

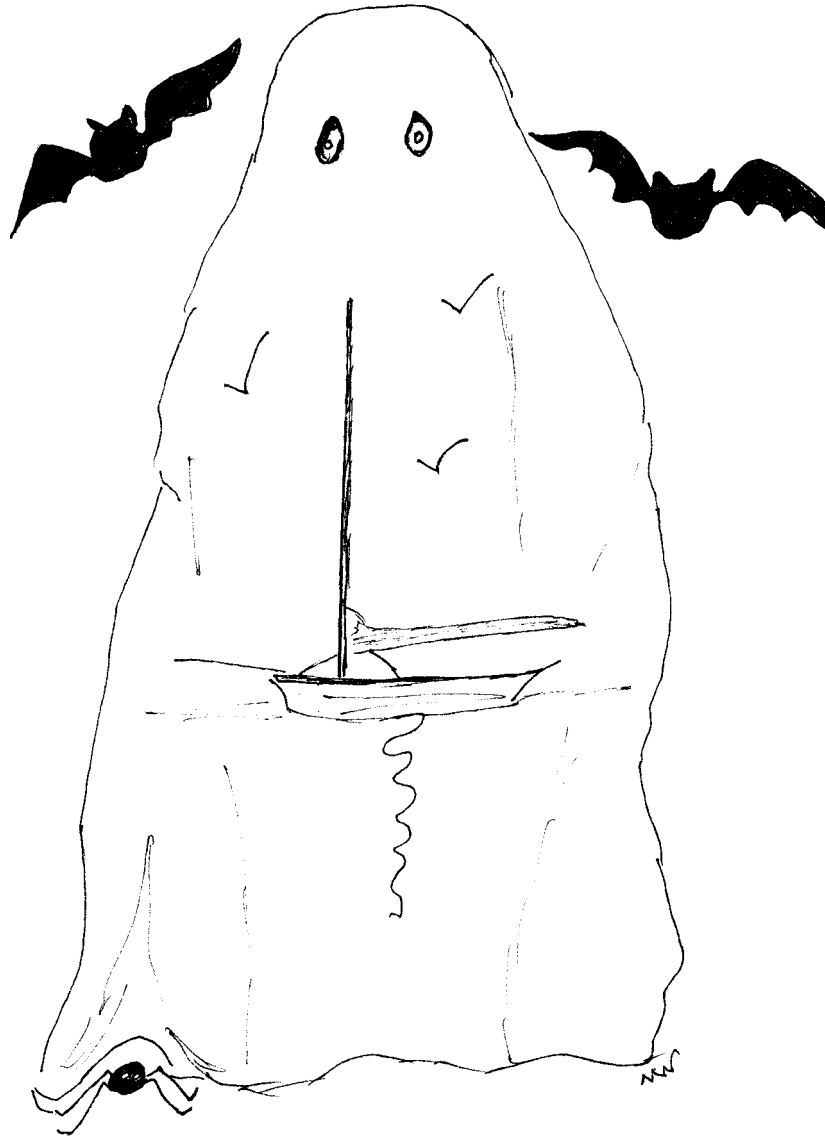
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SPAR AND PROP

OCTOBER, 2005

NUMBER 171



SHRINK WRAP OR SHROUD WRAP

Drawing by
Marie Middleton





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Calendar

Cradle Placement Day—Saturday, October 8—No cars allowed inside the gate today. All the cradles will be brought out and placed in their approximate positions.

HAULOUT—October 15 and 16—See the bulletin board for your boat position, which day your boat will be hauled and your work assignment for the day. Regardless of the day, start time is 0700 hours.

Awards Night—Saturday, November 26—Dinner and a show. The show being all the awards won during the year both in competition and otherwise. We will have a great time and recap our 2005 wonderful summer activities.

Annual General Meeting—December—The date and time will be sent to you by mail. Please attend or, if necessary, be sure to give or send your proxy.

Children's Christmas Party—Sunday, December 11—Bring your children, your grandchildren and your nieces and nephews. The more kids the better. Be sure to sign up and know the procedure which will be posted on the bulletin board later this year.

