

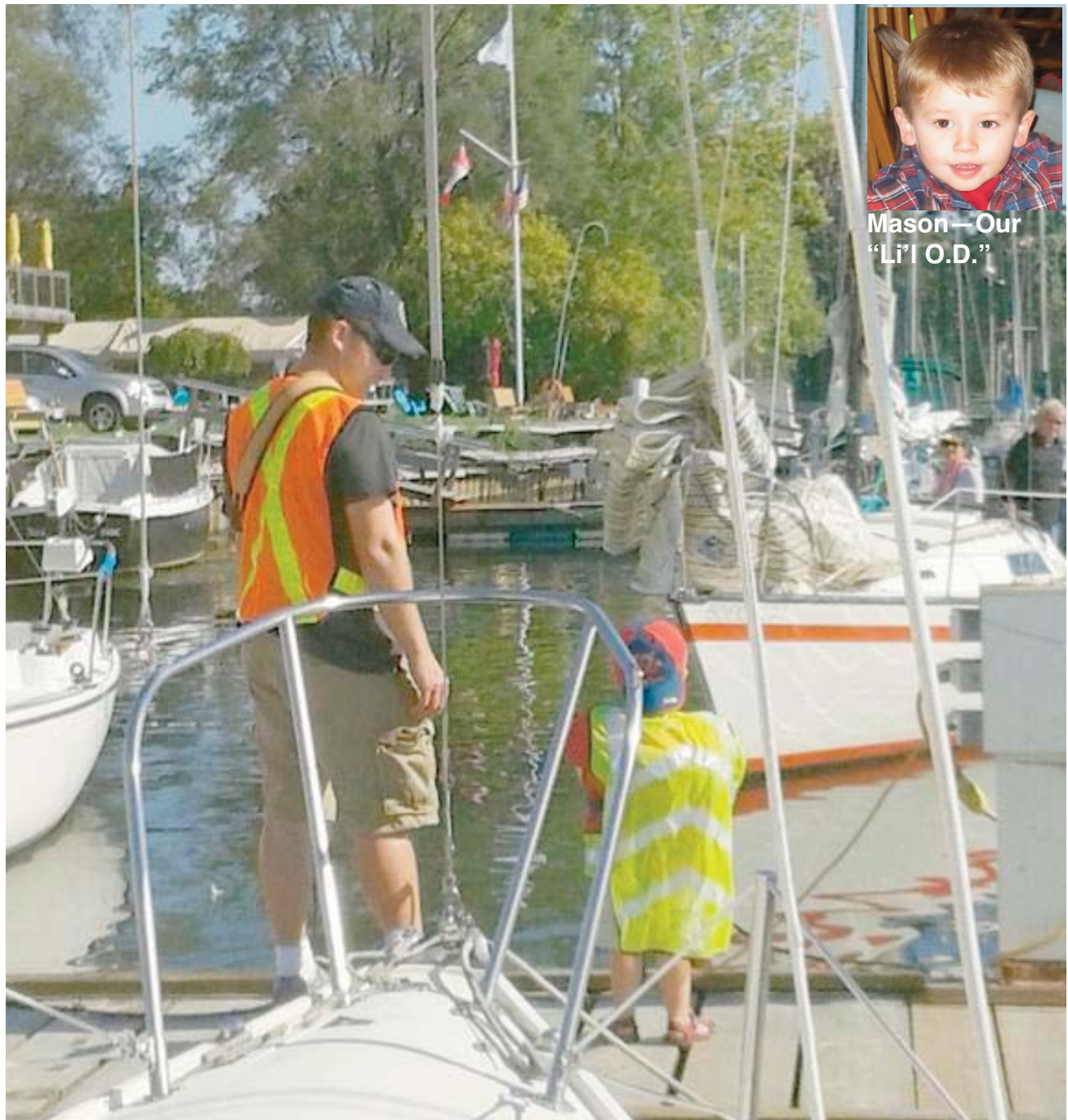


TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop

DECEMBER 2014

NUMBER 226



Mason—Our
“Li’l O.D.”

*“Li’l O.D.” by Margorie Lalonde-Sherban
First Prize—Photo Contest*



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Calendar

New Year's Levee—Thursday, January 1st—Welcome the New Year at our traditional levee!

Toronto International Boat Show—January 10th to 18th—The start of the 2015 sailing season. Look, wonder, buy. Start the year off right.

LAUNCH DAY—Saturday, May 2nd—The day we wait for all winter.



Toronto Hydroplane and Sailing Club

Annual Levee

Thursday January 1, 2015



Charge your batteries and come inside for a warm welcome!

Only four months until launch!

