

SPAR AND PROP

JUNE, 2003

NUMBER 157



Division 1 Icebreaker Start—Gibraltar bell buoy and back.
They started close and finished within seconds of each other.





Toronto Hydroplane and Sailing Club Executive Board

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Calendar

Race Series I, Race 3—Wednesday, June 4—Still more fun.

SAILPAST—Saturday, June 7—A gala occasion. Come and join in the festivities. Sail, eat and dance.

Race Series I, Race 4—Wednesday, June 11—Best place to learn your boat.

Race Series I, Race 5—Wednesday, June 18—You will learn more about your boat and how to sail it on the race course than anywhere else.

Frenchman's Bay Yacht Club Cruise—June 21, 22—Visit FBYC, have a great time and lots to eat.

Rhumb Line Relay Race—Saturday, June 22—This is a team race that is not too serious. It is followed by Jimmy Buffet Night in the evening.

Race Series I, Race 6—Wednesday, June 25—And still more fun.

Canada Day Party—Tuesday, July 1—A party at the club for everyone. Watch the fireworks on the point in the evening.

Race Series II, Race 1—Wednesday, July 2—Series I was just your warmup, now is the time to show your skill and daring.

Race Series II, Race 2—Wednesday, July 9—The weather's hot, your crew is hot, show your stuff.

East End Challenge—Saturday and Sunday, July 19 and 20—Check the posters for this big race around the buoys.

Race Series II, Race 3—Wednesday, July 16—The time is now! A couple of first place finishes will show them all.

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

Race Series II, Race 4—Wednesday, July 23—Have you learned how to sail your boat better by racing? Of course you have.

Paté Challenge/Calypso Night—Saturday, July 26—A great fun race followed by a fine south seas evening.

Race Series II, Race 5—Wednesday, July 30—Sharpen up your starting procedure. Remember, clear air is a great start.

Race Series II, Race 6—Wednesday, August 6—Last race of Series II. Prep for next series and keep going.

Dufferin Bell Buoy Race—Sunday, August 10—Another long distance trial. All the way to Ontario Place. Choose the right course and be golden.

Race Series III, Race 1—Wednesday, August 13—Now is the time to show everyone what you learned in series one and two.

Race Series III, Race 2—Wednesday, August 20—Now you're rolling. Keep getting those points.

Cruise to PCYC—Saturday and Sunday, August 23 and 24—A nice day cruise to Port Credit YC. Not too long, not too short. Have a lieisurely weekend.

September Race Series III, Race 3—Wednesday, August 27—The season is coming to a close. The Fall breezes should be good. Have a great race.

Bluffer's Distance Race/Corn Roast—Saturday, August 30—A race to Bluffer's and back, then our famous Corn Roast later. Come for it all.

Race Series III, Race 4—Wednesday, September 3—Are you better at short races? Now is your chance if that's the case.

Race Series III, Race 5—Wednesday, September 10—Come on now, get out there and cross the line first.

COMMODORE'S COMMENTS

Patrick Flynn

A GREAT SAILPAST was had by all. Pretty much a perfect day; blessed by Fr. David, enough wind to actually sail past, lots of hors d'oeuvres, enough punch to get the party going without knocking everyone out, excellent guests (welcome TH&SC East), food and entertainment.

Please take the time to thank Kerry, Wendy, Dennis and the others who put so much effort into making our premier event a success. And for those of you that missed it, this is a heck of a club!

We're trying to get more of you to step forward and make a contribution. Every club has its percentage of members who contribute way beyond the call. Every club has its obstructionists who oppose making the necessary investments to maintain and improve the basic structure. Every club has its cliques who wander off on their own in effect forming a club within a club.

Sometimes these initiatives point the way for the membership. The suburban development at the north end of our yard should tell us a number of things—the overall property is under-utilized, it's a long walk from that end of the yard to the clubhouse, club members are willing to spend the time and money to make an improvement.

It would be nice to have this effort being made on behalf of the entire club. The EB would request that any individual or group with a vision or plan put the damn thing together and get the necessary funding from the club. (and I do mean a plan—it's inadequate to continue to develop a social environment at the north end of the property without providing the necessary washroom facilities).