HAULOUT

OCTOBER 15 AND 16
7:00 A.M. START

**CHECK BULLETIN BOARD TO DETERMINE THE DAY
YOUR BOAT IS HAULLED AND YOUR WORK
ASSIGNMENT**

AWARDS NIGHT

Saturday, November 26

**Come to Awards Night for a
good time and cheer the
winners. Who knows, even you
might be a winner?**

**Tickets will be available at
Haulout and through October.**

CHILDREN'S CHRISTMAS PARTY

Sunday, December 11
11:00 a.m.

**All members' children are
invited to meet Santa and
have a good day.**

**There will be a sign-up sheet
on the bulletin board with
instructions and details for
parents**

COMMODORE'S COMMENTS

Keith Willson

WHERE DID THE YEAR GO? It's October already but it still feels like July.

Congratulations to Commodore-elect Lee Rixon. I know that Lee will do a great job and I trust that you all give him the same level of trust and support that you have given me. I thank you all.

Congratulations also to Rear Commodore-elect Mona Anderson. Mona brings a lot of experience, knowledge and enthusiasm to the job. This looks like the beginning of another great Executive Board. The third position, Property Manager, remains unfilled after the September Election Meeting. The December AGM will have to start off with an election for that position.

The lease still remains unsigned. The latest news is that the final document is with the City solicitor for signing and they expect to have it dealt with by the end of October.

If you have not been down to the Club recently you will not have noticed the unexpected dredging. This activity comes as a complete surprise as we received no notice about it. No complaints from this Club because it is welcome.

There is much more to read about in this issue, in particular, our next big event—Haulout.

I will end my report now and wish you all a good Thanksgiving and a safe haulout. ▲

Painting the north shelter



HARBOURMASTER

Ross Campbell

SEE THE BULLETIN BOARD in the clubhouse for all your procedures and information regarding Haulout.

Be at the clubhouse ready to go at 7:00 a.m. on the day your boat is to be hauled. ▲

REAR COMMODORE

Ken Deas

WELL, THIS WILL BE my last haul out...I hope I finally do everything right. If this is to be my last summer of sailing at TH&SC...what a summer it has been! I have to say I cannot remember a summer as warm, as long as this one.

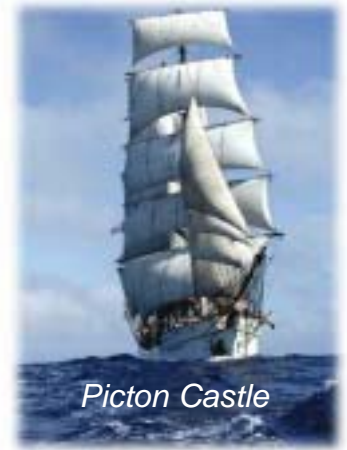
Our racing fleet stayed much the same size as last year...it seems to me (and I've heard this thought from other clubs) that as club members buy bigger boats the racing fleet gets smaller. In any event I thoroughly enjoyed the fleet this year and take this opportunity to thank Lorne Vineberg, Tom Munson, Allan Banks and Tupper Foster for being there for us on Wednesday nights...and particular thanks to George Black for feeding us on those nights...and again to Tom Munson for the Saturday races he rarely missed...thanks a boat load you guys!!

Our weekend races were poorly attended this year and our East End Open Challenge was a disappointment, it has never recovered from errors made a few years back. But some blame must be attributed to all too many functions going on around the lake. No Vikings showed this year in spite of changing the date for them, nor did we see any Thunderbirds. A bright spot in our little racing community was the tremendous effort by Jim Holson and crew for winning the "300" this year. No one from our club has ever finished this race never mind placed in it. During the last twelve hours of the race *Head Office* sailed with no power, so after crossing the line, they had to hand-crank the engine to get home. Congratulations to the crew, Tony Cahill, Kerry Cahill, Tom Kara and Captain Jim Holson—you did yourselves proud!!! Liz and Chris Hanson, like the battery character, just keep going and going, their cruises get better and better. They have certainly raised the bar for anyone following in their footsteps. Can't forget Jamie Smallwood, though he stepped down as Racing Captain he was still around to help, and help he did. Again, thank you Jamie.

