



TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop

OCTOBER 2014

NUMBER 225



TH&SC boat names



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Calendar

HAUL OUT—Saturday & Sunday, October 18 & 19—See Harbour Master's report on page 5. Buy your tickets for Awards Night.

Awards Night—Saturday, November 15th—Our annual celebration of sailing and cruising and contributions to TH&SC!

Children's Christmas Party—Sunday, November 23rd—A family event with a visit from the man in red! 11 a.m. to 2 p.m.

Annual General Meeting—Sunday, December 7th—Lots of decisions for the coming year to be made. Please attend or send proxy.

New Year's Levee—Thursday, January 1st—Welcome the New Year at our traditional levee!

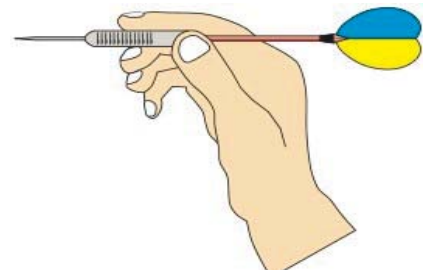
Toronto International Boat Show—January 10th to 18th—The start of the 2015 sailing season. Look, wonder, buy. Start the year off right.

ANNUAL GENERAL MEETING

SUNDAY, DECEMBER 2ND

1 P.M. AT THE SC CLUBHOUSE

PLEASE MAKE SURE YOU SEND IN YOUR PROXY IF YOU CAN'T ATTEND!



DARTS

**Starts on Friday,
November 7th**

We gather at the clubhouse
about 7 p.m.
Come and unwind after your
week by throwing darts

No experience necessary
Everyone welcome
We have darts to lend

HAUL OUT

**Saturday & Sunday
October 18 & 19**

See bulletin board for your
haul out day and assignment

An excellent lunch will be
available both days

TH&SC—20 Ashbridge's Bay Park Road, Toronto, Ontario M4L 3W6—(416) 694-6918

EDITOR—Richard Taylor, 51 Brigadoon Crescent, Scarborough, Ontario M1T 3C2—(416) 293-4340

COMMODORE'S COMMENTS

Don Bland

ANNOUNCEMENT TH&SC has a signed lease, we are here until at least 2025!



Writing this the morning after our election meeting. A heartfelt thank you to Peggy Wheatstone for her second term as treasurer. Now you can actually enjoy your time at the club, Peggy. Thanks also to Rob McComb and Steve Brown, now you guys can also have more personal time at the club. Welcome to Bill Comerford Claude Soulodre and Tom Monson all welcome additions to our hard working board.

Thanksgiving dinner on October 11th. Graciously hosted by Joanne Adolphe. If you are coming please sign up at clubhouse and indicate what you will be contributing to the festivities. e.g. salad, desert, etc.

This is also cradle placement day, if you arrive early be careful where you park. (it is a long winter with out a car)

The modernizing of the electrical boxes on the docks will progress after haul out under the stewardship of Terry Lowe and his able helpers.

If you haven't got your work hours in yet contact Mike Davidson or Steve Brown.

They have projects now that won't be available much longer.)

Good news about the lease...we have it. But now we have to pick up the slack that we allowed when we were monthly tenants. A major priority is our tired sea wall. As soon as we determine which of the many methods available that best meets our needs and our ability to pay for it we will bring it to you. You may have noticed that many of the young bucks that built the existing wall have aged along with it.

The modernizing of the electrical boxes on the docks will progress after haul out under the stewardship of Terry Lowe and his able helpers.

If you haven't got your work hours in yet contact Mike Davidson or Steve Brown. They have projects now that won't be available much longer. ▲



VICE COMMODORE

Robert McComb

Our election is over and democracy has prevailed at TH&SC.

Tom Monson is our new Harbourmaster, Bill Comerford our new Treasurer and my job, Vice Commodore, will be done by Claude Soulodre. Bill and Claude were elected by acclamation and Tom won a very close race against James Brown and John Norton.