We've posted the plans for the second floor balcony and for the new BBQ area. We are researching (well, Jim Holton is) a pool table for the second floor. These are initiatives that we think will enhance the club for all the membership. We encourage anyone who has an opinion or who wishes to be involved in the planning or implementation to step up to the plate (there, Rich, is that every 'get involved' cliché in one article?). *Yep!*

We all know where the improvements could be made—there are plans and lists and eyesores dating back through several EBs and Commodores.

Continued on page 4

HARBOURMASTER

Russ Germain

THE BOATING SEASON IS underway, but you'd hardly have known it from the number of sailboats without masts three weeks after launch. If it wasn't fog then it was cold and rain keeping members off the docks and in their homes and gardens throughout most of May. The sun's warmth will undoubtedly bring forth the annual crop of standing rigging in time for summer holidays.

With a few minor adjustments members have settled into their assigned slips. The mast crane came through its inspection well, the pumpout was coaxed into another year of operation with a liberal dose of WD 40, and the water level has risen enough to allow our deepest draft to get out through Coatsworth Cut to the lake. But not without care: the water is near record lows and the siltation heavy.

Mark Preston of the Toronto Regional Conservation Authority says dredging won't start until July to allow for the freshwater fish hatchery season. Once that finishes he says the channel will be deepened to 2.0 meters below chart datum. This channel runs from just outside the entrance to the Cut through to the beginning of the public launch ramp area. And he assures us the money is in place to complete the job, unlike last year when dredging stopped about halfway leaving a lovely silt hump just off ABYC's drysail docks. Preston also feels fairly confident that if factors such as compensation plans, public hearings and MOE approval fall into place construction could begin later this year on the groins, or breakwaters, extending out from our aquatic park to reduce siltation in the Cut. Now if we could just get that kind of action to control our weed problem.

It is difficult to predict how bad our aquatic weeds will be, but barring a miracle or exceptionally deep water (which would be a miracle itself), we will once again be facing the likelihood of having to hand pull or hand cut our aquatic weeds. It appears unlikely that any level of government will allow aquatic herbicide application this year. Although they are encouraging clubs to use an "integrated approach" to aquatic weed control, this apparently does not include the use even of

chemicals that are scientifically proven not to harm fish, birds or livestock. Earlier this year there was word the city of Toronto was considering the purchase of two smaller aquatic harvesters. This now seems unlikely. Other control methods such as bottom barriers, dredging, drawdown and biological control are not options for our location, so once again we will need to resort to member muscle to keep our dock waters navigable. Growth patterns indicate earlier pulling is more effective in controlling Eurasian milfoil than leaving the labour till later. That means we will most likely need crews for the second half of June. We only take solace in the fact that we are not alone in this battle: the problem is affecting many clubs within the GTA to a greater or lesser degree.

Regulatory bodies and insurance companies that TH&SC deals with have become increasingly sensitive to liability issues, especially since 9/11 and especially as they pertain to private clubs operating on city property. There are two main areas of our Club's operations that are particularly vulnerable to scrutiny: safety and the environment. We have developed policies to address these areas and when you sign your membership or annual fee forms you are agreeing to abide by these policies. As part of this move to increase safe practices we are arranging to have a qualified instructor come to the Club to teach a one day course in the fundamentals of operating a yard forklift like ours. The course includes a video presentation and hands-on learning. Our goal is to make sure that anyone operating the forklift is well qualified to do so. The course is limited to 8 participants. This is an opportunity to learn a skill you might otherwise never be able to acquire, and it's on the Club! The date is tentatively set for the last weekend in September or the first weekend in October.

Please note that dock rules have been posted on the Club bulletin board along with the names of this year's Dock Masters. We encourage you to make a sincere effort to comply with these rules. They are designed to prevent problems before they arise and to ensure a safe and enjoyable summer of boating for all members and their families. ▲

Commodore's Comments...

Continued from page 3

There are only so many of us and only so much time we can devote to our club.

Mainly because we're out sailing. So far this has been a pretty good racing and cruising season. I can't speak for the cruisers—they who go so far and carry so much—but those of us who are out there racing have had some close starting and tactical maneuvering, some great drag racing, a few adventures and close finishes. Personally I'm disappointed that a perfect Sunday draws six boats for the Icebreaker—an absolute blast to Gibraltar buoy and back. Jamie, Kerry and I (again putting max. effort into great meals for a measly \$6.00) are all unhappy that a great, perfect even, night for sailing last Wednesday draws only eight entries for the 3rd race of Series 1.

