



TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop



APRIL 2017

NUMBER 240



APPROACHING COROMANDEL PENINSULA (NZ) ON RARE WINDLESS MORNING

*Photo by
Mike Smith*



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Calendar

Racer's Meeting—Wednesday, April 26—Come and talk about the new racing rules. Two expert guest speakers. 6:30 p.m. Use your boat—RACE!

LAUNCH DAY—MAY 6, 2017—Help the kitchen team on Friday or Saturday.

Bluffer's Park Cruise—May 20–22—First cruise of the season. A nice easterly route to a familiar place.

First Holiday Weekend Brunch—Sunday, May 21—Rear Commodore Glen Eddie is the host for this one.

NEW! Nautical Yard Sale—Saturday, May 27—See poster on page 5 for details.

Rear Commodore Meet & Greet—Saturday, May 27—Traditional Greek menu! 4 pm to 6 pm. See page 5.

SAILPAST 2017—Saturday, June 10—Celebrate Canada's 150th birthday. *Prepayment is required for Sailpast. Plan your group. Reserve your tickets at Launch.*

"Morning After" A-Dock Challenge Brunch—Sunday, June 11—Stay / come for breakfast. Always a surprise.

Port Credit Yacht Club Cruise—June 17–18—A nice trip to a beautiful club.

Canada Day Birthday Party—Saturday, July 1—Let's make it a big birthday party. *NEW! Potluck! People bring their own main dish/meat and sign up to bring an appetizer, beverage, salad or dessert. More details coming. City Fireworks in the park after dark.*

Holiday Weekend B-Dock Challenge Brunch—Sunday, July 2—Stay / come for breakfast. Always a surprise.

Lakeshore Yacht Club Cruise—July 8–9—Another familiar place that we like.

Summer Blast Event—Saturday, July 22—Shake it up! New Summer Blast event / menu in the planning.

Holiday Weekend C-Dock Challenge Brunch—Sunday, August 6—Stay / come for breakfast. Always a surprise.

Corn Roast—Saturday, September 2—Menu planning by Doris and Glen.

Racer's Meeting

**Wednesday, April 26
6:30 pm**

**Two guest speakers on racing rules—
Scott Collinson & Wendy Loat
See page 4 for details**

Refreshments provided

LAUNCH DAY

**Saturday, May 6
7 am**

Boat owners MUST attend

Hope for a dry day

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COMMODORE'S COMMENTS

Greg Smith

AHOY!



As we eagerly anticipate the start of the 2017 sailing season, your Board and Committees have been hard at work to ensure the club and its infrastructure are up to the challenge of delivering great sailing programs, social events and all the extra benefits the club provides to you as a member of the TH&SC.

All we ask is that you support and be involved in the programs and social events your club offers. Also, we encourage you to invite your friends and family members as guests to join in on the club activities. Crew memberships are available at a very reasonable price. It's a great way to introduce friends and acquaintances to the wonders of sailing.

Speaking of being involved, have you visited the TH&SC website recently? A big thank you to Richard Peirce and his team for creating our wonderful, exciting new site. Many hours of design and planning go into constructing a site. As with all websites, they are a work in progress. Keep checking. More enhancements and features are planned for the membership area of the site. Also, I would like to take this opportunity to thank Mike Montgomery. Mike managed our club site for many years. Mike, if you are listening, thanks for helping the committee facilitate a smooth transition from the former site to the new one. It was a real pleasure working with you on the last update of the club site many moons ago. Now that you're without a sailing vessel, the invitation to sail on the *Trevor Kane* is always open should you hear the wind and water calling on a warm and sunny summer's day.

At the time of this report, the countdown to launch was approximately 27 days, 17 hours, 12 minutes, 26.9 seconds. This serves as a reminder to the, "wait until the last minute prototypes" (I include myself in this group) to take advantage of every good weather day from here on until May 6th at 7:00 A.M. sharp! I always find it quite comical strolling through the yard as the launch deadline looms, watching members covered in all forms of toxins, scrubbing and waxing their boat's

bright work. The gnashing of teeth, eyes focused on the task at hand sends a strong message to passers by not to engage in idle chit chat at this time of the boating season. One word answers to a question should be interpreted as, I'm too busy! That said, I look forward to Tony Labatt's annual spring harassment about how many coats of wax I apply to my hull.

Some of you have inquired when will the Club Survey be sent out? I find this encouraging. The decision was made to send out the invitation closer to the start of the sailing season when the club and boat things are top of mind. We look forward to your participation in the survey.

In closing, I would like to take a moment to remind everyone to check the club's bulletin board for your launch assignments. Our Harbour Master, Paul Evans, has done a splendid job organizing this year's launch. It's amazing how efficient and productive one becomes when they retire!

Also, if you've not signed up your membership work hours or uncertain how to do so, please contact Mark Pearson, Ways & Means for more information, Mark will be happy to sign you up.

Finally, I would to remind everyone about Harbour Licenses. The club falls within the confines that is declared as the "Toronto Harbour" and as such, every member with a boat that has an engine is required both by law and by our own club bylaws to have a Harbour License. Visit www.torontoports.com to find more information on how to obtain or renew your Powered Vessel Operator's Permit.

In closing, this year's Sailpast on June 10th will not be your traditional, formal Sailpast, with proper form and respect of flag officers. Stay tuned for more details on mayhem on the high seas!

See you around the boat yard
Greg Smith
N 73° 34' 25.36" W 45.500414
Different Spot / Different Day



HARBOUR MASTER

Paul Evans

APRIL ALREADY !!



Only a month to go until launch and there is still a lot of work to do to get the docks and boats ready.

Tom's sea wall folks are progressing steadily and the new boardwalk is about to be built.

Poor C Dock needs some welding and some barrels under the first section along with some other assorted barrels that need to be placed.

The crane is confirmed tho and all we need now is some good weather to get everything done.

If you want to be involved, please call me at 416-292-7458 or email at

harbourmaster@thsc.ca

Many Thanks



VICE COMMODORE

Claude Souldre

CLICK the video icon below to watch the Vice Commodore's April Spar and Prop report!!



If you can't see the icon, or the "click" doesn't work use this URL.

https://youtu.be/IPbwefU_gUo



REAR COMMODORE

Glen Eddie

HELLO everyone. April is finally here...or as I like to call it..."boat cleaning in the cold" season. Time to make sure our boats are super clean before they go into our little bay. Sometimes the logic escapes me. Also is it just me or are the winters now going as fast as the summers. It seems like yesterday that we were taking the boats out of the water. This world is moving too fast for my liking.



