



TORONTO HYDROPLANE & SAILING CLUB

FEBRUARY 2018

Spar & Prop

NUMBER 245



JANUARY 1ST, 2018—TH&SC



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TH&SC Website—www.thsc.ca

Calendar

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

Race Officer Course—Saturday-Sunday, March 3-4—See page 12 for details.

Ways & Means Social—Saturday, March 10—See poster on this page.

Ont. Sailing University—Saturday, April 7—See Race Captain report on page 4.

Race Meeting—Wednesday, April 25—7-9 pm—For experienced racers and new racers, come down and find out what will unfold in racing this season.

LAUNCH DAY—Saturday, May 5—Be at the club at 7 am. Full program in the April Spar and Prop.

BPYC Cruise—May 19-20—See posted details.

Rear Commodore's Brunch—Sunday, May 20—10-noon.

Warm Up Race—Wednesday, May 16—First gun at 6:30 pm.

Race 1, Series I—Wednesday, May 23—First gun at 6:30 pm.

Ice Breaker Race—Saturday, May 26—The first distance race. Join the fun.

Rear Commodore's Meet and Greet—Saturday, May 26—6-10 pm.

Sailpast—Saturday, June 9—11 am-11 pm—Come and join the best party of the year. See information posted around the club and Spar and Prop.

C-Dock Brunch—June 10—Join us for brunch "the morning after".

PCYC Cruise—June 16-17—See posted details.



THSC Ways and Means Social

Saturday March 10

7 to 10 pm

Be
part
of it!



Join us for our annual job fair!

Please bring along your personal calendar and sign up early for jobs on the crucial seawall project, docks, on the grounds, in the clubhouse, on the water and/or for social events. Come out to encourage others and enjoy the evening.

Irish coffee and refreshments



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COMMODORE'S COMMENTS

Richard Peirce

HAPPY NEW YEAR! It was a pleasure to start 2018 with a great New Year's Levee at TH&SC! It was my very first (As I'm normally on a ski hill at this time of the year) and the first as your new Commodore. It was great to see some familiar faces and meet a few new ones as well! Many thanks to the volunteers who put a ton of time and effort in to make this happen.



In January, I headed down to attend the boat show, this year with a particular goal in mind. Before I get into that, let me rewind to fall 2017... I arrived down at the boat a week before haulout to drop my sails and prepare to take down my mast. I'd had a busy few weeks so I was feeling a little behind on my preparations. I figured that I had just enough time to do what was necessary in order to get my mast down in time for haulout—but not much room for error.

I unlocked the companionway hatch, pulled the boards and started down below. That's when things didn't look quite right. There was debris scattered around the main salon. The counter was covered in some sort of sludge—crackers, ripped open bags of chips and who knows what else. Not pretty.

I turned the corner into the aft cabin and there he was. Big fat raccoon curled up in the back. And I won't even go into the mess back there but rest assured, it was nasty. I closed the aft cabin door and headed back to the cockpit to sit and think it through. I devised a plan to remove the beast—there is only one way in and out of the aft cabin except for the VERY small portlight where he must have squeezed in. So, with the aft cabin door semi-closed in front of me, I gave him a few nudges with my boat hook and after about five minutes, he got irritated enough to at least get up. I continued with my boat hook trying to annoy him enough to move towards the port. ten minutes of persuasion and he made his move! He had his head and hands through the port and I literally pushed on his rear end until he popped out into the cockpit and made a run for freedom.

Then came the hours of cleanup... and true love being what it is, Bonnie came right down to help with the very

much less than desirable task! This brings us back to the boat show—the opportunity to buy a lovely new custom mattress for the aft cabin. Looking forward to some back pain free sleeps floating on *Hacienda II* this summer...with no racoons in sight!

So, the point to this story—now's a good time to check on your boat. There's been a lot of raccoon activity this past couple of years. We lost one boat at the club last year that was written off from racoon damage. Make sure the ports are all closed up tight! Our port was a very small one and it never crossed my mind that it was a possible entry point for a raccoon. And while you're there, it's a good idea to charge up the batteries and make sure there is no water ingress. Might seem obvious but there's always a couple of boats with damage from ice and/or water.

In December, I had the pleasure of attending my first Council of Commodore's meeting with Greg Smith. It was a very informative event where we got to hear from other clubs around the lake on their challenges and solutions. Many of these issues are common to all clubs on the lake but I did take away a couple of salient observations.

First off, we have a great club!! I know we already know this but when I hear about what some of the other clubs are facing with budgets/taxes/overhead costs, etc., I realize what good shape our club is in! Secondly, I think it's important to note how well our club gets together to solve operational challenges—think electrical, seawall, clubhouse upgrades, etc. We have a great working club with lots of members putting in way more than their required hours. Good work folks! It's not only good for our infrastructure but it brings us closer together! If you're new to TH&SC, get on a work crew—it's the best way to make some new friends. Hope to see more of the same in 2018 and beyond.

