

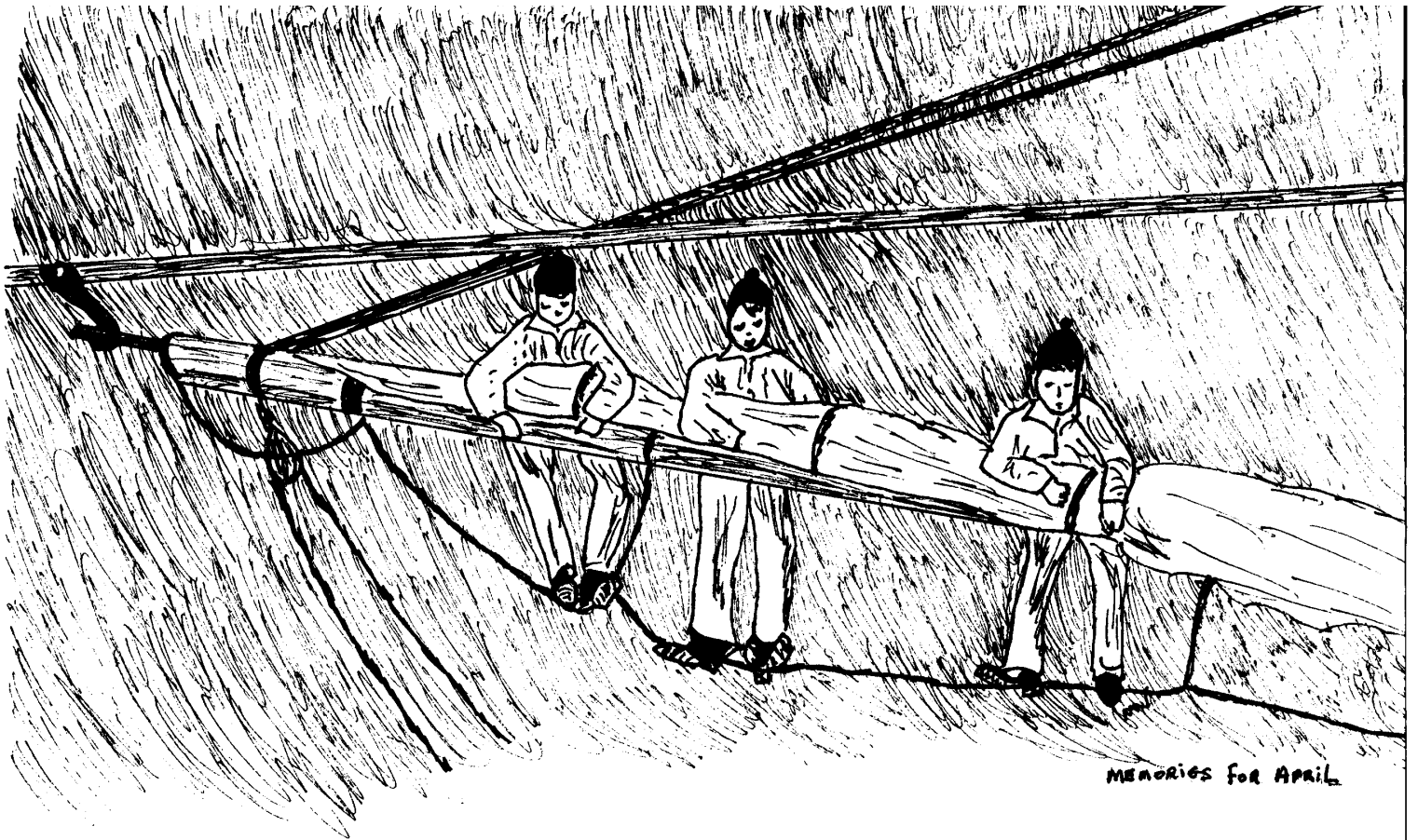
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SPAR AND PROP

JUNE, 2004

NUMBER 163



*Drawing by
Marie Middleton*





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Calendar

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

Cruise to Lakeshore Yacht Club—Sat. & Sun., June 5/6—The first cruise of the year. See page 10 for a complete list of this year's cruises.

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

SAILPAST—SATURDAY, JUNE 12—Don't be left out! If the tickets are all gone, come anyway! The tickets are only necessary for dinner.

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

Rhumb Line Relay Race—Sunday, June 20—One of the most fun races you can imagine. Everyone always has a great time. Size and speed of boat are definitely not a factor in this race. Enjoy Jimmy Buffet Night afterward.

Series 1-Race 5—Wednesday, June 23—The fifth and the last of the first series.

Cruise to Mimico Cruising Club—Sat. & Sun., June 26/27—We cruise to a first-rate club. See page 10 for more information.

Cruise to TH&SC—Thursday, July 1—Out into the lake, around in circles and then back to our club—if you like. Spend the holiday at your own club. Lots of interesting things happening, including the Ashbridge Park fireworks.

Paté Challenge—Saturday, July 10—Another great event on the water where fun is the driving force. Or if you want a quieter weekend, Cruise to Bluffers.

Cruise to Bluffers Park Yacht Club—Sat. & Sun., July 10/11—Under the cliffs of the bluffs. It's not far and it's a great place.

TH&SC Open Regatta—Sat. & Sun., July 17/18—Time to race, time to help. Lots of volunteers will be needed. Join us and make this a great weekend.

Cruise to Frenchman's Bay Yacht Club—Sat. & Sun., July 24/25—A great club to visit in mid-summer.

Dufferin Bell Buoy Race—Sunday, August 8—We will start with the ABYC fleet but will be racing our own club boats. It will be interesting to have all those boats going to the same place.

Calypso Night—Saturday, August 14—A night of great partying and dancing.

Cruise to Port Credit Yacht Club—Sat. & Sun., August 21/22—A first-class club with pool and dining room. A favourite with all who have enjoyed their hospitality.

Bluffers Distance Race—Sunday, August 29—To Bluffers mark and then back again. Watch out for those "interesting" winds under the bluffs.

