

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, 2004

NUMBER 161





Toronto Hydroplane and Sailing Club Executive Board

COMMODORE

Keith Willson

(416) 759-1846

e-mail: kwillson@sympatico.ca

PAST COMMODORE

Patrick Flynn

(416) 487-5202

e-mail: flygvsp@rogers.com

VICE COMMODORE—Hydroplane

Don MacDonald

(613) 547-7088

VICE COMMODORE—Sail

Mike Benson

(416) 690-9228

e-mail: mbenson@principals.on.ca

REAR COMMODORE

Ken Deas

(416) 691-2525

e-mail: keldy@look.ca

HARBOUR MASTER

Russ Germain

(416) 463-9971

e-mail: regermain@rogers.com

PROPERTY MANAGER

Dennis MacCallum

(905) 770-3125

e-mail: MACCALDE@mpac.ca

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) 423-0845

e-mail: lothlorien.cs27@sympatico.ca

WAYS AND MEANS

Mike Flynn & Ross Campbell

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

SOCIAL CHAIRPERSON

Sylvie Lavoie

(416) 483-9607

e-mail: waking@iname.com

TH&SC Website—www.thsc.ca

Calendar

Millard Presentation—Thursday, February 26—At ABYC. Presentation at 8 p.m. or dinner at 6:30 p.m. See invitation below.

LAUNCH DAY—Saturday, May 1—In spite of a frozen bay and snowdrifts around our boats, May 1 will be cold and rainy. If I'm wrong, no one will care. If I'm right, I can say "I told you so". Time to think about what needs to be done to your boat before launch. Allow enough work time to complete all your tasks.

Pre-Season Meeting—Wednesday, April 21—At 7 p.m. in the clubhouse. come and find out the details about racing and cruising for 2004. If you are looking for some racing experience on another boat, come and talk about it with the Rear Commodore. Race on Wednesdays, cruise on weekends—the best of both worlds.

Flare Demo Night—Saturday, April 24—Do you know how to light your flares? Do you have out-dated flares hanging around? Come out about 7ish and find out how to handle your mandatory flares.

Warm-Up Race—Wednesday, May 19—It won't count toward your prizes but come out and tune-up your boat, harangue your rusty crew and find out if anything breaks now, not during the first counting race.

Dufferin Bell Buoy Icebreaker—Sat. or Sun., May 22 or 23—The day to be determined. A good distance race to the other side of the island in conjunction with the ABYC fleet. More information to follow.

Series 1-Race 1—Wednesday, May 26—The first of our mid-weekly races around the buoys. Join us for fun and experience. This is the best way to find out how to get the most out of your boat and learn to sail her better.

Series 1-Race 2—Wednesday, June 2—The second of our mid-weekly races around the buoys. Join us for fun and experience. This is the best way to find out how to get the most out of your boat and learn to sail her better.

First Cruise-TBA—Sat. & Sun., June 5/6—The cruise schedule will be set by April. Pencil in the weekend now.

Series 1-Race 3—Wednesday, June 9—The third of our mid-weekly races around the buoys. You can join us at any time for fun and experience. This is the best way to find out how to get the most out of your boat and learn to sail her better.

SAILPAST—SATURDAY, JUNE 12—Don't be left out! Be prepared to get your tickets for this gala day on launch day.

Series 1-Race 4—Wednesday, June 16—The fourth of our mid-weekly races around the buoys. You can join the series at any time but the more races you sail the better you become and the more likely you could be a flag winner.

TH&SC invited to ABYC & World Cruising Club

TH&SC is invited to hear Aubrey and Judy Millard give a digital slide presentation to the World Cruising Club at Ashbridge's Bay Yacht Club on Thursday, Feb. 26.

Supper at \$11.00 a plate starts at 6:30 p.m., but members are also welcome to come free of charge just for the presentation at 8:00.

Aubrey and Judy were snowed out last year when they were to make their presentation to TH&SC, and so this is a chance to see some of the places they have been between here and Egypt.

COMMODORE'S COMMENTS

Keith Willson

HAPPY NEW YEAR TO ALL. Here I sit, it's snowing, it's cold and I dream of warm weather and wind in my sails.

