

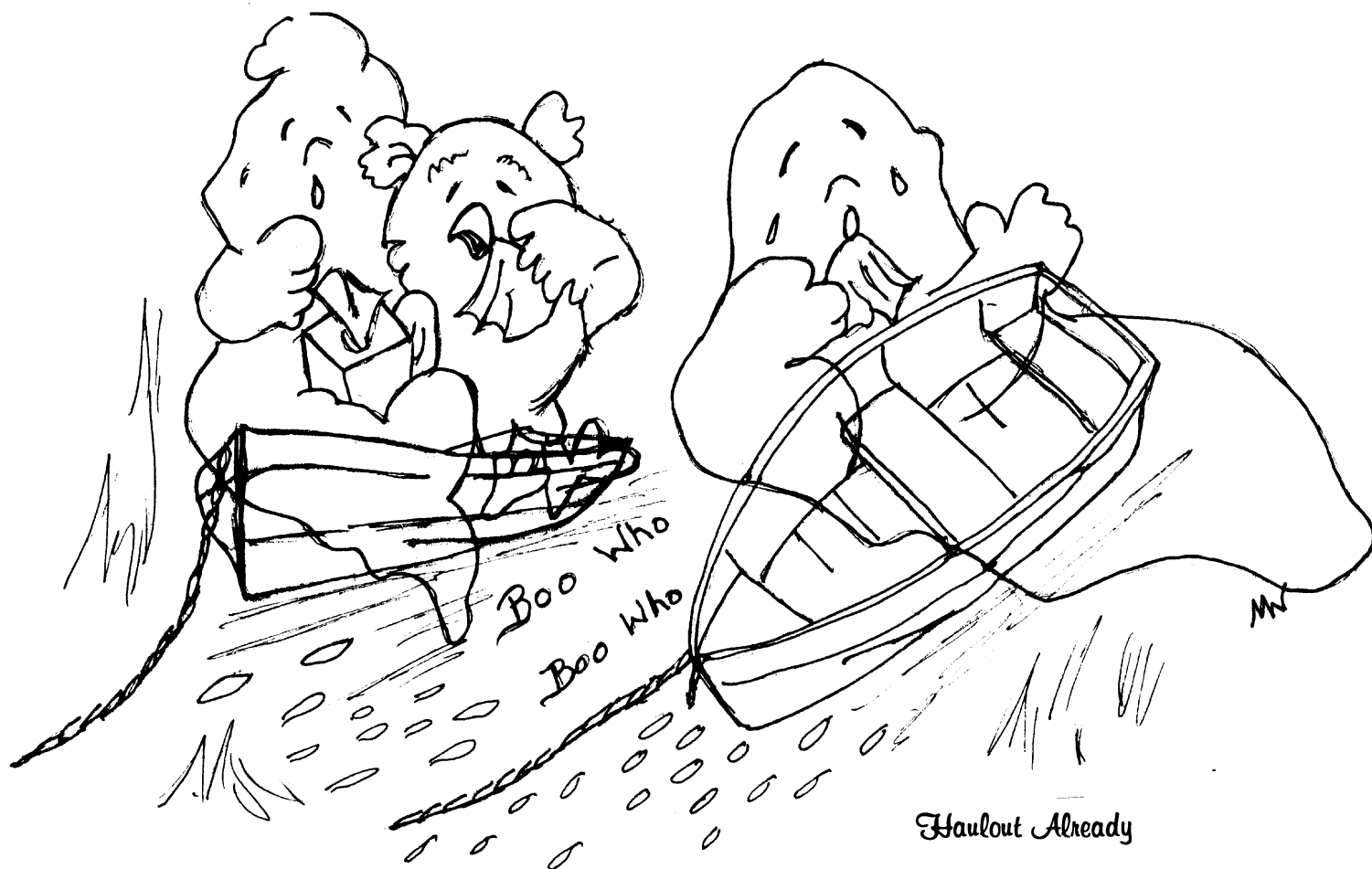
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# SPAR AND PROP

OCTOBER, 2004

NUMBER 165





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# Calendar

**Cradle Placing Day—Saturday, October 9**—Be sure to keep all cars from the parking lot today. There will be a work party placing all the cradles for upcoming haulout.

**HAULOUT—Saturday and Sunday, October 16/17**—Sigh! It's that time of year again—the end of sailing season. If anyone has clout with the weatherman, please make sure we don't have rain for this weekend!

**Awards Night—Saturday, November 27**—Come one, come all, collect your awards you won during the 2004 sailing season and/or come and applaud the winners. It's a great party for everyone. Please note that the date in the August issue of Spar and Prop was wrong. This IS the right date.

**Children's Christmas Party—Sunday, December 12**—An annual party that all children love to attend. There will be a sign-up sheet posted in the clubhouse. Please be sure to let the committee know how many children you will be bringing.

**Annual General Meeting—December**—Time to hear the reports from our Executive Board and their Committees. Planning for 2005 will be on the agenda too. Plan to attend or be sure to send your proxy.

**New Year's Levee—Saturday, January 1**—A great chance to spend a couple of hours at the club on New Year's Day. Meet your babysitter here after your night on the town. Or just a pleasant afternoon with friends.

**LAUNCH DAY—May**—All is not lost. We will make it through another winter and have the whole of summer 2005 to play with. Have fun making your plans so you can prepare for another summer.

