

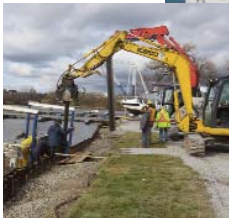


TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop

DECEMBER 2017

NUMBER 244



Sea Wall Replacement—Phase Four

*Clockwise from top left—Hooking on; Lifting in place;
Crew eats well; Removing chain; Tidying up; The
machine.*

Centre—Driving steel



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Calendar

DARTS—Most Friday evenings through April—Join us about 7 p.m. for a few hours of relaxation or competition.

New Year's Levee—Monday, January 1—Join us at the clubhouse on New Year's Day. 1 to 4 p.m.

Toronto International Boat Show—January 12–21—Enercare Centre, Exhibition Grounds—Sign up for the Captain's Club on the web site and get reduced price tickets.

LAUNCH DAY—Saturday, May 5!



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COMMODORE'S COMMENTS

Greg Smith

THIS is my last report as Commodore.



I want to thank you all for your support, kindness and willingness to speak out when compelled to do so. It was a privilege to be the Commodore of the TH&SC; indeed, it was an honour and even fun, most of the time.

This year's Executive Board was an easy group to work with and was collaborative in every way.

In 2017, the Board faced many topics and delicate issues. I want to assure the membership that the items on the agenda were dealt with in a fair, consensus based approach by the Board and always in the best interest of the club and the membership at large.

I especially want to take a moment to thank the 2017 members of the Board. To our Commodores; Vice Commodore, Claude Soulodre, Rear Commodore, Glen Eddie, Past Commodore, Don Bland. Don, Thank you for your help, guidance, humorous wit, and many years of service on the Board. I'm looking forward to your "past position". To our revered Vice Commodore, Claude Soulodre, thank you once again for your diligence and precision. The role of Vice Commodore can be challenging and difficult. Thank you for the extraordinary number of personal hours you gave to the club this year.

On to Glen Eddie. Once again, Glen has contributed countless personal hours and four years as our Rear Commodore. The position of Rear is responsible for the programs that are indeed the heart of this club. Without our programs, the club would be nothing more than a marina. This year, Glen and Lynda's Social team produced some of the best events this club has ever seen. With the help of Jamie Carroll, John Greenham, and Martin Osborne, our racing program was reenergized this year and looks to be in great shape for 2018. This alone can have a positive impact on the club. Glen, it's time to relax, and enjoy the family, your newly renovated home, and your big red boat. To our Harbour Master, Paul Evans, Paul, you jumped into the Harbour Master position with vigorous energy and enthusiasm. It has been a sincere pleasure working with you this year. You managed all the

challenges of the Harbour Master portfolio effortlessly and always in an accommodating manner. Thanks again for all your time and energy this year.

To our fearless Property Manager, George Tsapoitis. You worked endless hours around the club. Always willing to lend a helping hand to anyone or any project. The rocky raccoon event was the highlight of your term. Thanks for taking one for the team—a job well done sir. We'll miss you on the Board.

Next, on to our club Treasurer, Alan Jones. It has been a real pleasure working with you this year. Thank you for your dedication, and countless hours working on the club's books, not to mention working with a new bookkeeper. That in itself can be a challenge navigating the channels of a balance sheet. Thanks for your calm approach in your first year as Treasurer.

To Joan Willson, Joan works tirelessly in her position as our club Secretary. Her understanding of the club's history reminds even the veterans on the board why and how things should be done. Thank you for your dedication and a special thank you to both Keith and you for organizing this year's cruising program.

Special mention to Dorothy Williams who stepped up for the role as our Ways and Means officer. Dorothy has done an effective job getting the members work hours back on track. Well done Dorothy.

We have elected three new Executive Board members. Our new Rear Commodore, John Greenham, Property Manager, Tony Resendez, and your newly minted Commodore, Richard Peirce. Gentlemen, thank you for stepping up. I have known these gents for several years, I know their dedication to our club, and look forward to working with them in 2018.

2017 was a turbulent year for the club. We lost a popular, well-liked member in an unfortunate mishap. Mark's untimely death serves as a reminder of the dangers of the water and how suddenly accidents can happen. Mark's big personality is certainly missed.

In the latter part of 2016, I asked Glen Lethbridge from the Ontario Sailing Association to make a presentation to the EB and Past Commodores of TH&SC. The presentation was focused on the Coast Program offered to members of the

OSA. The program offers a Self-Assessment Tool of best practices and standards for sailing clubs. I'm pleased to report the process revealed, for the most part, our club follows many of recommended best practices. However, there is still room for improvement. Earlier this year, I invited Lisa Roddie, COAST Manager with the OSA to work with us on the Code of Conduct and Complaints Procedures Policies. Lisa's experience was instrumental in guiding our Rules Committee, consisting of Patrick Lyons, Chris Craigen, Libbey Stevens, Paul Evans, and Chaired by Tracey Clingen through the process. I believe, through the hard work of the committee that we have clearer club rules and policies that will protect both the members and club. The process also revealed that more work needs to be done on the Club's Constitution. That process will start in the New Year and we will be looking for members to work on the committee.

Earlier this year, most of you participated in the club survey. The survey revealed some interesting patterns and statistics. Most notably the age of the membership. Our current demographics are heavily weighted towards those over 50. The fact is, many of the clubs around the lake are facing the same statistic. I challenge the club to find new ways to attract younger members and families. In addition to this, we need to develop new sailing programs. Small changes can have a big impact on a small club like ours.

On Monday, December 4th Richard Peirce and I attended the Council of Commodores meeting held at the Port Credit Yacht Club. The meeting revealed the many challenges facing sailings clubs in the GTA. The challenges come in many forms, from tax increases, changing demographics of the city, high real estate costs and disposable income to name just a few. This year's unexpected high water levels caused damaged to many sailing clubs' properties and had a negative financial impact on many clubs around the lake. The decision many years ago to construct floating docks allowed us to escape the high water damage. We were indeed, very fortunate.

