



TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop

OCTOBER 2015

NUMBER 231



High winds from the east for several days—winds gusting over 65 kph on the 3rd.



Toronto Hydroplane and Sailing Club Executive Board

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Calendar

Cradle Placement / Thanksgiving Dinner—Saturday, October 10

HAULOUT—Saturday & Sunday, October 17–18

Awards Night—Saturday, November 14

TH&SC Kid's Christmas Party—Sunday, November 22

TH&SC Annual General Meeting—Sunday, December 6

New Year's Levee—Friday, January 1, 2016

Toronto International Boat Show—January 9 to 17, 2016

THSC Awards Night 2015

Black and White Gala

Be creative when you dress for the evening!

Saturday November 14, 2015

6 p.m. Mix and mingle

Bar opens

(Liquor license in effect from 6 p.m. to closing)

7 p.m. Dinner *Dinner tickets \$35 each*

Awards Presentations

***Please reserve your dinner tickets by emailing
lynda.dejongevanderhalen@gmail.com***

Last day to reserve tickets is Sunday November 8.

***If desired, please provide the names of the people with
whom you would like to sit and we will try to
accommodate those requests. Please book early!***

***Due to space limitations and table sizes, it may not be
possible to accommodate all members of a large group at
the same table.***

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

WOW, it's October already, amazing how quickly our sailing season passes.



It's a time for reflection. Time to recall the great times on the water, the equally great times sharing food and or a drink with fellow members. Time also to think ahead to plan for haulout, winterize the boat, take off sails and find the cradle pads.

I offer a sincere thank you to Greg Smith and George Tsapotis as well as Glen Eddie for unselfishly offering their time and service to us for the next two years. An equally sincere thanks to John Edwards and to Mike Davidson for their years of service. You will both still be asked for your guidance, you are not free yet.

Now we must start on the repair-maintenance work on our sea wall. This is a challenge in so many ways. Manpower, funding being two of the biggest.

Please offer your time and assistance, we can't succeed without your cooperation.

Our lease requires that we maintain the sea wall, it is not a matter of choice. Specific work dates and schedules will be made available as soon as possible.

See you at the Thanksgiving dinner on the 17th. ▲

HAULOUT FOOD

Hot breakfast sandwiches, with a twist, as well as donuts, bagels and hot cereal and hot drinks will be available both days for sale at cost recovery prices.

A tasty, filling lunch will be available for \$6, including entree, garlic bread, salad and dessert. A limited number of vegetarian portions will be available.

Fresh baked treats will be served during the afternoon.

Please bring small bills and loonies and toonies.

HARBOURMASTER

Tom Monson

AS ANOTHER SAILING season comes to a close it's time to put our boats away on the hard for the winter. To that end, cradle placement will take place on Saturday, October 10th starting at 07:00 hrs followed by our Thanksgiving dinner thanks to Joanne Adolphe.



Haulout will take place the following weekend, Saturday, October 17th and Sunday, the 18th starting at 07:00 hrs. And please don't forget to take your canvas down. In both cases members' cars will have to be parked in the lot south of the club. If you are staying down on the Friday night please have your cars removed by 07:00 so we won't have to come looking for you. Thanks for your understanding.

As I mentioned in my recent email blast, the sea wall work will start the following weekend on Saturday, October 24th and Sunday the 25th. (See below for scope of work) Again, as I have mentioned a few times since launch, this work is extremely necessary if we don't want the existing sea wall to fall into the lake. To that end, we will need 10 members to step up to the plate each weekend until the weekend of December 5th and 6th. If you don't have your work hours in this is your chance to get them. However, even if you have your hours in we still need people/members to do the work, so having your hours in is no excuse for members to not help rebuild their club.

To the members who have over the summer, put in many more hours than their 16 to help repair 'A' dock, install the cable trays, repair 'C' dock, build and move mast racks, and all the other repairs to our docks, thank you for your time and for your commitment to improving our club. Your time and hard work is greatly appreciated.