Let me start off by thanking you all for your support at the elections meeting. I encourage you all to support your Executive Board. We are all volunteers trying our best to represent your best interests. Our decisions may not always please everybody. Your participation is always welcome so feel free to attend any or all of the Board meetings. Perhaps your idea is better than the collective wisdom at the table. I am the first to admit that I don't have an answer for everything.

What is TH&SC? To quote the Constitution "... a club for mutual improvement of hydroplane racing, sailing, and boating in general, for both sport and pleasure. The special object of the Club shall be to encourage full enjoyment of the sport of boating in its broadest sense by providing, at a reasonable cost, adequate facilities and a friendly atmosphere ...". What is my objective over the next two years? It's quite simple. I desire to see TH&SC get back to being the friendly little club that it was formed to be over 50 years ago. I want to see all of you at the club pursuing the sport of boating; be it racing, cruising, crewing, or simply coming down for dinner. I desire to see

you using the facilities which members past and present have laboured long and hard to build and develop.

We have excellent facilities and at the AGM in December you voted to support your Board in making them even better. You approved a very ambitious slate of projects for this year. They will require a substantial amount of your labour in the spring to complete them. Your co-operation is paramount. Ways and Means and the Property Manager are working very hard to develop a schedule so that we can organize the work parties soon thereby giving you lots of lead time notice. Despite your approval of all the projects I make this promise to you—we will be fiscally responsible. If any project is going to be substantially over budget I will exercise my right as Commodore to defer it and/or bring it back to you, the members, for decision.

Finally, your comments are always welcome. Constructive criticism is also welcome. If you see a problem, bring it to my attention, preferably with a solution. I am getting older and my memory is not always the best so I request that you bring such things to my attention either by e-mail or by letter. If it's in writing I have something to take to the Board and we can deal with it. Verbal comments are at best just that and subject to all kinds of misinterpretation.

That's about it for now, time to go and shovel more snow. See you down at the Club. —

DOCK EMERGENCY

by Commodore Keith Willson

Special Note to the Members of TH&SC

I hope that most of you have managed to get down to the Club recently. For those of you that have I trust that you agree with the observations of your Harbour Master concerning the state of our docks, in particular, A Dock. For those of you that have not—believe his article.

Your Executive Board discussed the situation at length last night (Feb. 4th) and decided the following course of action. Given the uncertainty of the amount and cost of repairs until the ice melts and we can properly assess the situation we have suspended all discretionary spending on all projects not currently underway.

Secondly, we will be conducting a visual assessment on Saturday and seek professional advice on the best way to put emergency floatation into place to preventing the docks from sinking in the spring.

This means the following. The balcony is postponed, the BBQ Gazebo is postponed, the parking lot regrading is postponed as is everything else approved at the December AGM. We will be asking for your help soon to install the emergency floatation and securing of the docks to the shore, hopefully within the next few weeks. Once the ice leaves and we fix the docks your Board will decide upon what projects, if any, will proceed based upon available monetary and labour resources.

I thank you all for your support and understanding. —

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

b b b b

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

b b b b

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

Website address is
www.thsc.ca



HARBOURMASTER

Russ Germain

KNEE HIGH DRIFTS surround the cradles and a mantle of snow covers our boats. It is mid-winter, and the only people thinking of sailing now are those lucky enough to be heading south perhaps on a charter or cruise. But spring will arrive and with it the annual routine of preparing the club for another summer of activity. This is the time of year when your executive puts in many hours planning and co-ordinating the work parties that will make the club a safe and enjoyable home port for its members.

And there will be work. You don't have to be reminded that January was a very cold month. Ice several centimetres thick formed around all the docks and a nasty snow storm hit us in the third week. That brought winds and waves breaking up the ice and pushed it inward from the lake which put a tremendous load on our docks. Several barrels on all the docks have popped out and will need to be replaced. 'A' dock was pushed northwards far enough that the bridge is now completely off. The dock end of the bridge is frozen into the harbour ice. It will be a race with the thaw and require a substantial effort to effect repairs before we launch on May 1st. Be prepared for a call from Ways and Means: this will be spring's priority job.

