

SPAR AND PROP

DECEMBER, 2007

NUMBER 184



Drawing by Marie Middleton





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Calendar

Children's Christmas Party—Sunday, December 9—Sign up for this annual event.

Annual General Meeting—Sunday, December 2—Send proxy if you can't make it.

New Year's Day Levee—Tuesday, January 1—Start the year off right.

Annual General Meeting—Reprise—Sunday, January 13—Due to the snowy weather we didn't make a quorum. Be sure to send your proxy if you can't make it.

Toronto International Boat Show—January 12 to 20—It's their 50th Anniversary! You can get tickets through the web site for \$3 off. TorontoBoatShow.com

Launch Day—Saturday, May 3—Hopefully, winter will be over by then.



Be **SURE** to read Mona's report on page 6!

New Year's Levee

Tuesday, January 1st
from 1:00 to 4:00 p.m.

Come and join us at the Clubhouse
for refreshments and good company.
Also a good time and place to transfer the
kids after a parent's night out.

COMMODORE'S COMMENTS

Lee Rixon

THIS IS MY FINAL REPORT prior to stepping down as Commodore of your club. I have been privileged to represent the club both internally and externally over the last two years, and feel that it is being handed over to Marguerite, your new Commodore in fine shape.

The club is in excellent shape both financially and from a membership standpoint, but we do have to be careful and look to the future to maintain that. All of our facilities are in good shape, and we are finally making significant strides in building our balcony, which has been a potential project on the books for as long as I can remember. It is now well underway with Jamie taking the lead on the project.

Like any organization, our strength comes from our people, and as Commodore, I have been very lucky with the people who have served on the board and on committees during my tenure. Ross has spent countless hours keeping the docks in order, Mike and Eva have kept our finances in great shape. Don, and Dennis before him, made sure the clubhouse and grounds are shipshape. Dan, and Marilyn before him, did a wonderful job with membership, Keith has provided great guidance and finally Mona and her many many helpers have thrown some of the best parties and on water events the club has ever had. I thank them all and look forward to helping out in any way I can as past commodore.

I am, however, sorry to have to announce that Ross is standing down from the position of Harbour Master. Ross has served in this position for over 3 years and has decided that he needs to spend time working on his own projects and with his family. Ross has spent countless hours working on behalf of the club and plans to continue helping in a supporting role, and deserves a huge thank you for the effort he has put in.

Rather than jumping in and calling a snap election, we have decided to deal with this early in the New Year, but more about that later. If anyone is interested in the job, please contact either myself or any other member of the executive and we will be happy to get you any information you need about the role.

The one area that we have not been successful in moving the club forward to the extent I would have liked is in our dealings with the City and with Waterfront Toronto. Both Ian Whan and I have been very active on this portfolio, meeting with Waterfront Toronto, our local councilor and in getting club members views represented in the various public consultations.

As all of you are aware, the City is pushing forward with a water clean up project and Waterfront Toronto is set on relocating us to the Outer Harbour Marina peninsula, and turning the cut into wetland as part of Lake Ontario Park. Whilst there has been some progress on these projects, there are many questions still remaining.

There was a series of Lake Ontario Park stakeholder working groups held in the first week of December, and both Ian and I attempted to bring our issues to the table. One of our key issues to communicate was that we felt the negotiations for the Outer Harbour location needed to be much further along before Waterfront Toronto could consider their high level design even vaguely complete. The reasoning for this is that if these negotiations were not fruitful, then we would want the design for Ashbridge's Bay revamped to include us.

I believe that we have been successful in communicating this, and there was unanimous support from the other stakeholders for this position. Waterfront Toronto is planning to sit down with us and the Port Authority, who own the land that we are targeted to relocate to, but we do not have anything substantive to report at this time. We have and will continue to press them on this, but at time of writing no date has been set for this meeting. As soon as we know something, we will be getting that information out to you.

Finally, as most of you are aware, the AGM did not achieve a quorum, due to the unexpected interference of a snow storm. We are rescheduling this meeting for January 13th, 2008 and will be adding items to the agenda related to election of a new Harbour Master as previously mentioned, and rule changes. If you cannot attend this meeting, it is extremely important that you fill out a proxy so that the meeting can take place, as the business of the club cannot proceed without your support.