1 p.m. to 4 p.m.

Light refreshments and beverages will be served.



The Rear Commodore's henchmen

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

Don Bland

Merry Christmas!
Happy New Year!
From me as your
Commodore a thank you
for a busy and exciting first
anniversary!!



My thanks to Peggy Wheatstone for doing a second term as our Treasurer...your wit and humour will be missed. Rob McComb—Vice Commodore, thanks for your four consecutive years absorbing the slings and arrows from without and within, your patience and humour have set a new standard. Steve Brown—Harbour Master, a long two years in a demanding position while handling an expanding personal business at the same time. Thank you for all you did.

I hope the preceding remarks don't intimidate the incoming board members Bill, Claude and Tom. Your energy and enthusiasm will serve us all well.

Far too many helpful members to thank individually. The members who make our club the fantastic place it is. You welcome our visitors, help out around the club house, the patio, the yard. You work reliably, almost invisibly, but you are known and your ongoing contributions are very much appreciated.

The year has seen the arrival of our long awaited lease. Good news / bad news. Good we have comfort in the knowledge that we are long term tenants. Bad news; the reality that we must catch up on neglected maintenance and infrastructure.

The first to be addressed the electrical renewal. Work on the docks is underway and the electrical committee will be reaching out to you shortly through the Ways and Means chair, Dave Johnston.

The club's sea wall preliminary work; research into safety as well as methods and related costs; professional consultants—this all happening now. This will lead to a projected cost. Our ability to pay these costs will determine the length of time we will need to complete the repair. These major projects will be undertaken while continuing to maintain and improve our day-to-day operations.

At our Annual General Meeting held on the 7th of December, after some thorough discussion, several changes to the constitution

were approved. The updated version of the constitution will be available to you early in the new year.

A small increase in the annual dues was also approved, this will be reflected in your 2015 renewal statement.

Remember to visit the T H S C web site.

Hope to see you all at the New Year's Levee ▲



sounded great. Lastly, the waffles. Who knew that it took so long for them to cook? That said, I understand that they were worth the wait. Thanks again to everyone who helped make it happen.

Okay, now onto next year. First, I would like to thank Jamie Carroll who has agreed to stay on as race captain and Albert Kerek who has agreed to stay on as cruise director. Your efforts are appreciated and there will always be a cold beer for you on *Freyja IV*. Second, I hope that Lynda de Jonge van der Halen will stay on as social director. She has done such a great job that I am afraid to ask and give her an opening to say no. So everyone, I would like you all to say thanks to Lynda for agreeing to stay on next year. Someone lock the gate before she makes a run for it.

On a serious note, I am going to set up an informal committee for next year's Summer Blast Regatta. It can be such a great event. I know that if we could just get racers from other clubs here for one Summer Blast we would have them hooked. No club can out fun us! Please stay tuned for more updates on this committee.

I know it would seem that I have thanked everyone, but I would be remiss if I didn't thank my wife Janina who was so supportive of me taking on the role of Rear Commodore (although she always laughs when she hears the title of the office). Thanks Janina—you are next!

Lastly, check page 6 for some of the race awards. More in February.

See you next year. ▲

REAR COMMODORE

Glen Eddie

CAN SOMEONE please
tell me what
happened to 2014?

The year went by faster than
Tsunami II on a Wednesday
night.



All things considered I think the year went really well. The racing program had a full start line, the social events were well attended, and the cruises were well cruised. This stuff is easy. Of course it couldn't have happened without a very special person...Me. I made it all happen.

Actually, I think everything would have gone perfectly well without me. Now if we lost Lynda or Peter de Jonge van der Halen, Laurie Prosper, Jamie Smallwood, Tony Resendes, Marjorie &, Mike, Greg Smith, Mike and Eva Baker, Tom Monson, Jamie Carroll, Bruce Bateman, Richard Coutts, Doug, Doris and KB, Albert Kerek, or any of the other 80 odd persons who helped make all of the racing, cruising, and social events work—we wouldn't have a club. To everyone who helped, I would like to thank you all from the bottom of my heart.

I have a smile on my face just thinking how well this year went because of you. Well done.

Now onto things I would like to explicitly not thank! Yes I am talking about you, weather. I thought we were friends. Turns out that you can't be trusted.

Do you have any idea how many unused tickets I have for Summer Blast? If anyone wants a vintage 2014 Summer Blast hat give me a call—they are going cheap. Also, let's not forget movie night! I think the wind carried the projector into the middle of the lake along with a couple of the children. Watching "Frozen" for the 80th time is bad enough without having to do it holding on to the movie screen for an hour in the freezing rain. Again, thanks, much appreciated!