We're going after new members and we're going after the old ones to get involved. "Dammit Jim, this is a sailing club, not a marina." ▲

EAST END CHALLENGE

By John Morris

The East End Challenge returns

It was such a hit last year, it's back again. The East End Challenge is competitive and exciting with two days of short-course racing. The eligible fleets are V28s, T-birds and Level 27. It's this last fleet I would love to see come out—if you have a CS27, a C&C 27 or another similar racer/cruiser, come and play. If the numbers warrant, we can even add a start for white sail 27. It would be great to see 10 or more on the line.

The other thing members can do is encourage their friends to join in. The 27 fleet is there for the taking—last year's winner, Bob Wilson, can be beaten!

Members in general are welcome to participate in the fun and games - Kerry has a big social scene planned and Jamie S is working on some after race fun events. Here's a part all TH&SC members are good at; Robertson and Robertson Skippers Plan is supplying a couple of kegs.

Be an East Ender, check the poster and get on the EEC bandwagon! ▲

VICE COMMODORE

Mike Benson

WHAT A GREAT SAIL PAST – other than the Vice Commodore leading his squadron to the wrong end of the Commodore's boat for the salute (great recovery by everyone else following). A good time seemed to be had by all at the dinner and dance that followed. Congratulations to all who organized it.

Since last time, our club membership has grown. We have three new sailing members at TH&SC. Welcome to James Halley, Jeoff Hesse and Tony Labatt. We also have two more sail, and three crew member applications in process. To help fill the remaining dock spaces, you will notice club advertisements in the next issues of *GAM*, *Ontario Sailor* and *Boat for \$ail* magazines.

A couple of short notices:

First, remember that the guest gate code changes periodically. The guest code is posted in the clubhouse. Your member gate code should be kept confidential.

Second, The Blind Sailing Association of Canada is looking for volunteer sailors to help the visually impaired enjoy the sport of sailing. They are located at Marina Key West in the downtown area and they provide the equipment. If you are interested, contact Nick Peterson at 416-532-5910.

That's all for now. ▲

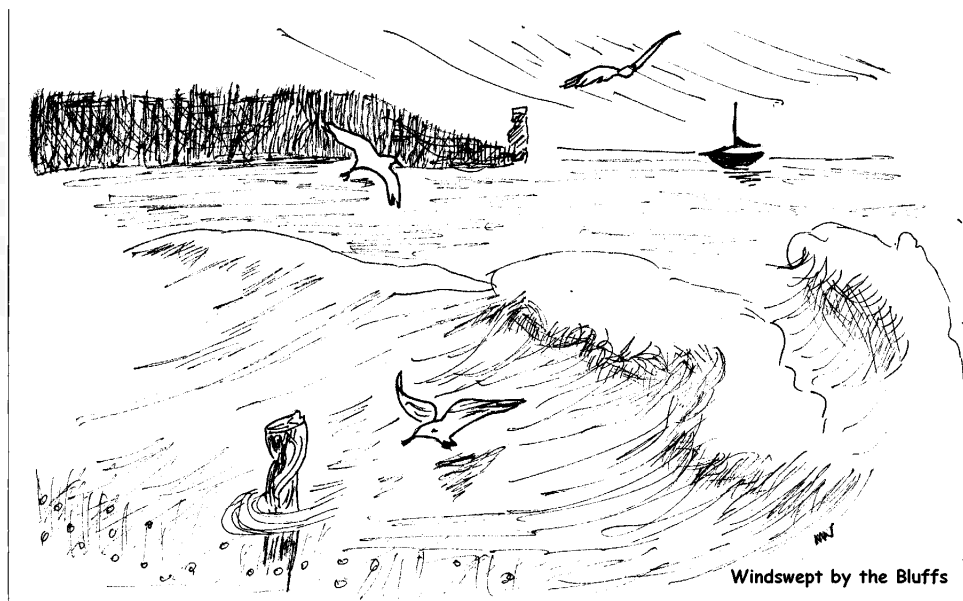
SHIP HIGH IN TRANSIT

IN THE 16TH AND 17TH CENTURIES, everything had to be transported by ship. It was also before commercial fertilizers were invented, so large shipments of manure were common. It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by-product is methane gas.