As you may have heard, Ontario's Ministry of the Environment, the Toronto Regional Conservation Authority and the city will now allow boat clubs to use strictly controlled applications of approved aquatic herbicide to deal with weed infestations. This is a big step towards easing the weed problem we have experienced over the past several years in our harbour. We are in the process of applying to the Ministry for approval.

A reminder that no one is allowed to plug in shore power while a boat is stored on land unless the owner is on the property (Rule Number 23(b)). Perhaps the deep snow drifts have discouraged people from visiting their boats but we found only three boats plugged in on the last inspection, an improvement over last year. It is also good to see that most, if not all ladders are properly secured to cradles when not in use.

Finally, in the hope that winter will eventually come to an end, Klomp Cranes has been confirmed for launch on May 1st. —

PROPERTY MGR.

Dennis MacCallum

FINALLY, THINGS ARE MOVING along at TH&SC. You will see some changes around the clubhouse.

The year started slowly. Because of the cold weather there isn't much anyone could do outside. By now, we all had good intentions to fix the outdoor lighting and install at least two of the security cameras. There is no way I could expect anyone from our club to climb a ladder or stand outside in the sub-zero temperatures to install anything. Even a thermometer found it far too cold to work.

So we started inside. We have three new windows installed, which should help with the heating bill. Two in the east wall are casement windows. They not only look good but also will be a benefit in the summer when a cross breeze will come in handy. Speaking of heating. Anyone who has been at the club lately will notice that you can actually sit there without a jacket, sweater and mitts. By getting the air out of the lines, and leaving the settings alone, the system works better than it ever has.

We are giving our club a new facelift. You will notice the new paint job, with the cracks and nail holes filled. The walls and ceilings were pre-washed before painting only to remove the grime from years ago. This dirt had history. That was evident mainly when Wendy removed the burgees and flags hanging from the beams and washed them. They will be re-hung in a different manner. I think you will like what has been done. We are not letting up so expect some more good things very soon.

There are lots of small things that you may not notice but could save us money in the future. One being cleaning up the electrical receptacles and switches. There are some unsafe connections that are being taken care of. No more extension cords that have to be unplugged on a rainy day.

Speaking of rainy days. In the warm gentle rain of the summer you will be able to cook on your brand new barbecue in your brand new barbecue gazebo. Although we had the footings poured in the fall it has been impossible to work on it during this off-season cold snap. Mike Edwards has volunteered to work on the

framing of the walls and roof as soon as he can get some weather. Anyone willing to help with this project and get his or her work time over before it is time to work on the boat, this is your chance. Contact Wendy at Ways and Means. This is going to be one of the nicest barbecue areas around the lake and you can have a hand in helping. Don't worry if you don't get in on the carpentry, there will be lots else. Interlocking patio stones, electrical, drainage etc.

That's all for now. Keep watching this column for good things that will happen at your club !! —

FLOTSAM & JETSAM

Shadow

CONGRATULATIONS ELFI AND RUDI STRENGE

On January 15th Elfi and Rudi celebrated their 55th wedding anniversary. Our best wishes go with them as they continue to travel and visit places they have yet to explore.

WIND GENERATOR AT ASHBRIDGE'S BAY

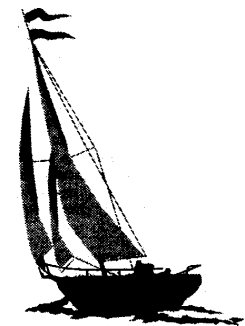
An article in the newspaper recently reported plans are going ahead for a wind generator, similar to the one at Exhibition Place, to be built near Ashbridge's Bay. I wonder if it can be reversed during those race nights with no wind? Hmmm.

A LOT OF YACHT

Mirabella V is the biggest single-masted sailing vessel ever built. Her specifications, compared to a 12 Metre Yacht and the *Queen Mary II* are:

	12 M Yacht	<i>Mirabella V</i>
Length:	67 ft.	247 ft.
Beam:	12 ft.	48.5 ft.
Mast Height:	90 ft.	290 ft.
Sail Area:	1,883 sqft	25,675 sq.ft.