Now a brief review of Awards Night. Tony Labatt—who would have thought that he would be best remembered for a non-speaking role? You should know that Tony had no idea he was going to be part of the show until the night before. That said, he was full on for the role. Great job. I would also like to thank KB and Tony for the entertainment afterwards. You

SOCIAL CHAIR

Lynda de Jonge van der Halen

Haulout Kitchen Team

The new flatbread version of the breakfast sandwich was well received at the break of dawn both days. Treats and meals (regular and vegetarian) provided nutrition/temptation throughout the day. There were some teams who kept on working longer in the yard on Saturday who missed a sit down midday meal. Inside we kept hearing, from 3 pm, "only four boats to go", same news at 4 pm and again at 5 pm. Send us an SOS next time and we will send out something more substantial than red licorice and cookies.

Our team was composed of senior members doing their duty assignment and volunteers who are happy to give their time to TH&SC. All shared their smiles and talents!

Additional words of appreciation for Annie, Lorraine, Marcel, Rebecca, and Joan who worked many hours in advance of the actual Haulout days in order to provide comfort food. The rest of us on kp duty appreciate your energy and the tasty results.

Thanks go out to Harbourmaster Steve, Vice Commodore Robert, and Treasurer Peggy for their commitment to the club and the specific demands of their individual portfolios at TH&SC. Hope next season you each have time to personally enjoy your own boat and club events.

The Social scene at TH&SC is a blend of traditional events and those with a new approach. Suggestions are welcome. New helpers are eagerly welcomed throughout the year. Make the Social Committee a part of your club participation not just a way to earn work hours.

Awards Night

Thanks to the gang that made our Awards Night gala such a success. From set up to take down, to humour in many guises, and popping that cork, from decorating and polishing, to providing food and drink (members and GBC servers), our smiling ticket sellers and well dressed bartenders, to the first songs with the crowd, to the mellow sounds and the rock beat well after the bar had closed, to furniture movers and dishwashers and follow up cleaning guys and all the other ways in which you contributed to a memorable and successful event. And

congratulations to the well deserved recipients of awards. It *was* Awards Night after all, not just another party!

Doris Bradley was the well deserved recipient of the Social award for her contribution to the social scene at TH&SC in her first year of membership, bringing with her, professional experience in the hospitality business, creative ideas, and a sunny personality. Doris has already provided Smart Serve training for two groups of our members in the spring as well as bringing her George Brown College students as bartenders at Sailpast and as servers at Awards Night.

We welcome Doris and husband KB, racer and musician, to TH&SC.

The complimentary drink, the Honourable Sailor Cocktail, aka the TH&SC, was prepared and served by Doris and her GBC students.

And what can we say about Glen and Tony!!!! Merci beaucoup!

Looking ahead.

Plan to meet friends and family at the annual TH&SC Levee on January 1st to welcome in the new year. Join us for light refreshments from 1 to 4 pm.

Children's Christmas Party

The clubhouse was filled with happy children and grinning adults when Santa arrived at TH&SC amidst the sound of music on Sunday,

November 23rd. The party was attended by 23 children and about 31 adults plus 11 helpers. KB and Tony led the children and adults in a sing along of Christmas songs, with the youngsters ringing bells and shaking tambourines and maracas to make sure that Santa knew where to find our group. Cameras of all sizes were clicking throughout the party and Igor took professional candid shots and more formal photos of the children in each family with Santa. Plus Rich was snapping shots for Spar and Prop. The children were delighted to each receive a gift from Santa.

Our kitchen and set up crew (Donna, Carolyn, Matthew, Rick, Sol and Bill) provided variety in crafts and family activities, food and beverages, with egg nog and fresh waffles and Peter's punch being very popular. John Edwards slipped in to make the Oreo cookie tree.

The clubhouse was decorated by Lori and Kailie, with help from Matthew and Rick. The elegant silver and white decorations on the tree were supplemented by the donated hats, mittens and scarves that will be passed on to others less fortunate.

A special thank you to Santa who fit in this early visit to TH&SC ! He must love boating in his spare time!



Awards Night



Children's Xmas Party



Paloma and Santa



Our own Mime



Sing-a-long

WAYS AND MEANS

Neal Claassen

BON VOYAGE. With a stiff chest and a lump in my throat, I write my last log entry into the Spar and Prop. TH&SC is the place I met my wife, under our beloved Centennial Tree as a matter of fact, which will one day have a plaque. My boys also grew up here, having learned valuable lessons like respecting your elders or they will make life hell. They also learned that rowing out to the end of the Leslie Spit without life jackets is brave and stupid. My engagement party was at the club, and I cannot possibly recall all the wonderful parties I attended. It is rumoured that I was at the first Ken "Keldy" memorial, but absolutely no one who was there has any recollection of that day what-so-ever.