I also had an opportunity to meet the neighbours! Last week, Greg Smith, John Greenham and myself met with Howard Franklin, the new Commodore at ABYC along with their Rear Commodore (Dave Steenberg) and Past Commodore (Bob Hedley). They invited us over for a pint in their bar and we spoke about the clubs—what's great, what's challenging and how we can all improve things. What a great group of people who share the

same interests as us in the sport of sailing—racing, cruising and that general love of being on the water. Looking forward to seeing more of them in the coming years. We also spoke about the possibilities of sharing an event in the future—maybe an open house event or some sort of friendly competition between the clubs. Just food for thought right now but I think it would be great to do something fun with them! Stay tuned as we dig deeper on that.

Fun fact about ABYC: Did you know they have a bar and it's even open during winter months? Wing night is Wednesday and Howard wanted to remind us that we're welcome as members of a reciprocal club. I believe the club hours are listed on their web site. Myself...I plan on heading back for wings at some point soon—anyone want to join in? Beyond making some new sailing friends, we have much to learn from their club and of course they too can learn from us. It's good for us to have good neighbours!

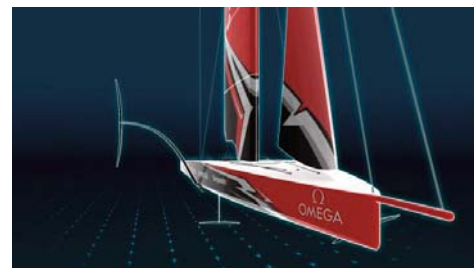
In closing, I'm really excited for the coming year! It's a pleasure to be working with the rest of the executive in doing our very best to make 2018 a fantastic year at TH&SC. Big thanks to Joan, Greg, Glen, Claude, George, Alan and Paul for helping us newbies on the EB learn the ropes!

Warton Willy let us know that we're in for another six weeks of winter but when the warmer weather comes (it is coming right?), you'll find me down at TH&SC installing that new mattress on *Hacienda II*. Come by and say hello!

Richard Peirce ▲



New America's Cup class



RACING CAPTAIN

Martin Osborne

SO how many days did you say until launch? I know it's too many for most of us as we suffer through yet another plunge of the mercury! Not to despair though, your new Race Captain and Rear Commodore have been busy lining up some awesome seminars guaranteed to make the chill of winter a little more bearable and the remaining ninety-odd days fly by. By now the Near Shore Navigation course is already well underway and by the looks of things is being very well attended with those looking to expand their knowledge of nautical navigation.

We at the racing side have a couple of really excellent race related seminars planned for the racers in the club this spring as well as one that I think will be of interest to all sailors in general racer or cruiser.

The first race seminar will be a Race Committee Officer training course on March the 3rd and 4th at TH&SC. While you might not be planning to ever be a Race Officer, I can assure you that this will be an excellent way to improve your racing skills as we all know that most races are won with a good start. Or as a non-racer it will provide an opportunity for you to learn a new skill and open up an avenue to spend some great time out on the water watching the action from the committee boat! You will learn the thought process into the line set up as well as the flag sequences and much, much more. Registration for this seminar is through Ontario Sailing at <https://ontariosailing.ca/registration-forms/>.

The second seminar for Race and in this case all members are welcome and in fact encouraged to attend as I suspect any sailor would benefit from the Sail Trim portion of the seminar! It will be a full day of learning from one of the top sailors on Lake Ontario, Thomas Fogh of Olympic pedigree, he will be coming in to share his knowledge on Race Strategy as well as Sail Trim, Shape and Control on April 7th. Having heard from others who have attended his seminars in the past it's one you don't want to miss! Registration for this one is directly through TH&SC. Cost is \$75.00 with lunch provided. Please email me at race-captain@thsc.ca to register.



So roust your crew from their winter doldrums and sign up for one of these seminars you know your fellow skippers will be there and you don't want to give them the advantage before launch!

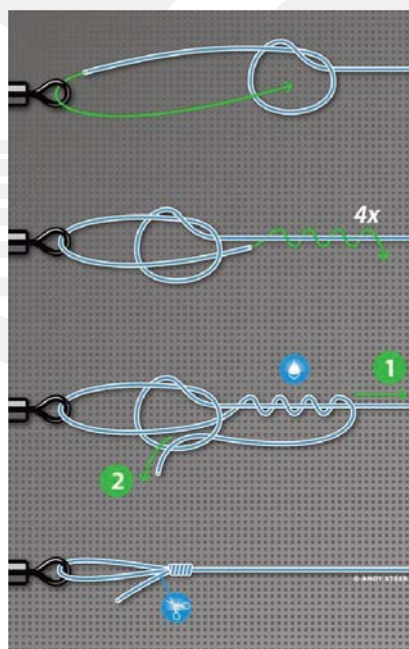
Finally we will be holding our Skippers Meeting on Wednesday, April 25th to officially kick off the 2018 season. I am planning to have a guest speaker in for that evening and will update when I have a confirmation of who it will be. I am open to suggestions if you know of someone or something you would like to have presented, please let me know.

