

Toronto Hydroplane and Sailing Club
20 Ashbridge's Bay Park Road
Toronto, Ontario
M4L 3W6
Phone: 694-6918

Editor: Richard Taylor
51 Brigadoon Cres.
Agincourt, Ontario
M1T 3C2
Phone: 293-4340

SPAR AND PROP

FEBRUARY, 2003

NUMBER 155



EASTER PARADE

*Drawing by
Marie Middleton*





Toronto Hydroplane and Sailing Club Executive Board

COMMODORE

Patrick Flynn

(416) 487-5202

e-mail: flygvsp@rogers.com

PAST COMMODORE

Phil Delahaye

(416) 707-5577

e-mail: phild@globalserve.net

VICE COMMODORE—Hydroplane

Don MacDonald

(613) 382-7370

VICE COMMODORE—Sail

Mike Benson

(416) 690-9228

e-mail: mbenson@principals.on.ca

REAR COMMODORE

Dave Campbell

(416) 690-3686

e-mail: davidpat@interlog.com

HARBOUR MASTER

Russ Germain

(416) 463-9971

e-mail: rgermain@rogers.com

PROPERTY MANAGER

Lloyd White

(416) 785-0582

e-mail: lloydwhite@hotmail.com

TREASURER

Ed Bogdanowicz

(416) 499-6384

e-mail: eab@imagineering.ca

SECRETARY

Marilyn Goodman

(416) 332-9408

e-mail: shandy@colosseum.com

RACING FLEET CAPTAIN

Jamie Smallwood

(416) 694-2905

e-mail: smallwood@idirect.com

CRUISING FLEET CAPTAIN

Chris Hanson

(416) 432-0845

e-mail: hanson.c@sympatico.ca

WAYS AND MEANS

Mike Flynn & Ross Campbell

(416) 284-1510 & (416) 249-4095

SOCIAL CHAIRPERSON

Kerry Cahill

(905) 270-5502

e-mail: jboyko@look.ca

Calendar

Inter Club Darts Competition—February and March—Join the team on Thursdays (see dates on page 9) as they compete against other Yyacht clubs. Come and cheer or team.

Darts, Diamonds & Dominoes—Fridays, until Spring—Join the gang in the clubhouse for fun during the off-season.

Mediterranean Wing Night—Saturday, February 22—See ad below.

Special General Meeting—Monday, March 3rd, 7:30 pm—TH&SC members will be electing a Rear Commodore. Nominations/candidates (with some knowledge of racing/cruising/social) are required.

This is a senior responsible position within any sailing club and especially so for TH&SC where it is one of six elected positions on a single tier Executive Board.

The Rear Commodore has responsibility and budget for the Racing and Cruising programmes (assisted by the Fleet Captains) and for all TH&SC social events (assisted by the Social chair and committees). This is an interim position up for two year re-election in September of 2003.

Easter Parade—Sunday, April 20—Join us while we march in the largest Easter Parade. The kids love it. You will too.

LAUNCH DAY—Saturday, May 3—We need to do a little snow shoveling, first.

Bronte In-Water Boat Sport Show—May 30, 31 & June 1—Over 70 in-wtar displays; sail and power; 15,000 sq.ft. indoor display.

Ninth Annual Wooden Boat Festival—Port of Newcastle Marina, Saturday, July 19—Wooden boats from all parts of Lake Ontario. Exit south on Mill St.

Mediterranean Wing Night

Join
Aubrey & Judy Millard
for updates from their
Mediterranean adventures
of 2002.

Afterwards stick around
for wings compliments
of TH&SC Cruising



Saturday, February 22nd @ 7pm 9pm-WINGS BYOB

COMMODORE'S COMMENTS

Patrick Flynn

WELL IT'S FEBRUARY, MY least favourite month of the year, and it's a long way from sailing weather. Does watching the LV Cup or reading race reports from the Florida Gulf make things better or worse? I was down at TH&SC last week as *Spectra* got surveyed (for insurance—can't afford that J yet!) and it wasn't fun crawling around on what had to be the coldest day of the winter so far.

Here we are two exec. meetings along in 2003 and things are coming together where they're not coming apart.

I read all of last year's Commodore Reports in S&P and am not convinced that anyone reads any of them judging by the response to various requests for HELP. This isn't MacLeans where you just say 'that's nice' or 'that's too bad' and get on with your life. This is the best forum we have for telling you what's going on down by the water—at least until the website gets up and running—although that requires a lot of work and ongoing maintenance—just ask our web committee or the one at ABYC.

