

# SPAR AND PROP

JUNE, 2006

NUMBER 175



## SAIL PAST 2006





## Toronto Hydroplane and Sailing Club Executive Board

COMMODORE

**Lee Rixon**

(416) 724-5281

e-mail: lrixon@rogers.com

PAST COMMODORE

**Keith Willson**

(416) 759-1846

e-mail: kwillson@sympatico.ca

VICE COMMODORE

**Marilyn Goodman**

(416) 429-2598

e-mail: marilyn.goodman@rogers.com

REAR COMMODORE

**Mona Anderson**

(416) 686-0734

e-mail: jim.mona@sympatico.ca

HARBOUR MASTER

**Ross Campbell**

(416) 249-4095

e-mail: rcam@rogers.blackberry.net

PROPERTY MANAGER

**Dennis MacCallum**

(905) 770-3125

e-mail: MACCALDE@mpac.ca

TREASURER

**Mike Baker**

(416) 481-5461

e-mail: thebakers@sympatico.ca

SECRETARY

**Eva Baker**

(416) 481-5461

e-mail: thebakers@sympatico.ca

RACING FLEET CAPTAIN

**John Morris**

(416) 963-3222

e-mail: john4sail@hotmail.com

RACE COMMITTEE CHAIR

**Lorne Vineberg**

(416) 928-3455

e-mail: thewordworks@tcn.net

CRUISING FLEET CAPTAIN

**Chris Hanson**

(416) 423-0845

e-mail: lothlorien.cs27@sympatico.ca

WAYS AND MEANS

**Patrick Lyons**

(416) 438-1716

e-mail: waysandmeans@thsc.ca

SOCIAL CHAIRPERSON

**Melinda Ramsay**

(416) 992-0999

RECIPROCALLS OFFICER

**Peter Martyn**

(416) 822-4345

e-mail: pmartyn@world.oberlin.edu

TH&SC Website—[www.thsc.ca](http://www.thsc.ca)

# Calendar

**First Club Cruise—Sat. and Sun. June 3 & 4—Lakeshore YC.** Cruisers have a great time. A destination, good company, delightful location. See page 4.

**Race Series I—Race 3—Wednesday, June 7—**Every Wednesday evening for the rest of the summer. Get some use out of your boat mid-week.

**SAIL PAST—Saturday, June 10—**Our biggest event of the year. Get your tickets at Launch Day. Plan for a great day with all your friends. Tickets are only required if you want the delicious dinner.

**Race Series I—Race 4—Wednesday, June 14—**We're here, where are you?

**Rookie Race 2—Friday, June 16—**Increase your skill level, learn from experts.

**Distance Race—Saturday, June 17—**Around the *distant* marks.

**Race Series I—Race 5—Wednesday, June 21—**We're here, where are you?

**Bluffers Park Cruise—Sat. and Sun. June 24 & 25—**To the east, and not too far.

**Race Series II—Race 1—Wednesday, June 28—**A new Series is starting. Get in at the start and get lots of points.

**Rookie Race 3—Friday, June 30—**Increase your skill level, learn from experts.

**Port Credit YC Cruise—Sat. to Mon. July 1 to 3—**Spend the weekend at this fine Club and with all your friends from TH&SC.

**Race Series II—Race 2—Wednesday, July 5—**Middle of the season. Get in at the start and get lots of points.

**Race Series II—Race 3—Wednesday, July 12—**Don't forget the weekly prizes.

**Rookie Race 4—Friday, July 14—**Increase your skill level, learn from experts.

**Frenchman's Bay YC Cruise—July 15 & 16—**Combined Distance Race and Cruise.

**Race Series II—Race 4—Wednesday, July 19—**Grab those points.

**Race Series II—Race 5—Wednesday, July 26—**Tune up for Series III.

**Beaches Jazz Festival—July 26 to 30—**Queen Street turns into a Mall.

**Rookie Race 5—July 28—**Increase your skill level, learn from experts.

**Race Series III—Race 1—Wednesday, August 2—**A new Series is starting. Get in at the start and get lots of points.

**Race Series III—Race 2—Wednesday, August 9—**Last chance for overall win.

**Rookie Race 6—August 11—**Increase your skill level, learn from experts.

**Dufferin Bell Buoy Race—August 12—**Race to Humber Bay and back.

**Sizzling Hot Caribbean Night—August 12—**A party with a Caribbean Flair, "mon".

**Race Series III—Race 3—Wednesday, August 16—**Last chance for overall win.

**Mimico YC Cruise—August 19 & 20—**A great weekend to have a cruise.

**Etobicoke YC Cruise—September 9 & 10—**Last cruise of the year, make it count.

## ROOKIE RACES

Every 2nd Friday

New skipper? New crew?  
Did you race once but didn't know  
what to do?

Join us every 2nd Friday and see  
what it's all about. No pressure!  
Questions answered! Lots of FUN!

## Email Announcements

*Would you like to be  
notified about new gate  
codes? Or upcoming Club  
events? Contact Marilyn*

*Goodman at*

*marilyn.goodman@rogers.com*

# COMMODORE'S COMMENTS

Lee Rixon

AS I'M WRITING THIS, we have had some of the most unusual spring weather that I can remember. We have had days at 34 degrees followed by torrential rain and close to freezing temperatures.

All of the boats are in the water, most of the masts are up, and the season is well underway. Over the last couple of weekends, the mast crane has been in use constantly, the car park has been full, and lots of activity around the club both on and off the water. Sail Past is now in the history books, so the season is now well and truly on a roll.

