

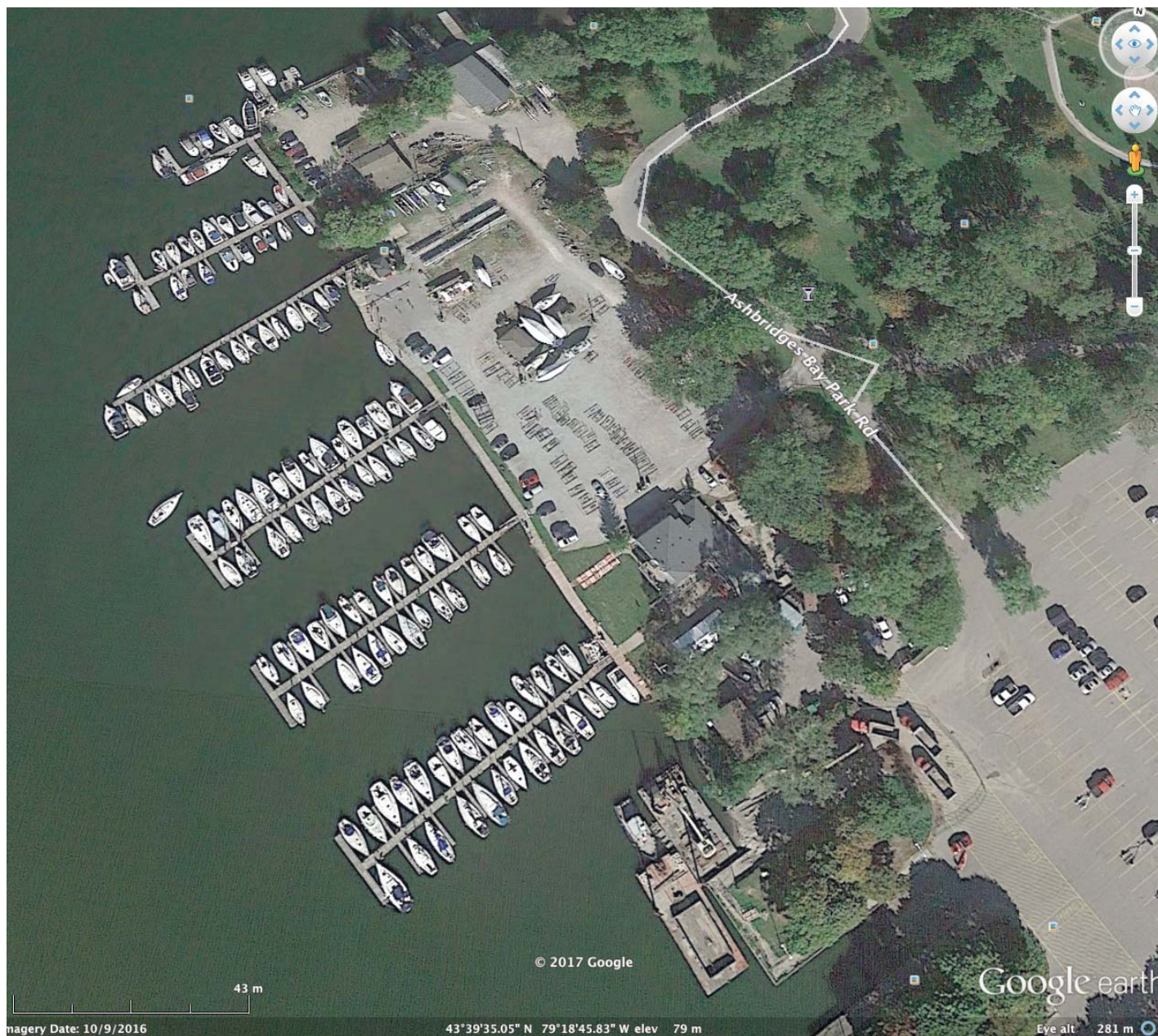


TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop

AUGUST 2017

NUMBER 242



TH&SC—6 OCTOBER 2016



Toronto Hydroplane and Sailing Club Executive Board

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Calendar

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.

Last Holiday Weekend D-Dock Challenge Brunch—Sunday, September 3—Stay / come for breakfast. Always a surprise.

Cradle Laying & Thanksgiving Dinner—Saturday, October 7—*Joanne and her volunteers plus potluck.*

HAULOUT—Saturday and Sunday, October 14 & 15—Help the kitchen team on Saturday or Sunday.

Awards Night—Saturday, November 11—Look for some changes coming for dinner.

Clean up and decorate for Children's Christmas Party—Saturday, November 12—Decorate for Christmas.

Children's Christmas Party—Saturday, November 19—We need more children! Age 10 & under.

