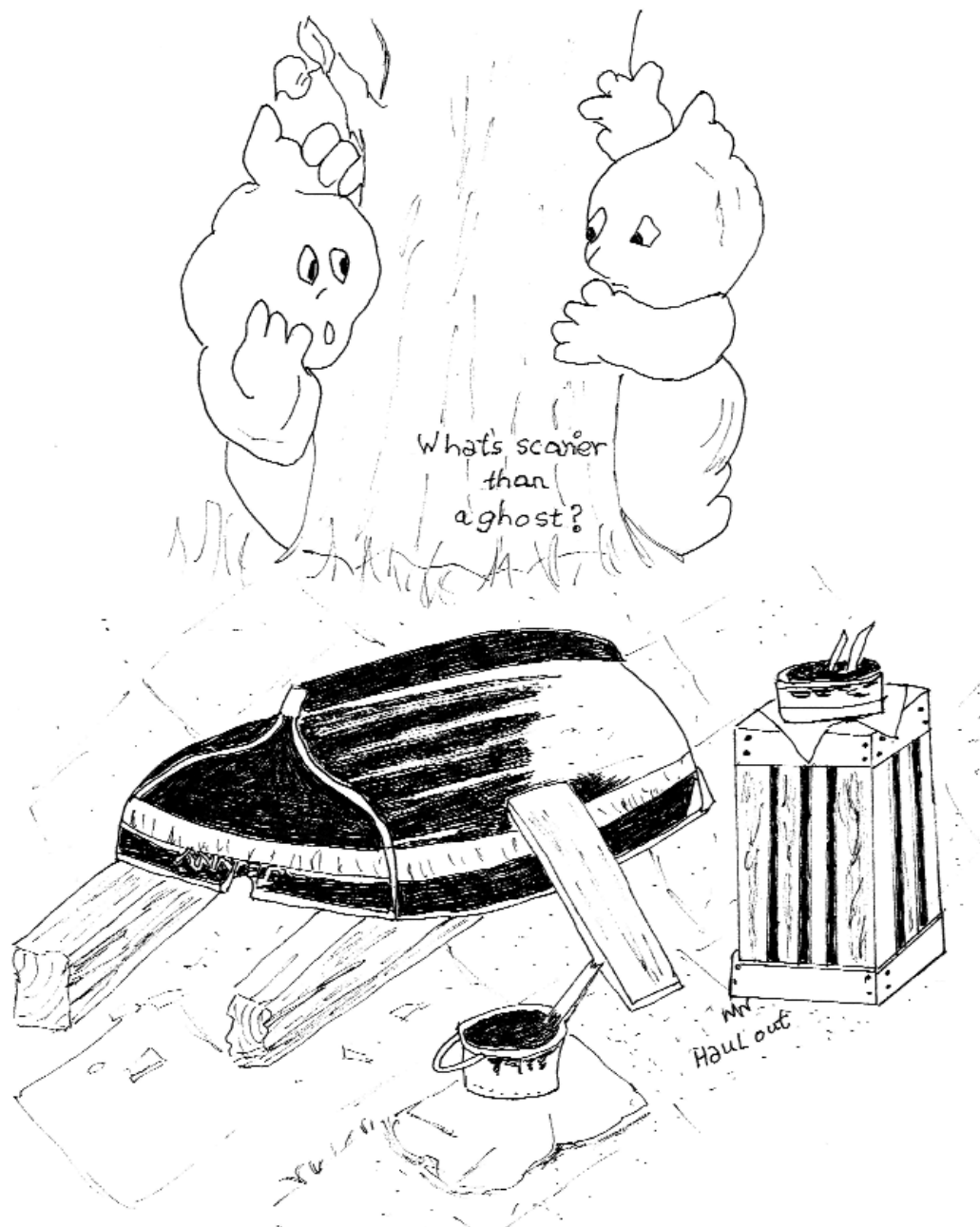


SPAR AND PROP

OCTOBER, 2008

NUMBER 189



Drawing by Marie Middleton





Toronto Hydroplane and Sailing Club Executive Board

COMMODORE
Marguerite Ethier

(416) 865-2979

email: methier@litigate.com

PAST COMMODORE
Lee Rixon

(416) 724-5281

email: lrixon@rogers.com

VICE COMMODORE
Dan Demers

(416) 693-6564

email: dan_demers@sympatico.ca

REAR COMMODORE
Greg Smith

(416) 261-9569

email: gd-smith@sympatico.ca

HARBOUR MASTER
Bob Prosper

(416) 423-9594

email: bobprosper@primus.ca

PROPERTY MANAGER
Don Bland

(905) 428-7380

email: blandone@hotmail.com

TREASURER
Mike Baker

(416) 481-5461

email: thebakers@sympatico.ca

SECRETARY
Eva Baker

(416) 481-5461

email: thebakers@sympatico.ca

RACING FLEET CAPTAIN
Jamie Smallwood

(416) 694-2905

email: smallwood@idirect.com

RACE COMMITTEE CHAIR
Tom Monson

(416) 429-2598

email: tm@primus.ca

CRUISING FLEET CAPTAIN
Keith Willson

(416) 759-1846

email: kwillson@sympatico.ca

WAYS AND MEANS
Meredith Thomas

(416) 925-7582

email: meredith.thomas@sympatico.ca

SOCIAL CHAIRPERSON
Melinda Ramsay

(416) 992-0999

email: maxfx@sympatico.ca

RECIPROCALLS OFFICER
Peter Martyn

(416) 822-4345

email: pmartyn@world.oberlin.edu

Calendar

Thanksgiving Potluck—Sunday, October 12—A gastronomical overload amongst friends!

HAULOUT—October 18 and 19—Watch the bulletin board in early October for information and details.

Darts—Friday, November 7—Join us in the evenings. End your week at the Club.

Awards Night—Saturday, November 22—With a dance this year. Come and applaud the winners. There are many surprise awards too—you may get one.

Kids Christmas Party—Sunday, November 30—Bring all the kids in your life!

Annual General Meeting—Sunday, December 7—There will be lots of information and things to decide. Please be sure to attend or assign your proxy.

New Year's Levee—Thursday, January 1—Bring in the new year at the Club.

Toronto Boat Show—January 10-18—Holidays are over. Time to think summer.

HAULOUT

Saturday and Sunday, October 18 & 19

You are required to be there on the day
your boat is coming out.

Be at the Club at 7 a.m.

Toronto Hydroplane & Sailing Club

AWARDS NIGHT

Dinner & Dance

Saturday, November 22nd, 2008

7:00 pm. Dinner Cash Bar opens at 6:00 pm

Presentations of the Club Perpetual Trophies, Cruising & Racing Awards followed by dancing with music provided by DJ Steve Dawson.

Tickets are \$25 on sale at haulout, see Mel Ramsay

COMMODORE'S COMMENTS

Marguerite Ethier