The last formal contact we had with the rest of you was a somewhat tempestuous AGM. We're hoping that more work on the formal 'committee' structure for Ways and Means will provide some answers. Too early to tell. I can tell you that it's not a good thing to try to run the club without a Rear Commodore or to depend on one member to pull together the social program for 2003 or to have an EB so small that we have to move meeting dates around to ensure a quorum.

Under-crewed, we're underway nevertheless. The first social event of 2003, the New Year's Levee, was very well attended. Good efforts from Heidi, Phil, Kerry, Valerie, Ken, Lindy and others who arrived early and helped with the setting up and stayed after to clean up. We did some arm twisting, found no volunteers for RC but I think Chris got another presentation out of the Millards. More arm twisting may get TH&SC a(nother) legacy from Donald MacDonald—Phil, Russ and I are hard at work on it.

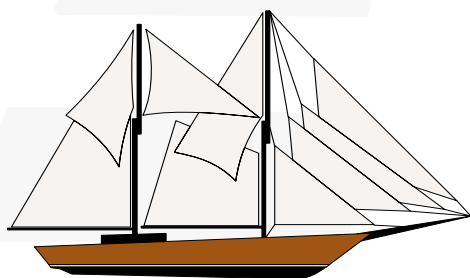
News from the city front—we may be able to deal with the weeds after all, the city may clean up the water as part of the 25 (or 100) year plan after all—

we will know more if Councillor Bussin and others continue to get results for us non-swimming recreational users of Lake Ontario.

I can see why Commodores rarely make it beyond two years—it's like sailing the Ontario 300 in a 27 footer—a lot of pounding is not much use if the boat is just too small. Maybe that's us. I didn't think so before because I didn't see any limitations to what we could achieve. But then I'm an eternal optimist about some things including races—if we're not winning, we should be.

We'll get the sailing season together for TH&SC.

And then we'll go out and race you. ▲



HARBOURMASTER

Russ Germain

FOR THOSE who don't know me, allow me to introduce myself as your new Harbourmaster. I have been a member of our Club for more than two decades, first as a dry sailor, then as a Sharkie, a C&Cer and finally a Beneteau owner. In all that time I have never served on the executive although my wife, Wendy, put in a stint as Ways and Means General some time ago. So, in the spirit of Jeff Ante and many others, it's payback time, time to give back to the Club some of the effort and reward it has given us.

It's worth noting that I was not elected; I was acclaimed. This is both good and bad: good that a warm body is in the chair; bad that the body could be a ringer. So let me at least give you an idea of what I find important in running this Club. Representative governance is big in my books, as is management by consensus. Rules are important and need to be respected. Some say rules are made to be broken. That may be true if you don't have much to lose. I like to think this Club has a great deal of value and that we have a lot to lose. With all manner of

regulatory and enforcement offices watching nearly all our moves on, in, and off the water these days we need to be diligent in our common behaviour and operations.

As Harbourmaster, you have given me the job of overseeing operations as they apply to all our water based assets. I consider these assets to be the Club's most important. They are, after all, at the heart of why we belong to TH&SC. When it comes to doing my job it is not my desire to be popular. It is my intention to try to see that people are treated fairly, and that work is done well, safely and in a timely manner to maintain and improve our investments.

I have noted several areas of concern in my area of responsibility and will deal with them in later issues of Spar and Prop. But I want to start with the near record number of breakins that have occurred this past fall at four GTA sailing clubs, ours being one. On my first walk of the yard in the middle of December I found a total of 31 *unlocked ladders* under boats. This is tantamount to an invitation to steal. I remind all members that Rule #23 (a) states: "*All ladders must be locked in such a manner that they cannot be used to gain access to any vessel stored on Club property, when the owner or delegate is not on Club property. The Harbour Master or delegate has the power to lock or remove unsecured ladders.*" (my Italics) To that end, all unlocked ladders will be gathered and chained for safekeeping in three weeks from the distribution of this newsletter. If you don't want to deal with me in order to get your ladder out of lockup then please chain and lock it to your cradle immediately.

I look forward to hearing about any issues that concern you with regard to our water based assets and promise I will try my utmost to be diplomatic. ▲

SPECIAL GENERAL MEETING

Monday, March 3
7:30 pm

See page 4 for details

RACING CAPTAIN

Jamie Smallwood

View from the Perch

IT IS DIFFICULT THINKING OR writing about sailing and racing with the white stuff on the ground, and the boats under their tarps. Here is my short list of fixes that will keep you in a sailing state of mind throughout the winter.