With our move to Horseshoe Valley, we have decided to move our boat to Penetanguishine. We will retain a social membership to lessen the certainty of our move, but we have so many friends at the club that we cannot imagine missing events like Sail Past. Please make room on your boat for the Claassen refugees.

When I started doing Ways and Means I did it together with David "Two Bitts" Johnston, until we decided it was really just a one person job. David has graciously offered to take over from me, so I believe ways and means is in good hands. There is a boat load of communication and organization that goes into this job, and I am glad that the spreadsheets and lists are in ship shape to be handed over. In parting I would like to tip my cap to Lynda for introducing the Ways and Means social. It is the one event that really helps kick off work hours. It may be an idea to have another one of these during the summer also, but that is for the club to decide.

I also want to tip my "captain's" hat to the individuals in the club for whom I never had to count a single hour, simply because they surpass the 16 required hours by another hundred or so. I could name you all, but there are quite a few of you. Your dedication to the club brings order, production, and joy.

That brings me to business. As of today, 91% of all work hours required have been recorded. Any un-recorded

continued of page 6



RACING WINNERS 2014

WEDNESDAY NIGHTS

Series 1

Division 1	Division 2	Division 3
1. Fauvette	1. Tsunami II	1. Let It Be
2. Windchaser	2. Legacy	2. Skookumchuk
3. Freya IV	3. Emrys	3. Connemara

Series 2

1. Fauvette	1. Tsunami II	1. Let It Be
2. Dark 'n Stormy	2. Emrys	2. Skookumchuk
3. Windchaser	3. Dragonfyre	3. Blue Sky

Series 3

1. Windchaser	1. Tsunami II	1. Let It Be
2. Dark 'n Stormy	2. Legacy	2. Skookumchuk
3. Iggy	3. Emrys	3. Blue Sky

OVERALL—Wednesday Nights

1. Fauvette	1. Tsunami II	1. Let It Be
2. Windchaser	2. Legacy	2. Skookumchuk
3. Dark 'n Stormy	3. Emrys	3. Blue Sky

WEEKEND RACES

Flying Sails White Sails

Icebreaker Race

1. Dark 'n Stormy	1. Skookumchuk
2. Freya IV	2. Connemara
3. Iggy	3. Emrys

Dufferin Bell Race

1. Dark 'n Stormy	1. Tsunami
2. Freya IV	2. Legacy
3. Windchaser	3. Skookumchuk

Race de Voyageurs

1. Dark 'n Stormy	1. Emrys
	2. Connemara.
	3. El Sueno

Bluffers Race

1. Dark 'n Stormy	1. Tsunami II
2. Iggy	2. Legacy
3. Windchaser	3. Let It Be

Frostbite Race

1. Dark 'n Stormy	1. Legacy
2. Freya IV	2. Trevor Kane
3. Fauvette	3. Skookumchuk

Circle of Life Race

1. Dark 'n Stormy	1. Legacy
2. Fauvette	2. Connemara
3. Freya IV	3. Skookumchuk

OVERALL—Weekend Racing

1. Dark 'n Stormy	1. Skookumchuk
2. Freya IV	2. Connemara
3. Iggy	3. Legacy

OVERALL/OVERALL CHAMPIONS (Wednesday/Weekend Combined)

Dark 'n Stormy Skookumchuk

**Race by race results will be
in the February Spar and
Prop.**

RACING CAPTAIN

Jamie Carroll

AS WE CLOSE IN ON the end of 2014, I would like to thank all the racers who came out for the Wednesday night and weekend distance races. It was another successful season, and as always, we encourage our members to race for the camaraderie and to fine tune one's skill in sailing their craft in the most efficient way possible. Races were well attended over the season, but we are always looking for fresh faces on the start line!

In addition, many thanks to the race committee, in particular Richard Coutts and Miranda Wheatstone, for establishing the courses and having enduring patience with the racers; to Rear Commodore, Glen Eddie, for his many hours organizing racing, cruising and social events; to Lynda de Jonge van der Halen and her social crew who have worked tirelessly all year to make these events happen; to Bruce Bateman for his role in sail measuring and record keeping of the race results and to all other members that lend a hand to help make racing an integral part of TH&SC!

In November, Awards Night was again well attended. I would like to congratulate all the racers and the winners for their participation and accomplishments!

Finally, I would like to wish everyone a very Merry Christmas, Happy Holidays and all the best for 2015! 🚤



HARBOURMASTER Steve Brown

THANK YOU to all who helped me during the past two years.