SUMMER DID EVENTUALLY come, but a bit too late. I unstepped my mast today. A group of us got together to help each other, and to commiserate about the little idiosyncrasies that come with every boat. I am always pleasantly surprised by how people help each other out at the mast crane—even those who are just walking by and have no direct interest in keeping the queue moving. This is really the essence of Toronto Hydroplane & Sailing Club and what makes this club a great place.

Please take a look at the new mast rack this year. Designed and purpose-built by Richard Coutts from scrap metal left over from the sea wall, this mast rack is something to behold. As one of our members pointed out to me, you could put the QE2 on it. I think the member was referring to the ship, not the person. This is a trial run—if we like this new design, we'll replace the other old decrepit racks with similar models in the near future. Richard, on behalf of the club, thank you. Richard does more work hours in a year at this club than some members do in their entire tenure.

The good news is that the club is full. The bad news is that the club is full. That makes for challenges at haul-out, and challenges for the Harbour Master to manage the yard layout. We've had to use the grass this year in order to accommodate all the boats. We're going to have a snug winter. If the farmer's almanac is right, we'll have to huddle for warmth anyway.

Lake Ontario Park has recently had its budget for Phase I trimmed. The impact of this budgetary constraint on the park in general and TH&SC in particular is not yet clear. We are continuing to have discussions with Waterfront Toronto, and will keep you advised of any progress.

You may remember from last year's AGM a suggestion that it was time to review the fee structure. Past Commodore Lee Rixon has put together a group of members who represent boats of all types, sizes and shapes. Their committee has made a proposal, which will be brought to the board in October, and hopefully, put to the membership at the AGM this year. Stay tuned.

We are all saddened by the untimely passing of Ken Deas. While

those who knew him better than me will be writing a memorial piece for Spar and Prop, there is no doubt that he was a big part of the history of this club, and his love of sailing was an inspiration to most of us. Ken was larger than life, and the world is a less interesting place without him. ▲



WAYS AND MEANS

Meredith Thomas

MEMBERS HAVE BEEN great and only a few remain without logging any work hours. A further opportunity to get hours will be on Saturday, November 1st when we have our Club Cleanup Day. The idea is to do those niggling problems that every property needs to be ready to face the onset of winter as well as a general tidy up.