1. Get out old sailing magazines and pretend that you have not read them
2. Drop in at a place like Genco during a major blizzard
3. Thank God for the LV & America's Cup
4. Get on the UK Sailmaker's web site and try out their racing rules quizzes
5. Log onto a bunch of sailing web sites that send weekly email newsletters
6. Fogg Marine has an interactive computer racing game available
7. Try to detect wind shifts as the sleet lashes your face
8. Phone up your crew and say Hi
9. Go down to the club and say Hi to your boat. A bit of bonding never hurts.

In no time the snow will melt, the tarps will be removed, and the 2003 TH&SC racing season will be underway. Here are things to consider.

Rules Night

For the past couple of springs there has been a combination racing and cruising gathering. Previously, there has been a Rules Night that just dealt just with racing issues. I propose that we return to this format, not to promote any division between the two groups, but to allow us to plan our year. The cruisers might think the same way. More info will follow.

PHRF vs TH&SC Handicap

Last year was an experiment and I would like to see this continued, but with some recognition to the Handicap racers in the form of awards given out during the year or at Awards Night.

PHRF Split

I would like to see a bit of adjustment to where we split between Division I & II.

Committee Boat

We have an asset that is not being used to it's full potential. I would like to see formed a TH&SC Weekend Committee Boat Syndicate to run our weekend events, and perhaps becoming involved in the East End Challenge. This will count for workdays. Think about it. Not a bad way to pass a few weekends.

East End Challenge

The dates have been set for July 19 and 20. Although the event restricts the type of boats entering, we look for the racing community at TH&SC to become involved in the running of the event.

Communication

I will be getting in touch with you through email. If you are not on the list, or have crew that would like to be kept up to date, drop me a line at smallwood@idirect.com, or call me at 416-694-2905.

Looking forward to another year as your Race Captain at TH & SC
Jamie Smallwood
Fauvette 913 ▲

IMPORTANT NOTICE Special General Meeting

Special General Meeting 7:30 pm, Monday, March 3rd, 2003

TH&SC MEMBERS WILL BE electing a Rear Commodore. Nominations/candidates (with some knowledge of racing/cruising/social) are required.

This is a senior responsible position within any sailing club and especially so for TH&SC where it is one of six elected positions on a single tier Executive Board.

The Rear Commodore has responsibility and budget for the Racing and Cruising programmes (assisted by the Fleet Captains) and for all TH&SC social events (assisted by the Social chair and committees). This is an interim position up for two year re-election in September of 2003.

Patrick Flynn, Commodore ▲

VICE COMMODORE

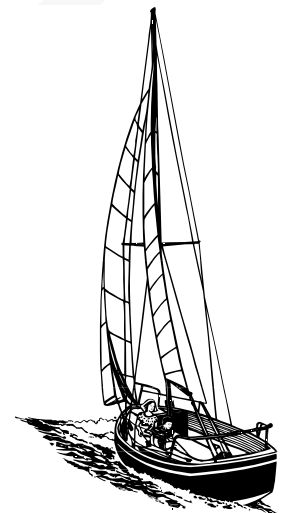
Mike Benson

IT INEVITABLY TAKES A COUPLE of months just to figure out what the job is when you take on a new executive role with the club. I am certainly in the midst of that stage right now. Fortunately, Paul Evans did such a good job as your previous Vice Commodore that everything was left in great shape and Paul has been great in making himself available to help me get up to speed with the role. Thanks Paul.

As I start into the role there are two special projects I would like to undertake in addition to the regular duties of Vice Commodore. The first one, which probably won't be particularly visible to the club membership, is to upgrade the club database to improve the ease with which membership data can be maintained and to offer greater flexibility in extracting information that will be useful to other members of the executive. This process has been started and I am hopeful that it will be fully in place by sailing season.

The second project is to develop a marketing plan to increase club membership and fill those vacant slips that we have at the club. We have fine facilities at TH&SC and our rates are very competitive and so some appropriately targeted advertising should do the trick. With all the slips occupied, there will be more members to participate in the club's activities and our revenue stream will be healthy so that we can continue with improvements to the club's facilities for the benefit of everybody.

I look forward to serving you on the executive again this year and to another great sailing season at TH&SC. ▲



TREASURER

Ed Bogdanowicz

IT'S BEEN A LONG TIME since I had to write a report for Spar and Prop. I was looking through some old TH&SC material as I prepared to get into the saddle for this job and came across some files from when I was Harbourmaster dating back to 1986, and I even came across some S&Ps going back to 1980! Virtually all the names of contributors to S&P have changed over the years but one constant that runs through them all to this very day is Rich Taylor. Then as now, Rich would prod me, and everybody else, to get that article written. And so, here I sit, trying to think of what I can say that won't bore people to tears. Maybe I should get Eric Muff to shadow-write for me.