I am also very pleased to let you know that Jamie Carroll has agreed to continue on as the official measurer in regards to PHRF certificates so if you need a certificate or have a sail that needs measuring get in touch with myself or Jamie and we will get you measured and out on the race course.

If you have any questions in regards to either of the seminars or would like more information on this year's racing program please feel free to email me at race-captain@thsc.ca

Here's looking forward to a great season of racing for all of us in 2018!

Martin Osborne 



John Greenham and Randy Boyd accepting their trophies at the awards ceremonies at Port Credit Yacht Club. Lake Ontario Short Handed Racing Series—Overall Division winners.



REAR COMMODORE WAYS AND MEANS

John Greenham

HAPPY NEW YEAR
TH&SC members!

I'm honoured to accept the roll of Rear Commodore. For those of you I haven't had the pleasure of spending time with, I'm John Greenham. I've been happily sailing *Let it Be*, a Grampian 26 that rests nicely in D6 when she's not out sailing, racing or cruising. Come visit us anytime—her fridge is always cold.

Over the years, I've enjoyed all types of events TH&SC and "the lake" has to offer (and yes, that includes my seawall friends).

We have many members that make TH&SC a wonderful place to hang out and socialize with our fellow members and visitors alike. Our 2018 calendar is set but, as always, will be a moving target. Some of you have suggested and/or recommended new things we can do. The usual Social Events, Cruises and Races are set and can be found at the TH&SC online calendar (or in this Spar & Prop).

I appreciate and enjoy my time with those I see at our events. I look forward to seeing new faces and meeting new people, whether it's on the race course, on a cruise or even at one of our very popular social dates!

Get this, there's even a crazy few of us taking the CPS Nearshore Navigation Course that don't mind doing homework again (or in my case probably for the first time ever).

We hope the club continues to be an active and fun place to spend time. My dream is to make it more fun and more active, even if it starts with one more member or one more visitor participating in our activities.

As the snow outside flies around and drives us all crazy, we dream and hope the spring will come sooner rather than later. I certainly don't recall the last time I thought I sailed too much last summer. So, with that said, I'll see all of you enjoying our club and all its activities more this year!

OK, enough of the pipe dream. Thank you Team! The Levee was well attended and thanks to Phil, Peter, Marilyn, Sol, Tracey and of course Lynda. Also, our Social Powwow was the way to start it all off. Thank you Sue, Helen, Laurie, Isabel, Lynda, Doris, Lindsay and Meredith.

We can make TH&SC even better this year and hope all of you will continue or for the first time help us get there. ▲



Dorothy Williams

IT'S A new day, and a new year!

Welcome to a fresh new year and the start of another 16 hours of work party. We had a very successful year last year, with members motivated to step up and fill their 16 hours plus, plus, plus. If your left your hours to the end, you know how difficult it is to squeeze them in. No one wants to see those dollars added to their annual billing.

Some members have already logged some hours at the New Year's Levee. How delicious were those mini Tourtière pies, baked by chef Martin Osborne!

A wonderful event is coming up. **The Annual Ways and Means Social. March 10, 2018.**

There will be a multitude of big and small jobs available for all to sign up and make your commitment for the year. Pick something that you might enjoy and are talented to perform. Every job is important and with your commitment, we will have the club looking spic and span throughout the season. Please come to the Ways & Means Social, March 10th @ 7pm, and



show your support for the club going forward.

As a reminder, the Board Member or Crew Chief of the work party is the only person allowed to send the logged hours for each member to me via email. Should you have any concerns about your logged hours throughout the season, please feel free to email me at waysandmeans@thsc.ca. I will be more than happy to give you a rundown of what I have.

As for the seawall, I would like to use the same system as last fall, with a sign up sheet for each weekend, by the kitchen. As you show up for the day, please sign in and the Crew chief can post the hours you worked at the end of the day. If you can't do the heavy work on the seawall, there is always KP duty making lunch for the workers.

Joan Willson did an amazing job in the fall preparing lunch for our hard workers, but additional help would be appreciated. You'll be indoors where it warm and not raining!

Let's keep our fingers crossed for normal water levels this spring, so we can get on with cruising our beautiful lake and meeting new sailors.

Cheers:

Dorothy Williams
Ways and Means
On the hard!. ▲



TREASURER

Alan Jones

GREETINGS sailors-in-waiting. It seems with this endless ebb and flow of winter that spring will never come. The boat show has come and gone so we are at that point of looking for a little taste of our shared passion that will pull us through the next few months.

Myself, I have been keeping one eye on the Volvo Ocean Race. I admit I have been a rabid fan of this event since the Whitbread days. I used to faithfully play the virtual game. But I decided this time around that the sleep deprivation just wasn't worth it. That and listening to John Greenham whine about how I got him hooked on it last time around cured me of playing this time around. But the race has made great strides in bringing the actual daily grind of blasting through the



southern ocean at 25 plus knots to the public. There are also in port races at all of the stops so there is a variety of action that literally puts you on board with the sailors. Check out the web site <http://www.volvooceanrace.com/en/home.html> or search it on Youtube. Its great eye candy and will make you appreciate being able to tie up at the end of the day and go home to a warm bed after a cold wet day on the lake.