Corn Roast and Bluffer's Challenge

Saturday, September 2nd

See pages 10 and 11 for details

SUNDAY BRUNCH

D-Dock

Sunday September 3

Everyone is welcome to enjoy a breakfast on the holiday weekend

There is a nominal charge

TH&SC ELECTIONS

MONDAY, SEPTEMBER 25th

Time to step up—Elect or be elected

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

Greg Smith

IT'S hard to believe we are approaching the middle of August. I keep reminding myself that there's still plenty of good sailing left in the season. I'm hoping to get some quality sailing days in before the season comes to an end.



There is certainly a lot of activity around the club at this time of the year. The racing program has enjoyed some good winds for the majority of the races. I'm happy to report that our racing fleet looks strong based on the number of boats coming out on Wednesday nights. It's great to see many of our new members are participating in the racing program.

Unfortunately, the cruising fleet has been forced to remain at home due to the high water levels around the lake. The majority of the clubs are still not able to accommodate visitors. However, there was one bright spot in the program to celebrate. Fifteen TH&SC boats participated in the cruise to Mimico Sailing Club! The reports say it was a great success by all accounts. Congratulations to everyone who took part and a big thank you to the fine folks at the Mimico Sailing Club for accommodating our large fleet and their warm hospitality.

On Friday night of the last weekend in July, I received a phone call from our Property Manager, George Tsapoitis.

George explained that we were forced to turn off our water supply to prevent flooding and possible back up of sewage coming into the club. The City informed George that the situation was unlikely to be resolved until sometime on Monday. As luck would have it, we were expecting visitors from Macassa Bay and Whitby, all of which were sailing a considerable distance in challenging conditions to reach our club. Several calls were made to arrange for "Johnny on the Spot" toilets. Unfortunately, no one could deliver the commodores until Monday. Thanks to Tom Monson and his connection with a local film studio, Tom was able to arrange for the delivery of a spectacular state of the art washroom on wheels, complete with air conditioning and running water and an autograph session with Tom Cruise. Thanks again to Tom and George for saving us from what could have been a...um...you say it, I'm not going to say it, weekend at the TH&SC. Check out the club's bulletin board for the letters from our cruising guests—they were very appreciative and impressed with our club.

On the business side of the club, 2017 has had its share of challenges. Your Executive is continuing to work hard to keep the club operating efficiently and smoothly as possible. Some issues take longer to resolve than others—some involve committees. Over the past few months, you may have noticed that the abandoned boats have been removed from the club property.

and have fun. These events are what make the summer at the club so wonderful so make sure you come out and support those that do so much for the rest of us.

Next up is the Race De Voyageur which will be on August 19th. Due to the high water levels (drink more water!), this racing/cruising event will be from and to the club. Unfortunately, the Eddies will be out of town visiting the Griswolds so I will not be able to attend. We are looking for someone from the racing/cruising fleet to assist with the dinner so let me know if you have it in you to cook burgers and sides for the members that will be in town. Send me an email at gedddie@torkinmanes.com and I will make sure you have the support you need. If you ever wanted to try a weekend race and cruising this is the

The much needed space will make our Harbourmaster's job easier come haul-out.

With September quickly approaching, the Board starts to focus on budgets and our election process. This year, we will be filling the positions of Commodore, Rear Commodore and Property Manager. We encourage you to think about your club and your commitment as a member. If you have an interest in any of this year's position, please speak with any member of the Board, we'll be happy to address and discuss your questions.

In closing, by now you've all heard that we lost an outstanding member of the club. Mark Pearson was well liked and respected by all who knew him. His British wit and humor brought laughter and amusing conversations to the club's patio. Mark will be missed. Our thoughts go out to Remy and the family at this difficult time.

Mark was our club's Ways and Means officer. The position has been filled by Dorothy Williams (Capt' Dot). We thank Dorothy for stepping up and taking on the position. It will take some time for Dorothy to review the work hour records and projects—please be patient. If you have any questions about your work hours or specific projects, please contact Dorothy at waysandmeans@thsc.ca

Hoping for fair winds for the rest of the season.

Greg Smith

N, 73° 34' 25.36" W 45.500414

Different Spot / Different Day ▲

TH&SC version of a two for one special. You will enjoy it I'm sure.

Regarding the racing program, I just wanted everyone to know that Richard Coutts is going up north to Thunder Bay to spread his wings and learn to fly. To that end we will need to find someone to take over the wonderful work that Richard has done for the racers over the last six years. Please email me at geddie@torkinmanes.com if you are available and we will get you started. Thanks again Richard—You will always have a home at the club.

Lastly, I remind everyone that our last event will be the Corn Roast on the Saturday of the labour day weekend. This is always a great event. This year, we are having a Mexican food theme. This event is going to be big so make sure you attend.

See you at the club. ▲

REAR COMMODORE

Glen Eddie

CAN summer start soon please! It looks like the weather is starting to change for the good, but at this rate, we will not have our fall-summer until November. That said, we need to make sure we enjoy the days that we get—so make sure that you get down and out on the water every chance you get. We all know we will be regretting not enjoying this summer come next January. As Jon Snow keeps saying—"Winter is coming".



