



TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop

OCTOBER 2017

NUMBER 243



Shadow at launch



Shadow at haulout



Crane area at launch



Crane area at haulout



2017—OUR SUMMER OF HIGH WATER



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Calendar

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—See page 9 for poster. Ticket details at bottom of this page.

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. See poster on page 8.

Annual General Meeting—Sunday, December 3—As the Commodore says, "I can assure you that this year's meeting will be longer than past AGM meetings" which means many important subjects will be brought forward that will determine what is going to happen in the future. Plan to attend!

HAULOUT

Saturday and Sunday

October 14th and 15th

See bulletin board and page 5 for your day and work assignment
Be at the Clubhouse by 7:00 a.m. for the Harbourmaster's Meeting



Haulout 2017, Saturday October 14 and Sunday October 15

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

Tickets/reservations for November 11, Awards Night

(Cash or cheques accepted now or at event).

Request seating with the names of people in your group.

Due to space limitations inside with all those trophies on display,

it may not be possible to accommodate large groups at the same table.

Please reserve early!

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

I WAS lucky enough to get back to back days of sailing in on the first weekend of October. I had to keep reminding myself that this was October and not the dog days of August. Mind you, this sailor is certainly not complaining. As many of you recall, I wasn't able to launch my boat until early July this year. With September providing a run of gorgeous weather, I felt somewhat less cheated by my shortened sailing season. However, it was without doubt one of the strangest summers on record for our region and there are many clubs around the lake that are still repairing the damage of this year's extraordinary high water level—we were certainly one of the fortunate clubs on the lake.

Congratulations to Commodore-elect Richard Peirce. I know that Richard will do a great job. Richard is a longtime TH&SC member, active cruiser-racer and operates his own successful business. I trust that you



will give him the same level of trust and support that you have given me over the past two years. I look forward to working with Richard in 2018.

Congratulations also to Rear Commodore-elect John Greenham. John brings a lot of enthusiasm to the job, not to mention some impressive racing wins this season not only within our club but in this year's Lake Ontario Short-Handed Series. His keenness for racing will help to keep our TH&SC racing fleet strong—no pressure John.

Congratulations also to Tony Resendes our Property Manager-elect. Tony emailed me while on vacation from some exotic part of the world of his intention to stand for the position. I hope it was a wonderful vacation as I doubt you'll not have time for vacationing over the next two years in your new role as Property Manager ;). I know Tony will do an excellent job given his professional background.

Over the next few months your Executive Board will be focused on the club's 2018 budget. As you all know, the Sea Wall project is our biggest expenditure at this time. Plans are underway to continue the project immediately after haulout and

beginning again early spring, subject to weather conditions. Orders for the materials have been made and Tom Monson will be actively looking for volunteers to keep this important project moving forward. Also, if you've not completed your mandatory club work hours, please contact Dorothy, our Ways & Means Co-ordinator waysandmeans@thsc.ca

A reminder that our Annual AGM will be held on Sunday December 3rd at 12:00 P.M. I know our website says 12:00 A.M. and I can assure you that this year's meeting will be longer than past AGM meetings...but not that long!

At this time of the year our Spar and Prop provides plenty of reading material and interesting reports. Please be sure to read the Harbour Master's report for important Haulout information and guidelines. It's a two day process and your co-operation is imperative for the safety of all.

I will end my report wishing you all a wonderful Thanksgiving with your family and friends and a safe Haulout.

Greg Smith
N 73° 34' 25.36" W 45.500414
Same Spot / Different Day ▲

VICE COMMODORE

Claude Soulodre

HI everyone. Since every other article in this issue of the Spar and Prop will be dedicated to providing helpful advice on prepping your boat and wishing everyone a safe and successful haulout, I've decided to buck the trend and use this space to remind everyone of the application process for new Sailing members. Woo Hoo!!!

For the last year or so, we have not been accepting any new membership applications so we could work through the backlog on our waiting list. This has not dampened interest in TH&SC and I continue to receive regular inquiries from folks wanting to join our club, so your faithful Harbour Master and I will be putting our heads together after the haulout dust has settled and figure out if it is time to re-open the waiting list. If that happens and you know someone interested in applying for membership here's what they have to do.

Step 1: Fill out a membership application and submit it to the Vice



Commodore (me! ☺) along with a cheque for the one-time membership initiation fee and the annual membership dues. The membership application can found on the TH&SC website [here](#). Ideally, the applicant knows someone who is already a member at the club and who is willing to sponsor them.

Tip: Remember that a sponsor is responsible for the conduct of a new member during their first year of membership, so give thoughtful consideration to how confident you are that they will be a good, responsible member.

Step 2: The completed application form is posted on the club bulletin board for ten days to make members aware of the application and allow them time to share any comments on the matter with the Vice Commodore.

Step 3: The applicant will be interviewed by the Membership Committee, who will then bring a recommendation to the Vice Commodore of whether or not to approve the application. If the application is approved, move on to step 4. If not, I get to have an

uncomfortable conversation. Yay!