We have also had our first weekend race. The weather started off looking fairly grim, but progressively improved as the day wore on. Winds topped out around 25 knots and I had a huge smile on my face as we raced to Gibraltar Point and back. For me, this is what sailing is all about. The race was followed by a New Members Wine and Cheese and a BBQ on the patio. Congratulations to all that participated and a big thank you to all of the organizers.

For those of you that were around the weekend of that race, you would have seen the boats and people from the cruise from WYC. We have received a lovely e-mail from them, thanking us for our hospitality and especially singling out our OD's that weekend and our Social organizers for a stellar job in making them at home and feel welcome. Congratulations on a job well done by all.

We are trying a few new things this year under the various portfolios, and I'm sure that they will be detailed elsewhere, but I'd just like to briefly mention them.

We have started a new program on alternate Friday evenings that is targeting people who want to start racing but need a gentle path in, rather than simply turning out on a Wednesday night. The idea is that there is a group of experienced racing skippers that have volunteered to act as mentors, and one will come out on your boat with you if you wish. Their job is simple, they are there to give advice and to help you see and avoid potential problems. Additionally, the program will be concentrating on some of the more intimidating parts of racing, such as the starts, so that you can get comfortable with handling

your boat in traffic. It should be fun—take a look on the notice board for further details and see you there!

We are also trying to make our weekend races a bit more of an event—so to that end—there will be a social gathering following each of the races. We are simply trying to ramp up the fun factor and everyone is cordially invited, whether you are a racer, cruiser or anything in between.

Finally some updates

The club is now full. Marilyn has been doing a great job attracting new members, and now we have a waiting list.

We have received a draft copy of our lease. This is at least progress, although there are areas in the draft that require clarification, or are not as we would like. There are a number of people working on what approach we need to take to make this a document that we can live with. I'll keep you informed of any progress.

The balcony project is proceeding slowly. Due to new building regulations, the amount of work that has to take place prior to shovels going in the ground has increased. To that end, we are seeking engineering advice on exactly how we need to proceed.

That's about all I have for this report, so see you on the water. ▲



## OOD Program 2006

Sign-up calendar is now available in the clubhouse

### OOD Hours

FRIDAY 16:00 - 20:00

SATURDAY & SUNDAY

11:00 - 15:00

15:00 - 19:00

HOLIDAY MONDAY'S

15:00 - 19:00

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

# VICE COMMODORE

Marilyn Goodman

WE ARE VERY PLEASED to welcome a wealth of New Members to our Club. Sailing Members are—Don Scott on "D" Dock with a Sea Ray 27: Deborah Sperry who has purchased the J24 *Missy Lee* is on "A" Dock: Sandy McGill with her Viking 28, Jason Crowley with a Kelt 25, Edward and Anna Kulperger with a Regal Commodore and lastly Bridget McManus with a Challenger 24 are all on "B" Dock.

We also welcome David Craddock as a Crew Member, currently sailing on the Viking 28 *Cheetah*. And that's all folks—we are officially full for 2006.

The Easter Parade seems so far away, but was a blast and our Bunny Richard Coutts was even interviewed for TV. I think he hopped the whole way down Queen Street. My sincere thanks to Chris Miles who stepped in at the last minute to pull *MAC 1*, help decorate both the boat and truck, and bring family and friends along to carry the TH&SC Banner. Chris's new puppy, Cooper, was with us too as too small to be left alone. Cooper stole the hearts of all who saw him looking out the window of the truck.

My thanks to all who participated or donated to the Ontario disabled Sailing Association on Launch Day, and I am please to report that we raised a total of \$680.00 which has already been sent to the Disabled Sailing Association of Ontario.

Have a great summer everyone, and we will hopefully see you out on the Lake for Sail Past. ▲



# FLEET CAPTAIN CRUISING

Chris Hanson

OUR FIRST CRUISE to Lakeshore, hosted by Dorothy and Keith, unfortunately ran into a thoroughly wet Saturday. A last minute decision to abort our visit to Lakeshore shifted to a few boats heading over to Highland YC. Participants without weather protection did venture over for the dinner by car; and I heard through our Commodore, Lee that everyone enjoyed the wonderful Surf and Turf dinner.

Elizabeth and I very much appreciated their efforts and sympathized with the snags from which Mother Nature can send our way. We had nine boats signed up for this one and I am sure the numbers will grow as the season continues. Next cruise is over to Bluffers Park (June 24-25) featuring a Caribbean theme of Jerked Chicken. Elizabeth and I will be hosting this one.

Last year's recipients of the TH&SC Club Cruisers Award, Randy and Jacquie will host our July 1st Canada Day pool cruise to PCYC.

Overnight Race / Cruise This year will be the inaugural overnight race / cruise to Frenchman's Bay. Those who decide to take it easy can cruise on over while racers can deal with the sometimes-fickle winds coming over and off the bluffs. Your Commodore, Lee Rixon will be hosting the dinner featuring Lee's Famous BBQed Ribs. Don't miss out on this one.

Please take note to check on the cruise sign up sheets which ones will have community breakfasts and indicate what you will bring along as well as your appetizer or dessert contributions. This year we also have made a slight change in making all cruises BYOB affairs.