SAILPAST 2004

12 noon—Blessing of the fleet	4:30 p.m.—Hors d'oeuvres Contest & Commodore's Punch
12:30 p.m.—Skippers' Meeting	6:30 p.m.—Dinner
2:00 p.m.—SAILPAST	9:00 p.m.—Dancing with <i>Arden & the Tourists</i>

Eulogy to Donald MacDonald

Died April 10, 2004

Funeral Monday April 12, 2004 – 2:00 p.m.

Delivered by Bruce Macdonald

“Stay on the ice kid!”

Those immortal words of wisdom were echoed to me by Don as his parting words after every wonderful visit or phone call I had with him. What a truly wonderful man my uncle was and I am honoured to pay tribute to him today. As we all know, Don, or to many people simply “Mac”, was certainly a colourful figure, perhaps his famous boat *Colourflame* was named after more than something you threw on the fire! I remember as a child often walking into a room hearing people yelling and screaming at the top of their lungs. Fearing there was an act of murder about to be committed, I was assured by Aunt Lee that it was simply those crazy Macdonalds (Don’s sister Ruth, my Dad and Don) having a lively discussion about some issue, usually politics! While the red flowers on Don’s casket are representative of the Miss Canada boat, they also represent his ever strong Liberal allegiance!

Never one to be accused of being politically correct all the time, Uncle Don always made it clear to Aunt Lee who her replacements were going to be if she didn’t shape up... “I’m getting two big black women in here, one for the cookin’ and one the cleaning!” Though your wish never came true Don, I’m sure where you’re going they will take great care of you too.

It was always in fun though, Lee was absolutely Don’s princess and he missed her terribly since her passing.

Now we all know Don was a very private man when it came to his finances. *Not!* I think there might only be three people left in Gananoque that weren’t invited to review his portfolio over the years. While perceived a bit odd behaviour to most, let’s face it, he had every right to be proud of his lifelong achievements and they were many indeed. Always self employed, both he and Lee worked hard for every penny. Whether it was candlemaking, picture framing or the



gift shop they toiled hard and treated all their staff with dignity and respect. Lady Luck also played a hand in Don’s fortune. On one of his stock transactions he placed a buy order for \$5000 worth of one stock. It was interpreted as 5,000 shares instead and the deal went through. Asked by his broker if he wanted to reverse it, Don said “No, let’s leave it as is”. Sure enough in a few months the stock price shot through the roof to many times the original price! Go figure!

Don knew the detailed history of every single piece of china and artifact in their home. He had many cherished items and no matter how many times I had heard the stories I never lost interest in the history of those damn Rosenthal porcelain dogs! Often he got a little carried away though...Darlene and I found ourselves at Don’s place glued to the TV watching the seventh game of an NHL playoff game one year. Late in the 3rd period Don was intent on showing her his entire china set as if she was an astute collector. Well Darlene did her best to remain interested but I still couldn’t tell you the name of the china pattern!

Of course I haven’t mentioned Mr. Speed’s lifelong passion yet. He was an icon in the boat racing world

known for his performances both in the cockpit and in front of the TV cameras. He is a Lifetime Vice Commodore of the Canadian Boating Federation. I know his mother, and later Lee, were both sure he would one day take his final ride as he always pushed his boats to the very edge.

In Valleyfield Quebec, that prophecy almost came true in 1967 but Don battled back through injury and went on to own one of the most successful 7-litre class hydroplanes of all time, the red and white *Miss Canada*. Wherever he went, whoever he talked with, he fostered an interest in the sport. With Don’s help and encouragement I myself even raced for a few years. He took great glee in telling me what I did right and more frequently, what I did wrong as he observed from the shore!

His illustrious racing career could be the subject of an entire book (and I think it would be a best seller) so I won’t go on about his many accomplishments. Suffice to say that a world record in 150-cubic-inch class hydro still has Don’s name on it after all these years. He was truly a force to be reckoned with on the water.

Well Don, I have to say that life owes you nothing. You extracted every drop of life from each and every day of the 34,442 that the Lord granted you. Whether you were on the water, talking to anyone who would listen or helping any of the many charities you so generously supported, you were always a man to look up to. Finally reunited with your princess, Lee, I’m sure it won’t be long before you’re as well known in heaven as you were on this earth.

Stay on the ice Don!



COMMODORE'S COMMENTS

Keith Willson

MY REPORT THIS MONTH is deliberately short.

Many thanks to all the members who worked long hours before launch to get our docks into shape to receive our shiny, clean boats. The weather co-operated and we had a good day. Everything went according to plan and we had a smooth launch.

Racing season has started and the first cruise of the year into our Club arrived on the long weekend. Our first cruise out is scheduled for June 5-6 to the Lakeshore Yacht Club. If you haven't raced before, come on out, give it a try, there is no better way to learn how to make your boat go faster. If you haven't club cruised before, come on out, give it a try, there is no better way to learn how to relax, sail to a destination, and enjoy the company of fellow sailors.

Sailpast is coming up fast and furious. I hope that the current trend of poor weather on weekends comes to an end before then.

TH&SC lost one of its founding members in early April. Don MacDonald was one of our founding members and served as our second Commodore for nearly 10 years. Don was a famous hydroplane racer and brought fame to not only our club but to Canada as well. Don is honoured in the Canadian Sport's Hall of Fame for his contributions to the sport of hydroplane racing. The next time you are down at the Club, take a few moments to look at all of Don's trophies in the case. Reflect upon the history and dedication it took to win these trophies. Take a look at the smile on Don's face in the photographs. There is a man who truly enjoyed doing what he was doing. Don—thanks for the dedication, the racing history, and the memories.

If the following blank lines can represent a moment's silence in text then I ask you all to please pause with me in a moments silence in honour of Don MacDonald.

Thank you. —

RACING CAPTAIN

Jamie Smallwood

View from the Perch

Welcome to the TH&SC Race 2004 Season.

A Race Night meeting held back in April was well attended. It looks like we are going to have some new boats on the starting line.