First, I would like to promote the Summer Blast coming up this weekend. Our wonderful Commodore has taken this event over to assist myself, Lynda and the rest of the social committee. I know it will be a great event so make sure you attend, sail,

VICE COMMODORE

Claude Soulodre

HOWDILY doodily, sailing friends!!! Welcome to August! It seems like only yesterday that we all braved the chilly willies to launch our waterborne mistresses. The rest of the season is going to be hot as Glen Eddie in a sparkly dress and windy as yours truly after a bean'n'cheese burrito, so let's all get out there and enjoy it while it lasts.

So, over the last several months, the Board has had the opportunity to take a close look at our Club constitution. After many years of piecemeal adjustments, it has become clear that the constitution is in need of an overall 'reconstituting'. A committee has been convened in order to look carefully at the Constitution to ensure that it is clear, cohesive, and reflective of the priorities of the Membership. That's where you come in! As a Member at TH&SC, the Constitution belongs to you. Your familiarity with it enables the Club to operate smoothly, and allows your Board to spend their time improving the Club for all to enjoy. So, in order for you to get your two cents in on this constitutional revamp:



1. Read the Constitution. You can find copies on the Bulletin Board in the entranceway to the Clubhouse, or you can find it [HERE](#).

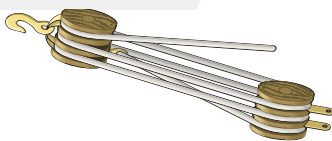
2. AFTER having read the Constitution, go [HERE](#) and answer the question:

"Our constitution exists for the purpose of guiding the Club Executive and Membership in relation to overall operations, safety, and harmonious coexistence at TH&SC. With that in mind, what are the top two priorities or suggestions that you would make to improve the Club Constitution?"

In answering this question, please be as specific as possible; if there's a page number or a clause number that pertains to your suggestion, please cite it.

The Committee will look into suggestions and you will receive notice of proposed changes in time for voting at our 2017 AGM. And know that your input is incredibly important! While we may not get to every suggestion during this round of changes, we expect that this Committee will be in force for the foreseeable future, and they will consider all suggestions put forth by Membership.

And there you have it, fine folks! Wishing you fine winds and flat water. And wishing Glen would agree to lend me that dress already ▲



done to improve what we have. Suggestions have included more ladders possibly on the end of some of the fingers, possibly on the seawall and flags or some sort of standard that would indicate the position of the ladders we currently have.

All these suggestions have pros and cons. There is also the real concern for the amount of electrical current that is in the water as well. Our sport has inherent risks that just come with it and just can't be mitigated. The last thing we want to do is bubble wrap ourselves. But we should have an open dialogue with everyone to see if there are any gaps that can be filled to make our piece of the lake a little safer.

There are efforts being made now to pay tribute to Mark at the club. Maybe a discussion about safety, that might prevent another accident, would be one way to honour his memory. ▲

RACING CAPTAIN

Jamie Carroll

HELLO everyone...it is great to see that summer is almost here!



Racing this season has been well attended and the weather has been mostly co-operative...with the exception of the odd thunder/lightning storm and a typical East Coast fog patch that settled in! So far, we have three make-up races to complete in September (one in each series, I believe!).

Wednesday night Race Series 3 races continue until August 30th (races 2 through 5) followed by the makeup races in September.

Up next, we have the annual "Summer Blast" on Aug 12th...a full day of racing and onshore family activities!

In the long distance race series, we have the Race des Voyageurs on August 19th, followed by The Bluffers Challenge & Corn Roast, September 2nd, Frostbite Race, September 9th and the Circle of Life Race on September 23rd.

I would like to also congratulate Martin and Susie Osborne, who replaced their racing/cruising craft, *Highland Fling*, with what would appear to be another excellent racer, *Blue Eagle*, an X-95, a 30 footer brought in from PCYC! We all look forward to seeing *Blue Eagle* on the start line! I would also be remiss not mentioning that George Tsapoutis recently purchased a C&C 30 Mk II, *Cobra II*... we are really hoping to see George on the line in the very near future as well!

Congrats George!

On a final note...there is plenty of racing left in the season, so let's get out there and enjoy it!

Cheers! ▲

TREASURER

Alan Jones

GREETINGS from the middle of the summer. It's the glass half full/empty time. Have I gotten on the water as much as I would like? Can I make up for lost time in the second half?



However you get through the mid summer hump I am sure some of us would prefer to put the summer of 2017 in the books now and move on to 2018. What with too much rain, too much water and the tragedy of losing Mark Pearson this might be the summer to forget.

I have had some discussions with some members regarding safety in the harbour and more specifically on the docks. What surprised me most is the number of occasions that people have gone into the water from docks this year. Most discussions have revolved around the number of ladders in the harbour the locations and what can be



Forever Young



Mark A Pearson
1958 - 2017

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail's shaking,
And a grey mist on the sea's face and a grey dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

John Masefield
Sea-Fever

A THSC member since 2012 and long time sailor.
He will be greatly missed.