## AWARDS NIGHT

Saturday, November 27th

Get your tickets at Haulout  
\$15 each

Bar opens at 6 pm

You don't have to be a prizewinner  
Come and applaud the winners  
More details on page 4

Join us for a good time

## HAULOUT

Saturday and Sunday,  
October 16th and 17th

Another great annual event.  
Unfortunately, it's also a sad time  
when our boats come out for  
winter.

See posted instructions  
on the bulletin board in  
October. and Harbourmaster's  
Report on page 3

## Children's Christmas Party

Sunday, December 12th

In our clubhouse at 11:00 am

Procedure: signup each child on the posted sheet in the  
clubhouse—this is mandatory.

Bring a gift with a nametag for each child you register.  
Lunch is provided but each family please bring a dessert.

If you require more information contact Sylvie Lavoie at (416) 483-9607

# COMMODORE'S COMMENTS

Keith Willson

**S**UMMER SEEMS TO HAVE arrived along with Labour Day. This must have been the finest September that I can remember.

Since our last issue of Spar and Prop many events have happened at TH&SC. The renamed and reconstituted "East End Challenge" was successfully carried out despite the low number of attendees. This is an event that we need to work on for next year. We all need to talk it up amongst our fellow boaters and/or volunteer to help out with the event.

Calypso night and the annual Corn Roast were very well attended. The corn was the best I have enjoyed in several years.

Wednesday night racing has seen a good turn out and some good racing. It was great to see different boats taking firsts. The season was unpredictable and it was anybody's night out there. Many thanks to our Rear Commodore, Ken Deas, and his Racing Committee for a great year. Special thanks to George, Joan and all the other cooks and assistants for the meals. The burgers were perfect and the steak dinner to cap of the season was the perfect ending.

Racing would never happen without the dedicated effort of the Race Committee on *Shadow*. I don't know how they sit out there week after week on a boat that Yaws, Pitches, and Rolls, all at the same time. From everybody who went out on the race course—Thank you very much.

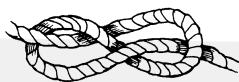
Cruising events continued and expanded this year with six cruises. Chris and Liz did another great job organizing the events. The food was plentiful and tasty and on behalf of all the cruisers—thanks to our six hosts. The gauntlet has certainly been thrown out to next years hosts to equal or better the menus.

A special note of congratulations to Rich Taylor. Rich has become our latest Life Member. On another note, there is a strong rumour floating around that Rich will be retiring from work next year and Bill Middleton has indicated that this is his last year on *Shadow*. Apparently the racing team of Taylor and Middleton will be resurrected from the catamaran days and will be showing us all how to sail on Wednesday nights.

By the time you read this we will have had our annual election meeting.

Russ Germain, Harbour Master, Mike Benson, Vice Commodore, and Ed Bogdanowicz, Secretary/Treasurer have all done a tireless and superb job over the last two years. Everybody, stop reading and give them a round of applause. Ross Campbell stepped in to serve as your new Harbour Master, Marilyn Goodman as Vice Commodore and Mike Baker as Secretary/Treasurer. Just to make it a family affair Eva Baker volunteered to replace Marilyn

*Continued on page 5*



## HARBOURMASTER

Russ Germain

**H**OPE YOU HAD A GOOD summer despite the sometimes poor weather and were able to get out on the water to enjoy your boat. Most of us are now well into the process of unstepping masts, removing all the liveaboard stuff and otherwise preparing our toys for winter with plumbing and engine antifreeze.

The summer has gone fairly smoothly from the Harbour Master's perspective. Unlike last year and the remnants of Hurricane Isabel we haven't had to brace for Ivan or Jeanne. When you consider the damage done to boats, marinas and clubs in Florida this year, not to mention homes and businesses, it tends to put our seasonal inconveniences in a slightly different light.

A couple of observations over the summer: on a recent dock walk there were 38 boats with no fenders on the outer side when docked, and three (larger) boats had only 2 mooring lines, and they were loose at that. Although dock damage is possible through this neglect, the main concern has to be for the boats themselves, and any visitors who may be moored next to these boats. Consideration for others is still valued at our club despite some indications to the contrary.

We will be adding two rescue ladders to each dock. Installation of the ladder guides will be done this fall, likely after haulout. The ladders themselves will be in place only until all Fall dock work is completed and then removed for the winter months. These ladders will be installed

approximately halfway along the main docks and will be slightly offset from the dock cleats to allow mooring lines to run freely to the boats. That wouldn't be possible if the ladders were centred in between two finger docks. The ladders need to be mounted on the main dock section, not at the end of the finger docks so that two or more people can assist anyone out of the water at the ladder. This would be impractical the end of a finger dock. These positions may be somewhat inconvenient for boaters nearby, but these ladders are essential for safety.

*A reminder:* When you change your oil and filter please don't leave the old filters sitting full of oil at the hazardous waste area. Drain the filter into the oil barrel and then throw the empty filter in the garbage bin. Also, the club does not accept old batteries and propane tanks for recycling. Members are responsible for taking their batteries and tanks off club property for recycling.

And a couple of notes regarding haulout:

- Meeting starts at **7:00 AM SHARP Saturday and Sunday**; 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 your boat's sling positions are clearly marked.
- Make sure your cradle or trailer is clearly identified with your name, bow and stern ends and boat name.
- 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.
- Yard security continues to be an 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—Kryptonite lock owners notwithstanding. 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.