Dave Johnston on *Wild Rose V* is coming out of the cruising closet. A Sabre 28 named *Casita* will be sailed by Richard Pierce. *Saturn*, the Kirby 30 owned by Jim Haley has shed its gunmetal grey finish and looks great. Keith Stone has purchased Marilyn Goodman's boat *Shandy* and will be with us. Tony Larratt with a yet unnamed beauty of a Shark is going to give it a go. A new rocket ship in the form of a Corsair 28 trimaran appropriately named *Triple Threat* will be sailed by John Bennett and crew.

We had our Wednesday Night Practice Race on May 19. It was a Windless Wednesday for sure, but a beautiful night, and a good one to get the bugs out of the boat.

Wednesday nights are going back to three series of five races (four to count) format, with an allowance for two make-up races in the fall. If things are looking good, we might throw in a Fall Mini Series. After race meals have been simplified this year. Hamburgers (delicious) on the barbie and salad will be the fare. Drinks are BYOB. Anyone welcome.

As far as fun events go, the Rhumb Line Relay on Sunday June 20 will start on the Saturday night before the race with a wee bit of rum tasting, and the formation of teams. Hopefully, this will reduce race day disorganization, or maybe not. Cruisers—form a team. The gauntlet has been thrown down. The Paté Challenge on Saturday July 10 probably will be a zany as ever.

Weekend Racing begins with the Ice Breaker on Saturday May 22, which will be in the books before you read this. The Dufferin Bell Buoy, Bluffer's Race will happen in August. Lets not even think about the Frostbite Race.

Our own Open Regatta, the East End Challenge on July 17 & 18 is being revamped to allow for more participation from club boats. Keep tuned.

If you are interested in sailing at ABYC's Open Regatta on June 19 & 20, you will need a PHRF certificate. See Jim or Mona Anderson on *Hobbes*, our

PHRF reps for more info.

TH&SC and ABYC have a reciprocal arrangement that allows us to race on their course on both Tuesday and Thursday nights and them on our course on Wednesday nights. ABYC registration forms are on the bulletin board. Non-one-design boats will require a PHRF rating certificate.

Just in case you still need more racing in your life, LORC is another venue that offers top rate racing against boats from around the lake. Ask Mona or Jim Anderson, our LORC reps for the scoop.

We look forward to another great season.

Jamie Smallwood
Fleet Captain Racing
Fauvette 913
B Dock 22
Email: smallwood@idirect.com —

FLOTSAM & JETSAM

Shadow

PIRATE TALK...

HEMPEN HALTER—The hangman's noose.

HORNSWAGGLE—To cheat or defraud, often of money or belongings, Yosemite Sam know a lot about it.

CHARLIE NOBLE—Upon finding that the stack for the ship's galley was copper, merchant captain Charles Noble then required it to be kept polished, the stack took his name thereafter.

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

b b b b
The Deadline for the
AUGUST issue of
Spar & Prop is
July 26th

b b b b

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

Website address is
www.thsc.ca

HARBOURMASTER

Russ Germain

THE DOCKS ARE FLOATING—albeit not perfectly aligned to their marks, the boats are in the water and most masts are up. With the hard work of many members we managed another successful, SAFE launch on May 1. Bob, Peter and Dutch of Klomp Cranes once again made us all look as if we knew what we were doing, and with brand new slings to mark the occasion. Note must be made of those few individuals who worked beyond their required duties and shifts to help keep things moving toward a timely finish to the day; for example, Bill Comerford, who didn't even launch his boat and will be overseas for the sailing season, and Reza Saeidi were called on at the last minute to finish plank repairs in time for launch. Their work exemplified the kind of willingness to help that reflects so well on our members. There are others; to be able to say that there are too many to mention you all individually underlines the good spirit of the club. You know who you are.

The club owes particular thanks to one highly skilled and untiring member who made the unusually demanding work of this spring's dock maintenance possible. Max MacDonald stepped forward with his assistant Carl to rig the barge with an electric winch, generator and fabricated and air wand to help in freeing the dock anchor blocks from their sunken mud habitats. As well, they have repaired bridge seawall welds, repaired the fork extensions for the lift truck and acted as purchasing agent for much needed materials such as chain. He has also put in many hours beyond his required commitment as a member. It is fair to say the docks would not have been anywhere near ready to receive boats on launch day without Max's valued help. Every sailing member owes him a debt of gratitude... or at least a beer at Sailpast.

At the end of launch day it was rewarding to see virtually all the crew out for the yard walk. The decision not to distribute membership cards until sign out seemed to keep everyone honest about completing their work day. It will likely become standard practise.

Thanks also to Dan Demers, Andrew Porter, Jim Holton and Tony Labatt for agreeing to be our Dock

Masters this summer. Again, these people deserve our good will and support for going beyond their required work hours to help our club run more safely and smoothly. Their names are posted on the bulletin board to contact with any problems concerning our docks. If they approach you about an issue with your boat please take their suggestions to heart. Their only concern in doing so is the safety of you and your family and friends. The dock rules are posted as well. Please review them carefully. Your dock is your summertime neighbourhood. Respecting the rules makes better neighbours and a safer sailing season.

The pace of work may slow now, but it is not done. We still have improvements to make and with your help we can bring our docks back to pre-seiche(s) condition. Here's to fair winds and many hours on the water.

REAR COMMODORE

Ken Deas

NOT A LOT TO WRITE ABOUT yet but things are starting to happen. Our Race Meeting—thanks again to Jamie Smallwood and Dan Demers—was successful and fruitful. We had several new members turn out and register for our racing program. Good on you guys/girls, we still have room on the lake for a few more.

Once again I must remind anyone not totally convinced they want to race, that we can arrange to have them sail as a spectator or crew with an experienced captain. Give me a call at 416 691-2525 and I'll set it up for you.

If you cannot commit to Wednesday night races, watch for the week-end events. Get some experience behind you for our Open Regatta in the middle of July.

The best thing I could do for the Cruisers is Chris Hanson. Chris has organized a terrific schedule of interesting week-ends, and has pretty much done all the arranging so that all you have to do is sign up, sail and enjoy!!!