FLEET CAPTAIN CRUISING

Lee Rixon
Peggy Wheatstone

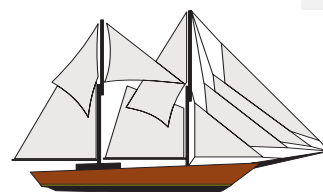
YOUR cruising coordinators are off cruising and would like to remind everyone, especially our novice cruisers, that if you are planning any stops at a marina, that marina requires proof of insurance.

Happy sailing
Your Crooz Crew



Election Meeting

Monday, September 25th
7 p.m.
In the clubhouse



Missing since Launch Day:

Four cradle posts

My (nearly-new) cradle posts are 18" long, painted blue, no ID marks, and with beige carpet covering.

Replacement cost to me:
\$331.09 !

If you have info:
Phil Lange (C Dock, Merrily)
647-299-6186
philllange@gmail.com

SOCIAL CHAIR

Lynda de Jonge van der Halen

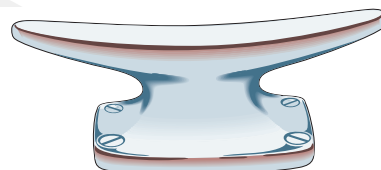
MORE than 80 members and visiting cruisers from Toronto Sailing and Canoe Club gathered on the patio and in the clubhouse for a potluck supper on Canada Day. While the skies opened up during the afternoon, the clouds cleared in time for dinner and later the fireworks at Ashbridges Bay and later still the special fireworks at the CN Tower in honour of Canada 150. The highlight was the singing of *O Canada*, led by Edgar and Michelle. Thanks to those who pitched in with the clean up, especially Isabel and Keith.

On Sunday morning, B Dock provided fresh Montreal style bagels, Canadian back bacon, omelets, pancakes and maple syrup to feed a large crowd of hungry boaters including some of our visitors 🚤

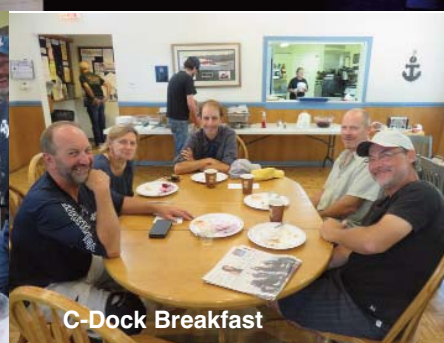
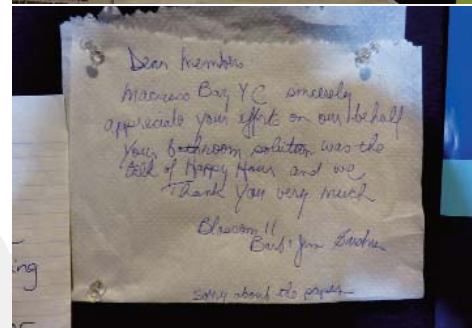
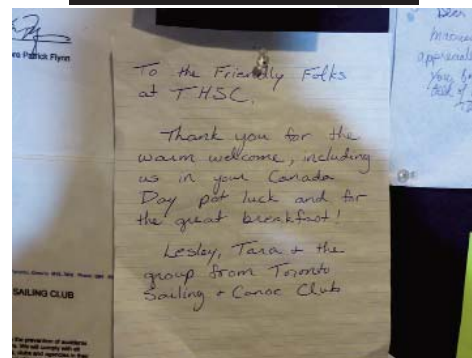


See pages 10 and 11 for full description of event

Special request:
Please remove excess food from plates and rinse glasses and cutlery as needed before putting in the dishwasher. The club dishwasher needs a cleaning cycle down on a regular basis, eg once a week and especially after a big event.



THANK YOU NOTES



C-Dock Breakfast

C-Dock Breakfast

WHERE ARE THEY NOW?

by Aubrey Millard

Where are they now?
April 2017 to October 2018
Aubrey and Judy Millard
VELEDA IV

IN mid March, Aubrey and Judy left *Veleda* on the hard in San Carlos, on the east coast (mainland side) of the Sea of Cortez in Mexico for the summer while they returned to their trailer which was stored at an RV park in Rodeo, New Mexico, USA. From there they towed it 3000 miles back to Toronto, Ontario, arriving in Canada by March 30.

The main reason for returning to Ontario was to be compliant with the requirements of Ontario's medical health insurance program, commonly known as OHIP (Ontario Hospital Insurance Program). We were notified last September that our OHIP had been suspended as we had been out of the province for more than seven months in a calendar year, and thus we have been without medical coverage since then. To re-establish it *we believed* we would have to return to Ontario for a minimum of three months before we can re-apply, and stay for another three months to keep compliance.

OHIP would not accept our plans to live in the trailer and travel around Ontario for the summer, then leave the trailer in an RV park in Ontario for the winter while we returned to *Veleda* in Mexico. We had to have a primary (permanent) residence, and the trailer would not suffice.

So we have to move back to land!

