

# SPAR AND PROP

OCTOBER, 2003

NUMBER 157



Drawing by  
Marie Middleton



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# Calendar

**Makeup Race Date—Wednesday, October 1**—This date will be for making up any race dates that were cancelled or aborted.

**Cradle Placing Day—Saturday, October 11**—A work party will place all the cradles in their proper places for haulout

**HAULOUT—Saturday and Sunday, October 18/19**—Wish for dry weather (except for the tears shed for the end of the season).

**Awards Night—Saturday, November 22**—This party is not just for the racers and cruisers. Members who haven't set foot on a boat all year are also eligible for awards. Everyone is welcome.

**Children's Christmas Party—Saturday, December 13**—Members' children, grandchildren, great-grandchildren, nieces and nephews can have a happy time at our party.

**New Year's Levee—Thursday, January 1**—Start the new year with a visit to the club, meet with friends and have a light buffet lunch.

## HAULOUT

**Saturday and Sunday  
October 18th and 19th**

**Your day of hauling and  
work list will be posted**

## NOT JUST DARTS

**Starting Friday, November 7  
in the clubhouse**

**We have darts players who range from rookie to expert.**

**Join them and enjoy this exciting game.**

**We also have shuffleboard which can be competitive.**

**And of course the new pool table to hone your skills.**

**Card players are also present.**

**Bring the family, join the fun on Friday  
evenings around 7 p.m.**

# COMMODORE'S COMMENTS

Patrick Flynn

IT TOOK US THE BETTER PART OF four years to really sort out *Spectra*. Not everything is perfect – it's still a 26-year-old 26-foot cruising design, it could use some cosmetic work, skipper and crew bicker occasionally, the skipper still makes occasional grievous tactical errors and can't dock to save his life.

You can tell a lot about the type of club members TH&SC has by looking at their boats and their sailing. There was an article in the G&M recently describing how much you could learn about your associates by watching them in the fitness room – the way they tackled the exercise machines, the weights they tried, or whether they bothered to show up at all.

I can tell you a lot about TH&SC by walking the docks. I can tell you a lot about TH&SC by sailing against, sailing with or listening to you talking about racing or cruising or working on your boats.

If I don't see you or know you or sail against you, it's because you just aren't there. You see a different club than I do.

I didn't make it to a second term as Commodore. I enjoyed (mostly) the honour of being Commodore and being the pointed end for all sorts of issues. Anyone who asked knew that I wasn't going to serve a second term without a strong, unified executive board. It's just too much to load politics and personal disagreement on top of running the club's events and dealing with external and internal issues for two years.

Phil and I wrote and talked at length to the 94 members who are not on the EB about making a commitment to helping run TH&SC. The net result of all that effort was that NOT ONE candidate for the two flag officer positions (normally positions of honour in a sailing club) declared their candidacy prior to the elections meeting. As a result, NOT ONE of you presented a plan, a vision, a platform, indeed anything of substance at all that would assist the membership to make an informed and democratic choice.

The last two times the club has been in that situation were a trial. We had to press gang Dennis MacCallum into covering Rear Commodore for most of this year and I and others ended up with far too much of the load trying to help him and ensure that the

*Continued on page 4*

# HARBOURMASTER

Russ Germain

BY THE TIME YOU READ THIS we will finally have our new duty boat. After a much longer than expected wait *MAC 1* is in service. This is the culmination of work that began last winter when a committee was struck to look into acquiring a new vessel that could act as a race marker boat and perform other work duties that our small skiff and *Shadow* were ill-suited for. The project was given a tremendous boost when founding member Don MacDonald made a substantial donation toward the project. His only stipulation was that the boat be named *MAC 1*, a play on his name and the scientific term which denotes the speed of sound. The name is an apt reflection of his many illustrious campaigns as one of Canada's great hydroplane racers.

After extensive research the committee recommended a Stanley Smallcraft 17V, made by one of North America's leading custom aluminum boat-building companies, Connor Industries, in Parry Sound. The order was placed and the dealer told us that, because of Stanley's extensive back orders, the build would begin the first week of August. Unknown at the time was an impending shakeup in the business. Just when our boat was to start its build Stanley announced it was buying out its chief competitor, Kropf Marine. (A point of interest: ABYC's marker boat is a Kropf.) This resulted in an unfortunate delay of several weeks. Our dealer, Mike Lee of Two Harbours Marine, has done an exceptional job of acting on our behalf throughout the entire order process. He was quick to apologize for the delay in delivery, noting no-one could have anticipated Kropf would be open for takeover.