We need a bit of help. We are looking for drivers for the new "Mark/Chase/Rescue" boat and/or the Committee Boat. If anyone is interested call me. Thank you. —

SOCIAL CHAIR

Sylvie Lavoie

SAILPAST IS GEARING UP to be the best ever. Children's activities will include T-Shirt art & decorating, arts & crafts, fashion shows and more...AND we are providing full-time supervision so that parents can enjoy the dancing. Don't forget the Hors d'oeuvres Contest.

OPEN REGATTA—The party on the Saturday (July 17) is coming together. Look for Early-Bird Specials for tickets to this event. Look for posters with details.

CORNROAST AND SQUARE DANCE—Be sure to come for our annual corn roast with the added feature of a square dance this year. This event is held on the Saturday of Labour Day weekend, September, 4th. —



WINTER VACATION IN THE BVIs

by Marie & Paul Evans



SINCE THE ARRIVAL OF SPRING, things have blossomed at our club. And I don't mean just the plants. A new cabana has popped out of the ground on the south side of our club. It is to house the two new BBQs, and a bar-like counter to be used for a variety of occasions. Maybe even a bar. Imagine that; an outside cabana complete with bar.

The sheathing is finished. We are hoping to have the roof shingled before or during the long weekend. Ted Martin has volunteered to paint the building. George Black has volunteered to lay the interlock bricks. John Phillips will get the gas fitters in to install the propane lines. Jamie has a plan for the counter and if there is enough money left will have Ghislain make up a stainless steel countertop. We are still aiming to have it complete for Sailpast.

You probably have noticed the change in the parking lot. Somewhat still under construction but taking shape. On Saturday, May 8, we had a machine and five people dig trenches for drainage. The drainage pipe was connected to a main drain emptying into the lake after being covered by 3/4-inch stone. The water-line for C-dock was replaced by a new line dug approximately a foot deep.

A grader was brought in to grade the lot and spread the stone. A crusher run was used to seal the previous crushed asphalt base. Washed stone will be used in succeeding years to completely finish the job. This will be an ongoing job so don't get discouraged if it doesn't look perfect yet. Most have commented on what a difference the regrading made but keep watch, it will continue to improve.

The dumpster will be moved from front gate to back fence for the summer to allow for the creation of an entrance garden complete with a Welcome To TH&SC sign. There has been an offer to donate a large anchor to the club for display in the same area. I will try to twist the arm of our TH&SC flower girl, Dorothy, and her crew to plant flowers around the display we will build there.

They have been doing another bang up job of spreading color around the property using ceramic pots. The beds look like the professionals were

in. Did you notice all the hard work they did with cleaning up the vines all along the front fence?

We have a new environmental area in the corner at the rear of where the oil shed is presently. On May 15th forms were built, reinforcement rod and mesh screen were installed before the placing and troweling of concrete, all in the same day. Concrete will be needed, sealing with a concrete sealer. The sheds, oil change shed and the outboard motor shed will be moved and a fence will be installed. This was all brought on with the threat of environmental damage by a ruptured oil barrel. The slab poured will catch the spill and prevent the oil leaching into the soil.

Here's my rant. If you look at the doorway of the oil barrel shed today you will see a collection of oil filters, empty Bottom Kote cans, and numerous other used containers. My question is, what do you expect me to do with them that you couldn't do yourself? I am a volunteer at this club the same as you are. Just because I volunteered to take on the responsibility of managing the property, why would you expect me to clean up your garbage? Please take it home, give it to a friend, or take it to a transfer station. Don't drop it at the oil shed door and walk away pretending you forgot you left it behind.

The new counter dolly that you see under the kitchen window, was purchased from IKEA as a table then completed by John Redmond, who installed the base and wheels. John made it look like we purchased it that way. A really, really good job, John. We are considering whether or not to add stainless steel to cover the tabletop. Please do not use the table to cut on but use the cutting board put there for that use. I've had a lot of comments about how efficient the kitchen is and how nice the club as a whole is starting to look. The comments are nice to hear and every time I receive the platitude with thanks I think of all the hours so many people at our club put in with so much effort. It was a team effort that made the difference.

You will probably hear the clinking of ice cubes behind the bar. Thanks to the efforts of John Goba, who spent countless hours installing and fine-tuning it, so we will have ice cold drinks without buying a whole bag to get a few cubes. Many thanks John for taking on the job after it sat around for

so many years staring back at us with it's un-icy stare.

Remember, the ice is for everybody who needs ice for their drinks whether it be a glass of water to a triple scotch. It is not, however, a replacement for the ice cubes you can purchase from the ice freezer. Please be considerate. We don't need someone pointing out someone else sneaking off with a bagful of free ice.

Because we are seriously running out of able-bodied volunteers, other projects are on hold until we finish those we have started. The docks took a lot of the labour away from projects we planned for the summer and I hesitate to ask those who have put in far more time than was mandatory. We will accept anyone who wants to step forward to give a little more but we won't ask. Those who have not fulfilled your obligation for whatever reason, it's time to cough up. There are too many to name who have gone well beyond the call of duty, which surely ought to have set an example.

It's time to settle down on the work schedule so we will go into maintenance mode while we enjoy the sailing season. You may see the odd disruption as we replace windows or fix the laundry/locker room but overall we will leave the major projects to the fall. If we get the go-ahead we will start the washrooms in the north end, but mostly we will encourage everyone to go racing, cruising, or just drift around the lake.

Another best summer of our lives!



WEDNESDAY NIGHT DINNER

by The Food Editor

Hamburgers/Cheeseburgers and salad! Yes, George Black is cooking up some great tasting meals on Wednesday night. Come and support your club, whether you sail or come down to play pool, George will be cooking starting at 5:00 p.m. for the early racers and he will be there when the racing is done at dusk. All profits at the end of the season will go towards a dinner by George. —

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

by Eric Muff

HI THERE! Back from my mid-winter escape to the sunny Caribbean, only to find out it's *still* mid-winter. Ah, well.

Did you ever wonder what our overly zealous *racing types* did to keep in top physical condition during the long (9 or 10) winter months? I used to wonder, but now I know.

And you too can know if you drop in to the Royal Canadian Legion, Branch 42 at Kingston Road and Woodbine any Thursday afternoon from 1 p.m. "till they run out of quarters".