Although the blood and gore of elections is great theatre I much prefer the elected by acclamation because it means everyone is on board with the chosen candidate. Hard fought elections come about because there is a belief that a particular candidate will not reflect your interest or point of view. You don't vote for, you vote against.

That means that there are some cracks and disagreements under the surface of our club which I guess should be expected at a club as diverse as ours. I'm sure that James, John and Tom all had positive plans for the job but Tom was elected fair and square and I beseech the people who voted for the losing candidates to keep an open mind and do what's best for our club. It behooves them and all of us to put aside whatever differences we perceive and work with the new officers on the board.

I personally intend to help and support Tom in every way I can. I also intend to buy a calculator so I can help Bill. Claude on the other hand has some very annoying habits, like he actually thinks before he speaks which I will try to break him of. The truth is you're going to love Claude. He is very calm, smart, even handed and cerebral. He's sort of like Yoda only taller and not as green.

That unhappy time of the year is upon us and we have to take our boats out of the water before the winter weather comes—which you will find very similar to the summer weather we just endured. If you have any changes in your information such as your address please remember to give them to me when you see me. I can usually be found hiding in the washroom or in front of the bar quaffing donuts and drinking coffee. If I don't have the proper information in the database I can't send you your invoice and just

think how unhappy that would make you. It is your responsibility to keep me up to date and if you don't and you don't pay your bill on time you will be fined.

Finally, in the last Spar and Prop I mentioned that most of our occupied club lockers are not being paid for. At haul-out I will go into the locker room and record the names that are on each locker. You will not be charged for past years but starting 2015 Claude will bill you for them. If there is no name I will assume that the locker is forgotten and deserted so I will cut the lock off and dispose of the contents so get your name on your locker.

The Heroic Ship of Fools: James Brown; John Stevenson; Michael Adams and Richard Coutts.

Elizabeth Qualben from ABYC with a boat named *Swordfish* would like to thank four members of our club for coming out with the club boat in very adverse conditions and saving them from going on the rocks when their motor stopped. It was a brave, unselfish effort on their part. They are a credit to the club and our club's reputation.

That's all I have for now. See you at haul out if I don't see you before then. ▲



All one really needs in life is good company, an avocado tree, a mango tree, a vine of fresh tomatoes, and a box of books atop a crate of wine. And a boat. One always needs a boat.



(c) haroldspianet.com

facebook.com/itsharoldspianet

HP57

SOCIAL CHAIR

Lynda de Jonge van der Halen

OKTOBERFEST IN August was the theme for this year's corn roast. This event was well attended with a variety of activities, such as the root beer relay races with participants from ages 2 to 72, with root beer floats for the participants, the open stage for musicians, our talented DJ Bill Springate, with dance music and karaoke, plus sparklers after dark as a family activity.

Abundant food filled the tables and three types of German beer and three kinds of German sausages added to the event. Eva's German potato salad, sauerkraut, and beet salad were especially popular! In addition, nine families each contributed a dish to the communal food table. Special thanks to these people! Black forest cake was the main dessert.

It takes a lot of work to organize events; it needs workers to make the plans come to reality and appreciative and enthusiastic guests to make an event successful and memorable.

Thanks everyone for the great turn out at this sold out event!

Below is a list of most of those who helped before, during and after the party. Thank you very much and thanks to others who pitched in here and there as well.

John Stevenson, Sonja, James and Joanne, Rob Faulkner, Paavo, Chris Arthurs, Bill Hyndman, Bill King, John Morris with Cat and Samantha, Deb, Mark, Eva and Mike, Peter, Laurie, Sheila, Kathie, Annie, Vince, Ron, Marilyn, Tracey, Reeza.

Hats off to our Rear Commodore, Glen Eddie and his race committee and the crew on *Shadow*. ▲



REAR COMMODORE

Glen Eddie

The cruises have been cruised and the races have been raced. Boats have been demasted and are being prepared for haul out. The race marks have been lifted out and are at their place of rest for winter. It was too fast.

