



TORONTO HYDROPLANE & SAILING CLUB

# Spar & Prop



FEBRUARY 2010

NUMBER 197



Drawing by  
*Marie Middleton*

Graphic design by  
*Chris Hanson*



## Toronto Hydroplane and Sailing Club Executive Board

COMMODORE

**Dave Johnston**

(416) 483 6800

email: penrose@sympatico.ca

PAST COMMODORE

**Marguerite Ethier**

(416) 865-2979

email: methier@litigate.com

VICE COMMODORE

**Elizabeth Marin**

(416) 423-0845

email: e-marin@sympatico.ca

REAR COMMODORE

**Greg Smith**

(416) 261-9569

email: gd-smith@sympatico.ca

HARBOUR MASTER

**Bob Prosper**

(416) 423-9584

email: bobprosper@primus.ca

PROPERTY MANAGER

**Don Bland**

(905) 428-7380

email: blandone@hotmail.com

TREASURER

**Peggy Wheatstone**

(416) 245-7304

email: wheatstone@sympatico.ca

SECRETARY

**Joan Willson**

(416) 759-1846

email: joans\_quillows@hotmail.com

RACING FLEET CAPTAIN

**Jacque Claassen**

(416) 272-2505

email: jznamerowski@sympatico.ca

RACE COMMITTEE CHAIR

**Tom Monson**

(416) 429-2598

email: tm@primus.ca

CRUISING FLEET CAPTAIN

**Keith Willson**

(416) 759-1846

email: kwillson@sympatico.ca

WAYS AND MEANS

**Meredith Thomas**

(416) 925-7582

email: meredith.thomas@sympatico.ca

SOCIAL CHAIRPERSON

**Laurie Prosper**

(416) 720-8876

email: lauriechan@primus.ca

RECIPROCALS OFFICER

**Peter Martyn**

(416) 822-4345

email: pmartyn@world.oberlin.edu

# Calendar

**Darts at the Clubhouse—January 8 to April—**At about 7 p.m. Friday evenings during the winter a group has a lot of fun throwing darts. Work off your week's aggression on the bullseye. Join us and have fun.

**TH&SC Weather Course and Brunch—Sunday, March 28—**Come for a delicious brunch then hear Ron Bianchi's weather talk. See the Rear Commodore's report.

**Launch day—Saturday, May 1—**Time to prepare your list of chores to do before launch so when if we get nice days you will be able to start work immediately.

**Racer's Meeting & Measure In—Saturday, May 5—**New sails or new racer? Come with your racing questions. Get your sails measured for your handicap rating. Don't leave things to chance. Ron Bianchi seminar on Wind for Racers.

**Warm-up Race—Wednesday, May 12—**Come and check everything out. Make sure everything works.

**Ice Breaker Race & "Beer" Commodore's Social—Saturday, May 15—**Our first distance race of the season. And the party after is a "large charge" too.

**Wednesday Night Race—Wednesday, May 19—**Series 1, Race 1. The season has started. Come and get some use of your boat mid-week.

**TH&SC Cruise to BPYC—Saturday, May 22—**Our first cruise of the season will be to BPTC. Sign up early.

**BPYC Cruise to TH&SC—Saturday, May 22—**Our first incoming cruise. I wonder if we will meet halfway. Be sure to welcome our guests.

**SAILPAST—Saturday, June 5—**Our premiere event of the season. Be sure to get your tickets at Launch.

## Weather Course and Brunch

Sunday, March 28th

RSVP: lauriechan@primus.ca  
or sign up in the Clubhouse

Ron Bianchi will present a new talk  
which will entertain and educate you.

Brunch at 11:00  
Presentation at noon (approx 2 hours)

## Don't Forget

Club fees are  
due by the end  
of February

Mail directly to the  
address on your bill  
NOT to the  
Clubhouse or in  
Club box

**TH&SC—**20 Ashbridge's Bay Park Road, Toronto, Ontario M4L 3W6—(416) 694-6918

**EDITOR—**Richard Taylor, 51 Brigadoon Crescent, Scarborough, Ontario M1T 3C2—(416) 293-4340

# COMMODORE'S COMMENTS

Dave Johnston

AHOY!