Here you will find our stalwarts, the Hexham twins, George Martin, Bill Martindale, Jack Kennedy (no relation—I hope, to those *other* Kennedys) chalking up their cues for another strenuous afternoon of ~~bangball~~ snooker.

As a casual observer, I would hazard a guess that Minnesota Fats, Fast Eddie Felton and Willie Masconi have little to fear as to their laurels.

But, hey!!!...ya never know.

The game our hapless quintet plays might leave a little to be desired, but their scintillating repartee would put Leno and Letterman to shame. And the money they save on therapy must be phenomenal.

Not having been exposed to the pool hall scene as a child (I was busy getting my poor, wee arse shot off in W.W.II) I am not up to snuff with pool hall jargon, but I do think I heard George Martin mutter, under his breath, "This ain't the way we play it on Plutron".

So...

If you wish to hone your racing skills drop in to Branch 42 any Thursday afternoon after 1 p.m. and take lessons from the Masters.

Don't forget your Top-Siders.

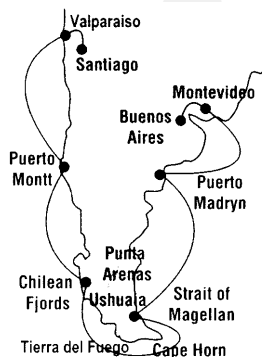
But, getting back to Mickey Mouse cruising and Cape Horn.

After our slight deviation to the Caribbean, we pick it up in beautiful downtown Puerto Montt where we pick up a couple of Chilean pilots for a couple of day's cruising the Patagonian Channels, the Beagle Channel, *et al.* This is similar to the trip to Alaska, up the inside passage, but *much* more spectacular.

The weather is dull and cool, and eventually it rains. At 7 a.m. on the

eleventh of February we pass Eyre Glacier, and a magnificent sight it is. It is about 11 km across and the colours are awesome.

There is lots of ice in the channels



as the glaciers are constantly "calving", and the different shades of blue are mind-boggling.

Today is Shrove Tuesday but no G.D. pancakes! There used to be an old saying, "The Greeks have a word for it". Apparently they *don't* have one for G.D. pancakes.

Being made of sterner stuff, we survived.

But, hey!!!...next pancake day I'll go to the Big Easy.

The sun came out later in the day. Enhancing the colours considerably, though I am surprised by the lack of wildlife. No wildlife ashore, only a few sea birds and very small porpoises—or should that be porpae?

Whatever! Tomorrow we'll be in beautiful, downtown Punta Arenas, our last port-of-call in Chile.

Wednesday 13 February 2002, it's cold, windy and pissin' down rain (what else is new, eh, Bill?) but we go ashore anywho.

Bob needs to turn in his superfluous Chilean pesos, Joan needs to get more U.S. quids, and I'm just too bloody stupid to stay on board.

Punta Arenas is a fairly small, walkable city—when it ain't pissin' down. The main attractions are concentrated around the central square, Plaza Munoz Gamero.

Centrally located is a humungus bronze statue of a "Selk'nán" indian whose great toe you must touch if you wish to return. There is a terrific museum—Museo Salesiano De Mayorino Borgatella—operated by the Salesian religious order.

Punta Arenas is the southernmost city in Chile, was founded in 1847 and was later a coaling station for ships on their way to California, before Panama.

When Darwin first arrived here the

area was inhabited by four indian tribes, only two of which I remembers, the Tehuelche and Ona, all four are long gone. Of Punta Arenas' 120,000 inhabitants about one-third are from the former Yugoslavia. There are great numbers of Europeans living all over South America.

And don't forget siesta. Most of



TIERRA DEL FUEGO PARK & SAILING IN THE BEAGLE CHANNEL

these shop-keepers close from noon to 3 p.m.

In the Punta Arenas area, between October and March, Magellanic penguins come ashore here to breed and lay their eggs.

Don't forget, this is our last stop in Chile, better stock up on Pisco.

Our trip back to the ship was quite hair-raising. Our cabbie could speak and understand english, so he spent the whole trip looking over his shoulder at us and chattering ninety miles an hour and driving a hundred and fifty. And don't forget, it's still pissin' down. Everybody aboard for a quick change of knickers.

The Enrichment Activity for today was a lecture by Captain Loren McIntyre entitled "The Southern Cone



—from Valparaiso to Buenos Aires via Easter Island and Cape Horn". While Mary Jo Dolan is still leading the dim-witted in a search for the green flash. Good luck, Mary Jo.

Thursday, just after noon we arrive in the quaint little town of Ushuaia, Argentina. Ushuaia, at 55 degrees south latitude, claims to be the southernmost city on the planet—and who am I to doubt them.

Ushuaia is pronounced "Oosh-why-ya", and the natives get a little pissed-off when yokels from Ontario

Continued on page 8

But, Hey!!!...

Continued from page 7

call it Oshawa.

The town is almost Bavarian in architecture, very colourful, with Charlie Nobles sticking out of most roofs. (For the younger sailors Richard will explain "Charlie Nobles" to ya.)
Editor's note: HmMMM, as I whip over to Google...and YES!, my first thought was correct. A Charlie Noble is the stovepipe coming from the galley stove on a boat or ship.

I opted to grab a bus and head out to Tierra Del Fuego National Park which to me was a bit of a disappointment. I don't know what I expected to find but I sure as hell didn't find it.

There is a yarn connecting Canada to Tierra Del Fuego but naturally I can't recall it. Golden years, my arse. Something about importing Canadian beavers to solve one problem and ending up with the beavers causing another. If it comes back to me I'll let ya know.

But, hey!!!...senility can be fun (I think).

I got back in lots of time to do the town, it really ain't that big, and we're docked right downtown. The mountains behind the town are snow-covered and spectacular. You'd swear you were in Switzerland. (Bite your tongue, Garry.)

'Twas easy to purchase stamps here and I probably mailed some cards. I do remember buying *monster* bottles of "Bud" for three bucks (U.S.) a crack. Funny how you remember the ~~imported~~ important stuff.