Here's to a safe and smooth haulout. —

## PROPERTY MGR.

Dennis MacCallum

**T**HIS FIRST YEAR OF BEING Property Manager has been challenging but personally rewarding for me. It has given me the opportunity to work with people that I had not known very well before. I learned about how they too, are really interested in the maintenance and the growth of the club. Everyone with whom I worked, gave me a full work day and more. Most of all, I have learned patience. Sometimes things don't go as planned, sometimes they don't go at all.

The first project we attempted was replacing two windows in the main part of the club. We will replace the window in the kitchen with a similar type before winter, and are in the process of getting quotes for the remaining third floor window and some of the second floor windows. This should save enough heat to pay for themselves in less than ten years. Already we have been saving heat by restructuring the heating lines.

The next improvement was to clean the interior of your club and a complete painting of the ceilings and walls. Our burgees and flags were washed mended and rehung. The difference was remarkable at the time but has become what we expect of our club. The same can be said of the kitchen renovation. Praiseworthy at the time, but another example of what we as members should expect from our club. Many hours were spent scraping, crackfilling, sanding, cleaning, painting and getting John Soltys to open up the serving window.

Can you believe we actually got the ice machine working?? Thanks to John Goba who spent far more than his required time upside down.

The gazebo. What a wonderful addition to our club. It has become the centrepiece of club activities. Race night on Wednesday has never smelled so good, as food George and Joan serve from the cabana. It has served as a bar on a number of occasions and I have heard all kinds of positive comments from visitors all around the lake. As we all know, Jamie designed and spearheaded the project but special thanks should go to Mike Edwards for the effort he gave us. Uncle John Edwards will be

completing the wiring. And George Black and company laid the interlocking brick that he now stands on to barbeque.

We finally got the parking lot lights working. We put up security cameras and signs warning that you may have no business being here. That combined with the changing of the visitors passes almost kept security at an acceptable level.

A number of people worked on the parking lot drains in some of the worst weather we had all spring. We had contracted a company to do more than the planned 50% of the job. By doing the major part of the grading and applying the cover we were able to get a major savings over some of the original quotes. The job although it requires a little more effort to complete will be finished Thanksgiving weekend.

We made a start by pouring a concrete base for our environmental area where we can move the motorshed and oil barrel shed this fall. It is something that is required by the Toronto Parks people to avoid a catchment in the event of a major oil spill. We are committed to keeping the property in a condition worthy of a sailing club.

Okay, so what things didn't get done. You are wondering where the balcony went? The answer is; where it has always gone. It got behind so many other things that take money here. We held back to see how much it would take us to repair our docks. We ran out of time and people to work on projects.

We had plans for new club furniture. And ideas were kicked around on washrooms for the north end. All still great ideas that we will consider for the coming year. This year we accomplished a lot and money spent was directed to where it would have the most enjoyment for members this year and the years to come.

There is lots more to be done. Along with new projects I am committed to keeping the property in good repair. Now that the summer sailing season is over and boats are put away we can do a little more work to achieve that end.

Now, on a personal note.

As most of you know Chrissy and I suffered a personal tragedy this summer in the loss of our boat., *Rising Wind*. The heartbreak was as much as

we could bear and we wondered what we didn't do, to deserve such a terrible thing to happen.

This is an opportunity to thank all members of TH&SC for the sympathy, consolation and understanding at a very difficult time. It helped to know we were part of a club who shared in the pain of loss.

We are on our way back. We have purchased a new boat. She is our new beginning. Thank you all so much. —



## SOCIAL CHAIR

Sylvie Lavoie

**O**UR NEXT CLUB SOCIAL event after Haulout (which is more a wake, than a social event) is Awards Night. It will be held on Saturday evening, November 27th. There will be a pasta dinner and then all sorts of awards, both serious and fun, presented to members who have won them through the sailing season of 2004.

The tickets are \$15 per person but after October 31st they will be \$16 each. Bar opens at 6 pm.

Buying a ticket for Awards Night is not mandatory, but dinner is always a good time to join friends for the full evening.

If you can't make it to dinner, please come for the awards which will be held afterward.

The boats will be all put to bed by the end of November so come down and re-live your summer of 2004. Who knows, you may win a prize, too. —





# WAYS AND MEANS

W&M Committee

**T**HE LAST TWO YEARS HAVE been a huge challenge for Ways & Means. There was some resistance to the Constitutional changes that reduced the voting Executive Board by two and completely eliminated the Board of Directors. We tried very hard to make the Committee structure work and have enjoyed some surprising successes. In particular the Social Committee under Chair Sylvie Lavoie stands out as the main event. It is a large committee and each member did more than their fair share of work and it showed. Every member surveyed agreed we had successful events all season long. Great bands, good food and lots of it, many guests and many visiting boats.

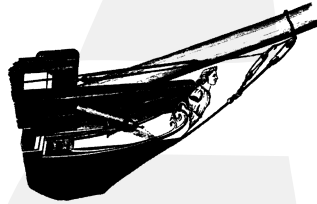
Beyond the planned and organized projects undertaken, the general call for labour went out twice this year. A simple thank you would hardly suffice. By now we are all too familiar with the damage to our docks. The attitude of co-operation and sincere desire to work on repairs by the members of this club was remarkable. From mid-February through to launch day in May then continuing after haul out in October your Docks and Maintenance Committee slugged it out on your behalf. We would all agree that without our docks, we would hardly have a club. Then again in late September when our labour force was all but spent, the general call for cradle placement day went out. The response, as expected, has been exemplary and we thank you very much.