Silvie Lavoie King organized our social functions this year, with help from Eva Baker and Suzanne Soltys. I'm sure there's more and my apologies for not noting you (youse) I

want to congratulate and wish your next Commodore, Lee Rixon well—if he runs the meetings as well as he sails *l'autre femme* you'll do fine. Mona. (with the Mona Lisa smile) Andersen is your, new Rear Commodore. She, with her husband Jim, has been my crutch for the last two years, knows what she's doing and quietly does it—thanks. Property Manager is still open, Dan Demers in refusing the position, made a lot of sense. The job takes in a lot of areas and I believe him to be 100% correct. Since the down sizing of the Executive, the remaining members have to wear two and three hats. This, I believe, should change.

Anyway, next week is Haul Out.....Be on time, Be wary, Be cool, Be careful—see ya. ▲



Picton Castle

VICE COMMODORE

Marilyn Goodman

THIS HAS BEEN A WONDERFUL summer, and this year we are fortunate to have gained eleven new Sailing Members, and nine Crew Members. Our latest Sailing Members are Bob and Laurie Prosper who brought in their Hughes 29 just before the Elections Meeting on September 25th.

On behalf of the Executive Board I would like to welcome you all to our Club.

Now we are at the end of the sailing Season the Gate Code will only be changed occasionally, and the next change will be after Haul Out. If you would like to have the latest Gate Code sent to you (usually two days before the change is made) please let me know at Shandy@colosseum.com ▲

FLEET CAPTAIN CRUISING

Chris Hanson

TH&SC cruises break the 15-boat limit.

Our trip to Bluffer's Park YC way back on June 25 saw a milestone.

17 boats—count'em—17, made the short hop eastward. The theme of a Caribbean getaway was timed perfectly with the return of Ron & Liz in *Undine II*, completing their sabbatical voyage from the Bahamas. The timing and weather were perfect that saw nearly a full cruise, then a couple of additions at the last minute to surpass the limit. We were fortunate that Bluffer's had a big cruise out, so there was plenty of room to accommodate everyone.

Now I didn't want to turn people away, in my mind a few more boats and friends makes more fun, because I am constantly trying to build and promote the Cruising Program.

We have built a steady following, and I would like to acknowledge the crew of *Tribe* Randy Boyd, his wife Jacquie and daughter Jordan lead the way by sailing to all the destinations this season.

Next season (our 4th) will probably be our last as the "cruise directors" but I have already gained 4 teams who will commit to hosting a cruise (mostly the food part). I will make the arrangements with the clubs we would like to visit during the winter.

While on the whole we had a fantastic summer, half our cruise dates presented challenges. We experienced rain, howling winds and rough water, each on three different sails.

Our Port Credit three-day jaunt started out pleasant, but during that Friday afternoon the winds blew up and forced many to pound along into the chop or stop along the way; a few even turned back. Nevertheless most made to that evening's dinner and July 1st festivities.

Lee Rixon's Frenchman's Bay cruise was forced to stay at TH&SC due to the nasty 6-10 ft. waves. This was similar weather that we just had experienced a few weeks ago in September. While the sailing did not take place, the party and rib feast did. This was my first taste of Lee's cooking, and boy those ribs were goooood!

We had 10 boats participate at

Mimico. While the rain may have dampened our bodies it did not stop us from having a wonderful time there. We all huddled under the tent, but sometimes when things like that happen, it only brings people together rather than spoil an event.

The trip over to Etobicoke was one of the nicest and quickest sails of the season. 11 boats signed up and this cruise turned out to be the party of the cruising season. The sun was shining, the wine was flowing, and after our terrific appetizers and dinner, the dancing began. We were treated to a great DJ and all were up on the patio dancin' the night away. When we needed a break, we sat around a huge bonfire and watched the flames dance instead.

