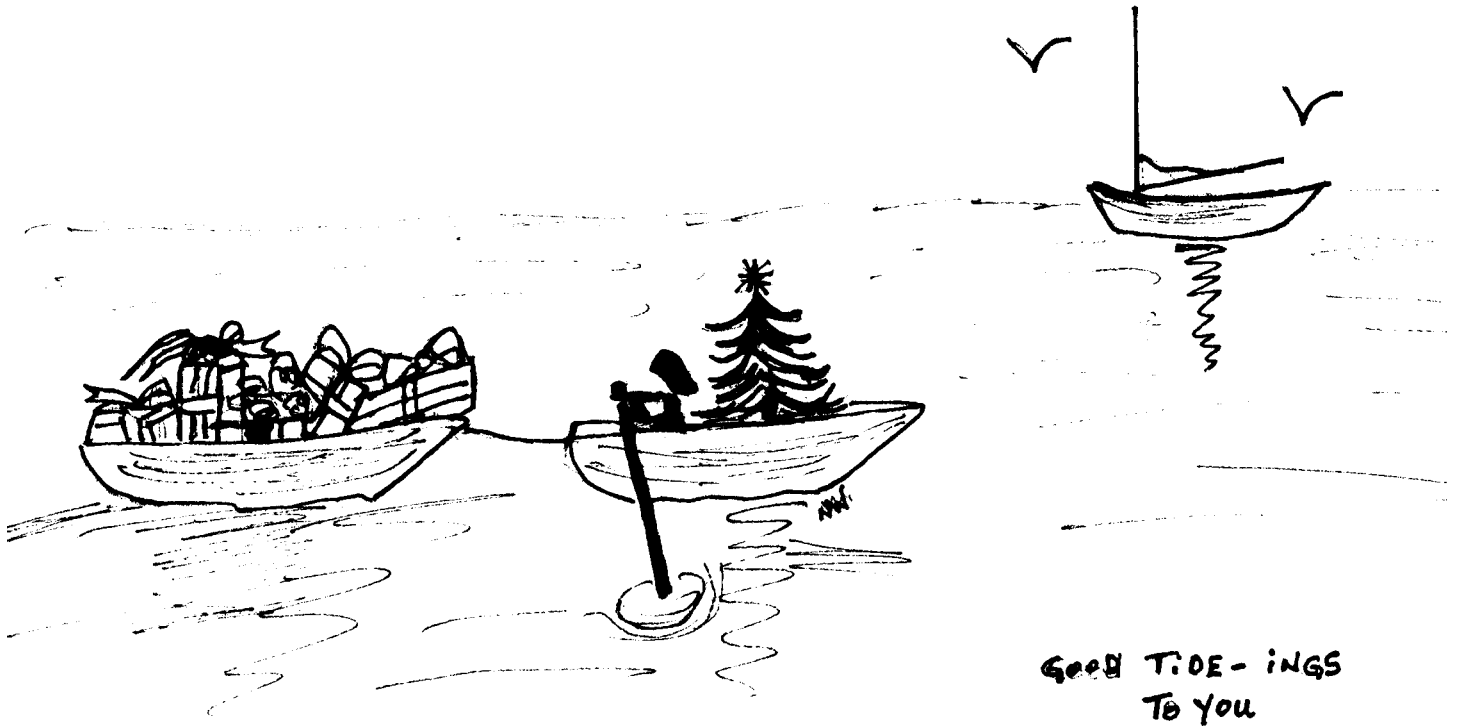


SPAR AND PROP

DECEMBER, 2003

NUMBER 160



Good TIDE-INGS
To You



Drawing by
Marie Middleton



Toronto Hydroplane and Sailing Club Executive Board

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WAYS AND MEANS

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Calendar

Annual General Meeting—Monday, December 8—At the clubhouse at 7:30 p.m. Come and hear the reports of the Executive Board, proposals for 2004 and more.

Children's Christmas Party—Saturday, December 13—Members' children, grandchildren, great-grandchildren, nieces and nephews can have a happy time at our party.

New Year's Levee—Thursday, January 1—Start the new year with a visit to the club, meet with friends and have a light buffet lunch.

Toronto International Boat Show—January 10 - 18—Time to think about the 2004 sailing season. Get a jump-start at the Boat Show. This is always a great way to get us through the dead of winter.

New Year's Levee

Thursday, January 1st

1:00 p.m. to 4:00 p.m. at the

Toronto Hydroplane & Sailing Clubhouse

Join us for refreshments and socializing

Peace
On
Earth

COMMODORE'S COMMENTS

Patrick Flynn

THIS MUST BE how Prime Minister Chretien feels as a lame duck or how any coach in any pro league feels after four years or how my predecessors felt in varying degrees as they headed for the oblivion of Past Commodore.

You never know which straw it is but in my case I felt that four years was and is enough.