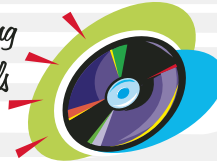
There is also bound to be some help required to set up our remaining social events and an updated list of jobs will be added to our website. Don't forget to call me or e-mail me if you need to find a way of completing your hours and avoid be one of those facing fines! ▲

Got some good shots from this sailing season?



We need them for our Awards Night slide show.

- General sailing • Around the Club
- SailPast • Racing
- Cruising • Socials
- Vacations



You can email sv.groovin@sympatico.ca or CD and leave it on the bulletin board for Chris Hanson by Nov 1st



PROPERTY MGR.

Don Bland

THE END OF another sailing season is upon us. The good news is we can start preparing for next Spring's launch. As Bob, our Harbour Master has likely said in his article, space is extremely scarce. This is space on the land as well as space on the mast racks. Please be considerate, if your mast will fit on one of the shorter racks, put it there when you take it off. If you own one of the many that remained on the racks all year please label it before haul out. Unlabeled masts will not be given space if we run short.

If you own a cradle that is not required for your boat identify it to the harbour master or to me. Unknown cradles will be sold as scrap.

Recycle facilities are for boat antifreeze and boat motor oil. If you leave gas cans, batteries, antifreeze containers and other junk this year the club will have to pay to have it removed. I am hoping to initiate a fine for anyone seen abusing the club's waste removal facilities. We have spent nearly double last year's expenses already and we all pay for those inconsiderate few.

If you haven't got your required work days in, time is running out.

Welcome Peggy and Liz to the 2009 Board, your contributions are eagerly awaited.

Will members please identify any bicycles belonging to them and presently residing in various locations on the club property? If not identified we may consider them as donations to the club, perhaps to be loaned to guests and members.

Hope you have all enjoyed this year's sailing, racing and cruising. ▲



How the Bensons spent their summer

FLEET CAPTAIN CRUISING

Keith Willson

HAVE YOU BEEN AWAY from the dock overnight this year mates?

The sign-up sign to indicate your cruising destinations is posted in the Club House and will be taken down shortly after haulout. We need to take it down so soon to give us the lead time to order the flags and get the trophies engraved.

Joan and I have started our list based on the Gone Sailing Log. For those of you who bothered to use the log, we thank you. It sure makes our job easier.

Full details on who won what will be revealed at Awards Night and will be published in the Spar and Prop.

Thanks again for your support this year. 🚢



OFFICER OF THE DAY MANAGER

Rob Murray

"You Did Good!"

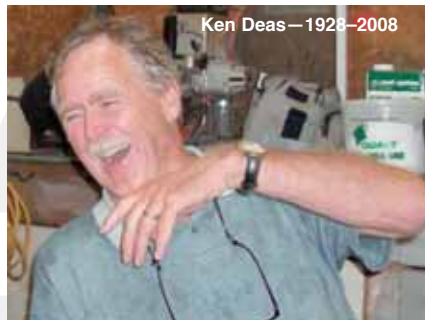
A GAIN THIS YEAR, all the members in the role of Officer of the Day welcomed a continuous stream of visitors over the summer. I actually heard very nice compliments from visitors about our helpful OODs. So great job everyone!

The number of visitors actually decreased 14% over last year. Did the weather have something to do with the reduced numbers? Perhaps.

Again this year, Whitby Yacht Club, with 37 registered visitors, accounted for a large portion of the 152 total visitors. Highland Yacht Club came a close second with 25. At 15 visiting boats, Mimico Cruising Club was our third biggest fan.

This year, visitors from the US picked up from last year's 13 visiting boats so there was more opportunity to fly the American flag from the flagstaff. There were 11 boats from Tuscarora Yacht Club (in Wilson NY) of the total 22 US boats.

So ends another season. Look for the OOD signup schedule in the clubhouse in January—the early birds definitely get the better timeslots! 🚢



Ken Deas—A Character—A Friend

by Jack Hexham

He could tell a great story with accents combined, bringing laughter to all around him.

He could play the devil's advocate, especially during A.G.M.s, much to the chagrin of some and a bit of a laugh for others.

He was always available with help and advice if someone was in difficulties with their boat—even if he didn't know what he was doing.

He loved dogs of any variation. Especially his standard poodles. They all sailed with him. His beloved Crew, and then Jesse was the last and you know, that dog actually started to look and act like him.

He seemed ageless. Scampering around the deck of his boat like some great white monkey. Always tweaking things.

He was forever chasing the fleet around the cans on race night. A sometime placer in distance races, his defining moment arrived in September 2005 with waves rolling up to twelve feet, his Keldy was first over the finish line.

He could be found on a winter's night in his favourite haunt, the Club work shop, surrounded by friends, sipping his rye, spinning some yarns. The laughter, always the laughter.