In closing, I'd like to thank you all for giving me the opportunity to represent the club as your Commodore, and would like to wish you and your families all the best for Christmas and the New Year. ▲

AN EDITORIAL

by Rich Taylor

IWOULD LIKE TO THANK the Club for their presentation to me recognizing 40 years of newsletter publishing at the (almost) AGM on December 2nd. It has been a wonderful experience, enabling me to indulge my creative and technical juices by keeping the membership informed. I hope to continue for some time to come.

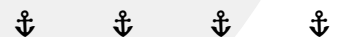
Don't forget, this is *your* newsletter too. Suggestions for improvement are welcome, and above all, your input about your adventures in boating make it more interesting and informative.

For those who have created stories in the past, thank you. For those thinking of doing a story—do it.

Each issue of Spar and Prop is a collection of small presentations which make up the whole. Make it better by joining in. ▲



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



The Deadline for the
FEBRUARY issue of
Spar & Prop is
January 31



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

VICE COMMODORE

Dan Demers

THIS PAST AFTERNOON, I had the pleasure of enjoying the company of some of our members who took their kids and/or grandkids to the Club's Kid's Christmas Party. The turnout was great and Mel and her team of elves put on a fabulous party for the kids and adults. Even old Saint Nick dropped by to say hello.

Our Annual General Meeting was not so well attended. Unfortunately we did not have a quorum and therefore another meeting has been scheduled for January 13th. Hopefully we will see all of you at this meeting.

The current membership status is at 202 members, made up of 19 Life, 118 Sailing, 59 Crew and 6 Junior members. And for new members in 2007 we welcomed 10 Crew, 1 Junior and 10 Sailing members.

I would like to thank the many members that have worked on the Vice Commodore's Committees this past year and hope for their support in 2008. The Rules Committee; Paul Evans, Bill King & Russ Germain. The Computer Committee; Mike Montgomery & Mike Benson. The Public Relations Committee; Richard Peirce & Rich Taylor.

Rich Taylor was surprised with an award at the AGM for being the Spar & Prop editor for the past 40 years. Congratulations Rich, and thank you for your dedication.

Have a Merry Christmas and we will see you all at the New Year's Levee. ▲

Little America's Cup Won By Canada

By Rich Taylor

In the Sunday, December 9th issue of the Toronto Star an article reported that in September Fredrik Eaton and crew Magnus Clarke sailed their C-class catamaran against the US holder of the cup and won in five straight races.

There certainly wasn't much publicity about the race here. Many years ago many members started sailing in catamarans and followed the Little America's Cup closely. This is first we heard of a Canadian C-class. See the full report at <http://www.thestar.com:80/News/article/283826> ▲

TH&SC BALCONY UPDATE

by Jamie Smallwood

November 28, 2007

LAST SATURDAY saw the final floor sections being raised in place. We found that something was a bit out of square (either our posts, or the building itself). I prefer to blame the building. However, someone came up with the solution—taper the overhang one inch over thirty-five feet. Bingo, problem solved.

The Balcony Bunch, November 24, 2007

George Shoemaker, Jim Misener (the Outboard Racing Club), David Craddock, Chris Miles, Tony Resendes, and Trevor Shin

It is time to put the tools down for a while. We are exactly where we should be at this time. The general membership has had chances to have a look, and the comments are very favourable. Although, the comments have been directed to me, the praise is really on those who participated and made it a reality. Thank you all.

We will be sorting out materials, details and costs for the next phase, which will begin early in the spring. Our timeline will be to have every thing 100% completed for Sailpast 2008.

This has been a lot of fun. I look forward to your continued involvement. ▲

TREASURER

Mike Baker

WITH ALL BOATS TUCKED away safely for the winter and no adventurous sailing taking place, we had hoped for a better turnout at the AGM on Dec. 2nd.

However, the turnout by our members was down significantly this year, presumably because of the first major snowfall of the season? As a result we did not have sufficient attendees, plus proxies, to make up a quorum. Nevertheless, my hat is off to those who were able to make it.

But don't worry, another AGM will be called in January 2008.

Yes — the budget derived at by your Executive for 2008 has been hit with increases !!! Unfortunately we are facing uncertain times and endeavours. We don't know where the water levels will be at launch, consequently do we have to dredge? Does our club move to 'greener waters' in the future and how much do we have to pay for relocation and asset rebuilding? And you can bet that our ongoing everyday club expenses will definitely increase again, as they have done every year so far.

In addition to the above, please remember, members have enjoyed a two-year relief from fee increases.