Upcoming Cruising destinations and dates—

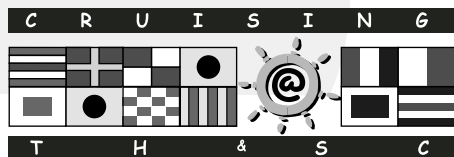
<b>Bluffers Park YC</b>	<b>June 24-25</b>
<b>Port Credit YC</b>	<b>July 1-3</b>
<b>Frenchman's Bay YC</b>	<b>July 15-16</b>
<b>Mimico CC</b>	<b>August 19-20</b>
<b>Etobicoke YC</b>	<b>September 8-9</b>

For those recent new members to TH&SC, welcome. We encourage you to try cruising this summer. We have a family friendly fleet, people to meet; wonderful appetizers brought by our cruising members and of course the main meal provided by your club for

FREE. Tell me any other club on the lake that has this benefit. All you have to do is sign up on the Cruising bulletin board. Each cruise has a food theme; last year we had steak and shrimp, Ribs, Greek shish kabobs and more, *mmmmmm*. By participating in three of our six cruises you will also be eligible for the official TH&SC 2006 Cruises flag.

In continuing with building the cruising aspect of our club, here is a reminder to bring along your digital cameras to these trips and then email your photos to Mike Montgomery at [montgom@thsc.ca](mailto:montgom@thsc.ca) so that he may place them into the club's website.

Hope you will join us on a cruise. ▲



The schedule is now complete and I am looking forward to another great season of cruising and socializing. The only change to this year's itinerary is the combination of a race/cruise to Frenchman's Bay in July. Hopefully we will have a big turnout with the racers and maybe get a few more converts discovering that they are always welcome to join in on the relaxed side of sailing.

Canada Day festivities will be held at the Port Credit Yacht Club, so make a plan to take in the fun with some sailing, swimming and fireworks. If you can't make it by boat, you are invited to attend any of the cruises by land yacht just make sure you sign up on the cruising signup sheet.

A reminder note: In order to claim an official 2006 TH&SC Club Cruises flag you must have attended 3 of the 6 cruises this season.

### Cruising NEWS

I have been attending the preliminary LOCCA meetings representing TH&SC. LOCCA stands for Lake Ontario Cruising Clubs Association. Its mission is to provide support and interaction between all clubs cruising the waters of Lake Ontario. One of its functions is to facilitate inter-club cruise bookings with a data base on each providing information on slip availability, events in that area (regattas - reunions) etc. This will be quite handy in the future for organizing and booking cruises.

Each club cruising captain will be able to access a proposed venue and see immediately how many slips are available, a link will then forward the request to the club's cruising captain and / or club manager.

# HARBOURMASTER

Ross Campbell

DOCK CAPTAINS for 2006 are as follows:



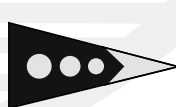


- A Dock**—John Edwards  
*Summer Salt*—A26
- B Dock**—Bill Middleton  
*Paloma Blanca*—B26
- C Dock**—Jeff Ante  
*Sounds of Silence*—C29
- D Dock**—Del Schinkopf  
*Our Affair*—D11

To make sure our docks are kept in good order, dock members should handle any small problems that they find. Major problems recognized should be brought to their Dock Captain's attention. ▲

This site will also be invaluable to the individual cruiser. Imagine you decide on going somewhere for the weekend but are not sure if there will be space available. By searching the LOCCA website you will be able to see if there are any major activities scheduled at that destination, and while you won't be able to book it online you will have the foresight to know that your odds are good at finding a spot there that evening. A phone call or radio communication will then help reserve your space.

I hope you will join us for a cruise this year.  
Chris and Elizabeth

## 2006 CRUISING SCHEDULE

-  **Lakeshore YC**  
— June 3-4
-  **Bluffer's Park YC**  
— June 24-25
-  **Port Credit YC**  
(Canada Day)  
Sat., July 1st - 3rd
-  **Frenchman's Bay YC**  
— July 15-16
-  **Mimico CC**  
— Aug. 19-20
-  **Etobicoke YC**  
— Sept. 9-10

## IT'S A SMALL WORLD

by Ghislain Gaumond & Dan Demers

**Y**OU SPEND ENDLESS HOURS planning for a great holiday with good friends. As each day goes by, you cross them off the calendar anticipating the departure date. This time, we were seasoned yacht charterers, we were ready to graduate from the infamous British Virgin Islands to the more challenging St-Vincent and the Grenadines.

We were told and read that we should find that people and things would be different further south, but how different? You can only find out when you get there.

Our social organizer and cruise director, Nathalie, handled the bulk of the planning on this trip, making sure that we all flew out together from Toronto to St-Vincent, sitting together through various transfers, thus ensuring the party would start from the moment we entered Ross' Limo all the way to St-Vincent and beyond.

The amount of research that can be invested in a trip like this can be substantial, put Nat in charge and you'll find out everything that you need to know about the country you'll be visiting. In this case, the various islands, anchorages, restaurants, sights not to be missed and of course the notorious "Boat Boys", but we'll get back to all of this later.

Waiting to board our plane in Toronto, our level of readiness to face this trip was made clear, when Nathalie managed to seek out a group of sailors from BC (Dave, Mike and Freezer, well Frasier for us Canadians) and started asking them questions about things they planned on seeing, the answer was short and sweet; "DUNNO, had no time to read about the place". Needless to say that we lost our Social Organizer for several hours while she was busy educating these Westerners on the country they were heading for. We continued to cross paths with the "Boys" throughout the trip.

They had no problems remembering Nat and were thankful for all the great advice in return for the few drinks they provided.

Without boring you with the stats, St-Vincent and the Grenadines', population of 110,000 inhabitants mostly live on the island of St-Vincent

(95,000), the rest of them are spread out through several smaller islands, where the population can consist of only five or six families on one island. They all have cousins on every other island. Impressive to see how everyone can know everyone else, throw a name in a conversation and you are bound to be told: "Ya, mann he's my cousin!"