Although I am known as the Fleet Captain for cruising, an extra special thanks goes to my teammate, Elizabeth. Her organization in feeding our flotilla's appetites is well known and appreciated by all.

Having participants bring along either an appetizer or dessert has also bolstered the trips with a personal touch of their creativity. Finally, I wish to thank those few special people who are always consistently there to lend a hand with food preparation and cleanup.

As I had mentioned at the beginning of the season, all those that sailed their boat to three of the six cruises qualify for the "Official TH&SC 2005 cruising flag".

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).

I have posted a sign-up sheet at the cruising bulletin board for those wishing to qualify for these flags. Please make sure you enter your log of destinations and distance by haulout.

Destinations

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

Distance Flags

250+ 500+ 1000+

Distance applies to any cruising miles except daysailing.

First Across the Lake; Last Across the Lake; *The Distant Waters trophy recognizes the vessel that sailed the furthest away from TH&SC and returned during that same season.*

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

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 ▲





THE HOBBS REPORT

by Mona Anderson

The (last) Hobbes Report

WELL ... *Hobbes* is just a memory now. The Martin 242 has gone off to the National Yacht Club and is racing in the Women's Keelboat Series under the name of *Doppler Shift*. So I guess I'll have to come up with a new name for my report. In hindsight, I should have picked something more generic than the name of my last boat, but who knew? It's sort of like license plates. The old one, that reads LVMYCHEV, looks a bit out of place on the new Honda. Or Tattoos ... well, let's not go there.

This is actually not a report but a PROPOSAL to the club and to the racers of TH&SC. Over the past several years, Jim and I have worked alongside the Race Committee on things like PHRF handicapping and scoring. One of the issues that continually comes up is the subject of ratings. They're not fair. PHRF sucks. That guy is cheating. And my personal favourite ... "Hey, that Tub 28 is rated wrong. The correct rating is right here in this month's Boat For Sale." You're kidding, right?

First of all, let's do a little recap. TH&SC uses the PHRF handicap system for rating and scoring boats. Second, the PHRF Handicapping system is actually a pretty good one when used properly. (PHRF stands for Performance Handicap Racing Fleet). There are literally thousands of boats, and racers, all over North America that use this system, folks who collect data, and spend hours of time around committee tables refining ratings, and assessing new boats. The PHRF Handicappers Manual is frequently updated with all the latest results. Here in Lake Ontario we use PHRF-LO ratings.

PROBLEM 1: At TH&SC, it is not a requirement for racers to hold current PHRF certificates in order to race. There are, in fact, only a handful of boats that have actually measured in recently and received official rating certificates. (No, your certificate from 1976 is not valid). The rest of the boats who race are assigned ratings from the PHRF STANDARD BOAT data and are

scored as such.

PROBLEM 2. We do not properly support PHRF by a) sending in our race results or b) paying the fees for certificates, both of which support and perpetuate the PHRF Handicap System. This is rather like downloading music from the Internet rather than going to HMV and buying the CD. The artist doesn't get paid for his work.

There are benefits for all racers in using the PHRF system fully. Measuring things like the size of the jib, the length of the spinnaker pole, recording what type of motor is on board, etc., all goes towards getting a more accurate reading of the boat's speed potential. Also, PHRF provides a review process so that an owner can appeal his boat's rating, or, he can appeal the rating of other boats if he feels there is cause. PHRF-LO studies these appeals closely and adjustments are made when warranted. Thus the racing becomes more competitive and certainly the scoring is more equitable.

Holding a PHRF certificate is standard practice in almost every other Yacht Club around Lake Ontario, and is a normal regatta entry requirement. Under our present system, we cannot demand that racers be measured, nor can we arbitrarily adjust ratings because some boats appear to have an unfair advantage. To be FAIR, all boats have to be rated on the same system. And, understandably, PHRF-LO is not in favour of us using their system without contributing race data, and certificate fees.

OUR PROPOSAL is simply this: Starting with the 2006 season, TH&SC Race Fleet will require all racers to hold a valid PHRF Handicap certificate in order to participate in club racing. To encourage racers to comply, we recommend the Club pick up the tab for the certificate fees—\$20.00 per boat—for the first year, to assist in building our racing program. Jim and I will do all the measuring work and submit the data to PHRF-LO for processing.