He was a sometime actor and artist. Those of us who received his Christmas cards can testify to the latter—always a treat.

He was a rich guy. Not in the monetary sense, but with friends. And you know he will always be around our docks and hanging out in the work shop. We all have our memories.

He will be missed.

Dear Friends:

I want to thank you all from the bottom of my heart for the cards and emails you have sent to me since Ken's accident and death. He would have been so happy to know that so many cared so much.

Some of Ken's happiest times were spent at Toronto Hydroplane and Sailing

Club. The racing, the parties and just chewing the fat in the garage were wonderful activities which suited him perfectly.

Jack Hexham's tribute to Ken is wonderful. Thank you all for what you've done.

Lindy

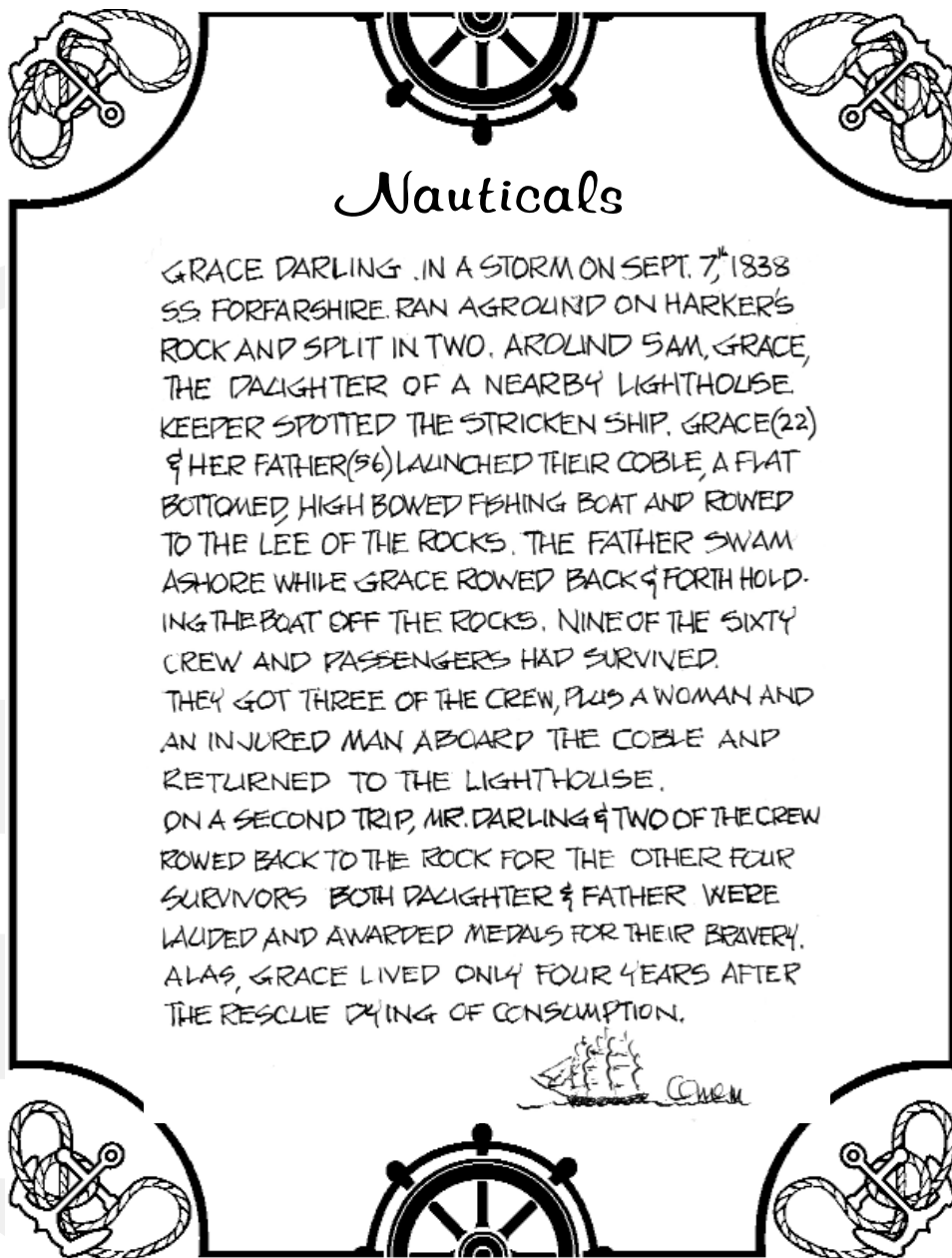
THE SUMMER has served me well. I've had some of the best sailing I can remember. There were days when the wind was just enough to push *Salaro* along while enjoying the sun's rays warming the soul. There were days also when I nearly had the rails in the water and the adrenaline rushed through my veins.