We made sure that our sailing days were well planned and the longer ones spread out to alleviate the possible discomfort brought on by the swells. That was an unnecessary measure as the conditions were perfect, a dream come true. 20 to 25 knots of wind, coming from the same direction with no gusts whatsoever. The trade winds are what they are called, WOW! What conditions, set your sails, trim them, and fly. No worries! So you have a perfect mix of awesome sailing conditions, crystal clear water, beautiful islands and outstanding people, a recipe for a dream come true!

We sailed to several islands, from the home of the Rich and Famous, Mustique, privately owned and were several well known characters have taken second residency; Mick Jagger, Shania Twain, Tommy Hilfiger and the list goes on. Impressive to see where the rich live. At Mustique, forget dropping the hook, here you take a mooring ball and pay for it! It's private and well managed.

We then went on to Mayreau, the gateway to the Tobago Cays for most cruisers. A small island with a population of 250 friendly inhabitants and a total of 5.2 km of roads for eleven cars. Here Nat & Donna got their hair beaded the island way. We thus confirmed to all around us that we were indeed tourists.

We provisioned on Union Island prior to spending two days at the Tobago Cays. Union Island's Clifton Harbour is the second largest town in the country. Arriving in Clifton Harbour, we first headed for the service dock to fill our water tanks. At the dock we where overlooking the beautiful harbour searching for a good anchoring spot, when I spotted in the distance a blue hull boat flying a Canadian flag entering the harbour,

looking closer, from this distance I can see that it is an Ontario 32, can't tell the name, but it is posted at her midship in white, this is getting too spooky for me, this boat has mast steps going all they way up, I remember these... I turned to the rest of the crew and announce; "Is it possible that this boat is *Veleda*, Judy and Aubrey's?" I could see a look of skepticism across their faces until we saw in the distance a woman heading for the bow to drop the anchor, then we knew that the world is indeed a small place.

The look of surprise was similar when we approached *Veleda* to drop our anchor, hailing across the water for their attention. It was a great surprise, we all got together to catch up and set a time for a happy hour drink on Janty's Happy Island in Clifton Harbour, a site you do not want to miss. Janty solved an environmental issue the locals of Union Island were having with Conch shells littered on the beach by their fishermen. He hauled them to the reef and built his own island. This was Janty's way of getting away from the rat race of Union Island. We are still trying to figure that one out.

Aubrey & Judy Millard; Donna Demers; Janty; G. Gaumond; Nathalie Fortin and Dan Demers



We caught up with Judy and Aubrey, they are in great spirits and still enjoying the cruising life. They were heading south to find a place to leave *Veleda* in a secure spot while they headed back home to Toronto for a couple of weeks.

The next day, we headed for Mopion, which is really an amazing little sand bar surrounded by a coral reef, on which is nestled a small palm tree umbrella equipped with a bottle opener. For that and many other reasons some would say this is

*Continued on page 6*

## It's a small world...

Continued from page 5

paradise. Well this desert island was ours for a couple of hours. A total beauty!

Then the ultimate reason for heading to St-Vincent and the Grenadines, a couple of days spent on the hook in the Tobago Cays national park, crystal clear water, plenty of snorkeling and nothing but a coral reef separating you from Africa. An awesome spot for great sunsets, but even better sunrises, if you can manage to wake up that early.

Days are too short in Tobago Cays, too much to do, swimming with sea turtles, snorkeling on the reef, exploring islands, lobster dinners on the beach (overpriced of course, but still worthwhile), great times among friends.

After a few days, it was time to raise the anchor and head towards Bequia. A five-hour sail in the trade winds on a close reach, WOW! Bequia, is a great place with plenty to keep you busy, very friendly people and several nice restaurants for good local food. A trip to St-Vincent and the Grenadines without a stop here would not be complete. Finally, we ended up back at the Sunsail base in Blue Lagoon to enjoy a day of exploration on St-Vincent which was worthwhile.

We visited various fruit plantations, drove through the country side, checked out the set of the movie, "Pirates of the Caribbean", no Johnny Depp in sight but people thought Dan was Tom Cruise. No, really! Take a good look! We explored a Turtle Sanctuary, tasted local food, met local people, we had a great day.

It seems I could be writing about this forever, but soon we had to pack up and head home, even the return was not without its adventures. Liat Airlines managed to misplace Nathalie's bag in an airport barely any bigger than our clubhouse—go figure. As they say at the Liat Customer Service Desk; "No worries, mann, it'll show up soon". Well we got it back a few days later in Quebec.

Well, as they say; "I go to come back mann...", only you don't know when they'll be back, that's all. ▲



## JUNE 3rd CRUISE

by Keith Willson

**W**EATHER FORECAST was 100% chance of rain for all day. The weather station was showing 0.00 knots of wind blowing from nowhere. Nine boats had signed up for our first cruise of the year.

A pre-cruise meeting in the clubhouse revealed that nobody was truly inspired to motor all the way to Lakeshore Yacht Club, our planned destination. There was some interest in going to a closer destination. A phone call to Highland Yacht Club revealed that they could accept of group of boats. Following a short discussion the cruise was back on—to Highland Yacht Club.

Five of us decided to go by water and discover where the leaks were in our foul weather gear, dodgers and biminis. Four decided to stay warm and dry and cruise by land yacht. In the end, all nine boats were represented at HYC.

Our cruise hosts, Dorothy and Keith, from *Au Natural*, served up a feast of jumbo shrimp and steak cooked to perfection on the BBQ under cover of umbrella.