Don MacDonald told me 'you have to twist arms' and, by the way, that we should be chasing other alumnae for donations. John Edwards showed me a mastery of the meeting process that I never have been able to manage—to me it's just 'where is the finish line and how do we get there?' Mike Hren said it was the worst time he'd had in any position. Phil Delahaye assumed the mantle with a very clear set of goals and started us on the road to not settling for what was there.

I received a lot of valuable assistance and coaching from these gentlemen, from Jim Allen, Mike Leroux, Brian Knoll and the Council of Commodores and from simply reading our history in the dusty files of TH&SC.

I shall retire bloodied but unbowed from the field of battle. It's a very Irish tradition to be sure to live to fight another day. I salute my fellow board members, the incoming executive, and all the office holders, elected or not, who contribute so much to this club. The time and effort in thinking, communicating, arguing, planning, attending and all the other 'ings' required takes its toll on family, friends and finances, especially if you actually try to do something!

And, at the end of the day you pull your hand out of the water.

We've not decided how to campaign *Spectra* next year—when we were losing we only thought of trying to improve our performance. Now it's a tossup between encouraging or discouraging competition within the club—again, four years may be enough—maybe we'll take John's challenge and tackle the T-Birders BAAAAA. —



WAYS AND MEANS

W&M Committee

WOW! HERE WE ARE INTO December. Where did the year go? It is appropriate to look at the year in review to determine what went well and what might be done better next time around.

From our side of the fence the major events that were held this year seemed to go well. With minor difficulties most guests were pleased with the results and club members went home happy. Many with gifts and prizes that were unexpected. If you helped with one of our events a big thanks.

We are glad to report that Ways & Means will levy NO FINES for 2003.

The primary function of your Ways & Means committee is to insure that the work of running the club is shared. And that means as equally as possible. This is sometimes difficult. It takes a lot of talking to people to determine their schedules and availability, also their strengths and weaknesses. It makes no sense to put somebody that has suffered a heart attack in recent months on blocks and chains right? Remember those Skills Inventories? Well, we will be asking you to complete them again and for good reason. Things change from year to year. Physical abilities naturally change with age. So PLEASE do fill out those forms. And return them promptly with your fees. They help us greatly when matching assignments to people. If you have been doing one job for years and think we should all know what it is, well, there are new people all the time coming into committee positions and they won't know this background.

From a labour force perspective Ways & Means would again like to thank all of those members who co-operated and willingly came to work. Particularly when it was cold, or wet and our all-important dock work had to be done against a timetable set a year in advance.

On launch day this year one of our members said that our docks had never looked better. We hope that those who toiled were proud of their efforts and as club members we should all be grateful. When one member fell suddenly ill the night before cradle placement several good souls quickly stepped forward into the breach and helped us get the job done in less time

than normal. It was a huge relief and much appreciated.

From the preliminary budgets that are in the works for 2004, it appears that your transitional Executive Board has an ambitious schedule.

(Transitional meaning throughout November and December in-coming and out-going working together.) It will take the commitment of every member of TH&SC if all of these plans are to be realized. We already have a jump-start on our new BBQ area, thanks to planners Jamie Smallwood and Dennis MacCallum, due for completion early in the spring.

In the coming months we will be evaluating more closely than in the past who and what we are as a sailing club. There are tremendous pressures upon us to comply with new environmental policies from municipal, provincial and federal government agencies. We must be aware that our club rents city-owned lands. We are under new scrutiny. Our lease was recently renewed. And, there is an unwritten expectation for our club to be active in our local community with fundraisers, contributions and access to our facilities. One of our long-term members recently asked, "What happened to our nice little club...Where you could just walk down the dock and talk to a fellow?"

Well, what has happened is that we have come of age. We live in a litigious society where due diligence is required of all of us. So if you are offended to be written to rather than chatted with, we're sorry. That's just the way it has to be. There is too much detail that your executive is required to oversee. Our little club has grown up; it is 2004 (almost).

You have probably heard via the grapevine that we are full. Well not exactly, we are full as far as large boats are concerned. Due to shallow water, only those spaces further inland towards the seawall are still available. We have even had members joining prior to buying a boat so as to ensure a space for it once purchased. It makes us think that our little club must be a pretty good place after all. Several people who joined this year went looking next door first, then joined TH&SC. So it seems we have something better to offer for the price paid. Please don't forget that your labour is how we keep our prices

Continued on page 4

FLEET CAPTAIN CRUISING

Chris Hanson

CRUISING HIGHLIGHTS 2003

We had a mixed number of boats and participants attending cruises this past season. Two had really good attendances, (Frenchman's Bay YC and Port Credit YC). The weather and timing were not as kind as the results showed in the other two. I am considering moving our first cruise a week later next year for hopefully nicer weather and also to allow for those needing the extra time to get their vessels up to scratch. The downside of this probably means we will miss out on the Lobster specials that have been coinciding with our first cruise the past two seasons.