Many thanks to our Ways & Means team for three years—Patrick and Sandra Lyons. Unfortunately, they will not stand for a fourth year, much to our disappointment, however, they have set up an impressive blueprint for future W&M volunteers to work with.

But I am looking forward to have Meredith Thomas on our team as the new Ways and Means chair. Meredith only joined our club at the beginning of this sailing season and no doubt this way he will get to know members quickly, as well as those who are doing 110% or those with only 50% or less work day performance. Let's all try to make his job easier for him!

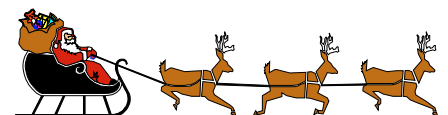
Marilyn Goodman will again be our Accounts Receivable Officer next year—thank you Marilyn for being so supportive at a time when the fees come in as well on numerous occasions during the year.

Wishing you all a festive and happy season and challenging sailing in 2008. ▲

Season's Greetings



C-class in Toronto Harbour



FLEET CAPTAIN CRUISING

Keith Willson

WE HAD EIGHT CRUISES this year starting with the well attended "Hug your boat" cruise in February and ending with the Etobicoke OctoberFest cruise in September. Attendance ranged from a high of 19 to a low of one. We had a total of 33 boats participate in at least one the eight cruises over the season and 46 boats ventured away from the club for at least one night.

We could not have had the successful cruises without the efforts of your great volunteer hosts. Many thanks to: TH&SC—February; Dorothy & Keith—Lakeshore; Paul & Marie—Bluffers; Mike & Peggy—Port Credit; Lee & Debbie—Frenchman's Bay abort to TH & SC; Pot Luck—Mimico abort to Highland; Aquatic Park—Aquatic Park; Etobicoke—Etobicoke. If you have a favourite cruise that you would like to host contact Keith or Joan to reserve it early.

We are still planning the cruises for next year. So far the only one confirmed is the winter cruise to TH&SC planned for February 23, 2008. Watch the bulletin board and your E-Mail for further details.

The winners of this year's cruising trophies and flags are:

Cruiser of the Year Trophy: Joan and Keith Willson—*PUFF*

Land Cruiser trophy: Marg and Don Preece

Distant Waters trophy: George Black—*The Phantom*

Congratulations to everybody. ▲



Maria and Ralph Milligan's boat—Florida



Toronto Hydroplane and Sailing and Skiing Club ?



Hi all,

During the last 3 years at THSC, I have spoken to many THSC members about their love of skiing. Personally, I have been a racing Head Coach for many years, and our club even boasts an ex Olympic Team member.

I think it would be wonderful to have as many of us as possible skiing together for a day, but I have no clue which hill to choose, what day to pick, or even which month for that matter. But I will organize a day this winter.

I would like all interested parties to get a hold of me so I can start a contact list for skiing, much like the one Jamie has made for the Balcony Bunch.

Let me know if you have any suggestions on where to get together to ski.

Please email me at Neal@Schadebo-Showcases.com and I'm sure we'll all be skiing together very soon.



Yours truly,

Neal Claassen
Slip C6 – Camiel – 25 Ft Paceship Eastwind



WAYS AND MEANS

Patrick Lyons

THIS THE SEASON to wish all a happy holiday and to say goodbye to the joys of Ways and Means.

In the mean time, we still have 27 members on the list of "work hours still outstanding" and will be providing the final listing to the Vice-Commodore on December 31st.

To ensure good cheer in the New Year, make sure your hours are recorded by calling 416 438-1716 or emailing waysandmeans@thsc.ca

Meredith Thomas stepped forward at the members' meeting on December 2nd, accepting the Ways and Means position for next season. Sandra and I will work with him to ensure a smooth transition.

I expect you will be hearing from Meredith in this column in 2008. ▲

ANNUAL GENERAL MEETING (AGAIN)

Sunday, January 13
1:00 p.m.

Please!!!

If you can't make it, send or give your proxy to someone you know will attend.



REAR COMMODORE

Mona Anderson

Memoirs of a Rear Commodore

WHAT DO YOU THINK OF when you think about “the club”? A combination of experiences and images come together to make a single impression. What does yours look like?

My image of TH&SC is coloured blue and white, with fluttering flags, a tiny patch of emerald green lawn, soft grey wood, and the sound of gravel crunching underfoot. TH&SC to me is also a place of sunshine and cloud, a window on the sky and a funny little bay, sort of a figure of eight, reflecting everything that’s going on, the weather, the environment, the wind, the clouds, the traffic on the water and the traffic of the world rushing past us on the outside.