MODIFIED HANDICAPS will be the subject of my next report.

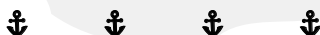
"I know the world isn't fair, but why isn't it ever unfair in my favor?"

— Bill Watterson 

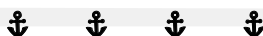
CRUISING FUN



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



The Deadline for the
DECEMBER issue of
Spar & Prop is
December 1st



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

GEORGIAN BAY DEPARTURE

by Andrew Porter

THE DECISION TO LEAVE TH&SC for Georgian Bay was one that Lisette and I had considered for a couple years but had delayed in making a reality until this summer. The origin of the decision was not dissatisfaction with the club but a desire to have a different boating experience from what is offered by Lake Ontario. The truth of the matter is that we stayed as long as we did because of the members who make TH&SC a special place.

Our trip to the Thousand Islands last year was enjoyable but I also recall the mad rush (or as much of a rush one can have going 5 miles an hour) to traverse the 150 miles there and back in the allotted time. While there will always be land based schedules to follow and long distance goals to be met, I felt it would be nice to have that island hopping experience without going such a distance.

Lake Simcoe's proximity to our home made it the original objective but what was really enticing was the chance to sail on Georgian Bay. For that reason Lisette, Gabriel, Joshua and I (along with Cory the dog) packed up *Sonshine* and headed east to Trenton and the entrance to the Trent-Severn Waterway and through 43 locks and 215 nautical miles to Victoria Harbour in Georgian Bay.

We have made many friends and learned much from the experience of others over the past five years at TH&SC. For example, as I was carefully constructing an overly complex mast brace to go through the canal, James Brown suggested a much simpler and effective way of keeping the mast on the boat by using pulpit and pushpit rails as support. In another example, Jurek Ladziak suggested two lines to tow our dinghy *Moonshine* to help it track better, which helped when we went into the locks with other boats (although this technique is not recommended if you have to go in reverse). I hope that over the past five years we have been able to return some of those favors.

I will not lie and say that we have always had good interactions with TH&SC members but by far the good

times far outweigh the not so good ones. Yes, politics and personality clashes can interfere with the enjoyment of the club but there is also a special bond between members of working club such as TH&SC. The past five years have been a special time that I will remember and cherish.

TH&SC is an exceptional place and I proudly continue to fly the club burgee. I don't know how long we will stay in Georgian Bay or if we will return to Lake Ontario but I hope and trust that we will be able to maintain the bond with the members of the friendly little club on Lake Ontario. We will also maintain our membership so don't be surprised if you see us around. Smooth sailing for all.

Traversing the Trent Severn Waterway

Our voyage from TH&SC to Georgian Bay through the Trent-Severn Waterway started typically enough by having to motor all the way to Cobourg due to lack of wind. I feared that we would not get a chance to sail before taking down the mast. Luckily, on our third and last day on the lake we had a good west wind to push us to CFB Trenton.



Gabe and Josh in *Moonshine*

In Trenton, I was surprised at how long it took to get the mast down and secured to the deck but we eventually were able to get into the locks. It is quite a thrill to go in through lock number 1 and rise the first 17 feet. Ultimately, we would climb a total of 597 feet before coming back down 263 feet. After two or three locks we got into the rhythm of entering the lock, grabbing the lines and keeping the boat in place as the water swirled and bubbled around us. The hardest part was preventing our overhanging mast from hitting the walls while keeping the dinghy from grinding into the concrete (isn't that what gelcoat is for?) but even that became routine after a while.

We headed through beautiful

country, stopping overnight in Batawa, Campbellford, and Rice Lake. The trip through the Otonabee River seemed endless but was memorable and picturesque. In Peterborough, we took a break, saw the movie "Charlie and the Chocolate Factory", watched a band playing California beach music in the band shell and took Cory to the vet for an injury he got on the boat (nothing serious but it needed to be looked at).