In this regard we have taken a nice two bedroom apartment with balcony on the fourth floor of a nine story apartment complex in the small town of Elliot Lake in Northern Ontario, and moved in at the beginning of June. We know and like the area; in fact Judy and I met when we lived in Espanola, half way between Sudbury and Elliot Lake. We initially planned to live there until late October when we would once again return to *Veleda* in Mexico to sail the west coast of Mexico for the winter, until we return to our apartment in April of 2018.

HOWEVER! The bureaucracy has set in! Our initial planning was on the

assumption of our three months residency starting when we returned to Ontario on April 1, and getting full coverage on July 1, then staying of the minimum of three more months plus, to be compliant with the regulations of 5 months residency minimum and up to 7 months possible to be out of province per calendar year, we planned to stay until mid October before returning to *Veleda*.

However, OHIP may not count our first two months in Ontario when we were staying in our trailer and with friends and family. (We have slept on ten different beds in April and May.) Thankfully, they accepted our residency starting in April, and as of July 10, we are now covered. However, they also require that new residents can be out of Ontario no more than 30 days in the first six months after eligibility, before being allowed full compliance and OHIP benefits. As we will take the 30 day exemption at the end of the six month period, making it effectively five months; thus we are *chained* to Ontario until the 10th of Dec. before we can return to our boat!

However, we like Elliot Lake and I have been looking forward to a winter up here for crosscountry and downhill skiing, curling, snowmobiling, and a good old fashioned Canadian winter with lots of snow.

We will return to *Veleda* in December and sail down the Mexican west coast to the border with Guatemala, where we will leave her in early April in Mexico for the summer of 2018

Maybe when we return to *Veleda* in late fall of 2018 we will go down through the Panama Canal and back into the Eastern Caribbean. Decisions, decisions! Such a move ashore was not planned for several years, but we are now looking forward to being settled in our own home.

We still plan to trailer around the "real" northern Ontario this summer, right up to Cochrane where we will take the Polar Bear Express up to Moosonee on James Bay. Back in Elliot Lake we hope to sail in the beautiful North Channel if so invited by friends sailing in the area. Next year we may buy another boat to sail out of the nearby North Channel Yacht Club in Spragge, a 25 minute drive away. As far as we are concerned the three most beautiful cruising areas in the world

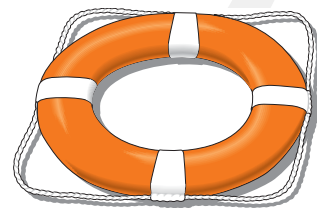
are the North Channel, the north shore of Lake Superior, and the B.C. coast.

Our address is 417 – 100 Warsaw Place, Elliot Lake, Ontario, P5A 2S8 and our phone is 437-344-2823 (Judy), or 705 849 3836 (Aubrey) and our e-mail address will stay the same svveledaiv@hotmail.com, as will my website at www.veledaiv.ca. ▲



1977 Hunter 25 \$5,000. OBO

Good shape, this starter cruiser / racer comes complete with Head, all sails—new main never used new jenny used a few times 9.9 Johnson motor steel folding cradle health forces sale
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416 690 8060
reddraco@sympatico.ca



THE PERILS OF PEREGRINE

by Peggy Wheatstone

The Perils of *Peregrine* Episode 4 – 17

I am sorry, just too much going on...perhaps next issue? The rest is not really very exciting.

Miranda came and we went to St Barths, again. She left. We closed the boat and came home. On time.

Peggy and Mike—*Peregrine* ▲

BRINGING HOME A C&C 24

by Rudi Streng

The following is a story published in the June, 1977 issue of Spar and Prop. This year is Skookumchuk's 40th birthday.

PICK-UP was at 0550 on May 1st. George and Marie Malcolm drove up the driveway on time and away we went to the club to meet Bill, Marie and Casey Middleton. All these people were needed to make up the delivery crew and sufficient drivers to take home the cars from Niagara-on-the-Lake.

I shall cover the trip with little more than one sentence—"What a ride to Niagara!!" We didn't get there on time either. We were late, but reached the yacht basin eventually at 0742.

The lines were cast off at 0822 and with the cheering of the crowds (see above) in our ears, skipper Richard Taylor backed out of the slip at Gillingham's and motored into the river, turning north toward a distant Toronto. The voyage had begun.

The forecast had been for a sunny day with gusty southwesterly winds at 15-25 kts. It was sunny all right, but when we bent on the sails at 0830 the wind was almost right on the nose, slightly east of north and it stayed there all day! After a while we settle on a course of approximately 340°, depending on who handled the tiller.

The sound of rapid small arms fire followed us out of the mouth of the Niagara and into the lake with the crew expressing doubt on whether Richard had made the last payment on the new boat. Nevertheless, we got away and with the help of binoculars managed to spot the top of the Hearn stack and the top of the CN tower over the murk and pollution at 1010. Both are white and showed up in those conditions better than anything else.

Bill and George were deeply engrossed in RDF navigation for the whole trip and I think it speaks well of skipper and the other crew that we still managed to reach our destination. Some interesting quotes, duly recorded by yours truly, went like this...