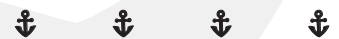
*MAC 1* comes to us with more features than we either ordered or paid for, according to our dealer. For example, where we specified a simple splash well for the motor area, Stanley chose to add an extra foot to the hull and create what is called a full motor well. Also, possibly through miscommunication, Stanley included hydraulic steering. This is an expensive option they are giving us at no extra charge. There were other, smaller items added along the way, too. *MAC 1* will go into service immediately acting as

the towboat during haulout. Over the winter it will be federally registered to honour the name Don MacDonald chose and prevent that name from being used by any other vessel in Canada. TH&SC members should be pleased and satisfied that we have more than our monies' worth in *MAC 1*.

A couple of notes regarding haulout:

- Meeting starts at 7:00 AM SHARP; First boat hauled at 8.
- Please read carefully the posted rules, job descriptions and work roster. It is important that you thoroughly understand your job and your responsibilities so that haulout can go as smoothly as possible.
- Make sure you remove all mooring lines, electrical cords, carpeting, mats, and dock boxes from the docks immediately after haulout. It is imperative that the docks be clear so that crews doing maintenance can work safely.
- As you well know, yard security has been a major on-going issue, especially through the winter months. Please have your chain or cable and padlock to properly secure your ladder to your cradle after haulout. Make sure you lock your boat when you're not around. Make sure your insurance premiums are paid up. And keep a watchful eye whenever you visit your boat. 📌

Editor's e-mail address is  
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The Deadline for the  
DECEMBER issue of  
Spar & Prop is  
November 30th



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

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

## Commodore's Comments...

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club's events proceeded as advertised. In the absence of any declared candidates for Property Manager, Lloyd White agreed to "give it a go" and even he would have to agree that the results have been mixed.

So next year's executive will be different. I wish Ken Deas well as he steps up (again) to "give it a go". At least a member of the North clubhouse will be attending the EB meetings. I challenge him to continue the extraordinary efforts that have revived the TH&SC racing and cruising programmes from the moribund state they were in in 1999.

Incoming Commodore Keith Willson offered experience to the membership (as opposed to Mike Montgomery whose last second nomination caught him unprepared). Both of these gentlemen decided (or were nominated) five minutes before the election. I have a problem with that type of leadership. I have a serious problem with the type of leadership and experience that was offered to me personally and to the club over the Klomp Cranes hydraulic oil spill.

If you know *Spectra*, you know we do the research, learn from others, invest in performance, look better below the waterline than above, don't dwell on losses and try to be in your face on the start or at the finish. Still can't dock worth a damn but there's always next season. ▲

### TH&SC WEBSITE IS UP AND RUNNING

THERE HAS BEEN a TH&SC website at various addresses and states of usefulness for several years. Lately, Mike Montgomery has revamped our site with up-to-date information and an easy-to-remember address. The web address is: [www.thsc.ca](http://www.thsc.ca)

There is still a lot of work to do and information to post, but take a look and see what has been done up to now. ▲



WILD ROSE

### FLOTSAM & JETSAM Shadow

#### MEMBER EXPERTISE SAVES \$\$\$\$\$

Next time you are inside our clubhouse, please note how excellent our floors look. They were saved by Johnny O'Shea. He spent many years in the business with ManuLife and comes to TH&SC with this expertise. At the beginning of the season he did several tests to determine if the floors could be brought back from their sorry state. Someone unknowingly used the wrong material on the floor. He worked for weeks with his grandson as a helper to restore these floors to their previous high gloss finish. They cost us a lot of money when new and thanks to Mr. O'Shea they look that way again. The entire club owes John a debt of gratitude for his fine work and we'd like to acknowledge same. Cheers, Johnny!

#### ORDER OF LETTERS

Aoccdrnig to a rscheearch at Cmabrigde Uinervtisy, it deosn't mtttaer in waht oredr the ltteers in a wrod are, the olny iprmoetnt tihng is taht the frist and lsat ltteer be at the rghit pclae. The rset can be a total mses and you can sitll raed it wouthit porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Rlleay amzanig huh?

### DON MACDONALD RELOCATES

AFTER MANY retirement years in Gananoque, on the shore of the St. Lawrence, Don has moved to Kingston and is now living at the Trillium Ridge Retirement Centre.

His many friends and acquaintances can reach him there. He has a personal phone line.

Trillium Ridge Retirement Centre  
800 Edgar Crescent  
Kingston, ON K7M 8S4  
Phone: 613 547-7088 ▲

### AUBREY AND JUDY MILLARD ARE BACK

AFTER A SURPRISE VISIT from Aubrey at Sailpast he and Judy are both back for an indefinite period due to illnesses in Judy's family.

Aubrey says he will be catching up on his narratives of their adventures. *Veleda* is on the hard in Turkey until they return to her.