As you know, this Executive has tried to explain and energize a willingness on the part of all members

Continued on page 4

Commodore...

Continued from page 3

the importance of building what I refer to as a "hurricane fund". This is your club and it must be financially stable even in the event of a major unforeseen need. A new Long Range Planning Committee will be struck in the New Year to review the club's key assets. Our docks, clubhouse, Bobcat and the fork lift may require expensive repairs over the next two years. We have made good progress with the seawall and its budget. At the time of this report the sea wall and its budget looks to be in good shape and on target. However, it's the last part of the wall that could be the most expensive, as it involves taking down the crane and removing the pump out. We need to be prepared for some surprises in this phase of the sea wall project.

In closing, I have saved one more thank you, and it goes to the Editor & Chief of our club's wonderful news letter. Richard, thank you continuing to produce the Spar & Prop. It's a important part of our club history.

This concludes my last Spar & Prop report as the Commodore of this great little sailing club. Thank you again for the support you've given me these past two years

Wishing you all the best in 2018. Have a very Merry Christmas and great sailing in the New Year.

Greg Smith

N 73° 34' 25.36" W 45.500414

Same Spot / Different Day ▲



HARBOUR MASTER

Paul Evans

HAPPY HOLIDAYS every one.



If you missed the AGM, here is my report from then.

Well, the past year seems to have gone by very quickly. I want to say a very big Thank You to all those who have helped me out. There are a lot of you. I would also like to add my Thanks to the Executive members who are stepping down. Thank you Greg, Glen, Don and George.

Haulout this year was very

interesting with the very ugly weather forecast for Sunday so we were fortunate that we were able to haul out some extra boats on Saturday. As a result, we managed to finish on Sunday just ten minutes before the very high winds hit.

For haulout in 2018, I am going to ask for volunteers who can be available to come out on either day so we have more flexibility and can plan around ugly weather.

For launch next year, if you are NOT going to launch, please let me know ASAP. I have already started the planning for launch and the crane has been ordered.

For the docks, I am worried about the first section of D dock as it suffered a bit with the high waters of this year. We may need to do some repair work on that section.

There are still a lot of boards that need to be replaced on all the docks, especially some of the boards on the sides of the fingers. I will be looking for workers to do board replacement in the spring before launch as well as after launch. We need to co-ordinate the use of the barge with the sea wall work that is also on going.

I also have a project to reroute the power cables so that they are not draped along the railings of the bridges. This will require workers as well who can weld.

When the sea wall is completed, I would recommend that we start looking at budgeting for replacement of some of the dock sections. The docks were built back in 1995 and back then, they cost about \$100,000 and today's prices would be much higher. I believe we have time to build a reserve up that could cover this expense but we should start soon.

In closing, I would like to gently remind everyone again about Rule No. 24 and ask that you ensure that you unplug your boat when you leave and lock up your ladders.

Please let me know if you would volunteer to be available to haulout on either Saturday or Sunday next year. Hopefully, we will not need to call on you to switch at the last moment but having the ability to do so would be excellent.

Please drop a note to harbourmaster@thsc.ca if you are interested.

Many thanks.

Paul ▲

RACING CAPTAIN

Jamie Carroll

S

CEASON'S GREETINGS!

First off, I would like to thank all the skippers and crew for their participation in the Wednesday night and weekend races making it yet another great year of racing! We cannot have a successful season without you!

Many thanks to the race committee, composed of Richard Coutts, Steve Brown and Helen Rigler and other volunteers who helped out on *Shadow*; a special thanks to Glen Eddie, Rear Commodore, for the endless hours organizing racing, cruising and social events and to Lynda de Jonge van der Halen and her crew for putting the many events together; to Bruce Bateman, handicapper, and a thank you to all the other members that lend a hand to help make racing an integral part of TH&SC!

I would like to congratulate the new members of the Executive... Richard Peirce, John Greenham and Tony Resendes. As the outgoing Race Captain, I am pleased to announce that my successor in this position will be Martin Osborne who brings with him a wealth of racing and sailing experience.

Racing is important to the club! We would really like to see more of you getting out for the Wednesday night and/or weekend races. If you would like more information on the racing program for the coming season, please contact either John Greenham or Martin Osborne.

Merry Christmas to all...and all the best in 2018! ▲



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 AT ABOUT 7 PM

No darts? We have plenty to lend

REAR COMMODORE

Glen Eddie

OK, so this is my last Spar and Prop dispatch as your Rear Commodore and I have to tell you that I am not that sad or sentimental about it! In fact I am smiling. Actually I'm grinning from ear to ear that come February, John Greenham will have to figure what to put in this column. It's not that I didn't enjoy being your Rear Commodore for the last four years or have some disdain for the Spar and Prop. In fact, I feel truly honored to have served each of you over the last four years. I also love reading the Spar and Prop and tip my hat to Richard Taylor for all of his hard work—he does a fantastic job.

No, it's just that every two months I stare at my computer screen and think—"now what am I going to say?", then I start to sweat—sometimes I weep. [Suck it up Glen, I need your column now!—RT, ed]

Ok, here it goes Richard.

Normally, I start by saying how fast the year went. This year did go fast, but it always goes fast. Each year, we start by looking for the warm weather (it never seems to come fast enough) and then when it finally comes, its Labour Day! This is no way to schedule a sailing season. After being in Grenada in November to see our very own Jeff Ante (with two other lost souls), I think we should demand summer all year long with constant trade winds! Why should we be left out from all the fun? I suggest that we contact our local members of parliament and see what we can do. Jack Hexham says he can make it work. Maybe we should call him.