Anyhoo, (to borrow a phrase), I'm getting into the groove, but I have to pay back (so to speak) Phil and Jeff for conning me into thinking that being Sec/Treas is a breeze. It takes a lot more work and time than advertised, and I don't even have to do it all. Marilyn Goodman spends as much time as anyone on the executive as Secretary; Sylvie Lavoie does the accounting, and Bill Appleton does accounts receivable during the December/January crazy period when you all send in your modern cash, or if you didn't, you'd better, because, though I have a soft heart, the fines for late payment will be levied, and Jeff has offered to help out should I find it helpful.

There is not too much of substance to report at this stage as the cheques are still rolling in and a good portion of them are post-dated to Jan 31. We will be working with Bill and Sylvie within a few days of the writing of this missive to reconcile the payment of the dues and produce a balance sheet for February. A report will be generated for presentation to the EB (not my initials) and will appear in the minutes of the EB meetings shortly thereafter.

O.K., I can see the tears starting to form, so I will call it quits for now. Hopefully, by the time of the next S&P I will have more exciting and substantial information for you on the financial health (I hope) of our club. ▲



GEORGIE, WE HARDLY KNEW YOU

by Chuck Keary

GEORGE KEARY was my uncle; an uncle I never knew. He died in a shipping accident in Lake Erie on October 5, 1932. But somehow I feel I know him, even though he was dead before I was born. Putting together what little bit of family history my father knew, or cared to reveal, with a handful of old photographs, a newspaper article, a telegram, and a letter from a ship's officer, has allowed me to see him as a person rather than just a name.

George was born in 1910 in Bootle, Liverpool, England, in a row of terrace houses called Hermitage Grove near Bootle Cemetery. To say it was modest accommodation would understate the case. A step from the sidewalk (pavement) took one into the sitting room, and the WC was down at the end of a brick-lined garden. He shared this luxury with four brothers, and a sister. Sometimes the upper floor was rented out to another family!

George's father, my grandfather, struggled to provide for his large family. He, and his father before him, was a cooper, a maker of wooden barrels. Metal barrels had shrunk his market and the British economy was in bad shape immediately following the end of the Great War. On top of these conditions, he had developed inner ear problems that left him deaf and suffering from balance problems. He was virtually unemployable.

Against that background, George and his siblings became teenagers. The specifics of their experiences are not available. But it takes little imagination to work out the social problems probable in the early teen years to poor youngsters in crowded conditions whose playground was the street. For one social problem or another, the family came to the attention of people interested in the emigration of children and teenagers. The Sheltering Homes, Myrtle Street, Liverpool, became involved. It and the Salvation Army and the Barnardo Homes were among over 100 organizations facilitating the emigration of about 55,000 children from about 1879 to the 1930s.

George Keary came to Canada in March of 1924, landing in Halifax, accompanied by an older brother,

David (16). He was five months short of his fourteenth birthday. The two young English lads from the depths of a huge industrial city were sent, from Myrtle Street by way of Marchmont House in Belleville, to the rural society of central Ontario. This home, and many like it in Canada, frequently received batches of youngsters. Local farmers were encouraged to apply to take the teenagers to work on their farms and in their homes, promising to provide board and lodging, and schooling for the younger ones. Most agreements obliged the farmer to set aside a small amount of money to be released at the end of a year. There are many stories of the insensitive treatment of these "home" children; many were returned to the home because they were too small to do the labour required on a farm. There was very little follow-up or supervision. There are many stories of other "home children" becoming part of the family and community; sadly there are many stories of neglect and abuse. Many farmers reneged on the schooling proviso.

As an aside, it is interesting to note that the British law was changed in 1924 demanding that "home children" be at least 14 years of age. One document of George's immigration into Canada showed his true age of 13, which had been crossed out and 14 written in its place. As George boarded the *S.S. Cedric* in Liverpool that February day, he probably never considered that he would never see his parents again.