Step 4: The applicant is notified that their application has been approved. If they have a boat and wish to bring it to the club or if they intend to purchase a boat, they will be added to the waiting list.

At this point, I'll address the most common question I get about the waiting list, which is: "How long will it be before I get a slip?" And to that I say, "Dammit Jim, I'm a Project Manager, not a fortune teller!" So although I wish I could pull the right answer to that one out of my cat's hoo-ha, the truth is we really can't know with any certainty when a slip will become available, and I prefer to be honest about that rather than offer false hope and make promises I may not be able to keep.

So there you have it. Once a decision is made to begin taking applications again, the Executive Board will spread the word. Until then, have fun prepping your boats and see you at haulout. ▲

REAR COMMODORE

Glen Eddie

WHAT happened! I feel like I fell asleep in May and woke up to find out it is already October. That said, from the Rear Commodore's position, the club had a great season. From racing, to the social events, and cruising (well maybe not cruising so much), the 2017 sailing season was fantastic. To top it off, my boat is now ready to go into the water. The *Freya IV* is ready to go.



It goes without saying that this season could not have happened without a lot of volunteers. As always, I give my thanks and appreciation to each of you.

I want to give a big thanks to the Social Committee and all of the volunteers that lent a hand with event prep. To Lynda, Doris Bradley, and the many others that put in the hours for each event—you did a great job making sure that every event was something new and wonderful.

Also a special thanks to Peter (D.J.) KB (awesome guitar), Peter (Lynda's husband and man about town), Helen, KC and everyone else who helped out for the Corn Roast on Labour Day weekend. I know I am missing some but, please know that you are all appreciated.

I would also be remiss if I didn't mention Richard Coutts, Steve Brown, Helen and Phil on the RC boat and Jamie Carroll who is finishing up as Race Captain. Great job, you are all fantastic.

If you see any of these people at the club, please tell them how much you appreciate what they did. Without them, we would be having rabbit starts with protest flags aplenty followed by hot dogs and potato chips for the Meet the RC and Corn Roast.

Next to the Silver Spatula Award. Great work to all the docks... Every year, I receive emails from people at other clubs with their thanks

and disbelief. None can believe the great effort everyone puts into the club for the Sunday brunch! It shows you care (especially C-dock—great job!). As usual, the Silver Spatula Award for 2017 will be announced on Awards Night.

On to racing. What a weird season. Again, my boat was so slow (but getting faster). Also thanks to Tony Labatt who did an admirable job as Bosun (pun intended).

Please remember that Awards Night will be Saturday November 11, 2017 and make sure you email Lynda at lynda.dejongevanderhalen@gmail.com or Rebecca Golden at goldenrebecca@primus.ca to reserve your tickets early. They go fast. I also note that as this is my last year as Rear Commodore, Awards Night will be my last event. What tops a blue dress?????

Now on to the cruising program, great job by the Rixons, the Wheatstones, and Willsons who tried to keep the program chugging through the high water. Great work and hopefully our season will be better next year.

Lastly, I would like to thank Don B., George and Greg for their hard work on the board over the last couple of years as Past commodore, Property Manager and Commodore respectively. Your hard work and professionalism were greatly appreciated. Sorry Greg, you have two more years as Past Commodore. To the rest take next year off! Well deserved.

To Richard Peirce, John Greenham, and Tony Resendes, glad to have you on board, I am sure you will do a great job.

See you in the funny pages! ▲

RACING CAPTAIN

Jamie Carroll

WELL, haulout is again just around the corner and members will be pulling the masts and putting the gear away for the winter season!



This also marks the end of another successful racing season!

We managed to get in all three series for the Wednesday night races, however it did require us to use three of the race make-up days in September. These last races were of the shorter variety with the sun setting ever so quickly. The Race Committee did

comment that some boats were finishing in the dark guided only by the navigation lights on the committee boat

The long distance races went off without a hitch and all six were completed. In the last three long distance races we did introduce a new format to the racing called the "Pursuit Race"—based on the length of the course and the phrf handicap of each boat we established a staggered start with each boat having its own start time. The slower boats started first and the faster boats were starting as much as 20 minutes after the first boat crossed the line. In theory and in a perfect world, all boats would finish at the same time!

From a survey of the skippers that participated, everyone enjoyed these races and look forward to continuing them next season. A special thanks to the Race Committee for taking the extra time required to radio and start all the boats in the proper sequence!

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

I would like to thank all those who put in the time to make this year's racing a success ... it wouldn't be possible without the Rear Commodore's continued input and awesome event planning, the Race Committee—Richard Coutts, Steve Brown and Helen Rigler (who volunteered their services when Mr. Coutts left Toronto to further his education), Phil and all the other members who stepped up in a pinch to help out the Race Committee, Bruce Bateman for his role in phrf handicapping and the many others who lent a hand when needed both on the racing front and on the social end of things.

Another great season is in the books ... see you at our annual Awards Night, November 11th.