I am going down to Newport R.I. this spring to check out the boats on their only North American stop over. Something else that is keeping me focused on the endless white horizon outside.

Well, I trust everyone has some cure for the lack of sailing blues that grabs us at this time of year. Whatever that is enjoy and looking forward to summer days at the club.

Cheers

Alan Jones

Treasurer ▲

SOCIAL CHAIR

Lynda de Jonge van der Halen

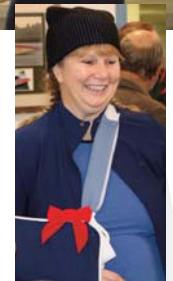
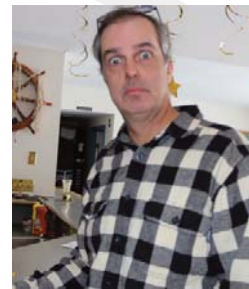
NEW YEAR'S LEVY

HAPPY NEW YEAR!

The sun shone but the temperature outside was 'extreme cold' as TH&SC members arrived for the 2018 Levee. Fifty plus people dropped by to chat, reminisce, make plans for the coming season, and check on their boats and the ice in the bay.

Thanks very much to Susan and Martin who did the research and provided us with the Lucky 7 foods, including the homemade tourtières, and the potent moose milk! Check the internet for the tradition of serving moosemilk at levees in the Canadian Armed Forces.

Sol, Phil, Marilyn and Tracey were our reliable and smiling support team. Incoming Commodore Richard Peirce and Rear Commodore John Greeham welcomed guests. Incoming Property Manager and others discussed flooring issues and kitchen improvements. Thanks to Rich for the photos. 📷



Social Report

In January a group of interested members met with incoming Rear Commodore John Greenham to begin planning Social events for 2018. Details for each event will be posted at the clubhouse, in Spar and Prop, and by club email blasts nearer to each specific event. These individuals are part of the start up team. The help of many others will be needed in order to implement the plans. Plus the number and enthusiasm of party goers will be crucial to the success of each event.

Save the dates!

Saturday March 10, Ways and Means Social and Sign up for jobs to earn your work hours (see poster in this issue)

Saturday May 26 Rear Commodore Meet and Greet, Jimmy Buffet style this year, new time 5 to 7 pm All inclusive meal.

Saturday June 9 SAILPAST!!!! Details in April Spar and Prop (tickets go on sale at Launch)

Sunday July 1 Canada Day Cake and ice cream, sparklers, do your own thing, fireworks in the park

Saturday July 7 Summerblast

Saturday September 1 Corn roast

Saturday November 10 Awards Night (tickets go on sale at Haulout)

Breakfast challenge for 2018!

Sunday May 20, first holiday brunch of the season,
Rear Commodore Brunch, 10 am

Sunday June 10, C Dock to host the 'morning after Sailpast 'brunch'

Sunday July 1, D Dock to host the Canada Day brunch

Sunday August 5, A Dock brunch

Sunday September B Dock brunch

Launch is Saturday May 5.

Two or three people are requested to help with prep on the Friday May 4. Several helpers for the kitchen team are required for Saturday May 5, both volunteers and Senior members who do KP as their assigned duty for Launch. Please contact Lynda.

Stay warm and keep active during the rest of the winter season! Looking forward to seeing you on March 10.

VICE COMMODORE

Claude Soulodre

WHO looks hot in a parka and a toque? You do!! And so do I, don't you think? Aw gosh, thanks!



Well friends, all this over-dressing WILL come to an end... about three months from now, when we all launch our pretty water ponies and get revved up for the sailing season ahead. I promise, it will be here before you know it. ☺

So it's club dues time, yaaaayyyy! Let's get those dues paid, people. That way we can get started on investing in the club, so that it's all shiny and ready for the fantastic season we have planned. It's gonna be a good one. Racing and social are already off to a running start, planning an unforgettable season of edgy competition on the water and fun and festive celebrations on land. You won't wanna miss a thing, so get your dues in before the March 1 deadline. And don't forget to complete the Code of Conduct acknowledgment and send your proof of insurance in too!

Hey, on the flipside of things, are you thinking that you might not launch this year? If so, now's the time to let me know. Harbourmaster Paul and I will be looking at slip assignments very shortly, so if you're not planning on getting your boat wet this summer, please shoot us an update (it also means a cheaper invoice for you...another reason to send us your plans as soon as possible!).

