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SPAR AND PROP

FEBRUARY, 2005

NUMBER 167



Drawing by
Marie Middleton



EASTER
SAILING SOON



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TH&SC Website—www.thsc.ca

Calendar

EASTER PARADE—Sunday, March 27—Be a participant in this biggest Easter Parade. TH&SC always has a contingent marching. Lots of children and lots of fun. If you can't participate, be a spectator. You won't regret it.

LAUNCH DAY—Saturday, May 7—How about that! Another few days to get your boat ready. Take advantage of all the nice days you can during April and the first six days of May. Launch details will be in the April issue of Spar and Prop.

CRUISE TO LAKESHORE YC—June 5-6—A great club to visit.

CRUISE TO BLUFFERS PARK YC—June 25—East this time. Not as far but very isolated.

Beach Jazz Festival, July 24-25—A swinging time all the through the Beach District. Get the most out of your Club and join the fun.

CRUISE TO MIMICO CRUISING CLUB—August—Back to the west end.

CRUISE TO ETOBICOKE YC—September—A Golden Days cruise.

LAUNCH DAY

Saturday, May 7, 2005

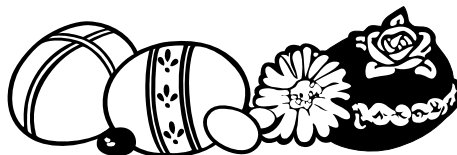
See postings in April on the bulletin board for time and Duty Roster

EASTER PARADE

Sunday, March 27, 2005

*Bring the kids—join the excitement
March in the biggest Easter Parade*

*Contact Marilyn Goodman at 416 429-2598
for more information (also see page 3)*



COMMODORE'S COMMENTS

Keith Willson

IT'S THE END OF JANUARY already, it's freezing out there and I can't wait for launch.

Did you get down to the Boat Show? What a great way to beat the winter blues.

This year started off with another well-attended New Year's Day Levee. Thanks to all who took time out of their day to come and participate. The combination of a surprise birthday party was overwhelming. I can't believe that you all kept it secret. Thanks to all the well-wishers and particularly to April for pointing out in large print that I have now passed the half century mark.

As pointed out in my report at the AGM in December, 2005 remains somewhat unsettled. Our lease with the City will expire in July of this year. Here is the story so far. The first draft was received from the City in June 2004. The lease committee, part of the larger Council of Commodores, acting on behalf of all the affected Clubs, reviewed the draft and sent it back to the City with comments and changes in late June 2004. The second draft was received in September 2004. This was reviewed and sent back to the City in October 2004. At this time I have not heard whether the third draft has come back from the City. In the interim, the lease committee is working on an agreement between the clubs and the City to provide for an extension of the existing lease until the new one is finalized and signed. The initial document is proposed to have a 20-year term costed at \$3,000 per acre and increasing at the annual cost of living.

We have had a theft of an outdrive unit from one of the boats in the yard. Please see the Dennis MaCallum's Security Report on page 8 for more details. Security is an issue for all of us. Step forward and challenge strangers. Make sure the gate closes when you leave and watch out for people and/or vehicles slipping in behind you. Check your boat. Did you leave your ladder up against your boat or unlocked sitting on your cradle? Your Executive is examining the costs and technical feasibility of alternative security measures. Stay tuned.

Projects are being discussed at the Board meetings. At this time we are examining several projects and getting price quotes lined up. Hopefully we will be in full planning and partial

implementation phase by the end of February. I can tell you that the window replacement program is going ahead. The single pane window in the Kitchen is the first on the list to be replaced with a modern thermopane, heat saving window.

I would like to throw out a challenge to all the members. Come down to the Club this year and participate in at least one more event than you did last year. The Committee boat can always use another observer on board on race nights. Boats going out to race can always use extra crew. Better yet, we can always use more boats on the race course. Racing around the marks is probably the best way to learn how to sail your boat better.

Want to cruise but not alone. Sign up for one of the Club cruises being planned. Our Cruising Director, Chris Hanson, would be delighted to have us max out with 15 boats for each cruise.