Cheers! ▲



RACE NIGHT
Trying to get to the start line after the wind disappears. Note the busy crew.

HARBOUR MASTER

Paul Evans

WELL, the water level has finally gone down so it must be time for haulout. That's a horrible thing to say—haulout.



The yard has been laid out with room for more sea wall work so things are very tight again this year. There are a number of changes so please check carefully which day you are working / hauling out.

The weekend after haulout (Oct 21/22), we need some folks to help place new blocks under the docks and to winterize things.

Tom will also be starting the next sea wall section so it will be busy as there is lots to do.

Please contact Dorothy at waysandmeans@thsc.ca to let her know if you can assist.

Please have a safe haulout.

Many thanks

Paul ▲



PHOTO CONTEST

Photos relating to TH&SC
cruising, racing, social events
b&w or 4 colour

Deadline: Noon, Sunday
November 12th

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

Ted Martin

Please remember to include your
name!

Good luck!

Ted Martin

416-861-1220

Work assignments

Saturday, Oct 14

Boat Co-ordinators	Mel Ramsay Paul Evans
Runners	Michael Smith Alan or Evangeline (Volunteer) Sandy McGill
Crane Signal	Keith Willson Lee Rixon Dave Johnston (Wild Rose)
Tow Boat	Mike Wheatstone Paavo Linstrom Jack Hexham Bruce Bateman John Edwards
Water Slings	Vaughn Passmore Tony Labbatt Paul Lewis James Perrault Richard Pierce Doug Claridge John Greenham Ron Mazereeuw
Land Slings	Brian Reiser Richard Evans Albert Kerek Jamie Smallwood John Stevenson Randy Boyd Jeff Hocking Meredith Thomas Phil Delehaye Phil Birkenheier Tom Walkom Andy D'Silva Stefen Irmeler Mike Adams Anibal Pinguelo Terry Pasieka Alan Jones Bob Prosper James Carroll Sylvie Lavoie George Shoemaker John Redman (Lena)
Lines	(for Susan Carroll) Lynn Carroll Marilyn Goodman
Cradles	Laurie Prosper Helen Rigler Josee Charette Bill Middleton Bill Martindale
Forklift/towing	George T—The Man in Charge!
Kitchen	Patrick Lyons James Haley Don Bland Phil Lange Dave Johnston (Two Bitts) Ed Bogdanowicz Peter Fuller John Coney Martin Osborne
Volunteers with Many Thanks	Richard Taylor (plus photos) Peter Martyn Claude Soulodre
Ticket sales	
Property	
Safety	
Data Collection	

Work assignments

Sunday, Oct 15

Boat Co-ordinators	Mel Ramsay Paul Evans Sandy McGill Greg Smith Steve Brown Chris Craigen Bill Comerford Larry Adolphe John Morris Patrick Dunne John Edwards
Runners	Paul Wright Bartek Bieiny Mike Edwards Dave Brunning Mike Timlin
Crane Signal	Andrew Chalmers Chris Arthurs Todd Wilson Miroslaw Serdyski Glen Eddie Murdo Moody Mike Ante John Phillips Mike Baker Karen Clark (KC) Bruce McDaniel Tony Resendes Kevin Bradley Phil Bastow Brian Pelkey Walter Groves Robert Clark Mike Franks Brooks Robitaille Tom Monson Max MacDonald Jason Crowley Anne Evans Helen Rigler Ramona Robichaud
Tow Boat	Cat Ward Doris Bradley Rebecca Golden ?? Dave Tollington Mike Davidson Dorothy Williams Reza Saeidi-Ghaheh Jurek Ladziak Sol Hermolin Dennis MacCallum Vince Carlucci Jim Shusta
Water Slings	
Land Slings	
Lines	
Cradles	
Forklift/towing	
Kitchen	
Volunteers with Many Thanks	
Ticket sales	
Property	
Safety	Peter de Jonge van der Halen Del Schinkopf Gerald McManus Claude Soulodre
Data Collection	

I apologize for any names typed incorrectly.
If you are not on the list above, or have a problem
with the day or the work assignment, please let me
know ASAP.