Your Executive Board approved and implemented the first part of a new Work Hours Management Program this year. Please remember to get the appropriate Executive Board Member or Committee Chair signatures on the back of your membership cards, and be prepared to show these cards to the Secretary Treasurer at haul out. These signatures are proof of completed work hours. They represent the minimum requirement. We already know and appreciate that many people put in far more than the minimum. Prior to year end the second part of the program will be explained in detail.

As our season ends and my time at the table for this round draws to a close, I would like to thank Ed Bogdanowicz for his unending support. He took on the job of Secretary Treasurer without clear

understanding that Ways & Means also reported to him. His professional approach and fair minded attitude was most welcome in difficult situations and he always served as an excellent sounding board. I also offer my assistance (from the back seat) to the member who steps forward to head up the Ways and Means Committee next year.

Wendy Stratten —



## Commodore's Comments...

*Continued from page 3*

as our Recording Secretary. Stop reading again—Marilyn—a fantastic job over the past several years. You have kept us on the track and somehow managed to turn many hours of endless talking into a many fewer pages of meaningful text.

Our Club survives on the effort of the volunteer hours put in by its members. On behalf of the Executive Board I thank each one of you for your time this year. You turned what started out to be a dock disaster into a very successful year in the water. We had to re-arrange our planned projects this year but you all turned with the tide and jumped in to help. I think our Cabana is one of the best I have seen around the lake and with the few minor improvements planned it is destined to become the finest.

That's it for now, I have to leave room for everybody else. Next stop Thanksgiving Dinner, then Haulout, then the AGM, the January Boat Show and then Launch !!! —

## SPECIAL GENERAL MEETING

by Rich Taylor

On September 27th our Special General Meeting was short and sweet. Commodore Keith Willson called the meeting to order at 7:17 and got to the fourth item on the agenda quickly.

The interim reports of the Executive Board was basically upbeat in spite to the several problems we had during the first part of 2004.

Which brought us to the election part of the meeting. The two-year terms for Vice Commodore, Secretary-Treasurer, and Harbourmaster are up and the Past Commodore, Pat Flynn, called the Election Meeting to order and asked John Edwards to call for nominations.

All three positions were filled by acclamation.

For 2005/2006 our Vice Commodore will be Marilyn Goodman, our Secretary-Treasurer will be Mike Baker and our Harbourmaster will be Ross Campbell. With Marilyn, our current Recording Secretary moving to the Vice Commodore position, Eva Baker has volunteered to assume that position.

An announcement that April Willson had completed all her exams and tests this summer which earned her the title of CYA Certified Instructor was greeted with applause for her achievement.

The meeting was adjourned at 7:57—a new record I'm sure. —



## A LETTER OF INTEREST

Dear Commodore Willson,

I have just finished reading the August edition of "Spar & Prop, it was very interesting and informative, especially the heart rending story of *Rising Wind*. Having spent 26 years at sea and having faced three fires while at sea, I can well appreciate Dennis MacCallum's very sad predicament. Fire at sea is a very frightening experience, but Dennis was lucky that at least there was someone close by to haul him out of the water.

The article that also caught my attention was "Legends of the Sea" and the story of Fanny Adams. The story is true and as a matter of fact the term Fanny is still used today in the Royal Navy. It started because the Corned Beef supplied to the Navy came in large square bucket sized tins and the sailors of the day cut the top out of the tins and attached a rope handle and actually used them as messdeck buckets. The expression "Pass me the Fanny Adams Tin shipmate" was soon abbreviated to "Pass the Fanny". Since then all domestic containers have been given the name Fanny and up until the time "dirty rotten scoundrels" in the Admiralty stopped the rum ration, each messdeck had it's own special "Rum Fanny", which, by the way, was never washed or cleaned on the inside but the outside was polished enough to see your face in.

Just thought that this would round out your story. I always enjoy Spar and Prop and I must congratulate all subscribers and the editorial team on doing an excellent job.

Best regards

Michael Jones  
Deputy Harbour Master  
& Enforcement Officer —



## REAR COMMODORE

Ken Deas

*Racing's over, the cruising done  
I'd like to remember the races we've won,  
But 'tho we took heart at a pretty good  
start,  
The horn that we heard, meant we came  
third.  
No gold flag for us, just plain sailing fun!*

**W**ELL THE SUMMER THAT never happened is now behind us, and although we had a whole bunch of crummy weather, I look back at the season and realize we enjoyed the same races, the same delightful cruises that we enjoy every year and the memories of the #@&\*# weather fades.

A couple of notable happenings happened to happen this summer, that I want to mention. First about Viking 28s. In this class a man named Roy is an oriental who has been sailing with the same women crew for 16 or 17 years and consistently (if not annoyingly) comes first in every regatta they sail in.