On the social front, I would like to thank everyone who helped out with the Ways and Means Social in March. It was a great success and I think we had more attend the event this year than ever before. Thanks again to all who helped make the event happen. A special thanks to Marilyn, Phil L., Doris, Annie, and of course Peter and Lynda for all your help and work to make the event a success. I am always surprised at the number of wonderful volunteers we have helping at each event. As I have said in the past, we can't do these events without your support. Your work is very much appreciated.

On the racing front, I want to remind you that our first race meeting will be at the club on Wednesday April 26, 2017 at 6:30 pm. This is the meeting where we determine fleets and race protocols for the year. If you haven't raced in the past but would like to (whether in your own boat or as crew on another boat) make sure you attend the meeting. Skippers are always looking for crew for the season and the best way to get on board with a boat you want is to set up the match early. Food and beverages will be supplied. This year we will also have special guests, Scott Collinson and Wendy Loat to go over the rule changes for 2017-2020. Both speakers are accredited National judges for protests, etc. and will be able to advise us of the changes to the rules as well as in some cases our incorrect perception of the rules as currently drafted (i.e. sailing one's proper course).

Our first Wednesday race is scheduled for May 24th and our first weekend race (the Ice Breaker) is on the immediately following Saturday (May 27th). Come on down for the race

Continued on page 5

RACING CAPTAIN

Jamie Carroll

HI EVERYONE! In a few short weeks, we will be looking at launching our boats for another awesome season of racing and cruising.



You are all invited to the Racer's Meeting at 6:30 p.m. on Wednesday, April 26th. This is a great social event and the Racer's Meeting gives us all a chance to discuss the coming race season.

Special guests, Scott Collinson and Wendy Loat will be in attendance to talk about changes in the Race Rules 2017-2020 and to give their valuable insight into racing generally. Both are accredited National Judges with a wealth of racing experience and will be on hand to answer any questions.

Those skippers who have acquired a different boat, updated their sail inventory or are new to the Club, please contact Bruce Bateman or myself about having any sails measured or about any new or revised PHRF Certificates. For anyone buying new sails, your sailmaker can provide a certificate for these measurements.

The Schedule for Wednesday evening and weekend racing is:

Wednesday Evening Racing

- Warm up race May 17th
- Series 1 – 5 races starting May 24th to June 21st
- Series 2 – 5 races starting June 28th to July 26th
- Series 3 – 5 races starting August 2nd to August 30th
- Make up races: September 6th, 13th, 20th, 27th

Weekend Racing

- Ice Breaker Race—May 27th
- Dufferin Bell Buoy Race—June 24th
- Summer Blast—TBD
- Race des Voyageurs—August 19th or 20th
- Bluffers Challenge—September 2nd
- Frostbite Race—September 9th
- Circle of Life Race—September 23rd

Please bring with you to the Racer's Meeting any suggestions, or concerns that you may have regarding the coming race season.

I look forward to seeing everyone at the Club for the Racer's Meeting.

Jamie Carroll
Race Captain 

Scott Collinson:

Sail Canada Club Judge working toward my National Judge accreditation. Summer 2016

Sat on the International Jury for the J/24 North Americans (PCYC) and was Jury and Chief Umpire for the Optimist Canadian Championships at ABYC.

Currently holds the portfolio of Rules and Protest Chair at the Royal Canadian YC. Represented Canada in the Admiral's Cup in England in 1983 & 1985.

Was the bowman on Canada 2 in the 1987 Americas Cup Trials in Perth, Australia.

Member of the Canadian Sailing Team (Soling) in 1995 & 1996.

Has won Canadian Championships in the Soling, J/24, J/105 & Laser (Masters).

Has won North American Championships in the J/105 and Farr 30 classes.

Scott currently races Laser Masters and J/105 internationally, and has a J/24 that he club races out of the Royal Canadian YC.

AND

Wendy Loat:

Wendy has been a National Judge since 2008.

She has worked as a judge at three world championships, several North American and Canadian Championships and was one of the members of the jury at the Pan Am Games in 2015.

She is best known at TH&SC as the skipper of the Thunderbird, *Looney Tunes*, and frequently waves to members she knows from her former club on Wednesday nights when she races her Laser.

Preparing To Launch

by Todd Wilson

SOME quick and easy suggestions to consider when preparing your boat for launch. If we all do a little, it adds up to a lot of saved time.

Having worked both wet and dry slings for several years I have a few suggestions that I am sure many of us have heard before—some of which are really preparation for haul out—and easy to do while working on your boat.

1. Marking your cradle pad adjustments will help efficiently place your boat on its cradle when the time comes in the fall. Just the way you wanted it. Using plastic zip ties around threads easily marks the correct position, or a piece of wire twisted tightly around the threads or even a bit of spray paint or tape can work.
2. Mark your keel position on your cradle. There are many examples around the club including the use of spray paint, bottom coat over painted onto the cradle. Or better yet consider a physical stop exactly positioning your keel.
3. Hang your fenders both port and starboard to protect your boat.
4. Clear your decks of all equipment and debris.
5. Mark your lifting points. A piece of tape works fine. Take a look at lifting points. Realistically can they be adjusted to avoid having to split the lifting belts.
6. Secure all life lines.
7. Let the cradle crew know of shafts, through hulls, knot meters etc.
8. Attach maximum 20-foot lines at the bow and stern. No knots or hardware.
9. Have your dock lines ready to go, neatly stowed and/or secured as to avoid a trip hazard.
10. Close all through hull valves.
11. Once docked, check through hulls, hoses etc for leaks and then rejoin your launch team.
12. Where possible, leave biminis, dodgers, life rings, anchors etc off until at the dock.
13. Do you need a tow? Let a coordinator know so they can inform the tow boat.
14. Do not attempt to paint missed spots on your hull, i.e. under cradle pad locations as your boat is being lifted.
15. If you have a trailer make sure the tires are adequately inflated.

Ok...more than a few points.
Todd Wilson, *Blue Sky*. 🚤



MAY 27, 2017 THSC ANNUAL NAUTICAL YARD SALE

Sell, donate, barter. Meet old friends and make new friends. Join the club to establish our first Annual Nautical Yard Sale. Your extra or lovingly used or new items whether, sails, winches, lines, books, tools maps, clothing, fishing gear, **all things nautical** will find a new home. Make money and share your hidden treasures. Don't be disappointed and come early and set up your table!