We slip tonight a little after 9 p.m. so we can catch the "Horn" in broad daylight.

We are in the area about 8 a.m. and it's dull and foggy, not *really* cold but blowin' like stink. Because of the fog the Old Man makes several passes hoping for the fog to lift, which it does, about five minutes after most of us gave up and went inside.

And there it was in all it's splendor; a bloody great rock.

Disappointment #2.

But, hey!!!...looking on the bright side. Now we're heading home.

Before we turned the corner we did see a small Canadian vessel heading back to ~~Oshawa~~ Ushuaia. Several vessels ply back and forth between Ushuaia and Antarctica during *their* summer season.

Don't forget yer bleedin' sun block. Before I "put this to bed", as we say in the trade. Let me see if I can recall our little soap opera.

Remember earlier on I told you about me table-mates? Two Joans, Dorothy, Bob, Duke, and myself.

Well, on the trip from the Horn to Puerto Madryn, Argentina, things started to unravel.

Joan, the tall, elegant one, with the bucks, from Cape Cod would always wait at the door of the dining room for Dimitrius, the tall, handsome, Greek maitre'd to bring her to the table on his arm, boy, did this ever piss the other two off! (that's Joan Mk II) and Dorothy, not Bob and Duke, plus the fact that she always flaunted her

TIERRA DEL FUEGO NATIONAL PARK

expensive purchases at the dinner table.

Anywho, it all hits the fan when Joan Mk I has the pastry chef make a birthday cake for Dimitrius' birthday and invites him to the table for dessert. Dorothy and Mk II stomp off in all directions (good-o, more cake for us) giving Dimitrius a birthday celebration he'll hardly forget.

Next evening, Joan Mk I moves to another table, Dorothy and Mk II change to the *other* seating and the "three amigos" live happily ever after.

But, hey!!!...ya see Veronica, there really is a Santa Claus.

See ya on the Road To Puerto Madryn. —

OFFICER OF THE DAY PROGRAM

by Joan Willson

THANKS TO EVERYONE who has sign up for their OOD Commitment. I still have 14 spots empty. I need you! Please contact me if you can work any of the following dates:—Joan 416 759-1846
July 1/04 12-4 & 4-8
July 31/04 12-4 & 4-8
Aug 2/04 4-8
Aug 14/04 4-8
Aug 21/04 12-4
Aug 22/04 12-4 & 4-8
Sept 3/04 4-8
Sept 4/04 12-4 & 4-8
Sept 6/04 12-4 & 4-8 —

SILENT AUCTION AND YARD SALE—2004

Thank you so much to all of you who came out in the rain and cold to participate in this year's Silent Auction and Yard Sale which was held on Saturday May 8th.

Once again, the items donated were a wonderful mix of useful, and/or eclectic—and all very much appreciated. I am not sure who donated the huge cockpit cushions and jumbo cooler. They raised much of the money and are a great bargain for the new owners.

There was some stiff bidding at the end of the day and thank you to Max MacDonald and Mel for entering into the spirit of the Sale, and perhaps going home with an item or two they may not be able to use.

But—some wonderful bargains were had at the end of the day.

The good news—we raised a total of \$400.00 for the Mission for Seamen, plus \$42.50 held from Awards Night. A cheque for this amount will be sent to Father David Mulholand on your Club's behalf.

Finally, my personal thanks to Wendy Stratten who once again had tables ready and goods set out for our use.

Marilyn Goodman —

HEY, KIDS!

Look for it this summer

Mac 1—Our brand new chase boat. Weather permitting, on Sailpast Day, June 12th, Captain James Brown (or his assistant) will offer rides to children (with or without a parent) depending on age.

A short safety lesson will precede your ride. Bring your life jackets to the marshalling area at the foot of A-Dock. Times to be determined.



THE HOBBS REPORT

by Mona Anderson

RACING RULES — DO THEY MATTER?

OF COURSE THEY DO. What game doesn't have rules? And the more clever the rules are, the more interesting the game. From a US Certified Sailing Judge, here are some of the basic rules from which to start.

As a small boat skipper and tactician, I am too busy with steering or trimming to get into arcane details of the rules. I offer the following as a lighthearted collection of very basic rules. While it mixes right of way rules with tactical rules of thumb, I find it quite a good place to start. Experience and study will fill in the blanks.

1. Don't hit other boats. Collisions are slow and arguments are slower.
2. Keep out of the way of boats in front of you.
3. Port tack boats usually have to stay out of the way of everyone else.
4. Windward boats must stay away from leeward boats.
5. The inside boat gets to go round the mark first.
6. Don't hit marks. Doing circles is slow.
7. Don't hit the committee boat. First, it is a mark (see Rule 6) and second, it really makes them mad.
8. Nothing good ever happens on a lay line.
9. The port tack lay line is a very ugly place.
10. Control your own destiny: stay out of the Protest Room. Protest Committees are uncontrollable: with a 100% solid case, you have a 50% chance of being DSQ. —Hugh Elliot

TALES FROM THE TENT

by Lee Rixon

TALES FROM THE TENT—the on-going story of the restoration of a 1954 vintage 5.5 meter.

For those of you who don't know—this is the project that is occurring under the white tent that is behind the workshop. The first question is how do you like your ribs, boiled, BBQ'd or steamed?

Well, if you are restoring an old wooden boat, then there is only one choice and that is steamed. One of the key jobs that I have to do in restoring *Talatta* is to replace about 40 of the boats ribs that have finally given up the ghost due to age. I'm replacing them a third at a time, so that the boat doesn't lose shape, and I'm riveting the new ribs in place to retain the same

approach as the original.

Ok—rib replacement. This presented a few challenges, and the first was what the hell was it and how was it done. After a fair bit of research it seems the only real way to do it is the same as the original builders, and that is to steam air dried white oak and bend it into place. Why white oak? Well, it's strong, relatively rot-resistant and is an ideal candidate for steam bending. For those of you that don't know, white oak has been used for ribs in boats for centuries. It is very different to the red oak that you get in furniture—much coarser in its grain structure and much stronger. Why air dried? Well when you steam wood, you are, in essence, trying to restore it to its green state, exactly as it came off the tree. When it is in that state, it's fairly bendy and can be moulded into some fairly extreme curves.