Stepping up, as we say, and asking for a position on the governing board has been something of a life altering experience. As I stand down, I find myself reflecting on how this came about. I didn’t even want the job in the beginning. I’ve done time on committees before and found it difficult, often frustrating. So in the fall of 2005, even though no one else was stepping forward, and even though our race program was in the doldrums, when Jim got that “oh come on” twinkle in his eye, I responded adamantly with statements like “Absolutely NOT!”

However, a couple of nights before the elections meeting, and some of you know this story already, we happened to watch a movie about Teddy Roosevelt and how everybody wanted him to run for Governor just while he was trying to learn to walk again after being taken by polio. His decision obviously had an impact, because later that night, as we were drifting off to sleep, I heard myself say “maybe we should run for Rear Commodore” and my fate was sealed. Lesson learned: Never say never.

Well, a lot of other people seemed to think it was a good idea too, apparently, because two days later, in a whirlwind of back slapping and “good for you”, I found myself standing on the patio, under a cool grey September sky; groups of people in twos and threes standing around the yard discussing the meeting, and the outcome no doubt, while I was wondering, “Okay Mona, what are you going to do now?” And like many people do when they have truly important questions to ask, I sought out Obi Whan, the young wise man of TH&SC. “Ian, what’ll I do now?” I asked. “Get John Morris to be Race Fleet Captain,” he said.

John Morris always intimidated the hell out of me to be honest. He is such a

good sailor and saturated with opinions about how things should run, not to mention several decades of membership at TH&SC. Our relationship was made up thus far of competition on the water. But, for reasons unbeknownst to me at the time, he agreed and there began the makings of an amazing partnership. Over the next two years John and I shared a thousand laughing moments of scheming and dreaming up crazy things to do. We agreed right from the onset that the Rear Commodore would NOT interfere with the race program. I always kept my word. And John always kept his. I wanted new races. He said ok. He wanted weekly prizes. I agreed. John made a joke one day that we should have a podium, and I was on it like a fat kid on a Smartie. It was brilliant.

Filling the Cruising Fleet Captain’s shoes proved to be less traumatic. Seems my lucky streak was holding. Chris & Liz had already decided to stay on for another year. Liz said “I guess we work for you now.” This made me laugh because I knew it had to be the other way around. Whatever I could do to help them continue running their hugely successful cruising program, I was prepared to do. I soon learned that meant staying out of the way and giving Chris lots of room. Chris was a strong ally and instrumental in organizing the cross over race that included racers and cruisers. Choosing Frenchman’s Bay as our destination, it was far enough to be a challenge to the racers with enough room for the size of the combined fleet. John immediately dubbed it the Race des Voyageurs.

I didn’t choose Mel. She chose us. Magical Melinda who does things with a slight of hand that makes life look effortless. We all tend to watch Mel with that kind of slack jawed admiration that defies comment. Mel reminds me of Tinkerbell, flitting from place to place with her bag of magic powder. One stroke of her star tipped wand and PRESTO, happy times rock.

Across the next 24 months that comprised my work promise came a sort of cyclone of posters, reports, meetings, parties, prize mugs, dashing out to the race course, shouting for hamburgers, shouting for attention, cleaning up, starting over, locking up, getting there first, waiting for rain, waiting for sun, laughter, always laughter, and also times of quiet comradeship watching the wonder of a summer rainstorm.

Images are powerful stuff, like Jack Hexham’s laugh, or Paavo’s pale yellow summer shirt, Don Bland’s ponytail and pecan coloured head, the orange glove on launch day, and spiders on the compson posts, walking through the weeds around the mast racks, the ancient golden rod

scratching at your legs. “The elephant’s are marching,” Dennis calls it on those days when the sea is up, and the horizon is lumpy, and you think twice before heading out. Well, everyone except *Crackerjack*.

Do you want to know about the Board Meetings? Well mostly they were good times—that’s the truth—but we were serious when we had to be. Working on the EB is truly the place to learn about the work and effort that has gone into building the Hydroplane and Welding Club. A look through the rules and by-laws makes immediately apparent the countless hours members have dedicated to the structure and running of our club. The why is not always clear but the want to is.