Approaching Simcoe on the Trent



In our second week, we entered the Kawarthas starting with lock 20. Lock 21, the Peterborough lift lock, is one of the highlights of the trip (and the highest liftlock in the world) as we rose 65 feet in a gigantic elevated bathtub. At this point, the trip became somewhat of a blur as we tried to maintain a schedule and still have some fun. Our little 8.0 HP outboard motor, our only source of propulsion, steadily kept on pushing us 20 or 30 miles a day. We stopped in Young's Point and then anchored in Pidgeon Lake and Cameron Lake, swimming when we had a chance.

We finally arrived at Lagoon City in Lake Simcoe. It was weird, in a way, to be only passing through this lake that we had planned on coming to for so long. Better things, we felt, awaited us. We then continued on to Orillia and Swift Rapids where we had a camp fire on the waterside. I think it is fair to say that the ultimate highlight of the trip was the marine railway in Big Chute that picks the boat out of the water and carries it 57 feet down a rocky hill, placing the boat (and dinghy) gently back into the water.

As we approached our final destination in Victoria Harbour I learned why Georgian Bay is the one place to keep your wits about you. The seven miles or so from Port Severn leads through well marked but winding channels with rocks popping up on either side. At one point I got spooked as I tried to verify my course. Thankfully our first trip through

Continued on page 7

Traversing the Trent...

Continued from page 6

Georgian Bay did not result in us calling for a salvage team. At the marina, there was one large trawler that had not been so lucky and had nearly sunk after striking a rock before it was towed in just a mile from our new location (apparently a fairly common experience).

We are now at Queen's Cove Marina, which appears to have a friendly and sociable, almost club-like, clientele (a feature we had not expected). On our first arrival people helped us dock and when they found out we were new they invited us out for a "potluck" cruise the following weekend.

Blueberry Point— Sonshine on left



For our first cruise with the other boats from the Marina we went ten miles to Blue Berry Point on Beausoleil Island (part of the Georgian Bay Islands National Park) and rafted up amongst the ancient granite rock of the 30,000 Islands. That special weekend had us swimming in the warm September water, scrambling along the rocks, watching the loons on their lonely quest and gazing at the stars that filled the sky. As I looked at the stars above, I knew that we had made the right decision. ▲

WAYS AND MEANS

Patrick Lyons

APPROXIMATELY 15% of members who have work assignment requirements have yet to step forward.

I would urge those members who have yet to commit to their work assignment to consult the Ways & Means section on the Clubhouse bulletin board, the Ways and Means page on our web site at www.thsc.ca or to call me at 416 438-1716 for information.

Dennis MacCallum, our Property Manager, is in the process of documenting new jobs which will require completion by the end of this year. I will continue to post them as they come up. ▲

SAILOR'S PSALM

Sailor's Paraphrase of the 23rd Psalm

The Lord is my pilot, I shall not drift.
He lighteth me across the dark waters.
He steereth me in the deep channels.
He keepeth my log.
He guideth me by the start of his holiness for his name's sake.
Yea, though I sail 'mid the thunders and tempest of life,
I shall dread no anger, for thou art with me;
Thy love and thy care, they shelter me.
Thou preparest a harbour for me in the homeland of eternity.
Thou anointest the waves with oil
My ship rideth calmly.
Surely sunlight and starlight shall favour me on the voyage I take,
And I will rest in the port of God forever.

Sailor's Psalm:—Psalm 107:23-31

Some went down to the sea in ships and plied their trade in deep waters; They beheld the works of the Lord and his wonders in the deep. Then God spoke, and a stormy wind arose, which tossed high the waves of the sea. They mounted up to the heavens and fell back to the depths; their hearts melted because of their peril. They reeled and staggered like drunkards and were at their wits' end. Then they cried to the Lord in their trouble, and God delivered them from their distress. God stilled the storm to a whisper and quieted the waves of the sea. Then were they glad because of the calm, and God brought them to the harbour they were bound for. Let them give thanks to the Lord for this mercy and the wonders God does for these children.