That's it for now. More in March. Better yet, come on down for a Board meeting. We meet on the first and third Tuesdays of each month at 7 p.m.,



OFFICER OF THE DAY PROGRAM

by Joan Willson

OOD Program 2005

Sign-up calendar is now available in the clubhouse

Hours — FRIDAY 16:00 - 20:00

SATURDAY & SUNDAY
11:00 - 15:00

HOLIDAY MONDAY'S
15:00 - 19:00

For further information contact
Joan Willson at
416-759-1846

VICE COMMODORE

Marilyn Goodman

MY THANKS TO ALL THOSE members who paid their 2005 dues on time, and unfortunately those paying late can expect a letter showing the additional 10% late payment charge.

If you did not enclose the signed waiver with your payment, would you please send it in to us now? My apologies to the new members who may not have known this was required. The 2006 billings will have two copies of the bills with waiver so you will have a copy for your records.

The Annual Easter Parade will be upon us before we know it—this year being held on Sunday March 27th. I am seeking children and volunteers who would like to be involved and participate in the Parade. Please contact me at 416-429-2598 or shandy@colosseum.com if you would like to be a part of this fun annual tradition. In the past we have even had an Easter Bunny with us—wearing a beard!

Lastly—we would love to cut the substantial expense of printing and mailing each issue of this wonderful newsletter Spar and Prop, which is now available on the Club Website www.thsc.ca.

If you can download Spar and Prop from our website and not require it mailed to you, please let Richard Taylor, the Editor of Spar and Prop know as soon as possible. ▲



BERT WESTGUARD

It is with regret that we have information about another member of the original Toronto Hydroplane Club who has passed away. Bert Westguard died at Aurora on September 28th, 2004 in his 65th year.

Bert was an inboard hydroplane racer and he also served on the Executive of the Hydroplane Club.

He leaves four children: Sophia; Ahiko; Chantel; and Letitia. ▲

FLEET CAPTAIN CRUISING

Chris Hanson

OUR CRUISES LAST SEASON really began to take off with an average of a dozen boats per outing. The schedule and destinations seemed to fit well into the majority of regular participants and attracted a few newcomers. Since everything went well last year, I figured we would repeat the destinations and scheduling with one little change; a cruise for the July 1st weekend.

I have put out the requests, and have almost all booked. July is the only month pending confirmations.

Our first cruise this year will be to Lakeshore Yacht Club on June 4-5. My contact at their club, Brayden was very eager to respond. They had a wonderful time visiting TH&SC last year and wanted to book their reciprocal cruise that same weekend. While I got to know him a little through our exchange of emails, we have yet to meet in person. He had nothing but praise for their visit and as I meet the various cruising captains over time they all have expressed their appreciation for the hospitality shown while staying at our club.

Our second stop on June 25th will be over at Bluffers Park YC. They also will be visiting us twice, starting with their Ice Breaker cruise on Victoria Day weekend and later for the extremely popular Beaches Jazz Festival—July 24-25.

July is still pending, but we are trying to arrange a long weekend pool cruise to PCYC. I will post the 2005 schedule on the cruising section bulletin board once it is finalized.

We will be visiting Mimico Cruising Club in August and rounding out the season with a sail over to the Humber again in September to visit Etobicoke YC.

While the cruising program has been gaining popularity, thanks to all the 'regulars', we picked up new entries to our happy flotilla. This brings me to welcome all you new members to TH&SC and we encourage you to try cruising this summer. You can't go wrong—family friendly fleet, people to meet, wonderful appetizers brought by our cruising members and of course the main meal provided by your club. What meal? did I hear you say? Yes it's true, TH&SC cruises provides the main course dinner for FREE. Tell me any other club on the lake that has this benefit. All you have

TREASURER

Mike Baker

THIS BEING OUR 13TH YEAR at TH&SC, Eva and I thought it was time to do our share on the Executive. In case you were not at the election meeting in September or at the AGM in December, allow me to introduce you to our new team now officially duty-bound for the next two years to be your Treasurer, Secretary and as well as in charge of Ways and Means.

Eva and I have decided to 'keep it in the family'. Since my shorthand is not the speediest (actually non-existent), Eva volunteered to be recording secretary and also volunteered to do the bookkeeping. This leaves me to sign the cheques and to join the other executive members in making, I am sure, the right decisions to the benefit of the Club.

Our hearty thanks go to Sylvie for having done the books for so many years. This will now give her the extra time needed to carry on doing an excellent job in running the Social Committee.