Regarding life at the club, all things considered I think the year went really well. The racing program is stronger than ever, the social events are still packed, and cruising fleet continues even though the water level limited us to three cruises. At least I can say that I didn't burn the barn down during my tenure as Rear Commodore.

As always, life at the club requires work from the membership. In my experience we have never had a problem getting people to help out. That said, some have gone well and beyond. As this is my last dispatch, I would be remiss if I didn't say how much I appreciated the hard work of Lynda and Peter de Jonge van der



Halen. I know I always say this, but we should erect a statue in their honour. You have my heartfelt gratitude for all of you work over the last four years. Also a special thanks to Doris Bradley, Mike and Eva Baker, Helen, Marylyn, Rebecca Golden, Karen Clark, Catherine Ward, John Morris, Susan Osborne, KC, Phil, the Smallwoods, Tracy Clingen and the many others who have given so much all year. I am sure there are others that I have missed, but please know that you have my thanks.

Without you, we would not have the wonderful social events that help make us the club we are.

Now a brief review of Awards Night. Thanks to everyone that helped make the night a success, many of which are already set out above. That said, a special thanks to Rebecca Golden and John Greenham who organized this event. The food was fantastic. Also what about Tony Labatt. You have many talents sir, but fitting into that T-shirt was not one of them! Check Spar and Prop to see the list of some of the 2017 Award Winners.

Now on to Racing, I would like to thank Jamie Carroll for all his hard work over the last four years. Great job. I would also like to thank Martin Osborne for agreeing to step up next year (and beyond?) Look forward to racing under your leadership next year. Also a special thanks to Helen and Steve Brown for operating *Shadow* when Richard Coutts decided he wanted to become an aviator. Richard—if you are out there reading this column, you are missed.

Thank also to Peggy Wheatstone, Lee Rixon, and Keith and Joan Willson who kept the cruising program together this year under tough water conditions. If you would like to get involved with the cruising program, please feel free to touch base with any of the foregoing and I am sure they will be happy to give you as much responsibility as you can handle.

Lastly, I would like to say goodbye to the outgoing members of the executive, George Tsapoitis and Don Bland who have finished their respective terms on the executive. Great work and I appreciate everything you brought to the table. As to the new members, Richard Peirce (Commodore), Tony Resendes (Property), and John Greenham (Rear Commodore), thank you for stepping

up. If you have any questions, please feel free to ask Don. I am sure he can help.

As with past years, I would like to thank Janina and my kids who have been so supportive of me over the last four years. Thanks family. It's over. Let's go sailing. ▲



WAYS AND MEANS

Dorothy Williams

HERE we are in December and counting down those 16 hours of work party required. An updated report is on the bulletin board as of Dec. 2nd, 2017. Should you feel there are any discrepancies, please feel free to contact me at waysandmeans@thsc.ca



What a great job on the seawall and all the members who continually put in sweat hours each weekend. Above and beyond the call of duty. Bravo!

Response to the two reminders sent out to members with short hours, has been positive. It is your responsibility to make sure you have your hours done before year end and the billing of invoices mid-December. The fee for not completing your 16 required work hours is a whopping \$360 per day or \$45 an hour. That's a few cases of beer for sure!

Should you have an extenuating circumstance or health issue and another member wishes to perform your hours for you, please approach the Executive Board for their approval.

As for 2018, we are hoping for a smooth procedure going forward as I learn this excel program and all the wonderful functions it has to offer. What fun it's been!

Ways and Means
Capt'n Dot
On the hard! ▲



SOCIAL CHAIR

Lynda de Jonge van der Halen

TH&SC wishes to express its appreciation to Joanne for hosting the traditional Thanksgiving potluck dinner for many years. She buys, she prepares, she cooks, she serves, she smiles! With some helpers making gravy and assisting behind the scenes, Joanne ensures that all TH&SC members have the opportunity for a Thanksgiving family dinner whether attending solo or with family and friends.



This year Joanne journeyed back to TH&SC from her new home in Alberta to find a new source for the turkeys and to keep the tradition alive at TH&SC.

We thank you Joanne!
Happy new year. 🚢



Awards Night 2017 - A Venetian masked ball

Dear Lynda, Glen, Johnny Gee, Tracey, Isabel and Tony, Greg, Sheila, Jamie, John and Lene R, Susan, Martin, Tony le Mime, Josée, Marilyn, John M, Andy, Ramona, Phil, Sol, Annie, Eva and Mike, Meredith and Lindsay, and K'ee;

What a fantastic night! Thank you so much to each and every one of you for making it such a beautiful, most enjoyable evening. From the lovely poster design and publicity blasts, the organized and reliable ticket record-keeping, the decor-planning and gorgeous execution, and the table arranging, to the amazing, elegant meal, drinks and fun and entertaining (and sometimes hilarious) awards presentations, right to the end of cleanup last night and decorating that's happened the next day for the children's Christmas party, you all put your heart and soul into making it wonderful for all of us. Your hard work, creativity, and willingness to pitch in and make it a great night are deeply appreciated. Thank you!!!

Wishing you all a safe and happy winter.

Kind regards,
Rebecca



Photo by Lynda



CALEDON SKI CLUB SAILOR'S DAY SPECIAL THURSDAY JANUARY 25

The Caledon Ski Club is sponsoring a 2 for 1 "SAILOR'S SKI DAY" Special on Thursday January 25th and is inviting members of sailing clubs from our area. The Caledon Ski Club is a great place to ski in a lovely part of southern Ontario. Not only is it close by, but also offers snow shoeing and skating. Being a private club, the Caledon Ski Club is low key, without the hype of other places such as Blue Mountain. It is worth the drive to Caledon.