TH&SC Cruising Statistics

Looking through the Gone Sailing logbook gives you a feel of what went on during a specific year. If the weather had been cool and generally inconstant, it does reflect in the log with fewer boats venturing away from their berths. Seasons 2001 and 2002 had entries showing conditions were more conducive for traveling. This year 49 boats had ventured to other clubs. 18 had at least one port to their credit, 23 with 3 or more, and 12 had made it to 6 or more destinations. *Rising Wind* lead with 13 destinations, *Sonshine* with 12,

Lothlorien and *Soulstice III* with ten.

One important note I would like to make is, the importance of logging your vessel out when you expect to be away from your berth for a night or longer. Besides having the courtesy of informing the O.D. of docks available for incoming visitors it also is a good safety procedure which records intended destination and time of departure. If an emergency arose or bad weather came in, this would help those trying to contact you. You may not realize this, but after logging entries a few times, you also help to qualify your vessel for distance and destination flags.

Cruising Flags

For those who missed the Awards Night, you may claim your mileage and distance flags on Friday evenings at the club (every Friday is games

night; you can partake in darts, pool or cards, just make sure you contact me) or pick them up at 2004 launch.

Here is a list of Cruising Flag qualifiers for 2003:

1000 ISLANDS

Casita, Emilie Jolie, Ghost, Peregrine, The Phantom, Rising Wind, Sassy III, Undine II

BAY OF QUINTE

Blue Skies II, Bold Venture, Casita, Emilie Jolie, Ghost, Peregrine, The Phantom, Rising Wind, Sassy III, Sounds of Silence II

RIDEAU CANAL—*The Phantom*

OUTER ROUTE—*Sassy III*

MAIN DUCK—*Sassy III*

FIRST ACROSS—*Lothlorien*

LAST ACROSS—*Sounds of Silence II*

MOST DISTANCE—*Rising Wind*

250+MILES—*Blue Skies II, Bold Venture, Let it Be, Lothlorien, Nipkin, Sonshine, Soulstice II*

500+MILES—*Casita, Emilie Jolie, Ghost, Peregrine, The Phantom, Rising Wind, Sassy III, Sounds of Silence II, Undine II.*

I hope those who would have liked to join us this season, will be able to fit cruising into their schedule in the 2004 Cruising schedule. We welcome suggestions or comments on locations, menus, or potential dates for a cruise; I tend to organize these in February. You can put your comments in the Club suggestion box, or better still; use the TH&SC discussion forum at www.thsc.ca/forum or e-mail me directly at lothlorien.cs27@sympatico.ca



TOP:Chris Hanson, Ross Campbell
R TOP:Wendy Germain
MID: Ed Bogdanowicz, Rosemary Johnston
BOTTOM: Dave Johnston, Russ Germain

Ways and Means...

Continued from page 3

down. We are still the best bargain around Toronto.

Our committee organizational plan stalled last year. We are hopeful that it will be embraced this year with new energy and enthusiasm. Members are encouraged to review their club constitution and by-laws so they are clearly understood. You should know why the rules exist or were written and why we ask for compliance. We don't want to be police officers and we don't like even thinking about enforcing rules. This is why compliance is so important. If you don't like a rule, well get involved at a committee level and work to change it.

We want all of our committees to be well organized so that the required work can be done efficiently without wasting anyone's time. And perhaps most importantly so we can all do what we are really here for in the first place. Have great parties, and or, well, GO SAILING—OR MOTORING. —



HARBOURMASTER

Russ Germain

IF THERE WAS ANY DOUBT THE sailing season is over, the dusting of snow on the yard late last month removed it. The boats are on the hard, the work of haulout done for another year. In all, 90 boats came out over two days. The usual glitches occurred: slings that lowered onto cradle pads which necessitated second, and in a couple of cases, third lifts until they could be freed when the boat was in place; mismatched pads for cradle posts; and crew members who became increasingly hard to find as the day progressed. In short, it was business as usual. But it serves as a reminder for those whose sling placements are possibly a problem to double check the marks on your boat now that it is in its cradle. Guessing at the marks after the boat is launched isn't really going to do it. If we can reduce even by a few the number of re-lifts needed it will speed up haulout without any compromise to safety.

Winter storage raises security and hazard issues we've struggled with in the past. As if to underscore our concerns the club has already experienced its first theft: the lower unit of one of our power boats was stolen shortly after haulout. It went unnoticed until the middle of last month when the owner was on a club work assignment and checked his boat. There were no obvious signs of illegal entry to the club and there is no way of telling if the theft occurred during the day or night. This raises a point about our keypad code: don't give out the permanent code to anyone. We have had instances in the past where members have blithely told visitors or contractors the permanent code when only the guest pass should have been given out. It is encouraging to see ladders locked to cradles (Rule 23(a)). This reduces the likelihood that a member's ladder will be used by thieves to access boats. Do not leave your power cord plugged in if you are not on club property. It will be unplugged (Rule 23(b)).