#### Late News

Aubrey writes, "Ruth, Judy's mother died on Sept. 9th. Judy's dad, Henry, is coping quite well, planning to stay in this big house while he can handle it, and spending the winter months from Dec. to Feb. in an apartment down in Panama City where Judy's sister Barbara and her family live. Judy was stressed out, with all the care we gave her mother, plus all the people who came to visit her the past two months and all the phone calls each day. We estimate we had 10 to 20 visitors, and fielded between 30 to 40 phone calls daily for the previous nine weeks. Judy walked around the house with the two extension phones tucked into her waist pockets like a western gunslinger. Ruth was very mentally alert right up to the last day or so, enjoying the friends with whom she shared her life."

Please accept the condolences of all your friends at TH&SC. ▲

## ELECTION MEETING REPORT

by Rich Taylor

COMMODORE PATRICK FLYNN started the Election Meeting on time and after the opening remarks and business, commenced with the reports from the Executive Board.

Vice Commodore Mike Benson said the ads in magazines produced results this summer and the club data has been moved to new and better software.

Property Manager Lloyd White was unable to attend but sent a report saying that security methods have been assessed, a garage door will be on by the weekend. A question was asked about clubhouse windows which was answered by Patrick saying they were postponed to coordinate with other projects.

Harbourmaster Russ Germain reported we have 92 boats in the water with 16 unoccupied slips. We replaced 25 dock anchor chains this year and additional slip numbering will be done next year. Russ thanked the Dock Masters for their work this summer. We had 185 visitors from 21 clubs this summer. The Officer Of The Day project had some unfilled days which should be addressed for next year. Eight members took the forklift training and will be the only ones qualified to operate it. Weeds were not a problem this year due to cloudy water caused by the dredging. Other clubs had a worse year than last. The crane rates for launch and haulout are more expensive.

Treasurer Ed Bogdanowicz went over the interim statement handed out to the members and reported that our

financial health is good.

Rear Commodore Dennis MacCallum thanked all who helped him when he stepped in to finish the vacant term. He thanked Kerry Cahill for the lead he took on social events and the excellent job done. He also thanked Wendy Germain for her excellent help. Chris Hanson will continue as Cruise Director next year.

Commodore Patrick Flynn expressed his thanks to everyone who helped make our club better, with special thanks to Kerry Cahill. He announced that our lease has been negotiated and while the rates will go up in 2005, many items that we feared might happen were not there. Pat said there were ongoing environmental concerns ranging from the incineration plant to boat antifreeze in the water at launch. The Executive Board will be staying in touch with these things.

Past Commodore Phil Delahaye reported that the Planning Committee didn't get off the ground. Questions from the floor indicated concern that the present Executive Board was not working. Phil said the Planning Committee will address these issues.

John Edwards was asked to conduct the elections of three positions of the Executive Board. Two were elected by acclamation: Property Manager for the next two years is Dennis MacCallum and Rear Commodore will be Ken Deas.

A vote was held for the position of Commodore between Mike Montgomery and Keith Willson with Keith being elected for the years 2004 and 2005.

New Business resulted in a discussion of security at the club. Challenging strangers was one of the best suggestions to keep security high.

I guess it's a good thing that we don't have a lot to report or inform everyone about – all is quite on the home front. We're starting to get the club ready for the fall and pack things up for the winter. We don't know if everyone else feels this way but the summer seems to have flown by for us. On a personal note we'd like to take this opportunity to announce our engagement. We're both very excited and plan to wed in February 2004.

For those we don't get to speak with personally we wish everyone a safe Haulout and express our thanks for a great season.

## HAULOUT RULES

by Russ Germain

### SAFETY COMES FIRST.

**NO ALCOHOL WILL BE CONSUMED UNTIL AFTER THE WORK DAY IS FINISHED.**

**THE WORK DAY IS FINISHED WHEN MEMBERS HAVE FINISHED HELPING THE CRANE OPERATORS READY THE CRANE FOR TRAVEL.**

1. Masts must be removed from all boats prior to haulout.
2. Boats will be hauled only if the owner or a representative is present.
3. The mast crane will not be used during haulout days.
4. Two – **25 foot** single lines must be fastened to your boat as follows:
  - one at the stern and fixed to a strong point
  - one at the bow and fixed to a strong point
  - **no knots, shackles or eyes in the lines**

If you use lines that are longer than 25 feet, tie them off at the 25 foot length. If you use lines that are too short, linemen must place themselves in danger under the boat in order to manoeuvre it.