Folks, we are all in this together and only by working together will we be able to rebuild our sea wall. I believe members will be conspicuous by their absence. Apologies up front if this seems a little tough. However, to date the response from members, except the members mentioned above, agreeing to help rebuild their club has been extremely unenthusiastic. I can't

stress enough that this work has to be done one way or another. If not enough members sign up to work then we will have to look at the possibility of hiring outside labour and passing the cost on to the members. This is the least desirable option so let's all pull together and get the job done ourselves.

Scope of work for the 1st weekend.

The first weekend will be primarily preparing the dock to accept the piles by removing the ramp, the electric cables and the electric box, the dock boards and nosing, the whalers on the existing piles and the orange ladders among other items. As well as removing the ramps from B, C & D docks.

Scope of work for the remaining weekends.

The work involved will be mostly labour work. We will have an experienced operator with a pile driving machine and our jobs will be the following. Two – three people on the barge to make sure the piles go in vertical and plumb, then cutting a hole in the pile to accept and hold the tie backs. One forklift operator and a helper (two people) to deliver the 18' 400 lb piles to the operator. Two people drilling into the slab to insert a shield to accept the tie back rods and inserting shield and then the tie back rods. Two people using a wheelbarrow delivering gravel to backfill the space between the sea wall and the slab. One utility person who will work where needed.

Once we are past the slab we will have to trench back 15 feet so the job of drilling the slab will transform into trenching the 15' back and at 15' trenching across to insert the 'dead man' to accept the tie back rods.

I'm sure that once we get a weekend or two of construction under our belt job functions will evolve and change. However, for now this is the best I can offer to prospective members working on this project.

Tom Monson,
Harbour Master ▲



SOCIAL CHAIR

Lynda de Jonge van der Halen

THERE WAS a sold out crowd of about 120 well fed adults plus kids at the Corn and Pig Roast.



A big thank you to all who contributed to the success of the corn and pig roast on Labour Day weekend! Such as members and even guests helping behind the scenes before the crowd arrived, to late night and early Sunday clean up helpers, from set up, take down, bartending and ticket help, to bbq cooks and pig roaster monitors, and food prep and food service people, and the shoppers and the planners. And we want to thank all our members and guests who supported the event and spent hours on a hot patio before retreating to air conditioned comfort, where ever they could find it.

We also want to thank our members who not only paid for dinner but gave generously from their wallets, hearts and kitchen larders to provide an outstanding selection of salads for the communal table. Salad contributors were eligible for a special draw for three prizes. There were also several draws for door prizes later in the evening.

Another treat was the ice cream bar sundaes for dessert, which had to be quickly prepared by a small group of volunteers. Delish on a hot, steamy evening.

Our new DJ provided lively music for dancing and karaoke, with the spotlight this year on the youth at TH&SC. Our mini Elvis, aka Mason Ante, Vegas style, stole the show! Ben made his debut, without karaoke, with guitar accompaniment by KB. Lots of pride evident in family members and club members as these young people shone! Thanks to all the children and to the men and women who took the mic and made us tap our feet, sway to the music, and beam with pride and joy!

The bar did a brisk business with beer, wine and liquor sales. The refreshing lemon ice water provided on the bar was much appreciated on the scorching day.

Did you see the watermelon eating contestants at work? What a sight! Next year, we hope to have some adult participants as well.

The next big social event will be Awards Night on Saturday November 14. Watch for details. A week later on Sunday November 22 is the children's Christmas party.

If you are interested in becoming part of the behind the scenes social team, for just one event or several, please email Lynda. Or perhaps you have an idea for a new activity/event. Please let us know.

Haulout is fast approaching and we will be looking for people to help on the Friday with prep work, and others to work Saturday or Sunday in the kitchen, as volunteers or as your assigned Haulout duty. Please email Lynda if available.