Finally, for those who haven't done so already, please notify the Harbour Master with any requests for changes regarding your boat or your boating status, and do it as soon as you can. If you plan/want to move up/down/out/in/with/to/from your current boat/club/position, don't come to me a couple of days before launch and casually mention it. Your

request must be in writing and it must be as far in advance as is reasonably possible. You can e-mail it to me (regermain@rogers.com) or leave a note in the executive board mail box in the club front hall by the bulletin board.

Have a Happy Holiday and don't forget to come down to the club in the winter months and hug your boat. Keep an eye out for your neighbours' boats, too. —

PROPERTY MGR.

Lloyd White

THE NEW LEASE seems assured so it would appear to be safe enough to go ahead with the Club improvement projects that have been stalled due to the risk of possibly not being able to stay.

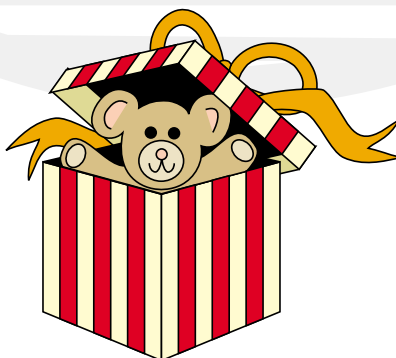
The new BBQ pit should be completed in early spring as support concrete is already in place, and if the membership has agreed with it, the deck-balcony will put in an appearance sometime during the summer.

Some development is planned for the north area to make life more comfortable for the outer reaches people (that's you, D-dockers) which I could not get established, for various reasons. Our new Property Manager is in positive mode and this should solve your groing pains!

The new yard cover will be placed during the coming year, hopefully, which should not cost us the high numbers forecast last year, mainly because of it being a very different job.

The much needed interior decorating, which was also stalled (but for a totally different reason), should also take place.

My sincere thanks for the help my crew gave me, and particularly to Don Bland, who stuck with me through a tough year. Thanks, Don—it took guts! —



C-CUP AWARD

By Race Committee

Gabrielle Whan Surprises Racers by Taking C-CUP

This year's big winner at Awards Night was Gabrielle Whan, M.Sc., who took home the Race Committee's 'Committee Cup', or C-Cup as it's affectionately known. The spirited crew for her Dad, Ian, on *Crackerjack* was recognized for her much appreciated contribution to the Race Committee's unsurpassed enjoyment of the season. "We think this award fits," said the RC, "but that's just a guess. Still, from our point of view she certainly deserved to win. Gabrielle upholds what the Committee considers very dear." In addition to taking home the award which she plans to enhance for future recipients, Gabrielle received a sumptuously hand-wrapped gift package of produce from the Arachis hypogaea, a branched, trailing annual plant, probably indigenous to Brazil, but cultivated widely in warm regions for its oily, nutritious nutlike seeds (Webster).

The Race Committee will encourage Ms. Whan to train other crewing daughters, wives and girlfriends in 'Gab's Catch' which combines a clever manoeuvre for catching falling edibles and a friendly salute to nearby vessels. The Race Committee accepts its duty to grade crew members performing Gab's Catch. Instead of an A, B, C or D marking system, a handy Above/Below measurement is proposed, "sort of like the strike zone".

From all of us, thank you Gabrielle for being such a good sport. We're nuts about you! —

DO ANY MUSICIANS WANT TO PLAY?

by Lorne Vineberg

Novice fiddlers may not be at the top of other musicians' lists of potential jam buddies, but you gotta start somewhere. I'm looking for other unplugged musicians (guitar, piano, banjo...anything) who would enjoy meeting at the Club weekly to play music together. Well, we could try it once, anyway... Interested? Contact Lorne Vineberg at 416 927-8001. —

THSC 2003 Club Trophies and Awards

Weekend Races:

Icebreaker Overall Winner	Lou Lalone	<i>Tsunami II</i>
Dufferin Bell Buoy—Div. I	Jim Anderson	<i>Hobbes</i>
Dufferin Bell Buoy—Div. II	Patrick Flynn	<i>Spectra</i>
Bluffers Race—Div. I	Jamie Smallwood	<i>Fauvette</i>
Bluffers Race—Div. II	Michael Flynn	<i>Spectra</i>
Frostbite Race—Div. I	Jim Anderson	<i>Hobbes</i>
Frostbite Race—Div. II	Patrick Flynn	<i>Spectra</i>
Series Winner—Div. I	Jamie Smallwood	<i>Fauvette</i>
Series Winner—Div. II	Patrick Flynn	<i>Spectra</i>

Wednesday Night Racing Series:

Winner Division I	Jim Anderson	<i>Hobbes</i>
Winner Division II	Patrick Flynn	<i>Spectra</i>

General TH&SC Awards

Marks Trophy for Furtherance of TH&SC	<i>Richard Taylor</i>
Bruce Farquhar Trophy for Contribution to the Ways & Means Committee	<i>Ross Campbell and Chris Hanson</i>
Harbourmaster's Trophy for Most Improved Skipper	<i>James Haley</i>
Rear Commodore's Special Award for Sailing Achieve- ment Outside TH&SC	<i>April Willson</i>
Photography Award	<i>Jean Keary</i>



Jim Anderson and Pat Flynn—the big winners!