5. If your boat has lifelines, be sure the gates are closed. Remove spinnaker and whisker poles, and other objects which may obstruct the work crews.
6. Mark hulls with tape or line to indicate the sling placement. Advise the water sling crew chief of any peculiarities in the placement of slings around your boat.
7. **People working in the haulout area must wear a hard hat at all times.** People not assigned to a specific job must keep clear of the haulout area. You will be working on the day during which your boat will be hauled. When it comes time to haul your boat, notify your crew chief. Return to your job once your boat is secure in its cradle.
8. All cradles are to be clear of loose objects. Advise the crane co-ordinator and the land sling crew chief of any peculiarities in the way your boat fits into its cradle.
9. All hands should be ready in case of problems.
10. The forklift and trailer moving truck have co-ordinators assisting their yard movements. Be aware of these vehicles if you are working in their areas.

## STEWARDS' REPORT

By Jen and Rob

HI EVERYONE, A QUICK NOTE from your stewards to keep you up-to-date. To help better serve and accommodate TH&SC members we have placed a suggestion box on the table in front of the bulletin board in the club. Please feel free to leave suggestions, comments or concerns in the box that you would like to see the stewards address. We check the box regularly and will do our best to accommodate your needs.

# FLEET CAPTAIN CRUISING

Chris Hanson

## Port Credit – Capping the Club Cruises

OUR FINAL OFFICIAL CRUISE (PCYC) for the 2003 season may have been modest with seven boats signed up by the Wednesday but with a forecast of sunshine and warm comfortable temperatures, a last-minute rush added four more, rounding out another well attended event. We weren't as fortunate with the combinations of weather and conflicting interests on the Island YC cruise in July: only two boats participated.

The PCYC fleet consisted of *Au Naturel*, *Dynes Glas*, *Ghost*, *Head Office*, *Lothlorien*, *Mellow Yellow*, *The Phantom*, *Short Wave* and *Tribe*; *My Space* and *Veuve Clicquot* had engine troubles but their crews came by land to join in the festivities.

The sail over to Port Credit was a bit exciting with a stiff breeze of 15–18 knots out of the northwest and as we got closer to our destination the winds became stronger with gusts hitting between 25–30 knots. It was quite comforting to hear dock assignments being radioed, saving extra moving and hassles once we arrived. The organization at PCYC was terrific; they had a barbecue area reserved and even had staff available to help a few singlehanders dock.

Once everyone was settled it was off to the pool for myself while the rest began to congregate at the barbecue area for appetizers. After a short dip in the pool I began dipping into the fabulous yummys brought by some of our flotilla (thanks to all who spoiled us)—boy they were good.

As advertised, we had steak and corn on the menu along with bread and salad, wine to wash it down with and, if you had any room left, various desserts.

There was lots of socializing and we were in a lucky position to see some of the fireworks from the Ex grounds off in the distance.

The next morning was again sunny and clear but there still was a cool wind blowing out of the southeast but we knew it was going to be favorable tack home. Many of us decided to have breakfast in the dining room and while

the food was good, it was very slow. You had to be very patient even to get a cup of coffee. Friends of ours related the same story from another experience, so unfortunately this wasn't a rare occurrence.

Most of the flotilla headed back home early around noon while Randy Boyd and his family, Elizabeth and I decided to leave later giving ourselves time to enjoy the sun and the pool.

The cruises this year had some regulars and an interesting mix of some first-timers, which always adds to the social component. It is the group that really creates the dynamics of the cruises and not the destinations; it doesn't matter where we go but the memories are of the times we have shared doing what we like best...sailing. It was a funny season of weather, which did not help two of these trips, and I hope that we may have more success with attendance next season.

Finally, I wish to Thank those few special people who are always consistently there to lend a hand with food preparation and cleanup.

Although I am known as the Fleet Captain for cruising, an extra special Thanks goes to my teammate, Elizabeth. While my strengths are organizing the sailing parts, hers are in the meal planning and budgeting. She has always been an independent leader with fierce pride in commitment. I often hear back in person and through the grapevine how appreciative people are of all the wonderful meals we have had this year and that credit goes entirely to her.

One last duty I have this year comes at the Awards night where we acknowledge boaters that have traveled further than your typical weekend cruise. These are called the "Destination and Distance flags". To qualify for one of these, a TH&SC member yacht must be sailed at least one way to or from the destination (not transported).

### Destinations

Bay of Quinte	1000 Islands
Rideau Canal	Welland Canal
Lake Erie	Lake Huron
Salt Water	

### Distance Flags

250+	500+	1000+
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Distance applies to any cruising miles except daysailing.

These trips must be logged in the

"Gone Sailing" book and reported to myself if you wish to receive yours. They are a handsome addition to your boat and I regard them as a badge of honour when "dressing ship".