The height to the top of the *Queen Mary II's* funnel is only 202 ft.



REAR COMMODORE

Ken Deas

THIS A FORMAL INVITATION to all members to take advantage of the two sailing programs being put in place for 2004.

These programs can accomplish two things:

1. Obtain significantly more pleasure for you and yours out of your boat.
2. Improve your sailing skills.

One program is called "Cruising" and the other is called "Racing". Each program is put together by dedicated members who flesh out these activities that help make up the infra-structure that identifies us as a yacht club, as opposed to a marina.

Elizabeth and Chris Hanson were responsible for last year's very successful weekends and have already put together a family-fun summer for those who enjoy visiting other clubs around the lake. Relaxing at these clubs is one thing—getting there is something else. Resisting the temptation of "turning the car key",

you must sail your boat to "that place", which takes some concentration and skill not called upon for that afternoon sail of "full and by".

In the Racing Program two important things happen. Because you must sail your boat from point A to point B, and so on, you have to learn to sail more efficiently, and as a consequence you gain confidence in your boat and in yourself. Jamie Smallwood made Dennis look good in the program last year, now I hope he will make me look as good this year. Dan Demers (thank you St. Elmo) will again compute our results and Mona and Jim Anderson are providing us with technical support (Perf, etc.) and will keep me from making too many mistakes. Larry Adolf will fill in for me as required. All these people help—with no twisted arms. Thanks.

An easy way to ease your way into racing is to sail with someone who has the experience—a plan that will afford that opportunity to anyone interested is on its way. —

FLOTSAM & JETSAM

Shadow

YOU KNOW ITS 2004 WHEN...

1. You accidentally enter your password on the microwave.
2. You haven't played solitaire with real cards in years.
3. You have a list of 15 phone numbers to reach your family of three.
4. You e-mail your friend who works at the desk next to you.
5. Your reason for not staying in touch with friends is that they do not have e-mail addresses.
6. When you go home after a long day at work you still answer the phone in a business manner.
7. When you make phone calls from home, you accidentally dial "9" to get an outside line.
8. You read this entire list, and kept nodding and smiling.



CRUISING / RACING SCHEDULE

Pre-Season Meeting—Wed., April 21. 7 p.m.

Flare Demo Night—Sat., April 24.—7ish

Saturday, May 8

LAUNCH—starts at 7.00 am with or without you.

Wednesday, May 19

Warm up race

May 22 or 23, Sat. or Sun.

Dufferin Bell Buoy

Icebreaker with ABYC

Wednesday, May 26

Series 1 Race 1

Wednesday, June 2

Race 2

Sat. & Sun., June 5 / 6

First Cruise—TBA

Race 3

Wednesday, June 9

SAILPAST

Race 4

Saturday, JUNE 12

ABYC Open Regatta

Wednesday, June 16

Rhumb Line Relay

Sat. & Sun., June 19 / 20

Race 5

Sat or Sun., June 19 or 20

Cruise—TBA

Series 2 Race 1

Wednesday, June 23

Race 2

Wednesday, June 23

Paté Challenge

Cruise—TBA

Sat. & Sun., June 26 / 27

Race 3

Wednesday, June 30

TH&SC OPEN REGATTA

Race 4

Wednesday, July 7

Saturday, July 10

Sat. & Sun., July 10 / 11

Wednesday, July 14

Sat. & Sun., July 17 & 18

Wednesday, July 21

Sat. & Sun., July 24 / 25

Wednesday, July 28

Wednesday, Aug 4

Sat. & Sun., Aug 7 / 8

Sunday, Aug. 8

Wednesday, Aug. 11

Saturday, Aug 14

Wednesday, Aug 18

Sat. & Sun., Aug. 21 / 22

Wednesday, Aug 25

Sunday, Aug 29

Wednesday, Sept 1

Sat. & Sun., Sept. 11 / 12

Sunday, Sept 19

Saturday, Nov 27

Depending on how many "make ups" we require, if any, we may or may not have a special Mini-Series with special requirements for special boats.

The destinations for the cruise weekends will be identified in the next Spar and Prop (plus any changes additions or omissions necessary).