It feels like yesterday, that we were putting the boats in the water. Based on the weather we had this summer it *was* only yesterday. I am still waiting for my hot muggy summer! I am not sure who on the executive is in charge of weather, but we all deserve a refund.

Congrats to the new members on the executive, Bill Commorford, Claude Soulodre and Tom Monson. I am sure you will enjoy being on the executive as much as I do. Peggy and



Steve- thanks for all your hard work.

I want to take this opportunity to thank everyone that has made this year so much fun from a racing, cruising and social perspective. Everyone at the club participated in making TH&SC not just a club but our home. On behalf of myself, Lynda, Jamie, and Albert- thanks from the bottom of my heart.

We are in process of getting everything together for the Awards dinner on November 15th. Make sure you get tickets at haul out as they always go fast. Also don't forget to sign up for thanksgiving dinner on Saturday October 11th. It is truly one of the best events of the year. Jo Anne always does such a great job. Again it is events like this that separate our club from all others.

Stay tuned for more emails on these events and the Christmas party. I'll see each of you there.

Be safe at haul out. ▲



Toronto Hydroplane and Sailing Club

invites you to attend our annual

Awards Night Gala on Saturday November 15, 2014.

Licensed event

6:00 P.M. BAR OPENS

7:00 P.M. DINNER

\$30 each

Please contact Lynda at

lynda.dejongevanderhalen@gmail.com

for reservations.

Sun. Nov. 9 is the final day to order tickets.

Awards Night tickets may be purchased in person at Haulout on Sat. Oct. 17 and Sun. Oct. 18 (cash or cheque) or you may simply reserve your ticket at that time. Please let us know, when ordering, with whom you would like to sit.

We will try to accommodate those requests made in advance.

CORN ROAST



HARBOURMASTER

Steve Brown

WE ARE SADLY AT the end of another sailing season; what happened to our Summer? Some of you did not even get down to get your masts up, for various reasons.



We have a full club, in fact we have more boats than there are slips. With a number of returning members and new members looking to get their boat splashed next spring, we are looking for slip openings. If you feel that you may not use your boat next year, we have others, waiting to get wet.

In just a couple weeks we will be taking our treasured boats out. The crane is scheduled, the power washers are ready, who knows about the weather? Please remember the weather can change fast. Be prepared, bring several layers.

Except for a few changes, if you were hauled out on Saturday last year you will be assigned the Saturday. And, yes, if it was Sunday you got it, yup, Sunday. Please inform the Vice Commodore Robert McCoomb or myself if there is a reason for you needing to change the day.

Cradle placement is going to be the weekend before haul out (the 11th of October), and you'll see where your boats is going to go. Please ensure that your cradle is assembled, keel boards set, and the pads wound down all the way, and with that we're ready to go.

Important note: Two unknotted lines of 25 feet are required on the boat, one at the bow and the second on the stern. This is to control your boat into the cradle. No rope—no control. Oops!

Your job assignment for the day will be posted on the notice board inside the club on Thanksgiving weekend. If you're unable to do the task assigned to you, please, trade with someone else that can do it and change only those names on the sheets.

An important thing we all need to remember is that other people helped you put your boat in the cradle, please stay and help them put their boat in their cradle. The assignments are for the whole day! We are counting on each other as members—help to make it go safely and smooth. All the jobs are important, keep each other safe.

Please remember safety first, when using the mast crane. If you need help, ask someone with experience to assist you. Ensure your mast is placed securely on the correct mast rack, tag

it, so if it needs to be moved you will be informed. Do a Quick Clean Up to ensure you do not leave important tools or parts behind.

The pump out will be busy too, so keep it tidy please, wrap up hose after use.

For those of you looking for work hours this late in the season we do have the post season dock work. Please see Neal or myself to sign-up, We need your help.

Again, thank you, everyone for your help and support, as this is our last heavy task, of the season.

This is the end of my term as the monster and I thank you for the chance to serve the club.