Looking forward to seeing you all at the Ways and Means Social. Until then, keep dreamin' of sunny afternoons at the hole and thrilling windless Wednesday racing nights. 🚤



Blue Sky heading home

PAST COMMODORE

Greg Smith

GREETINGS from your new Past Commodore. I know many of you are reading the first Spar & Prop of 2018 from warmer climates. I'm happy to report my bags are packed, and I'm looking forward to a week of warm sunshine and turquoise waters.



As you know, the official duties of the past Commodore include, the organization of a planning committee to look ahead for the future needs of the TH&SC. Currently, I'm in the process of reviewing our 2018 insurance policy and the future security requirements for our premises and clubhouse. In the coming months, I will be reaching out to the membership for your thoughts and comments on the topic.

In the meantime, at the time of this report, there's only 44 days, 23 hours, 48 minutes and 49 seconds until the first official day of spring—but who's counting?

See you around the boatyard!

Greg Smith

N43° 39.610 W79° 18.812

Same Spot / Different Day 🚤



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Must sell—have new boat

Well maintained hull 447

Hull Alcraft with Interprotect below the waterline

Atomic 4 in good running order

Sails and rigging in good condition

Any reasonable offer considered

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416-606-2595

Summersalt447@gmail.com

HARBOUR MASTER

Paul Evans

I WISH the weather would make up it's mind. It goes from 5 above to 15 below overnight and then back to above freezing.



The good news is that launch is only 13 weeks away. The bad news is that launch is only 13 weeks away.

Please come out to the Ways and Means Social on March 10th and sign up for the many, many things that need to be done.

For example, there is new metal to put under the ends of the bridges and numerous boards to replace along with all the annual jobs to get things ready.

And of course, there is the sea wall work to do with rebuilding the board walk and the facer boards on the sea wall and so on and so on....

Not to mention getting your own boat ready.

If any one is interested in working during the week instead of on weekends, please indicate that when you sign up, especially for any work that requires the barge.

There is lots to do, so please sign up and get your work hours done.

Many thanks

Paul 🚤



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reddraco@sympatico.ca

WHERE ARE THEY NOW?

Judy and Aubrey Millard, *Veleda*

San Carlos, Sonora, Mexico

Jan. 25, 2018

Hi Folks,

We are still tied to the dock here in San Carlos awaiting repairs to be completed on our engine. We have traveled and dinghied around the area, and Judy is enjoying bird watching with a local group, but we want to get back to sea. The piston rings have been installed and the engine replaced into *Veleda*, but...there are always problems. A foundation bolt fractured and we are still waiting for the mechanic to fix it. It has now been over a month since we launched *Veleda*, only to sit here in the marina...waiting!

The Craigens, *Beach House*

Ahhh...Winter in the sun.

Down here in Carriacou where it should be the "dry" season—it's not. It's been very wet, which has been good for the local farmers and not so good for water sales.

We catch rain water whenever we can. We catch in buckets and then transfer to the main tanks via an electric pump and 5 micron filter. Rain water, although very pure, has a lot of dirt in it. Most of it comes from Africa where our predominant winds originate.

Whether you buy, make or catch fresh water you need to budget its use when living on the hook. If you buy, you need to go to a dock in either the big boat or by dinghy. Big boat means hauling anchor or dropping a mooring and making sure stuff is put away and hoping your spot is there when you get back. By dinghy it means jerry cans or if you have one, a bladder. If you have a desalinator it means good battery charge or a generator. So we use water sparingly. That is, taps aren't left to run.

Water can be reused or salt water can be substituted for some washing and fresh for rinsing. Never wash clothes in salt water though. You can use more fresh water getting rid of the salt.

The other budgeted use item is electricity. *Beach House*, like most North American boats uses 12 volt DC. We have 840AH in our house battery. Sounds a lot, but there is a fridge to run and computers to charge and lights

to light. We save power when we can because if tomorrow is cloudy the solar panels won't do a lot to topping up the battery.

Besides the above there is the job of cleaning and staying ahead of the salt and UV damage caused by this climate. Of course if you have a different budget you can live at a dock...but what fun is that?

The rewards are constantly meeting new people, not having to travel far for fun and entertainment... and NO SNOW.

We highly recommend it.

Pat and Geoff Craigen

s/v *Beach House*

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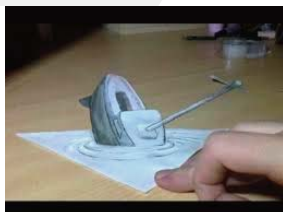
The Wheatstones—*Perregrine*

See page 11 for the "Perils of *Perregrine*".

Richard Couttes

This last Wednesday was our last race of the season. It was a great day for racing especially since it was October 11 in Thunder Bay. I miss everybody back in Toronto and my thoughts are with you. I wish I could help with haulout and seawall welding but I must do this flying first. Here is a picture of our last race with the *Sleeping Giant* as a backdrop. (See page 12 for picture.)

Have a safe haulout. 🚢



PROPERTY MGR.

Tony Resendes

AT TH&SC we are very fortunate to have dedicated members always willing to do their part towards the many needed improvements to the club. As the new Property Manager, I look forward to working with everyone contributing towards making a great club even greater.