The remaining 8 boats carried on the TH&SC traditional of providing a spread beyond belief of appetizers and desserts. The evening was capped off by celebrating the birthday of one member and the 46th wedding anniversary of the McGiffords.

Sunday morning dawned dry with a promising weather forecast. The plan was to aim for the communal breakfast for 9:30. In reality, it happened closer to 10:30 and true to tradition there was an abundance of great food.

The sun finally made an appearance and we departed for home with a NE 15 knot weather forecast. Great, a perfect broad reach. In reality the wind was SW ranging from 0 to 5 knots all the way back to Woodbine Beach when it filled in to about 10 knots.

We leak-tested our gear and boats. We had great food and excellent camaraderie.

That's cruising. See you all at our next cruise. ▲

## WANTED BURGER CHEF



For Wednesday Race Nights  
June to September  
State of the Art BBQ Pit  
Long Hours ... Lousy Tips

Please contact  
Melinda Ramsay - Social Chair - 416-992-0999  
Or Mona Anderson - Rear Commodore - 416-686-0734

## RACING CAPTAIN

John Morris

**W**OW! They're coming out by the boatload.

Nah, we don't race. We're cruisers. Horsefeathers—racing seems to be bringing out a lot more members and hooray for that. Handicap racing is mostly about getting the most out of your boat and who can argue with that. Sure there are some hardcore experienced racers like Elizabeth and Chris Hanson—oops, they're our cruising fleet captains too.

We have attempted to add fun to all our racing activities with our dashing Pilsner glass prizes and some fun new races like the already famous Wheel of Life Race. That idea came directly from Jamie Smallwood who said "Go around the marks? Let's go around ALL the marks." So we did.

The Rookie Racing program seems to be slowly catching. The idea is a non-threatening race environment where we can all get more familiar with the procedures and strategies of racing. There are NO PRIZES for Rookie races—you win just by taking part. It's a fine opportunity for newbies to build confidence and that includes crew. By putting the team in a variety of positions, they can learn first just why the skipper is bellowing and how to calm him or her.

Besides everything else, it's an excuse to sail on Friday nights.

If you have any brainwaves on how to improve our racing, by all means let me know either in person, by email or by bellowing across the water.

Do the right thing & remember

**Stoop &  
Scoop**



## SAIL PAST 2006— A NOVICE VIEW

by Lee Rixon

**O**KAY, I'VE BEEN TO SAIL PAST before. Quite a few in fact, but this is my first one as Commodore of TH&SC, and it's a very different view of the event.

Let's start by saying I'm a bit nosey, so I looked in on some of the preparation and can tell you that I'm amazed that the event ever happens. The amount of work that our volunteers do to get this event off the ground is epic. There are weeks and months of planning, and task lists that run for pages. I'm just glad that we have such a dedicated group of social volunteers to work on it, with Mel Ramsay coordinating it all. Certainly, the results show. An amazing job everyone!

Let's start the story a couple of days before Sail Past itself....

Weather, weather, weather—it is the key worry for every Sail Past. Are we going to get rained out, is there going to be any wind, or are we all going to bake? This year, the weather fairy has been playing tricks, so there were plans in place for most



eventualities, but the best forecast we had was cool and windy. This year, we were using our own equipment rather than renting a marquee, so how was that going to work?

After a last minute re-organization of the tents and a lot of drilling and tapping to hold them down, we were good to go on that front.

Next, facilities—is everything around the club ready to host a huge party? Oops, we have an emergency; the ramp to A-Dock has a problem. On the Thursday and Friday before the event Richard Coutts and Ross Campbell were out there grinding and welding to make sure everything was safe for our members and guests. I asked Richard if it is ok to weld in the rain? And he says, "sure no problem". To Richard and Ross—a big thank you.

Friday afternoon arrives, and the clubhouse is filled with people, rental equipment, plates, balloons and enough alcohol to launch the QM2. Every time I look around, another van or car is pulling up, and more goodies are getting unloaded. It can't possibly all come together. Between then and Saturday lunchtime, thanks to the work of a lot of people a miracle happens and the place is transformed. Now, if only the weather will co-operate.

Saturday arrives and I dig my blazer out of the closet, and we head down to the club. It isn't the warmest day on record, it was 9 degrees as we loaded the punch ingredients into the car and left the house. Mostly sunny, but the few clouds in the sky were flying past. This is going to be interesting!

The club is looking great, the tents are all still there, and all of the place settings are out, the clubhouse is decorated and people are starting to arrive. Some last minute preparation is going on, but the miracle has definitely happened.

We have a last bit of preparation to do to my boat, It has to be all dressed for Sail Past, so out come all of the racing flags and up the mast they go. Usually they are hanging limply from the halyards, but not today. The wind is howling, and all of the flags are snapping in the breeze, well most of them are. As we watch, I realize that all of them are not as well attached as I'd hoped and there is a lot of amusement on A-dock as a fair few of the flags blow off and set sail across our basin. After a bit of recovery, all is set right, and we are ready. Some last minute revisions to the sailing instructions for the day, and we are good to go.

Usually we orient our Blessing of the Fleet and skippers meeting on the



patio, but today we have to reverse it and all of the speeches are made from the edge of the car park, so that the words don't get lost in the wind. Rev. Steven Maybe of the Kew Beach United Church gives us a lovely Blessing, and then Chris Hanson takes on the challenge of the Skippers Meeting, as Mona is on vacation down

East. After it was finished, I certainly knew what all of the instructions for saluting the Commodore were, and all of the Flag Etiquette. Let's hope I can remember for the next time I'm actually in the Fleet, rather than standing on the back of my boat taking the salute. Nice job Chris! I finish by adding a few words using a paraphrase of that great Hill Street Blues line. "Let's Be Careful Out There" and now it is time to rock and roll.