Your harbour monster
Steven 🚤

HAULOUT

Saturday and Sunday
October 18th and 19th

See bulletin board for your day and
work assignment

Be at the Clubhouse by 7:00 a.m. for
the Harbourmaster's Meeting

WINTERIZING YOUR BOAT

A DOWNLOADABLE brochure addresses the reasons for more than 95 percent of the freeze claims handled by the BoatUS Marine Insurance Program in the past decade. Included are chapters on: Storing your boat—The options and the tradeoffs; a Winterizing Checklist to use as the starting point for creating your own boat's winterizing list; Engines and Drives—The dos and don'ts; and Plumbing—Getting the water out, which is great for larger boats.

Additional information includes tips on choosing antifreeze, lessons learned from BoatUS Consumer Affairs about protecting yourself with a winterization contract, and green winterizing information.

The checklist is available at
www.BoatUS.com/winterizingguide. 🚤

RACING CAPTAIN

Jamie Carroll

A I SIT TO WRITE this report, members will be thinking of pulling the masts and putting the gear away for another season in preparation of haul out! Another successful racing season has come to an end...remembered by the many varied weather conditions experienced during our Wednesday and weekend races. It seems that the cooler temperatures actually provided us with more consistent wind and not the typical "windless Wednesdays" that we have experienced in the past.

We managed to get in most of the Wednesday night races, however it did require us to use all the race make-up days that took us right up to October 1st. The last two races were hindered not by the weather but by the lack of daylight! I would be remiss in not mentioning *Waypoint One*, in her first ever race, sailing well after sunset with her navigation lights on looking for the committee boat and the finish line in the dark! We hope to see her on the line more frequently next season. Well done!

The races were well attended over the season and often we had 15 or more boats participating. Next season, we hope that we can entice more members to get out and participate in the Wednesday and weekend racing program.

I would like to thank all those who put in the time to make this year's racing a success...it wouldn't be possible without the Rear Commodore (both present and past), all the Race Committee members, Bruce Bateman for scoring and handicapping and the many others who lend a hand when needed both on the racing front and on the social end of things.

See you at our annual Awards Night, November 15th.

Cheers! 🚤



PROPERTY MGR.

Mike Davidson

WELL HERE WE are again. I won't say where that is because we all know where that is. So I'll just get to it. I just had the dishwasher guy in and \$ 550.00 later. Ya, I hear ya, and so I asked him how much the dishwasher is worth thinking why not buy a new one for an extra \$300.00. He replied that they are worth about \$4,000.00 or so.



Okay, I'm thinking we need to take better care of this piece of equipment. I have never used the kitchen facilities myself but I know there are a fair number of people who do and an even smaller number who use it every day. His parting words were that the machine should be turned off every night and drained.

I'm not sure how we're going to do that with so many people using the machine and at different times. Any ideas? Let me know.

And so the reason for that long drawn out story is this. The clubhouse is in need of constant, ongoing maintenance: light bulbs need to be replaced; the refrigerator needs to be cleaned; the new ice machine needs to be cleaned; someone needs to keep the new lounge area, along with the second and third floors in a neat and orderly state. The patio, BBQ and club entrance areas are in need of three people to keep it in good order. The windows need to be cleaned on a regular basis. All of these jobs will begin on launch day and end at haul out, the "Sailing Season" if you like. The people assigned to these jobs will have then completed their work hours for the year.

You don't necessarily have to start or finish these jobs on those days. I will therefore be looking for one person to look after the dishwasher exclusively, one person to look after the refrigerator and ice machine, one person to look after all of the lights in the club house, including the patio and deck areas, one person to look after the lounge area along with the 2nd and 3rd floors. The entrance way to the club, the BBQ area and patio will need three people, and finally one person to keep all of the windows clean on a regular basis, particularly those on the first floor subject to regular contact with people. I will be putting together complete job

descriptions in the near future.

I am also planning on expanding the new lounge area by moving the trophy cabinets up to the second floor, which would include the cabinet we have been temporarily using for our new TV. These cabinets will be located in front of the wooden guard rail at the second floor. The Donald McDonald trophies would be moved up to this new location and our trophies would be placed in those cabinets for easier viewing, and more relevant for what is currently taking place at our club. If you are looking for work hours contact me. This job can be done some time after haul out.