"There is something weird here, George."

"Dash, dash, dot, dot, dash. I don't know, what's that?"

"About 250, naaaaaa, better make it 260 or thereabouts."

"That's what we had last time. Oh mygawd, we haven't moved in the last hour!!"

And so on. We'll leave the quotes at that but there were many more in the same vein. Make your own conclusions from this remark: "I've got news for you, if this is the right reading, we're going in the wrong direction. We're getting close to Port Weller!!!" And all this time we are heading 340° at an estimated 3-4 kts. These critics!!

It is now just past 1120 and the navigators put us almost where we were supposed to be at 1015. Boy, am I glad I can see the Hearn stack.

All kidding aside, the navigation was pretty good by the end of the trip and certainly a good exercise.

At lunchtime, while we were enjoying our soup, etc., the radio proceeded to play Gordon Lightfoot's song about the sinking of the *Edmond Fitzgerald*—I wonder who arranged that?

The christening of the vessel took place 1345 when it suddenly heeled in a puff proceeding to spill tea over the table and the cabin sole. Some beer (wonder where that came from?) also spilled into Bill's shoe and over the precious charts.

Around 1400 we spotted two big apartment buildings in the middle of the lake off our starboard beam. These later turned out to be a lake freighter on his way to the west end of the lake. No radio contact was ever established.

It sure was a nice trip across. It took just 6.5 hours and was enjoyed by everyone aboard. She is a fine boat, and we wish the Taylor crew many happy voyages. (Still have to find out, though, whether she will sail on a port tack.)

Finally the sails were lowered, even the motor started (with a makeshift starter cord after Richard destroyed the original one—what strength!) and with the crowds (see above) cheering wildly...again...we entered Coatsworth Cut. Gunshots again! This time though it was Earl with his shotgun, many blaring horns. Ok, ok, we give up!

A tired skipper (maybe his crew wore him out?) docked her gently at the TH&SC at 1455.

Thanks for letting us take part, Richard.

A THANK YOU—by Rich Taylor

With all the worry and detail needed in preparing a brand new boat 90 miles away from home it was a comforting thought that my friends George Malcolm, Bill Middleton and Rudi Streng were going to sail with me on the 30-mile trip across the lake to our club on Ashbridge's Bay. Fortunately, the weather turned out to be perfect. The trip could even be called ideal, with the exception of being very cold, but we know Lake Ontario in early May and were prepared for that.

Many thanks also to Marie Middleton, Marie Malcolm and Casey Middleton for collecting the cars from Niagara, sending us off and receiving us at the club. Thanks too to all the people who greeted us at the club and wished Carol and Craig and I a good summer in our new boat.

Thanks to Stan and Mary Perry of ABYC who lent us their mainsail when, on the Friday night before we left, it was discovered that the sail slides on my new main wouldn't fit the mast.

And a final thank you to Don Gillingham of Gillingham's Yacht Basin for the personal attention throughout the months of agonizing over the purchase of the boat and the information and advice that saved us a considerable sum of money. Also to be highly recommended is the professional way in which he prepared the boat for delivery. I am unreserved in my recommendation of Gillingham's Yacht Basin in Niagara-on-the-Lake as a place to buy a boat.

Boat—C&C 24 (Niagara Model); Length—24 feet; Beam—8'9"; Draft, 4 feet; Name—*Skookumchuk* (west coast first nations for "good food and good water"). ▲



WAYS AND MEANS

Dorothy Williams

I WOULD like to express my deepest sadness with the loss of a great sailor and friend, Mark Pearson. There is such emptiness for all at TH&SC.



I have stepped in to fill his position as Ways and Means. Currently we are gathering all the information of hours worked and following up on projects in the works. If you signed up at last March's Job Fair, for a scheduled project, please contact the team captain to go forward with this job.

We would like to complete most projects in the next few weeks. Seawall excepted due to the water level, but hoping it will recede for some fall work.

I am working with the executive board to simplify the reporting of hours. It seems the chit system has gone by the wayside. Stay tuned for more info.

If you have not committed to your 16 hours of work, and see a project to tackle around the club, approach the board member associated with that chore and get permission to proceed.

I look forward to working with all the members in getting your work hours completed. Please do not wait until November, there is much work to be done over the summer months when it's raining and raining and more raining!

Standing by on C Dock.

Cheers

Capt'n Dot

PROPERTY MGR.

George Tsapotis

HELLO club members, George here.



The wet season continues and the weeds abound, thanks to Dave Tollington for hacking most of them down. We have not used Round-Up on the club for two years now (nasty stuff). The vinegar/epsom salt/dish soap solution/retardant we used last year was not effective on most weeds. It did work on the patio last year, this season has been too wet for it to be of help. Dave Johnson of *Wild Rose* fame has a propane powered torch, much like a mini flame thrower that we will be taking a look at soon for use on the patio.

Del is doing a great job on the gardening and is awaiting the replacement of the timber surrounds on some of the garden beds, which should be done soon I hope.