We motor out and set our anchor without too much drama. Luckily the wind is from the north, so there is next to no wave action, but it's certainly windy. I was told that gusts of 35 knots were recorded. We anchor in fairly close to the shore as I'm a little concerned about the ability of my puny little anchor to hold, hopefully the fleet won't mind my adjustment. Darn, I'd much rather be sailing, rather than swinging at anchor. Maybe next year we can have a chase the Commodore around the lake rather than Sail Past, first one to catch up gets a prize. I'm just kidding, Sail Past is a great tradition, and I wouldn't miss it for the world.

It is a much smaller fleet than usual—looks like a fair few people have decided that discretion is the better part of valor and are either on someone else's boat, or have started the party early. Those that have come out are flying sails the size of handkerchiefs and going at hull speed. We are trying to get our act in gear, as one of the traditions is to hand out prizes for various categories, and it's a tad difficult to do this, when your list is threatening to take sail with the rest of the fleet. John and Richard are taking pictures and Lois and Deb are set to figure out awards.

Finally, everything sets in motion and we have one of the fastest Sail Pasts on record. Not necessarily in the length of the salute, but certainly in the speed the boats fly past. We are all

*Continued on page 8*

## Sail Past 2006!...

*Continued from page 7*

merrily trying to decide which boat gets which award. *Triple Threat* is a shoo-in for "most people" as they have bodies festooned all over their trampolines, and *Tsunami II* makes us nervous, so they get "Closest". Farthest away—well I won't identify the boat, but I did need binoculars to see who it was. We had two boats have engine troubles and one a ripped headsail, so it was an eventful afternoon. Once all



of the boats had sailed past it was time to go in and make a nuisance of ourselves around ABYC with an air horn. As we were anchored out, we could hear air horn blasts going off, so I'm pretty sure that most of our boats did the same thing. Good going everyone!

Back on land it was time to set up for the Commodore's Punch, and Deb and I spent a couple of hours doling out our "Brew of the Day", which was concocted in a big plastic bucket. The "Leaded" version was spiked with sparkling white wine, so I had to be very careful I didn't shoot anyone with the corks. I need to take lessons from Marie Evans in opening this stuff though; as the patio did get doused a couple of times. Its amazing how thirsty our Members and Visitors are...surprisingly there wasn't any left. At the same time, the appetizer competition was in full swing.



Apparently they were wonderful. Can someone please get me a plate next year!

It certainly looked like the children were having a great time with their

activities, judging by the number of chalk drawings on the walkways, and the face painting and crafts I saw.

After that, it was time for dinner. We had a great time, enjoyed the food tremendously, and our organizers did an amazing job of rolling with the punches when it was realized that our members can eat more food than hungry lumberjacks, and we had to go get additional. Ross, as usual, stepped into the breach as transportation chief and everything carried on. I gave out a few prizes from earlier in the afternoon for the on-water activities and Jamie Smallwood and Rosemary Johnson gave out the awards for appetizers. I need lessons in microphone techniques (ok so public speaking isn't one of my strong points) and Rosemary needed loaner glasses to be able to read the appetizer awards, but there was lots of laughter and rounds of applause, so everyone was in the spirit.

Time for some music and dancing. We all had fun playing "identify the song" as the band ran the history of music from early sixties up to current day. During the music breaks we were serenaded by some of our junior members, including a rendition of "The Barbie Song". That's the beauty of TH&SC, we certainly know how to party, and "stuffy" isn't a word in our vocabulary. We dealt with the weather, had fun and Sail Past 2006 is now part of our club history. For those of you that missed it, you missed a fun time. For those of you that made it a great event—thank you. ▲

## WAYS AND MEANS

Patrick Lyons

**N**EW THIS YEAR—regular weekly kitchen and BBQ Gazebo maintenance tasks identified in 4 hour timeslots. These tasks along with other projects have been posted at the Club on the Ways and Means section of the bulletin board and/or "<http://www.thsc.ca>" Ways and Means webpage.

Similar to last year, project details will be found in the binder at the Club or by email at [waysandmeans@thsc.ca](mailto:waysandmeans@thsc.ca) when accessing the website. Since there are quite a few projects/tasks available, to those 50 members or so who still have work hours to complete, I suggest they review the bulletin board and/or the webpage. Step forward on your own or form a team and sign up for one of the unassigned tasks/projects. ▲

## AN EDITORIAL

by Rich Taylor

**R**ACING IN LIGHT WINDS can be very frustrating. But when you catch that puff it's very satisfying. But, best of all, in any wind, when you're racing you are learning to sail your boat better. Join us on Wednesdays and weekends.

Are you crewless on Wednesday? Is your boat temporarily down? Join the crew on the Committee boat and see what racing is from that viewpoint. You can see what's happening and also ask the Committee questions that you have been wondering about. Talk to Tom Monson, he's sure to accommodate.

Can't make it in time for Wednesday evening? Come out for our Saturday distance race. It's not a long distance, just *not* around the race marks. A nice sail on a Saturday. See the calendar for dates.

The bottom line is *to get out and enjoy your boat while improving your skills.* ▲



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



The Deadline for the  
AUGUST issue of  
Spar & Prop is  
**July 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**



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

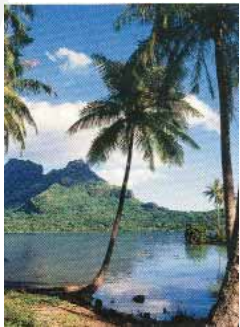
by Eric Muff

I KNOW YOU'LL FIND THIS hard to believe, but I've been on a couple of side trips since we chatted last.