The kitchen area is small and very crowded on a regular basis during the sailing season and so discussions are taking place to renovate and expand this area. Including talk of increasing the size of the kitchen by expanding the kitchen by about five feet or so east ward.

There are also plans to create a nice little patio area with wicker couch, chairs, side tables and umbrella beside the club entrance door.

The plastic chairs on the deck are going to be replaced with something nicer and sturdier. A new cabinet for the TV, lamps and side tables are to be purchased for the lounge area.

I am planning on painting the lounge area and people looking for work hours should contact me.

We recently had a bit of a disaster in the making when it was discovered that the drains were about to over flow I called the 311 and they put out a call to the people who deal with those things. Fortunately for us George Tsapoitis, a member of our club who works for the city, overheard the call and was able to direct the city people to the problem sooner than if he had not heard the call. My thanks to George.

That's it for me. Have a great Thanksgiving. ▲

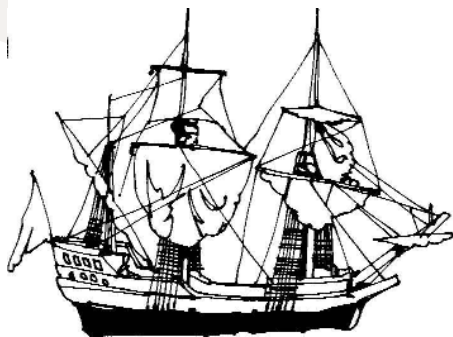


PHOTO CONTEST

Photos relating to TH&SC
cruising, racing, social events

b&w or 4 colour

Deadline: Noon, Sunday
November 9th

Place prints in an envelope and
pin to TH&SC bulletin board,
addressed to:

Ted Martin

Please remember to include your
name!

Good luck!

Ted Martin
416-861-1220



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



The Deadline for the
DECEMBER issue of
Spar & Prop is
November 30



Spar and Prop is available in
PDF format, readable on a
computer in colour with
Adobe Reader.
Available from our website.

Website address is
www.thsc.ca

FLEET CAPTAIN CRUISING

Albert Kerek

AT THE END OF summer our thoughts turn to haul out and winterizing our boats, but later, over the long freezing winter months we will recall the highlights and the good times that made 2014 a special season. So it is with me.



I'll remember the swims in Grassy Point anchorage and my bath in the Murray Canal. On any given night in Cobourg you will meet sailors, American and Canadian, from both sides and both ends of Lake Ontario.

John, from MBYC Hamilton, in *Blizzard*, was headed for Kingston. "We all go almost every year" he told me. A loud conversation in an American cockpit went like this: "...I'm 62 years old now, I should be retired", which was countered with: "that's not your age, that's your waist line". And so it went.

On a hot Friday night in Whitby I watched a steady procession of midnight cruisers motoring out onto a moonlit lake. Our 2015 season will include a Moonlight Cruise.

And what a cruising season it was for us at TH&SC. Every cruise was well attended and organized by a volunteer cruise captain. Incoming cruisers to TH&SC were welcomed as our own. Who could forget Marie Evans' pork loin with roast potatoes, Amanda Wheatstone's savoury chicken, Don Bland's back ribs and potato things, Laurie Prosper's lobster mac'n cheese, Rebecca's peach pie and Glen Eddie's KFC. I won't soon forget Dave Craddock in his Sou'wester BBQing chicken breasts in the pouring rain.

Thanks to Joan and Keith Wilson for their kind support and to all of the cruise captains who stepped up to make every cruise a success. I will be keeping an eye out for someone to assist me next season and mentor into the role of Fleet Cruising Captain. Let me know if you are interested.

Serving you as Cruise Captain has been a rewarding experience. Thank you for the opportunity. ⚓



Toronto Hydroplane and Sailing Club



Children's Christmas Party

Sunday November 23, 2014

Time: 11 a.m. to 2 p.m.