Sometimes members would come in and shout at us ... that wasn’t particularly fun but we got through that too. Our Board made a pact when we started that we would always support each other and we have stuck to that over the entire two years. It wasn’t always easy. Sometimes we argued amongst ourselves when someone had a point they really wanted to make but it was never in anger (unless I am hopelessly naive and missed the point entirely). We had to ask a member to leave. We had to strike a disciplinary committee. We had to deal with a flood, insurance claims, city hall, and the continuing threat of dissolution.

I think what I will remember most is a kind of overall sense of belonging to this odd little community. The outside world falls away when the gate clicks shut behind you. Often there are folks walking out to greet you, to tell you things they’ve been thinking about, how this or that would be helpful, or about something that should be stopped. I remember hundreds of trips crunching across the gravel between Keldy’s and the clubhouse asking questions, looking for people, stopping to talk with someone on a bench along the seawall. I know I never would have gotten to know so many people if I had stuck to my original plan of sitting on the back bench. Lesson learned: Step forward not back.

I have come to understand that what is at the heart of TH&SC is the spirit of membership and the fact that we seem to attract such wonderful wacky characters. Or perhaps it’s more the fact that once we become members of TH&SC we can let our true character come out. TH&SC is not so much a place as it is a state of mind. Add to that the fact that we can’t outgrow ourselves preserves the integrity of this perfect little club. Lesson learned: Don’t ever move TH&SC to a place with the intention of expanding. It won’t be the same.

Thank you for this splendid opportunity. It’s been a blast.

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

by Eric Muff

WHEN LAST SEEN, I believe, our intrepid hero was high-tailin' 'er out of Hannibal, MO hell-bent fer St. Charles, Missouri.

Now I ain't never heard of St. Charles Missouri and I reckon I don't know no-body what has.

But I have now, and my education is roundin' out.

I must admit, I had *heard* of "Lewis and Clark", but I thought it was a goddam vaudeville act.

Shame on me!

Now, I know the truth and I will do my best to share my newfound knowledge with y'all. Shit! I've been in the south *too* long.

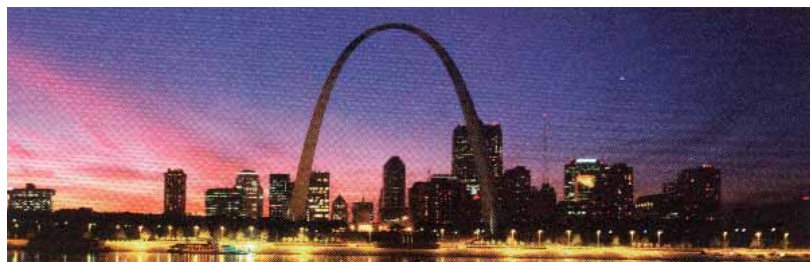
Strangely enough, I *did* know about the indian woman who accompanied them. It started with "S", but after that I'm lost. I probably had it pounded up my nose at some by-gone "feminist" meeting. I'll look it up in my Book Of Useless Information and get back to you. God! Don't you hate it when you can't remember stuff? Or haven't you got there yet? The operative work being *yet*.

It's not *in* my Useless book, but I have scouts afoot, hopefully it will come to me before I make up this story.

Speak of the devil...one of my scouts has just reported back—the lady-in-question was Sacagawea. Now, wasn't that easy?

The lady who garnered this information for me said all she did was "Google" it.

What-in-hell-is-that? I know I'm a damn sight older than most of yas, but the only "google" I ever met was a comic strip called Barney Google, and there was a comic song called "Barney Google".



It went, "Barney Google, had a wife three times his size", and so on.

But I'm slipping into digression.

"I just googled it". Sounds bloody obscene, to me!

Anywho! Dipping lightly into "semi" history. I believe it was "Prez" Jefferson who commissioned Lewis and Clark (not to be confused with the vaudeville team) to get a group together and travel westward and discover the west coast.

In reality, he probably heard there was oil in Seattle and he was planning an attack.

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

My knowledge of "semi" history is somewhat sketchy. Hell! My own history is somewhat sketchy.

Getting back to the original thought, St. Charles, Missouri is the town they picked for their departure point.

Now you know as much about the subject as I do, precious little. But one advantage you young moderns have over me...you can always "google" it.

Physically, St. Charles is a little north and west of St. Loo-iss and situated on the grand Missouri River which, in turn, flows into the mighty Mississippi River. Probably this is one reason they chose St. Charles. I humbly apologize for my lack of knowledge.