I had other opportunities of enjoying other members' boats as well and it is always refreshing to get out on other boats. Overall I think we had our fair share of rain but there were days when you just had to say the "heck with it," and just go. *Shadow* provided me with some fond memories as well while helping out on race night. *Salaro* and I participated in some of the weekend races just for fun and while we didn't do very well, the experience was a blast. I urge the members to get involved with the racing program because believe me, you will get hooked...just ask my wife, Laurie.

Another winter approaches and we all have that look on our faces as we wind down and reluctantly prepare our boats for the long winter period. There will be no sailing "fixes" to be had except for those fixes we get from magazine articles and other sources. Already I anticipate Spring. In my head I already have improvement projects for *Salaro* and I figure the way she has served me over the past summer, she deserves it.

Richard Coutts, with help from others, has finished the mast rack. It replaces an old one which was the worst of them all and looked as though it were on its last leg. Because this new rack is only a small section of the overall rack system it will not accommodate the really large masts. It will serve well as a test for more improvements next year as we plan to replace more racks. Of course new racks in the future will align with others to accommodate masts of all sizes.

While you are reading this edition of Spar & Prop there is likely posted a schedule of our Haul Out for October 18 and 19. Please review when you are at the club and know when you are scheduled to come out and what your duties are. Please remember that if you cannot attend you must designate another member to oversee your vessel and you must let me know who that member is.



Nauticals

GRACE DARLING .IN A STORM ON SEPT. 7, 1838
SS. FORFARSHIRE. RAN AGROUND ON HARKER'S
ROCK AND SPLIT IN TWO. AROUND 5AM, GRACE,
THE DAUGHTER OF A NEARBY LIGHTHOUSE
KEEPER SPOTTED THE STRICKEN SHIP. GRACE(22)
& HER FATHER(56) LAUNCHED THEIR COBLE, A FLAT
BOTTOMED, HIGH BOWED FISHING BOAT AND ROWED
TO THE LEE OF THE ROCKS. THE FATHER SWAM
ASHORE WHILE GRACE ROWED BACK & FORTH HOLD-
ING THE BOAT OFF THE ROCKS. NINE OF THE SIXTY
CREW AND PASSENGERS HAD SURVIVED.
THEY GOT THREE OF THE CREW, PLUS A WOMAN AND
AN INJURED MAN ABOARD THE COBLE AND
RETURNED TO THE LIGHTHOUSE.
ON A SECOND TRIP, MR. DARLING & TWO OF THE CREW
ROWED BACK TO THE ROCK FOR THE OTHER FOUR
SURVIVORS BOTH DAUGHTER & FATHER WERE
LAUDED AND AWARDED MEDALS FOR THEIR BRAVERY.
ALAS, GRACE LIVED ONLY FOUR YEARS AFTER
THE RESCUE DYING OF CONSUMPTION.



The chit system established in 2008 has been a curse for those who didn't use it and a great advantage for those that did use it. Remember, you are responsible for writing up your own chit and having it signed. It is far easier for you to remember one or two chits than it is for me to remember 113 or 226 of them. We hope to improve on the chit system even more in the future, however your cooperation is required.

It will be tight this year on the haul. Members have traded up to larger boats. While gaining just a couple of feet in length, more modern boats have a tendency to be greater in freeboard as well as beam. Let's face it; a more modern 30-footer today is quite larger than a 30-footer 25 years ago.

That's the reality of it. Our mooring was not designed to have two modern 30-footers side by side, so please, please, work with me on this one.

The membership showed in the last meeting that there were no objections to me serving you again as Harbour Master. I thank you all for entrusting me with the job once again. I have learned a great deal and I am still learning. I promise to be as diplomatic as possible in serving you again in the future. Cheers and let's hope for a successful and accident free haul out.

Your Harbour Monster
Bob Prosper



REAR COMMODORE

Greg Smith

"20 degrees and the hockey game's on, everything seems to be wrong."

BUFFETT FANS will recognize the lyrics. Indeed, everything seems to be wrong when haulout is just days away. How is it possible that our sailing season has come to an end? I feel somewhat cheated by the weather Gods this summer. Hot, sunny days were rare. When they did appear; I was locked in my office staring at spreadsheets. That said, we were lucky with the winds for most racing events. We saw some excellent competition in both fleets, no major mishaps, no protests (well maybe a couple on the patio over beer and burgers, but all in good fun).