FYI: Thanksgiving dinner at TH&SC happens on the Saturday of Thanksgiving weekend, after the cradles are set out during the day. This is not a Social team event but rather it is currently organized by Joanne Adolphe. Joanne will be providing an invitation and signup sheet, with details re what to bring and what is provided for this event. Contact Joanne if you would like to help on the Friday or Saturday. A wonderful club/family event. Come solo and you will soon become part of a warm, friendly group. ▲

Corn / Pig Roast



ADVENTURES ON SPINDRIFTER

by Albert Kerek

After Tom Monson's Catalina 30 (Boomrang's demise in the Spring, Tom found her replacement. In mid-August Tom Monson took delivery of Spindrifter, a 1987 Catalina 30 in Ludington MI, a small town on the east coast of Lake Michigan about 155 miles north of Chicago. After a few days of provisioning and outfitting Tom and I set sail for Toronto and Spindrifter's new home at TH&SC, a distance of 780 miles. In the course of nearly 3 weeks we sailed four out of the five great lakes and the rivers and canals that join them. On reaching the Detroit River Light we were entering Lake Erie and had made 500 miles.

DETROIT RIVER LIGHT

IF THERE IS any more menacing or lonelier place to be at night I don't want to know where it is. We are in the midst of one of the busiest shipping channels in the world. I have prepared myself, as best I can, for something like this but on this night without a chart plotter, AIS, radar or



any one of the above it simply comes down to staring into the abyss. "C'mon Albert" Tommy says "you've been planning a night sail across Lake Ontario, well here we are on Lake Erie...let's pretend it's Lake Ontario... what's the difference?". "Tom, this isn't what I had in mind. This is crazy."... but we're committed now, nowhere else to go. Weeks later I'll discover that the Amherstburg Channel we are navigating down, is reserved for upstream traffic; the Livingston downstream channel is where we should have been...things you don't know...necessary details.

About 8:30 pm Bois Blanc Island is astern now to starboard, we are

merging into the main channel that brings us to the Detroit River Light somewhere two miles ahead at Lat:42°00' N, Long:083°09' W near the end of a shoal which projects from the Canadian shore. The light is white but sequenced—a 0.6 sec flash, a 1.9 sec eclipse, a 0.6 sec flash and 6.9 sec eclipses every 10 seconds. I'll be happy just to see a white light tonight.

The light station has the appearance of a vessel, with the pointed end directed toward the mouth of the Detroit River to break ice flows coming down. I have a small hand held Garmin GPS and an iPhone with Navionics charts...small screens...one hand on the wheel... more about distracted driving than navigation aids.

Paper charts are the alternative but this is a night to sail from the cockpit not the chart table. Once we find the lighthouse the 20' depths will allow us to veer east out of the channel toward Kingsville Ontario 24 miles away and tie up at the town pier if necessary.

On September 6, 1997, the 634-foot freighter *Buffalo*, at 08:00 in clear weather, struck the 56' lighthouse pushing her bow in like a can. After a while we can spot the light looming as a large based structure...massive...one bright white light on top.

In a state of complacency now, ready to take it to port or to starboard, I'm thinking starboard, there is a sudden and deafening horn blast and then more ear splitting blasts of a vessel in motion heading straight for us. Tommy is at the helm, he veers hard to starboard as a gigantic garbage scow passes up our port side...bow lights barely visible. The tug with its bow notched into the stern of the scow is towering over us now just metres away. I can see the master in the lit wheel house maybe 60' above and now...the Detroit River Light appears ahead and soon enough we're breaking east out of the channel making for the Coldchester Reef Light 11 miles distant ,three miles off shore.

One and half hours later the red flash appears where it's supposed to be off the starboard bow to the south... sitting in just 10' of water. Coldchester Reef Light was confirmation of our position, a lonely beacon sending out its earnest safety message flashing from forward, later our beam and finally...much later disappearing off our stern. Kingsville's two green range lights assisted *Spindrifter* through the

harbour entrance.

Fifteen hours and 111 miles ago we had motored out of the Sarnia Yacht Club, descended the St. Clair River into Lake St. Clair and then the Detroit River...day had dragged into night, there had been nowhere to put into. After circling Kingsville's quiet, sleepy basin a few times, aided by a bit of moonlight, we tied up at the town pier beside a fish processing plant and crawled into our berths.

They will tell their story in the next few issues of Spar and Prop. Here's the first installment. ▲



TREASURER

Bill Comerford

AS YOU ALL KNOW, there will be some major expenditures made rebuilding our seawall in the next few years. We will be starting work on the most southern 100 foot section of the wall right after haulout. In order to keep labour costs in check, we will need many volunteers to work on the wall. Please be generous with your time.