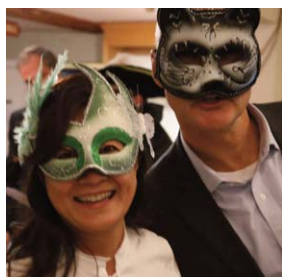
The Caledon Ski Club has a full-service cafeteria with a great menu. Lessons and equipment rentals are available. Lessons and equipment must be reserved in advance.

Ski with family or a friend with tickets at half price - 2 for 1 at \$30.00 each. Tickets must be reserved in advance.

If you are wanting to purchase clothing or equipment, our THSC member Allan Reddon of "Moguls IN M'Ocean" which is a full ski and snowboarding specialty shop in nearby Orangeville 519-942-2230 can assist you.

Please contact Jamie Smallwood at 647-232-6910 or jsmallwood@rogers.com and he will send you more information regarding reserving tickets or arranging for lessons and rentals.

AWARDS NIGHT



VICE COMMODORE

Claude Soulodre

HI EVERYONE!! If you missed my report to the membership at the AGM, fear not! Read on for highlights.



There are currently 195 registered members at TH&SC: 70 crew members, 23 Life members and 102 sailing members.

This summer, the Executive Board was motivated to look at some of our key processes and how the club runs. This led us to consider what we can do to protect the club and to provide you with the best membership experience. At the 2017 AGM, the membership voted to adopt the revised Code of Conduct and newly-minted Discipline Process, which offer better clarity on how members and their guests should engage at TH&SC, and how the club will handle conflicts when they arise.

I want to extend a giant and heartfelt thank you to the members, and spouses or partners of members, who supported the club by participating on membership, discipline and rules committees this season. The work of these committees can be time-consuming and difficult, and we owe them our gratitude for their commitment and congratulations for their excellent and thoughtful work. I certainly could not do my job as Vice Commodore without their support and guidance.

Many members have asked me about the status of the waiting list. Our intrepid Harbour Master, Paul Evans and I are in frequent contact about the waiting list and how it is impacted by the movement and "churn" in the membership. At this time, we are not accepting any new sailing membership applications as we work through a backlog on the waiting list. With a number of boats for sale at the club, there is some potential for more movement off the docks this spring and summer, so we may be in a position to begin accepting new applications later in the spring.

I am planning to send out the 2018 invoices out before January 1st, 2018. As usual, they will be sent by email. As well, this year we are asking members to digitally acknowledge the Code of Conduct. TH&SC will adopt this practice annually going forward,

as this has been recommended by the Ontario Sailing Association, and is common among sailing clubs across the GTA. Included in your invoice email, you will find a link which will take you to the Code of Conduct acknowledgement page. This will only take a moment of your time to complete, so please read the email carefully.

I encourage you all to pay your invoice as early as possible before the due date of February 28th. Our Treasurer and Receiver also encourage you to consider using e-transfer to pay your fees. It's fast and easy.

We will continue tracking insurance renewals and sending reminders to members as they come up, but don't feel you have to wait for us. If you get your insurance renewal, send us a copy or a picture of it at vice-commodore@thsc.ca.

Finally, I want to express my thanks to all the members for their support of me in my role as Vice Commodore. I wish you all a happy holiday season and fair winds for the coming summer. ▲



PAST COMMODORE

Don Bland

HAPPY HOLIDAYS

Whether you are home in Canada or off enjoying warmer climes, barring the need to share a rant, this will be my last regular contribution to the Spar and Prop.

This year will be my ninth on our board. I can't pick a favourite, there have been so many good times accompanied by the feeling of satisfaction when looking back at everything we accomplished. We being all of us. Upgrading our electrical system, which enabled us to be one of the very few clubs able to utilize their docks this season. Co-operating in difficult haulouts to facilitate construction of our seawall. We are a big family, lots of squabbles but no grudges.

I'll miss being involved but look forward to enjoying the fellowship and sailing.

I wish you all a Merry Christmas and a very Happy New Year. ▲



FLEET CAPTAIN CRUISING

Lee Rixon

Peggy Wheatstone

THE 2018 Cruising schedule is well underway thanks to our organizational maestro Keith Willson.

Due to our abbreviated schedule for 2017 of only two cruises, we took some one-time liberties with the distribution of awards this year, the most notable being that if you went on a cruise you got a flag. Normally one must attend three cruises to qualify.

The 2017 Cruising Awards are as follows:

Cruiser of the Year: Keith and Joan Willson—*Puff*

First Across: Vaughan Passmore—*Iggy*

Last Across: Albert Kerek—*Dances with Wind*

500 Miles Plus: Albert Kerek—*Dances with Wind*

250 Miles Plus

Richard Peirce—*Hacienda II*

Paul Evans—*Figment Too*

Mike Wheatstone—*Dragonfyre*

Lee Rixon—*Emrys*

Cruising Flags

Vaughan Passmore—*Iggy*

Terry Pasioka—*Watermark*

Paul Evans—*Figment Too*

Mike Wheatstone—*Dragonfyre*

Mike Smith—*Connemara*

Albert Kerek—*Dances with Wind*

Lee Rixon—*Emrys*

Martin Osborne—*Highland Fling*

Dorothy Williams—*Eau Naturelle*

Claude Soulodre—*Fandango*

Bob Prosper—*Salario*

Allan Reddon—*Far Niente*

Karen Clark (KCee)—*Scamp*

Your Cruise Team

Keith, Lee and Peggy ▲



TH&SC RACE RESULTS

WEDNESDAY NIGHT SERIES

Division 2

Div. Rank	Boat Name	Div. Pts	Series 1					Series 2					Series 3				
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Sassy III	18		1	1	3	3	2	1	3	7	1	2	5	3	1	5
2	Legacy	21		2	1	2		4	1	2	4	1	2	5	4	3	3
3	Windhoek II	25	3	3	2	1	4	2	2	5	5	4	3	4	1	5	
4	Missee Lee	52					1	5	5	4	2	5	4	6			
5	Dark 'n' Stormy	91								3				2	3	2	1
6	Blue Eagle	170											1	1	2	4	2
7	Catalyst									6							