In conversation with members, it occurred to me that our sailing programs work because we have many sailors who participate and share their skills. As a result, we are witnessing new boats and even the return of some older members to the race course. I encourage every racing skipper to invite new crew members on board to introduce them to club racing, it's a wonderful way to learn the sport of sailing.

Our cruisers certainly logged some nautical miles this summer. All had interesting stories about the challenging winds and sea conditions experienced, however, all returned safely without damage to their vessels.

The poor weather had a major impact on our club cruise events. The number of boats attending was down this season. Once again, I invite anyone who has not experienced a club cruise to commit to at least one next season—it's a great way to meet new friends and enjoy fabulous food.

Plans are already under way for next season. I invite anyone interested in helping with any of the racing, cruising or social committees to contact me. New faces and fresh ideas are what keep our club moving forward.

Our next big social event is Awards Night, Saturday November 22nd. Come and celebrate the 2008 sailing season with a full evening of food, drink, trophies, flags, music and fabulous photography.

Also, something special this year, we will be showing some wonderful footage of our spring launch and Spirit of Canada Relay Race—don't miss this! Tickets available at Haulout and details

elsewhere in this issue of S&P.

In closing, as everyone knows by now we lost a long time member of the TH&SC. Ken Deas succumbed to his injuries in a boating accident on Salt Spring Island, B.C. Ken was a good and close personal friend. We sailed many miles together on the lake, Florida Keys, and the Gulf Islands this time last year.

In August, Ken returned to Toronto to visit the place he dearly loved—the TH&SC. His close friends are glad he made the decision to return. The visit allowed us one last time to listen to his stories and to enjoy his greatest talent—the ability to make people laugh. We all know that Ken could be feisty and opinionated—he would be the first to admit it. But the Ken I knew best was someone who loved to spend time on his boat reading and listening to classical music. After sometime on the water he would enjoy a "cocktail" with his friends—something he missed when he and Lindy moved to Sidney.

Ken did not want a traditional funeral. Plans for a Spring memorial are in progress. He loved the Spring; it was the start of a new sailing season.

On September 27, two memorial races took place, one at the TH&SC and the other at the Canoe Bay Sailing Club in Sidney. Ken's boat, the *Irides*, was sailed by friends in the race. We hope to make the Ken Deas Memorial Race a yearly event as a tribute to a unique gentleman and friend. Many will miss him.

N43° 39.610 W79° 18.812 ▲

FLOTSAM & JETSAM

Shadow

TOO MANY PICTURES

When looking at pictures of Ken Deas there were many that showed him laughing. Here is one that shows Ken in a more pensive expression.



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

⚓ ⚓ ⚓ ⚓
The Deadline for the
DECEMBER issue of
Spar & Prop is
Nov. 30

⚓ ⚓ ⚓ ⚓
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

TORONTO BOAT SHOW

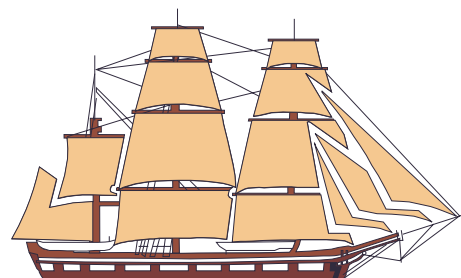
The Toronto Boat Show comes around again on January 10th to 18th. If you order your tickets on the web before the show opens the cost will be \$3 less. The general admission tickets at the door will be \$15; senior \$12 and two-day pass \$25.

SKATE PARK HAS BEEN STARTED

Someone at City Hall must have read the last issue of Spar and Prop because shortly after it was finished heavy equipment moved in and started moving dirt. Open for 2009? Maybe.

DREDGING THIS FALL

A couple of weeks ago they started piling rubble on the public launching ramp again. Lo and behold, there is dredging going on again through the entrance to the north bay. This summer's higher water meant we didn't have any problem with bumping the bottom. It looks like next year there won't be any problem either, if the water is low. ▲



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

by Eric Muff

I'M "BACK-WATERING" this trip.

Actually, this trip was almost a year ago, but they pile up so rapidly, I'm sure there are older trips than this in the recesses of my addled mind. Maybe, if there's time, I'll get around to them.

Doubt it, 'cause by the time you read this I'll be in beautiful, downtown "P" town. Capital city of the proud people. Christ, I guess that puts me in another minority group...short, blue-eyed, anglo-saxon, protestant, straight guy. Talk about handicaps!

But, hey!!!...

I'm gonna take you guys back to one of my favourite ports-of-call—Bermuda. I know, I've taken you there before. But we gotta consider the younger, newer member. And I'm sure the old people would like a return visit.