I hope those who would have liked to join us this season will be able to fit cruising into their schedule next year. We welcome any suggestions or comments on locations, menus, or potential dates for a cruise. You can put your comments in the Club suggestion box, or better still, use the TH&SC discussion forum at [www.thsc.ca/forum](http://www.thsc.ca/forum). Others may be inspired by your suggestion and add their comments as well! Your input is important as we are constantly trying to develop cruising to become a popular sailing activity at TH&SC.

See you at the Awards Night!

Chris and Elizabeth ▲



PCYC CRUISE

## FLOTSAM & JETSAM Shadow

**MARIE AND PAUL EVANS RENEW**  
I wasn't just a "Figment" of their imagination. Marie and Paul renewed their wedding vows in a ceremony held at the club in September. A large gathering of relatives, friends and club members witnessed the nuptials.

### BECKY AND BARRY WED

Barry Middleton married Rebecca Lamont at their home in Ajax in September. The bridesmaids were lovely (two burly guys in Toronto Maple Leaf sweaters with bouquets on their hockey sticks).

### MARIE AND BILL MIDDLETON 50th ANNIVERSARY

A gathering of friends and relatives saw Marie and Bill celebrate their 50th wedding anniversary in September at the home of Becky and Barry. Congratulations from us all.

### MARIE WALKING BETTER EVERY DAY

After having another hip replacement in June, Marie Middleton is getting more mobile every day. She won't be running a marathon but it's wonderful to see her getting around without severe pain these days.

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

by Eric Muff

**T**HE LAST TIME WE CHATTED we were contemplating departing Manta, in beautiful downtown Ecuador and hightailing it to beautiful downtown Peru.

Well, we did!

Oh yes, and our enrichment today is a video called "The Treasure of the Incas" (which you can also pick up in your cabin, channel 7).

I think earlier on I was referring to enrichment as enlightenment. Enlightenment, enrichment, whatever! Same stuff.

I guess by now you've figured out why I'm so g—d— smart. Everytime I go sailing I get enlightened/enriched/whatever!

Shit! I thought it was breeding.

I guess while we're talking enrichment I'd better give you today's agenda:

**9:45 a.m.**—"Imperial Chan Chan – City of Kings" with our distinguished guest lecturer Dr. Michael Moseley.

**1:00 p.m.**—Video "Pyramid of Doom" – channel 7.

**2:30 p.m.**—"Pacific Migrations: Concepts of the Milky Way". (No, Garry! It ain't about chocolate bars.) with Dr. Phyllis Pitluga.

**4:00 p.m.**—"One-On-One Session" with Dr. Michael Moseley.

**6:15 p.m.**—"Search for the Green Flash" with Dr. Phyllis Pitluga.

It's amusing to watch these mindless bastards staring into the sunset every evening and taking pictures. I think it's a gimmick put on by Kodak and the duty-free shop, and they swear on their dead Mother's eyes that they see it every time. I've sailed off and on since I was eighteen and the only Green Flash I ever saw was when I fell down the companionway and cracked my bleedin' skull. Ah, well!

**10:15 p.m.**—"Wonders of the Sky" – Tracking stars and constellations with Dr. Phyllis Pitluga.

I should have a couple of PhDs when I finish this trip.

But I digress.

Salavery is only five hundred nautical miles from Manta, so it's only a short hop.

This spot had me a little more confused than usual. It is sometimes referred to as Trujillo. Some say Trujillo is the old name and Salavery the new.

Some spell Salavery, Salivery; beats me. Personally, I think Salavery/Salivery is the port city for Trujillo.

But, hey!!!...that's what makes horse racing, the difference of opinion. Pleasantly aroused/awakened this



morning by the sound of music. Hey, that would make a neat title for a musical.

I was going to say "looking out my porthole I beheld..." but I don't got no porthole, I'm in the bilges. And they ain't portholes anyhow, they're scuttles.

When I finally got my sorry arse onto the upper deck I see that we are being serenaded by a very colourful group of people.

They range in age, I would say, from six years old to mid-twenties. All in Peruvian costume, playing and dancing, and they were *terrific*. All my mornings should start this way.

This went on *all day long*. As they dropped (from exhaustion) they were replaced by others. They must have been a school group rotating in shifts. God bless them. A day to remember.

A small, quiet place, not much to do. Streets lined with native vendors' shops and handcarts. Alpaca (no K, stupid) sweaters were the big draw and some semi-precious stone I think was lapis lazuli (don't quote me).

Most of the fun was on the jetty. As well as the band there was a guy dressed in Peruvian garb (very colourful) with a llama (not "Dalai", but the four-legged kind) and for a coupala bob you could get your picture taken with them. There were also vendors on the jetty.

And the band played on. xX

One of the better stops.

From Salavery/Salivery/Trujillo we wend our way southward. Our next port-of-call Callao, also in Peru.