As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM! Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the term "Ship High In Transit" on them which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term "S.H.I.T.," which has come down through the centuries and is in use to this very day. You probably didn't know the true history of this word, and neither did I. I always thought it was a golf term. ▲



Sailpast 2003



Spectra



Dynes Glas



Keldy and friends



"A" Dock



Harbourmaster on the harbour



Our dynamic Race Captain



Hors d'oeuvre contest before



Hors d'oeuvre contest after

FLEET CAPTAIN CRUISING

Chris Hanson

WITH THE FIRST CRUISE TO Etobicoke YC behind us we are hoping that with better weather the next cruises will experience summer conditions.

Due to the poor forecast, only three boats braved the rain on the way to EYC. *Soulstice II* and *Lothlorien* had a nice sail with the winds on their quarters while *Rising Wind*, having departed mid-afternoon, had to motor through the downpour. *Nipkin* and *Jabberwocky* were due to join the cruise but had technical difficulties. This actually worked out better as Phil Delahaye joined Dennis MacCallum aboard *Rising Wind* and John & Suzanne managed to come by land yacht (they weren't going to give up their chance for a fabulous dinner).

On arrival, a good cup of hot chocolate topped with some Bailey's warmed us up as we chatted aboard the Benson's boat. Later we spent the evening inside EYC's cozy clubhouse.

Last minute arrivals of Ross and Debbie Campbell added to our complement of TH&SC members: Chris & Dennis, Judy & Mike, Suzanne & John, Elizabeth & Chris and Phil. Joining us, as special guests from across the bay were Brenda and Dave Brand.

What a Feast!

As Fleet Captain Cruising, my task is to make members aware of the benefits of signing on for TH&SC's sponsored trips, and one of them is the eats.

As the old saying goes you can lead a horse to water.....

Trays of appetizers, with a tasty addition from Judy Benson prepped us for dinner and the beer and wine began to flow. Thanks to some luck on Elizabeth's part (Loblaws had its special on canners again), our first cruise repeated it's now annual Surf and Turf dinner - Lobster and Steak.

The dining room was crowded with members of EYC feasting on their community dinners also, but it was hard not to envy those visitors from another club as they watched trays of lobster and steak arrive at our tables.

It was also Elizabeth's Birthday on the Friday so a Chocolate Mousse cake

arrived with the singing of Happy Birthday. After all this you would think we were probably too full to have a sing along...wrong. I had brought my guitar and harmonica along; and with the wine still flowing our gang did TH&SC proud belting out the tunes.

On Sunday morning the three boats had breakfast together before heading back to TH&SC. The skies had finally cleared and there was a brisk NW wind to reach back on. As we got closer to home the winds shifted more to the north gusting to about 25-30 kts which we later found out made it quite challenging for the IceBreaker make up race.

Frenchman's Bay YC is our next destination (June 21st) featuring an Italian Dinner.

We had a great time there last year and it should be interesting to see their brand new docks, which have just been completed. So don't delay, sign up soon!

Our 1st Pool Cruise is coming up July 26th at the Island Yacht Club. This one should be quite popular so make sure you sign up early to avoid missing the boat so to speak!

If you miss out on this one, you'll have one last crack at another pool cruise Aug23-24 at Port Credit YC.

Hope you can join us.

Chris & Elizabeth ▲

FLOTSAM & JETSAM

Shadow

NAT'S MARINE SUPPLIES

Genco at Frenchman's Bay has moved and also changed their name. They are up the street from their previous location, just off Liverpool Road at 725 Krosno Blvd. Genco Marine is still at their King Street West location.

LAKE ONTARIO 300

On July 17 a new route for the Lake Ontario 300 will begin. The racers will start at Port Credit and then travel a counter-clockwise course through Oakville, Burlington, Niagara, Main Duck Island, Scotch Bonnet Island, Frenchman's Bay Mark, Gibraltar, Port Credit. Next year the course will go clockwise. www.lakeontario300.org is the place to go for more information.