The membership of TH&SC has granted me permission to come aboard.

Therefore, allow me to step on deck as your new Commodore. I do so, with enthusiasm and a modicum of trepidation. The Past Commodore is a hard act to follow.

While aboard *Wildrose* for the past 13 seasons, Rose and I have met many wonderful members. We look forward to making the acquaintance of those who we have not yet had the pleasure.

At the time of this letter the proposed move for our Club is on hold. There has been, until now, no new information to pass on. The Pan Am Games will use much of Toronto's fun money and the question is, where will that leave us? I am fortunate to have Marguerite Ethier, the Executive Board, Lee Rixon and the Steering Committee, chaired by John Edwards to help navigate through this, to our destination.

I am happy to say that I have never worked with a more dedicated Executive Board than this one. These people detail every aspect of this Club. From a Sunday breakfast to the Officer of the Day program.

Our Racing and Cruising involvement is healthy and growing. In July we are hosting the T-Bird/V28 Regatta and the Commodore's Cruise will set off on July 3rd. There will be upgrades to our facility over the winter under the guidance of our Property Manager. Our ever diligent Harbour Master is always here.

He really is always here!

We are all members of this Club for one reason or another.

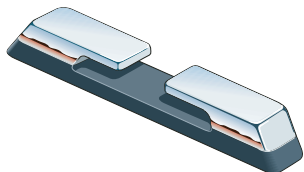
Be it price, location, availability of space or another preference, we all signed on.

The ship is only as good as the crew. This club is our ship.

As our Rear Commodore says...SUPPORT YOUR CLUB!

Remember—

Only a loose cannon flogs a dead horse. ▲



# VICE COMMODORE

Elizabeth Marin

THE BOAT SHOW has come and gone and now comes the long wait for launch. The bills went out a few weeks ago, and there are a few kinks. The computer was damaged in the storm in August, and the recovery from the old hard drive change may have been responsible for some issues. If you were charged for work hours you actually did, please get the executive board member to verify the work and I will adjust the bill. The billing was based on a report from Ways and Means (Meredith Thomas). Please remember to always submit a work chit so this will not be a problem in the future.

This year we also billed for missed ODD. Thankfully there were very few members who missed this duty; and from what I can see, many of you have already chosen your slot for the 2010 season.

In the spring there will be a new 'members only' portion of the web site which will contain an up to date phone and e-mail list as well as the constitution and bylaws. This will be accessed with a password, which you will be able to get using your e-mail address. I hope to have this program up and running by launch.

Please check if the information on your database portion of your bill is correct. Especially the e-mail address, or you will not receive regular contacts from TH&SC on social events, racing, and updates on the gate code. If you have not received information over the past summer, let me know so you can be added to the program.

Payment is due postmarked no later than Feb. 28. Please feel free to send a postdated cheque so you do not miss the deadline. DO NOT leave payment at the Club. Members with financial issues need to apply to the Board in writing for consideration before Feb. 28. Remember, a late fee of 10% will be applied as of March 1 for outstanding balances, and again on April 1. Members who have not paid by May 1st will not be launched.

At the end of 2009, the club was full. Currently, there are 2 sailing members waiting for slips.

I look forward to seeing all of you again at launch. ▲



# WAYS AND MEANS

Meredith Thomas

EVEN THOUGH IT'S LATE for New Year's Resolutions, here's a thought. We may be freezing our buns off, but every time the sky is that clear blue, thoughts turn to those balmy summer days of sailing and hanging out at the club.

What's easily forgotten is how you wished you had done your work hours early before you had to give up valuable sunny days. Well, now is your chance, get signed up early or volunteer for a regular maintenance job before all the good ones go. Bob Prosper will soon need a crew to repair the docks and a list of other jobs will be posted on the notice board and on our website.

Work chits remain hit and miss but are the only way that I can keep track. Please make sure you get one for every job and place one of the copies in the envelope on the Ways & Means area of the Notice Board. If you keep getting emails after you have completed your hours, that means I don't know what you've done. A brief reply will get me off your case!