Paul Evans

Harbourmaster@thsc.ca



Haulout Safety

1. No drinking of alcohol during entire haulout operation.
2. Safety co-ordinator has final say – follow their instructions and don't argue.
3. All persons within the swing of the crane boom must be wearing a hard hat at all times.
4. No riding in/on trailer.
5. Only the driver to be on forklift or bobcat—no riders. Other clubs as well as our own have had a fatality because of this practice.
6. Keep an eye on the forklift and bobcat and stay well clear of them. The person driving has a huge blind spot because of the mast. Make sure others are made aware of the presence of these vehicles.
7. Stay out from underneath suspended boats—slings can break or slip. It is the law and crane operator could be charged by the MoL for allowing people under a suspended load.
8. Ensure there is a clear line of sight between the signal person and the crane operator. In other words, don't stand between them.
9. All boats need to have two 25 foot control lines: one at bow and one at stern. This is so those on land slings can ensure your boat lands in its cradle safely and doesn't smash into your neighbour's boat.
10. Control lines must have no fittings or knots at the bitter end. This is to prevent the bitter end from getting tangled or catching on another object and the subsequent damage that would occur.
11. For those on water slings, take your time getting on and off the boat safely. Don't worry, it isn't going anywhere until everybody is off. No need to jump or other theatrics.
12. Once the boat is lifted and clear, let it go. The people at the cradle will look after it. Do not hang on to the control line and chase the boat because there is a good chance you will trip and fall if you do.
13. When boats are being lowered into their cradles stay out of the space between the boat being lowered and the boat beside it. A sudden unexpected movement could crush a person. Some of these boats weigh over 8 tons—you won't have a chance.
14. When adjusting the boat's position, keep your hands out of the space between the sling and the boat. It might tighten unexpectedly and cause a serious injury.
15. Likewise, keep your hand out of the space between the pad and the hull for the same reason. (Some pads are very wonky and the owners should repair them!)
16. Some cradles are extraordinarily heavy. Don't attempt to lift or move anything that exceeds your ability. We have a lot of people to help. Wait until there are enough people to lift and move things safely. There is no rush and no race.
17. Our biggest enemy in safety is fatigue at the end of the day. We need everybody here to provide relief as scheduled. Do not disappear. Your colleague's safety depends on everybody helping.
18. Help your fellow club members be safe. Look out for hazards they may not see. Offer to help when something is too heavy or difficult.
19. Stay hydrated – drink plenty of water or juice.

Stay safe and enjoy the day.

RECIPROCALLS

Peter Martyn

WELL, it was terrific getting a few weeks of summer in the end, even if most of us were too busy to take advantage of them. I hope some of you cruisers had pleasant visits to other clubs around the lake or further afield.



I got my cruising in September, the earlier part of the summer having been taken up with repairs, rain, installing a major 24V solar system up north to run a large fridge, more rain, more work on the solar project because the days were so gloomy, more rain, deadlines, more rain ... So it goes.

Bronte Harbour beckoned one weekend, and *Peregrine* and I had a delightful sail down on a weekday afternoon. In sunshine! We tied up in early evening and stayed three nights. It was hot and humid, but I've always found Bronte to be a friendly spot. Not just the club, but walking through town most everyone looks you in the eye and says "Good Day."

Like all clubs around the lakes, they had high water in the spring — halfway up their parking lot, the Marina manager reported, necessitating moving boats and shutting off the power. The club and marina have mainly new, beautiful, wide floating docks, except for the Mediterranean moorings along the north wall, which are scheduled to be replaced with finger docks in the next year or two.

Sunday morning we set out about 11 to cross the lake, bound for Fifty Point. The mist was still heavy on the water but burned off eventually, though there wasn't much wind till we were in sight of the Niagara shoreline. The last hour was good sailing.

When I got close to Fifty Point, I could see several boats at anchor. Rather than go into the conservation area marina, I decided to anchor in the bay off the beach just east of the entrance.

I'd been itching all summer to try my new ground tackle. I dropped the 27 lb. Vulcan in 13 ft of water, with most of the 40 ft of chain paid out — a 3:1 scope. I backed down on the anchor expecting it to drag a bit with the short scope but nope, it dug in immediately.

During the night there was an ugly, repetitive grinding noise — cured by letting out a foot or so of nylon rode, so the chain was no longer riding on the metal bow roller. When I dove down to the anchor (the water was 20.5C — comfortable for swimming), it

RICHARD COUTTS— CHECKING IN

THIS is Richard Coutts. I am messaging you to let everyone know how I am doing up here in Thunder Bay.

I am settled in to my new apartment and it is as big and much cheaper than my old house in Toronto. I am ready to start school on Tuesday and I am looking forward to learning the mysteries of modern aviation.

We have a nice little yacht club in Thunder Bay and we too have Wednesday night racing. I went out on the committee boat to run the races and it was fun. The weather was perfect with a steady 10 knot wind from the north. There is a nice committee boat made of aluminum with an inboard gas engine which would give *Mac 1* a run for her money.

The race had three divisions based



was mostly buried in clean, soft brown sand. It was a semi-peaceful night; the bay is open to old swells from the lake and would be a nasty lee shore in a northerly blow.

By 11 a.m., the fog was still so heavy I couldn't see the shore a couple of boat-lengths away. With the radar reflector at the masthead, I set out, following a course plotted in the Navionics app on my waterproof tablet. I set out very slowly — taking five minutes to go a nautical mile.

After a gentle loll along the yellow

upon PERF ratings of the boats. The races consisted of five legs, three of which were windward and two leeward. There were about 20 boats racing. The big difference is that all divisions here fly spinnakers and not having one is akin to Usain Bolt not showing up with his running shoes.

All boats were fully crewed with four or more people. The racers are very dedicated and knowledgeable and foul weather does not turn them off. Racing continues till the end of September.