Email to reserve a table (no charge):
lynda.dejongevanderhalen@gmail.com

Members and guests welcome. Please price all sale items. Remove all left over pieces at the end of day. Donated items will be sold at club table. **Saturday May 27, same day as the Ice Breaker Race and Rear Commodore Meet and Greet dinner.**

THSC FIRST ANNUAL NAUTICAL YARD SALE

Loosing hair over
hoarding all these
sail items you never
use? — Free yourself
— make \$ - or donate
to the club — here is
your chance to give
those items a new
life!

Be the first on your
dock to sail stress
and clutter free!

Plan to come shop!
Treasures
Bargains Galore!!!

THSC

Saturday May 27
Sale, 3 pm to 6 pm
Setup, 2 pm

Rear Commodore...

Continued from page 3

and stay for the Rear Commodore's Welcoming Get Together. Check for upcoming email blasts on the first social event of the season.

I also wanted to mention that we are having our first ever Nautical Yard Sale during the day on May 27, 2017. Look further on in this edition of the Spar and Prop for more details.

This year the Weekend Brunch assignments are as follows:
Sunday May 21—RC Brunch
Sunday June 11—A Dock Brunch
Sunday July 2nd—B Dock Brunch
Sunday August 6—C Dock Brunch
Sunday September 3, 2017—
D Dock Brunch.

Each dock captain is responsible for getting your chefs in line. Feel free to drop me an email at geddie@torkinmanes.com. This has turned into a very competitive event so make sure you start planning early.

On the cruising front, please look at the calendar at the back of the Spar and Prop to see when the cruising events are. Please touch base with (cruising@thsc.ca) if you intend on going on any cruises.

Lastly, I just want to say have a great season everyone and make sure you come to as many events as possible. The club works when everyone participates and we truly do have a great club. Looking forward to seeing everyone down at the club. 🚤

THSC May 27 4:00 to
6:00 p.m.

Beer Commodore's Meet and Greet

\$10.00 each adult
\$5.00 each child



Dinner at 5 p.m. approx.
\$10.00 per adult, all inclusive
dinner
\$5.00 per child/teen
Liquor license in effect 4 p.m. to 6 p.m.

SOCIAL CHAIR

Lynda de Jonge van der Halen

THERE was a great turn out for the Ways and Means Social on Saturday March 10, with more than 50 people in attendance. The clubhouse was filled with conversation and smiling faces. (Or were those flushed faces...?) The Irish coffees prepared by Peter were popular as always as was the chocolate whiskey cake. New this year was 'green pizza'. The idea originated with Doris and was prepared by our enthusiastic kitchen team of Marilyn, Phil and Annie, with our versatile Rear Commodore Glen Eddie taking the lead as our pizza king. Thank you to all who attended!



If you have not already signed up for at least one job, please contact one of the following to find a way to earn work hours and contribute to the club in a way that best suits you. There are many projects and events being planned and the organizers would appreciate knowing ahead of time that they have workers signed up and ready to proceed with the work.

Harbourmaster—Paul Evans 416 292 7458 harbourmaster@thsc.ca

Seawall—Tom Monson tjmonson@gmail.com

Property Manager—George Tsapoitis 416 972 6324 georgett@sympatico.ca

Social—Lynda de Jonge van der Halen 416 284 3903

lynda.dejongevanderhalen@gmail.com



SAILPAST 2017

Saturday, June 10

SCHEDULE OF EVENTS

12:00 P.M. Skippers Meeting & Blessing of the Fleet
 2:00 P.M. SAILPAST
 4:00 P.M. Commodore's Punch and Canadiana Appetizer Challenge
 Easvestrough races and family activities
 6:00 P.M. Dinner (SHARP)
 8:30 P.M. Dancing with Moebius Stripper

Liquor license in effect from 4 p.m.

Adults: \$37 adults (until May 31) \$42 each (after May 31)
 Young teens: \$16

Tickets available May 6 at Launch and May 27 at Meet and Greet.
 Or by email until June 5, lynda.dejongevanderhalen@gmail.com
 Cash or cheque.

Save the date!
 Plan your group now and let us know your preferred table mates when you reserve your tickets.
 Reserve your Sailpast tickets now.

SEE INFO SHEET INSIDE FOR ALL THE DETAILS.

Saturday May 6 LAUNCH DAY

THE KITCHEN IS OPEN!

Bring cash(loonies, toonies, small bills please) for purchase of:



Breakfast and snack items (Hot and cold breakfast items for sale.)

Delicious hot lunch with dessert and afternoon snacks

Tickets/reservations for

Sailpast June 10 (reserved seating) Request seating for Sailpast with the names of people in your group.

Please book early.

May 27 Rear Commodore event (open seating)

(Cash or cheques accepted for both events.)

WAYS & MEANS SOCIAL



Saturday July 1 Canada Day 150th birthday

Let's make it a big birthday party!

In celebration of Canada's 150th anniversary, we are planning a potluck supper on Canada Day.

Members and guests are invited to bring their own main dish/meat and to sign up to bring an appetizer, beverage, salad or dessert.

Let's make this a bigger family event at THSC in 2017. There will be music from noon in Woodbine Park (ne corner Lakeshore and Coxwell). There is also a water play area at the east end of Woodbine Park near Lakeshore Road.

The magnificent City of Toronto Fireworks display at Woodbine Beach at 9:45 pm approximately (area of the volleyball courts) are always a crowd pleaser and bring thousands of people down to the waterfront.

Members and guests should plan to bring their membership/guest card with them as police often close off the access to Ashbridges Bay Park Road, south of Lakeshore by early to midafternoon, and they may need to show the membership for access to the road to our THSC club parking lot.

Gather for a Pot luck supper at 6:00 p.m.

Please sign up ahead of time. Bring a dish appropriate to the size of your own group to share on the communal table.

Categories such as appetizers, snacks, dessert, beverages, salads, surprise us! Think Canadiana or red and white or just bring something tasty!

THSC will provide a variety of red and white table clothes and novelties. Each group to then decorate their own table. Open seating. You may add to the theme décor by bringing some of your own items.

Bring a game (for lawn or table top) for your group to enjoy. Ask others to join you.

Bring an activity for the kids, eg. make a Canada Day craft or a food creation for the communal supper table.