A WEBSITE FOR ONTARIO AND CANADIAN SAILORS

Check out www.sailquest.com

LETTER FROM COMMUNITY CENTRE 55

During 2002 our Committee Boat crew collected their "gambling" money and donated it to the Hamper program.

Thursday, January 30, 2003

Dear Allan, Tupper, Bill, Rex, Lorne, Patrick and Phil:

On behalf of Hamper, Santa, The Board of Management of Community 55, its staff and our volunteers I want to thank you.

Together, we made the difference in so many lives this Christmas, by bringing relief to the lost, the lonely, the hopeless, the homeless and the hungry.

We took to the streets on a cold December Sunday to deliver Christmas to 509 local families. We customized each delivery and took to the doors: hams and turkey; milk; bread; cake; turnip; broccoli; carrots; apples... spreads; candies and toys.

Thanks to you we made "glad the heart of childhood".

Sincerely, Bob Murdock
Executive Director ▲

SILENT AUCTION— Launch 2003

by Marilyn Goodman

THANK YOU SO MUCH to all of you who took part in this year's Silent Auction on Launch Day.

The items donated were a wonderful mix of useful, tasty, decorative and all very much appreciated. Even our Paramedic, Aron, kindly donated a special pair of scissors and two Life Saving Courses.

Thanks also to The Bidders and Buyers for participating—and some wonderful bargains were had at the end of the day.

The good news—we raised a total of \$590.00 for the Mission For Seamen, and a cheque for this amount was given to Father David Mulholand when he was at our club to Bless The Fleet at Sailpast.

Finally, my personal thanks to Patricia Campbell who stepped in to assist, and ended up doing pretty much all of the work, and Wendy Stratten who had tables ready and goods set out for our arrival on Launch Day. ▲

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

by Eric Muff

LAST TIME I SAW YOU OUR gallant ship *Olympic Olympia Voyager* had finally cleared Fort Lauderdale and was hell-bent for beautiful downtown Ocho Rios on the lovely island of Jamaica.

Before I forget, while waiting for our delayed departure to happen I met two *more* couples that I had previously sailed with. They were from Cape May, New Joisey and I sailed with them in my first freighter *Americana*. Six people—the world is small, indeed.

I also found out that Fort Lauderdale and Port Everglades mean the same place to cruise people. Not *too* confusing!

This cruise is also sold in three segments. You can sail from Fort Lauderdale/Port Everglades to Valparaiso, Chile, and fly home—nineteen days. You can fly to Valparaiso, Chile, and sail around to Rio de Janeiro, Brazil and fly home from there—twenty days. Or you can fly to Rio and sail to Lauderdale—nineteen days.

So you see, us “round-trippers” get to meet an “awful lot of people”. On some occasions that can read “a lot of awful people”. This trip wasn’t *too* bad. A lot of travellers tend to leave their manners at home. I’m being generous, I don’t think *some* of these inconsiderate bastards can even spell manners, but I’m getting off on another tack.

Whilst on the subject of people, we have a very diverse guest list. We have a lot of Australians, some Belgians, Canadians, one Costa Rican, Dutch, English, Germans, French, Scots, Greek, South Africans, Czech Republicans, Turks, and of course, the ubiquitous semis.

I lied to you about the *one* Costa Rican. There are several. It’s just that this guest list is printed strangely. We are listed alphabetically by our *first* names. So, if your name was Alf, you’d be on the first page, if your wife was Zelda, she’d be on the last page.

But, hey!!!...it’s all Greek to me.

While passengers are still fresh in your minds, let me tell you about Larry. Larry was the *one* Costa Rican I told you about earlier. Actually he was not Costa Rican but a semi living in Costa Rica. Having met him I’ll bet my poke he was a *remittance man*.

Larry was an obnoxious, ignorant,

arrogant, ill-mannered, loud-mouthed SOB. But, giving the devil his due, there were occasions when he could be quite charming, he was always in the company of two or more female companions.



But, hey!!!...maybe his last name was Getty.

If you read the Ports-of-Call list last time you will see that shortly we will be in Ecuador. Now Ecuador is where Panama Hats come from, not Panama. So when we arrived in Manta Larry bought a fine Panama Hat which he immediately fell in love with. It never left his head, literally.