Racing Flags By Boat 2003

<i>Hobbes</i> —Skipper, Jim Anderson	Series One Div. 1 Blue	Series Two Div. 1 Gold
	Series Three Div. 1 Red	Overall Champion White
	Dufferin Div. 1 Gold	Bluffers Div. 1 Blue
	Frostbite Div. 1 Gold	
<i>Fauvette</i> —Skipper, Jamie Smallwood	Series One Div. 1 Red	Series Three Div. 1 Gold,
	Icebreaker Div. 1 Red	Dufferin Div. 1 Red
	Bluffers Div. 1 Gold	Frostbite Div. 1 Blue
<i>Tsunami II</i> —Skipper, Lou Lalonde	Series One Div. 1 Gold	Series Two Div. 1 Blue
	Series Three Div. 1 Blue	Icebreaker Div. 1 Gold
	Bluffers Div. 1 Red	Frostbite Div. 1 Red
<i>Rock-It</i> —Skipper, John Morris	Series Two Div. 1 Red	
<i>Keldy</i> —Skipper, Ken Deas	Icebreaker Div. 1 Blue	
<i>Ghost</i> —Skipper, Russ Germain	Dufferin Div. 1 Blue	
<i>Spectra</i> —Skipper, Pat Flynn	Series One Div. 2 Gold	Series Two Div. 2 Gold
	Series Three Div. 2 Gold	Icebreaker Div. 2 Gold
	Dufferin Div. 2 Gold	Bluffers Div. 2 Gold
	Frostbite Div. 2 Gold	
<i>l'autre femme</i> —Skipper, Lee Rixon	Series One Div. 2 Red	Series Two Div. 2 Red
	Series Three Div. 2 Red	Icebreaker Div. 2 Red
	Dufferin Div. 2 Blue	Bluffers Div. 2 Blue
	Frostbite Div. 2 Red	
<i>Skookumchuk</i> —Skipper, Rich Taylor	Dufferin Div. 2 Red	Frostbite Div. 2 Blue
<i>Celaya</i> —Skipper, John Wright	Series One Div. 2 Blue	Series Two Div. 2 Blue
<i>Figment</i> —Skipper, Paul Evans	Bluffers Div. 2 Red	
<i>Crackerjack</i> —Skipper, Ian Whan	Series Three Div. 2 Blue	
<i>Sea Mist II</i> —Skipper, David Campbell	Icebreaker Div. 2 Blue	



Lorne Vineberg presenting C-Cup to Gabrielle Whan

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

by Eric Muff

SINCE I PENNED MY LAST episode of mindless drivel I have been lollygagging about in beautiful downtown Cape Cod. You know, P-Town, Hyannis, Dennisport, Nantucket, Mystic. A bit of New England. *Damn George III!*

Coming home through Pennsylvania, where we overnighted in Clark's Summit, I made the acquaintance of an interesting little ale called "Yuegling", which the semis pronounce "Ying Ling". It was, strangely, quite palatable for a semi brew. Only in Pennsylvania, you say?

Maybe at a later date I'll bore you with the details of Cape Cod. OR, maybe I'll forget...or die.

In the meantime, by the time your friendly Postal Person (see, I'm getting that politically correctness crap) slips this through your letter slot, I will be off on yet another junket.

'Tis time for my annual Escape From Slimy Commercialism that you mindless sheep call Christmas.

BAH! HUMBUG!

I'll be going to my regular haunt on Daytona Beach for a week, then cruising in the Caribbean (Mexico, the Caymans, Jamaica, Bahamas, etc.) then back to Daytona for a week, to rest up.

I'm going for the first time with Holland America in a vessel name *Zaandam*. First Class this time, I've graduated from steerage (wish I could afford it).

Enough of this idle chit-chat, let's get back to what you're paying me to write. Our gallant little ship departs Callao after a four-day layover and all hands are ecstatic to be back on the "bounding main": (all except February, which has 28).

Four days hence and we will be in beautiful downtown Valparaiso, Chile.

Last time I was here, in *M/V Laja*, remember, a Chilean container vessel, we tied up in beautiful downtown San Antonio and bussed in to Valparaiso. Or was it Santiago we bussed into? God! I hate these "Golden Years".