On the Ways & Means side, John Jeffreys has kindly volunteered to take on that task. Wendy Stratten has made the job before us look so easy (I for one, know that to be a very deceptive illusion). Thanks Wendy for a job well done and thanks for offering, at my request, to act as mentor and tutor in hours of need. We are banking on all our members to carry on with their willing, co-operation and bring whatever specialty skills you may

to do is sign up on the Cruising bulletin board. Each cruise has a food theme; last year we had steak and shrimp, ribs, Greek shish kabobs and more—mmmmm.

Check out the club website, www.thsc.ca and click on the link Cruising for more information and photos of a great season last year.

As I have written in last year's articles, the club provides the organization and meals guaranteeing a splendid time for all. Take advantage of what your club has to offer and I hope you can make the time to come cruising with us in 2005. ▲

have so we can continue upgrading our Club's premises to even higher aspirations. So please remember our goals when John calls for your assistance on a work party, and that many hands make light work!

At the AGM, what was indicated as a strong possibility is now taking on form as reality. The latest word from City Hall is that the rent for our premises will be increased this year from approx. \$8,000 to \$22,000 per year. The other clubs in the area are similarly affected and there is talk providing a united front to contest this increase. At present 'the jury is still out on this'.

Now, I hope, you can see the board's justification in raising the fees by 7%. We are fortunate, however, that our insurance with a new Underwriter has significantly decreased our premium, but not enough to offset the drastic rent increase. This year we are getting away lightly, because the rent increase does not come into effect until mid-year.

This year looks promising in that we will have the funds to build the balcony on the clubhouse. Making our clubhouse look more attractive every year not only makes being here more enjoyable but also is a means of attracting more new members. This in turn brings in more much-needed revenue.

As a final note, during my very short time in office I have been greatly encouraged by the enormous co-operation of everybody I have so far worked with. Please, let's continue in this spirit and great things will be achieved by us all. ▲



ODDLY ENOUGH, this club still needs volunteers after sailing season is over. Thanks to all of you who have jumped in to help. Although we are in the middle of winter, plans have to be made for the coming year so to all my fellow volunteers on the Board, thanks as well for giving up an evening every two weeks to discuss everything from pest control to invoices to Sail Past.

First of all, I'm happy to report that the property is in pretty good shape. There are projects enough but maintenance is getting under control. I have been changing things slowly to save money. For example, we had to change snowplowers this year and although it may take some time for them to get it perfect, the savings are worth it. We need to sand the main hall hardwood floors and seal them with something shiny and tough.

But yes, we have had problems too. Keith Willson and I spent a good part of the day with Parks employees due to a problem with clear water backing up into the sewer which appeared to be blocked. It appeared that the pump which pumps the sewer from the TH&SC and the property north of here had tripped its electrical switch and was not pumping. Water was backing up through the drains and the toilets would not flush. Parks and Rec could not call in the City Works department until they discovered the problem.

Sylvie has raised the suggestion that we should look into purchasing a tent and frame to cover the patio instead of renting a tent every year. It is something that we could use on a number of occasions and would provide shade for those who wanted it. On last summer's cruise to Bluffers Park the party was held in a patio tent attached to the building. The structure had a permanent frame and removable sides. The whole tent is put up on the long weekend in May and removed after Thanksgiving weekend. I have contacted the Commodore of BPYC and he has quoted what it may cost as compared to what they spent. They also supplied me with a manufacture of the tent.

We are hoping to get a building

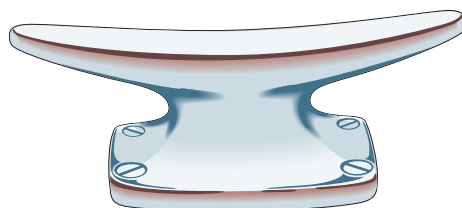
permit to begin work on the second floor deck. It is one of the projects everyone can get involved in. There will be holes to be dug for footings, concrete to pour and a deck to be built. Everything we can do ourselves means we have more money for something else.

Almost every club on the lake has an upper deck. Most were built with club labor and we can do the same or better. We did it for the gazebo; we can do it for the deck. It will add a lot of character to the clubhouse and will add a lot to the enjoyment of every member. The deck will get more use than the gazebo.