You never saw Larry without the hat. He even wore it with his tux when we dressed for dinner and when dancing in the evening.

Personally I think it was a prop. If you mentioned it, it gave him an excuse to fly into a rage and verbally abuse you. In my book it was just another sad, pitiful cry for attention.

He sure got their attention.

With our excessive speed we soon made up our five-hour delay in departure time and we arrived in Ocho Rios as per schedule.

Jamaica, of late, is not my favourite travel destination. I find most vendors to be pushy and abrasive, but the island is magnificent.

As we only had one day ashore I opted for the Three Dollar Tour which included a city tour, Fern Gully, Coyaba Gardens and Dunn’s River Falls.

Forgive me, I must digress momentarily. I’ve reached that part in the silly game when my pen works faster than my addled brain. I seems I’ve over-shot the runway again and neglected to fill you in on who my delightful dinner-mates were and also some great recipes from other voyages.

I don’t know who decides who will dine with whom but I guess they look at our statistics and figure out our degrees of compatibility, or the lack thereof.

There were six single persons at our particular table, three females and three males.

Ms Dorothy Spies from Wayne, U.S.A. (wherever the hell that is).

I’ve just checked my trusty atlas and it appears to be in Pennsylvania, somewhere between Philadelphia and Reading (wherever the hell that is). Anywho, she was originally from “the big easy, “Nawlins”. Now I *know* where the hell that is.

Mrs Joan O’Neill from Magalia, U.S.A. (wherever the hell that is). Back to old trusty. Apparently it’s in California, north of Sacramento. If memory serves, she was living in “frisco” at the time.

I know you won’t believe me, but I’m copying this verbatim, from the Official Guest List. Did I mention this was a Greek line?

That is her actual entry, though I did manage to weedle out of her that she was from from Cape Cod.

Mr Robert Roslyn, Seattle, U.S.A. Getting better.

Mr Robert McIndoe, Vancouver, Canada.

Himself, Toronto, Canada.

Did I mention that the guests in said list are listed alphabetically by *first* names?

But, hey!!!...that’s the challenge.

John Roslyn, who went by the alias “Duke”, was 89 and quite sprightly. He was a retired drummer (bands). He was nicknamed Duke because he ate, slept and drank Duke Ellington.

Bob McIndoe was 62 (the baby in our group) and a serious diabetic. He and I palled around together on the trip. We spoke a similar dialect. Leave it to me to clew-up with a teetotaler.

But, hey!!!...bless old Aggie Weston.

Keep those names in mind, I’ll refer to them from time to time throughout the voyage.

The other thing I forgot goes back a couple of years when I sailed down the Chilean coast in *Laja* (remember?). I had mentioned drinking Pisco Sours on board and I had also mentioned Caipirinhas (kuy-pe-reen-yas). I had forgotten the ingredients for Caipirinhas and Lou Raposo bailed me out.

Anywho! In a recent issue of *Food & Drink*, put out by the LCBO they listed both Pisco Sours *and* Caipirinhas. Apparently they are now selling Pisco (pees-ko) Control Reservado, LCBO #619940 \$19.95 *and* Cachaca Pirassununga 51 LCBO #482687 700ml #19.75.

I thought you might like to share in my *erotic* exotica.

Pisco is distilled from muscatel

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ROBERTSON AND ROBERTSON YACHT INSURANCE LTD.



July 19 & 20, 2003

TORONTO HYDROPLANE & SAILING CLUB

Short Course Racing
Thunderbird 26
Level 27*
Viking 28

East End Traditional
Saturday Steak BBQ & Party
(entertainment & suds)

Registration 9^{am} Saturday July 19th \$45/boat
Canadian Tire Money at Par at the bar

Includes: Patio Party and Awards Barbecue.
Dinner and the Bar are pay-as-you-partake

Skippers meeting 10 a.m.
Racing Ends by 3p.m. Sunday.

Call 416-963-3222 during the day for info.



REAR COMMODORE

Dennis MacCallum

THERE IS SOMETHING ABOUT SAILPAST. Maybe it's because it is something unique to yachting and sailing clubs. Maybe it's the tradition. Maybe it's because it is the kickoff to our sailing season. Maybe it's the party. It's a lot of fun.