I wish everyone a Merry Christmas and a Happy New Year.

Your harbour monster
Steven 🚤





BEFORE I COMPLETE my term as Treasurer I have a few words to say. First and foremost I want to thank the folks that made this job easy for me. In no particular order, Joan Willson has continued on as Secretary. A position she has quietly held, providing each board with unheard of continuity for 12 years. Paul Evans our esteemed Receiving Officer stayed on, keeping on top of all membership cost obligations and picking up all the credit card payments not related to membership as well. Both Joan and Paul have agreed to stay on through this coming year. Mani Mamone will continue on as the Club's bookkeeper.



Neal Claassen ably handled Ways and Means. Neal has stepped aside but will be followed by Dave (*Two Bitts*) Johnston. Neal, thank you; Dave welcome to the team. As you know Bill Comerford will be taking over this role in January. Like me, he did not grow up as an accountant. Nor has he four years as Treasurer with an HST audit under his belt. Please be kind until he finds his "C" legs. Finally, I want to thank you the members for trusting me to this role, again, and the executive Board for all their support over the last two years.

In ordinary circumstances we are in fair financial shape. However with what lies ahead of us we have some challenges. Our current cash balance sits at a comfortable balance, enough to carry us through the next three months until our membership obligations start to replenish our cash. Of course that does not take into account the amounts yet to pay because, as you read this, some of you realize you have not yet submitted your expenses. Your Executive has managed your finances well but, with a few unexpected expenses, will be coming in slightly over budget. Most were property expenses such as the ice machine, pop machine and heating system costs.

Our GIC investments cover our one year expenses held in reserve. With adjusting for monies already earmarked for the electrical upgrades to the lot and docks any money remaining is likely to be spent on our seawall maintenance.

At the AGM the membership

approved a 3% increase for crane rental and a 12% increase on all other items.

This is what the new rates will look like:

Per Member Cost Including HST		
	2014 Rate	2015 Rate
Member's Initiation	\$ 1,130.00	\$ 1,130.00
Wet Mooring Initiation	\$ 1,582.00	\$ 1,582.00
Sailing Membership	\$ 615.00	\$ 690.00
Crew Membership	\$ 117.00	\$ 132.00
Junior Membership	\$ 51.00	\$ 57.20
Locker fees Small	\$ 25.93	\$ 29.00
Large	\$ 64.12	\$ 72.00
Summer Trailer Storage	\$ 97.39	\$ 110.00
Haulout	\$ 129.00	\$ 133.00
Launch	\$ 129.00	\$ 133.00

Calculated costs NOT including HST		
Wet Mooring rate per beam foot - based on boat's beam - minimum 6 ft-	\$50.95	\$57.36
Summer Dry Storage, rate per square foot based on boat's area (LOA x Beam),	\$0.87	\$0.98
Winter Storage, rate per square foot Based on boat's area (LOA x Beam),	\$0.71	\$0.81

There is much at this club that we have not undertaken as we sat in limbo for the last few years waiting for a lease that gave us some confidence in a stable future. Infrastructure, not improved and maintained, always eventually rears its head. The biggest challenge for us going forward is the seawall, followed by the dock electrical and our Clubhouse. Some small steps were taken these past couple of years in improvements to the Clubhouse, at least ones that could be taken with us but the more major costs were deferred.

Paramount among these is the seawall. I will leave the discussion about the design and process to those who will be managing the process but we need to be clear, it is not cheap. The 12% increase only nets the Club an additional \$15,000 a year. To put this in perspective, this is only double the budget overage for this year. Not a lot on an annual basis. So how does this affect you? If we use an example of a 30-foot boat with a ten foot beam, the year over year change will be only \$185.53. Still the best deal on the lake.

The improvements we are about to undertake do not just benefit those of us here now. Our current seawall has lasted over 30 years with minor repairs. Bringing it back to "code"

should not be born just by our current members but also by those joining us and staying with us over the next number of years. There is lots of work ahead for all of us. It is likely that we will all have to pitch in a little extra time to help. This is our Club and this is one time to remember that the "them" is really "us".

Respectfully, Peggy Wheatstone



Ways & Means...

Continued from page 5

hours will show up on your bill, if you are on the naughty list. After that, it is between you and the executive. They WILL take your money.

I will ask Richard to kindly publish two pictures. I think Anibal took them, and Greg Smith captioned them "A moment on *Missee Lee*" and "After a moment on *Missee Lee*." I find them a good representation of a happy family that literally started at our beloved TH&SC.

Someone hand me a Kleenex. 