One interesting twist to the racing is that in one of the divisions, the PERF rating of the boats are adjusted according to the results of each race with the first boat losing three perf points and the last boat gaining three perf points after each race. This has the effect of giving more boats a chance to compete for a win and this also has the effect of correcting the inaccuracies inherent in the PERF system.

Here are a few photos I took of our night at the races. ▲



buoys of the DND rifle range, we turned toward Toronto. By early afternoon, the fog was lifting, though there were still some heavy spots as I crossed the shipping lanes. We finally found a breeze off the Spit. The sun was low on the horizon as came to a halt in our slip back at TH&SC.

REMINDER: If anyone has new information about visiting other clubs, please email me at reciprocals@thsc.ca, so I can update the database.

Peter Martyn
reciprocals@thsc.ca ▲

SOCIAL CHAIR

Lynda de Jonge van der Halen

Social Report

Corn Roast

THANKS to the talents and contributions and enthusiasm of members and guests, the annual corn toast was a successful event! With a Mexican fiesta as the theme and strong winds to guide guests to the patio, the event opened with a two hour live performance by the Mexican Amigos on the flowery patio. Everyone was sorry to have the musicians pack up!



Margaritas and tequila sunrises were the speciality drinks for the event. Peter Fuller provided his dj experience and equipment and Glen provided the karaoke for dance music and karaoke. Thanks too to KB for his music. Thanks as well to the families or individuals who contributed an appetizer or salad to the communal table.

It was a fun, well attended event, with good company and a delicious meal. In fact, tickets were sold out!

Don't be disappointed for Awards Night! Tickets will go on sale on both days of haulout on October 14 and October 15 for cash or a cheque at Haulout or at Awards Night. Tickets also available by emailing Lynda at lynda.dejongevanderhalen@gmail.com. Look for Awards Night details elsewhere in Spar and Prop.

Haulout kitchen helpers needed for Saturday October 14 and/or Sunday October 15. This is a great way for new members and/or spouses/partners to meet other members in a fun environment while making a contribution to TH&SC.

Children's Christmas party!

Mark Sunday November 19 on your calendar and invite your children, grandkids, nieces/nephews

to a family party with crafts and activities, lunch and a visit from Santa who will have a gift for each child 10 years old or younger. Older siblings are welcome to attend and are encouraged to help younger children with the activities and with the Christmas singalong. Please sign up at TH&SC beginning October 14 or by emailing lynda.dejongevanderhalen@gmail.com with your name, the names and ages of children attending and the number of adults attending. Please inform Lynda by Monday November 13 as Santa's elves need to pack the sled for Santa.

Help needed for this event! Help

is needed in the kitchen and with crafts and set up and some help after the party. Please email Lynda if you would like to help out. Helpers arrive by 10:00 a.m. Party time: 11 a.m. to 2 p.m. ▲



**Toronto Hydroplane and Sailing Club
Children's Christmas Party
Sunday November 19, 2017
Time: 11 a.m. to 2 p.m.**

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

**Please sign up at the clubhouse by Saturday November 11 or respond by email, by November 13, care of:
lynda.dejongevanderhalen@gmail.com**

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

Lunch, crafts, and activities are provided as well as a visit with Santa for children 10 years of age and younger. Older siblings welcome to attend and to assist with activities.

Please bring something for the mitten tree (eg. mitts, hat, scarf warm socks) to be given to those less fortunate.



THSC

Awards Night

A Venetian Masked Ball

NOVEMBER 11, 2017
 6 PM Cocktails | 7 PM Dinner | Tickets: \$35

NEW! Plated Dinner Service!
 Meal Choices: Roast beef, Salmon or Linguine primavera
 Liquor license in effect from 6 PM onwards

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

When ordering, please indicate your choice of meal
 for each guest, and with whom you wish to be seated.
 Ticket order/Cancellation deadline: November 5th.

SHELLBACK CLUB 2017-18

THE SHELLBACK CLUB is celebrating 84 years and, as usual, we have selected speakers presenting a wide range of nautical and maritime topics.

We plan for 24 meetings loaded with good food, friendly men and women who like nautical topics and interesting informed speakers.

The Shellback Club officially started in February 1934 and met at Eileen Bradley's Tea House on Adelaide Street but had its roots earlier. Starting in 1924, some of the crews of large racing sailboats from RCYC met weekly in the summer to organize crew duties.

To be "Shellback" today only requires attending a lunch meeting and joining everyone in singing a sea shanty.

Website:
<http://shellbacks.weebly.com/> Take a look here for our speakers, history, current updates.

Location: The location, as in past years, is the RCYC main dining room at 141 St George Street at Prince Arthur (West exit of the St. George TTC station).

Timing: We start promptly at 1215 hours and finish about 1330 – 1345 hours. The guest speaker starts about 1245 hours

Come early to enjoy the company and a beverage. All the usual beverages are available at Club prices.