Well this year after three years of working hard at it, Lou Lalond, his son Rick, and daughter Marge and her husband Mike beat him in the first race of the Frenchman's Bay Ontario Vikings Championship Regatta and while sailing around waiting for the next race Roy sailed past Lou and Co., and Roy and his entire crew acknowledged their victory by bowing to them as they past. A class act! Lou and his crew wound up with a second place overall with a record of one first and four seconds. I could not attend the whole regatta or, who knows?! Another performance that I found impressive was by Jim Holton and crew. Jim only started sailing last year and this year was a threat on the course (and on the dock) and proves the theory that racing improves your abilities (or have a good crew) One other thing of note, Greg Smith has been a part of the *Keldy* for close to twenty years. Gotta give this guy a lotta credit. For over 300 races he's put up with me! And I appreciate it! —



## OUR KIDS' ACHIEVEMENT

by Dan and Ghislain



**T**HE ATTACHED PHOTO is of Emilie, Nat & Gi's daughter at the PCYC awards dinner for their Sailing School. Both, Emilie Gaumond and Alex Demers achieved their White Sail 1 this past summer at PCYC. The PCYC Sailing School awards dinner had a surprise guest speaker, Olympic silver medalist in the sailing "Star Class" Mike Wolfe.

Emilie and Alex had their award Gala evening last night at PCYC and what a thrill it was for the kids to see and meet the surprise guest speaker, Athens' silver medallist in the sailing "Star Class" Mike Wolfe.

It was very interesting, not to mention very motivating for the kids!



## FILOTSAM & JETSAM Shadow

### SEA-SICK BAND REPORT

There was one return on the request in the last Spar and Prop for any person's experience with the wrist bands that are advertised to ward of motion-sickness. The bands DO help. The person who replied said she was very prone to motion-sickness and has used them extensively. Sometimes they are not completely effective but she said they have always helped her. She said the prices at marine stores were more reasonable than pharmacies.



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

by Eric Muff

**B**ON JOUR! MES AMIES/AMIS, ça va?

With and intro like that I imagine you've all guessed that I just got back from a week's sojourn in "la belle province".

Yer right, Káy-bec city actuellement. But I shan't bore you with the details (at this moment). Suffice it to say that their weather is just as shitty as ours.

But, so much for land-lubbering, let's get back to our circumnavigatory yarn. Hey, I think I just coined a new word.

No, Garry, *not* "yarn", circumnavigatory.

It's 19 February and our intrepid hero is scurrying northward, in the South Atlantic, from beautiful downtown Puerto Madryn, Argentina, en route to beautiful downtown Montevideo, Uruguay, and Buenos Aires, Argentina.

Does that bring us up to snuff?

Montevideo and Buenos Aires are old hat for me. This will be my *third* visit, but you would know that if

# BUENOS AIRES

you'd take a minute from your busy racing schedule and read these articles that I so labouriously make up for your entertainment.

Both my previous visits have been in containerships. This is my first visit in a cruise ship. One good point in favour of cruise ships is they usually tie up downtown, whereas containerships tie-up in the boonies, there being no room downtown to stockpile 40-foot containers.

Alors! (I just can't shake this bi-culturalism.)

I imagine Montevideo's real claim to fame is the "Battle of the River Plate", which, I would hazard a guess, most of you are too young to recall and they don't seem to teach history in school anymore, especially British history.

But, hey!!!...I tend to wander.

Anywho! (That's anglais ~~for~~ pour alors!) (damn)

Way back in the Dark Days of World War II (hereafter referred to as WWII), an historical battle was fit (past tense of fought) just off the mouth of the now famous River Plate, or Rio



Plata.

it seems that the "bronchos" were having a bit of disagreement with the "squareheads" over some triviality or other, I think it was Poland or something.

~~Anywho!~~ on or around 13 December 1939 the "bronchos" and the "squareheads" were havin' a bit of a punch-up just off the now-famous River Plate. Two light-cruisers, *HMS Ajax* and *HMS Achilles* and the heavy cruiser *HMS Exeter* were 'avin' a go at the squarehead battleship *Graf Spee*.

Oops! I just lied to you. *Achilles* wasn't a "kipper" boat ("kipper" and Broncho" are interchangeable) it was a Kiwi boat, *HMNZS Achilles*...sorry.

Commodore Henry Harwood, R.N., was in command of the "Limey" group ("Limey" is also interchangeable with "Broncho" and "Kipper"). Captain Langsdorf was in command of the "Squarehead" boat *Graf Spee*.

ED'S NOTE—I apologize to our readers, the author does not appear to be conversant with politically correctness (or anything else, for that matter).

To make this yarn (within a yarn) less tedious I will endeavour to make this ~~antidote~~ anecdote as brief as possible.

The "Bronchos" kicked the shit outa the "Squareheads" and we all lived happily ever after.

Wouldn't that have been idyllic?

However, the British force seriously damaged the German battleship and she was forced to seek ~~refuse~~ refuge in a neutral country and Uruguay, being close at hand, she limped into Montevideo.

I forget how many hours they were allowed to repair their damage (but definitely not enough) and she was forced to re-enter the arena where the

salivating (hi Teddy Edward) British awaited. Captain Langsdorf was in touch with Adolph and ordered by him to set detonator charges throughout the ship, hereby scuttling her and not let her fall into the hands of the ungrateful British—which he did.

Langsdorf and crew (a skeleton crew) most of them stayed ashore in



Montevideo were taken back to Montevideo.

There, within a few days, Captain Lansdorf wrapped himself in his beloved naval ensign, stuck his trusty luger in his mouth and blew his cap off.