I must close by thanking everyone who works so hard to keep the club in top condition; many of you far exceed what is required. Your hard work is really appreciated. ▲



# EDITORIAL

Rich Taylor

THE COVER of Spar and Prop for the last 33 years was designed by one of our first Commodores—Roy Wright. Roy is a designer and fine artist who was instrumental in getting the sailors in our club organized.

In December I asked Chris Hanson if he would like to design a new cover page. Chris is a graphic designer who has for some time created posters, tickets and other club material.

Chris said he'd give it a try and the result is the new cover on this issue of Spar and Prop.

Many thanks, Chris. I think the cover looks very smart and will introduce Spar and Prop for many years to come. I hope everyone will feel the same way. ▲



# HARBOURMASTER

Bob Prosper

IT IS FEBRUARY AS I WRITE this and at the moment, I am just so grateful that the month of January is well behind us. There isn't much activity at the club these days, obviously, but I get down once in a while to check on things around the grounds and make sure *Salaro* is still standing upright, and wearing her winter coat.

While launch seems so far away, it sneaks up on you faster than you can imagine. Just a note to check on your vessels well in advance of launch to make sure water has not gathered and frozen where it shouldn't be. Check to make sure that critters haven't taken up home on your boat. It does happen both on the hard as well as in the water.

I will be posting a schedule at the club well in advance for members to sign up for pre-launch dock work to be done. It is a great way to get your hours under your belt and not have to worry so much about it through the season.

Since I have been Harbour Master, I have noticed the same people signing up again and again for this work to be done. While I appreciate all those who chip in for these early spring assignments, I extend a warm welcome to ladies and gentlemen alike who have not signed up before. You might be surprised at just how much fun we have. While some of the chores can be a bit challenging in the cold temperatures, dressing for the weather certainly takes the edge off and provides great fun and conversations.

The schedule will allow you to choose either a Saturday or a Sunday beginning four or five weeks prior to launch depending, of course, on the weather. So keep an eye out for the posting up on the board at the clubhouse.

As most of you are aware, our club benefits from having a full roster. Every slip will be utilized this season and as usual I will need to move some of you to another slip in order to maintain consistency with large and small vessels. I ask for your understanding and respect for the great challenge ahead of me. To make things a little less challenging I ask you

*Continued on page 5*

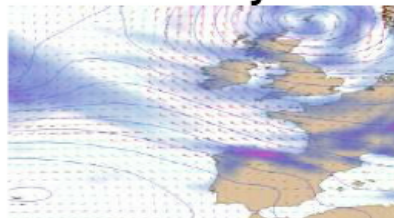
## He's Back !! Sunday March 28th TH&SC WEATHER COURSE AND BRUNCH With special guest speaker...RON BIANCHI



### WEATHER COURSE

Ron Bianchi is the Director of Meteorology Worldwide Operations with GolderAssociates Ltd. He is a Sailor, lecturer, and genuine believer in mind-opening encounters with the science of Meteorology and how to use it to your advantage.

### New This year!



### Understanding GRIB and how to use it

Many sailors of all kinds now starting to use GRIB files and software to help generate forecasted wind fields out to many hours, helping them in long races or weekend cruising. There are many misunderstandings of GRIB data, and that's why this course was developed. This course will cover; some basic weather concepts, what is GRIB? The use of GRIB files in weather forecasting, and efficient ways to acquire weather on your boat or at home, a review of available software. This course is a must for anyone interested in learning about basic weather and the use of GRIB files in daily forecasting for racing or cruising. All student materials included.

### Don't miss this fascinating presentation!

Seminar includes a delicious brunch,

All for only \$5.00 per person

Brunch served at 11:00 Presentation at 12:00 (approx. 2 hours)

RSVP [lauriechan@primus.ca](mailto:lauriechan@primus.ca) or sign up on bulletin board.

### Spar And Prop is YOUR newsletter

by Rich Taylor

SPAR AND PROP is your newsletter. The Executive Board reports to the membership about what's happening around your club. There is some news about what's

happening outside our club but what's happening to our members? Read John Kenny's story about his trip to Australia last year to see what I mean.