The weather was great and the event was well attended. We even had people looking for tickets at the last minute, which was a big surprise to me! It has me wondering what else to do. The event happens every year about the same time, posters put up on Launch Day and still it happens. It's frustrating and disappointing because I would like to get anyone who asks a ticket but what good is a ticket? We can't whip up the food at the last minute, find another fork, knife and plate and a place to sit without taking space away from someone who bought a ticket early. Enough said.

The sailing was perfect, the punch just right, the meal terrific, and the band was excellent. Now that was a party! The barometer for a good time is when you have to push back tables at midnight to make room for all the people still dancing. Our sailing friends from Whitby Yacht Club thought it was the best event they have ever attended outside their own club. Thanks again to Kerry, Wendy, Joan and Marie and all others. It was a lot of work, but worth it.

Thanks as well to the squadron leaders who led in the actual sailpast; Mike Benson, John Edwards, Keith Willson, Paul Evans, and Del Schinkopf. It was a trial run and overall it appears to have worked. It was fun to watch (one time) rather than participate. All the boats did a good gybe, always a good distance between boats and it looked like everybody was having a good time. Note to the next Rear Commodore; fake an injury so you don't have to set the anchor, help dress the Commodore's ship with racing pennants, and try to net things being thrown at you from all distances. Then on the way back in you get passed a horn and blamed for making all the noise.

Then there are other things. Sixteen people have signed up for the Smart Serve course which is to be held shortly. I have sent the request in for the class course and the individual kits. We will set a time when I have an indication of when we can expect the material. Smart Serve certification allows an individual to serve alcohol beverages or work in an environment where ukulele is served including TH&SC. It is not a bartender's course but is required to work behind the bar.

Racing and cruising are well underway. Every Wednesday night, except for one bad rainstorm, I see the boats heading out and can smell the pleasant odors from the kitchen. There has been a cruise to Etobicoke Yacht Club which was really a lot of fun. Something about those crustaceans and/or the fine steaks...maybe the wine that makes these adventures so enjoyable. I think it is the cruisers getting together and the sing-along that make it a memorable experience.

There has been a request to our club for volunteers to help disabled sailors in the Disabled Sailors Program. Apparently all of these sailors are able to sail their boats but cannot go without an able-bodied person with them. Anyone interested in lending a hand please let me know. Imagine having everything ready to go sailing only to find out the only reason you can never go is that there is no one to go with you. I will be putting a poster on the board and will be adding it to my list of things to do.

All the best for a great season. 🚩

But, Hey!!!...

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wine and matures, briefly, in wood.

Here's the *modern* version. The original goes back to 1920.

- 2 oz. Pisco
- 1 tsp sugar
- 1 tbs lime or lemon juice
- 1 egg white
- 6 crushed ice cubes
- 3 drops Angostura Bitters

Combine all ingredients in blender, *except bitters*. Blend until frothy. Pour into a champagne glass or cocktail glass. Drop Angostura onto the surface.

AL CAIPIERINHA

- 1 lime or 1/2 a lemon cut in quarters
- 2 cups of fine sugar
- 2 oz. Cachaça
- Ice

Put the lime or lemon and the sugar in an Old-Fashioned glass. With a wooden pestle or spoon crush the fruit to release the juices. Add Cachaça and ice. Pour everything (except pestle or spoon) in a cocktail shaker and shake well. Return contents to Old-Fashioned glass.

CHEERS!

Lou's recipe called for honey—sounds better. Thanks, Lou.

I've got part of a page to go so I'll give you a thumbnail history of these exotic libations (at the same time making my slave-driving editor happy).

Pisco has many meanings. A native Quechua word for "little bird", it came to be used for the coastal area of Peru where the birds congregated, then for the people who lived there, then for the large clay pots they made to store the local beer. When the Spaniards came, bringing muscatel grapes and pot stills, the grape brandy they distilled and aged in those clay pots was also christened Pisco, and so was the seaport from which they sent it home to Spain. The best Peruvian Pisco is made from unfermented Quebranta grape juice, and is still aged in clay pots. Down in Chile, Pisco is distilled from muscatel wine.