JAZZ FESTIVAL CRUISE ??

Race 5

Series 3 Race 1

CRUISE—TBA

Dufferin Bell Buoy with ABYC

Race 2

Calypso Night

Race 3

CRUISE—TBA

Race 4

Bluffers Back and Forth—

for people who can't get out on Wednesdays

Race 5

Last Cruise—Hope they have a heated pool

Total Tough Guy Frostbite Race

Awards Night

A BUDGET LETTER

by Sylvie Lavoie

January 16, 2004

TO the Membership of TH&SC.
At the most recent AGM where the 2004 budget was submitted to the membership for approval, I expressed my opposition to the way in which certain items in this budget were presented. I am writing this letter to try to explain why I am concerned and what I believe will be the end result if we continue along our present path.

Firstly let me explain that there are rules and regulations by which all accountants must abide called Generally Accepted Accounting Principles or GAAP for short. These rules apply so that information across the profession can be viewed with some consistency. The budget we were presented at the AGM failed to follow these rules which resulted, at the very least, in creating a false sense of wellbeing. This was not a question of semantics as was suggested by the Executive Board.

At the meeting, the Executive Board presented a budget which misled the membership into believing that the OPERATING REVENUE (i.e., our fees) was sufficient to cover the OPERATING EXPENSES for 2004. This slight of hand was performed by declaring that some \$40,000.00 in operating expenses should be called Capital Expenses and therefore be paid out of the savings that the Club has managed to set aside over the years. Indeed there were some Capital Expense items in the budget but according to GAAP, well over half of these items were of an operating expense (namely repair and maintenance) nature.

What this means is that our operating revenue is approximately \$20,000.00 or 20% below our current operating expenses.

When we got our new docks, they were paid for out of savings that the club had set aside over many years. Fees did go up modestly year by year and budgets reflected the need to set aside funds for replacement of or accretions to Capital Assets. We remain one of, if not the only, debt free clubs on the lake. Our annual fees are among

the lowest on the lake. We have very good facilities for the fees that we pay. Nobody wants to pay higher fees and I don't want to pay them any more than anyone else but surely we have some responsibility to maintain our assets for our current members and those to follow. At the end of 2004, we will have virtually no savings left and will be unable to deal with any kind of emergency without a membership assessment because our constitution does not allow club borrowing.

Proper budgeting and fee structures have been both an interest and a concern of mine for several years. For those of you who are new to the Club, here is a bit of the recent history. At the 1998 or 1999 AGM, Charles Milgrom and I (in my capacity as Club Treasurer) presented an analysis of the preceding several year's financial history of the Club's fees and expenses with the intent to establish for the membership that the fees had not kept up with inflation for a great many years because we had had the luxury of huge savings. We asked for and were granted a 10% increase. The following January, a number of senior members called for a special general meeting where the increase was revoked. Since then we have had annual fee increases of one or two percent and the rest has been paid from the initiation fees of new members. Let us keep in mind that a 10% increase amounts to approximately \$100.00 per boat for the year.

The club's assets deteriorate and wear out over time and must eventually be replaced. If we don't start to provide for such replacements we will find ourselves in the position of making large member assessments beyond many members ability to afford. Those members will no doubt elect to go elsewhere and our club could collapse. Does it not make more sense to make proper provision on an annual basis in an amount that is not too painful so that we can pay for Capital replacements or improvements at the time they are needed or desired?

Everybody, be they individuals, families, businesses, corporations or social clubs, try in some way to provide for their futures. I do not understand the reluctance of the members of this club to do the same.

Concerned,
Sylvie Lavoie

QUESTION: What do you propose we do to bring our finances back in order? [EDITOR]

Previous budgets have not always followed GAAP but they should have and all future budgets should. The solution is an immediate 10% increase in fees. This would balance income with expenses for this year. We also need to establish proper reserve funds for major repairs and replacements to our assets.

Provided our future budgets follow GAAP, then after the initial 10% increase, future fee increases should be made to ensure that our income at least matches our expenses including amounts to be set aside as reserves.