The brick pathway from the club to the seawall should be done soon as well...has been pretty wet and all!

Patrick Lyons has been busy with wiring and lighting. New plug in kitchen for the stoves, timer for lighting in the patio tent as well as wiring new lights and plugs on the patio under the deck. He knows watts happening. While on the topic we should turn off all lights when done what we are doing. If You see a light on and nobody else is around turn them off.

The barbecue hut has not been used as much because of the weather and all. However I have noticed that there has been a lack of proper clean up in it after being used...the kitchen too. Therefore please ensure that we properly clean up after we use these facilities...please and thank you all.

Our man Friday, John Edwards, has been doing plenty around the club especially keeping the pump out running. John Phillips has also worked on it with John.

Last week the sump pumps out side of the club in the park went down and I shut the water off in the club to prevent yuk from flowing up into the clubhouse. Tom Monson ordered in some really nice portable toilets for that weekend and saved the day. The city will be closely monitoring these pumps and the responsibility for them is being passed from Parks to Toronto

Water. Hopefully Water will take care of it all and prevent this from happening again.!

I ask all club members to please inform either myself or another board member if they plan to leave their car(s) on the property for longer than two weeks. And please leave a note in the car with a telephone number in case of an emergency.

Dorothy has taken on the Ways and Means job, and I am sure she will do a great job of co-ordinating jobs to be done. I sincerely appreciate her stepping up to the plate. Dorothy will be the first to try out our new mini flame-thrower when we get it, that is on the **patio weeds** of course.

Cheers George

HARBOUR MASTER

Paul Evans

WILL all this water ever go away? In the mean time, things still need to be done.



If your mast is still on the mast rack, please put a label on it so we know who it belongs to. We would like to paint the mast racks and do some minor repairs so we need to know whose mast is whose. By my count, there are five extra masts on the racks that do not have any boat to put them on so we also need to know which those are so we can dispose of them. Please ensure your mast is labeled so it does not get put with the unknown masts !!

Next is the dingy rack. It is currently over flowing into the dry sail area and we need to sort out whose dingy is whose. There are some dingys taking up space that do not look very sea worthy (to be nice about it) so if you have a dingy that is beyond repair, please remove it. If you need help, just let me know. Again, if there are dingys on the rack with no identification that are "past their prime", then we will remove them to the dumpster area after haul out.

For now, last item is that immediately after haul out, there is work needed on the docks to replace boards on the sides of the fingers and also a work party to check the chains to the blocks.

Please email waysandmeans@thsc.ca if you are interested in either of these work parties.

Many Thanks

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



The Deadline for the
OCTOBER issue of
Spar & Prop is
SEPTEMBER 30



Spar and Prop is emailed to all
members and is available
to all from our website.

Website address is
www.thsc.ca



SATURDAY SEPTEMBER 2
Mexican Corn Roast Fiesta

Live Mariachi performance!

by
Mexico Amigo Trio
4:30 to 6:30 p.m.



Licensed event.
Bar opens at 5 p.m.

Mexican style bbq meal

Traditional corn on the cob

Mexican corn

Dessert

**Appetizer/side dish challenge
with lucky draw for
contributors**

Think south of the border !

Family relay games, activities

Pinatal

Mexican hat dance!

Dress up optional

Dinner at 6:30 p.m.

Dance Music after dinner

**Email: lynda.dejongevanderhalen
@gmail.com**

Adults \$20 Children \$5

Corn Roast
Fiesta
Saturday
September 2

**You are
invited to
bring an
appetizer or
side dish to
complement
the Mexican
menu!**



*On September 2, please fill out
a slip with your full name and
type of appetizer/side dish.*

*Place the folded slip in the
basket provided.*

*After dinner, there will be a
special draw just for those who
contributed a dish.*

*Thank you for your generosity
and for taking time to
make a dish to add to the
enjoyment of THSC
members and guests at the
corn roast!*

PAST COMMODORE

Don Bland

Is it just me or has this actually been the strangest summer weather wise in decades?

The club is doing very well with our various events in spite of unpredictable temperatures.

Thanks to one and all for your support.

Speaking of support our elections are looming closer and closer. The positions of Commodore, Rear Commodore and Property Manager are up for election this year.

Please give some thought to which of your fellow members you think might be interested. Suggest it to them, give me their name and I will gladly discuss the responsibilities of the position.

See you at the club, enjoy the second half of the season. ▲



OFFICER OF THE DAY MANAGER

Peter de Jonge van der Halen

With the high water levels, the visitors were few and far between in May and June. In July, we had very positive feedback from three incoming cruises. Most memorable event will be the air-conditioned port-a-potty!



We have updated the information available for the OOD to include a listing of safety and health equipment. See the green folder (Location of fire extinguishers, first aid kits and AED) in the OOD station. Checking the propane tanks has been removed from the OOD checklist as this is now monitored electronically.

OOD members continue to proactively report unsafe conditions on the docks and in the yard. Special thanks to John Edwards and Chris Arthurs, for filling crucial vacant shifts, in addition to their own.