You are invited to bring your children, grandchildren, nieces or nephews.
All welcome!

Please sign up at the clubhouse by Saturday November 15
or respond by email, by November 19, care of:

lynda.dejongevanderhalen@gmail.com

Please include child's age, name, boy or girl, any allergies as well as the number of adults and older siblings attending.

Lunch, crafts, and activities are provided as well as a visit with Santa for children 12 years of age and younger.

Come and enjoy the fun!

NEW!!!

In the spirit of the season, each family is asked to bring a donation to our mitten tree (warm mittens, hat, scarf, and/or socks).

To be given to others less fortunate.



Grassy Point



Murray Canal

BRINGING SOULSTICE HOME

by Dennis MacCallum

This is the story of Mike Benson and Dennis MacCallum bringing Mike's Soulstice II from Florida to TH&SC early this summer.

It is over fifteen miles from the naval base at Norfolk Va., to where you turn a sharp right off the Intracoastal Waterway, head east towards the Atlantic Ocean and to where you sail through the channel that crosses through the northern tunnel of the Chesapeake Bay Bridge. The Chesapeake Bay Bridge-Tunnel that crosses the bay, is itself a modern engineering miracle; a twenty mile four lane highway over causeways, bridges and tunnels across the mouth, reaching from Delaware to Virginia.

We had stopped mid-afternoon in Norfolk, at a marina to fuel up, take on some provisions for the run north to either Cape May or if the weather and wind were with us; to New York City. We needed to catch the outgoing tide and the right wind if we wanted to clear Chesapeake Bay and reach the tunnel outlet before dark. Captain Mike, being the ever competent navigator, set a direct course to keep us to one side of the shipping lane and yet stay in the channel, all the time avoiding heavy traffic of naval and huge cargo container ships. Without requiring a single miracle we made it through the tunnel opening just before dusk and turned north in a brisk wind and sloppy seas.

A week earlier, and a lot further south, Mike had single handed Soulstice II from Indiantown, just east of Lake Okeechobee, down through the lock to pick me up at the Sunset Marina in Stuart FL. It was noon on May 5th and we were starting on another adventure.

He and I had taken *Soulstice II* and *Chances* down the Intracoastal Waterway individually, two years before, but we both wanted to take up the challenge of, at least once, ocean sailing north, up the eastern U.S. coast. The initial plan that afternoon was to motor the 18 miles up the Intracoastal to Ft Pierce, take on as much fuel as we

could, and anchor for the night in the Inlet. After fueling up we listened to the weather forecast then looked at each and almost uttering the same words simultaneously. "Light winds from the south, why not go for it?" By 18:00, we had cleared the Ft Pierce Inlet, had both sails set in a dying breeze and were leaving the warm sandy beaches of Florida behind bound for any number of northern inlets in Georgia, South or North Carolina, all weather dependant.

Once we cleared the swell and were off the coast a couple of miles we settled into a routine which would become the norm for the next two weeks. We decided on a strict schedule of four hours on and four off, with a two-hour shift at noon to change the shifts, so they were opposite to the day



before. That meant the one that had the midnight to four o'clock shift one night would have different shifts the next day and night. Because we are somewhat the same, about always wanting to be on call and love sailing the boat, we had to both agree to be resolute about keeping to our shift and how important it was to the safety and health of the boat. As it turned out, it worked perfectly.

Mike is a great guy to sail with, a great navigator, and forward planner, especially the important stuff like the weather. *Soulstice II* on the other hand is so much like *Chances*, for obvious reasons, it was uncanny and most of the time it felt no different than being on my own boat.

After the first shift each through the night we settled easily into a routine—checking the weather, preparing meals, washing dishes, and the general lookout for anything that changed; the operation of the boat or

shift in wind. It was easy to forget that we were not crossing the Atlantic, although we were fifty miles off the coast as we headed north-east in a straight line on the first leg.