Division 3

1	Let It Be	20		4	4		4	1	3	1	2	1	4	1		1	2
2	Iggy	27	1	1			6	6	2	4	8	3	2	5		2	1
3	Skookumchuk	36		5	2	4	2	4	4	5	5		7	3		4	3
4	Blue Sky	37	3	3	3	2	5			6		4	6	2		3	7

(FOLLOWING PLACES NOT IN ORDER)

Connemara		6	5		7	8	7	8	3		9	9			7	8
Watermark	4		6	8	8	10	8			8		7				4
Gemini				3	3	5	6	3	6	6	3	4			5	9
Sweet Pea			8	7	9	9	5		9	7	1	6			6	6
Highland Fling	2	2	1	1	1	2	1		1	2						
Trevor Kane								2	10	10	8					
Little Feat					5			7	9			8				
El Sueno			7	9		3		7			5					5
Hebb Tide				6		7		4	5							
Blue Genie													10		8	
Serendipity								11					11			

WEEKEND RACES

Icebreaker

- Highland Fling
- Dark 'n' Stormy
- Let It Be
- Connemara
- Sassy III
- El Sueno

Dufferin Bell Buoy

- Let It Be
- Sassy III
- Emrys
- Skookumchuk
- Missy Lee
- El Sueno
- Hebb Tide
- Blue Sky
- Connemara
- Remedy
- Serendipity

Race d'Voyageur

- Dark 'n' Stormy
- Blue Eagle
- Connemara
- El Sueno
- Legacy

Bluffer's

- Crime Scene
- Blue Eagle
- Emrys
- Sassy III
- Dark 'n' Stormy
- Blue Genie

Frostbite

- Watermark
- Blue Eagle
- Iggy
- Blue Sky
- Skookumchuk
- Trevor Kane
- Let It Be
- El Sueno
- Nambucca
- Dark 'n' Stormy
- Blue Genie

Circle of Life

- Dark 'n' Stormy
- Let It Be
- Legacy
- Skookumchuk
- Gemini
- Connemara
- Blue Genie

TROPHY WINNERS

Racing

Ice Breaker Highland Fling
Dufferin Bell Buoy

Let It Be

Race d'Voyageur

Dark 'n' Stormy

Bluffer's Blue Eagle

Frostbite Watermark

Circle of Life Dark 'n' Stormy

Overall Weekend

Dark 'n' Stormy

Overall/Overall (comb Wed + Weeknd)

Let It Be

Summer Blast Skookumchuk

Series I Div II Sassy III

Series I Div III Highland Fling

Series II Div II Sassy III

Series II Div III Let It Be

Series III Div II Blue Eagle

Series III Div III Let It Be

ANCHORING ADVENTURE

by Albert Kerek

This story is continued from the October 2017 Spar and Prop.

IN the morning a very light sprinkle of rain dampened the dock boards and the cabin tops then moved off to the southeast. *Blizzard* followed me out of Waupoos marina and together on rounding the west side of Waupoos Island unfurled our genoas on a gentle NW breeze then steadied on a course for the south side of Amherst Island. Soon enough I was making five knots in bright sunshine, glancing over my shoulder from time to time, to see *Blizzard* dodging much further inshore.

A few days earlier, John and I had managed to rescue both our boats and most likely a few others in an anchor dragging episode. I was still riding the euphoric high of having dodged a large bullet. Looking over the side at the swift moving water life couldn't be better. I was out there. I was good.

Tonight we would be anchored in Navy Bay under Fort Henry. In 1812 Kingston's Navy Bay was the home port of the *Royal George*, the largest warship on Lake Ontario. On November 9th of that year, the *Royal George*, a British corvette of 97 feet and 22 guns was surprised near here by a fleet of seven American vessels. She managed to escape. I was still dwelling on the *Royal George* when *Blizzard* called to say his autopilot wasn't working and he had decided to go home. "I'm sorry to ruin our cruise, what will you do?"

I'm sure if I was down on my luck, John wouldn't abandon me. With no one at the helm I watched *Blizzard's* sails luff as she turned off the wind—John was down below standing by waiting for an answer. I called to say I was going home too. Together we made for the gap between Amherst Island and the mainland where the *Royal George* eluded her attackers by slipping into the North Channel as night fell making her way into Navy Bay by 02:00.

By mid-afternoon John and I had made Grassy Point anchorage at the top of Long Reach where we settled in for a peaceful night. John usually likes an early departure. Looking around the anchorage the next morning, there were four other boats but no *Blizzard*.

After coffee, I fired up the engine and walked forward to haul up the anchor. It wouldn't come up. Every trick I knew or ever heard of would not budge it. I was snagged. I called *Blizzard*. "Sit tight, I'll be back in an hour and a half and we'll put heads together." Donning wet suit and mask I made an exploratory dive pulling myself down on the rode and luckily, in poor visibility, caught a glimpse of the nylon rode wrapped around a stump.

After John arrives he anchors and kayaks over. The plan is to deploy my secondary anchor and let out the rode on the primary until the secondary grabs and holds. I would swim out the 50' or so with a life ring tethered to the slack primary rode and position myself over the snagged anchor.

So we did all that and I pulled myself down to the bottom three or four times resting and catching my breath on the life ring each time I surfaced. John had never seen anyone dive for an anchor before. It was a last resort next to cutting the line. On the fourth dive, I blindly—in the pollen infused water—unwrapped the rode off the stump then surfaced and swam back exhausted to the boat. John threw me a line off the bow and pulled me back to the ladder.