If something happened to you last year, years ago, or this year, write up a story and share it with your friends. It doesn't have to be fancy, but fancy is also good. It doesn't have to be long, but long is good too. I can split it into several issues.

So, when you're doing something interesting this summer, think of Spar and Prop. ▲

## SOCIAL CHAIR

Laurie Chan-Prosper

**G**OOD NEWS! We've hit the half way mark of our winter sailing hiatus. Bad news is that we're only half way through. As I watch the snow falling onto the cold, wet pavement, I am envious of our lucky members who have fled south. It seems that there are many of you who have migrated to the warmer climate. Is there anyone out there who is even here to read this? Well, thanks to modern technology, the Spar & Prop can be read anywhere in the world. No excuses for not knowing what is happening at TH&SC.

So what is happening, you ask. RC Greg has been working hard and has come up with an exciting new, social events lineup for this coming season. A new list will be posted soon so check the board in the very near future. If you read this Spar & Prop carefully, clues are given throughout as to dates and events, thanks to Rich Taylor who does an excellent job of keeping us informed.

As we begin to plan our events for the year, the Social Committee is in need of people to step forward and assist us. Whether you can throw out ideas in the planning stages or lend a hand during preparations or help to clean up after events, we appreciate any assistance. The social committee is always open to new committee members and it's a great avenue to meet fellow members. You can use up your mandatory work hours while partying at the same time!

March is a tough month for the northern boating community. The weather is unpredictable. However, we are basically on the home stretch of winter. It's still a little too early to prep the boats, yet we know that launch is near.

So to keep the anxiety levels down, we've setup another weather seminar to keep you occupied. We're bringing the weather expert, Ron Bianchi, for a return visit. Come join us on Sunday, March 28th for a delicious brunch, followed by an entertaining lecture on weather and how it relates to us boaters. If you came in previous years, no need to worry. Just as the weather changes, so too does the seminar material. It'll be exciting and new. Watch for upcoming posters for further details. We hope to see you there! ▲

## OFFICER OF THE DAY MANAGER

Rob Murray

**W**OW! Was I ever impressed when I glanced at the Officer of the Day (OOD) sign up schedule in early January. There were already 55 names on the list! As usual, it was available on January 1st at the New Year's Day Levee. And I did see a lot of people sign up then. To have about 40% of the members sign up more than three months in advance is great—since it reduces my task of following up on the members who haven't signed up. I wondered whether it was because they wanted to do their time in the shoulder season or was it because they had heard some members were fined \$180 last season for not doing their four-hour "tour of duty". Whatever the reason, thanks everyone who has signed up so far.

And for those who have not signed up, remember that you have until Launch to pick your time slot. After Launch, you will be assigned a spot, regardless of your other pre-scheduled birthday parties, vacations, you being out of the country, etc. So most members find it more convenient to choose a time slot rather than having it assigned.

As a reminder, all members are required to act as Officer of the Day for one four-hour time slot during the sailing season. This is in addition to your 16 hours of "work hours". Exceptions are Life Members who do not have a boat on the property, Crew members and Junior members. These "exceptional" members do not have to do any OOD hours. FYI—even your Executive Board members who put in countless more than their 16 work hours do not get a pass on the OOD. You will see them out there in the orange vest patrolling the docks as OOD.

Our OOD program is an important part of making sure somebody is looking after the safety of the club on the weekends and helping visitors arrive. The membership believes that as a working club, our members are the best people to fulfill the OOD duties. Thanks to everyone for making this a reality. ▲



## Harbourmaster...

Continued from page 4

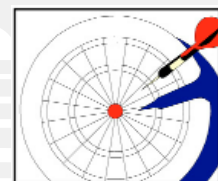
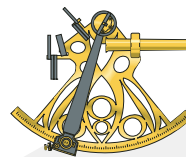
kindly to make sure your cradle is clearly identified with your name as well as boat name, so that I may prepare my launch schedule for the crane and map out the yard. It is challenging, especially when many boats are covered and there is no identification on the cradles. Thank you in advance.