Materials are being ordered now and we expect to have a pretty good idea as to the projected costs for the entire seawall by the time we have our Dec 2015 AGM meeting. To that end, the Dec AGM will be one of the more important meetings in the club's recent history. We will be soliciting the membership for their ideas and wishes as to how the seawall will be financed.

The TH&SC is in the fortunate position of having a healthy bank balance with no outstanding debt. We can meet our ongoing expenses and the projected costs for this year's seawall upgrade. Further seawall expenditures in 2016 and beyond will have to be paid for by the club members and it will be above and beyond the normal membership dues and fees. I know this won't be a popular subject at the AGM, but we don't have a choice regarding the seawall. We have signed a long-term lease and must complete the upgrade. Please plan to attend the AGM in Dec. We will need everyone's support moving forward, whatever we collectively decide. ▲



VICE COMMODORE

Claude Soulodre

AS I WAS putting away my sails and taking down my mast, I surrendered to the bittersweet feelings I'm sure we all experience at this time of year. Sure, it's a bit of a downer to think about the cold and snow coming to us this winter, but that is tempered by the memories of all the brilliant summer days spent on the water.

But before we can settle down for a long winter's nap, we have to put the boats to bed. I will be on hand both days during haulout to update the club records and gather any pertinent information that will help me provide accurate membership invoices for the coming year. The kind of information that is helpful includes:

- Leaving your boat on the hard next summer
- Selling or changing your boat
- Changing your membership status
- Any changes in your contact information (new address, phone number, email address, etc.)
- Requests to send your invoice via email or to a specific address

If any of the above applies to you, please come and see me in the clubhouse at haulout and I will add a note to of your situation and so I can consider that when I prepare the invoices.

I would like to try sending the invoices via email this Fall, but if you prefer to receive yours via regular mail, please come let me know at haulout. Please also notify me if you wish to begin receiving Spar and Prop electronically. The e-format is convenient, saves trees and saves the club money.

Look forward to seeing you all at haul out. 



RACING CAPTAIN

Jamie Carroll

ANOTHER SEASON of racing is behind us! I am amazed at how quickly the season goes by as it just seems like last week that we were preparing the boats for launch and the warm up race!

This year's racing was a "tad" different in that we were not running with a spinnaker fleet but two white sail divisions based on phrf ratings < = to 220 (Div II) or > 220 (Div III). Next season we are hoping that we will be able to reinstate the spinnaker division if we have enough interest from the members to make it worthwhile.

With the make-up races we were able to get our Wednesday Race Series completed. However, the Circle of Life weekend race was a miss this year due to a strong easterly wind and big seas! Summer Blast 2015 was well attended and we are hoping to attract more




boats from outside the club...the word is out about the fun we have at TH&SC!

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

I would like to thank all those who put in the time to make this year's racing a success...Glen, our illustrious Rear Commodore, Richard and all those who helped as part of the Race Committee, Bruce for scoring and handicapping...and the many others who helped out with the racing and on the social end of things.

Remember...Awards Night, Saturday, November 14th!

See you there! Cheers! 



Toronto Hydroplane and Sailing Club Children's Christmas Party Sunday November 22, 2015

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 14
or respond by email, by November 18, care of:
lynda.dejongevanderhalen@gmail.com

Please include child's age, name, boy or girl, any allergies as well as the number of adults 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!

Each family is asked to bring warm mittens, gloves, socks, a hat or a scarf for the mitten tree. This is a new tradition introduced last year. The items collected will be given to others less fortunate.

Thank you for your generosity in 2014.



ANNUAL GENERAL MEETING

SUNDAY, DECEMBER 6TH

1 P.M. AT THE SC CLUBHOUSE
PLEASE MAKE SURE YOU SEND IN
YOUR PROXY IF YOU CAN'T
ATTEND!

WHERE ARE THEY NOW?

Judy and Aubrey Millard
Itinerary for Sept. to March

Aubrey and Judy will put *Veleda IV* away for the winter on Thetis Island in the Gulf Islands of B.C. on Sept. 20th. They will then go to Vancouver where they will catch the *Statendam*, a Holland America Line cruise ship, for a 30-day cruise to Singapore, visiting several Pacific islands en route, including Hawaii, the Marshall Islands, Micronesia, Saipan, Guam, Borneo, and Malaysia.