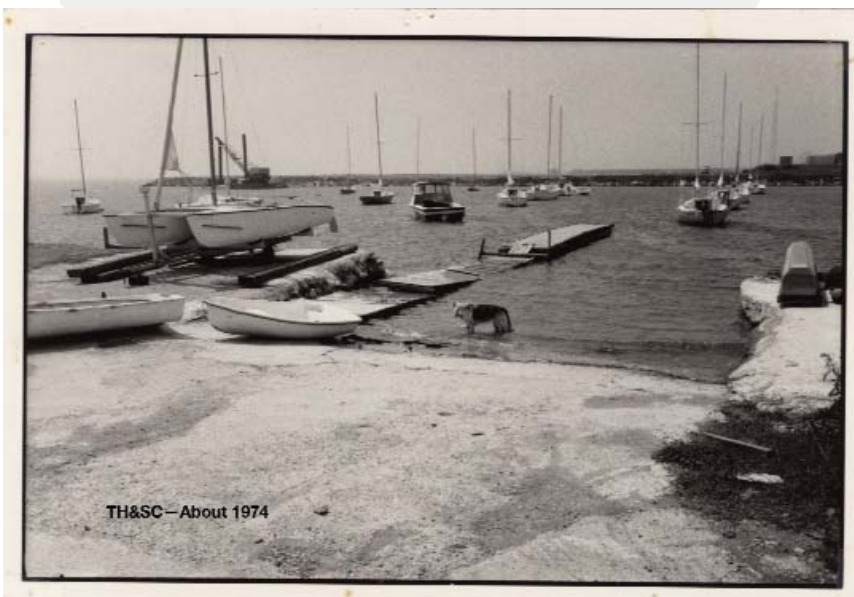
Some work has already begun, Ron Mazereeuw has repaired the buckle patch of parquet flooring in front of the lounge area. Thank you, Ron, good job.

Much more needs to be done inside and outside and some of the priorities include: leveling the interlocking stone patio, interlocking stone walkway repair and landscaping, kitchen renovations, clubhouse exterior siding repair and replacement and much more.

I know that many will sign up for duties at the Ways and Means Social on March 10th.

My thanks to George for taking the time to review Property Manager duties and responsibilities with me and his willingness to continue to help out. My thanks to Dorothy for organizing all the members' hours and for input into work requirements. My thanks to all the Board members for a warm welcome.

Let us pull up our sleeves and get out there, each doing our part, and more, for our club. To misquote a famous president, "ask not what TH&SC can do for you, but rather, what you can do for TH&SC". 🚢



TH&SC—About 1974

NEXT STEP

by Aubrey Millard

This is a continuation of Aubrey's story from the December Spar and Prop. It tells how Judy and Aubrey have changed their lifestyle.

Aubrey and Judy are active, hiking two or three times a week with the Coureurs de Bois hiking group. Aubrey is line dancing twice a week, curling four times a week and bartending at the local Royal Canadian Legion and the curling club. Judy is active with a naturalist group and a quilting club. She likes having the second bedroom set up as her sewing room, where she can leave everything set up without having to put the sewing machine away after every use as we had to do on *Veleda*.

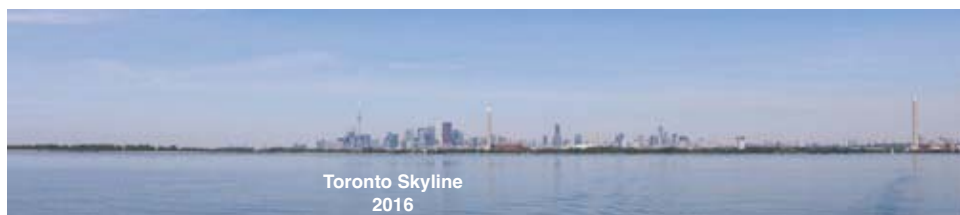
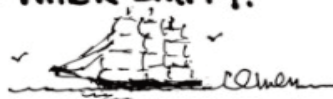
Living a settled life in one location for the first time in twenty years is different and comfortable after their itinerant life in their boat or trailer. They enjoy small details such as not worrying about how much water they use, or how much power is being drained by the freezer in the refrigerator, having space to hang up clothes, access to books and DVDs from the local library, five minutes drive to grocery stores (a large Foodland and No Frills stores), hardware stores (Canadian Tire, Napa, Rona), a couple of reasonable restaurants and sports bars, including fast food locations of McDonalds, Tim Hortons, and Kentucky Fried Chicken, an arena with Junior A hockey, Mount Dufour Ski Hill, and dozens of hiking, cross country ski and ATV trails. Parking is free all over, and the many boat launch ramps in over 50 nearby lakes are also free, and of course the fishing is great.