One of George's younger brothers, Charles (13), with his sister, Joyce (18), came to Canada in 1927, brought out by the Barnardo Homes. Within 3 years Joyce had gone from her domestic assignment to enter a marriage in Hamilton, and started a family. Another older brother, Jack (17), sponsored by the Salvation Army, had arrived a few months after George and David in 1924. The four Keary boys were assigned each to a different farm, but managed to keep in contact with each other, I suspect using Joyce as a focus. As they grew older and matured into men, they encountered the Great Depression, and joined other unemployed workers in the great search for work. I heard vague stories of "riding the rails" to most parts of Canada, and working in lumber camps, mines, the western wheat

Continued on page 6

THANK YOU

By Del Schinkopf

**"As you were you will always be
Treasured forever in our memory"**

IT HAS BEEN SO WONDERFUL to know that in my time of need, you were there for me. Through your support and generous donations, you let me know how much you care, not only about me, but also about Jack (Cathcart). You welcomed us with open arms and always made us feel welcome. I will always treasure the memories I have of our fun time together at the club.

Sincerely
Del



TORONTO BRIGANTINE STILL AFLOAT

by April Willson

IN A RECENT CONVERSATION with an alumni of the Toronto Brigantine at the boat show in Toronto, I have learned that the *Pathfinder* and *Playfair* have not been sold. The organization has been restructured and is now under the management of a group of the Alumni. The restructuring plan calls for the revamped organization to take the funds previously used for administration and other overhead costs and invest it into upgrading and maintenance of the boats. They have also amalgamated with the *St. Lawrence II* out of Kingston. They are running their regular winter program and plan to offer an expanded Sailing Adventure program on the Great Lakes this summer.

The new organization plans to operate as a true charitable organization and run on a bare minimum administration combined with the generosity of other companies and organizations to provide supplies and services in a charitable fashion.

This is great news since the waters of the Great Lakes should not be missing the sight of those square sails in the sunset.

Further information can be obtained by calling (416) 596-7117 or checking out their website at www.tallshipadventures.on.ca

RACE COMMITTEE AWARD

By Lorne Vineberg

C-Cup Feels Right for Jamie Smallwood

THE DESERVING WINNER of the 2002 C-Cup, awarded annually by the Race Committee, was announced at the 2002 Awards Night dinner. In addition to taking home a pile of hardware for his racing ability, Jamie Smallwood can look with pride on the silverplate bowl of peanuts in the trophy case.

Jamie's sub-sterling achievement was in dispersing the entire body of skippers and crew in under five (5) minutes with his attempt to explain an outlandishly complex new starting procedure, subsequently abandoned. To no one's surprise, the Race Committee was hard pressed to execute Jamie's instructions in the step-by-step outdoor demonstration. Even with the benefit of several years' experience, the committee's ten hands are already full raising a single flag, sounding a horn and throwing shelled goods at the same time.

The Race Committee, made up of Bill Middleton, Alan Banks, Rex Russell, Tupper Foster and Lorne Vineberg—a loose-knit band of doleful men in brain cell decline—greatly appreciates racers for giving our Wednesday evenings purpose. We board *Shadow* with little bags of fruit, pretzels, nuts, cheesies and chips, munching continuously until we're back on shore for one of Cary's tasty buffets.

While the un-coveted Committee Cup, or C-Cup as it is affectionately known, recognized Jamie for a sublime moment in the racing season, there is one other member who merited our thanks, and that was James Brown. James oversaw the beginning of much needed work on *Shadow*, including installation of seating for five onboard. Hence the return of the park bench to its position on land.

Each week, members of the Race Committee wager 25 cents apiece on the finishing time of the last boat across the line before curfew. The winner is honoured with admiration, while the "pot" accumulates throughout the racing season. Congratulations to Alan Banks who

picked the closest times more than anyone else. The grand sum of nearly \$28 was collected in our margarine container, and was topped up to \$75 by generous members on Awards Night. This amount was presented in the name of Toronto Hydroplane & Sailing Club to a local organization, Community Centre 55.

The Race Committee is sensitive to comments and criticism, but please be gentle. We're working for peanuts. ▲



Georgie...

Continued from page 5

harvest, and ships on the Great Lakes. Working aboard ships came naturally to the Kearys since many of their mother's family, the Robinsons, had worked the ships sailing out of the Merseyside Bootle docks. All four Keary boys worked on the lakes at one time or another. Two of the brothers, David and Charles, were to join the Canadian Navy during WWII, David serving in the engine-room in Corvettes on the North Atlantic for most of the war.

So it was the morning on October 5, 1932 that George was a fireman in the *John J. Boland Jr.* bound for Hamilton, Ontario, from Erie, Pennsylvania, USA. The bulk freighter, built in 1924 in Newcastle, England, was 253 feet in length and loaded with coal. There must have been a considerable swell running as the ship left Erie. Perhaps conditions worsened quickly on shallow Lake Erie. But only nine miles off Barcelona, New York, disaster took the helm. Some survivors assumed that the rudder had been lost when the vessel was overwhelmed by a huge wave. The chief engineer, William Byers, reported in a letter ten days later that "a plate on the starboard side started due to her working and straining". The official report says she capsized and foundered in a gale. It was all over in about four minutes. Whatever happened, there was no doubt that Lake Erie gave the ship, only four years old, more trouble than she could handle. Fifteen crew made it back to shore safely; four did not, including my uncle George.