One of the first things that turns me on as we approach Bermuda is everywhere you look you see the "union" flag flying, proudly, at the mast-head—Rule, Britannia!

On this auspicious occasion I made the unprecedented mistake of taking my ever-lovin' daughter and her hubby. Big mistake! Solo is the only way to go!

Nice kids, but with totally different tastes. But as I've always told ya, "education is costly".

This adventure was laid on by my favourite bus company, so we motored south of the 49th and spent the night in beautiful downtown Clark's Summit, Pennsylvania. I've ranted on before about this lovely "property".

This is where Bernie, the re-cycled racing greyhound dwells, also the home of the famous Ying-Yang beer (not the proper spelling but the proper pronunciation). For hundreds of years you could only buy Ying-Yang in it's

home state. Now I see it's in Florida and probably all over the "excited states". If you get the opportunity, suck one back.

Next morning we motor the short distance to the port of Philadelphia. Bernie is always on hand to wish us bon voyage.

This is my first time sailing out of Philadelphia and we don't get the opportunity to sightsee, but we will on the way home.

This trip took place in October 12–21st so you see we are still in the infamous hurricane season and many of the passengers had their worry-beads out...Hail Mary, etc.

I'm sure I've told you before, I sat out a hurricane in Bermuda and sailed one out during the dark days of WW II. Scary shit!



Our vessel for this adventure was Royal Caribbean's *Empress of the Seas* which was sailing out of Philadelphia. We didn't have time for a Cook's Tour on our outwards passage but we would have time to peruse on the homeward leg. Remind me to tell you about it on our return.

It's a relatively short sail from "Philly" to Bermuda and the seas are usually gentle.

Empress of the Seas

Our first port-of-call on this trip is beautiful, downtown Hamilton—Hamilton being the capital of these delightful islands. And I say islands with authority. There are, in fact, 360 small coral islands making up Bermuda. It is 21 miles long and two-and-a-half miles at it's widest point. But it is 21 miles of heaven, emerald seas, turquoise skies and everywhere you look hibiscus, oleander and bougainvillea. In fact, Mark Twain once said about Bermuda, "You go to heaven if you want—I'll stay right here!". And, of course, it is world famous for it's pink sand beaches.

It is very close to the U.S. and A., just 70 miles southeast of Hatteras in North Carolina.

It is home to 62,000 souls and—hallelujah—they *all* speak english.

The Bermuda currency is the dollar and it is at par with the U.S. dollar.

I shant give you the history of this lovely isle, you can do that at your leisure via computer.

One thing I've always liked about Hamilton is—as you step ashore you're on Main St. (actually it's Front St.) but it is *the* main street.

I remember, during the dark days, naval personnel were not allowed in coloured bars. In fact, I don't think any white folk were, and vice versa. A lot



of bars (white) had signs "No Dogs or Sailors Allowed". It used to piss us off because they gave dogs top billing! But it was a welcome respite.

Hamilton is where I generally stock up on 'baccy. Being Brit they flog Erinmore, at a reasonable price. And there's some good Irish pubs on Front St. where Guinness rules.

Just ahead of where the cruise ships moor on Front St. is the ferry dock where the high-speed *fairies* (oops!, I thought I was back in T.O.) ferries whisk you across the bay to the Royal Naval Dockyard. 'Tis the R.N. Dockyard in name only. The British naval presence is no longer seen in Bermuda (pity) and "Jack" has gone elsewhere.

It is now a military museum and all the old dockyard repair shops are artsy-fartsy boutiques, bars and tourist traps. I can feel poor old Horatio



twitching in his shroud. And the young moders call it progress.

But, hey!!!...times change.

Not always for the best.

Continued on page 8

But, Hey!!!...

Continued from page 7

But one thing—I found a neat pub in the dockyard that serves one of my old Jamaican favourites—curried goat, washed down with draught Guinness. Mark Twain was right.

Every Tuesday, the Royal Naval Dockyard comes alive for “Destination Dockyard”, Bermuda’s vibrant street festival.

Shops in the Clock Tower shopping area remain open ‘till 9 p.m. The sparkling lights showcase a variety of entertainment, arts and crafts, including glass blowing, kid’s activities and Bermudian and ethnic foods.

And this fantastic festival is free.

I think I’ll cut this short and leave our visit to St. George ‘till next issue. Richard can gussie this up pictorially, to the volume he requires. Superb editing, *n’est pas*?

Another reason I’m cutting this short is I leave for Cape Cod at 6 a.m. tomorrow morning and I ain’t even packed yet.

P.S., It’s midnight!

But, hey!!!...that’s the adventure!

And always remember, my children...we pass this way but once—treat each other kindly.

Happy haulout!