We got to visit the "Lewis and Clark Museum and Boat House" and view replicas of the vessels they used. I believe their largest vessel was a forty-footer. Not very big for a journey of this magnitude. I assure you, my interest has been piqued, and I shall read up on this subject in the very near future.

St. Charles is a very small, charming, quaint and beautiful town (Normy Rockwell type of town) oozing southern charm and sophistication (y'all come back, ya hear?)

The old part of town all cobblestones and beauty. Most of the old houses on Main St. have been turned into B and Bs, classy eateries or artsy-fartsy shops, not, as yet destroyed by tourism. Please bear in mind, I speak as a *traveller, not a tourist*.

There was something special going on while we were there. A lot of the streets were closed to

traffic and turned into pedestrian malls. Very relaxing. I can't recall what it was they were celebrating, but they had Guinness, on tap, so who cares.

Late in the afternoon they picked us up and hustled us off to the famed Ameristar Casino for a buffet dinner and an evening's gaming.



Whenever I set foot in these spectacular casinos the ghosts of Jimmy Littleford and the notorious Jack Hexham flit before me. Years and years ago it was common-place for this "terrible twosome" to walk out of the Club, hop a plane to Vegas and be back at work on Monday morning.

Littleford's a wee bit conspicuous by his ~~absence~~ absence. these days, but I imagine hansom' Jack can still be found Thursday afternoons wielding a mean stick at "Baron Byng".

Miss ya Jimmy! Had any good cider, lately?

The ambience and splendour of these spectacular edifices (casinos, that is) never fails to boggle (not to be confused with google) my poor, old, addled mind. Each one I visit tends to exceed the last.

The Ameristar Casino is humungus. I've stayed in smaller towns. They advised us to eat first and gamble later. Good advice. By seven p.m. you couldn't see the end of the queue. People drive in for miles around, *just for the buffet*. And it shows! 99% of the populace of North America is at the pinnacle of obesity. Six axe-handles and a cigar box across the arse is nothing now-a-days. I'll wager half the people on this planet haven't seen their shoes (or anything else) in years. It has gone *beyond* grotesque.

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

After pigging-out on jumbo shrimp and a fresh fruit dessert I dutifully made my donation to organized crime

and took the bus back to my digs in St. Loo-iss.

Tomorrow the adventurous climb to the top of the famous Gateway Arch (St. Loo-isses answer to the CN Tower) while the faint-of-heart watch it's construction on IMAX.

This trip to the top
Continued on page 8



But, Hey!!!...

Continued from page 7

of the arch is an engineering wonder and a wee bit scary...especially if you're like me, acrophobic and claustrophobic.

First of all you must realize that the Arch is curved, and elevators normally, run perpendicularly. This is miraculously compensated for...let me enlighten. First of all, five of you (regardless of height or girth) are shoe-horned into this *very tiny* capsule, where you sit, using your knees as earmuffs for a terrifying six minutes, the length of time it takes to reach the apex. To compensate for the "out-of-perpendicular" ascent you jerk up two feet, over two feet, up two feet, etc., etc. The noise, and the violent jerking give you the impression that the apparatus has broken down and you are trapped forever, with your phobias phobiae?



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

So, after you change your underwear, you realize it was worth the terror—the view is indescribable.

Shit! If they'da built this arch *before* the Lewis and Clark Expedition, they could've seen the west coast and saved themselves a lotta aggravation. The way I see it.

Then terror strikes again—I've gotta go back down...but engineers are thoughtful chaps, the descent only takes *four* minutes.

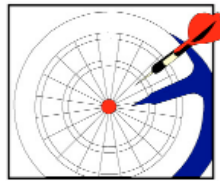
From beautiful downtown St. Louis we drive through Illinois and Indiana to the lovely town of Rising Sun located in Indiana and just southwest of Cincinnati and the fabulous Grand Victoria Casino and Resort where, after a scrumptious buffet, we wandered back to the casino to donate what paltry funds we had left to organized crime.

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

And always remember, my children—If you don't *stand* for something You will *fall* for anything.

Have a fun Christmas and good health and good sailing in '08.

Luv yas! ▲



DARTS

Friday evenings

JOIN US at the Clubhouse on Friday evenings where we throw a few darts at our excellent boards, do a little of socializing and generally unwind from the week. We'll lend you some darts to get started and give you all the coaching you can handle.