Regards,
Peter de Jonge van der Halen
(pvanderhalen@gmail.com)
OOD MANAGER

Sea Pleasure

416-284-3903 ▲

Nauticals

THE 'THREE MILE LIMIT' REFERS TO A NOW LARGELY OBSOLETE CONCEPT TO DEFINE A COUNTRY'S TERRITORIAL WATERS FOR PURPOSES OF TRADE, REGULATION AND EXCLUSIVITY AS EXTENDING AS FAR AS A CANNON'S SHOT FROM SHORE, BELIEVED TO BE A DISTANCE OF 3 MILES. A WORKABLE FORMULA WAS FOUND BY CORNELIUS VAN BYNKERSHOCK OF HOLLAND IN 1702, WITHIN WHICH CANNON RANGE COULD EFFECTIVELY PROTECT TERRITORY. MOST NATIONS ADOPTED THIS PRINCIPLE - WHICH DEVELOPED INTO A LIMIT OF THREE NAUTICAL MILES (5.6 km). IT HAS BEEN SUGGESTED THAT THE 3 MILE LIMIT WAS DERIVED AT LEAST IN SOME CASES, BY USING THE NAUTICAL 'LEAGUE' RATHER THAN THE RANGE OF CANNONS, WHICH WERE DEVELOPING LONGER RANGES.

SINCE THE MID 20TH CENTURY, MANY NATIONS CLAIMED TERRITORIAL WATERS WELL BEYOND THE 3 MILE LIMIT - UP TO 12 MILES (22 km) FROM A COAST LINE. THE 12 MILE LIMIT WAS ESTABLISHED AS THE NORM IN 1982 BY THE UNITED NATIONS CONVENTION OF THE LAW OF THE SEA. AS A RESULT, THE THREE MILE LIMIT HAS BECOME LARGELY OBSOLETE. AS OF 2007, ONLY GIBRALTER, JORDAN, PALAU AND SINGAPORE RETAIN IT.

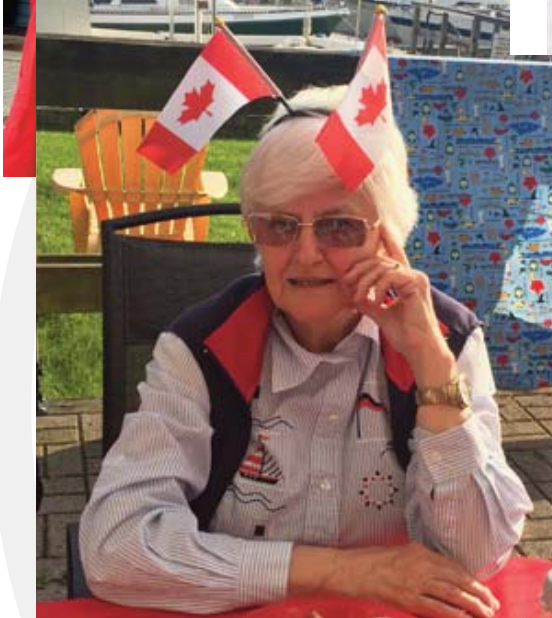


Researched by Gerry McManus

Ernie



CANADA DAY 150 CELEBRATION





August 2017



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		1	Race Series III Race 1 2	3	4	5
C-Dock Challenge Breakfast 6	Civic Holiday 7	8	Race Series III Race 2 9	10	11	12
13	14	15	Race Series III Race 3 16	17	18	Race des Voyageurs 19
Cruise to MCC-yesterday 20	21	22	Race Series III Race 4 23	24	25	26
27	28	29	Race Series III Race 5 30	31		

COME OUT TO RACE—NO EXPERIENCE REQUIRED



September 2017



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
RACE AND CORN ROAST ON THE 2nd					1	Bluffer's Race / Corn Roast 2
D-Dock Challenge Breakfast 3	Labour Day 4	5	Make-up Race (if necessary) 6	7	8	Frost Bite Race 9
10	11	12	Make-up Race (if necessary) 13	14	15	Cruise to FBVC 16
17	18	19	Make-up Race (if necessary) 20	21	22	Circle of Life Race 23
24	TH&SC Elections 25	26	Make-up Race (if necessary) 27	28	29	30

ELECTION, RACES, CRUISES CONTINUE THIS MONTH



October 2017



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	3	4	5	6	Cradle Placement / Thanksgiving Dinner 7
8	Thanks-giving Day 9	10	11	12	13	14 HAULOUT
15 HAULOUT	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31 Hallowe'en				

SHED A TEAR, IT'S HAULOUT THIS MONTH



November 2017



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1	2	3	4
Standard Time Begins 5	6	7	8	9	10	Awards Night 11
12	13	14	15	16	17	18
TH&SC Kid's Christmas Party 19	20	21	22	23	24	25
26	27	28	29	30		

AWARDS NIGHT—GREAT PARTY—APPLAUDE WINNERS