathe a bit easier. The finish was only another five to six hours away. We made good time across the lake. However, in the final hour the lake always seems to play one more cruel joke on tired sailors - the wind disappeared. We looked for every puff of wind and tried to maintain boat speed wherever possible. Finally, at 1:23:38:17, beaten, tired, and bruised the *Ante Up II* crossed the finished line. We tied up at the PCYC and Captain Mike submitted the required paperwork - we officially completed the 2010 LO300 race.

I can't think of a better group of guys to sail a long distance race with. Everyone managed to keep their cool through some trying and dangerous times on the water. Hat's off to Captain Mike Ante. He managed to keep three old captains in check. It's not easy to accommodate four captains on a 28-foot boat for three days. Everyone asks the question, would you do it again? To that I answer, ask me next July.

Greg Smith  
N43° 39.610 W79° 18.812  
Same Spot / Different Day. 🏠

Rank	Fleet	Division	Name	Class	Sail no	Club	Rating	Start	Finish	Elapsed	Corrected
1	SBC-WS-FC-PHRF-4	SBC-WS-FC-PHRF	<i>Burnin Rudder</i>	Gib' Sea 9.2	54942	AYC	180	2010-07-17@1100	2010-07-19@0608	1:19:08:59	1:18:02:11
2	SBC-WS-FC-PHRF-4	SBC-WS-FC-PHRF	<i>Anteup II</i>	Grampian Can 28	39	TH&SC	216	2010-07-17@1100	2010-07-19@1038	1:23:38:17	1:19:42:11
3	SBC-WS-FC-	SBC-WS-FC-	<i>Gannet Cay</i>	Mirage 33	10	RCYC	183	2010-07-17@1100	2010-07-19@1012	1:23:12:25	1:21:45:11



## Rochester—A Destination To Consider

by Chris Hanson

I HAVEN'T WRITTEN AN ARTICLE since my days as cruising captain but thought this might encourage other club members to make Rochester a destination for future travels.

We had two weeks to travel this year and decided on trying the U.S. side again. Our last time sailing this part of the lake was back in 2000 before all the 911 stuff and our perception of possible border hassles. Since we were not headed for the 1000 Islands, we decided to take our bicycles to give us more opportunity to explore the towns we visited along the way. Hindsight was we wished we also brought our dingy as well. At the time we figured we would use it less and didn't need the extra things to stow and assemble.

We headed east from Highland YC after a fabulous club cruise hosted by Rob Murray and Marie Dumont. Along the way stopped in to visit with friends at Whitby YC who purchased *Lothlorien* from us and now have recently bought a beautiful 2006 Catalina 320. Next stop was Cobourg where on the next morning on our departure noticed *Veleda IV* anchored in the bay. We pulled over to wish Aubrey and Judy Millard "Bon Voyage" and then continued on through the Murray Canal to Sandy Cove, a very popular anchorage just east of Belleville. There, we spent three days before making a pit stop at Trenton YC, always a favorite of ours.

The next day we exited the Murray Canal enroute to Presquille YC in Brighton. Leaving the canal we were surprised by two police boats and a helicopter hovering over us. At first I was concerned, thinking the attention was drawn on *Groovin'* but later found they had police divers searching for a drowning victim from the previous night.

We had not been to Presquille YC before and like many boaters were wary about the shallow waters. I had spoken with a member from their club visiting TH&SC just before our holidays and was reassured that we shouldn't have any problems. Like any unknown harbour, using common sense watching our depth and following the marked channel we

made it in easily. The next challenge was finding a place to dock.

In our Ports book it said visitors could tie up at the mast crane, but a boat was already there. We did have the offer to raft but saw one slip empty and thought we could just squeeze in, and squeeze in we did with our fenders firmly against the dock and the neighbouring boat. We were greeted and helped by friendly members and were impressed with their new clubhouse which they had just completed the previous season. We went into Brighton by bike and enjoyed the ride exploring.

### On to Rochester

We had met a boat from Trenton YC that evening and learned they were also heading for Rochester early the next morning. We departed at 7 a.m. an hour after the other boat in a misty light fog. We motored out the bay and set both sails in anticipation of a long day with about 45 miles to cover. Even early in the morning a breeze of about 12 knots was blowing with a 2-3 ft chop.

With all this fog, Elizabeth told me it would be wise to put up our radar deflector since we would be crossing the shipping channels and off we went sailing at a brisk 6.5 knots straight on target. After about an hour the fog burned off and the winds increased to 15 knots from the WSW with following seas on our quarter creating a great surf and increasing our boat speed to over 7 knots.

About a quarter of the way over caught up with the other boat about a mile east of us. By this time the winds had increased to about a steady 20 knots. We were comfortably sustaining 7.5 kts. For 10-15 minutes at a time sailing on a close to beam reach. Ahh...this is what sailing is about, no pounding just "groovin'" along.

We got to about seven miles off Rochester as the winds began to die and motored the last five into the harbour.

We proceeded to check in by videophone with U.S. customs, and fueled up before securing a dock at Rochester YC at 2:30. We were all set to go and have a walk a later and swim at the pool but the clouds rolled in and it began a series of rain showers off and on for the next three hours. This happened on our previous visit ten years ago but we did manage to get the

swim in the next morning. After dinner we caught up with the other boat over beers at the neighbouring bar, Schooners.

We had brought out the bikes to head up to the George Eastman house, founder of Kodak but learned it would be a 20-mile bike there and back along with a number of walking hours we opted out for the public bus. We just had to figure out the schedule, and being a Sunday it was about 45 minutes between each one from the club.







The house and museum were very interesting with a history of the Kodak company and particularly George Eastman. He was a bachelor but kept company with many married women whom he had over for Sunday lunches. He also often had many large afternoon parties with guests of a couple of hundred. He lived with his domineering mother and he probably felt he could never marry a woman that could live up to her standards and along with his ambition did not have the time or desire to have a family. I read a quote of his paraphrasing; "If I had children they would probably be rotten due to growing up with all my wealth or would hate me if I didn't give them all they wanted."

Kodak was his life and Rochester became his family. He did not allow unions but did provide company benefits and respected his employees. Rochester benefited greatly from the economics of the company as well as many public assets such as the University and Hospital, which was founded by him. Did you know that he also started the United Way?

The grounds were picturesque with beautiful gardens and the interior was gorgeous showing off his tastes and safari hunting expeditions in Africa.

*Continued in October Spar and Prop*

August 2010						
		Sun.	Mon.	Tues.	Wed.	Thur.
1 TH&SC Breakfast	2 Civic Holiday	3	4 Series 3 Race 2	5 T-Bird In- ternation- als Starts-ABYC	6 Race des Voyageurs ETYC cruise	7
8	9	10	11 Series 3 Race 3	12	13	14
15	16	17	18 Series 3 Race 4	19	20	21
22	23	24	25 Series 3 Race 5	26	27	28
29	30	31				
<div> <div>LOTS OF UNORGANIZED SAILING TIME IN AUGUST</div> </div>						

		October 2010						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.		
TIME TO THINK ABOUT HAULOUT							1	2
3	4	5	6	7	8	9	Turkey Race	
10	11 Thanks-giving Day	12	13	14	15	16	Cradle Placing Day — Thanksgiving Dinner	
17	18	19	20	21	22	23	HAULOUT	
HAULOUT								
24	25	26	27	28	29	30		
31 Hallowe'en	MAKE YOUR LIST OF WINTER PROJECTS							