Further to a meeting with Jamie Smallwood, I have gone to Home Depot for a quote on the basic lumber for the deck. Contact with the Building Department regarding the undisturbed soil requirements has been made and direction given to the requirements needed to set footings on buried concrete or sand. We get the permit, wait for spring and get to work.

We will try something new this year. There will be no garbage bins or recycling containers on the boardwalk. Members will be required to deposit their own garbage in the dumpster or the recycling bin. If you saw this in the last report don't worry, you will see it again in the next. No other club on the lake except TH&SC has boardwalk garbage pickup so now there won't be any. Drop it in the dumpster on your way out. Easy.

After getting married and calling our club home for a few years, Rob and Jennie our club stewards have purchased their own new home and will be leaving soon. I want to thank them both for being so co-operative and coming to my rescue many times. They were very easy to work with, always open for suggestions and often volunteered them. They kept in touch by phone and e-mail, accepted complaints in stride and cleaned up even at times when they weren't required to. Rob and Jen, sincere thanks from all of us. We wish you all the best. ▲



DEMERS FAMILY UPDATE

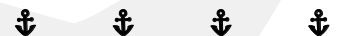
by Dan Demers

I WILL BE RELEASED from St. John's Rehabilitation Hospital on the 10th of February. Heading for home, for the first time in four months. We are working towards getting our lives back on track.

The girls have recovered from their injuries and are coping well. Donna is walking without any need of assistance and she is now driving. We now have a new minivan. On January 25th, I was finally given the OK to start walking. I am progressing well and can now manage stairs. I am looking forward to my discharge date. I will continue physiotherapy at a clinic closer to home, but happily as an outpatient. I hope to be returning to work within the next few months. The doctor tells me that it will be another three months before I can drive. Gi was not exaggerating when he said the road to recovery was a long one.

Our goal is to get back to our normal lives and to be ready for the upcoming sailing season. Hope to see you all soon. Thank you all for the support you have given my family and me. ▲

Editor's e-mail address is
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The Deadline for the
APRIL issue of
Spar & Prop is
March 31st



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

Website address is
www.thsc.ca

TALES FROM A RADIAL

by April Willson

This is the second in a series of articles, prepared by April Willson, highlighting her 2004 summer of dinghy racing in her LASER Radial.

Part 2: Messing Around in a Boat

Sarnia is where it all started. It was our first real regatta of the season. Not my first, but the first of the summer for 2004. We weren't exactly prepared, it was early in the season and we hadn't had much wind to practice in.

Toronto to Sarnia was a long drive but we got there, finally, and set up our tents in the dark, in the shadow of the giant bridge separating the US and Canada. Sarnia is a small town and on the first night there wasn't much to do. We walked around looking for something to do but all the stores were closed, all the lights were off, and there wasn't a sole in sight. After a few hours of walking around in circles in the middle of a strange suburbia, listening to an eerie silence slowly creep into our bodies, we retreated back to our tents.

The first day was a training day, so we could go out onto the water and become familiar with the surprises that a new lake can bring. Our coach gave us one piece of advice: watch out for the current.

Problems arose early in the



morning while rigging our boats. A fellow teammate had recently purchased a new top section for his laser. There was only one problem, it didn't fit. I stayed on land and helped him sand it down. About two hours later the boats slowly started to drift back in. I stood on the shore carefully watching this. There was not a breath of wind and I could practically see the current line pulling boats rapidly to

the US shore. I studied the path of the current for while, and the best way to get through it. I looked to see where the wind was and what direction it would most likely be blowing in.

On the first day of racing there was again, not a breath of wind. It was postponed on land and after a relaxing lunch the AP flag went down and we set out. After a long wait for the launching ramp I tied on to one of the many tow lines and waited for our line to fill up. Each line had about ten or so boats tied to it to save time so we all could get out to our courses and start racing. In light winds the fastest boat usually wins. Whoever can drift the fastest or catches the breath of wind to get ahead of every one else, even by a few feet, is usually the winner. Tactics start to dissipate and the whole fleet sits on the rhumb line, waiting. Even if, by chance, you see a wind line, it is better to ignore it and stay on the rhumb line, the most direct route to the upcoming mark, rather than drift away from it to catch some wind, then drift back.