THSC to provide sparklers and/or glow bracelets (only with parent supervision). Bucket of water handy for dousing sparklers.

Watch the fireworks from the balcony, D dock, some boats, or walk into the park if you like crowds.

THSC will provide some Canadiana puzzles, a scavenger hunt, trivia, dvds, eg. Paddle to the Sea, available throughout the afternoon and evening. Families are invited to bring a kid friendly dvd if they wish.

Make it a pajama party! Sleep on your boat and in the morning you can be first in line for the holiday Sunday breakfast!

THE PERILS OF PEREGRINE

by Peggy Wheatstone

The Perils of *Peregrine* Episode 2 – 17

Last issue had the intrepid four (2 Wheatstones, Deb and Lee) anchored in Philipsburg waiting for a weather window with a little less wind. It took four days, but Friday morning it looked as good as it was going to get. Mike and Lee went to check us out and after a quick lunch we headed for St Barts.

The wind was on the nose and the seas heavy. Our Captain was not happy.

Arriving there however we were delighted to have our choice of balls in Anse de Colombier.

The first order of business was to throw up the Q flag since no one felt like braving the seas to dinghy to Gustavia to check us in. It's about 2 nm and always straight into the seas.

Personally I ignored the fact that I too now had the plague and went snorkelling. I was rewarded with a spotted moray about one metre long.

Since the wind had now abated enough for my air chair we figured out how to hang it from the halyard. The catch was we couldn't find the cross beam that goes at the top to keep the two sides apart. Mike improvised with a boat hook. Lee, many days later, earned his keep by finding the missing piece in the (port) v-berth in their cabin. A place, I might add, about as far as possible from where the chair was stored in our (starboard) v-berth.

Saturday the boys did brave the ride to Gustavia. They checked us both in and out as the plan was to leave for Nevis on Sunday. But the weather Gods were nothing if not fickle this winter. Sunday they went back and cancelled the plan. We ended up staying put for a week with a small side trip to a different ball in an attempt to lessen the wind tunnel effect off the coast. We were rewarded for this extended stay with a Green Flash at sunset, Deb's first. Lee forgot to put his glasses on and missed it.

We spent the week alternating "excursions" with lazy days aboard. We attempted the walk up to the "village" of Colombier. With Deb and I both suffering from the cold from hell it was a slow and arduous walk. A better trail than many we walked it

was a lot of steps and required frequent rest stops. Deb stopped just short of the top. The rest of us forged on and the view was spectacular. Even the one of the approaching rain storm. Of course the batteries had died on Mike's camera part way up.

Off back down the trail we went, picking up Deb on the way. Now I am not sure if it was the time of day, the rain or a combination of the two but it seemed as though every turn of the path brought us face to face with another tortoise. A baker's dozen all tolled. Our favourites were two crossing the path from opposite sides having a Mexican standoff in the middle.

Wednesday the boys were back into Gustavia to book a car for an island tour the next day. Thursday we headed in for the day. Knowing about the cost of food in the restaurants in St Barts we packed some cheese and tomatoes to go with a planned purchase of baguette and ham in Flamand. (Side note to cost: a colleague of Deb's had recently stopped here on a cruise. Lunch of a seafood platter with a glass of wine and a burger and beer was \$130US.) We also wore our bathing suits over to Gustavia and changed in the Marina washroom so we would be dry for the day. Then off to pick up our little electric car. I had refused to even entertain the notion of scooters. Once doing that was more than enough for one lifetime.

Our little car was a great success but so quiet it was a little disconcerting. Was it going or not? The first stop? The village of Colombier. Deb did get to see the view. We ran into (surprise!) a Canadian couple who rent a condo for a month every year. The cost? Wait for it! \$7,000US per week. Ouch! I am pretty sure for forty grand Canadian plus food I might broaden my horizons and have some pretty amazing vacations but that's why we are all different I guess.

Next stop Flamand. Two packets of ham (home packed in foil) and two baguettes for \$10 and we were set for lunch. And we only used half. Now that's in my price range!

Our little car did well. Even on all the steep slopes and hairpin turns she performed admirably, albeit a little slowly for the patience of some people behind us. We checked out for the next day and headed back.

On return to the bay we discovered

a Leopard 46 we had met in St Maarten (*Rising Tide*) had moved over from Gustavia despite the lack of cell and WIFI coverage. Drinks and nibbles happened on *Rising Tide* after a quick swim and shower.

Friday we headed off to Anguilla for the weekend and had a fabulous sail over. Lee was finally rewarded for his patience. Successfully anchored after three aborted attempts to get our anchor to hold we had missed customs and raised the Q flag.

Saturday saw Deb and Lee heading off on an Island tour, sadly not as good as the one we had last year. Then dinner on the beach at a very nice tapas style restaurant recommended by *Rising Tide*. Sunday was a nice sail back to St Maarten.

We were joined that evening by Diana Delahaye. She was able to sneak in a four day visit between jobs. While her time there was a little frantic and erratic we managed to show her enough for her to want to come back.

So...the frantic and erratic part. Monday morning I headed off to see a doctor since my plague was not going away and showed serious signs of taking up permanent residence in my chest. Back on the boat with drugs in hand the three ladies were waiting for it to be time to head off to a SMYC ladies lunch when Mike emerged from one of transom locker basements complaining of a pain in his right side. Thinking he had just pulled a muscle Deb, Diana and myself headed out. Lunch at the Thai restaurant was very nice and we didn't hurry back, stopping to re-provision after our ten days away.

When we got back to our shore side neighbours, Dyana (with a y) Symonds said the Mikes were not yet back from the hospital! What!?!

This began a sojourn of visits to doctors and clinics on both sides of the island over the next four days. The conclusion was that Mike had a kidney stone. Our shore neighbours outdid themselves in their attention and help during this time.

We did still manage to go out for a lovely Valentines dinner with Deb and Lee, Diana choosing to stay home and enjoy chilling alone on the boat in solitary splendour. Wednesday was ladies day shopping in Philipsburg.

Interestingly on Thursday there were two West Jet flights leaving the island one hour apart. Deb and Lee were on the first one, Diana on the second, which was coincidentally

RECIPROCALs

Peter Martyn

TH&SC's 2017 reciprocal invitations were sent out by email (cost to the club: \$0.00) at the end of February to 83 clubs (and Port Whitby Marina) on the Great Lakes and St. Lawrence River, plus Club Náutico Internacional Hemingway in Havana, Cuba.