Sylvie —

FLOTSAM & JETSAM Shadow

THE OFFICIAL CANADIAN TEMPERATURE CONVERSION CHART

50° Fahrenheit (10° C)
Californians shiver uncontrollably.
Canadians plant gardens.

35° Fahrenheit (1.6° C)
British Cars won't start
Canadians drive with the windows down

32° Fahrenheit (0° C)
American water freezes
Canadian water gets thicker.

0° Fahrenheit (-17.9° C)
New York City landlords finally turn on the heat.
Canadians have the last cookout of the season.

-60° Fahrenheit (-51° C)
Mt. St. Helens freezes.
Canadian Girl Guides sell cookies door-to-door.

-100° Fahrenheit (-73° C)
Santa Claus abandons the North Pole.
Canadians pull down their ear flaps.

-173° Fahrenheit (-114° C)
Ethyl alcohol Freezes.
Canadians get frustrated when they can't thaw the keg.

-460° Fahrenheit (-273° C)
Absolute zero; all atomic motion stops.
Canadians start saying "cold enough for you, eh"

-500° Fahrenheit (-295° C)
Hell freezes over.
The Toronto Maple Leafs win the Stanley Cup!!! (Hey, it could happen!)

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

by Eric Muff

HERE'S ANOTHER FIRST FOR ya. Your roving reporter is writing this issue of mindless drivel for you "somewhere at sea", aboard the Holland America Line ship *M/S Zaandam*.

There's just no end to what our award-winning editor will do to scoop the competition. Richard, you're a caution! Personally, I hope he sends me on more of these types of assignments, and all-expenses paid, as well.

No wonder our dues are so high.

But, hey!!!...if ya have to ask the price...

I'm sure I've mentioned to you on other occasions that I'm yer basic "bah! humbugger!", so every Christmas, as the "season-to-be-jolly" approaches I usually manage to piss-off to warmer climes.

Let me take you back to square one and explain this junket to you. When there aren't any cruises available to me (ones I can afford) I normally spend December in Daytona—as if I ever spent anything *normally*—at a hotel owned by my friendly tour company.

This year they came up with the idea of a week at the hotel, a week sailing in the Caribbean, then home. This I jumped on *toute suite*. After I had sent them my "quids" they mailed out an addendum stating that if you so desired they would bus you back to the hotel for "x" number of weeks. This I jumped on *toute suite*. Unfortunately, Richard informed me that the "paper" could only afford *one* additional week.

But, hey!!!...never look a gift horse...

On Saturday, 6 December, anno domino 2003, with my sea bag at the ready, I boarded my taxi (laid, laid on—pick one—by the tour group) and was whisked away to the beautiful Parkway Mall, Victoria Park and Ellesmere, where I was met by the Big Purple Bus and whisked off to points southerly.

There's only one thing that pisses-me-off about travel (outside of flying) and that's this G.D. all-night *express* bus from T.O. to Daytona.

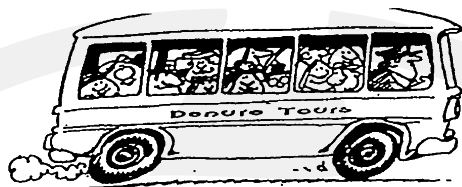
But, hey!!!...there goes my blood pressure again.

Serenity now!

As per usual, I've overshot the runway again. I neglected to tell you

that prior to my escape, I spent a delightful afternoon luncheoning with my favourite couple, the Martins.

I'm gonna take a break here. They're upping the anchor and I'm going to make sure they do it right.



* * *

The express bus to Daytona was, as usual, boring and crucifying, but we got there.

My suite at the Nautilus Inn was #610. This is on the south side, with an ocean view and sun *all* day.

What I like about the Nautilus is you go out the back door and you're on the beach. You go out the front door and you're on main street—my kinda hotel.

All suites are efficiencies: fridge, stove, microwave, plus all utensils, kettle, pots and pans, cutlery and china, not to mention coffee maker and toaster. *Shit!* I don't even have those at home.

La pièce de résistance, breakfast and happy hour, daily, are "buckshee". *Shit!* I don't even have those at home.

But, hey!!!...that's the spartan life.