It sounds easy, messing around in a boat all day, talking to fellow competitors, but it's not. Staying alert, and well, awake is a big challenge. Trying not to get stuck beside the dozens of boats floating all around you, hoping that sometime in the near future, you'll reach that mark that



seems miles away. Just keep busy, a strategy learned. Constantly adjusting lines, adjusting position and heel, tweaking my sail, trying to fill it with wind, or at least a breath of it.

Studying what other people are doing. The shape of their sails, their positions, their tactics. This is when light wind conditions prove to be beneficial. You have time. You have time to think and react. You have time to learn, from yourself and others. So you sit there, thinking about all these things, trying to gain speed to make it to the mark, while in the back of your mind, you're secretly wishing you

don't make it. You sit there fearing the dreaded pinwheel.

A pinwheel happens when all those boats meet at the mark. Everyone's stealing everybody else's wind. Boats bumping into other boats while trying to avoid hitting others. Hundreds of protests being called,



everybody screaming for room, and no one can do anything except wait. From the sky it probably would be a pretty funny picture. The whole fleet sitting on top of each other surrounding a big orange mark. Then the next long leg begins.

In the first race I placed 10th out of a fleet of about 25, an amazing accomplishment considering the level of provincial level sailors in the fleet.

The next day was pretty much the same, except a lot hotter. The water was warm though and most of us went for a swim or had water fights. Overall I placed mid-fleet, a lot better than I had expected to do. Our team itself did pretty good, the conditions



weren't perfect, but no race is perfect. There's always either too much wind or not enough of it. We said our goodbyes to the few friends that we made, packed up our boats and left for home.

Our thoughts turned to sailing improvements knowing that in just a few weeks, we would be meeting the same people we had just raced with, parted with and shared so many memories with in Etobicoke at the Steerers and Four Sisters Regattas. ▲

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

by Eric Muff

LIFF'S A BITCH! AIN'T IT? Here I am *again* in beautiful, sunny, downtown Daytona Beach, Florida.

On assignment.

Another of those crappy wintertime assignments. The things I subject my poor, wee self to, for the sake of journalism.

Before the ravages of senility completely erase these few weeks from my lackluster existence let me regale you with Country Music Capitals and Atlantic City Casino Spree. Both laid on by my ever-faithful tour company—Denure.

This will only be a short digression from our circumnavigationary yarn, and hopefully there will be no further interruptions. But don't make book on that.

I undoubtedly told you that I had booked a cruise (surprise!) out of Fort Lauderdale, with aforementioned tour company. My annual escape from the hypocrisy of the *alleged* "season to be jolly".

Bah! Humbug!



When lo and behold, I get a phone call telling me said cruise had been cancelled. Only four other people beside myself had applied for this fantastic getaway.

Merd!

Ya see, yer *average* tourist is a spastic moron.

A few hurricanes come up from the caribbean and they figure hurricanes are forever. They don't know that the hurricane season in that area is from June to November.

A few buildings fall down in New York and they go to Panic Stations and cancel all their travel plans. Quel pity.

But, hey!!!...that's how ya separate the tourists from the travellers.

But sailors are a resourceful lot, so I sez, "I can't just sit about moaning about my misfortune, tell 'em to take the money I'd paid for the cruise and book me into Branson, Missouri, Memphis, Tennessee, Pigeon Forge, Tennessee, and Nashville, also in Tennessee.

Which they did.

So, I'm off and running in all directions.

Now I ain't no "Country and western" music(?) freak. A *little* "shit-kicking" music goes a *long* way with me.

But, hey!!!...I like Canadian winters less.

Dolly and Elvis, here I come.

Wednesday morning, around 9 a.m. I'm "booted and spurred" and on my ~~mary~~ *weh* merry way.

Ingersoll, London, Windsor (duty free) I always pick up a jar of 151 and fifty cigars, en crossing. It's the only bleedin' place I can *afford* my vices.

Onward to Sydney, Ohio, first overnight stop en route.

Nothing of note in Sydney, just an all-you-can-eat buffet and get yer head down.

Day two is equally as uneventful as yesterday, on the bus by eight a.m., Indianapolis, Indiana, Terre Haute, Indiana, Collinsville, Illinois, and Rolla, Missouri.