Relax, *mes enfants*, I have no intent to bore you, at this moment, with the gory details, but, as I have been promising, *ad nauseum*, I shall attempt to write *finis* to my long-winded South American circumnavigation.

And a huge sigh of relief filled the auditorium.

I believe, if memory serves, I left you in beautiful downtown "Devil's Island", or as they say in beautiful downtown Quebec, "Ile du Diable". A beautiful, tropical island, nothing at all like the MGM ~~virgin~~ version.



Devil's Island, as I have stated earlier, is quite small with no facilities for cruise ships so we used our life boats for tendering.

If I were ever asked to describe a typical, tropical island, these three small islands would jump immediately to mind. Beauty, serenity, tranquility.

From Devil's Island we set sail for beautiful, downtown Trinidad. I have not set foot in Trinidad in over 60 years.

During the "dark days" (WW II) we occasionally ran tanker convoys out of Curacao, N.W.I. and Trinidad was a refueling station.



Naturally everything in Port-of-Spain has changed and it is like arriving for the first time. We tie up right downtown and the first thing I

spot ashore is the Flying Angel. So I haul my "winger" Bob in while I make my mark. (Sorry to lapse; winger is naval terminology for a shipmate one usually has a run ashore with.) A lot of you are familiar with the Flying Angel. It is the logo for The Missions To Seamen (bugger politically correctness).

I introduce myself all round and tell them I used to do volunteer work at the Mission in T.O. They didn't know Father D., though he was known by a Padre I ran into in New Zealand.

We bought stamps, posted letters, bought t-shirts, and, lo and behold,

## OLYMPIA VOYAGER OFFICERS

Captain Antonios Kritikos

Staff Captain	Nikolaos Sympouras
Chief Engineer	Dimitrios Bouzoukakias
Doctor	Antonios Polythodorakis
Hotel Manager	Piero Stallieri
Chief Purser	Spyridon Papapostolou
Chief Steward	Panagiotis Nikiforos
F & B Manager	Charisma Charisma * SHIT
Cruise Director	Sammi Conneen Baker
Shorex Manager	Juan Alvarez
Chief Housekeeper	Dionisios Alisandratos
Bar Manager	Christopher Berou
Maitre D'	Dimitrios Lessis
Executive Chef	Stylianos Melampianakis

they sold Guinness. You see Veronica, there IS a Santa Claus. And the price was ridiculous. I asked the custodian if I could buy some to take on board. To which he replied, "You got the money mon, you got the Guinness".

And they lived happily ever after. Whoa!

Let me backwater a minute.

I'm in such a damned hurry to put this circumnavigation yarn to bed (as they say in the trade) that I almost forgot to tell you about Devil's Island, other than the fact that it's beautiful.

The smallest of the Guianas, French Guiana is a former French colony now administered as an overseas department of France. Officially, it is part of France and, therefore, a member of the E.U. Historically, it is best known as a penal colony. I remember it from my childhood as my Father had a book entitled "The Dreyfus Case". It was a true story about a French army officer (Captain Alfred Dreyfus) who was wrongfully convicted of treason in 1894 and spent four years imprisoned on Devil's Island. I know nothing of Henri Charriere (Papillon), except that he looked a lot like Steve McQueen.

Much to my chagrin, I have read neither of these books (shame).

So many books, so little time.

From the tender landing it is a steep climb to the top of the hill and

the main prison buildings and hotel. Enroute I was accosted by a young ~~deer~~ deer checking to see if I had any goodies to offer. Alas.

Many of the guards' wives and children fell victim to the hardships of island life and were buried on Ile St. Joseph. Dead prisoners were buried in the surrounding sea. Hence the presence of sharks.

Devil's Island is just a short distance from Ile Royale and this was used for solitary confinement. Supplies were sent across by cable. Remnants of the cable still exist.

There is a hotel on Ile Royale; still in use, though I don't know what purpose it served in 1894. They have a tea room and a post office and sell books about Captain Dreyfus (but they're all in frog).

Apart from solitary, Devil's Island was used for political prisoners. Goats, deer, macaws and toucans abound and a lot of the old ruins are still visible.

And here's something I didn't know—they have a modern radio/radar tracking station of the E.S.A. here (European Space Agency). Here scientists temporarily monitor launches of Ariane rockets from Kourou on the French Guianese mainland.

Only on Devil's Island will you see a lighthouse (dating from the 20th century), the main plaza of the prison complex and a modern helipad.

**Author's Note:** Dear reader (notice the singularity. This is for my Mom). No doubt by now you have noticed the absence of my by-line in this whole dissertation. Feel free to insert wherever you feel inclined. Actually this is a Guinness break.

But, hey!!!...

**Enrichment Activity: Lecture**  
**"Footsteps to the Moon: the Soviet /US Space Race"**  
 with Dr. Sergei Khrushchev

Meanwhile, back in beautiful downtown Port-of-Spain.

I cleaned the Mission out of Guinness and filled my ~~cabin~~ stateroom.

My primary concern in P.O.S. was the location of an apothecary shop. Some kind soul had passed on a cold to me and I needed medication. Can't afford on-board prices.

The people at the Mission pointed me in the right direction and Bob's yer uncle.

Trinidad was chartered by Columbus on his third voyage in 1498.

*Continued on page 10*

## But, Hey!!!...

Continued from page 9

It is one of the most colourful destinations in the Caribbean, sometimes known as Rainbow Country and Land of Calypso. This twin island nation, (Trinidad and Tobago) is home to a unique people who are descendants of immigrants from Africa, the Middle East, Europe, India and China to name a few.