Both anchors came up easily and we moved off to a different spot and anchored again for the night. If things happen in threes maybe now our spell of bad luck had run its course—it wasn't to be. All I had left to do was clean up the mud caked anchor, chain and deck. John kayaked back to *Blizzard* while I put my boat in order. The secondary anchor was pretty filthy so I walked it back to the swim platform and with one hand on the rail swished it around a bit in the water but lost my grip on the rail and went straight to the bottom one more time. I dropped the anchor.

The good news is I surfaced and, as a bonus, with my hat and prescription sunglasses. I climbed aboard and looked around. Nobody saw me. My anchor is still there. John didn't find out 'till the next night over a beer. That's why he calls me **Anchorman**. ▲



PROPERTY MGR.

George Tsapoitis

IAM passing the baton of Property Manager to Tony Resendes, congratulations Tony! I will continue to assist on property for as long as I am at the club, there is always something to be done around the club as we all know.



Winter is here and the club is pretty well winterized. Our boats are winterized too me thinks? Just a reminder not to have your boats plugged in unless you are at the club, please and thank you!!

Garbage and recycling pick up will be once a month until mid-April starting this month. The thermostat at the club has been set for the winter and does not need further adjustment! The dishwasher has been unplugged and should only be used when you are there and cleaned and unplugged when done. Please do not leave the dishwasher plugged in if not being used. The back washrooms next to the pop machine have been shut down for the winter too.

Looking forward to the New Years Levee. Cheers, George ▲

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KID'S CHRISTMAS PARTY



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to the world

BEACH HOUSE REPORT

by Geoff Craigen

D ECEMBER finds *Beach House* where she belongs, on her mooring in Carriacou.

Eight months, the longest we've left her by herself, but in that time she's had three trips into the protection of the mangroves because of named wind activity up north. Tyrrel Bay is open to the west and it is the west wind component of the hurricanes that bring the seas into these west facing bays. However, all is good. Her keepers have done a good job. Mechanically all she needed was a new fan for the fridge. It was a couple of days before there was cold beer on board.

The Wheatstones were in Grenada, aboard another cat, and I expected to see them up here before they took off for Bonaire, but not all cats take kindly to crossing between the islands so they abandoned visiting me and pointed west. At time of writing they are in Bonaire.

A few days ago I spotted a Canadian flag on a boat anchored about 50 feet in front of me. That's reasonably close so I inspected it only to find that it was Jeff Ante's boat with Glen Eddie, Marty Fisher and Mike Donnelly. Party time.

They stayed two nights and returned to Grenada so the boys could catch the plane home. Believe their stories; it's all true here in paradise.

Now *Beach House* is getting back to normal. I've finished my sewing repairs so the main can go back up and then it'll be time to clean the hull, or just have a beer. Until next time...Geoff



Jeff, Marty, Glen and Mike coming to *Beach House*



Jeff Ante's Wer-

WHERE ARE THEY NOW?

by Aubrey Millard

A UBREY and Judy have had to return to Ontario due to OHIP requirements, as theirs was cancelled due to their extended absences from Ontario. They returned in April from San Carlos, on the west coast of Mexico half way up the Sea of Cortez on the mainland side, where they left *Veleda* on the hard, about a mile inland. By all reports *Veleda* is safe in spite of the hurricanes and earthquakes experienced in Mexico this summer and fall. She is propped up between four hurricane posts sunk into concrete, and seven padded stands.

The Millards will be returning to *Veleda* in mid December to continue cruising down the Mexican coast to the border with Guatemala. They will leave *Veleda* in Mexico next April to return to their home in Elliot Lake. In the winter of 2018 they plan to cruise down Central America to Panama, and eventually through the canal back into the Caribbean.

They moved up to Elliot Lake last June and have their OHIP reinstated. They chose Elliot Lake as housing prices are far more economical, and

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OUTSIDE THE MARKS

by Randy Boyd

HAVE you ever wondered what racing opportunities exist outside of the usual Wednesday night around the marks? Lake Ontario has 16,000 square miles of surface area and the skipper of *Let It Be* was looking for more beyond the comfort of his club course. The story begins at the Toronto Boat Show where John Greenham inquired at the LOOR (Lake Ontario Offshore Racing) / LOSHRS (Lake Ontario Short Handed Racing Series) booth about their racing programs. He quickly learned that the Grampian 26 was not eligible to compete in the Lake Ontario 300 (apparently size matters) but the LOSHRS was very much what he was looking for. The event was a six race series described as cruising with a purpose. John was convinced that this was for him and he decided to commit to the roughly 217 nautical miles over six races. Here is the account of one race in this series, the 100 nautical miler.

It began with a skippers briefing the night before with a weather report and a few lucky draw winners receiving bottles of rum. We then had our dinner and discussed our strategy based on the weather report and wind information we had gathered from the meeting and the apps on our phones. There was much excitement as we headed back to the boat to get a good night sleep for what was to be a brisk 100 mile race the next morning. That night already the wind was up and the berth at the end of the dock they had assigned us was bouncing and bobbing with the neighbour's halyards ringing that familiar song of "no sleep for you". After a night of broken sleep we had breakfast and continued our strategy discussion based on the day.

You can never discuss strategy too often or from too many scenarios. We were ready and as we untied the boat and headed to the start line the excitement was building. The wind was up as predicted and the

competitors were presenting their boats to the race committee. After some calculation and discussion *Let It Be* found her place and began the start countdown clock and started racing.

Good racers are always racing well before the starting gun, after all positioning yourself and timing at the line is key. Navigating through sixty five plus boats dancing the waves and threading their way through the fleet trying to time allotted starts was a bit tricky but all the while we were looking over the competition. Finally we had our gun and we were off and racing with a clean start for the Double Handed Division Three Group.