And the rest, as today's young smart-asses would say, is history.

Hope you enjoy the lesson. "History ~~By~~ For Dummies, Mark IV".

One of the *Spee*'s small bower anchors was left ashore and has been incorporated into a naval memorial (I might have told you in other articles).

In my dotage I cannot recall what the inscription said, but you can bet your wee arse it wasn't the words to "Rule Britannia".

Apart from this ~~hysterical~~ historical incident there is very little of

## OLYMPIA VOYAGER

Visits

### Montevideo, Uruguay

interest in this typically Uruguayan city. This opinion of course, is strictly personal. You may see it totally different.

They do have trendy sidewalk cafés and many beautiful gardens. The Museo del Gaucho is worth a look in. It delves into Uruguay's "cowboy" past.

That night we sail across the mouth of Rio de la Plata and travel 124 nautical miles to beautiful, downtown Buenos Aires.

Buenos Aires is one of our longer stop-overs, we are here for three, delightful days.

I could probably write a complete article on Buenos Aires alone, but, *don't*

*Continued on page 8*

## But, Hey!!!...

*Continued from page 7*

panic, I won't.

I more than likely mentioned this before, if so ~~bare~~ bear with me.

H. Stern's jewelry store is big, big, big in South America, rivaling the likes of Cartier, et les autres (shit! I've done it again).

Emeralds are a bit thing in S.A. (no Garry, not South Africa, South America).

Mr. Stern sends limos down to the cruise ships, picks up wealthy Americanos and drives them to one of this classy shops.

Here he serves them wine and hors d'oeuvres whilst they riffle through his wares, on the completion of which, he limos them back to the ship with their bushel baskets full of emeralds and sundry other goodies.

But, hey!!!...for anything else, there's Mastercard.

Now, our intrepid hero, being a wily chap, didn't take long to figure out...take the limo to Stern's, after a few minutes tell the overly zealous clerk (pronounced clark) that they didn't have what you had in mind, have a glass of wine and excuse yourself, do you wanted ashore, be back at Stern's in time for the last limo and Bob's yer bleedin' uncle.

Let me take you on a short walking tour of Buenos Aires. Got yer camera?

Let us begin at Plaza de Mayo. Considered the heart of Buenos Aires, where the government buildings are located. The "Cabildo" (now an ~~hysterical~~ historical museum is the site of the former town hall, and from here



began the movement to gain independence from Spain 300 years ago.

Also located in the Plaza is the pink-hued "Casa Rosada", which now serves as the President's office. Nearby is "San Martin Cathedral" where the

famous liberator Jose San Martin is buried.

Walk west up the "Avenida de Mayo" about six blocks to the "Avenida 9 de Julio", which is reputed to be the widest avenue on the planet...wider than yer football field. I doubt very much if the "semis" would subscribe to this theory.

But, hey!!!...they didn't win this year's Ryder Cup, did they!

This humungus thoroughfare has been subdivided into three streets. The central segment is 9 de Julio, the eastern segment is called "Carlos Pellegrini", the western segment "Calle Cerrito". The whole, "Avenida 9 de Julio"—if yer crossin' on foot, take yer lunch.

This magniferous thoroughfare is 13 blocks long. Stroll down this lovely, tree-lined avenue for about five blocks and you will come to the 222-foot-high obelisk, which is at the intersection of "corrientes", the "Plaza de la Republica".

The obelisk was constructed in 1936 and marks the 400th anniversary of the founding of Buenos Aires.

Turn right on Corrientes and you will find yourself in the night-life,



theatre district. Corrientes and Lavalle street are the Broadway of Bueno Aires.

Continue down Lavalle for another block and you will reach Calle Florida. This is shopper's heaven. Florida is closed to all vehicular traffic, and the pedestrian is King/Queen.

On my last visit to B.A. I was surprised to see a large Harrod's shop on Florida. My dear old Mum worked in Harrod's over 'ome, when she was a teeny-bopper.

This visit I was surprised to see it closed. Something to do with the Falklands, I believe.

Keep on shopping on Florida and you will pass two excellent cafeterias, Santa Generosa and Florida Gardens, then you will come to Plaza San Martin, nestled in a beautifully landscaped park.

Bordering the park are two

magnificent, luxury hotels, the Plaza Marriott, and the Sheraton. Good places to buy stamps, post mail and more importantly, *check the plumbing*. They will also exchange money for you.

Continuing down Florida you will see a small replica of Big Ben. They used to refer to this as the English Clock—it was given to Buenos Aires by the City of London, in happier days. I don't know how they refer to it now, I'm surprised it's still standing.

Another touristy spot to visit is Ricoleta Cemetery, where rests Eva

# H. Stern

## BUENOS AIRES

Duarte de Peron, who you probably know as "Evita".

If memory serves, the Tango was conceived and born in the La Boca district. The district is also known for its brightly painted houses (like Portuguese fishing boats) reds, yellows, blues, brilliant greens.

Argentina is also big cattle country and the tales of the gaucho are legend.

I remember Frey Bentos from the Good Old Days of the depression. Frey Bentos was, in theory, canned beef—some of us had our doubts. It was also popular in WWs I and II. I doubt if today Frey Bentos is still on the market, but other brands are.