Just don't call it piss-ko!

Caipirinha, Brazil's most famous cocktail, means "little peasant girl", and it's prime ingredient is Cachaça (ka-shassa), a spirit distilled from

sugarcane juice (as Lou pointed out). Cachaça used to be liberally doled out to the slaves working on Portuguese colonists' sugar plantations in the 1600s. Today it is among the five most-consumed spirits in the world.

But, hey!!!...add that to your book of useless information.

Let's have a Pisco Party! ▲

VISITS TO U.S.A. WILL BE DIFFICULT

by Jeff Ante

AS FAR AS I KNOW entry to the US is still dependent on the terrorism threat level. If they are at "orange or red" then the I-68 and videophone system of reporting in is suspended. People have to call in by phone using the 1-800 number for customs then report in person (take your passport) to a reporting centre (Lewiston or Rochester for example) to clear immigration. This means a long car or taxi ride.

Also, for vessels over 30 feet they require a US cruising decal on their boat which they can purchase online for \$29 US. (includes \$4 shipping and mailing). The website for purchasing online is www.customs.ustreas.gov/travel/travel.htm ▲



The calm before the launch.



WAYS AND MEANS

W&M Committee

WORK HAS GONE WELL so far this year and *many thanks* to those members who have stepped up early, responded to requests and either booked their required time or have completed same. To those members who have not yet completed their two days, that is 16 hours there is still work to be done. Please remember this does not include Launch or Haul Out which are mandatory if you own a boat on TH&SC property. No major capital projects have been approved for this year. Therefore, it looks as though the standard two days is all that will be required from each member for 2003. If this changes, we will be in touch. If you are among those few who have not fulfilled or booked their time, you are reminded that this is primarily YOUR responsibility. All of the jobs around TH&SC are VOLUNTEER, whether they are on the Executive Board or not. Our goal for 2003 is to end up with nobody being fined for workday non-compliance. WE NEED YOU.

From everyone on the Ways & Means Committee, we wish you a safe and enjoyable sailing season. ▲



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



The Deadline for the
AUGUST issue of
Spar & Prop is
JULY 31st



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



June 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1 Etobicoke YC Cruise	2	3 Series I Race 3	4 Series I Race 3	5	6	7 SAILPAST
8	9	10 Series I Race 4	11 Series I Race 4	12	13	14
15	16	17 Series I Race 5	18 Series I Race 5	19	20	21 Frenchman's Bay YC Cruz
22 Rhumb Line Relay Race	23	24 Series I Race 6	25 Series I Race 6	26	27	28
29	30					

June 22—Rhumb Line Relay—Jimmy Buffet Night



July 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		Canada Day Party	2 Series II Race 1	3	4	5
6	7	8 Series II Race 2	9 Series II Race 2	10	11	12
13	14	15 Series II Race 3	16 Series II Race 3	17	18	19 East End Challenge
20 East End Challenge	21	22 Series II Race 4	23 Series II Race 4	24	25	26 Paté Challenge & more
27 Jazz Festival	28	29 Series II Race 5	30 Series II Race 5	31		

July 26—Paté Challenge; Calypso Night; Island YC Cruise; Jazz Festival



August 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GET OUT AND ENJOY YOUR BOAT						
3	4	5 Series II Race 6	6 Series II Race 6	7	8	9
10 Dufferin Bell Buoy Race	11	12 Series III Race 1	13 Series III Race 1	14	15	16
17	18	19 Series III Race 2	20 Series III Race 2	21	22	23 Cruise to PCYC
24 Cruise to PCYC	25	26 Series III Race 3	27 Series III Race 3	28	29	Bluffer's Race; Corn Roast
31						

CRUISING, RACING & CORN ROAST—A BUSY MONTH



September 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	Labour Day	2	3 Series III Race 4	4	5	6
7	8	9 Series III Race 5	10 Series III Race 5	11	12	13
14	15	16 Series III Race 6	17 Series III Race 6	18	19	20
21	22	23 Makeup Race Date	24 Makeup Race Date	25	26	27
28 Frostbite Distance Race	29	30 Makeup Race Date	31 Makeup Race Date			

KEEP ON SAILING—JOIN THE WEDNESDAY NIGHT RACING