A moment
on *Missee Lee*



After a moment
on *Missee Lee*

OFFICER OF THE DAY MANAGER

Patrick Lyons

WE HAD another successful year welcoming 135 visitors to our club. Where the visitors came from was a reverse of 2013 when we received 59 GTA visitors and 77 Non-GTA visitors. In 2014, we had 79 GTA visitors and 56 Non-GTA visitors. Of course, our weather could have been a factor, as it usually is.

Only eight members did not complete an OOD shift as required; however, we did have members step up to fill empty timeslots and gain some work hours as a result. Overall, there was only one timeslot that we did not have any OOD on duty during the season.

This is my 2nd year as OOD Co-ordinator and will be the last. As Rob Murray did for me—providing forms, masters, etc.—I will be happy to provide the same to the member who takes over.

Anyone interested in taking over, please talk to our new Harbour Master.

Patrick Lyons
OOD-coordinator@thsc.ca
A 29—Late Again ▲



FLEET CAPTAIN CRUISING

Albert Kerek

OUR SAILING SEASON was so short but many sweet memories were made in 2014. Lakeshore Yacht Club, Macassa Bay Yacht Club and Kingston's Confederation Basin were all new discoveries for me. Most special was the party at the other end of every club cruise. Many thanks to our Rear Commodore Glen Eddie and to Linda de Jonge van der Halen for making Awards Night such a wonderful event.

Paul & Marie Evans (*Figment Too*) were awarded with "Cruisers of the Year" while eleven of our cruisers took home a cruising flag for attending at least three club cruises. Phil Birkenheir (*Gemini*) sailed to the 1000 Islands to take the "Distant Waters" trophy and Mike Ante (*Ante Up*) continues to own Lake Ontario with his FIRST & LAST ACROSS adventures.

As a result of all of the above I have decided to make some resolutions for the coming year:

- #1—I will never again refer to my boat as a money pit. The rewards are huge.
- #2—Sailing will not be a hobby. Sailing is a passion.
- #3—I will take pictures before disassembling anything.
- #4—Always carry more than one fly swatter.
- #5—Spend more summer nights aboard.

As always, hang in there—Looking forward to launch. ▲



WHERE ARE THEY NOW?

Jeff Ante will be heading to the Caribbean after in the new year.

Dennis MacCallum—Chances

Chances is in Jacksonville for anti-fouling and some equipment upgrades; expecting to launch before end of November. Sail plan is to single hand back down the Florida Keys to Cuba and / or back to the Bahamas. Hoping to return to Canada in 2015; either TH&SC or the Maritimes.

Elizabeth and Chris Hanson—Groovin'

We departed Toronto Friday the 14th at 5:30 am. just missing all the major snows that followed. The roads south of Lake Erie were at bit snowy and icy but cleared once we got south of Pittsburgh.

We stayed with friends in Burlington NC before picking up the trail to Florida on the Monday the 17th.

We launched on Wed. Nov 19th.

Since our hull was clean, we went right from the field into the water. We have been busy with various jobs getting ship shape which is a bit difficult with the heat the past few days in the 30's C.

A cold front has come through resulting in much cooler temps with some rain today the 26th. Indiantown Marina puts on many free dinners during the Thanksgiving week and also has had two live music nights. We have a dock for the next month and then hope to be on our way to the Keys before setting off again for the Bahamas in the New Year.

Judy and Aubrey Millard—Veleda

We have a lovely house sitting assignment from Nov. to April in a beautiful lakeside home in Okanagan falls, just south of Penticton. It will be interesting to see how we adjust to staying in one place for several months. The weather out here has been good, but not for sailing. We have sailed less than ten hours since last May. The winds shift around each island and of course is always in the wrong direction.

Wheatstones—Peregrine

Peregrine was badly damaged by another boat during a hurricane. She is undergoing repairs now. Peggy and Mike will be checking her out in the new year. ▲

MERRY CHRISTMAS

Editor's e-mail address is
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The Deadline for the
FEBRUARY issue of
Spar & Prop is
January 31



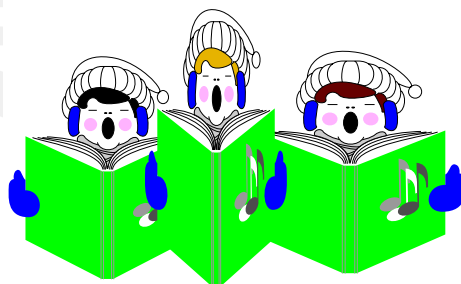
Spar and Prop is available in
PDF format, readable on a
computer in colour with
Adobe Reader.
Available from our website.