AN EDITORIAL

by Rich Taylor

SPAR AND PROP is your newsletter. Your Executive Board tells you what's happening around the Club through Spar and Prop, but it's the stories of your fellow members and their adventures that also make your newsletter interesting.

While we are boating locally or far away, we always learn new things, have adventures and see things we would like to share. Try sharing through Spar and Prop. We would all like to hear from you.

The summer of 2005 started beautifully and didn't seem to end. The only thing lacking was a breeze for some of the races. It seems we got all that missing wind in one race during the Frostbite on September 24th. Someone was saving it up, for sure.

A paragraph, a dozen paragraphs, or lots of pages. Let's hear what you've done. ▲



Veleda (and Judy) when she (*Veleda*, not Judy) was on the hard in Pauillac. We tied up alongside the boat ramp and let the tide go out and put a coat of bottom paint on. *Veleda* was quite secure. This is a picture of Judy getting paint off herself after we finished the bottom painting. It would be another six hours before the tide came up sufficiently for us to take *Veleda* away to our mooring. While on the hard we put a new anode on the shaft, and removed the old smaller propeller and attached the new larger prop I brought back from Canada. Before the tide went out we had the mast removed to fix the spreader bases on the mast, and before *Veleda* floated again we hoisted the repaired mast back. We spent the next day getting everything set and left the day after for Port Medoc and then into the Atlantic Ocean, and the Bay of Biscay, heading for Spain.

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

by Eric Muff

GET THE NET!

Not the one you yuppies have on yer *high-go-flutin'* computin' sets, but the real one the guys in the white coats have.

Senility has once again reared its ugly head.

Remember me tellin' ya about the gorgeous young females that came aboard in Salvador de Bahia to dance for us?



"A samba group came aboard the Americana in Santos for a demonstration of Carnival attire and dancing."

Well, shit! It wasn't Salvador at all, it was in Santos (*south* of Rio) and the ship was *Americana*.

We didn't even go into Santos this trip.

Okay, officer, I'll go quietly.

Senior moment—Senor Wences.

Three days at sea, going around the bulge of South America to our next port of call, Belém.

As you will remember, days at sea mean Enrichment Activity, which in turn means lectures, videos, discussions, Galactic Astronomy with George T. Keene, "Secrets of the Parthenon" with Ernest A. Kollitides. "Amazon: The River Sea" with Captain Loren McIntyre, ad nauseum; I should have some kind of sodding degree by the time I get home. If I can stay awake long enough.

And the search for The Green Flash still goes on.

Enrichment Activity: Lecture **"Wildlife of the Amazon"**

If we are still at sea on the 17th of Ireland I think I'll dress up as the Green Flash-er and surprise them at sunset. This should put the Green Flash question to rest. Don't forget yer Kodak.

To get to Belém from the sea, one must sail the entire length of the Baie de Marajó to a spot where the Pará and Tocantins Rivers come together.

Belém, in northern Brazil, capital of Pará state and chief port of the lower Amazon River, near the equator, on the Pará River estuary. This port is accessible to ocean-going ships and also includes a naval base founded by the Portuguese in 1615. Belém owes its commercial importance to the opening of the Amazon to foreign trade in the late 19th century. The principle item of trade is rubber; other products include nuts, cocoa, jute and timber. In the city itself are saw mills, machine shops,



Belém, Para State, Brazil

shipyards and factories that produce bricks, tile and soap.

Belém has numerous public squares and well-paved streets, many of which extend to the edge of the jungle. Belém is the cultural and economic centre of northern Brazil, and is the site of the federal university of Pará (1957) and the Goeldi Museum, which its world-famous ethnological and zoological collections on the Amazon. This park was established in 1866 in order to inventory the natural resources of the Amazon and keep track of the different regional tribes. It houses tapirs, manatees, large felines, alligators and a very fine collection of birds.

The streets abound with urchins begging incessantly for money. Locals will (for a fee) pose for you with their sloths or monkeys. On your way to Forte De Castelo you will pass Mercado Vero-peso, a good spot for local handicrafts and fresh fruit and vegetables. This is also where you find your local, and talented, pickpockets. Beware!