It would also be beneficial to me knowing well in advance if any member is contemplating not launching this Spring. Please call me at home at 416-423-9584 or on my cell at 647-938-9584 or email me at [bobprosper@primus.ca](mailto:bobprosper@primus.ca)

Well I guess there really isn't much to report on this time of year. The grounds are quiet, there is little activity in the clubhouse, and I must say, I really miss those warm hazy days of summer. I can't wait to begin tinkering with the boat and better still, getting out on the water.

Please remember we are a sailing club. TH&SC is a place to enjoy time out on the water with friends, family, and fellow members. It is not a place to simply store your boat and forget about it. Participation is important and in doing so, you contribute to the club as a whole. Cheers everyone! I look forward to seeing each and every one of you in the near future.

Your Harbour Monster. ▲



## DARTS

Friday evenings

**O**UR GROUP IS THROWING little pointy things at the wall on Friday evenings. It's very low-key. We all gang up on Lee Rixon and try to win a few games from him.

Lee introduced us to a new group game called "Killer" that makes it a nice change from the standard "Cricket" and "301". Come and join us. There are darts to borrow and players who are just as bad as you are.

Come on down around 7 p.m. for a few hours. It's an enjoyable time. ▲



## Origin of the Bell— On A Stick

from September, 1978

*Bill Middleton has promised members the story of the origins of the bell on a stick we use to summon the members to dinner, meetings and other gatherings. While the bell isn't mentioned by name, it was part of the construction of the "Grail". Here is the report from the September, 1978 Spar and Prop. — Ed.*

The First Annual Toronto Hydroplane & Sailing Club Picnic and Aquatic Games Day (hereafter called FATH-SCPCD) was held on a gorgeous day. Warm, sunny and funny. The water games were held in the north end of the bay with dinghys commandeered from far and wide.

The handicapping was created by the use of paddles 2" by 3 feet (5 cm by 1 meter) cut from stock left over from Lou Lalonde's trimaran. If the durability of the paddles and the integrity of Lou's boat have anything in common, be warned to wear your lifejacket if you are invited for a sail with Lou next year.

The participants were called to order by M.C. Garry Thomson about 2 p.m. Events included an around the balloon race (with said paddles lasting about two strokes before breaking) that was wet, to say the least. The "Search for the Grail" was conducted using two people to a boat. The Grail was to be rescued from a floating raft out in the bay after a Lemans start from shore.

Most started from the gun but Jan and Lou had hidden themselves behind the seawall IN a boat so by the time the others were getting into their boats the rule-benders were halfway to the Grail. However, the rules said that the Grail could be taken by the others from the boat which had it. They had to "run the gauntlet". Needless to say Jan and Lou ran into a screaming hoard on the way back and the Grail was plucked from their boat very quickly. As the Grail changed boats one after another on the way back to the finish line, the activity was quickly filling the boats with water until one after another they started to swamp. The ones who were being careful were helped into the water by the ones already there. The Grail ended up in two pieces and everyone was swimming by the end of the race.

The last race was for females only. However, there was one entrant who would have failed a sex test I'm sure,

even though "she" was endowed with many of the attributes of the other contestants. A couple of balloons went missing just before the race. Hmmm!

The contestants were towed to the centre of the bay where, with a pail and attached line, they were to throw the pail, pull the line, and so draw themselves toward the finish line.

Since the pails were bought at a probable price of ten for a dollar you can see the quality of the "engine" was suspect. Anyone who still had a handle on their pail after the second throw weren't doing it right! The fleet ended up using the buckets as paddles which worked a lot better.

All this time Garry, dressed to kill in top hat and holey deck shoes, was giving a blow-by-blow description of the proceedings. The other instigator of the activities, George Ihnatko, (better known at "trimaran George" although he doesn't have a tri anymore and his name isn't George) awarded the prize cigars which had to be eaten quickly before they melted.

The warm afternoon sun that dried off the contestants set in the west (NO KIDDING!!) and the crackle of the evening bonfire was challenged by the sounds of singing during the evening. As is our custom, a boat was burned on the fire that night—a warning to all dinghy owners to keep your boat in good repair or it might end up on the pyre some cool night.