Website address is
www.thsc.ca

VICE COMMODORE

Robert McCoomb

MY BEST WISHES to everyone for a Merry Christmas and a Happy New Year. ▲



BRINGING SOULSTICE HOME

by Dennis MacCallum

This is part 2 of the story of Mike Benson and Dennis MacCallum bringing Mike's Soulstice II from Florida to TH&SC early this summer.

SOME SAY it can be done in twenty four hours. But most say you should plan on about least thirty.

After leaving the mouth of the Chesapeake Bay, it is sailing in a direct course, mainly north, along the Virginia, Maryland, Delaware coast to Cape May, New Jersey. It is doable if conditions are right. And it saves three to five days going north-west up the Bay, past Annapolis and Baltimore, to cross through the canal to Delaware Bay, to catch the right tide for at least a day's run back down to Cape May.

To both of us, when we checked, the weather looked right. We hoped for a decent wind, and wave direction. But the best of it all is we would be back out on the ocean, after three days of twisting and turning our way up the Intracoastal from Beaufort NC. to Norfolk VA. Again, we expected we might catch some effect off the Gulf Stream, but being only fifteen miles off the coast it would be on the very edge, if any.

Taking the wind close hauled, on our way back out into the Atlantic, I looked back over my shoulder and could see how fast the "hole" in the causeway was closing, both from the speed and the angle we were sailing on. We had made a wide turn to port and headed north. Within the hour all signs of the causeway were gone. The captain had set the rhumb line in the Chart Plotter for Sandy Point; the entrance to New York City and as well as Cape May NJ, in the event we needed an alternate.

Night had fallen over us, the tide had turned, and the wind freshened. *Soulstice II* was, as they say in the Maritimes; "bootin'er" under full sail. We both had big wide grins on our faces. If luck were with us in two more days we would be through New York and on the Hudson River.

Mike had installed a Sky Mate system on *Soulstice II*, a few years earlier. Depending on the setting, it will transmit a signal to a satellite as it

passes and send a position report to all the e-mail addresses put into the system. It gives some comfort to our spouses to know where we are, and a progress report to those who are interested. Especially to those who want to know how capable you are bringing a boat up the eastern seaboard of the Atlantic. I would think right now, at the present speed, all parties are happy. At the pace we were coming home, we had received e-mails wondering if the position reports were true. "Nine days from Indiantown FL. to New York! It can't be true. Surely they must be flying. Maybe it's the Donald Crowhurst effect??" Even some seasoned sailors we met along the way were impressed.

All night we had a steady ten to fifteen knot breeze right on the beam.



The stars were out and seas were less than a two foot swell. Although we were too far offshore to see lights, every so often we could see the changing glow of a town on the horizon. Mike had the midnight shift and had little to report when I took over at four o'clock, except that this was one enjoyable sailing night. By the end of my shift at eight in the morning the wind had died to a wisp of a breeze on the water. The ocean was completely calm. Before lunch, with the breeze this light, it appeared like a good time to air out some sheets and blankets. For a short time, *Soulstice* looked like a nautical clothes line.

It seems to both of us that within a half hour of getting clothes pegs in place, all hell broke loose. The wind came up to twenty five knots without warning, the seas rose to six feet, blankets and sheets were flapping and the boat was heeling at an awkward angle, taking waves on the beam.

Hardly having time to gather in the bedding, I took the wheel while Mike reefed the main and shortened the jib. We were just off the south coast opening to Delaware Bay when Mike got a new weather update on NOAA radio and little of what we were seeing was being reported. Immediately we decided to change course; veer a few degrees to port, and head for Cape May. We anticipated the wind may increase and already the wave height had doubled.

Because of the tidal and wind effect on its size and shape, Delaware Bay can be a nasty piece of business and is one of the reasons there is a Coast Guard Station on both the north and south sides of the Bay. Waves rolling across the Atlantic meeting up with an out-going tide have given sailors something to talk about for centuries. We figured we didn't want to be part of the discussion, but a ten to twelve foot swell this far from land gives you something to think about even if you don't want to discuss it right now. With the direction the swell is coming at us presently, the autopilot is powerful enough, but is being overworked. The only solution is to stand there and hand steer up one side of the monster and down the other without having the boat slam as it comes off each breaking wave. There is a delicate balance between keeping the partially reefed jib full of wind while sliding up, and over, and down that many times.

We have all been in situations similar, the only difference being the wave size and the length of time. Without realizing it, because *Soulstice* was taking a pounding, any crud that was in the bottom of the fuel tank could now be jamming up the Racor filter. After six hours, spelling each other off in one hour shifts we came to within a mile of the jetty entrance and the diesel wants to keep cutting out. Cool heads prevail, and we make it up the channel to anchor just off the Coast Guard Training station. Even with all the stress of a blow it took us only twenty five hours to make the trip! Had we been able to continue to New York we would have made it faster than we originally thought. *Soulstice* is a good sailing boat.