Hey! Can ya top that for excitement?

Rolla, Missouri, wow!!

Another pig-out and head down. Another Holiday Inn.

Under weigh again, Friday, 8 a.m.

Coffee break in Springfield, Missouri, Branson, Missouri at eleven. Lunch in Branson and at 2 p.m. we "ride the ducks".

Between lunch and 2 p.m. we have a guided tour of beautiful downtown Branson. It's kinda like Las Vegas (*without* the casinos). Theatres and amusements abound. Like Vegas, all the "big time" entertainers play Branson. And, like Vegas, all your basic tourist traps.

Shortly before 2 p.m. our faithful bus driver drops us off at "The Ducks".

For the uninformed, "Ducks" was the name given to amphibious trucks used in W.W. II and, I imagine, Viet Nam and Korea. These were capable of travel on water as well as on shore. Hence the name.

And our "semi" cousins, always on the alert for a buck, scooped up the war surplus "Ducks" and turned them into a million dollar tourist ~~trap~~ amusement.

P.T. Barnum was right!

As you board these "Ducks" they present you with a little gadget in the shape of a duck's bill which, when blown into, make a noise like a duck. This is worn around the neck on a tape.

Got the picture?

Three million demented tourists waddling about going "quack! quack! quack!"

And they closed down 999.

But I digress.

The driver of my particular "Duck" called himself captain Kringel—as well he should.



A monstrous personage with a gigantic, white beard, and with a Santy Claus hat and a red windbreaker there were moments when he even had me fooled. Ho! ho! ho!

His only flaw was verbal diarrhea. From the time we boarded 'till the time we disembarked, he never stopped for a breath.

I lie.



Whenever we came in sight of other human ~~beings~~ beings, he would put that imbecilic gadget in his mouth and quack 'till they were out of sight.

Arthur's Author's Note—Look back to that line about P.T. Barnum. I pay good money for this *alleged* entertainment.

Bear in mind that we are in Ozark Country. Our land segment of this escapade while Capt'n Kringel prattles on.

As we drive through the hill country it is apparent that these hillbilly entrepreneurs have bought up everything that was left over from W.W. II, Vietnam, Ko-reas *and* the Civil War. You name it, they got it. Tanks, planes, trucks, LSTs, Mini-subs, ad infinitum.

And, between quacks, some silly-arsed hillbilly joke about each and every item!

Finally we reach the top of the

Continued on page 8

But, Hey!!!...

Continued from page 7

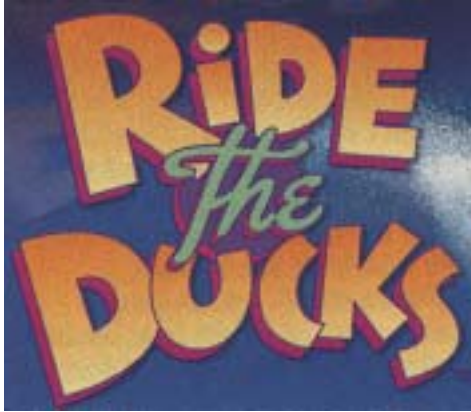
mountain. Below us is this beautiful, tiny lake.

Quack! Quack! Quack! "Do ya wanna see if these things really float? Anything, just take a breath.

Yer all familiar with the Log Chute at Centerville? Well, this is like that only we're on the side of a mountain. Quack! Quack! Quack!

Well, obviously they *do* float or I wouldn't be here making this crap up.

Fifty O.P.P.s back to the hotel for a change of knickers.



But, hey!!!...that's the adventure. I thought this would make *one* article. Wrong again! Sorry, Richard. I'll have to stretch it into two (or more).

I'm not finished in Branson yet and we still got Pigeon Forge, Memphis and Nashville to do.

Maybe I caught that verbal thing from Capt'n Kringel.

Quack! Quack!

Hang in, it'll soon be Spring.

See ya next time. ▲



SECURITY

by Dennis MacCallum

SECURITY AT OUR YACHT CLUB is something that should concern us all. This has been a problem that has concerned me for a long time. Security comes under Property Management and because we are a club, we are somewhat responsible for each other.

This season and last, we on the Board, have suggested measures to ensure security at TH&SC. We all know that 100% protection is impossible. It appears most all members have done most everything they can, to make certain anyone who should not be inside the gates, is not here.