The FATH-SCPCD was a day for the people participating to enjoy and for the people watching to enjoy almost as much. Next year, with more people participating and the experience of this year's event should see even more fun. Let's make sure we all put it on the agenda as soon as the date is announced for 1979.

*Ever since that time 32 years ago we've used the bell. 'Tis a wonder!* ▲



This cosy boat is where Maria and Ralph Milligan spend the winter months. Could have been a bit chilly last month, though!

## FLOTSAM & JETSAM Shadow

### ERNIE BRAUER HOME AGAIN

After spending months in rehab recovering from a stroke, Ernie is home again and raring to go. We hope to see you soon, Ernie.

### STAN ROSS PASSED AWAY

Long-time member Stan Ross passed away recently. He and his wife, Teddie, who predeceased him, were valued members of our club for many years.

### WHAT GAS DO YOU USE?

There are rumours circulating that regular grade gasoline is not good for four-cycle outboard motors and that premium is better. A search of the web produced discussion aplenty both pro and con. If anyone has a definitive report on the subject, let's hear about it. ▲

## America's Cup Back In USA

ON FEBRUARY 12TH AND 14TH the 33rd America's Cup races were held in Valencia, Spain. The Swiss 90-foot catamaran raced the 90-foot American trimaran with the American boat winning both races. In the light conditions *Alinghi* was severely out-footed by *BMW Oracle*.

After years of legal wrangling the race is anti-climatic. Who knows what the next America's Cup will consist of? The 90-foot boats are technical works of art. The crews look like ants on board but the boats sure are spectacular.

Below is a photo of a small sailboat near *Alinghi*'s hull. Mind-boggling! But, if you look at the race videos at <http://www.americascup.com/en/multi-media/video/index.php> I suspect this graphic might be Photoshopped. ▲



## REAR COMMODORE

Greg Smith

I AM HAPPY TO REPORT our TH&SC 2010 events schedule is 99% complete. It's always a challenging task to schedule our club events. This year has been particularly difficult.

Great care has been taken to avoid date conflicts between cruising, racing and club social events. Cruising directors, Keith & Joan Willson, have our cruising program nicely in place for the upcoming season. I personally want to thank "Team Willson" for their efforts and co-operation in scheduling the 2010 club cruises. Six outbound sailing adventures are scheduled. The TH&SC will be the destination of five reciprocal sailing clubs from around the lake. The scenic port of BPYC is our first "tune-up cruise" of the 2010 season. If you haven't participated in a club cruise, this is the one to attend. It's only a short sail east to the picturesque Bluffers Park Yacht Club. Mark your calendar for May 22nd weekend and plan to attend the first cruise of the season.

Our hardworking Social Director, Laurie Prosper, and her team is hard at work planning another series of not-to-be missed events. In addition to parties featuring fabulous food and music, we have added some educational courses. I understand how strange it seems to be talking about our summer club events with -10 degree temperatures and snow on the ground. But, Spring is just around the corner.

For me, the first sign of Spring is our famous weatherman, Ron Bianchi. Ron is back by popular demand, and not for just one session! Sunday, March 22nd Ron will be presenting "Understanding GRIB" and how to use it. If you cruise or plan to enter long distance races, you won't want to miss this course. Ron returns May 5th to present, "Understanding Basic Wind Strategy for Racers". This event coincides with the Racers' Meeting. I guarantee you will learn something new and fascinating about our weather. Don't miss Ron's presentations—they are both fun and informative.

May 15th is the first long distant race of the season, followed by the first Wednesday Night Race—Series 1 on May 19th. This year, Sailpast falls on the early end of the calendar—June 5th. Not to worry, I have booked some spectacular warm weather and flat seas

for the day. Mark your calendar and invite your friends and family to this important club occasion.

Once again, the call goes out. I invite anyone wishing to help on any of the committees to step forward. July 10th–11th will see the return of the Thunderbirds and Viking 28s. We are looking for volunteers to assist on both *Shadow* and *Mac*. Should you wish to help with this event, contact either Tom Monson, Jacquie Claassen or myself.