After the Christmas holidays we will start again on January 4th. Come down about 7 p.m. We'll be looking for you. ▲



FLOTSAM & JETSAM

Shadow

ASHBRIDGE'S BAY POWER AND SAIL SQUADRON COURSES

Boating—Tues. Jan. 22 at ABYC

Navigating with GPS—Mon. Feb. 4 at ABYC

VHF—Mon. Mar. 3 at ABYC

Radar—Mon. Mar. 24 at ABYC

Navigating with GPS—Sats. Mar. 1 and 7 at Bluffer's Park

Electronic Charting—Thurs/Sat. Mar. 27 and 29 at Bluffer's Park

Call Ron Blanchet at 905-615-9169 or ronblanchet@marineaccidents.com

Advanced Piloting—Mon. Jan. 21 at TH&SC

Extended Cruising—Tues. Jan. 22 at TH&SC

Call Greg Blair at 416-961-5619 or gblair@sympatico.ca



NAUTICAL QUOTES

“Only fools and passengers drink at sea.”—Allan Villiers



“Out of sight of land the sailor feels safe. It is the beach that worries him.”—Charles C. Davis



“There is little man has made that approaches anything in nature, but a sailing ship does. There is not much man has made that calls to all the best in him, but a sailing ship does.”—Allan Villiers



It was JRR Tolkien who said, “Not all who wander are lost.”



How can I get lost? I don't know where I'm going!



“I start from the premise that no object created by man is as satisfying to his body and soul as a proper sailing yacht.”—Arthur Beiser 1978, *The Proper Yacht*



“It's out there at sea that you are really yourself.”—Vito Dumas



“Men in a ship are always looking up, and men ashore are usually looking down.”—John Masefield



“To young men contemplating a voyage I'd say go.”—Joshua Slocum



“At sea, I learned how little a person needs, not how much.”—Robin Lee Graham



“A sailor is an artist whose medium is the wind.”—Webb Chiles



“Sailors, with their built in sense of order, service and discipline, should really be running the world.”—Nicholas Monsarrat