But, hey!!!...that's what makes it fun.

Before I prattle onward there was something about Peru I meant to tell you, but I forgot, and you can put in your book of useless information. Sorry, but this may only be of interest to readers of Tristan Jones, who I

lovingly refer to as the "Daffy Taffy".

For those of you unfamiliar with the term "Taffy" look in your dictionaries under Richard Burton.

Anywho! In one of his yarns Tristan Jones takes his boat to the



highest lake in the world (some of the peaks in the area are 22,205 feet high; sorry, youngsters, I don't speak metric) for a sail. Hence the name "Daffy". This lake is in southeastern Peru and is called Titicaca. If you haven't read Tristan, give him a try. I find him rather amusing. All about boating and all flannel*.

*Note: flannel = b.s.

Valparaiso marks the first leg of our circumnavigation. The whole trip is divided into three legs. 1. Fort Lauderdale to Valparaiso; 2. Valparaiso to Rio; 3. Rio to Fort Lauderdale. With a few of us making the complete circumnavigation. Some of our new-found friends will be debarking and flying home. New friends will be made. Don't take that too literally. Most of the newcomers are from France, Germany and Holland. Good mix.

A couple of enrichment lectures en route: "The West Coast of South America"—Captain Loren McIntyre; "Your Camera Round the World"—George Keene; while the maitre d'hotel, Dimitris, teaches the spastics to fold napkins.

How did we manage before enrichment?

We also had enrichment talks about Valparaiso, Puerto Montt and Punta Arenas.

Tuesday, 5 February, 2002 at sea. The Old Man decides to do speed trials at noon today. The top brass seem to be obsessed with speed, probably something associated with youth, and immaturity.

So, for an hour or so he cranks it up from sixteen to twenty-eight knots, throwing in a handful of hairpin turns, just to amuse the geriatrics in

wheelchairs and walking frames.

But, hey!!!...that's enrichment.

I was just reading over some of the old Daily Programs I brought home with me, to refresh my memory, and I find them somewhat disturbing.

This is in February after only a few days out of Callao.

9 a.m.—Abdominal workout with Monika, our fitness instructor.

9 a.m.—Interdenominational Holy Mass with Father Jack.

9:30 a.m.—Aerobics class. Meet Monika for a chance to ~~make~~ work out and feel great.

It seems I was wasting my time at the bar. I should have been in the gym with Monika. But, hey!!!...

Did you know that Valparaiso was the principal sea port of the South Pacific from 1848 'til 1914? That UNESCO is expected to declare Valparaiso a World Heritage Protection City in 2002?

That the golden age of Valparaiso started with the California gold rush and ended with the opening of the Panama Canal?

That the city is built on 43 steep hillsides and possesses the largest network of funicular elevators in the world?

That 19th century immigrants included legions of English, Scots, Germans, Danes, Swiss, French and Italians, many of whom founded the city's institutions and edified her historic homes?

That the city possesses the highest concentration of national historic districts in Chile?

That in 1996 the elevators of Valparaiso were declared on the world's 100 most endangered historical treasures?

That Valparaiso's banking district is built upon landfill? Over 100 shipwrecks are buried beneath the city?

Neither did I. Stay tuned to the Education Channel.

We are in Valparaiso 2-1/2 days, so I decide to take a tour of the city and the surrounding countryside. This gives us an extensive tour of

downtown Valparaiso, through the cathedral and Victoria Square and on to Chile's top resort, "Vina Del Mar". The drive along the impressive coastal

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REAR COMMODORE

Dennis MacCallum

ANOTHER YEAR NEARLY OVER. Every year seems to pass by faster. Changes. I will be passing the torch to Ken Deas with my best wishes. Along with the torch I will pass Ken the offer of everything I learned this year. I know he is up to the challenge. Challenges. This year was an especially challenging year.

In early spring I accepted the challenge of Rear Commodore; hitting the ground running after taking over where Dave Campbell left off. Knowing very little about the position, I could only depend on the help of Patrick Flynn, the past Rear Commodore. Patrick already had his hands full with the responsibilities of Commodore but I have him to thank, as well as great committees, for encouraging me to hanging in there.

There is an enormous amount of pre-planning required for an event like Sailpast. Not only the time and position of when boats sail past, but everything else that makes the day as enjoyable as possible for everyone. There is food and entertainment and utensils and prizes and...The day passed and everyone appeared to have a great time, dancing well into the late spring evening.

Our little club has a great group of hard working, dedicated volunteers. From the running of the everyday chores to budget planning to working on special projects, Sailpast being just one of them. All the events take the energy of a lot of people. Sometimes it is hard to know who to depend on. There are those who always seem to come through. Those people know who they are, so without mentioning them, I will thank them one last time.