From Singapore they will fly to China, including Beijing, the Yangtze River, Shanghai, Nanking, and Hong Kong, before flying to Vietnam where they will visit, Hanoi, Da Nang, and Ho Chi Minh City (Saigon). From Ho Chi Minh City they will fly to Beijing and back to Vancouver in Late November. Then slowing the pace down, they will activate their trailer and head down to Arizona, or New Mexico or southern California for the rest of the winter. ▲

FLEET CAPTAIN CRUISING

Albert Kerek

CRUISING is pretty much done. If you didn't make it out to one of our club cruises, well you missed the boat. What about TH&SC as a cruising destination? Our club was at near capacity with visitors almost every weekend. Peter de Jonge van der Halen with his OOD staff along with Mike Adams and his D-dock boys were tireless welcoming ambassadors for incoming boats.

Our club is in the heart of everything that a cruiser is looking for: a great club house and kitchen, the beach, the boardwalk and Lakeshore bike trail, Queen Street, Jazz Fest, Rib Fest, Woof Fest and all the other Fests. Coming soon...Meow Fest.

A special thanks to Cruise Captains, Paul and Marie Evans of *Figment T00* for hosting the Bluffer's Park Cruise and to Mike and Peggy Wheatstone of *Dragonfyre* for hosting



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



GIVE IT YOUR BEST SHOT ...

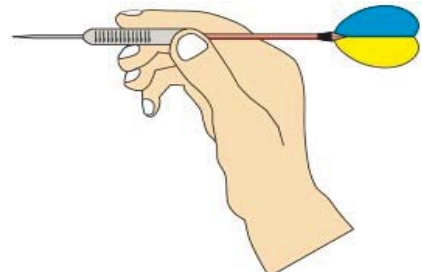
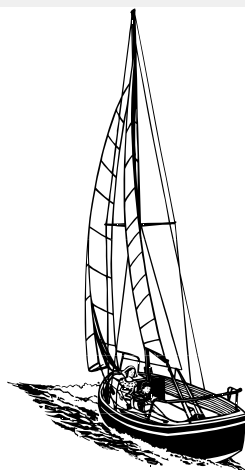
... enter the

**2015 TH&SC Photo Competition
Prizes, yes, but ahh, the glory.**

- Winning pictures are framed and stay on display for members and visitors to enjoy throughout the year.
- Photos should relate to and reflect all things TH&SC — cruising, racing, social events, work and play.
- Place your b&w or 4c prints (8 x 10 ish) in an envelope addressed to Ted Martin, and pin on a club board (please include your name and phone number).
- The *Sundowner VI* Trophy will be presented at Awards Night, Saturday November 14
- Deadline: Noon, Sunday November 1, 2015.
- Good Luck!
- More info: 416-861-1220 or dawnmartin@bellnet.ca

the Highland Yacht Club Cruise.
Evangeline and Allan Reddon of *Far Niente* sailed the long distance cruise to Bronte Harbour Yacht Club in August, sharing all sorts of beverages and culinary delights with their cruise director. Join us next season on one of these adventures as we visit other clubs together.

See you all at haulout. ▲



DARTS

**Starts on Friday,
November 6th**

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

FLOTSAM & JETSAM

Shadow

When buying tickets for the boat show online click "Captain's Club" for \$5 off ticket price.

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

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

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Spar and Prop is available in
PDF format emailed in lieu of
the paper edition and also
available from our website.

Website address is
www.thsc.ca

REAR COMMODORE

Glen Eddie

OK, WHERE IS THE reset button? Sailing season went by way too fast and I didn't even have a boat in the water.



Where do we begin, there was a fantastic social calendar with Meet the Rear Commodore, Sailpast, the Summer Blast party, and the Corn Roast which entered new heights thanks to our two very special guests...they were delicious.