This is one of our longer stays, four whole days.

We pick up the guys from the

Galapagos and we say adieu to the ones going to Machu Pichu, a busy spot.

If any of you read a previous article I wrote (fat chance) about the west coast of South America you will recall we spent a few days here in Callao when I was in the containership *Laja*. There are some very noticeable changes in town. For one thing, now you wouldn't dare wander about outside the dockyard at high noon, let alone after dark. If you need a cab the dockyard security calls them *into* the dockyard for pickups and dropoffs. I think this is currently referred to as "progress".

Last time here Walter and I walked from the dockyard to downtown Lima and back, no problem.

You remember Walter! The squarehead (oops, politically correctness, Muffer) from Minnesota I teamed up with in *Laja*.

They did, however, run a shuttle bus this trip from the ship to the native market, about half-way into Lima. Things away from the dockyard weren't too bad.

*We remind our guests that it is not advisable to walk around the port area or to the gate. When leaving the ship, take a taxi or tour.*

Suffice it to say, I didn't *walk* into Lima this trip.

What I want to know is, why is the city called "Lee-ma" and the beans are called "Lime-a"?

I made a couple of runs to the native market but it was nothing to write home about. All touristy junk. It was like shopping in a grotto—dark. You couldn't see yer hand behind yer back. I guess they didn't want you to see how crappily things were made. A universal trait.

Having spent time here before I wasn't too much interested in going ashore. Poverty doesn't excite me. I've lived on that street.

So apart from the couple of runs to the market I stayed aboard and continued my enrichment. And cruise ships aren't too bad once all the rabble goes ashore.

**9:30 a.m.**—"Natural and Cultural History of the Andes" with Dr. Michael Moseley.

**1:00 p.m.**—"Wheels Across the Andes" – The Dr. Armand Denis Expedition.

**4:30 p.m.**—"Happy Hour" with Dr. Muff. Now that's enrichment.

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## REAR COMMODORE

Dennis MacCallum

IT'S NEARLY THAT TIME AGAIN. Pull out the boat, wrap her up for the winter, and go home. Home to think about the good times we had most all summer and summers past.

The four seasons of a sailor; Get her ready season. Sailing season. Put her away season. Boat show and wait to get her ready season.

It has been one of those years. Cold and dreary start with periods of warm and sunny, some awful weather weekends, threats of hurricane, beautiful vacation times and days filled with perfect fresh breezes. A real mixed bag. Even this fall came a couple of weeks too early.

There never seems to be enough sailing time to fill our appetites, which leaves us a bit despondent this time of the year.

Thinking back to Sailpast, one of the better sailing days, standing at the stern of the Commodores boat with a fishing net outstretched, watching our fleet wheel past, some with masts reaching for the clouds, sails set perfect. Others gaily drifting by with broad-smiled sailors complete with fenders flapping. What a great day. Filled the tent and clubhouse full of tables and stretched the food as far as the caterers could go with the string beans. Commodore Pat gave away prizes for any good sailing reason. All around music capped a perfect evening of dancing and schmoosing. A true promise of the season ahead.

Whether heading out down the lake on vacation, just a night out at the anchorage, a club cruise or Wednesday night racing, we are sailing. Little do people realize our passion when they glance at a bumper sticker "I'd rather be sailing". Most of us, in an evangelical way, can remember when we caught the bug, or when we saw 'her' for the very first time, or the smell of the cabin sole when we open the cockpit doors for the first time each spring.

But now it's over. We will lift them gently from their natural environment, sit them properly in their cradles, bundle up our babies and go home. They will sit out the long winter with their noses pointed to the west, dreaming of past summer days, watching the city and whenever...the setting sun. Every time they hear the club gate open, although we can't see

them, I'm sure they turn to see who it is, each hoping it is their captain coming to check on them.

We are lucky to have some great members in our club. I have tried to thank all the people personally and publicly who served on committees and helped me as Rear Commodore in every club event. The long hours of unselfish labour, whether it was in planning or serving, whether scheduled or spontaneous, I can tell you, you are all appreciated.

In the short time I served in the position, I learned a lot about the dynamics of serving as a volunteer, in a sailing club. It takes a lot of time, effort and a stiff upper lip, because everyone knows there is always somebody who would have it done it different and better. I'm grateful you gave me the benefit of the doubt and helped me through. At the beginning of the year I will change titles in the club, but will look forward to the same terrific support.

Thanks. ▲

## RACING CAPTAIN

Jamie Smallwood

### TH&SC RACING 2003

#### View from the Perch

FROM THE WARM UP RACE way back in May to the Frostbite Race at the end of September, the Racing at TH&SC has been darn-right enjoyable. I can't remember getting the rain gear out, so perhaps it didn't even rain. I do remember some beautiful sunsets on Wednesday evenings, and some nice winds for our weekend distance races.