It is important to note, hours worked on the events counts toward your club work hours. We need you to get involved with the committees to plan, organize and administer these activities. It's not a monumental commitment, and you'll have fun and satisfaction in participating.

N43° 39.610 W79° 18.812 Same Spot / Different Day. ▲



## PROPERTY MGR.

Don Bland

FANTASTIC, a whole new year of boating camaraderie lies ahead.

We will again have a large bin in the yard by April for you to put your shrink wrap and boat prep leftovers in. We will also have the oil & anti-freeze recycle facilities in good shape.

If you can not dispose of your dead batteries please put them beside the oil / anti-freeze storage area fence and the club will dispose of them.

There is a growing list of "workday" jobs for those of us who tend to procrastinate. (then whine that they need work hours in November / December). For example: a work-hours position to oversee the yard and the dry-sail, mast rack area is available. If you want to get some hours in, contact Meredith or me.

There are some jobs that will require either plumbing or electrical skills. Let's pitch in and get them done so we will have lots of time on the water.

A special thanks to Sara and Marlin Doner for painting and sprucing up the kitchen.

Have a short spring and a long summer. ▲

## The Craigens Discover TH&SC Burgee

by Geoff Craigen

Lat N 11 59.996 Long W 061 44.487

This is Roger's Beach Bar, Hog Island. A local and cruiser hangout in one of the more sheltered anchorages in Grenada and a very pretty place too.

We've been by several times and enjoyed their \$5EC drinks. Doesn't matter what you order, it's \$5EC, that's about \$1.90 CDN. Not a bad bar price at all.

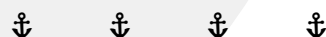
They have BBQ days and pizza days and ordinary Caribbean food days. On weekends there's usually a live band with lots of volume.

Somebody from TH&SC has been here before us—there are two flags. Since Aubrey and Judy Millard have been through here, they may be responsible for one of the pennants but not sure of the other. One looks like it may have been a prize flag since it seems more oblong in shape.

So own up. Who's been to Roger's and not told the Club about it?



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



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



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

Website address is  
**www.thsc.ca**



## Mea Culpe— Confessions from Oz

by John Kenny

I HAVE A MIXED MARRIAGE. While my love has always been sailboats, Liz is a dedicated paddler. She's been paddling with Balmy Beach for 11 years. Yes, I confess, I've been sleeping with the enemy. While I win in sheer tonnage, Liz wins 6:1 in the fleet category. And with carbon fibre hulls and paddles she's not that far behind in total value either. Last fall we were able to combine both our nautical passions during a trip to Australia.

The World Masters' Games are held every four years. They're like the Olympics for old farts, with viagra and malox replacing steroids and human growth hormone. Last October, 29,000 competitors from around the world arrived in Sydney to compete in everything from fencing to lawn bowling. Yes there was sailing too, but I chose to be a spectator.

Incidentally, the oldest competitor was a 103 year old woman, competing in, of all things, the pentathlon. (She cleared three meters in the hammer throw!) She won the gold. On one hand, competition was a bit scarce in her age category. On the other, if I make it to 103, I'll be happy to compete in the "can I still get out of bed" event.



I am proud to report Liz won two silvers and a bronze medal. Her paddling partners, Gaynor

Reader from Balmy Beach and Maddy Tuttle from the Carleton Place Canoe Club each added gold medals in other events. Over all, it was a great competition. Aside from the bling, Liz said it was a pleasure just to paddle on the Olympic course, rather than dodging the floaters in Poo Bay.

After the games we headed off to go walk about with Gaynor and her husband Norm. I'll spare you the travel log and simply say that Oz is a

wonderful, warm and fascinating place, with people to match.

We ended our month of touring with a week of sailing around the Whitsunday Islands in the Great Barrier Reef. They are located about three quarters of the way up the east coast, just north of the Tropic of Capricorn. There are several charter operators and a huge variety of boats from which to choose.