Our first mark from Port Credit was the Gibraltar buoy off Center Island and we had clean air and the turn dialed in on the GPS. It was a sunny day and with steady pressure the boat was moving well as she always does.

After making good time and turning the Gibraltar mark we headed to the Burlington Weather buoy as our second turn. The shortest distance between two points is a straight line and that is the path we chose. The wind had come up some more to probably 15 knots and we couldn't help but notice we were alone. It seems that the rest of the fleet was starboard of us hugging the shore and we were sailing across the middle of the bay. Off to our port we could see some of the bigger boats reaching off into the bay. We were close hauled and moving at over 7 knots and finding *Let It Be* was weather helming a bit more than was comfortable. The windows were getting a good washing and because we had committed to the middle of the course the decision to reef was apparent.

With considerable effort and a few tricky dance moves John and I were able to get the main reefed and reset

without incident as the boat bobbed and attacked the beating one meter waves. The boat was now in her happy place and moving as she usually does, dialed in and steering without much effort and headed to the Burlington weather mark. We were not really sure where the mark was at first but some of the bigger boats ahead were about to show us the way. It was five o'clock and we were rounding Burlington and headed to Niagara with the wind and waves behind us. The challenge now was to undo the reef we had set up earlier so we could ride wing on wing for the next few hours. The wind was still blowing hard and the task was not

easy but we managed to release the sail and get her steady again. We needed all sails up as we had been singing our mantra of 'half a knot equals two hours'. We had calculated that over the course of the one hundred mile race that half a knot less boat speed equals two more hours it would take to complete the course. This was the focus of one of the many strategy discussions we

had during the race and we were determined to stay focused to squeeze out everything she had.

Downwind in fifteen plus knots of wind, wing on wing is tricky with the waves not quite square to the stern. It is constant steering and looking up at the Windex to make sure you don't



gibe the main unexpectedly at over eight knots of boatspeed (over nine knots depending how your GPS is set and who you ask).

We had adapted a rotation of helming and trimming at one hour shifts to give our necks and shoulders

Outside The Marks...

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a rest. We were on our way to the Niagara buoy and enjoying a fabulous sunset behind us as we sailed on down the lake. At this point we were alone except for a few distant boats out further on the lake but we had no idea how we were doing. We just marched on still wing on wing and it was dark now, really dark with no moon and only the distant city lights on shore for reference to help us try to make out the Niagara mark.

It was now ten o'clock and we had been running downwind for five hours when we spotted and then turned the mark. We were headed for the finish that was roughly twenty eight nautical miles away. The excitement was high on board *Let It Be* with the wind still cooperating and the boat was moving well. The crew never let up checking telltales and trimming to get her to the finish as fast as possible.

Sailing off into the black we now picked up another boat ghosting us to the starboard side of the boat. This was clearly a larger boat and after a while she decided to sail out to us and have a look. I remember the skipper of this 40-foot boat sailing close and gesturing "what are you guys doing here"? Thumbs up were exchanged and the 40 sailed off into the night.

At this point we still had no idea how we were doing in the race but we figured if *Let It Be* was still with the bigger boats that it was looking good for her. We sailed on with a renewed sense of enthusiasm towards the finish line that was still some six hours away. The wind was still holding and the boat was sailing in her happy place.

A few hours later and we were now only four miles from the final turning mark when the wind started to die. We had been sailing for almost twenty hours with roughly fifteen knots of wind and now when we were so close the unthinkable happened. The wind had died as the sun was coming up and the boat slowed to a crawl. Not a hint of a ripple on the water and the flies danced as if mocking us.

We managed to chase the cats-

paws and get her going towards our finish which was now in sight. The tricky part of no wind when nearing Port Credit was the current that was taking us in the other direction. We had been warned of this and although we took necessary steps and course it was still a problem. When I say no wind, think of a Wednesday night when nobody gets across the start line. This was our fate after sailing on the edge for twenty hours we were now putting all the light wind tactics we had practiced in play.

When we got there we were alone but after two hours of fighting current



and attempting to keep the boat moving in the right direction a crowd had begun to catch up to us. The flies still danced and mocked us as we finally made the turning mark and then the finish line.

We had completed the One Hundred Mile Race and later learned that we had won our Division and had been sixth overall. Not bad for a couple of guys who dared to wonder what was out beyond our usual Wednesday club course. Racing with LOSHR is a wonderful opportunity for everybody that would like to take racing outside the usual marks. John and I, as Ambassadors to the program, would be happy to discuss the racing opportunities that the Lake Ontario Short Handed Racing Series has to offer. 🚩



GRENADA TO BONAIRE

by Peggy Wheatstone

THIS year's November adventure was a little different. I have always avoided the possibility of an overnight sail so when asked to help with one I said yes with a fair bit of trepidation.

The plan? Fly to Grenada, sail to Carriacou, Bequia then on to the ABC's (Aruba, Bonaire and Curacao—just not sure which one). That was the plan. The flying route was Toronto to Trinidad and Tobago, a seven hour layover then on to Grenada. Return was booked from Aruba and a flight later added from Bonaire to Aruba with a stopover in Curacao.

Off went the intrepid travellers at O dark 30 for Pearson. We arrive on time in T&T at 2:25. At about 2:45 we join the queue for Immigration. Having been warned about a meager selection of food there we had brought dinner with us. Luckily. We cleared Immigration over four hours later at 7 pm. Apparently there was a wildcat strike and no one had shown up for their shift. Our seven hour layover after getting through immigration, collecting our bags, clearing customs, checking in at Caribbean Air, clearing security and getting to the gate was now 45 minutes. I will never complain about long layovers again.

Met in Grenada by our friend Derek we were whisked off on some of the worst roads I have seen to Clarke's Court Marine and the good ship *Out-Rageous*, a 47 foot Catana. A glass of wine and a piece of toast later it was off to bed.