I would like to thank Lynda and her social committee. What a great job making sure that every event has something new and wonderful. A special thanks to Peter (Lynda's husband) Mike and Eva Baker, Laurie Prosper, the Smallwoods, the Resendes, and the Bradleys. I can't even begin to explain the super human effort put in by Doris for the Corn Roast. I think the pigs were even hungry. Great job to everyone for everything and thanks. You are one of the main reasons I agreed to continue as the Rear Commodore. You are all fantastic.

Next to racing. What a weird season. My boat was so slow. I hope to do better next year. A special thanks to the skipper and crew of *Legacy* who let me "race for sides" with them on Wednesday nights. You made this year easier with *Freya IV* on the hard. Also a special thanks to Richard Coutts for running the Race Committee and his right hand man Doug Claridge who selflessly came out every Wednesday to run the races with Richard. You were great. If you see either Richard or Doug at the club, please tell them how much you appreciate what they did. Without them, we would be having rabbit starts with protest flags aplenty. Lastly, thanks to Bruce Bateman and Jamie Carroll. Great work guys.

Please remember that Awards Night will be November 15, 2015. Please make sure you email Lynda at lynda.dejongevanderhalen@gmail.com to reserve your tickets early. They go fast.

Now on to the cruising program, great job Albert Kerek. As if cruising on the lake was not enough you went with Tom Monson to go get his boat and bring it back. Sounds like you all had a blast and learned a lot along the way. Love to hear the stories some time from you and Tom.

I understand that everyone had a great time on the cruises this year. Janina and I are going to make is a

priority to make it to at least two cruises next year.

Lastly, I would like to thank Mike Davidson and John Edwards for their hard work on the board over the last couple of years (or in John's case, four years). Your hard work and professionalism were greatly appreciated. Feel free to take next year off! Well deserved. Greg, glad to have you on board, I can't wait for next year.

So with that, I would like to leave you with wisdom learned by your RC this year:

1. The members of the executive work for the membership and not the other way around.
2. If you say thanks to a member for his or her hard work, they generally work harder.
3. If you tell people they are doing something wrong, they are more inclined to stop than change to the way you want it done.
4. The membership is great.
5. The Club is great.
6. We are lucky to have found this Club.

I look forward to seeing you all for years to come. ▲

WAYS AND MEANS

Dave Johnston (*Two Bits*)

BASED ON HOURS reported to me by the executive and others as of October 1 2015 there are 45 members with 16 or more hours worked this year, 64 members have worked zero hours this year, and about 20 members have worked less than 16 hours. In some ways this is good because it means we should have about 80 people available this October and November to build the sea wall. You will be hearing from us.



I'll be asking the executive to check my records to ensure what I have is correct and I hope they will allow the list of members' hours worked (or not worked) to be posted. If there are errors or omissions I am sure these will be brought to my attention.

If you are doing any work please be sure to get a work chit from the organizer as this is your receipt and proof of the hours of work you have done. In the event of a discrepancy due to an error or omission you will have a record to prove your point.

Hard to believe summer is over and the boats come out in two weeks. As always, let's make haulout as safe as we can. ▲

OFFICER OF THE DAY MANAGER

Peter de Jonge van der Halen

WITH THE END OF another sailing season, the 2015



Officer of the Day program continues to be successful, based on the comments of the visitors who appreciated having a Duty Officer at the Club to answer their radio call and help them dock. Many are return visitors, who rave about the welcoming friendliness of our Club, and they appreciate being invited to join in Club events. The provision of TTC maps and the Visitors Guide handout (also available on-line), with directions to nearby parks, restaurants and playgrounds is also helpful.

Providing the OOD Checklist to be completed by the responsible duty members identified for that week, continues to be a guide for those members not familiar with all these Club tasks. As the Checklist names the members for the current week, and are on the back of the door of the OOD station, missing members can be readily contacted. The Reminder OOD emails sent each week for those members with upcoming duty, also appears to be working well. Only one club member was not able to provide an email address.

Please include your name with the notes in the black OOD Log Book (only a few were missing)

Visiting Boats

We had visitors from 27 clubs (including three from the US). Highland Yacht Club provided the most visitors (19) followed by Bluffers Park Yacht Club (17). This is an historical record of visitors for comparison.