Anywho, during our three-day stop-over in B.A. they ran tours to an Estancia (old-style ranch house) where gauchos put on exhibitions of horsemanship and other tricks of their trade. Afterwards we were fêted at an Argentinean Asado. Which, as you know, is Argentina's answer to our BBQ, only on a *far* grander scale.

I'd like to give you a history of gauchoism but time and foolscap does not permit.

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

In case you're wondering how my drummer friend made out at the amateur night. The silly old fart *never did* sign up!

Next time I see ya we'll be scootin' up the coast to Rio.

And, remember, my children...

*We cannot direct the winds, but we can adjust our sails.*

Stay well.. —



## END OF MED SUMMER

by Aubrey Millard

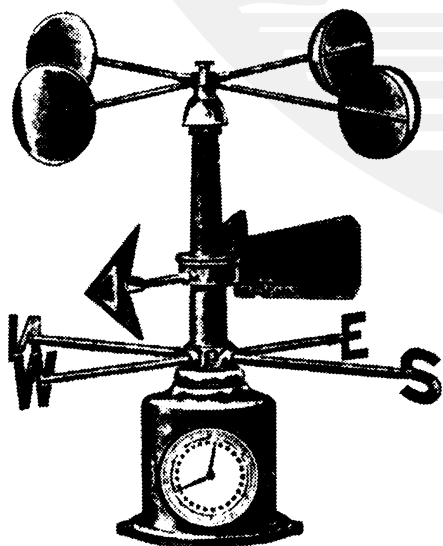
Enroute towards Salerno  
Sept. 28, 2004

**W**E ARE PRESENTLY headed up the Calabrian shore towards the Amalfi Coast in the area known as Campania, near Salerno and the Bay of Naples. The weather has settled down for the last day or so. Doug departed from Cetraro to catch a train up to Rome to head back to Toronto. We enjoyed his company, and it was good to have an extra knowledgeable crew aboard, who in addition to being the morning watch keeper, made coffee and tea, did dishes and took us out for some very enjoyable Italian meals.

We had to wait for three days for weather in Cetraro. In Vibo Valentia we had the water pump seals replaced and it is working well now. However, we will get a spare one next port with a full Yanmar dealership, or when we get back to Canada.

We will probably be back in Canada from mid-December until the end of January, and hope to make a presentation on our cruising the Black Sea at the Toronto Boat Show between Jan. 15 to 23, and to other sailing clubs.

All is well with us and *Veleda* as we make our way towards Rome for the winter. —



## CLUB REGALIA

by Wendy Stratton

**W**E'RE BACK WITH REGALIA offerings for the fall of 2004. Thinking about seasonal gift buying or perhaps a birthday or anniversary gift?

Due to circumstances beyond our control, we missed the spring ordering period. However, your club now has a number of items to offer for sale. They will be on display and for sale at Club events until and at Haulout. All merchandise is purchased with TH&SC logos machine stitched on each item. For an additional fee (and a little longer wait) members may have their boat names or logos also machine stitched. The following prices are in effect until the end of this calendar year. They are at cost plus 10% to cover tax, shipping and handling. Anyone looking for T-shirts, we'll be back in the Spring.

The selected items are as follows:

1. Samsonite Yacht Totes—\$16.50
2. Mens and Ladies Techno Ottoman Jackets in Navy or Yellow—\$58.00
3. Navy Blue Full Body Sweatshirts—\$35.50
4. Ladies Sky Blue Hooded Fleece—\$35.00
5. Polar Fleece Blankets in Navy blue with White trim—\$30.00
6. Nautica Style 1/4 Zip Shirts in Navy with White trim—\$45.00
7. Micro fibre Wind Vest in Navy with Red trim—\$36.00
8. Tilley-style hats—\$15.00
9. Club burgees—\$15.00

Any member not able to shop in person is asked to fill out an order form from the club notice board and place it in the club mail box with their full name and address plus payment (by cheque). Thank you. —



## EMAIL ADDRESSES FOR MEMBERS

by Mike Montgomery

**I**D LIKE TO MENTION the availability of email addresses for members. These are free and can be set up by me upon notification sent to [montgom@thsc.ca](mailto:montgom@thsc.ca).

There are two types of email you can have, real and virtual. A real email address is similar to a Hotmail account. You log in via the web browser to <http://mail.ehosting.ca>. Read, compose, and send messages using this web interface. You get 30mb of storage per account. You can also use POP3 or IMAP4 to access your mail (unlike Hotmail).

Set up your thsc account on your home or work computer and use the following server settings:

**POP3/IMAP4 server:** [mail.ehosting.ca](http://mail.ehosting.ca)

**SMTP server** (requires SMTP authentication): [mail.ehosting.ca](http://mail.ehosting.ca). Email will be delivered to your regular email program on your desktop. When composing email choose the thsc account from the dropdown list; the Sender address on your outgoing email will appear as **Mike.Montgomery@thsc.ca** or **HarbourMaster@thsc.ca** (for example).

The other type of account is a Virtual Email (an 'alias' Account). It forwards all emails sent to that address to your existing REAL email account. —



# FLEET CAPTAIN CRUISING

Chris Hanson

## Cruising gaining momentum at TH&SC

**T**HE REVIVAL OF CRUISING taken on three seasons ago by Dennis & Chrissy MacCallum has steadily gained momentum. What started out with probably an average of a half-dozen boats, has doubled into an average of 12 per cruise. The participation showed that we were even able to sustain the addition of



one more cruise date, increasing our destinations from five to six this year. The fleet also gained some new cruisers which should increase the number of participants in the 2005 season.