Luv yas! ▲

Kid’s Christmas Party

Sunday, November 30

Be sure to sign up on sheet at the Clubhouse

All kids welcome—sons, daughters, grandchildren, nieces, nephews...

Lots of fun for all

HISTORY

by Rich Taylor

A continuing series of anecdotes of the start of sailing at TH&SC.

LAST TIME I MENTIONED the size of the dock our 20-foot catamarans used to leave and return to. I found another picture. Our sailing skills were improved every time we sailed—especially on the return to dock in a brisk wind.



The ramp is under construction so it must be Spring.

Race Day was Saturday. We would rig the boats, launch them and then sail to Humber Bay where we would be the last start around 1:30 p.m. on the keelboat course with about eleven or twelve classes starting before us. Navigation wasn’t a problem. The course was a triangle with three-mile legs. If the wind was brisk the 8-metre class, which started first, over an hour before us, would be coming around for their second time. This could upset your start in a big way.

But we also had our laughs. Picture this—a line of keelboats, all flying spinnakers, sailing the reaching leg of the course. Then a half-dozen catamarans coming down the same line just to windward on their fastest point of sail. Zoom! Cat passes, poof,



spinnaker collapses momentarily then fills again. Poof, next boat, spinnaker collapses momentarily. Then the next, and the next. Then the next cat comes by. Some skippers didn’t like it.

But if we went to leeward we wouldn’t be able to get by the wind shadow of those huge sails.

After the race we would sail back to our club, put the boats away and then drive over to the Toronto yacht club hosting that day’s racing. While the courses were the same each week, all the major yacht clubs in the city would sponsor a race during the summer. There were three courses every Saturday—the dinghy, the olympic and the keel.

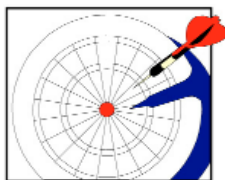
It was an exhausting day that sometimes didn’t end until the wee hours, but we were younger and foolish.

More next time ▲

JEFF ANTE OFF ON HIS CRUISE

Jeff has retired and on September 11th left for the south on a cruise he has been preparing for years to make. Good luck, Jeff. Keep in touch.





DARTS

Friday
evenings

DARTS WILL BE searched for and dusted off for another season on Friday, November 7th.

Come on down to the Clubhouse about 7 p.m. and join us. We will be there every Friday evening until Christmas. Then, after a holiday break, right through the winter until Launch.

We are very low-key. We've got darts to borrow so you can try them out on the best dart boards on the waterfront. The "hotshots" will be happy to give you all the coaching you can handle...or not. Some of us consider it a good game when we get all our darts on the board.

There are other things to do if you aren't playing darts. There's the shuffle board table and the pool table upstairs. And of course the TV (but we go out to get away from that, don't we?).

There's a lot of socializing going on, too. Come and get to know a few more members. Some people have been known not to touch a dart, yet show up every night. We'd love to see you. ▲

Radio Controlled Sail Boats

by Rich Taylor

YOU MAY HAVE seen us on the end of A-Dock this summer sailing our radio controlled, one-metre-long sailboats. There always seems to be a little bit of wind off the docks during the day, even when the lake is calm. It doesn't take much to move these little boats so they are a great addition to our enjoyment of sailing.

There are many different model types available. Some are built from scratch, but most have kits available, with some needing just a few hours to build the boat. A Google search on the internet for "radio controlled sailboats" will bring up a huge amount of information from all over the world.

Over the winter is a good time to research and build. If you would like to discuss the building of R/C sailboats we would be glad to talk to you. Rich Taylor—(416) 293-4340; Bill Middleton—(416) 690-8060; Keith Willson—(416) 759-1846. ▲

**"AHOY
CAMERA TOTING
SHIPMATES!
IT'S PHOTO
COMPETITION
TIME"**



★ **OPEN TO THSC MEMBERS ONLY OR IMMEDIATE FAMILY.**
PHOTOS TO HAVE BEEN TAKEN IN 2008
8"X10" PRINTS PREFERRED, COLOUR, B&W OR SEPIA. ALSO
SEPARATE NOSTALGIA CATEGORY (EARLY CLUB YEARS)
**GREAT PRIZES! WINNERS NAMED
AT AWARDS NIGHT**

★ **DEADLINE: SATURDAY OCTOBER 25!**
PLACE SIGNED AND TITLED PRINTS IN AN ENVELOPE+SEAL,
ADDRESSED TO 'PHOTO COMPETITION' AND PINNED
TO WEST NOTICE BOARD (ALONGSIDE THIS POSTER)
QUESTIONS, TED MARTIN 416 861 1220. **GOOD LUCK!**