We made a different plan for all kinds of possible landfalls depending on the weather, hoping for moderate winds to take us to somewhere around Cape Hatteras. Even as we left Ft. Pierce we knew we were leaving with a level of high pressure settling in over the region. The breeze became steady but not enough that we could sail all the time on sails alone. Because we were on boat delivery, whenever it fell below five knots we relied on the "diesel jenny" to gain as much north per hour as we could. With our trusty chart plotter we always knew at the present speed, when and where we

could make landfall. It together with proper charts, both of the coast and all the possible inlets (there aren't as many as you might think) it gave us the confidence to keep well offshore to get some assist from the Gulf Stream. The first night was warm and full of stars and it wasn't long before that initial excitement of being at sea started to wear off.

Soulstice II has AIS (Automatic Identification System) on her VHF radio which allowed us to locate the position of other ships, fishing boats, or cruisers like ourselves. It also tells us the name of the ship, her direction, and the speed they are travelling, how far away, as well as what time in minutes when they will be closest to us. Entertaining, as well as helpful, when you see a dot on the horizon and twelve minutes later a container or a cruise ship is passing close by. At the end of each shift both Mike and I could report the number of vessels that had passed us in every direction or who was following or leading us at present. Especially important at night, when the only life you can see is the solitary light somewhere on the horizon or one closing on you fast! Not quite radar but extremely helpful as the range can also be adjusted. I have the same radio on *Chances* and you can be sure I will have it connected before she launches in November this year.

The weather along the Florida coast would have been perfect except the winds were light and we had to burn some fuel. We decided we had better ensure we had enough fuel in

Continued on page 9

Soulstice II...

Continued from page 8

the event the winds went lighter as predicted. After 37 hours at sea we steered for the long channel, through really skinny water, entering Brunswick Inlet at the Florida/Georgia border. We never left the boat, again taking on all the fuel we could hold and immediately heading out to sea again.

After another 51 hours, without incident, we were entering the inlet around dredging equipment filling the whole channel in Beaufort North Carolina. In 88 hours, with a short stop for fuel, we were halfway up the coast. We felt like we were the lead boat in a race!

Actually there was one incident worth mentioning. Somewhere off the Carolina coast Mike pointed out something that caught his eye over the starboard rail. Just as I turned my head to look, a shark launched itself three or four feet out of the water, for ten or twelve feet, which was the length of its body. I had no idea that sharks jumped out of the water or had its upper tail fin four or five feet long. I discovered later that it was a thresher shark (no Google, no less!) that it is the only shark that breaches. It leaps forward out of the water to jump into the middle of a school of fish it is chasing and uses its tail fin to stun its prey. Another first for both of us and another reason to be out on the ocean!

Anchoring in the small bay along downtown Beaufort we lowered the dinghy to go ashore for a great burger, a couple of beers, stretch our legs and celebrate our return to terra firma, however brief. We both felt good about our progress but jointly decided not to press our good luck to round Cape Hatteras in the anticipated building wind. We would check in the morning and if it was as predicted, we would take the inside route up the Intracoastal, using the Pungo, Neuse and Alligator Rivers and cross Pimlico and Albemarle Sounds. This time the forecast was right and fortunately we knew we had done the right thing.

After anchoring the first night above Sophie Island, just north of Bellhaven, NC in a small anchorage with eight other boats, all from Quebec, we tied up on the wall the second night at the last available space in the marina in Coinjock for showers and internet. Leaving early in the morning to motor north to the lock 37

miles away, it wasn't long before we ran into a thick blanket of fog on the Waterway, having to feel our way along for a couple of hours using the Chart Plotter. Again it is not radar, but a really useful electronic device. If we had been using only the paper charts we had with us we could not have moved an inch. Boats behind us were calling ahead to see what the conditions were like where we were. Shortly before the lock the fog dissipated and we locked through with the same flotilla of Montreal snowbirds heading north. The Great Bridge Lock is just south of the top entrance to the Dismal Swamp route and we knew *Heritage*, a boat from Sarnia with George and Jackie aboard, would be just ahead of us after taking the Swamp route. We managed radio contact with them, and sure enough they were headed for an anchorage just across the Bay in Newport News. Both *Soulstice II* and *Chances* had crossed over and spent time with them in the Abacos last fall. We would not be anchoring with them this time as the Atlantic was beckoning us again.