Another place worth a look-in, is the Teatro Da Paz, an elegant 19th century Rococo building which hosted such famous performers as Anna Pavlova (no relation, I'm sure, to Ted's performer).

The ship had laid on a city tour for us this afternoon and off we go. Some of the sights on the drive to the downtown area were appalling, you

would wonder how people could survive under such conditions.

But, hey!!!...if it don't kill ya, it makes you tougher.

When we get downtown to our tour guide I notice that there is a female police person (did I get that right?) hovering on the periphery, and when we moved off she drifted along with us. She accompanied us on the whole tour. I don't know if this was a security measure or she just had

THE OLYMPIA VOYAGER Visits **BELEM, BRAZIL**

bugger-all-else to do. I'd never experienced it before.

As we went from church to market, from market to church, I realized that this was our last port-of-call in South America and I still had reals (local coinage, in case ya forgot) in my pocket. No good on our next stop. Souvenirs I don't buy any more.

So...being an enterprising young lad, I cast my eyes about the square whilst my colleagues are sniffing and bustling about the market (or as the locals say, mercado).

You don't see much sniffing and bustling about these days, do you?

My well-trained and seasoned eyeballs finally find a Cervaza sign but it doesn't say Cerveza. But I recognize the alternative in Portuguese. Off across the square I slink, our sturdy police person eyeing me suspiciously. Into the Cervezarua. I show the proprietress my handful of reals and point to the Cerveza. She nods knowingly and reaches for a large jar. Good trade. I'm about to leave when she calls me back and takes back the Cerveza. Doom and gloom. She natters animatedly with her mate(ess) and they come up all smiles. One holds a sturdy plastic bag, hands me *two* straws (maybe I was supposed to share this with the police person—but I didn't). Smiles more broadly and waves me goodbye.

So there I was, mid-afternoon, in the middle of the square, in the presence of the local constabulary, with a bag of beer—and two straws.

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

The police lady smiled benignly and off we went to the next cathedral, sipping merrily.

I don't recall precisely what happened but we got into some kind of a screw-up and we were about an hour

But, Hey!!!...

Continued from page 8

late returning to the ship. Thusly, we'd missed our departure time and everyone is darting about in all directions trying to ascertain our whereabouts, whilst I calmly sat, and sipped.

All's well that ends well. And we departed for Devil's Island.

Another night at sea and at 7 a.m. next we arrive at Devil's Island. Devil's Island, as you know, is in French Guiana. P.S.: re-crossed the equator that night.



Don't conjure up visions of Steve McQueen and *Papillon*. It ain't like that one bit. Strictly semi-B.S. But then again, what ain't?

If memory serves, the islands, as a group are called Iles Du Salut. There are three, Ile Royale, Ile St. Joseph, and Ile Du Diable.

Fiendishly, I am going to leave you at this high point, in breathless anticipation.

There ain't many ports-of-call left and I'll need them for the next issue.

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

And remember, my children, don't be afraid to take a big step if one is indicated. You can't cross a chasm in two small jumps. ▲



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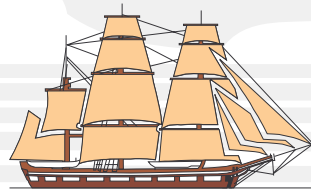
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October 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GET ONE LAST SAIL IN AND THEN MAST DOWN						
2	3	4	5	6	7	8 Cradle Placing Day
9	10 Thanks-giving Day	11	12	13	14	15 Haulout Day 1
16 Haulout Day 2	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	DON'T FORGET AWARDS NIGHT				



November 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26 Awards Night
27	28	29	30			
JOIN US AT AWARDS NIGHT – WE HAVE A GOOD TIME						



December 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
AGM THIS MONTH						
4	5	6	7	8	9	10
11 Children's Xmas Party	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
DON'T FORGET THE CHILDREN'S CHRISTMAS PARTY						



January 2006



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1 New Year's Levy	2	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	28
29	30	31				
THE NEW YEAR'S LEVY IS A GOOD WAY TO START 2006						