#### Here is a short synopsis...

##### Wednesday Night Racing

In general we had good winds, with only a couple of drifters. We did however have to cancel two races for nonexistent wind. We were not able to make these up at the end of the year, so they became one of the two allowable drops per series. We were threatened by only one protest, but Lee made the mistake of opening a beer, and forgot to file on time. Après racing was very enjoyable with great eats provided by Kerry Cahill, and lots of on the patio camaraderie. Our Race Committee once again did a marvelous job of setting the courses and keeping us all sorted out.

#### Weekend Distance Races

The Ice Breaker, the Dufferin Bell, the Bluffers, and the Frostbite were all sailed in solid breezes. A first! We were very happy to see some of the cruising crowd joining us. The Frostbite had 11 boats out. Next year, *Fauvette* can retire from doing the "Rabbit" starts, and we can put our new mark boat *MAC1* into action.

#### Weekend Fun Races

Things sort of fell apart here. We couldn't get proper teams together for the Rhumb Line Relay Race, so did a race down to Bluffers mark 2, had a water fight, and had a race back to mark 7. I'm not sure how we are going to score this one. The Paté Challenge was a no go as far as racing goes, due to fog. We did however enjoy some fine fare on the Patio.

#### East End Challenge

This is the second running of the event in its present format. As an invitational Level Regatta, it brings racers from other clubs to enjoy the facilities at TH&SC. The racing was great thanks to a combined TH&SC and ABYC race committee. The on-land frolics included a balsa airplane-flying contest that started from the third floor loft and ended at the flagpole. You had to be there.

#### Outside the club

We were ably represented by Mona & Jim Anderson on *Hobbes* in the LORC events. Pat Flynn and crew on *Spectra* were out at the ABYC weekday races. *Spectra* also qualified for the Champion of Champions Race held at ABYC, and raced in Thunderbirds. They finished a respectable 4th out of 7. April Willson has done very well campaigning her Radial around the lake.

#### Awards Night

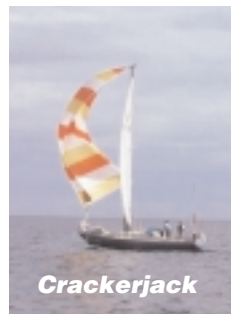
Put Saturday, November 22nd in your diary. Come to celebrate the sailing season.

#### Next Year

We hope to see more people out, because as they say, "the more the merrier". Go to the club website and click on [events/racing](#) with some good photos of this year. ▲



Fauvette



Crackerjack



## But, Hey!!!...

Continued from page 7

### DAY TWO

**1:00 p.m.**—"Feathered Serpent"; "The Sky at Night"; "Voyage To Darkness" – videos, channel 7.

**4:30 p.m. – 7:00 p.m.**—You know.

And so on.

But, hey!!!...that's enrichment.

I probably told you this the last time I was here, but what the hell!

All over South America there is a chain of jewelry stores called H. Stern. Akin to Birk's, Cartier, etc. This is the big cities, of course—Lima, Santiago, Buenos Aires, Montivideo, Rio, and so on.

Their specialty is emeralds. It always amused me, you'd be tired-up at some grubby pier and alongside a stretch limo pulls up, dude in "morning clothes" steps out and holds the door while a dozen or more pompous "semis" jump in and toddle off to inspect Stern's Emerald Emporium. And they return with their pockets bulging.

Yer heart bleeds for them, eh!

But it works for us poor folks as well. You fall in with the elite, drive off to Stern, have a ten-minute look around, say "I'm sorry, but that's not what I had in mind", and piss off to the local. When you've drunk up all your quids you stagger back to Stern and his lordship drives you back to the ship. Good-o, what?

You've got to get up pretty early in the morning to get ahead of Jack.

But, hey!!!...that's naval training.

The enrichment program is limited to in-cabin videos (for the rabid avid) but Happy Hour continues.

Today is day four, tonight we sail for Valparaiso, so tonight as we depart there is a pool-side Ouzo Party. Where is Anthony Quinn when you *really* need him?

Well, the Ouzo Party was a howling success. You could tell by the fact that there were no plates left for breakfast the next morning.

Nine-thirty the next day our enrichment starts with an informative talk on Valparaiso, Puerto Montt and Punta Arenas, conducted by our cruise director, Sammi, and the Shore Excursion Manager, Juan.

Four days at sea, so we've got lots of time for enrichment.

**11:00 a.m.**—"The West Coast of South America" with Captain Loren McIntyre.

**2:30 p.m.**—"Your Camera Around the World: Images and Techniques" with

George T. Keene.