We ended up with a Seawind 1160, a 38' cat from Queensland Yacht Charters (<http://www.yachtcharters.com.au>). We had selected a 33-footer but got upgraded free due to a booking error. Overall the folks from QYC were a pleasure to deal with.

I was a bit apprehensive about sailing something that seemed just slightly smaller than a tennis court, with a relatively inexperienced crew. However, with all lines led to the cockpit, a self-tacking jib and twin engines for manoeuvring in tight quarters, handling *Tropical Sunset* proved to be as easy if not easier than our Ontario 32, *Midnight Blue*. After a short checkout cruise we were turned loose on our own.

The Whitsundays are a drowned coastal mountain range. There are 60 or so steep sided islands surrounded by fringing reefs and picture post card beaches. Most of the group is part of a national park, though there is some commercial development on a few of the islands.

The islands are protected from the heaviest of seas by the outer barrier reef, though in strong winds it can still get a bit lumpy. We had three meter waves one day in 30 knot winds. The navigation is all line of sight and the main hazards are well marked. There are a few areas where tidal currents run to several knots with over falls and eddies, but these are easily avoided.

There are literally hundreds of anchorages providing good protection in all winds. The national parks maintain mooring buoys in most of the anchorages. These are free of charge with your cruising permit. Anchoring is also permitted outside of the reef areas. These are clearly marked by buoys, though the water can be rather deep in some places.

We had decided to try a catamaran to see if it would help with Liz's sea sickness. It was a successful

experiment. The cat's stability, coupled with a daily dose of "Bonamine" seemed to do the trick. (Thanks Joanne for the latter suggestion.) Except for the day with the three meter waves, Liz's symptoms were fairly mild. And I have to admit, sailing relatively flat in 30 knots, while not as exciting as running the toe rail through the water, is a lot easier.



And then there's the room: two queen sized berths (and an unused double), two full heads, a galley the size of the salon on our Ontario, and a salon large enough to hold the Versailles peace talks, to say nothing of the cockpit and deck space. Confession number two, I am a convert. I love cats. Yup, they're expensive to buy, to dock, to maintain and everything else, but they sure are nice. It's not going to happen soon, but if I ever hope to get Liz out blue water cruising, I suspect there'll be a cat in our future.

My only complaints were the inherent problem with pointing upwind, and poor helm visibility. The twin helm locations on the Seawind force you to either peer through the salon, or crane your neck awkwardly out to the side. If I were to sail a cat again I would select one with a raised helm.

We had a great week of sailing, snorkeling and island walks. We had only one minor mishap, when I sliced my thumb on a broken coffee mug. But the folks at QYC, the charter company, were great. A quick call on the VHF and they had arranged a cab and treatment at a local clinic. Despite their skipper's imminent demise, the crew did a great job sailing the 20 miles back to the mainland, while scenes of my miserable, misspent life flashed before my eyes. Four stitches and a day later, we were back out sailing.

It's a long way to go, but if you ever find yourself heading down under, I would highly recommend you consider treating yourself to a week cruising the Whitsunday Islands. ▲





# Nauticals

CAPT. WILLIAM DAVIES EVANS, THE MAN WHO PROPOSED THE TRI-COLOURED NAVIGATION LIGHTS WAS BORN IN WALES IN 1790. AT AGE 14 HE JOINED THE BRITISH NAVY AND SERVED UNTIL THE END OF THE NAPOLEONIC WAR IN 1815. HE TRANSFERRED TO THE POSTAL DEPARTMENT AND BY 1819 WAS CAPTAIN OF A SAILING PACKET, THE AUCKLAND, RUNNING BETWEEN MILFORD HAVEN AND WATERFORD. FOR INVENTING THE TRI-COLOURED LIGHTS HE WAS AWARDED £1,500 BY THE BRITISH GOV. THE TSAR OF RUSSIA PRESENTED HIM WITH A GOLD CHRONOMETER AND £200.

CAPTAIN EVANS WAS AN AVID CHESS PLAYER. TODAY HE IS BEST KNOWN IN CHESS CIRCLES AS THE CREATOR OF THE 'EVANS GAMBIT'.

HE DIED IN 1872 IN OSTEND, BELGIUM.