Aubrey and Judy have just bought a Grampian 30 which has a cradle and mooring ball in the North Channel Yacht Club, a 25 minute drive from town. In all their travels, they put as their three best cruising grounds, the North Channel, the north shore of Lake Superior, and the B.C. coast. Their wings are clipped a bit by OHIP, but they intend to be good little Snowbirds, spending half their time in Elliot Lake, and the other half in *Veleda* wherever they sail her. 🚤

Nauticals

POWDER MONKIES - A NAME GIVEN TO YOUNG BOYS EMPLOYED IN THE BRITISH ROYAL NAVY WARSHIPS TO SUPPLY THE GUN CREWS WITH GUN POWDER DURING BATTLES AT SEA. GUN POWDER WAS STORED IN THE MAGAZINE, A SEALED CHAMBER LOCATED BELOW THE WATERLINE. WHEN THE POWDER MONKEYS REACHED THIS ROOM THEY WERE PRESENTED WITH A POWDER CARTRIDGE WHICH THEY WOULD DELIVER TO THEIR ASSIGNED GUN FOR THE GUN CREWS TO LOAD AND FIRE. THEREFORE THE VERY PERFORMANCE OF THE SHIP, ITS OUTPUT OF FIRE POWER AND SO ITS EFFECTIVENESS IN COMBATTING THE ENEMY WAS DEPENDENT ON THE ABILITY OF THE POWDER MONKIES TO SUPPLY GUNPOWDER QUICKLY AND EFFICIENTLY. BECAUSE THE ROUTE FROM THE MAGAZINE TO THE GUNS WAS NARROW AND STEEP IT REQUIRED SPEED AND AGILITY, SO THEY WERE USUALLY YOUNG BOYS, ALTHOUGH SOME GIRLS DISGUISED THEMSELVES TO JOIN THE POWDER MONKIES. THE CHAOS AND CARNAGE DURING BATTLES TOOK A HEAVY TOLL ON THE POWDER MONKIES.

THE POWDER CARTRIDGES WERE 6" DIA. HEIGHT 2', CONSTRUCTED OF STAVED WOOD BARREL, 3 BOLSTERS, COVERED WITH CANVAS INSIDE AND OUT. THEY WEIGHED ABOUT 9lbs WHEN EMPTY.



THE PERILS OF PEREGRINE—2018

by Peggy Wheatstone

Post Irma

WE ARRIVED on St Maarten this year after a very long trip through Miami. None of the four Canadian carriers are flying here this year as they have cancelled all seven collective flights. Met at the airport by shore side neighbour island friends, Mike and Dyana, they whisked us back to their condo for the night. We could see *Peregrine* 100 metres off shore, so near and yet so far.

Off we went to our favourite restaurant for dinner, treating our hosts.

The next morning another friend arrived with dinghy to help us and all our bags to *Peregrine*.

A bag of figs survived the summer, the milk powder and flour both went to the sea gods. Shopping was definitely on for tomorrow and Monday.

Mike went to the cell company and moved the sim card to my now unlocked iPhone. The phone didn't work as the 2G network was destroyed and not being rebuilt. Although we'd put in a reactivation request, the internet was not interneting and the dinghy gas can was missing.

Here we are on the boat with no communication or a way off the boat! Radioed neighbour Mike S who rustled up a man with a dinghy. Mike borrowed Mike S's phone (after he went back to shore to get it) and called Mike D (who looks after the boat when we aren't on island). Apparently the gas can was in his lock up (to be safe from Irma).

So...Mike and I attached the engine to the dinghy, they towed him to shore, and armed with a quick packed lunch he went off. On shore he went to the phone store and got the sim card transferred to my phone. There was a \$1 fee he needed to pay. However the iPhone wants to contact a configuration server before it will work.

After finally connecting to the phone store WiFi network, Mike doesn't know my Apple ID password. Back at Mike S's he then radioed for my apple ID. Luckily David and Macklin were here so I wrote it out and sent it with David to shore while Mack played with the fridge (still not

cold enough...running in the 40s). I did have to confirm on the air that the missing character at the end was the clearly written "7" which was not there just because I wasn't sure.

By 2 pm we had a functioning phone, internet and a dinghy with a gas can, as well as three toilets that I couldn't make work. I was a little desperate. By the end of the day the port side heads worked by virtue of opening the thru hull but our side required some rather major fixing. When they built the new shower they didn't seal off the aft head line so when I pumped the forward one, no vacuum. This required the removal of the new cabinet and some futzing to seal it off. After that successful endeavour we determined our head lines leaked causing minor flooding, at least with clear water.

That meant, along with Macklon still not fixing the fridge, Mike got to fix our toilet. And because I just pushed the water into the shower sump, repairing the now obviously non functional sump motor.

About 4 Mike finally got to a job on his list. Lighting in his new cupboard before he fills it up. This only took four days to finally get finished due to continuous interruptions.

Tonight's little adventure was rescuing a mattress from the rain out of the cockpit since apparently we did not get back to finishing installing the rain panels between the coachroof and the bimini. Back in bed I realized his brand new shave kit was getting wet from the window on our wall. It was soaking wet so closed the hatch, wiped up all the water...AGAIN...I lifted the mat and went to get a dry one realizing as I walked there was water underfoot. The big side window has a leak. By the way, Irma also blew the side window covers off.