We've had 18 responses so far. As well, many of the Great Lakes clubs now have permanent reciprocals. You'll find all the particulars will be in the white Reciprocals binder in the OD cupboard beside the patio door.

Look for copies of the Reciprocals Club List on the bulletin board in time for cruising season.

Cruising the American side

Landing in the U.S. may prove more challenging this year, with the new administration's focus on border security and its various restrictions on documented and undocumented aliens. (When I lived in D.C. and Ohio as a teenager, I delighted in my "alien" status. Today, it's no longer the amusing designation it was then, calling to mind movie monsters with big eyes and leathery skin, or Sigourney Weaver.)

You will need a passport. Officer Rice, a Customs and Border Protection official in Buffalo assured me that the videophone check-in system (Outlying Area Reporting Stations or OARS) is still in operation, allowing you to land at ports (such as Wilson) and scan your passport and those of any crew as in the past.

As of early April, the Canadian Border Boat Landing Permit or I-68 program (essentially a visa for Canadian boaters) computer system was down for an upgrade. Officer Rice said that either the new, enhanced version of the I-68 system will be in effect for the 2017 season or they would restore the system they had last year.

The website — <https://www.cbp.gov/travel/pleasure-boats-private-flyers/cbbi> — no longer lists Toronto International Airport as venue to present yourself and any crew/guests you may plan to have aboard) for an I-68 interview, although it is unclear whether the U.S. Waiver Office at Pearson (Pearson Terminal 1, Departures Gate 8, Saturday 8 a.m.-7 p.m.) still allows you and your passengers to apply there.

If you have a Nexus card, you may be able to register for an I-68 online.

There is also a program called SVRS (Small Vessel Reporting System) <https://svrs.cbp.dhs.gov/Application/Default.aspx> It is essentially a Trusted Traveller designation. Again, you'll have to present yourself at a Customs and Border Protection office in a U.S. city. And everyone aboard your boat will have to join the program before you set out for the U.S.

No matter what your personal paperwork (passport only; I-68 or SVRS), if your boat is 30 feet or longer, you'll need a border-crossing decal (essentially an annual fee for landing at U.S. ports; it costs \$27.50 US per season). You can order the decal at <https://dtops.cbp.dhs.gov/main/>

Persons on Useful lists of telephone numbers, procedures and documents can be found at http://www.great-lakes-sailing.com/canada_us_border.html, though I can't vouch that they're all up-to-date.

You should also be aware of the possibility of inspection and/or seizure of your personal electronic devices: <https://www.cbp.gov/sites/default/files/documents/inspection-electronic-devices-tearsheet.pdf>

Finally, there have been numerous reports of some CBA agents performing "extreme vetting" or denying entry to people of certain ethnic backgrounds or whose names appear to fit some unpublished criteria that raise suspicion in the hyper-vigilant time our neighbour to the south is enduring. Cruise wisely and cruise safely. ▲

Our longtime and well travelled members, Aubrey and Judy Millard were well received at the recent Shellback luncheon at the RCYC downtown clubhouse. They did a presentation about their first few years of live aboard life, from Georgian Bay and south via Chicago to the Caribbean and across the Atlantic with travels in and around the UK, Scandinavia, France, and four years in the Med and the Black Sea. When asked if they did any diving while travelling, Judy responded that space for food took precedence over scuba tanks when packing the boat for multiyear year journeys, with snorkeling or renting tanks the preferred option. The Millards are scheduled to return to the Shellback Club on October 18, if you would like to hear about their most recent travels over the last few years.

PAST COMMODORE

Don Bland

AS A shy, modest unassuming personality, one of the most difficult responsibilities of being a board member is composing my articles for the Spar and Prop. Well here is my effort for this issue!



Welcome to spring at TH&SC. It is a real pleasure to meet and greet as well as catch up with everyone.

Winter cruisers are returning from their southern climes vessels to the TH&SC. Snowbirds are grudgingly returning just to prep their boats. I know this as I have recently joined their ranks. I now have somewhere to go to do projects in the winter months. Then I will not be rusty when it is time to tinker on *Nambucca*.

Please consider helping out with the on going sea wall, board walk replacement. The weather gods have not smiled upon us this year.

This year our Commodore, Rear Commodore and Property Manager's two year terms are completed. Please join me in complimenting them on how irreplaceable they are and how much you appreciate their efforts.

Should you aspire to their jobs please speak to me and talk to them regarding the responsibilities of their positions.

Wishing us one and all fair winds and warm sunshine. ▲

The Perils of Perigrine...

Continued from page 8

bringing in our friend John. The plan was, therefore, to take them up to the airport together. But this is the Caribbean. Diana's plane was very late. We reluctantly said goodbye to Deb and Lee and Diana helped us take the boat to the gas dock for water. Benefit! She can honestly say we did get off the ball. We were able to keep her for dinner too as her flight did not leave until well after 9 pm.

I will leave you here as the Saga of John's arrival is too long for this tale and your patience.

As I write this we are home in 7 more sleeps, and no, we have not checked our tickets...yet.

Peggy and Mike—*Peregrine* ▲

WHERE ARE THEY NOW?

Judy & Aubrey Millard (*Veleda*)

Aubrey and Judy Millard have left *Veleda IV* on the hard in San Carlos, Mexico after a busy season where they sailed to Haida Gwaii (the Queen Charlotte Islands), and Vancouver, then down the west coast with several stops in Oregon and California to the Baja Peninsula and the Sea of Cortez in Mexico. They have already returned to Toronto and Aubrey has volunteered for the work party working on the sea wall on Saturday April 8. They plan to tour Northern Ontario in their trailer during the summer and to return to *Veleda* in late October to continue sailing the Mexican west coast. They also hope to do some sailing and racing with other club members while they are back.

See page 13 for graphic of *Veleda's* cruising area.

Elizabeth & Chris Hanson (*Groovin'*)

Will be getting back to Florida and putting *Groovin'* away for the summer.

Peggy and Mike Wheatstone

See page 8 for the "Trials of *Peregrine*".