This year and last, two members have lost an outdrive from their boats. Police were called, and we have been told that we have done most everything we can do. We cannot protect the club from thieves dropping out of the sky, we can hardly stop access by boat, and we can't stop anyone from cutting through the fence. In both of these cases it appears none of those things happened. It is probable someone walked or drove through the front gate, helped him or herself, and left. It is important to remember everyone leaves their boat on TH&SC grounds at their own risk. It is possible your member's password was given to non-members, which has put you at more risk.

This is a serious issue.

At the last Board meeting we discussed a number of things we can do, not necessarily in this order;

1. The key on the pad at the entrance has been disconnected effective this past January 1st.
2. Everyone has co-operated in locking ladders away. If we can discourage anyone from having access to our boats in any way, it's a good first step. The Harbourmaster will continue to remove ladders not locked up.
3. We have encouraged members not to give our gate password to anyone. For guests, there is a guest password. Like your bank account number, anyone who has access to your personal account has the choice of using it or passing it along to someone else.

4. Nothing works like putting stuff away. Most of us don't think like thieves, but opinions from security and insurance companies suggest equipment has a better chance of remaining in your possession if not exposed to someone who has the intention of making it their own.
5. We have fixed holes in fences, reset the barbed wire, and cut back the vines. This will only keep the honest people out.
6. We have installed warning signs and security cameras. The money to install the perfect system is not available. We will continue to upgrade.
7. We can hire a security company but even they cannot be on the grounds full time. The presence of security professionals on or about the site could certainly be a deterrent. And expensive.

We can and will install another new system on the gate similar to those other clubs have found successful. A button sized disk that records every entry by its owner. And every exit. And the time, to the second, we enter and leave. It would work in combination with the existing system so that visitors will have access but now the password can be changed daily, weekly, or even after the weekend visitors have left.

The Board has voted to allow Property to purchase such a system, which will be installed and working by launch. We have gone over the pros and cons of the project and although still not foolproof it will tighten up control. We can now lock every building on the property when no one is around and every member still has access. The system costs about \$2500.00 plus taxes, there is no monitor fee and it records who comes through the gate. Each member will get one pass and any additional passes can be purchased for \$10.00 each. Every pass will be identified and logged into the system.

This in no way relieves us of our duty to be diligent. Anyone on the property who looks like they are not a member or a guest should explain why they are here. As well, it should not limit us to the amount of care we have been taking to put valuables out of sight and ladders locked away. We can't allow ourselves to become complacent and or expect miracles. Our security concerns us all. ▲

FUEL THE FLAME

by Ontario Sailing

AS A CURRENT MEMBER of the Ontario Sailing, we know you have an investment in the future of our sport and programs. This is why we extend to you and your members the opportunity to join us at this year's annual fundraising event for the Ontario Sailing Endowment Fund. This year the event will be:

CELEBRATION OF SAILING:

FUEL THE FLAME

SATURDAY, FEBRUARY 19, 2005

COCKTAILS 5:30 PM, DINNER 6:30 PM

ASHBRIDGE'S BAY YACHT CLUB

The excitement of Athens still surrounds us! Let's celebrate!

Ontario Sailing has identified our need to help secure the future of financial support of our organization and in particular the future Olympians of our sport. A "Celebration of Sailing" is our annual fundraising event to promote the Ontario Sailing Endowment Fund. This year we have chosen the theme "Fuel The Flame".

The evening's program includes fellowship, a buffet dinner, and silent and live auction. We hope that you will join us as we celebrate and honour the accomplishments of our athletes. Funds raised will help support the athletes of tomorrow.

We know you will find the evening enjoyable and hope that you will bring along your spouse or other guest and show your support of this important initiative.

Our capacity is 140 people and we expect a full house. To order tickets, please call for information with Barb Arseneault at 1-888-672-7245 ext 222. Sincerely,

Todd Irving, President
Al Will, Executive Director



STATEMENT

by CHS and NDI

The Canadian Hydrographic Service and Nautical Data International
4-Jan-2005

Since 1993, Canadian Hydrographic Service digital charts have been distributed by Nautical Data International Inc. (NDI) and its value-added resellers.