The Racing Rules of Sailing are generally written in a format based on what you can't do or what you are not supposed to do. But they can be converted to beneficial actions if you look at them in the right light. For instance—take Point #4 above. "Windward boats must stay away from leeward boats." If you happen to be the leeward boat this is good news. You can push the windward boat up and out of your way. And if you happen to be approaching the windward mark on starboard tack while you are holding the windward boat off, you also get to go around the mark first—as in Point #5. This manoeuvre should get you out the other side clear and ahead. Which means you will have a chance to launch your spinnaker first and start your run down to the leeward mark sooner by which you could gain a distinct advantage.

So study up on your rules. It makes the game of racing much more interesting.

WHAT IS PHRF?

PHRF = Performance Handicap Racing Fleet

PHRF ratings are Boat Performance Handicaps. They are based on the Speed Potential of Classes of Yachts. They are determined from the actual observed performance of yachts on the racecourse.

PHRF ratings are not intended to be a skipper or crew handicapping system (as in golf handicaps), or to compensate for poor sailing ability or inadequate equipment. For more information visit the PHRF Lake Ontario site at www.phrf-lo.org

"The shortest distance between two jokes is a straight line." —

Unfortunately, most timber these days is kiln dried, which means that the excess moisture is removed in what is in essence a very big oven and the timber is dried down to less than 8% water content. Once this is done, the internal structure of the timber changes and it's impossible to re-hydrate it. With air drying, the timber is basically cut into boards and left to dry naturally. It never dries out as much as kiln dried, and can be re-hydrated by steaming it.

So the first step is to get the wood. Not the easiest thing in the world as white oak isn't widely available, and air dried is even less so. Finally, thanks to the Internet I tracked down Century Mills up in Stouffville, which carries a variety of woods that you can't find at your average Home Depot. For those

Continued on page 11

FLEET CAPTAIN CRUISING

Chris Hanson

THE CRUISING SEASON IS STARTING.

Lakeshore YC is our first destination June 5-6. They will be coming to stay with us that same weekend.

We are hoping to serve our surf and turf meal once again, depending on what is feasible and available. Check the cruising board in the clubhouse for upcoming destinations, dates and potential menus.

We have added a couple of weekend dates totaling to six destinations including a pool cruise to Port Credit. The format will follow last year's with a food theme for each.

We have kept the distances relatively close to allow for a pleasurable sail with time for shore activities. By adding two dates we hope this will attract more would be cruisers and also allow more flexibility to those trying fit the dates into their busy summer schedule.

The last weekend in June our sailing will take us to Mimico C.C. They are always good to us and we are looking forward to another great time there.

The traditional July 1st family picnic cruise will be based at TH&SC. This year Canada Day falls on a Thursday, so we decided to have the festivities of games and eats at home so we could also take in the fireworks off the Beaches.

Here's what a club cruise consists of:

Each cruise will have a food theme. A signup sheet with a deadline will be posted on the clubhouse bulletin board, to allow time for the club we are visiting to pre-arrange berths and for us to have a food count to provide enough for us hungry cruisers. When we arrive we'll start with some drinks and appetizers. Each boat usually brings along a little something and later on your TH&SC hosts will provide the main meal. Sounds good doesn't it? It's that simple. All YOU have to do is participate.

Remember there is a limit of 15 boats per cruise so don't wait 'till the last minute to sign up and if you have to cancel please have the courtesy to contact myself (416 423-0845 or lothlorien.cs27@sympatico.ca) as early as possible to allow (a) we don't purchase more food than necessary and (b), someone else may want to take your place.

TH&SC 2004 Cruising Schedule

Lakeshore YC—June 5-6

Mimico Cruising Club—June 26-27

TH&SC (Canada Day)—Thurs., July 1

Bluffer's Park YC—July 10-11

Frenchman's Bay YC—July 24-25

Port Credit YC—Aug 21-22

Etobicoke YC Sept.—11-12

Your club provides the organization and meals, guaranteeing a splendid time for all. Take advantage of what your club has to offer and Elizabeth and I hope you can make the time to come cruising with us. —



TH&SC WEBSITE WANTS ACTIVITY

Mike Montgomery

I WANT THE MEMBERSHIP TO know about the site and in particular the discussion area. I believe this area is under-utilized but how to get people involved? I don't know. There are 30+ people registered to use the site but very few actually use it. I don't know the reason why.

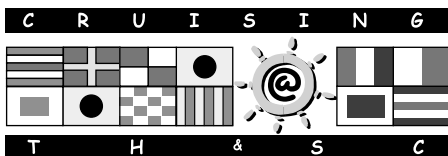
The last post was March 2 of this year. Maybe you use computers all day at work and don't want to use one when you get home. Who knows?

The statistics of the site can be viewed by anyone at <http://www.thsc.ca/stats/stats.pl> (Membership > Forms > Webstatistics).

They show we've had over 1,000 visitors so far this year. Not bad until you view visitor behaviour. Most view the home page and then move on (<http://www.thsc.ca/stats/stats.pl?output=urldetail>).

Although there is a steady increase of visitors as the search engines, like Google, index our pages, it is a slow progress. Web sites like ours take a while to become known. We have to make more linkages with other sites and have reciprocal links. That's really the only way to get known on the 'net.

For those who haven't tried our web site yet, please do. Check the discussion area and join in. Those who haven't re-visited in a while, come on back. Check us out once in a while. —



Each cruise will have a food theme. A signup sheet with a deadline will be posted on the clubhouse bulletin board, so as to allow time for the club we are visiting to pre arrange berths and for us a have food count to provide enough for us hungry cruisers. Remember there is a limit of 15 boats per cruise so don't wait till the last minute to sign up and if you have to cancel please have the courtesy to contact myself as early as possible to allow (a) we don't purchase more food than necessary and (b), someone else can take your place.

For those of you that have yet to have the experience of sailing on a "club cruise" here are some great reasons to participate.