Another little nicety is, they have a "duty bus". They will bus you to the liquor store, Winn Dixie, numerous malls, farmer's markets, the dogtrack and a different gourmet restaurant, every night—your tab.

Pound for pound it can't be beat. Between the back door and the oggin (ocean, to you part-time readers) they have a heated pool and hot tub, beaucoup chaise lounges, and a shuffleboard (for you "kipper" imports, that's a king-sized shove 'apenny game).

I heartily recommend it—the hotel, not the shuffleboard.

After the first week, thirty-eight of us packed our bags and we were bussed southward to beautiful downtown Port Canaveral, where we boarded the luxurious *Zaandam*, pride

of the Holland America Line.

Gerry, here's your specs:
Gross tonnage—63,000 tons
Length—780 feet
Width—106 feet
Draft—25 feet, 7 inches
Built—2000, Marghera, Italy
Guest capacity—1,440
Crew—647
Bow thrusters—2 x 2,580 hp
Stern thrusters—2 x 2,580 hp
Props—2 controlled pitch; electric, 13 MW each (17,700 hp each)
Engines—5 x Sulzer 2A 40 S.V12 diesel generators; total output 43,200 KW (58,700 hp)
Speed—max 23 knots

My luxurious *stateroom* is number 1829, slightly north of the waterline, s't'b'd side for 'ad, but close to the elevator and gangway, and I think I mentioned before it's the first time I sailed with a bathtub "en suite". I'm getting coddled in my old age.

"Wlkom aan board!"

The first thing that greeted me on entering my ~~cabin~~ stateroom was an ice bucket with a chilled bottle of sparkling vino courtesy of Denure Tours. Good start.

Having once been a Boy Scout, I came *prepared* (with a corkscrew) but not the strength to withdraw the "bung stopper". I promptly commandeered a young Filipino steward (with muscles) and my problem was solved. Sailors are a resourceful lot.

I'm sure I've harped on this before but I still have not been enlightened—why is the country "PH" and the people "F"? I've even asked "Philipinos" and they don't know.

Having dispensed with the wine dilemma (*and* the wine) I hung up my gear in the ample hanging lockers and changed into sailing/cruising rig.

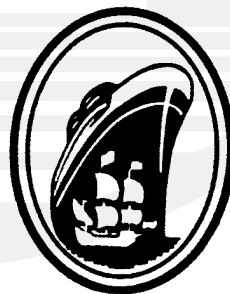
Tonight's rig is *casual* (seaboots, jockstraps, and lanyards) no-no-no, that's navy casual, civvies wear, long trousers, sport shirts (negative "T"s) jackets optional.

At 4:15 p.m. (that's pretty close to 1615) we had our *compulsory* lifeboat drill. This, I'm sure, is the D.O.T.'s idea of

putting the "fun" back in dysfunctional.

But, hey!!!...the law's the law.

Continued on page 8



Holland America

But, Hey!!!...

Continued from page 7

Around 5 p.m., with pilot onboard, we let go our lines and depart Port Canaveral, heading south, passing Fort Lauderdale and Miami during the night.

I, as usual, opted for the second seating for dinner (8:15 p.m.) My table-mates were, a couple of fellow Denure people, a young Chinese couple, a young couple from Philadelphia and their eleven-year-old son, et moi.

The following night the Chinese couple opted for the earlier seating and I failed to see them again. We others remained constant.

Departure date, Saturday, 13 December 2003, 5 p.m. (just in case you're keeping a log).

Our illustrious Captain is from The Hague and calls himself Olav van der Waard and has worked for Holland America for 14 years.

Sunday, 14 December 2003 at sea.

Our "sky-pilot" (padre) missed the boat ship, so we sailed without spiritual guidance. *His* kind of spiritual guidance, *not mine*.

I think the Pope game a couple of "Our Fathers" and a bunch of "Hail Marys", but I'm guessing.

Most of the action centers around the pool on the Lido Deck (Deck 8).

You have never, in all your born days, seen so many tons of uncontrolled blubber. Ahab! Oh Ahab wherefore art thou, Ahab? Obesity, my children, is going to wipe us from this planet.

But I ~~ingest~~ digest.