Even with all the work, we still had time to go sailing. Even though it wasn't Lake Ontario's best year for weather, sailing is like golf, one good swing brings you back. A number of boats that tend to go in circles on Wednesday night took off on a straight line for a vacation or the weekend, and ended up some other place on the lake. There is still something to the thrill of entering the port of another yacht club after a sail across or down the lake. I can't compare it to the thrill of the anticipation of winning another race, but I understand the spirit of sailing. There is nothing that compares to messing about in boats.

President John Kennedy quoted someone in one of his speeches; Your boat can stay tied to your pier in shallow protected waters, but that's not what boats were built for. They are to carry us where we have never been before, out where the waters are less safe and others have never dared to go.

Let's keep our summer dreams alive, it won't be that long. We make it through every winter. Somehow. —



RACING CAPTAIN

Jamie Smallwood

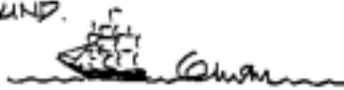
MONA ANDERSON (*Hobbes*) has been appointed to the executive of LORC (Lake Ontario Racing Council) as Director of Programme Publications and Marketing. She is also your TH&SC LORC delegate. It's nice to know our club has some say in LORC as the premiere racing organizer on Lake Ontario. —



Legends of the Sea

JIBBER THE KIBBER TO, IS AN OLD TERM FOR THE ACT OF DECOYING SAILING SHIPS CLOSE TO SHORE BY MEANS OF FALSE LIGHTS. IN THE DAYS OF SAIL, SEA COASTS WERE POORLY MARKED WITH NAVIGATION AIDS, e.g. LIGHTHOUSES OR FLARES ALERTING MARINERS TO DANGERS. ~ SOME SEACOAST DWELLERS WOULD TRY TO LURE SHIPS TOWARD ROCKS, OR SHALLOWS, WHERE THE VESSELS WOULD RUN AROUND. THE ROGUES THEN SALVAGED CARGO OR EQUIPMENT BEFORE THE AUTHORITIES ARRIVED.

ONE METHOD OF DECOYING WAS AS FOLLOWS: IN THE DARK OF NIGHT A HORSE WOULD BE HOBBLER, AND A BRIGHT LANTERN TIED TO ITS NECK, FACING SEAWARD. IT WOULD BE MADE TO WALK ALONG THE CLIFF TOPS. THE IRREGULARITY OF THE HORSES GAIT WAS FELT TO APPROXIMATE THE MOTION OF ANOTHER SHIP AT SEA. THE SEAFARER, NAVIGATING AT NIGHT, WOULD POSSIBLY THINK THE BOBBING LIGHT WAS ANOTHER SHIP CLOSER TO SHORE AND START EDGING TOWARD THE LIGHT. HE WOULD FIND TOO LATE THAT HIS VESSEL WAS RUNNING AGROUND.



But, Hey!!!...

Continued from page 7

road leads us to the superb beaches of Salinas, Renaca, Cochoa and Los Lilenes to admire the varied architectural styles among the resort villas.

We visit Ocean Rock, an observation point overlooking an islet where sea lions play—another Kodak moment.

On the return trip we stop at Coco Loco, a sea food restaurant on top of Costa Brava Hill. This restaurant is on the top floor of the town's tallest building and rotates 360°, giving you a magnificent view of the harbour and the surrounding hills, accompanied by buckets of Pisco Sours and sea food hors d'oeuvres.

From there they take us to Vergara Square for a half hour's shopping (ALL tours take you shopping) and back to the ship. A beautiful tour, money well spent.

What stands out most in memory is flowers. Everywhere you look in the Valparaiso area people are growing flowers good-o.

Tonight at 6:30 p.m. we sail for beautiful downtown Puerto Montt, a distance of 623 nautical miles. From Puerto Montt we enter the patagonian Channels and cruise the Strait of Magellan. This is to give us a close-up view of all the magnificent glaciers and the snow-covered Andes.

Arrived in Puerto Montt about 8 a.m. on Sunday morning. Periods of sun and drizzle.

This time I forgot to mention that the four-masted ship *Esmeralda* was in Valparaiso. You'll remember her, she was up in North America during the Tallships Regatta and Races. She is a Chilean training ship square rigged on the fore and gaff-rigged on the other three. That should make a four-masted barkentine. Hopefully that's all I've forgotten. Let's get back to Puerto Montt.

Puerto Montt is a small, pretty town, of squarehead (oops!) German origin. It still thrives as a fishing village. German surnames and the language are still common in the area which is famous for delicious sausage, cakes and pastries. This is also a good place to buy Alpaca sweaters.

The currency is the Chilean peso (630 pesos=1 U.S. buck—give or take).

I went ashore with my table-mate from Vancouver for a look-about and a rum run. Booze prices on board are horrific—mixed drinks start at \$4.50 U.S.