2015 – 138, 2014 – 152, 2013 – 185, 2012 – 152, 2011 – 182 boats, 2010 – 147 boats

Dock Assignment Board

A number of reports were made in May, that the Dock Board did not reflect the latest docking locations of newly arrived boats and those that had moved. We will attempt to do this update on a more timely basis, next season.

OOD Duty

With the exception of two individuals, all members who were eligible for

Continued on page 9

RECIPROCALs

Peter Martyn

NOW THAT CRISP weather has arrived, cruisers are getting ready to trundle home with the trappings of summer and tidy their boats for haulout.



I did notice when I was in Kingston the last weekend of September that several hardy crews had picked the usually dependable autumn weather for cruising.

(I wish I'd taken *Peregrine* down, as I'd mused about doing. I ended up opting for a proffered hotel room instead; it overlooked the Confederation Basin west slips and the weather taunted me with sunshine and perfect sailing breezes.)

Meanwhile, my Bay of Quinte cruise in August provided some clarification on the fine print of reciprocal privileges.

First, at Prince Edward Yacht Club in Picton:

1. The first night costs \$25.
2. The second night is free (as our handout notes).
3. A third night costs \$1.65/foot (tax

IN MEMORIAM

We have had two long-time members pass away recently:

John McGifford

William John McGifford
November 23, 1934 -
August 15, 2015

John was always ready to help. He will be missed.



Dina Vineberg

Exuberant and vivacious, Dina was very active in the 1970s and 80s. Dina and Lorne honeymooned on their boat after a Shower party remembered by many. Tables spread out in front of the clubhouse and partying into the night.



Our sincere condolences to the McGifford and Vineberg families.

included)—which I'll add to next year's "Cruisers' Reciprocal Clubs List."

Second, a weather layover in Newcastle resulted in a useful clarification of the Port of Newcastle Marina transient policy:

1. For years it's been a marina, not a club, as it used to be a couple of decades ago. (Does anyone remember Mr. Marina, the orange cat who used to have his own privileged stool at the club bar? That was way back when I sailed *Hispaniola*, my wooden Nova Scotia cutter.)
2. Their reciprocal policy, as the marina manager explained it, is: \$1.50/ft plus HST (\$1.70) per foot for the first night, with a second night free.
3. But there are apparently only two reciprocal slips available (no matter how many open slips they have), so you may end up paying for the second night. I didn't, but there seems to be no second-night-free guarantee.

Meantime, Haulout's here and there'll be no more sailing for what, seven months?

But if you're lucky enough to be heading for Havana, drop in to the Club Nautico Internacional Hemingway, belly up to the bar and introduce yourself to Commodore José M. Diaz Escrich. At least the only ice you'll see there will be in a tall glass!

The street address I have is Calle 248 Y 5Ta Av., Santa Fe Playa, (Calle is pronounced kah-yea)—but I'd advise checking the club location with your taxi driver. ▲

OOD Report...

Continued from page 8

OOD duty, fulfilled their tour of duty obligation.

Cruise Assignment (reciprocals)

Thanks go to the Cruising Fleet Captain Albert Kerek, for coordinating the preassigned docking locations, with the reciprocal boat name and size. Providing a copy of this detail to the OOD Manager is very helpful for the duty OOD. He has also coordinated with ABYC for boat docking.

It has been proposed that no Cruise be scheduled for the Jazz Festival weekend, as we cannot reserve docking for these boats (dock assignments to be on first come basis).

VHF Hand Held

We have had multiple reports that the OOD hand held radio fails to perform. It appears to not hold a charge. This will be resolved with a new radio or new battery.

Thanks for your continued participation in the program and being a positive ambassador for our club. ▲

LONG WEEKEND SUNDAY BRUNCH

On Sunday morning of the Labour Day weekend C-Dock was in charge of the Sunday Brunch. We'll have to wait until Awards Night to find out who won The Silver Spatula.