Pat and Geoff Craigen (*Beach House*)

See page 12. ▲



1977 Hunter 25 \$5,000. OBO

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9.9 Johnson motor
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Nauticals



JUST CALL ME LUCKY. VIOLET JESSOP WAS BORN IN ARGENTINA, OCT. 2, 1887 TO IRISH PARENTS. SHE WAS 16 WHEN HER FATHER DIED AND THE FAMILY MOVED TO ENGLAND ~ VIOLET WENT TO SEA AT AGE 21, AS A STEWARDESS, WITH THE ROYAL MAIL LINE SHIP, ORINDCO IN 1908. ~ IN 1910 SHE WAS A STEWARDESS ON RMS **OLYMPUS**. WHEN IT LEFT SOUTHAMPTON IT COLLIDED WITH H.M.S HAWKE. DESPITE HEAVY DAMAGE IT MADE IT BACK TO PORT. ~ ON APRIL 10, 1912, VIOLET JOINED THE **TITANIC** ASA STEWARDESS. WHEN THE TITANIC WAS SINKING, VIOLET WAS ORDERED TO BOARD A LIFEBOAT TO SHOW THEY WERE SAFE. THEN SHE WAS TOLD TO HOLD A BABY IN HER ARMS, UNTIL THE MOTHER WOULD COLLECT IT. THE LIFEBOAT AND PASSENGERS WERE PICKED UP BY RMS CARPATHIA. ~ DURING WORLD WAR I, VIOLET SAW SERVICE AS A NURSE FOR THE BRITISH RED CROSS ABOARD HIS MAJESTY'S HOSPITAL SHIP **BRITANIC**, A VESSEL SLIGHTLY LARGER THAN THE TITANIC. ~ IN 1916 WHILE IN THE AEGEAN SEA, NEAR GREECE, THERE WAS AN EXPLOSION ON THE SHIP. IT SANK IN 57 MINUTES. IT IS UNCLER WHAT CAUSED THE EXPLOSION. BEING A HOSPITAL SHIP IT PROBABLY WAS NOT A TORPEDO. VIOLET AGAIN ESCAPED WITH HER LIFE BUT DID SUSTAIN TRAUMATIC HEAD INJURIES. VIOLET DIED IN 1971, AGED 84, OF CONGESTIVE HEART FAILURE IN HARTEST, SUFFOLK, ENGLAND.



Researched by Gerry McManus



FLEET CAPTAIN CRUISING

Keith Willson

KROOZ nooz

Just a little reminder that our first two cruises are to:

Bluffers Park Yacht Club on

May 20 - 22

Port Credit Yacht Club on June 17 - 18

We are looking for host boats for both of these cruises, so if you are interested, then contact either Peggy Wheatstone or Lee Rixon. If you have



never cruised with TH&SC before, then the host boat is responsible for cooking the dinner on the Saturday night with the club funding the food, and everyone else brings either an appetizer or dessert.

Usually breakfast on the Sunday is also a communal affair with each boat bringing an item for the breakfast.

We will be putting up sign-up sheets for each of the cruises at least a week prior, but add these two dates to your calendar now.

If you have never been on a TH&SC cruise before, then please come out and give it a try.

Your Krooz Krew ▲

NOTES FROM THE ANTIPODES

by Mike Smith

The New Zealand boat:

She's a Wright 10 — Wright for the designer, Alan, and 10 for the length in metres. She has a 7/8 fractional rig, she's tiller-steered, and she has a furling genoa and a boom-furled main (about which more later). We were in Auckland from mid-December to mid-February for our first real chance to get acquainted with *Above The Fold* (about which more later) and we expected there would be a lot to do and to learn.

We were correct.



The shakedown cruise:

We left the dock at about 0830 on Christmas Day for the 80-mile passage north to Tutukaka, where we had booked time at a resort we like. Three of us were aboard — Libby, her son David, and me. The rest of the family planned to drive north the next day. We had overcast skies with the wind on the port quarter, starting at about 12 knots and rising during the day; we saw gusts above 22 in the afternoon on an average of about 18.

I had planned to cover about 32 nautical miles the first day and anchor for the night. But we made very good time and were passing my planned anchorage by about 1300. Members of the crew (well, David) suggested we should simply push on.

What was not clear from the charts was that there is really no good anchorage in a southwesterly for the next 35 nautical miles or so. And then the wind really started to get up, which was both a good thing (we spent long periods flying along at eight knots or more) and a bad thing (it was a lot of work to keep the boat on her feet).

The in-boom furling is a great

thing, but there was no furling line, which meant throwing on a PFD and clambering to the mast with a winch to reef. We put in the first reef, but in retrospect, we should have reefed more deeply. But we didn't because it would have meant going forward again.

We also had a hard time figuring out how to reef the gennie and make it stay reefed, which meant we were pretty much over-canvased for the rest of the trip.

This can be disconcerting in 20 knots.

But we did make really good time and 1900 found us tired but happy at anchor. After a good meal, a night's sleep, and a rather lazy start, we made Tutukaka about 1200 the next day. The drivers (Lauren, Liam, and Zoe) arrived at about the same time — one of the advantages of car travel.

The bag of something:

Above The Fold is equipped with a 15-kilogram Rocna anchor. Rocna anchors are the bomb. They bite every time and hold with remarkable tenacity...unless they land on something untoward.

One day in Tutukaka, we thought we were dragging a bit. The wind was 10, gusting to 13, in the harbor so we were a bit puzzled. We upped anchor, moved, and reset. We still seemed to be not as stable as we'd like, so we did it again. This time I put out another few metres of chain. OK. All good. Off to lunch with the family, us by dinghy, them by car.

As we returned in the dinghy, we thought that we were rather closer to the rocks than we had been. Looking down on us from the resort, David and Lauren had come to the same conclusion. We fired up the motor, hauled up the anchor (electric windlass, my back thanks you), and moved away from the rocks. This time, I glanced over the bow and what should my wondering eyes behold? What looked like a blanket roll full of mud was hooked over the point of the Rocna. What had been holding us more or less in place all day had been 15 metres of chain; the anchor was totally unable to bite.

A few seconds work with a boathook and all was well.

The first dolphins:

After 10 days in sunny Tutukaka, it was time to sail back to Auckland. The crew this time was composed of

Libby, Lauren, and Liam (7), with yours truly, as skipper, having his



gentle suggestions questioned by the distaff sailors. On the second day, we were trucking along in about 9 knots of breeze under sunny skies (one of the few times the wind was below 15 during our entire trip, by the way), when we were joined by a pod of dolphins.

They really do frolic around the boat.