This ethnic and cultural blend produces a very stimulating population. After 30 years of Spanish rule Trinidad was ceded to England in 1802. Her sister Island, Tobago, was ceded to England in 1814. In 1962 both islands gained their independence within the British Commonwealth, becoming a Republic in 1976.

Trinidad's major industries include steel, natural gas, agriculture and methanol. Trinidad is the third largest exporter of oil in the Western Hemisphere. Trinidad also has the largest pitch



lake in the world (114 acres) where most of the world's asphalt comes from.

And a Carnival the rivals Rio.

Our dear, and greatly missed friend,

Maggie Hauser, had spent some time in Trinidad. She and I had both sailed through the "Dragon's Mouth". Upon occasion, she and I used to reminisce, over her friendly and ever-present fender about the time we spent.

Luv ya Maggie!

From beautiful downtown Trinidad we sail, overnight, to Barbados, the most easterly of the Caribbean islands.

I shan't prattle on about Barbados 'cause I think I did that a couple of issues ago when I took my grandson there on my annual "bah, humbug!

### Crossing the Equator Ceremony

Bring your cameras to this one! We will see if Poseidon will accept our new "Pollywoogs" into his realm and grant them the title of "Shellbacks"

Christmas Escape Cruise". I tend to favour Barbados, it's probably the most kipperish of the islands, you know, Trafalgar Square, statues of Nelson, cops dressed like real police officers (like ours used to dress)...and all that rum.

And from the sublime we sail to the ridiculous, the U.S. Virgins.

But, hey!!!...that's the adventure.

You remember, St. Thomas, Charlotte Amalie, Drake's Chair, Banana Daquairi's, Magen's Bay. If not check your back issues.

But, all good things must come to an end. Two days later we are in beautiful downtown Ft. Lauderdale (Buck-City U.S.A.) saying fond farewells to people we have just spent the last



## Nauticals

As the Crow Flies: The expression 'as the crow flies' originated with British Coastal sailors. IT seems that the coastal vessels or 'coasters', as they were known, customarily carried a cage of crows to help with navigation. When the Master of a ship was unsure of his position in relation to the closest land, due to fog or haze, he would release a crow. Crows detest large expanses of water and when released, head instinctively, as straight as a crow flies, toward the nearest land, giving the Master direction to land. The lookout perch on sailing vessels thus became known as the Crow's Nest.



Amelia



58 days with, and know we will never see again.

After clearing Customs and Immigration (this was before the security panic) you know, 9-11, 7-24, 2-4, 7-11. I took a cab to the Amtrack station. This is about 10 a.m. and naturally my train departs at 4 p.m.

Train stations are no longer the centre of most cities. They're in the G.D. boonies (a short flight from town) nothing on the horizon for 360°. What to do for six hours? (seven in Newfy).

But himself, being a seasoned traveler and Boy Scout, am well prepared. I find a cozy wee corner, out of harm's, and every other bastard's way, and proceed to have a 40-pound chat with Captain Morgan.

Three days later...no, that's another yarn.

But, hey!!!...that's the adventure.

And always remember, my children, that as you wander aimlessly and pointlessly through this vale of wrath and tears that at least one out of every three pilgrims you encounter on your journey, (R) (at least one out of every three), is certifiably stupid.

Scary shit! Wot? See ya next time.

Luv ya! ▲



### June 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>JOIN THE ACTIVITIES</b>						
LYC Cruise 4	5	6	Series I Race 3 7	8	Rookie Race 1 1	LYC Cruise 3
11	12	13	Series I Race 4 14	15	Rookie Race 2 16	Distance Race 17
18	19	20	Series I Race 5 21	22	23	BPYC Cruise 24
BPYC Cruise 25	26	27	Series II Race 1 28	29	Rookie Race 3 30	
<b>USE YOUR BOAT MIDWEEK – RACE ON WEDNESDAYS</b>						



### July 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>TIME TO GET SOME MILES UNDER YOUR KEEL</b>						
PCYC Cruise/Canada Day 2	PCYC Cruise 3	4	Series II Race 2 5	6	7	PCYC Cruise/Canada Day 1
9	10	11	Series II Race 3 12	13	Rookie Race 4 14	FBYC Cruise & Distance Race 15
FBYC Cruise & Distance Race 16	17	18	Series II Race 4 19	20	21	22
23	24	25	Series II Race 5/ Jazz Festival	26	Rookie Race 5/ Jazz Festival	Jazz Festival 28
Jazz Festival 30	31	<b>JOIN THE "ROOKIE RACERS"</b>				



### August 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
6	7	8	Series III Race 2 9	10	Rookie Race 6 11	Dufferin Bell Buoy Race/Caribbean Night 12
13	14	15	Series III Race 3 16	17	18	Mimico Cruise 19
Mimico Cruise 20	21	22	Series III Race 4 23	24	Rookie Race 7 25	26
27	28	29	Series III Race 5 30	31		
<b>SAT., AUGUST 12 – SIZZLING HOT CARIBBEAN NIGHT</b>						



### September 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>CORN ROAST AFTER "CHALLENGE"</b>						
3	Labour Day 4	5	Make-up Race 6	7	Rookie Race 8 8	Bluffer's Challenge/ CornRoast 9
Etobicoke Cruise 10	11	12	Make-up Race 13	14	15	16
17	18	19	Make-up Race 20	21	22	Frostbite Race 23
24	25	26	27	28	29	30
<b>OUR SEASON IS CLOSING FAST – GO SAILING</b>						