Next day, in Cape May harbour, we try the motor after changing the filter and she purrs like a kitten. But we can't go anywhere until the seas

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Soulstice II...

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quiet down. But early the next morning we take off for New York harbour and have to sail, motor sail, and motor, up the New Jersey coast depending on the time of day when the wind falls light. By late afternoon we passed Atlantic City and by nightfall we had a brisk breeze and again were making great time. The traffic was getting heavy both with commercial and pleasure boats running all night. Four huge sailboats, heading south, carrying massive amounts of sail at night, passed close enough to us at times that I could see their faces even though the only light they had on was at the top of the mast. Although it was nearly midnight, they were all tacking within a half mile of each other like they were in a race.

A couple of hours before day break, we rounded Sandy Hook to enter the Lower Bay for New York harbour. The bay from a distance appeared to be plugged. We were greeted with freighters, tankers, and container ships everywhere. It was hard to tell in the dark if they were anchored or moving as some of them were so big their stern light was a thousand feet away from their bow lights. Coming from the direction we were, it all looked like mass confusion with us being the little guys in the mix. By first light it wasn't much better. Now they all seemed to be on the move headed for the Verrazano Narrows Bridge.

And the diesel decided it would be a good time to have a rupture. Every time it would quit though, Mike would have it going right away. That is until we got to the Statue of Liberty. *Soulstice* thought she might like to have a bit of a respite right here...right now. Lots of time for me to take pictures of skyline and the statue though. Mike took some time right there and then to drain the fuel lines, change filters again. We knew it would be dirt that had been stirred up coming in to Cape May. He later changed the lines and pump so *Soulstice* has a brand new fuel system. It had only been 23 hours since we left Cape May.

From then on, it was the two-day scenic route up the Hudson but only travelling with the tide and daylight. We stayed in Nyack and Hudson before taking our mast down at Riverside Marina. Then it's the long trek north through 32 locks on the Erie



canal, all without any problem, before the mast is stepped in Oswego. Traffic was really light and the Homeland Security boat had little to do. So we were stopped at two different times for no apparent reason other than to check for cruising permits. From Oswego, two longer days; one day to Rochester and another day to TH&SC and we were home.

We came into Ashbridges Bay on race night and tried our best to keep east of the fleet. It was hardly possible; everyone was moving so fast. We had met up with a lot of boats and races on our way north and none had looked as good as these. It was fine sight to see so many boats from our little sailing club, out sailing their best times. *Let It Be* in the lead!

It was May 28th. We had left Florida on May 5th. All in all, it was fairly uneventful but it was fun and a great experience; one I'm sure neither one of us will ever forget. Even though we some weather that caused a lay-over in Cape May for three days and in changing fuel lines in Hudson, NY for a day, yet in twenty four days we had brought *Soulstice* home. ▲



PROPERTY MGR.

Mike Davidson

THANK YOU ALL for a very productive year. My best wishes for a Merry Christmas and a Happy New Year. ▲



FLOTSAM & JETSAM

Shadow



This is the team that brought the electric boxes that will adorn our docks next year to the club.



The Piano is Missing

Where did it go? Hope you played your last tune and said your goodbyes. After many months of offering up the Piano to a new home, we had no takers. Luckily, Keith Fraser's sister, Lee, is well connected to the music industry and posted it on her Facebook. She had a few responses and the first person, Tyler, came and played a few notes on her and said yes, we'll take it.

It was picked up on Oct 9th by Chris and Marissa. They had just bought a home in Meaford for the purpose opening a Bed and Breakfast.

A few words from the new owners : The "Gourlay" was a welcome housewarming gift. Coming from Port Credit, the lively music scene was a mainstay. Just a quick walk around the corner and the genres were ours to savour. It was one of those summer evenings that we learned from good friends, Debra and Tyler about a piano that was seeking a new home.

Imaging that; we were just talking about a lack of live music in our new community and here's a piano that's whispering, "take me I'm yours". A quick look and inspection passed. Transportation arranged and next stop, home to Meaford. Quite literally, an overnight success.

After some tender loving care from a local tuner, our Gourlay stands tall and proud, gracing our home as if it was meant to be. We were so grateful for its sentimental value and happy to have saved this beautiful piece of craftsmanship from the wood pile!—Dorothy Williams ▲

HAUL OUT

AWARDS NIGHT



CHILDREN'S CHRISTMAS PARTY