We had other dolphin sightings later but they were more businesslike. We had somewhere to go and so did they. The first dolphins were in a playful mood and it cheered us up all day, especially when the wind got up to 20 knots again and we still couldn't make the gennie stay reefed.

The main reefing line:

The riggers needed a calm(ish) day to put in a reefing line for the main. There wasn't one for weeks. Finally, two or three days before Bob Prosper and Laurie Chan arrived for their flying visit, we had a relatively still day — eight knots of breeze at the slip.

In-boom furling is a great thing, when it can all be done from the cockpit. Yay! Did I mention the electric halyard winch? Eat your heart out, John Morris.

The name:

The boat's name when we bought it was *K-Cee*. It's not a great name to start with and no one seemed to know the background. So we changed it. Lib and I had always wanted to name a boat *Deadline*, so if anyone wanted us to work we could say, "sorry, we're on *Deadline* that week." The Kiwi connection thought that *Deadline* was too macabre so we settled on *Above The Fold*, which is where matters of continuing importance are displayed in an broadsheet newspaper — as in "Don Bland was happy the Liberals' woes ran above the fold for weeks."

For your future reference, Easy-Off

Continued on page 12

Notes From the Antipodes

Continued from page 11

extra strength oven cleaner takes paint off gelcoat like a charm. Apply, wait a minute or so, and wipe off. Accept no substitutes; the Kiwi oven cleaner we tried first was useless.

The site visit:

We had sailed with Bob and Laurie in Croatia and had a great time. So we invited them to come south and they did. They have to work (poor buggers) so they could only come for two weeks, but they did tourist things in Auckland a few days, took a day trip to the Bay of Islands, and then came out with us for a five-day cruise.

By this time we had changed the name and sorted out the reefing, the sewage system had been upgraded (a brand new Raritan Electro-Scan to replace the failing LectraSan unit), we understood the oven (a bit of gymnastics is needed to turn it on), and we had new sheets and pillows. What could possibly go wrong?

Well, nothing, really. And nothing did. There was some great sailing. There were more dolphins. There were quiet anchorages (and one where we rolled all bloody night long. But the Rocna stayed solid). We almost swamped the dinghy landing in a wave. ("Mide a bit ev a hesh of thet," a passerby told us in Kiwi English.) Laurie found the bones of a sheep (we hope it was a sheep) while walking a beach. Bob caught fish. Many fish.

The highlight:

On Day 5, we battled a 15-knot headwind (rather stronger than the predicted 10) for two hours before we could turn toward home. As we cruised along the coast of Rangitoto Island (just outside Auckland harbor) I decided it was time to roll in the sails, because we had learned that when it's 15 knots outside the harbour, there are likely to be gusts to 22 inside, however counter-intuitive that might sound.

As Bob was grinding the gennie in, Laurie spotted black fins two boat-lengths from the stern. They were orcas, a mother and calf pair in no hurry to go anywhere. They dived a few feet (we had four metres under the keel), came back to the surface, rolled in unison, dived again, and so on for about 10 minutes. Then they swam away and we lost sight of them.

It was a magical end to a fine week and a wonderful two months. ▲

PROPERTY MGR.

George Tsapoitis

OUR gratitude goes out to Rosemary Johnson for all the work she has done in the gardens over the years! Rosemary is passing the baton to Del and he will need two helpers in assisting with the ongoing gardening around the club.



The timbers around the garden beds at the clubhouse need replacing—this job is posted on the bulletin board.

Two dark blue bins marked East West Disposal are for garbage/wood in the taller bin and shrink wrap poly in the smaller bin. Please make a note of this. Thank You. These bins will be picked up from the club on Thursday May 4th. Therefore please ensure that all poly/plastic, tarps, wood and junk is placed in these bins before the above date. None of that stuff is to be put in our permanent garbage and recycling bins opposite the gate. Those are for weekly pick during the season. I am going to keep a very close eye on this!

The on-demand hot water heater in the kitchen will be moved to the furnace room sometime before launch. In order to move the water heater we need to clean out the events storage area on second floor, for the piping and venting to go through the roof. We need two members for this job ASAP.

The hot water heater supplies lots of hot water, however, there is a time delay/lag for the hot water to reach the faucets, showers etc. Familiarize yourselves with this delay, especially the showers.

The dishwasher requires emptying and cleaning every night during the sailing season. And again, when filling up the dishwasher, run the hot water tap in the kitchen sink until the hot water starts flowing—remember there is a delay and then begin filling the dishwasher.

A new gas stove will be installed in the kitchen. Moving the water heater has freed up space for this much needed appliance. As well as rearranging things in the kitchen the main jobs for the property this season are as follows: regrade the yard with new gravel; re-seeding the lawn area around the club house; preventing water from getting into the dining room floor, which causes the parquet flooring to swell and buckle.

This is partially a drainage issue

from the east wall and we will be rerouting some of the eaves troughs.

Randy Boyd and Jamie Smallwood will be checking this stuff out.

Repairs to the large outside lockers abutting the garage, cleaning out the garage and re-organizing it.

And Michael Adams has a list on the board for work at the north end of the club, "Mikey's bailiwick".

Please do not have your boats plugged in before launch unless you are at the club when it is plugged in!

Please **DO NOT LEAVE STUFF LYING AROUND THE WORKSHOP UNLESS YOU ARE THERE WORKING ON IT AT THE TIME...**not fair to the rest of us!

This being my second season as Property Manager I seem to have a better grasp on what is required around the club and to keep an eye on things. I am very appreciative of those from whom I have sought counsel on property matters. Therefore I feel better empowered and will be putting on a somewhat different hat in ensuring that we all pull our weight and are respectful of the property by all of us! Like cleaning up after oneself, kitchen, barbecue, washrooms, laundry room, recycling bins, etc. Cheers and thank you all. George (HECTOR, THE CLUB PREFECT)! ▲



The dinghy strapped down on deck, canvas put away. Just a few little things to tidy up and *Beach House* will be ready to spend summer on her mooring in Carriacou. see pic.

By the time you read this the Craigens will be back in Toronto to deal with some land based house issues. If it's not one thing it's the other.

At least Chris will have *Remedy* ready for some summer sailing.

OFFICER OF THE DAY MANAGER

Peter de Jonge van der Halen

2017 OFFICER OF THE DAY PROGRAM



MANY of the heritage members will be familiar with the Officer of the Day protocols, but the following key points will be most useful to new members or others who may need a memory refresher.

Sign up on Launch Day, Saturday May 6, at the OOD sign up table.