It seems this year's Commodore was quite busy. Between regularly participating in the race program and traveling to April's racing events, he and Joan led the way in attending every cruise and also hosted the Canada Day cruising festivities at TH&SC.

Our last two trips went well, Port Credit YC had 13 boats. Our final official cruise #6 to Etobicoke may have looked like a mini cruise with three boats signed up by the Wednesday but with a forecast of sunshine and warm, comfortable temperatures, a last minute rush added seven more, rounding out another well-attended event.

The trip over to, and from Etobicoke were some of the nicest sails of the season with a reaches both ways. While most of you will remember this season as not the greatest weather wise, the cruisers were blessed with perfect weekends; not a few times, but for every single cruise date. I have already placed my

order for great weather for next season.

This is my second time organizing cruising and I am getting to know the other cruising captains from the other clubs. This makes it increasingly easier in booking dates. We have found a couple of new gems this year at Lakeshore YC and Bluffer's Park YC. I know they are just as keen to visit TH&SC.

I would like to thank our substitute cruise organizers; John & Suzanne (*Nipkin*) for taking on the cruise to Bluffer's and Lee (*L'autre*



*femme*) and Sandra (*Late Again*) for hosting the Frenchman's Bay trip. I always take lots of photos for the Cruising section of TH&SC's web site, and it has been remarked by others that we are always eating. Not that it's a bad thing, but hopefully next year we will try to sail a little more together so



we can actually get shots of us traveling as well.

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. We always eat well at our cruises, don't

we! Having participants bring along either an appetizer or dessert has also bolstered the trips with some tasty treats. Finally, I wish to thank those few special people who are always consistently there to lend a hand with food preparation and cleanup.

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 flag. 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 —









# RACING CAPTAIN

Jamie Smallwood

## View from the Perch

TH&SC Races—2004

**W**EDNESDAY NIGHT racing saw some tight (sometimes too tight) racing in the latter part of the season. We had some difficulty getting in our two makeup races, so decided to run a two for one race, where one race counted as your finish for both make up races. The official season finished with a free steak dinner.

Weekend racing saw good participation in the second half of the season. The Dufferin Bell Buoy Race on August 8 was raced in ideal conditions. On the other hand, our first attempt at running the Bluffer,s Race was cancelled due to very nasty weather. It was decided to postpone the event until September 25, and it was combined with the Paté Challenge for a unique event. Some say it was the best race of the season, especially our Editor, Rick Taylor, who took a bullet in his division. The Frostbite Race on September 19 was run using L'autre femme as the Rabbit. Thanks Lee.

I have some people to thank.

Our race committee once again did a fantastic job. It was not until I had to help out (first time) on the committee boat when they were short handed, that I realized the job that they do for us. A special thanks to Bill Middleton, who is retiring after more than a decade as our committee boat head to do a bit of racing with Rick Taylor.

Dan Demers and Mona Anderson have computed race results. Mona, our scorer in training, is taking over the reins from Dan after many years of service.

George Black and Joan Willson and their Wednesday night cabana burgers and salad were a appreciated by us all. We hope they will back with the same.

And finally to our Rear Commodore who kept me worrying and laughing all at the same time.

*Time to move on.*

I have been your Race Captain since 2000, and figure that some fresh blood is required. I am looking for someone to take over as Race Captain in 2005. I will be involved in the planning of the East End Challenge next year.

Awards Night is for everyone to celebrate the sailing, on and off the water. Be sure to attend.

### Wednesday Night Results

#### Series 1—Division 1

1 *Fauvette* 2 *Keldy* 3 *Rockit*

#### Series 1—Division 2

1 *L'Autre Femme* 2 *Celaya*

3 *Crackerjack*

#### Series 2—Division 1

1 *Hobbes* 2 *Fauvette* 3 *Keldy*

#### Series 2—Division 2

1 *L'Autre Femme* 2 *Head Office*

3 *Crackerjack*

#### Series 3—Division 1

1 *Hobbes* 2 *Tsunami II* 3 *Fauvette*

#### Series 3—Division 2

1 *Head Office* 2 *L'Autre Femme*

3 *Fauvette*



October 2004						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
TIME FOR SOME LAST SAILS						
3	4	5 Executive Board Meeting	6	7	8	9 Cradle Placing Day
10	11	12	13	14	15	16 HAULOUT
17 HAULOUT	18	19	20	21	22	23
24	25	26	27	28	29	30
31	CLEAN UP, PACK UP, COVER UP, MAKE LIST					

November 2004						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2 Executive Board Meeting	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27 Awards Night
28	29	30				
AWARDS NIGHT—CHEER ALL THE PRIZE WINNERS						

December 2004						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
HUG YOUR BOAT						
5	6	7 Executive Board Meeting	8	9	10	11
12 Children's Xmas Party	13	14	15	16	17	18
19	20	21	22	23	24	25 Christmas Day
26 Boxing Day	27	28	29	30	31	
CLEAN UP, PACK UP, COVER UP, MAKE LIST						

January 2005						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
JOIN US AT THE CLUB ON NEW YEAR'S DAY						
2	3	4 Executive Board Meeting	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	BOAT SHOW THIS MONTH				