THE PERILS OF PEREGRINE

by Peggy Wheatstone

THIS story really is about peril. Specifically "Irma".

As many others of you know this has been a banner year for hurricanes in the Caribbean.

"Irma", bless her soul, hit Barbuda and St Maarten as a category 5. In truth they claim it would have been a 6 if there was such a thing. The pictures of the entire island dead centre in the eye are impressive.

The devastation on the island is beyond understanding. That said we did go buy a lottery ticket. It didn't win because I think we used up all our luck on "Irma", "Jose" and "Maria", the latter two passing just to the north and the south of the island.



Peregrine is intact. There are two solar panels missing and a hatch cover in the cockpit removed from its hinges but still lying in the cockpit. As my nephew said, "It was probably time for Uncle Mike to upgrade them [the solar panels] anyway!"

Hurricane season is not yet over but we remain cautiously optimistic. We already have our tickets for January.

Peggy and Mike
Peregrine

FLOTSAM & JETSAM Shadow

SHE'S BACK!

Peter Martyn's mother raccoon that invaded his boat this Spring has already tested his windows to find a nice dry place to have her kids. George has evicted her from the clubhouse too. Make sure your boat is secure when you put her away!

ANCHORING ADVENTURE

by Albert Kerek

TWO boats, two solo sailors making for Gananoque leave Toronto July 17th stopping at Whitby and then Cobourg. John skippers *Blizzard*, a 1979 C&C 35, I sail on *Dances with Wind*, a Catalina 28.

East of Cobourg we mostly anchor when not tied up at the Murray Canal. Ground tackle is paramount. At the top of Long Reach, north of Picton, we anchor at Grassy Point. The next morning we leave in very strong wind, soon deciding to call it a day by ducking into an anchorage between Glen Island and the mainland where we hold very well in a black night on a sand and gravel bottom.

With daybreak comes a drop in wind velocity so John and I haul anchor making for Adolphus Reach under heavy overcast and, soon enough, find ourselves ploughing into squalls and thunderstorms. The weather is so thick and confused I lose sight of *Blizzard*. Seeking refuge I make for Lyons Island and gratefully drop the hook in the company of six or seven other asylum seekers as thunder cracks and rumbles overhead.

Four or five hours later the worst is over and *Blizzard* hails me on VHF 16 to report he is leaving Prinyers Cove for Waupoos. "Sounds good" says I, "I'm heading out now myself, see you there." My Rocna comes up with 15 lbs of caesar salad and as I'm picking it off with a special homemade hook I notice the engine is overheating—the freshwater intake strainer is packed with weed—the thru hull itself jammed tight as a cigar.

After clearing the weed I am underway making for Waupoos with a proper engine operating temperature and a brighter outlook.

Motoring into Waupoos I see *Blizzard* anchored by Waupoos Island so I find myself a spot not far off and settle in for the night unaware of what is to come.

Of course the wind blows 20 to 25 knots all night and all the next morning making wind generators popular in this neck of the woods. I've seen more than a few. At 9:00 am *Blizzard* calls on VHF 17 to say we should get a slip over at the marina when the wind drops.

I put my fenders on and go down

for a nap. John wakes me up: "*Blizzard* to *Windy*", I respond but there is no answer. Stepping up through the companionway into the cockpit I see *Blizzard*, incredibly, heading straight for me. John is on deck yelling and waving: "I'm dragging, I'm dragging" and then he's broadside into my starboard side—our rode is tangled together.

Together we are dragging now through sailboat alley. John ties off to my boat while I'm hauling his rode, hand over hand, up the bow side...the anchor roller is taken up with my own rode and finally the Bruce anchor appears on the end of 40' of 3/8ths chain piled heavy and deep with a big ceasar.

I run below for my special hook and pick the weed off as our combined 23 thousand pounds of boat drags past a sailboat on my starboard side. There isn't a lot of talking, there are no options but to get that anchor up and throw it over my rode. Adrenalin has turned me into a human windlass and soon, a big splash as I swing John's anchor over my rode. John unties, we are separated, then he is gone.

Now feverishly glancing over my shoulder I'm hauling up my own anchor, all the while dragging backwards, until suddenly I'm stopped broadside into a small red hulled sailboat. My anchor is hanging over the other boat's rode at water level. I cleat my chain off, grab the special hook and leap over to the other boat picking away at the mass of seaweed caesar fouling my anchor.

Every decision I had made till now was the right one—but not this time. I didn't bring a line with me to secure the boats together and as I'm gripping my anchor about to throw it over the rode I realize I'm all that's holding my own 8000 lbs of boat. The momentum is tugging with such a force I'm barely holding on.

Visions of *Dances with Wind*, engine idling in neutral, drifting backwards into Waupoos Island, fleeting images of myself stranded here on this anchored sailboat are swirling through my mind. I stand, feet braced against the cabin top, holding and willing my boat to stop moving and ever so slowly it finally does and then the ordeal of dragging it up the side of this boat inch by inch to a point, where, in my mind, I will drop the anchor into the water and lunge for my boat. In desperation I

hold the anchor with one hand and grab the bow pulpit of the small sailboat with the other hand ripping the stainless out of its sockets then nudging it back in again while making up lost ground in a cold and heartless wind on Waupoos Bay.