But in the interim, let me titillate your risibilities.

### CALLING FOR ROOM SERVICE

"Morny...rune sore-bees."

"Oh, sorry. I thought I dialed room service."

"Rye, rune sore-bees. Morny, jewish to odor sunteen?"

"Yes, order something. This is room thirteen-oh-five. I want..."

"OK...torino-fie. Yes, plea?"

"I'd like some bacon and eggs."

"Ow july then?"

"What?"

"Aches. Ow july then? Pry, boy, pooch?"

"Oh, scrambled, please."

"Ow july the baycome? Crease?"

"Yes, crisp will be fine."

"OK, an santos?"

"Uh, I don't think so."

"No? Judo one toes?"

"I'm sorry?"

"Toes! Toes! Why jew don juan toes? Ow b'ow eenlish mopping?"

"Oh, I've got it! English muffin!

Toast! Fine."

"We bother?"

"No, just put bother on the side."

"Wad?"

"I'm sorry, I mean the butter.

Butter on the side."

"Copy?"

"What?"

"Copy! Copy, tee, mill..."

"Coffee! Yes, coffee please, and that's all."

"OK. One minnie. Ass rune torino-fie, strangle aches, crease baycome, tossy eenlish mopping we bother honey sigh, an copy. Rye?"

"Whatever you say."

"OK. Tenjewberrymud."

"You're welcome."

But, hey!!!...screw politically correctness.

See you in Valparaiso.

Kalinikta.. ▲

## APRIL BRINGS HOME HARDWARE

by Keith Willson

**O**N FRIDAY AUGUST 22, 2003 A banquet was held at Ashbridge's Bay Yacht Club to celebrate the achievements of their Junior Sailors during the summer. Following a delicious sit-down dinner the awards and certificates were given out.

TH&SC was represented by April Willson who successfully completed her Bronze V certificate and then went back for two weeks of Silver VI level racing at the insistence of the senior racing coach.

April competed in the Steerers International Regatta at Port Credit in July at which nearly 400 dinghys competed in six different divisions. April competed in the 420 Flying Sail division and together with her crew finished 5th in her division.

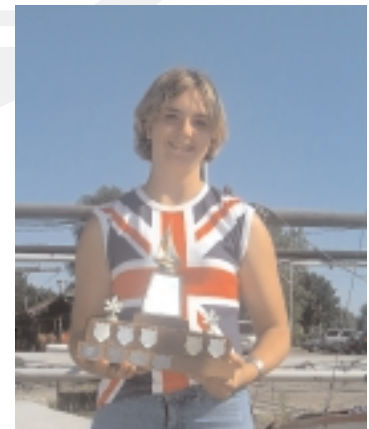
Later on in August April campaigned her own Laser Radial in the Lake Of Bays regatta. Although the final results are not out yet we do know that she finished first in at least one race.

ABYC has three trophies which are deeded to the Junior Sailing School and are awarded annually based on the recommendation of the coaching team at ABYC. The Chris Fuchsloch Trophy is awarded to the top female sailor of the year for sailing ability in combination with team spirit and sportsmanship. I am pleased to report that the 2003 winner of the Chris Fuchsloch trophy for the top Female Sailor in the ABYC Junior Sailing School is TH&SC's very own April Willson.

Congratulations April. ▲



April Willson





### October 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1 Makeup Race Date	2	3	4
5	6	7	8	9	10	11 Cradle Placing Day
12	13 Thanks - giving Day	14	15	16	17	18 HAULOUT
19 HAULOUT	20	21	22	23	24	25
26	27	28	29	30	31	

**HAULOUT IS A SAD DAY — JUST HOPE FOR NO RAIN**



### November 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						1
2	3	4	5	6	7	8 Darts/ Games Night
9	10	11	12	13	14	15 Darts/ Games Night
16	17	18	19	20	21	22 Awards Night
23	24	25	26	27	28	29 Darts/ Games Night
30						

**AWARDS NIGHT—GET YOUR TICKETS EARLY**



### December 2003



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	3	4	5	6
7	8	9	10	11	12 Darts/ Games Night	13 Children Xmas Party
14	15	16	17	18	19	20 Darts/ Games Night
21	22	23	24	25 Christ- mas Day	26 Boxing Day	27
28	29	30	31 New Year's Levee			

**CHILDREN'S CHRISTMAS PARTY IS A BLAST!**



### January 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
				1 New Year's Levee	2	3
4	5	6	7	8	9	10 Darts/ Games Night
11	12	13	14	15	16	17 Darts/ Games Night
18	19	20	21	22	23	24 Darts/ Games Night
25	26	27	28	29	30	31 Darts/ Games Night

**JOIN US AT THE NEW YEAR'S LEVEE**