We found a supermarket open and I bought two bottles of Pisco (you remember Pisco), three bottles of lime juice (for my Pisco Sours and scurvy) and two highlighter pens. I gave the clerk \$5.00 U.S. and got back 240 pesos. Much better prices than shipboard.

We ate lunch on board and I went ashore on my own after lunch and went up to the native outdoor marked where I bought an Alpaca sweater. Lapis Lazuli is a very popular gemstone in this neck-of-the-woods. In reality it is sodium aluminum silicate-sulphate, and a very beautiful shade of blue. Kinda like my eyeballs (without the red streaks).

The afternoon turned out dull and drizzly, but then most days down here are dull and drizzly.

Monday, 11 February, 2002—Two Chilean pilots come aboard and we're off to cruise the Patagonian Channels and the Strait of Magellan. The wind abates somewhat but it's still D and D (dull and drizzly).

The highlight of this cruising is Eyre Glacier which is about 11 km across. The shades of blues and greens are spectacular and the channels are full of "calves"—magniferous!

Tuesday, 12 February, 2002—Shrove Tuesday and NO pancakes. Maybe we should send these Greeks to enrichment lectures.

The water in the channels has turned to glacier blue—to my eye, a kinda turquoise, but I'm prejudiced, my birthstone is turquoise.

Surprisingly there is no wildlife ashore and very few sea birds. There are a few porpoise, but very small.

Tomorrow we will be in Punta Arenas, Chile. So I'll see you there and we'll" take a run ashore. Don't forget your broly, it's still D&D.

Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines, sail away from the safe harbour, catch the trade winds in your sails. Explore. Dream. Discover.

—MK II

P.S.: If you're interested, it's 4390 nautical miles from Lauderdale to Valparaiso.

Y'all have a fun Christmas. —

Our condolences to Jeff Ante and family on the loss of his father, Erve Ante on November 24th

ANNUAL GENERAL MEETING REPORT

by Rich Taylor

THE ANNUAL GENERAL MEETING went very well on December 8—no blood to wipe up.

Some highlights include:

Commodore Patrick Flynn talked with Don MacDonald on the phone and brought him up-to-date with club news. We are looking forward to having Don officially launch *Mac 1* at Sailpast next year.

Members of the Executive Board (EB) all gave their reports. The hundreds of hours of work done by the EB showed during 2003 with a progressive and satisfying year.

The figures of Treasurer Ed Bogdanowicz were discussed at length but in the end all questioners seemed satisfied.

Motions passed were:

(1) A two-member committee to explore future increased co-operation with ABYC were to be drawn from the Long Range Planning Committee.

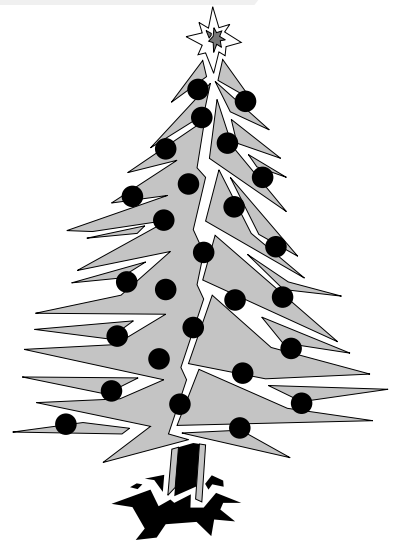
(2) Establishment of a Board of Review to advise the EB on things like legal, conflicts of interest and discipline from time to time.

(3) Planning Committee wording changed slightly.

(4) Four non-credit hours will be required of members for the Officer of the Day Program.

(5) Fees for 2004 will increase by approximately 2%.

Welcome the 2004 Executive Board at the New Year's Levee. —





December 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	3	4	Darts/ Games Night	5
7	ANNUAL GEN. MEETING	8	9	10	11	12
	15	16	17	18	Darts/ Games Night	19
21	22	23	24	Christ- mas Day	25	26
28	29	30	31	New Year's Levee		

CHILDREN'S CHRISTMAS PARTY IS A BLAST!



January 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
				New Year's Levee	1	2
4	5	6	7	8	Darts/ Games Night	9
	11	12	13	14	15	16
	18	19	20	21	22	23
	25	26	27	28	29	30
						31

JOIN US AT THE NEW YEAR'S LEVEE



February 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	3	4	5	Darts/ Games Night	6
8	9	10	11	12	Darts/ Games Night	13
15	16	17	18	19	Darts/ Games Night	20
22	23	24	25	26	Darts/ Games Night	27
29						

JOIN US ON FRIDAY NIGHT FOR GAMES



March 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	3	4	Darts/ Games Night	5
7	8	9	10	11	Darts/ Games Night	12
14	15	16	17	18	Darts/ Games Night	19
21	22	23	24	25	Darts/ Games Night	26
28	29	30	31		Darts/ Games Night	

CHECK YOUR BOAT AND MAKE YOUR TO-DO LIST