October 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
THANKSGIVING DINNER ON THE 10th				1	2	3
4	5	6	7	8	9	Cradle Day/ Thks Dinner 10
11	Thanks- giving Day 12	13	14	15	16	17 HAUL OUT
18 HAUL OUT	19	20	21	22	23	24
25	26	27	28	29	30	31 Hallowe'en
HAUL OUT—WATCH BULLETIN BOARD FOR DAY AND JOB						



November 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Back to Stan- dard Time 1	2	3	4	5	6	7
8	9	10	Remem- brance Day 11	12	13	Awards Night 14
15	16	17	18	19	20	21
Kid's Christ- mas Party 22	23	24	25	26	27	28
29	30					
AWARDS NIGHT ON THE 14th—KID'S PARTY ON THE 22nd						



December 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		1	2	3	4	5
TH&SC Annual General Meeting 6	7 Hanukkan	8	9	10	11	12
13	14	15	16	17	18	19
20	21 Winter begins	22	23	24	25 Christ- mast Day	26 Boxing Day/ Kwanzaa
27	28	29	30	31 New Year's Eve	1 TH&SC New Year's Levee	
JOIN US AT THE NEW YEAR'S LEVEE ON JANUARY 1st						



January 2016



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
JOIN US FOR OUR NEW YEAR'S LEVEE					1 New Year's Levee	2
3	4	5	6	7	8	9 Boat Show begins
10	11	12	13	14	15	16
17 Boat Show ends	18	19	20	21	22	23
24	25		27		29	30
31	END OF JANUARY—TIME TO CHECK YOUR BOAT					

FROSTBITE RACE



Pre-start—Lots of wind



Heading for the start line



Seizing up the opposition



Blue Sky



Heading for the 1st mark



Dark 'n Stormy



Sassy



El Cuenio



Let It Be

MAST RACK MOVE



New mast rack



Moving the rack with two forklifts



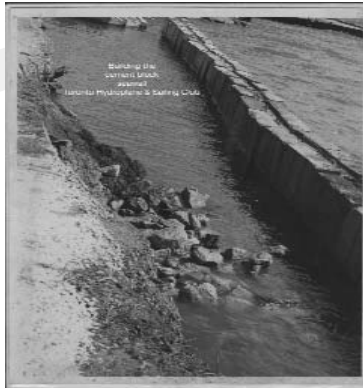
Moving the mast rack was a delicate job. The Bobcat and the forklift did the job. There is a video of the move on the THSC Facebook page.

TH&SC HISTORY

During the late 1970s and 1980s TH&SC members prepared the ground for the amenities we enjoy today. Huge pits, long trenches, metal seawalls were all done by the membership. Here are a few historical pictures from those days. With our seawall reconstruction happening this Fall, time to help.



Earl (Mac) McCoy
Alex Timmins



Excavating the
sewer line trench
Toronto Hydro & Sealing Club



Second
excavation



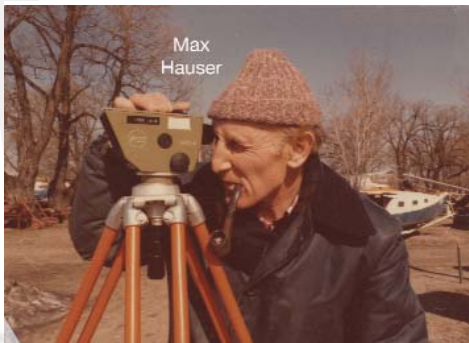
Bruce
Farquhar



John
Edwards



Building the block wall



Max
Hauser



Excavating the
sewer line trench
Toronto Hydro & Sealing Club



Excavating
the
trench



Excavating
the
trench



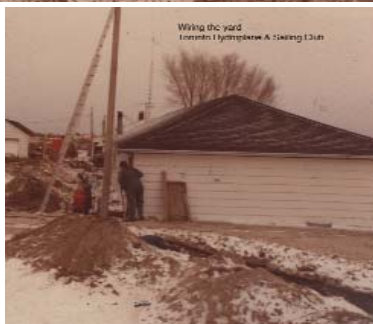
Toronto Hydro & Sealing Club
Trenching about 1970



Toronto Hydro & Sealing Club
Trenching about 1970



Toronto Hydro & Sealing Club
Trenching about 1970



Working the yard
Toronto Hydro & Sealing Club



Toronto Hydro & Sealing Club
Trenching about 1970