MERRY CHRISTMAS

Awards Night-2007



Trophy Table



Mike Ante—Cruising Award



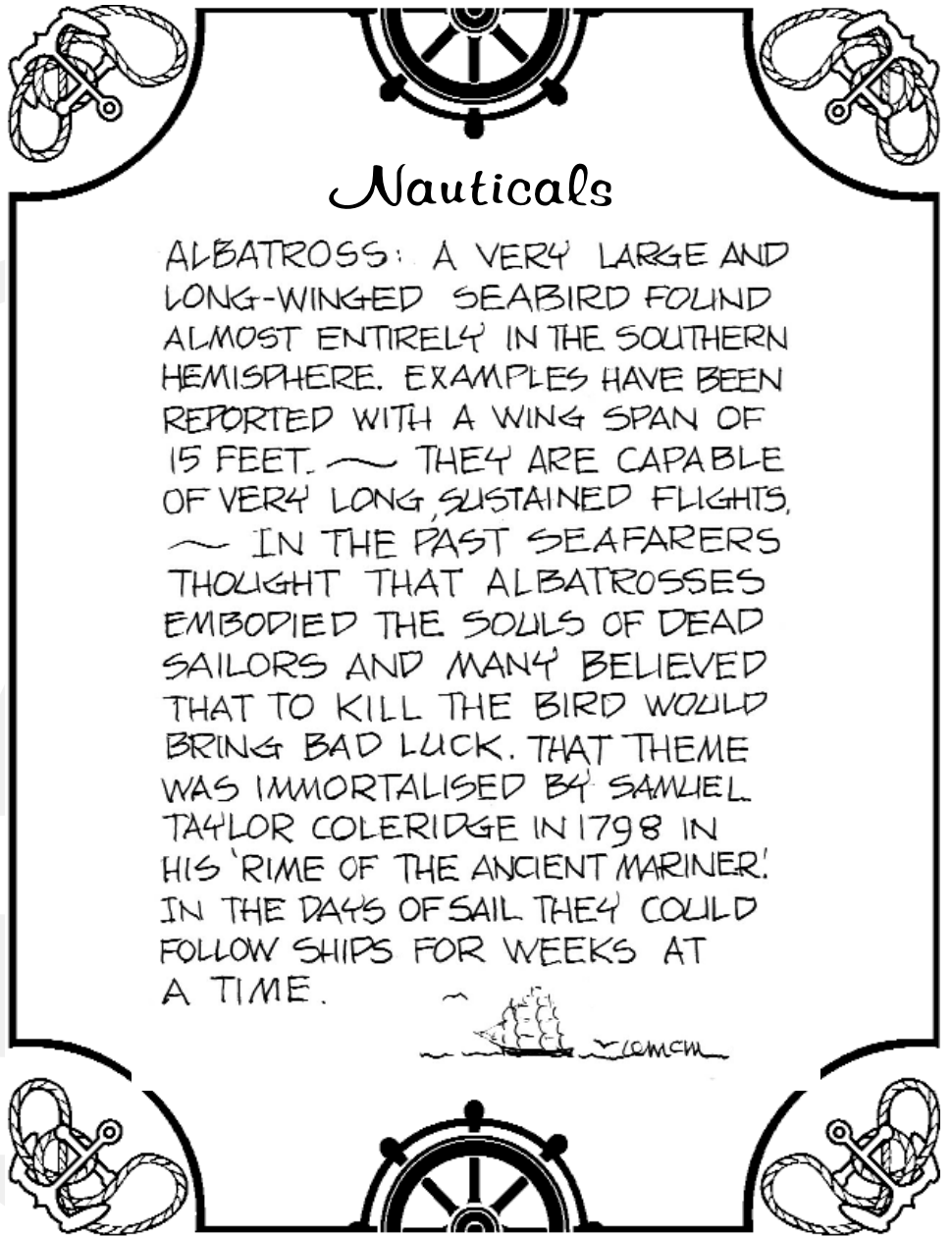
John Morris—Race Captain



Crew of L'Autre Femme



Crew of Tsunami



Nauticals

ALBATROSS: A VERY LARGE AND LONG-WINGED SEABIRD FOUND ALMOST ENTIRELY IN THE SOUTHERN HEMISPHERE. EXAMPLES HAVE BEEN REPORTED WITH A WING SPAN OF 15 FEET. ~ THEY ARE CAPABLE OF VERY LONG, SUSTAINED FLIGHTS, ~ IN THE PAST SEAFARERS THOUGHT THAT ALBATROSSES EMBODIED THE SOULS OF DEAD SAILORS AND MANY BELIEVED THAT TO KILL THE BIRD WOULD BRING BAD LUCK. THAT THEME WAS IMMORTALISED BY SAMUEL TAYLOR COLERIDGE IN 1798 IN HIS 'RIME OF THE ANCIENT MARINER'. IN THE DAYS OF SAIL THEY COULD FOLLOW SHIPS FOR WEEKS AT A TIME.



SEASONS GREETINGS

| | | December 2007 | | | | | | |
|---|------|---|------|------------|------|------|----|----|
| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. | | |
| CHILDREN'S CHRISTMAS PARTY — Sun. Dec. 9th | | | | | | | | |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| Children's Christmas Party | 10 | 11 | 12 | 13 | 14 | 15 | | |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | | |
| 23 | 24 | Christmas Day | 25 | Boxing Day | 26 | 27 | 28 | 29 |
| 30 | 31 | DON'T FORGET THE LEVEE ON JAN. 1st | | | | | | |

| | | January 2008 | | | | | | |
|------------------------|------|------------------|------|-------|------|---|----|------------------|
| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. | | |
| | | New Year's Levee | 2 | 3 | 4 | 5 | | |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Annual General Meeting | 13 | 14 | 15 | 16 | 17 | 18 | 19 | Boat Show Starts |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | | |
| Boat Show Ends | 27 | 28 | 29 | 30 | 31 | BRING IN THE NEW YEAR AT THE LEVEE | | |

| | | February 2008 | | | | | | |
|------------------------------|------|---------------|------|-----------------|------|---|----|--|
| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. | | |
| BRRRR! — THINK SUMMER | | | | | | | | |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 | | |
| 10 | 11 | 12 | 13 | Valentine's Day | 14 | 15 | 16 | |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | | |
| 24 | 25 | 26 | 27 | 28 | 29 | GO TO THE CLUB AND HUG YOUR BOAT | | |

| | | March 2008 | | | | | | |
|--|------|-------------------------------------|------|-------|-------------|------|----|--|
| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. | | |
| TIME TO MAKE LISTS OF BOAT CHORES | | | | | | | | |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| Daylight Saving starts | 9 | 10 | 11 | 12 | 13 | 14 | 15 | |
| 16 | 17 | 18 | 19 | 20 | Good Friday | 21 | 22 | |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 | | |
| 30 | 31 | ONLY ONE MONTH TO LAUNCH DAY | | | | | | |