Also on this deck they serve buffet meals (breakfast and lunch) and there's a 24-hour tea and coffee pot here.

The Lido Deck is like Skydome, it has a retractable roof. If it starts to rain they can close it. *Shit!* You wouldn't want to get wet when you're swimmin', wouldja? I think I'm gonna haffta do this in two segments. I thought I could squeeze it into one, but the *salt air* seems to have upset my equilibrium, or maybe the Duty Free rum, or as you *other* "official" people say, rum.

But before they take me back to my padded stateroom, let me tell you how our first day at sea ended.

A "Formal Champagne Reception", hosted by our illustrious Captain. These are the highlights of

the "Cruising Set". To me they are a pain in the cruising arse. But nobody said cruising was fun.

Anywho! It sure improves the quality of the meals when "The Old Man" dines with us. This is one of the evenings when we all look resplendent in our evening gowns and tuxedos.

Resplendent, my arse. I look like a chubby, wee penguin. Now that you mention it, I kinda walk like that too.

With the absence of our Chinese friends we have extra chairs at our table, so one of the Captain's entourage, a delightful young maiden from "Oz" comes alongside. She sits beside me and we immediately start swapping lies about Sydney, et al.

MS ZAANDAM

Not only was her company refreshing, but she picked up the tab (in the Company's name) for all the wine we drank that evening.

No point in getting "titty-vated up" if you don't drink a bunch of wine.

But, hey!!!...long live the Commonwealth.

Well, that will have to suffice for now. See you next time as we approach our first port-of-call, San Miguel, Cozumel, May-hee-co.

P.S. Seems a shame to waste this foolscap, so-o-o-o...

Here's a list of some of the services:

Deck #1—Dolphin Deck (mine) Infirmary (no wonder I'm down here—with the infirm)

Decks #2 and #3—is where the rabble live

Deck #4—Promenade Deck Purser's cabin, shore excursions, duty free, atrium shopping, photo gallery

Deck #5—Upper Promenade Deck Casino, Davanti tailors, 24-hour internet café (whatever the hell that is) boutiques

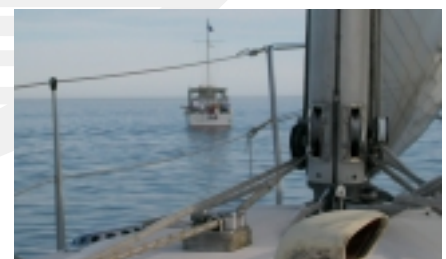
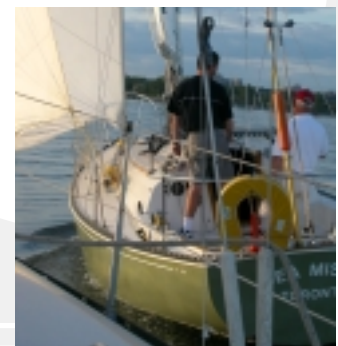
Decks #6 and #7—Where Mrs. Rich Bitch lives

Deck #8—Pool, sauna, jacuzzis, fitness centre, beauty/massage parlours, buffets

Deck #9—Sports deck, basketball, quoits, shuffleboard

There's also an outdoor pool, I forget which deck. —

2003 RACING SEASON





February 2004



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

JOIN US ON FRIDAY NIGHT FOR GAMES



March 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	3	4	Darts/ Games Night	6
7	8	9	10	11	Darts/ Games Night	13
14	15	16	17	18	Darts/ Games Night	20
21	22	23	24	25	Darts/ Games Night	27
28	29	30	31		Darts/ Games Night	

CHECK YOUR BOAT AND MAKE YOUR TO-DO LIST



April 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
RACING/CRUISING MEETING						
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	Pre- Season Meeting	21	22	23
						Flare Demo Night
25	26	27	28	29	30	

BRING YOUR OUT-OF-DATE FLARES



May 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GET READY FOR LAUNCH DAY						
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	Warm- up Race	19	20	21
						Ice Breaker Race?
23	24	25	Series 1 RACE 1	26	27	28
						Ice Breaker Race?
30	31					

ICE BREAKER AND FIRST RACE