How I got into this mess was secondary to how I was going to come out the other end. An offer of a few thousand dollars for the boat and a bus ticket home would have sealed the deal. There was nothing else to do but will my boat up to me and painfully she does that; she does finally come up and I splash the anchor into the water and I dive onto my deck rolling and then, up on my feet run back to the helm selecting forward and steering out into the safety of the wide channel, going for the touchdown, hovering and bobbing out there long enough to calm down and gather my wits.

There were no witnesses to the above events, all either asleep below or no one aboard.

Feeling better, feeling relieved, I hail Waupoos Marina and soon enough I'm safely in a slip and *Blizzard* is in his. John and I talk about about sailing and boats all the time but the rehashing of the morning's events would last all day and well into the night, later, at the Waupoos Pub. He decided the success of the ordeal had everything to do with seamanship. I told him he had to get a good anchor like mine that could hold in weed.

...to be continued. ▲



1977 Hunter 25

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WAYS AND MEANS

Dorothy Williams

THANKS to all for the great response for work parties. Jobs are getting done at last, and George is not doing them all himself. We still have the walkway to be completed as well as the ladies washroom.



Cradle day approaches quickly so sign up if you can, email to: waysandmeans@thsc.ca. There are upcoming needs for work parties to winterize docks and place blocks on Oct. 21/ 22, six persons. Also, that day to winterize *Shadow*, *Mac1* and the barge. This will all depend on how the seawall work is going. So, don't wait, commit yourself now and have those hours logged.

To that point, all hours that have been sent to Ways and Means have been logged. It is important that each member be sure they are credited with their hard labour. To do this, I have requested that each project manager (and only the project manager to record the project, date worked, members names and hours worked and email to: waysandmeans@thsc.ca.

I hope to have a list of members and hours worked for haul out. Should you notice that the hours logged do not match what you know, please have your project manager send a detailed correction to me. This is an option, but not preferred. Given to me in the middle of the parking lot from an IT guy!! Who would have guessed. My filing cabinet is only so big.

Ways and Means

Capt'n Dot

Standing by at C18 



Connemara at dusk

PROPERTY MGR.

George Tsapoitis

HELLO club members, George here. As You may have heard, I will no longer be Property Manager after this year. Tony Resendes will be and I will support and assist him any and every way I can. It is a demanding position to fulfill and all!



It has been a pleasure to serve on the Board of the club and I have a great deal of respect and admiration for all the Board members too. They all work very hard in keeping up with club business. And I look forward to assisting the club as the years unfold. Believe me there is a lot of work to do around here on an ongoing basis.

We are in the process of installing security cameras around the club for obvious reasons. Claude is the lead hand in all of this.

If any member has not put in sufficient work hours please contact me at georgett@sympatico.ca, as well as get in touch with Dorothy, she has taken on the job of Ways and Means and is doing a great job! There will be plenty of chores to do after haulout, so if anyone needs hours, the season is not done!


When it comes to our personal garbage/recyclables, please put it in the large garbage bins next to the entrance gate, not in the cans/bins around the club.

We had a pregnant female racoon in the club house for just over a week last month. I bought a trap but she outsmarted the trap, actually she was too wide to fit in and too long to get trapped in. I finally chased her out a couple of weeks ago. We also have a skunk around the club and we should take care not to startle it, especially dog owners! Skunks cannot see very far—about 10 feet or so on a good day. I will attempt to get rid of the varmint though. Wild life services will not trap skunks. Just have to figure out how to do it. We have to be diligent in keeping doors and windows shut when not at the club this fall. If you see the skunk do not get excited and move slowly away from it.

When it comes to disposing of motor oil/antifreeze please be neat and clean up after one pours it in the labelled tanks at the northeast end of the club please and thank you all.

I have noticed that cars parked

next to the seawall are too CLOSE, we should park minimum 4 feet back from the boardwalk. Parking closer puts undue stress on the seawall. It compacts the soil and puts quite a bit of weight up against the wall. Therefore, please be mindful of this request in the future, please please and thank you all.

Cheers to all and see you around the club and certainly at the AGM in December. 


TREASURER

Alan Jones

WELL I guess that was the summer of 2017 for what it was worth. See ya! Now all the heavy lifting that is known as end of season and haulout begins.



If you need to keep your appetite whetted there is some vicarious and virtual sailing to be had this winter with the Volvo Ocean race starting October 8. If you are into sleep deprivation then you may want to try the virtual race. But don't complain to me if you get hooked. Just ask John Greenham.

There is plenty of work to be done around the club still and in case you forgot, or have yet to give it a try, the seawall work begins again. So, there are plenty of opportunities to get the work hours in. Speak to Dorothy, she is your conduit to the labour pool. See you in the yard! 