1. Every Senior member or Life member with a boat on the property must do one tour of duty of four hours during the season. The only exceptions are the Club's Executive, and those members with physical/medical issues, who have been exempted by the Executive.
2. If you need to change the time slot you signed up for, you are responsible for rescheduling, or trading with another member. Advise the OOD Manager and update the TH&SC ODD SCHEDULE to reflect the change.
3. If you fail to show up for your tour of duty, you will be fined \$180. Your absence will be noticed.
4. Email reminders will be sent each week before your duty, by the OOD Manager.
5. To make sure you can be reached, Claude Soulodre, the Vice Commodore, should have your current contact information.
6. If you are a new member, you should job-shadow a veteran member to pick up the essentials.

At the OOD Station

2017 OOD Checklist identifies the duty members for that week. Specific required activities are listed. Also included is a form for you to identify "Available Slips" and a "Property and Incident Report" to advise the Property Manager or Harbour Master. Stored on a clipboard on the inside right door of the OOD Station.

2017 TH&SC OOD SIGN UP Schedule identifies members who have signed up for the 2017 sailing season. Stored on a clipboard on the inside left door of the OOD Station.

Black OOD Ledger must be completed with a brief summary of your shift and signed (see sample report on the cover of Ledger). It is taken as proof that you have completed your duty assignment. Stored on designated shelf of OOD Station.

Blue OOD Binder provides expanded description of duties, members approved to operate *Mac2*, and the combination to the hand held radio cabinet. Binder stored on designated shelf of OOD Station.

Hand Held Radio in OOD Station. Verify that battery is charging at the end of the day.

The program will run in 2017 from Friday May 19th to Sunday October 1st.

We are looking forward to another great sailing season, and maintaining our reputation as a friendly and welcoming club for visitors.

Peter de Jonge van der Halen,
OOD MANAGER
Sea Pleasure
416-284-3903

TREASURER

Alan Jones



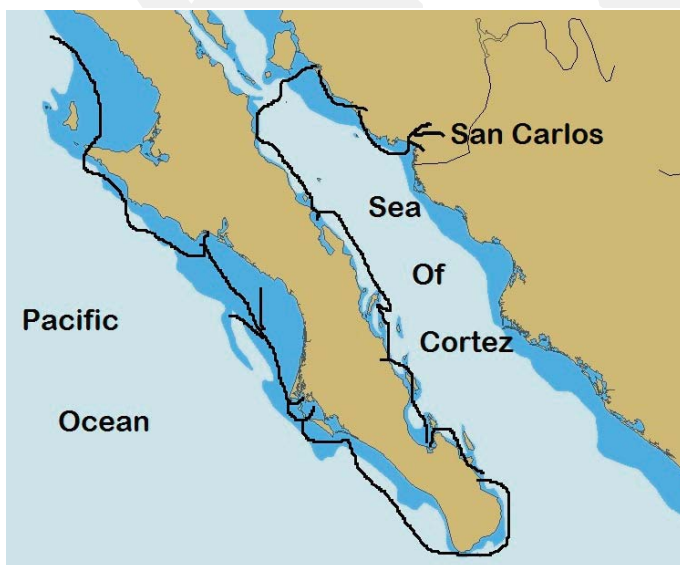
GREETINGS everyone. Well the hardest part of the season is behind us, paying membership fees, ok maybe sanding the bottom is worse. Regardless, everything is in order regarding the fees.

People seem to be catching on to the etransfer process its quick, efficient and less chance of losing anything in the mail. As much as I would like to know everyone's boat name next year we're all going to agree on a password.

Being my first year as treasurer it gives me a new perspective on how the season starts to wind up. All of the crew chiefs are looking for money to start funding their projects and from my perspective I can tell you there is a lot happening. It's all go!

If you like to get your hands dirty and get involved early you could get all of your hours in before your boat hits the water. And there will be plenty of opportunity as the season progresses. Get out get involved.

This is also America's Cup year as well, 50 days as of this writing, a little inspiration for all of us wannabe's on the race course. Hmmmm... Ok enough of this I am going to sign off and watch sailing videos on You Tube. See you at the club. Cheers!



Veleda's 2016–2017 winter cruising and location where she's waiting for next winter.



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CANADIAN YACHTING ONBOARD

 April 2017 						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
SCRUB...CLEAN...PAINT—IT'S TIME!						1
2	3	4	5	6	7	8
					DARTS	
9	10	11	12	13	14	15
					Good Friday	
16	17	18	19	20	21	22
Easter Sunday					DARTS	Earth Day
23	24	25	26	27	28	29
			Racer's Meeting		DARTS	
30	HOORAY! LAUNCH DAY IS NEXT WEEK					

 May 2017 						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	3	4	5	6
						LAUNCH DAY
7	8	9	10	11	12	13
14	15	16	17	18	19	20
Mother's Day			Warmup Race			Bluffer's Park YC Cruise
21	22	23	24	25	26	27
REAR COMMODORE BRUNCH	Victoria Day		Race Series I Race 1			NEW! Nautical Yard Sale / Rear Commodore's Meet & Greet
28	29	30	31			Ice Breaker Race
	Memorial Day (USA)		Race Series I Race 2			↑
GET TO KNOW YOUR BOAT—START RACING THIS YEAR						

 June 2017 						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
SAILPAST—A GREAT DAY				1	2	3
4	5	6	7	8	9	10
			Race Series I Race 3			SAILPAST
11	12	13	14	15	16	17
A-Dock Challenge Breakfast			Race Series I Race 4			Port Credit YC Cruise
18	19	20	21	22	23	24
Father's Day		Summer Begins Tomorrow	Race Series I Race 5			Dufferin Bell Buoy Race
25	26	27	28	29	30	
			Race Series II Race 1			
COME OUT TO RACE—YOU WON'T REGRET IT						

 July 2017 						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
CELEBRATE 150th AT TH&SC PARTY						1
						Canada Day—Big Party
2	3	4	5	6	7	8
B-Dock Challenge Breakfast		Independence Day—USA	Race Series II Race 2			Lakeshore Yacht Club Cruise
9	10	11	12	13	14	15
			Race Series II Race 3			
16	17	18	19	20	21	22
			Race Series II Race 4			Summer Blast Regatta
23	24	25	26	27	28	29
			Race Series II Race 5			
30	31	TRY A CRUISE—GOOD COMPANY, FOOD				