- The opportunity to get to know other members of your own club.
- The safety and camaraderie of sailing in a flotilla.
- Interesting locales with other club facilities to experience.
- Incredible meals and appetizers that your club provides for you.

2004 CRUISING SCHEDULE



Lakeshore YC
— June 5-6



Mimico CC
— June 26-27



TH&SC (Canada Day)
— Thursday, July 1st



Bluffer's Park YC
— July 10-11



Frenchman's Bay YC
— July 24-25



Port Credit YC
— Aug. 21-22



Etobicoke YC
— Sept. 11-12

CANADA DAY !

Come, Celebrate Canada Day at TH&SC. Yes! We will be holding our annual Family Picnic at the Club. For many years we would sail away to other clubs or the Island but last year was so successful we have decided to keep it at the club.



When? Thursday, July 1st



Where? TH&SC Patio

What? A pot luck (contest). You bring the appetizer or salad or dessert

The Club will pitch in and buy the shish kabobs, juice and hot dogs, etc., for the kids.

All this will begin around 4:00 pm with activities for all. Along with prizes for the best and the most interesting. How? Sign up in the club house with your name, how many people and what you are bringing. The sheet will be available after Launch Day. For further information please contact:

Joan Willson at 416 - 759-1846 or joans_quillows@hotmail.com

Tales from the Tent...

Continued from page 3

of you that are planning any woodworking projects this place is well worth a visit. Luckily they stock air dried white so it was simply a matter of driving up there, and then cutting and planing the boards into the right size for boat ribs.

Next—how the heck do I do it? The first task is to make a steamer. Basically with steam bending, you are trying to get the wood moisture content up so that the wood re- plasticizes and can be bent. This is done by immersing the wood in a bath of steam. So here we go—first, a boiler. There are a lot of ways of doing this, but the way I went was to create one out of an old BBQ tank and some $\frac{3}{4}$ -inch copper piping. Second—a steam chamber. The idea here is that you have a chamber that will allow you to steam the wood for about

30 minutes, using the steam generated by the boiler. You have to do this fairly evenly to ensure that the piece of wood being steamed isn't drier at one end than the other, and you have to make sure that there are enough holes for the steam to escape. The only real mistake you can make here is letting steam pressure build up. You aren't creating a pressure cooker here! The idea is that the steam should NOT be under pressure. The steam chamber was created out of 8 inch ABS piping, with a series of supports to deal with the pipe bending a bit when it gets hot and also to keep the wood out of the condensing water at the bottom of the pipe. The steam is introduced at one end, and then fills the chamber. Any condensation is dealt with by having the steam chamber sloping very slightly so that the water runs back to the boiler. Thirdly—a heat source. This

DARTS REPORT

by Marie Evans

WELL, ANOTHER WINTER has gone by and we are happily getting ready for sailing.

If it would only stop raining on the weekends. The Darts Inter-Club Tournament had it's Awards Banquet at Cathedral Bluffs Yacht Club on April 8th. This year CBYC came in first and TH&SC came in a close second. HYC took third and ABYC came in forth. The tournament was very close, and a great time was had by all.

At the Awards Banquet HYC presented a trophy in Memory of Jerry Matthews that goes to the player who has the highest score in a game for that year. Jerry passed away at the end of last year's season. He was one of the best dart players at HYC and a great asset to not only the dart team but to the club. I am happy to tell you that the trophy was presented to me, Marie Evans, with a fluke score of 165.

The trophy will be kept at HYC.

The darts players at our club had a playoff to see who was the best. This year Lee Rixon took first and Jack Hexam came second. This year we also played some pool on the new table. Unfortunately we didn't see anyone else there.

With a great table to play on we should get more people down at the club for games night. —



is being done in the middle of a car park, so off to my local second-hand store for an old Coleman camping stove. It's not the perfect solution, as the tank doesn't hold fuel for more than about 40 minutes of burn, but it does the job.

Ok, so now it's all built. How did it go? Next report we will be dealing with singed fingers, broken ribs and "lets try plan B".

If anyone wants any further information or wants to have a look at the progress so far feel free to come talk to me. My boat is a CS27 on the south side of A-dock called *L'Autre Femme*, and I'm around the club a fair bit. Cheers for now. —



June 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Cruise to Lake-shore YC	7	8 Executive Board Meeting	1 Series 1 RACE 2	2 3	4	5 Cruise to Lake-shore YC
13	14	15	16 Series 1 RACE 4	17	18	19 SAILPAST
20 Rhumb Line Relay?	21	22	23 Series 1 RACE 5	24	25	26 Mimico YC Cruise
27 Mimico YC Cruise	28	29	30 Series 2 RACE 1			

LET'S GET EVERYONE OUT FOR SAILPAST



July 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Bluffer's Park Cruise	11	12	14 Series 2 RACE 3	15	16	17 TH&SC Open Regatta
4	5	6 Executive Board Meeting	7 Series 2 RACE 2	8	9	10 Bluffer's Cruise & Paté Challenge
18 TH&SC Open Regatta	19	20	21 Series 2 RACE 4	22	23	24 Frenchman's Bay YC Cruise
25 Frenchman's YC Bay Cruise	26	27	28 Series 2 RACE 5	29	30	31

A GOOD MONTH TO GO CRUISING



August 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	3 Executive Board Meeting	4 Series 3 RACE 1	5	6	7
8 Dufferin Bell Buoy Race	9	10	11 Series 3 RACE 2	12	13	14 Calypso Night
15	16	17	18 Series 3 RACE 3	19	20	21 Port Credit YC Cruise
22 Port Credit YC Cruise	23	24	25 Series 3 RACE 4	26	27	28
29 Bluffer's Race	30	31				

A GOOD MONTH FOR CRUISING, RACING AND DAYSAILING



September 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
5	6	7 Executive Board Meeting	8 Makeup if necessary	9	10	11 Etobicoke YC Cruise
12 Etobicoke YC Cruise	13	14	15 Makeup if necessary	16	17	18
19 Frostbite Race—TTGR	20	21	22	23	24	25
26	27	28	29	30		

EVERYBODY OUT FOR THE FROSTBITE