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PAST COMMODORE

Don Bland

WELCOME to Autumn. A time for change. Leaves change colour, sails fold themselves into bags for the winter to come.



The end of so many things, Glen Eddie's term as Rear Commodore, George Tsapoytis' term as Property Manager and the beginning of the end of Greg Smith's term (he serves two more years on the Board as Past Commodore).

Oh yes and the end of my term as Past Commodore. My personal thanks to all three of gentlemen. It has been an Interesting, challenging, sometimes stressful but always, always a pleasure to work with a great team.

Thanks to all of the Board members past and present for sharing your time and your humour over the last few years.

Welcome to the new guys, Commodore Richard Peirce, Rear Commodore John Greenham and Property Manager Tony Resendes.

If you derive one half of the pleasure from your time spent as I have, you will be well served.

Thanks also to all who cared enough about the success of the club to attend the election meeting. Thanks to the members who offered to serve. You are the ones who have the right to moan when things do not go the way you think they should.

See you all at haulout and at the thanksgiving dinner.

A fond farewell from your current Past Commodore. ▲

DARTS

Come and join us for some friendly games of darts in the clubhouse this winter. Good company, a few snacks for a couple of hours on Friday evenings starting on

**FRIDAY, OCTOBER 27
AT ABOUT 7 PM**

No darts? We have plenty to lend

OFFICER OF THE DAY MANAGER

Peter de Jonge van der Halen

WITH the unexpected high water levels in 2017, we have been fortunate not to have faced the major difficulties of other clubs where boats could not be accessed or could not leave their docks until early August. This resulted in fewer visitors, the number dropping to 84 boats signed in. Our club high water level problems were mainly restricted to 'D' dock and the crane/pump out area.



The Officer of the Day program continues to be appreciated by our visiting boaters. Many have returned year after year, and praise the help and friendliness provided by members and Duty Officers. Visitors appreciate being invited to join in Club events and the easy use of Club facilities.

OOD Checklist

The OOD Checklist to be completed by the responsible duty members identified for that week, continues to be a guide for those members not familiar with all these Club tasks. The checklist names the members, and provides contact information, for the current week. It is posted on the back of the door of the OOD station. Missing members can be readily contacted. The reminder OOD emails sent each week for those members with upcoming duty, also appears to be working well.

Please include your name with the

notes in the black OOD Log Book.

Club Obligation not fulfilled

Member changes to the OOD schedule were communicated to the OOD Manager, except for two members who disregarded this requirement which is noted in each weekly email reminder.

With the exception of three individuals, all members who were eligible for OOD duty, fulfilled their four hour obligation. We were fortunate to have other members who volunteered to fill the gaps in our schedule.

Cruise Assignment (reciprocals)

Keith Willson deserves a thank you for again coordinating the incoming and reciprocal cruise arrangements. We continued the practice of preassigned docking locations, with the reciprocal boat name and size. Providing a copy of this detail to the duty OOD and the OOD Manager makes for efficient coordination and communication.

VHF Hand Held

In 2017 we had some early reports that the new VHF was not receiving calls. This condition was identified as relating to the (H/L) transmitting key, with 'H' 5 watts and 'L' 1 watt power. It needs to be on 'H'.

Fire Extinguishers

The OOD Checklist requires that the OOD confirms that the Club's fire extinguishers have not been moved. If an extinguisher has been used, advise the Property Manager.

The fire extinguishers are checked each year by a professional company and an attached card is left that shows the 'Good to' date.

A yellow folder titled TH&SC SAFETY EQUIPMENT in the OOD station, now shows the location of the fire extinguishers, first aid kits, and the defibrillator.

OOD Duty Observations

- BBQ area not cleaned up by users
- Dirty dishes with food scraps left in patio area, attracting animals
- Beer bottles, caps, and snacks left on ground
- Workshop messy, hard to move around
- Kitchen and bar counters not cleared after use

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

Peter de Jonge van der Halen

pvanderhalen@gmail.com

Officer of the Day Manager ▲



November 2017

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	3	4	5	6	7 Cradle Place- ment / Thanks- giving Dinner
8	9 Thanks- giving Day	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



January 2018

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
PLEASE ATTEND THE AGM ON THE 3rd					1	2
Annual General Meeting 3	4	5	6	7	8	9
10 HAULOUT	11	12	13	14	15	16
17	18	19	20	21 Winter begins	22	23
24	25 Christmas Day	Boxing Day Kwanzaa 26	27	28	29	30
31	DON'T FORGET NEW YEAR'S LEVEE ON JAN.1st					

DON'T FORGET NEW YEAR'S LEVEE ON JAN.1st



January 2018

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	TH&SC New Year's Levee	1	2	3	4	5
6	7	8	9	10	11	Boat Show starts
12	13	14	15	16	17	18
19	20	21	22	23	24	25
Boat Show ends	26	27	28	29	30	31

DON'T FORGET THE BOAT SHOW STARTS THIS MONTH