After three days from Beaufort we were in Norfolk, Virginia steering for the tunnel in Chesapeake Bay.

To Be Continued ▲

FLOTSAM & JETSAM

Shadow

THERE WERE 73 BOATS IN THE REGATTA!

Robert Lalonde, son of Rick Lalonde, grandson of Lou Lalonde was in a Laser regatta this summer that had 73 boats on the line. We have "fun" when there are 15! Robert came in 52nd place in the regatta. All the racers at TH&SC say "well done"!

LORNE VINEBERG ON THE MEND
Lorne had a serious heart bypass operation this summer but he's slowly getting back on his feet. Maybe he will feel good enough to join us on one of the haul out days.

CEMENT DUST ALL OVER

In September members at the club notice it was getting foggy. It was shortly after that they discovered it wasn't fog but dust. It turned out that a silo into which a ship was unloading cement powder broke a liner and a cloud of cement dust escaped. The SW wind wafted it eastward. Boats, cars, everything was covered in a layer of

CUDDLES' CHAIRS

by Bob Gilchrist

JUST PASSING THIS ON in case some club members are not aware of Chris "Cuddles" Comerford. He sailed *Bandit* and was a member for many years. He was the barge captain, and crewed on my boat previous to this. We first met at CFTO in the late 1970s and became fast friends. He was loved by many. The personification of a true gentleman.

His favorite watering hole was Scratch Daniels on Queen St. in the Beach. When he died, we all took up a collection and had two solid oak swivel bar stools made with small brass plaques attached and installed them at the pub with the owner's blessing. It was lovely to go to Scratches and sit on one of these stools and remember our friend, and a group of us would mark the date of his passing here in the following years.


With the gentrification of Queen St. came loss of business and the pub was sold. The new owner was not going to give the stools up, so a "delegation" of many was dispatched to retrieve the stools. This was good because the pub closed shortly thereafter.

We offered them to TH&SC at that time but for some reason they were not wanted so they were stored in Dean's basement until he moved. Somehow, Dean got the club to agree to take them and we, as a group are just thrilled that they now reside at the club where Chris can continue to be remembered at the Club he loved. ▲


☪ ☪ ☪
cement. Rain later on didn't help. There was some damage to plastic windows and car paint. The efforts of the club executive resulted in ways to be compensated for any damage.

"ALONG THE SHORE"


The book by Jane Fairburn is a history of the Lake Ontario waterfront from Scarborough in the east to Lakeshore in the west. There are a great number of graphics showing maps and historical places that came and went along the lakefront. Street names and places, unforgettable characters abound. It's a historical eye-opener. If you live or have lived in the Beach/Beaches or overlooking the Bluffs, it's a must read.




October 2014



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
SUMMER IS OVER			1	2	3	4
5	6	7	8	9	10	11 Cradle Placement
12 Cradle Placement	Thanks-giving Day 13	14	15	16	17	18 HAUL OUT
19 HAUL OUT	20	21	22	23	24	25
26	27	28	29	30	31 Hallowe'en	
HAUL OUT THIS MONTH—PRAY FOR DRY WEATHER!						




November 2014




Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<div>JOIN US AT AWARDS NIGHT</div>						1
Back to Standard Time 2	3	4	5	6	7	8
9	10	11 Remembrance Day	12	13	14	15 Awards Night
16	17	18	19	20	21	22
Kid's Christmas Party 23	24	25	26	27	28	29
30	<div>DON'T FORGET THE KIDS' CHRISTMAS PARTY</div>					

[illegible]



January 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Join us at New Year's Levee				New Year's Levee 1	2	3
4	5	6	7	8	9	10 Boat Show begins
11	12	13	14	15	16	17
18 Boat Show ends	19	20	21	22	23	24
25	26	27	28	29	30	31
DON'T FORGET TO HUG YOUR BOAT THIS MONTH						