Continued on page 8

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

by Eric Muff

HOW WERE YOUR prune danishes in Solvang and what did Hans Christian Andersen write? Whatever.

We leave Solvang now and continue northward up the beautiful, rugged, Pacific coast. Our route takes us through the scenic Santa Lucia Mountains and up the "Enchanted Hill" to San Simeon and Hearst Castle.

The castle was built by William Randolph Hearst back in 1919 and is indeed a thing of beauty.

Personally, I think Hearst himself was an unmitigated bastard, but money talks. The castle is magnificent.

List, whilst I elucidate.

In 1865 George Hearst, wealthy miner, purchased 40,000 acres of ranchland that included the Mexican ranchos of Piedra Blanca, San Simeon and Santa Rosa. In 1919, his only son, William Randolph Hearst, inherited the land from his Mother, Phoebe Apperson Hearst. By then the ranch had grown to encompass 250,000 acres.

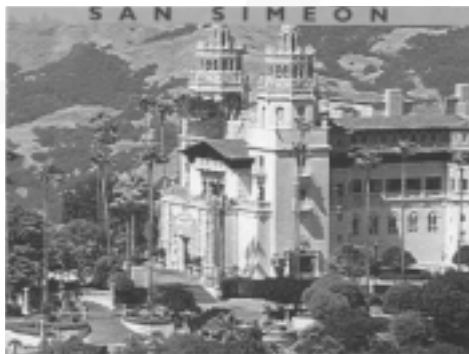
Originally nicknamed Camphill, its wilderness offered a place for family members and friends to "rough it" on camping trips. While the arrangements for these trips were elaborate, with separate sleeping and dining tents, they would not satisfy Hearst for long. In 1919, his instructions to famed San Francisco architect Julia Morgan were simple, "Miss Morgan, we are tired of camping out in the open at the ranch in San Simeon and would like to build a little something...".

Little something, indeed.

Hearst and Morgan's collaboration was destined to become one of the world's greatest showplaces. As they were planning and constructing his little dream home, Hearst renamed the rocky perch from which it rose La Cuesta Encantada or, in the words of the paleface, The Enchanted Hill. By 1947 Hearst and Morgan had created an estate of 165 rooms and 127 acres of gardens, terraces, pools, and walkways.

The estate's magniferous main house, Casa Grande, and the three guest houses are of Mediterranean revival style, with the imposing tower of Casa Grande being inspired by a Spanish cathedral. The blend of the architectural style with the

surrounding land, and Hearst's superb Mediterranean and European art collections was so seamless that the world renowned architectural historian, Lord John Julius Norwich was inspired to say that "Hearst Castle



is a *palace* in every sense of the word".

And I second the motion.

The trip up the Enchanted Hill alone is enough to boggle the mind. Nothing I could describe would do it justice, so we'll spend the night at The Inns of California, San Simeon and tomorrow we will do the beautiful 17-Mile Drive through Carmel and Monterey on our way to the City-By-The-Bay.

This morning we drive to the quaint little artist's town of Carmel. Apart from it's scenic beauty, Carmel's other claim to fame (or should I say *alleged* claim to fame) is the fact that it's mayor at one point in time was "Dirty Harry". It's akin to ourselves claiming celebrity because we have for our mayor "Tacky Mel". Strange bedfellows.

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

17-Mile Drive and the Del Monte Forest is another scenic wonder and for you golf aficionados it contains several famous links (not to be confused with lynxes), Pebble Beach, Cypress Point, Spyglass Hill, and The Links at Spanish Bay. And of course, between Pebble Beach and Cypress Point is the most photographed tree on the planet, the Lone Cypress. Ruggedly beautiful 'Tis said that the Lone Cypress is 250 years old, but who's counting.

We stopped at Pebble Beach to have a brief look about. The lodge, the pro shop, gift shop, etc. The "course", as you know, is private—with a capital "P". So imagine my surprise when a uniformed footman opened the door and announced, "If anyone wishes to take a picture of the 18th green and the clubhouse, step this way please". So, all the spastic duffers and frustrated photographers stampede, I amongst them.

Time is of the essence on bus tours so I rapidly position myself to get a good shot of the 18th pin with the clubhouse in the background.