Over the past year, DFO has received over a hundred complaints about NDI. These complaints have come from a variety of sources, including recreational boaters, the navigational chart industry, and other levels of government. Complaints range from frustration with NDI's pricing practices, to boaters being unable to obtain the electronic chart products they need. In addition, DFO has had serious difficulties with NDI.

Despite repeated efforts to remedy these problems, there has been little improvement in the situation. As a result, DFO is terminating this agreement with NDI as of February 4th, 2005. CHS will be considering digital distribution options over the coming months.

Terminating the contract with NDI is in the best interests of Canada's recreational boaters and navigational chart industry, DFO, other government departments and Canadian taxpayers, who rely on the best, most accurate charts possible for safe navigation. ▲



ONTARIO SAILING RACE MANAGEMENT WORKSHOP

Level I (Club Race Officer) & Level II
(Provincial Race Officer):

Saturday, February 12, 2005

(9:00 am – 5:00 pm)

Sunday, February 13, 2005

(9:00 am – 3:00 PM)

National Yacht Club makes this event possible with the assistance of Ontario Sailing.

This Ontario Sailing program is taught by Certified Race Management Instructors, and presents a great opportunity to either work toward gaining your certified Race Management Certification (either Level I, Level II or both) or simply to become a better racer by better understanding how regattas and races are managed. Don't miss out on this opportunity to attend a training session.

Level 1 Theory: Duties and responsibilities of *Recorder *Timer *Flag Officer *Sound Signaller *Line Judge, compass skills, setting, maintaining start finish lines.

Level 2 Theory: Duties and responsibilities of leading a Race Management Team, mark laying, Regatta Organization.

Location: National Yacht Club,
1 Stadium Rd., Toronto Ontario
Course Conductors: Graham Dougall and
Don MacIntyre

Cost: \$25 per participant payable at the
door. Register via Ontario Sailing at
1-888-672-7245 Ext. 227 or
programs@ontariosailing.ca .

Meals not included, participants
can bring their own lunch or there are
eating establishments nearby. ▲





JETSAM: THE LEGAL TERM FOR GOODS OR EQUIPMENT THROWN OVERBOARD FROM A SHIP AT SEA, DIFFERING FROM FLOTSAM, IN THAT GOODS ARE DELIBERATELY TOSSED OVERBOARD FROM THE SHIP FOR INSTANCE TO LIGHTEN HER IF SHE IS IN DANGER, WHILE FLOTSAM COVERS GOODS ACCIDENTALLY LOST OVERBOARD, OR WHICH MAY FLOAT UP FROM A SUBMERGED WRECK.

IN THE STRICT, AND ORIGINAL LEGAL SENSE, JETSAM IS THE PLACE WHERE SUCH GOODS ARE DUMPED OVERBOARD, AND NOT NECESSARILY THE GOODS THEMSELVES. IT ALSO IMPLIES TOTAL ABANDONMENT OF SUCH GOODS TO A LATER FINDER.





February 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
CHECK YOUR BOAT		1 <small>Executive Board Meeting</small>	2	3	4	5
6	7	8	9	10	11	12
13	14	15 <small>Executive Board Meeting</small>	16	17	18	19
20	21	22	23	24	25	26
27	28					
PLAN AHEAD TO YOUR SPRING PREPARATIONS						



March 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
CHECK YOUR BOAT		1 <small>Executive Board Meeting</small>	2	3	4	5
6	7	8	9	10	11	12
13	14	15 <small>Executive Board Meeting</small>	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		
GET A JUMP ON SPRING IF MARCH IS MILD						



April 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
LET'S ALL HOPE FOR GOOD DAYS					1	2
3	4	5 <small>Executive Board Meeting</small>	6	7	8	9
10	11	12	13	14	15	16
17	18	19 <small>Executive Board Meeting</small>	20	21	22	23
24	25	26	27	28	29	30
ATTACK!! – TIME TO GET THOSE BOATS READY!						



May 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	3 <small>Executive Board Meeting</small>	4	5	6	7 <small>LAUNCH DAY</small>
8	9	10	11	12	13	14
15	16	17 <small>Executive Board Meeting</small>	18	19	20	21
22	23	24	25	26	27	28
29	30	31				
GET THE BOATS IN THE WATER – LET SUMMER BEGIN						