Then began the fun. Over the next six days (Derek and Lynn had already been at it for two weeks) we finished commissioning the boat. This included replacing the trampolines of the foredeck, pestering the sailmaker for the new sails, recutting the main sail, having them put the genoa and the jib back on with the furling drums empty not full, installing an alternator regulator and firing up the generator.

An honourable mention for Mike and all the time he spent in the engine rooms of *Out-Rageous* in 30+ degree heat and full sun. There were also two food provisioning runs, multiple marine store runs and a day off for

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Grenada to Bonaire...

Continued from page 14

good behaviour and a part tour of the island. This tour included a tour of a chocolate factory. Delicious. The little I have seen of the island makes me want to return.

One week later on the following Sunday we set off for St Georges for the shake down sail. Lucky we did. There were a few of the obligatory sheet and caught halliard issues. Must be a sail boat! Anchored in the bay I finally got to go for a swim. Cautiously. There was such a current it took 35 strokes to get from the stern to the bow and 7 to get back. At this point Bequia was off the table as we were a few days behind schedule.

Monday it was agreed to finally, now we were in clean water, to run the water-maker. Now some of you may be aware of my karma and water-makers. Apparently it extends beyond *Peregrine*. Derek was sitting in the engine room and realized he was being showered from behind. A hose had cracked and was spraying water. The rest of the day was spent repairing the offending part. The solution? A larger size hose fitted as a sleeve over the original. Since we were obviously sailing Monday, departure for Carriacou was delayed until Tuesday.

Tuesday we set off planning to look up Geoff Craigen on *Beach House* when we got to Tyrel Bay. Not to be. We cleared the lee of Grenada, less than halfway there, into bumpy seas, decided there wasn't a lot of upside in continuing and so we reversed course back to St Georges. Luckily we did our man overboard drills in the calmer seas. I successfully rescued my fender. New plan. Leave straight from there for Bonaire. Which we did at 5 pm Wednesday.

We took the night watches in pairs, Derek and Peggy, Mike and Lynn. This way each team would have both muscle and someone who knew the boat well. Derek and I got the 10 to 2 and 6 to 10, Mike and Lynn got the 6 to 10 and the 2 to 6.

The night watches were not nearly as bad as I was expecting. An audio book staved off boredom and sleep. AIS made avoiding traffic relatively non eventful. And the Milky Way truly is spectacular 200 miles from shore. On the morning watch Thursday I was finally rewarded by a pod of dolphins. Heaven.

Being downwind sailing, the autopilot was working hard. As the trip advanced it started making more grinding noises making it difficult for people to sleep. The last 24 hours were spent taking turns hand steering.

Saturday morning at dawn we approached Bonaire. There was some angst in the lightening sky over a red light not on the charts but the white flash every 9 seconds confirmed the lighthouse on the southern tip of Bonaire. The red light turned out to be an airport radar tower, just not on the charts. As we turned the tip a flight of about 50 very pink flamingos crossed our bows. Mike described them as pink pipes with wings.

We motored up the west coast to the capital Kralendijk. The mooring filled stretches along the coast in front of the city, a zigzag of moorings two deep. About 40 double ball moorings are your only choice. Anchoring is verboten (unless you're a dinghy using a rock!) If you are on an outer set your stern is over a 100 foot deep reef. Divers literally fall off their boats above a perfect dive site.

We were settling in as two tugs went by imitating a fireboat followed by a string of smaller boats. Apparently Santa had come to town. This also meant that the customs and immigration people went MIA. We tried to check in at 10:30, the place was locked up tight. 12:30, same thing. Last try at 2:30, they showed up at 2:45. Then they had to call in Immigration. We were finally cleared at 4 pm. Of note, this is the first island I have been to where they required all people clearing in to show up in person. In between attempts two and three I went to sign up for my scuba lessons. Done, I was to start 8:30 Monday.

It was wonderful. I am now a certified recreational scuba diver. I thought I was pretty good finally doing this at 62 but apparently last year there was an 84 year old lady. Never say never.

Bonaire is a delightful island. There are only 20,000 people and far more flamingos. It has everything you might need and the people are all friendly polite and accommodating. It seems to be missing some of the seedier parts of society. Not missed at all.

Thursday we did a taxi tour with a very knowledgeable lady driver. The taxi drivers all wear yellow shirts on

days the cruise ships are in town, and all rates are government set. Setting off from the capital, we headed off through the hilly territory of the north side of the island. After stopping at an inland lake to see some flamingos we had lunch in the islands oldest town, Rincon. There is also a large park in the north, however you need a truck or similar vehicle to handle the roads and it takes five hours or more to traverse. After lunch we circumnavigated the flat south part of the island where the salt flats are still in operation. The tiny slave huts, leftover from earlier times and each where 6-8 people brought in to work the salt flats slept, were eye opening. Mountains of salt are still produced and exported by ship, mainly for water softeners and road salt.

Then back to the boat and snorkeling in the sea to cool off from the 40C humidex.

Truly a lovely island, well worth a visit! ▲

Where Are They Now...

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they like the north; they met when living in Espanola in 1980. One and two bedroom apartments can be had for \$400 to \$800 a month. Three and four bedroom houses with full basements and attached garages can be purchased for \$90,000 to \$150,000. For \$750 a month, they have a lovely two bedroom fourth floor apartment with balcony, in a nine story apartment complex. From their balcony, they overlook a landscaped garden and tree clad hillside. Elliot Lake has rediscovered itself as a retirement friendly community after all the eleven uranium mines closed up in the late 1980s. It was a model planned community after uranium was discovered in the mid 1950s, and had an infrastructure for a small city of 40,000, but only achieved a maximum population of 25,000 and the current population is only 12,000. Thus many good properties are still available in the town.

Continued in February