Click.

Click, shit! Silence.

I check to see if I have opened the lens cover. Yep. What I didn't check was how many exposures I had left. I'd taken the last shot on the way onto the property; which only goes to prove what I have already suspected. I can't take pictures any better than I golf.

But, hey!!!...At least I know that I stood on the 18th green at the fabulous Pebble Beach Golf Club. To which Garry opined, "Yeah! that and four-fifty will get ya a coffee at Tim Horton's".

Another quaint, wee town we stopped at was Monterey, California. Probably best known for the author John Steinbeck and his novel "Cannery Row".

From there we head northwest to the city where Tony Bennett carelessly left his heart. I say he should have kept his heart and left his nose. But watta I know?

Our digs for the next coupla nights is the Holiday Inn at Fisherman's Wharf. Always lots happening at Fisherman's Wharf.

I searched out my favourite watering hole in San Fran, Abie Ginsberg's Dublin Pub, but alas and alack it was no longer in operation—change and decay is all around I see.

'Frisco is old hat to me. I have sailed from here on several occasions. The sea lions are still resident at Pier 39 as are the buskers. Alcatraz still sits in the misty bay. The clipper ship *Balclutha* and the three-masted schooner *C.A. Thayer* are still alongside at the Marine Museum. On the skyline you can still see the Coit Tower and the Pan-Am Building. The Golden Gate and Bay Bridges. The cable cars, Lombard St. (the crookedest street in the world). Silly me, I thought Bay St. was. Grant St. and Chinatown.

One thing I haven't figured out is the statue of Ghandi in front of the ferry terminal. Anyone know the significance?

I've just woken up, it's not the Pan-Am Building, it's the Trans-Am Building.

And last, but by no means least, the two famous squares, Union (downtown) and Ghiradelli (on the

Continued on page 9



Legends of the Sea

BRISTOL FASHION IS THE EXPRESSION USED TO DENOTE THAT EVERYTHING IS IN ITS PLACE, THAT ALL IS NEAT AND SEAMANLIKE. IT HAD ITS ORIGINS WHILE BRISTOL WAS THE MAJOR WEST COAST PORT IN BRITAIN, BEFORE THE EMERGENCE OF LIVERPOOL BROUGHT COMPETITION. DURING ITS PALMY DAYS, THE SHIPPING IN THE PORT OF BRISTOL WAS MAINTAINED IN PROPER, GOOD WORKING ORDER. ~ THE FULL EXPRESSION IS 'SHIPSHAPE & BRISTOL FASHION.'



Georgie...

Continued from page 6

The fifteen survivors in the life boats stayed on the scene, as much as the storm would allow, for about an hour and a half searching for their four missing shipmates. No one knows or has reported the fate of George. There were reports that "he was in company with another fireman astride the other life boat which was floating upside down. The other fireman kept with the boat and was rescued according to the chief engineer. He goes on to say that "George was a good swimmer and the last I saw of him after we took to the water, he was swimming strongly in the direction of the life boat about 150 yards away, and he had his life jacket on". His body was never recovered from Lake Erie even though the chief engineer combed the beaches near the site of the sinking, and subsequently chartered a motor launch and searched the waters near the shore with no success. George Keary has no headstone or memorial. He never married or had a family; he was dead at 22 years of age.

Searching for a suitable epitaph, I found the words of his boss, the Chief Engineer William Byers, that seem to sum him up for me:

"I wish to pay tribute to the sterling worth of George, both as a man, and in his capacity on the vessel, he was a fine upstanding boy—well-liked by all".

Charles Robinson Keary
December 2002 ▲

CHILDREN'S CHRISTMAS PARTY

Photos by Dan Demers



But, Hey!!!...

Continued from page 7

Bay). *Author's Note*—And by the way, Bill, it pissed down rain the two days I was there.

Through the citrus groves of the San Joaquin Valley and the Edwards Air Force Base we overnight at the Clarion Hotel in beautiful downtown Bakersfield.

Next day we enjoy the drama of the ever-changing Mojave Desert and arrive at lunch-time in the mythical town of "Lost Wages", Nevada.

After a short drive about we check in at the fabulous Luxor Hotel and Casino. Words fail to describe the grandeur of these hotels, each one surpasses the other, ad infinitum. But crowded, ya never seen the like.

Volcanoes erupt on Main Street, light and water shows abound, pirate ships do battle (and sink) in the courtyard of Treasure Island. Roller coasters on top of skyscrapers, absolutely mind-boggling, but crowded!

Dig this, in the lobby of the Luxor Hotel where we stayed, there are guys dressed as "a-rabs" leading full-grown camels around. Disneyland for the high (and mighty) rollers.

I'm glad I saw it but I sure as hell would never go back...but, crowded!

Next day, enroute to the Grand Canyon, we visit Hover Dam. Now there's a feat of engineering!

On through Arizona to Grand Canyon National Park where we are scheduled to overnight at the Thunderbird Lodge on the south rim. But again, the best-laid plans...and we end up at Maswik Lodge. Maswik is the Hopi Kachina who guards the Grand Canyon.

The Grand Canyon is a thing of beauty at any time, but my favourite time is eventide. As the sun slowly sets, colours in the canyon change, second by second until darkness takes command.

Maskik Lodge is a collection of wee log cabins—very rustic. With a central restaurant and bar. There is really little to do here after dark besides closing the bar and waiting for sunrise.

Now we are traveling in summer rig (shorts and t-shirts) it's April/May, so you can imagine the look on our faces when we awake to six inches (I don't speak metric) of snow. Probably laid on by the Chamber of Commerce and tourism so that we Canadians

would not get homesick. I had this happen to me a few years ago in Albuquerque, New Mexico in mid-April. So be forewarned.

From the canyon we travel along the south rim on your way to New Mexico, home of the Hopi, Navaho and Zuni Indians and overnight in Gallup, N.M.

We spend the next morning in Old Town Albuquerque. This is the place to buy handcrafted silver and turquoise. Which I do, being a Sagittarian.

Next stop Amarillo, Texas, then on to Oklahoma City, home of the Cowboy Hall of Fame which houses the world's largest exhibition of western lore, art and memorabilia. Into Missouri and spend the night in Rolla, Mississippi. Rolla is like Van Horn, Texas. I never heard of it, nor will I again.

In Indianapolis we have a farewell dinner and show and the next day sees us home.

Why do ya always have to *rest up* after a *holiday*?

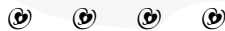
But, hey...

Next time I'll try to get you back on the high seas (not to be confused with the high "C"s) as we circumnavigate the beautiful continent of South America.

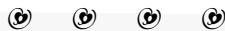
(English is a confusing language. How does continent relate to incontinent?)

See ya at Launch. ▲

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



The Deadline for the
APRIL issue of
Spar & Prop is
MARCH 31st



Spar and Prop is available
in PDF format, readable
on a computer with
Acrobate Reader.
E-mail the editor.



THE TH&SC DART TEAM WILL be playing their remaining games on the following dates:

At ABYC on Thursday, February 13;
at CBYC on Thursday, February 27;
we host HYC on Thursday, March 13;
and we host ABYC on Thursday, March 27.

Then on Thursday, April 10 the Grand Finale and awards will be held at HYC (Hyland Yacht Club).

Everyone is welcome to come out and cheer your team to victory.

Don't forget Friday nights at TH&SC clubhouse where darts, cards and other games are played. ▲

SPECIAL GENERAL MEETING

Monday, March 3
7:30 pm

See page 4 for details

BEACH EASTER PARADE

THE BEACH EASTER PARADE IS said to be the largest in North America. TH&SC has always had a presence in this event. The kids love it, tossing candies to the spectators and seeing all the excitement.

Join us on April 20, either walking with our float or being one of the thousands of spectators enjoying this great event.

Watch for information on the bulletin board in April. ▲



February 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
CHEER OUR DARTS TEAM AT THEIR MATCHES						
2	3	4	5	6	7	8
9	10	11	12	Darts at ABYC	13	14
16	17	18	19	20	21	Wing Night— Milliards
23	24	25	26	Darts at CBYC	27	28
JOIN JUDY AND AUBREY ON THE 22nd—Med. Adventure						



March 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
IMPORTANT!—SPECIAL GENERAL MEETING						
2	3	4	5	6	7	8
9	10	11	12	Darts— we host HYC	13	14
16	17	18	19	20	21	22
23	24	25	26	Darts— we host ABYC	27	28
30	31	SUPPORT THE DARTS TEAM				



April 2003



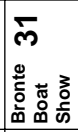
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
6	7	8	9	Darts Finals at HYC	10	11
13	14	15	16	17	18	19
20	21	22	23	24	25	26
EASTER PARADE	27	28	29	30		
SCRUB, CLEAN AND PAINT—THIS IS THE MONTH!						



May 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
LAUNCH DAY ON THE 3rd						
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	Bronte Boat Show	30
GET READY FOR CRUISING AND RACING						



LAUNCH DAY



LAUNCH DAY