Situation normal. Plans are being rewritten hourly.

I think it is time for bed!

Sunday Mike went up the mast (Derek and the windlass did that job) to suss out the damaged anchor light and WiFi booster and replace the missing wind instruments.

Monday we pulled into FKG's dock (fabricators and rigging) to have the solar array framework mended and straightened. Another thank you to Irma. A new anchor light was ordered and shipped to Lee's house to come with them on Sunday.

Also removed by Irma were most of three of the ceiling hatch covers that block out most of the sun's heat in the day. A fourth was damaged but still covered 90% of the hatch. Oddly enough the two undamaged were port aft and starboard forward. Go figure! An order was quickly placed with permission to have it shipped here to our friend Derek's US postbox on island. The same one the two replacement solar panels were arriving to.

While on FKG's dock the sailmaker arrived to make the templates for the two new large side window screens. The relief from the sun when they were installed later that week was unbelievable and immediate. They are grey not white, a definite aesthetic improvement.

Also while on the dock, friends of Macklon, who was still trying to get the fridge right, offered him some fresh lion fish. He refused but I leaped into the breach. Looking forward to dinner tonight!

Here a week the starboard hull is mostly clean. Mike is finished futzing in the "workshop" cabin but needs some storage containers before I can start to clean and stow. Galley and salon are clean except the ceiling, nav station and the top of the table. It's there somewhere. Cockpit is done. Phew!

Mike is not doing so well on his list though.

All heads work, lights are in the new cupboard, a dedicated freezer plug is installed and working for the freezer's new home. The Solar array framework coming along. FKG has modified the WiFi booster bracket and will come out to install it on top the mast when the new light arrives with Lee on Sunday. The outboard is serviced, hopefully Macklon has the fridge fixed. Mike is off with Derek to pick up items at post his box at The Mailbox.—we think the solar panels and some engine fittings. Greg from the Palms sourced and is holding a bottle of El Dorado 21 for us at \$68!!! Yes that is a good price. Mike D will be delighted.

Overall much better and improving slowly. Dyana and I are going to a cruising ladies lunch on Friday. This year at a new at day and new place.

My go to Marigot list is growing but luckily Mike now has things on the list so I might actually get there.

Did I mention the sails are still lumps on the deck? (cont on pg 12)

The Perils of Peregrine...

Continued from page 11

There are sad sights of broken boats everywhere. Including right beside us.

By Sunday the 21st we are ready for Deb and Lee and they miraculously arrive earlier than expected. Lee needed the assistance of two young ladies on shore to wolf whistle and attract our attention. At least that is his story.

Things did happen over that week, just not perhaps as quickly as we had hoped. The sails went up with a day or so delay between while we made sure Mike's fall on deck did not result in a broken wrist. The solar panel installation was delayed twice, the first time because the aluminum framing needed was on the island but still in the shipping container.


It finally all happened Friday. Custom Fit Marine came in the morning to finish up the shower room and get the measures to cut the aluminum framing. He returned after lunch just in time for the heavens to open in one of the worst downpours we have experienced here and in time to point out the river pouring in our front window. It is all in the timing!

He and Mike fought to get the window sealed enough to tide us through the season. Apparently Irma also bent the frames on the two small opening ports. Thank heavens the large windows are OK. Delaying replacement until summer is better timing for them and cheaper for us since it allows for ports to be bought in the US and shipped here at a savings. Yes!

So...the boat is ready and the weather window slammed shut. Seas up to 4 metres and gusts to 48 knots. Yes I am definitely a fair weather sailor. The delay however has turned out to be a blessing. Yesterday, sitting snug on our ball, Deb, Lee and myself heard a bang and watched in dismay as the wheel spun. I tried it and it was spinning free. By the time Mike was back on board Lee had it all assessed and was able to cheerfully tell him the chain from the wheel to the steering had snapped. A quick call to (another) Lee at FKG to find out where one might get more of this revealed they stocked it! And in the exact length needed. Into the

dinghy they went before the lunchtime shut down, home for lunch and she was fixed in no time!

The plan? Out the four o'clock bridge today into the bay overnight. We are then ready to slip the anchor and head for the BVI's.

Peggy and Mike
Deb and Lee
S/v Peregrine 

SHELLBACK CLUB SPEAKERS – 2018

February 21st: Jodi Munden, will speak of her experiences as a blind sailor in her presentation, **Catch the Wind, Feel the Freedom**.

February 28th: Beverley Darville, Curator, plans to give us **A Brief History of the RCYC** from the beginning to the present day and its place in the sailing world. She promises many interesting stories.

March 7th: Jennefer Laidley & Gene Denfor's topic is **Walking on Water (or reshaping Toronto's Waterfront)**. They use a set of rarely seen lantern slides from the early decades of the 20th century as well as recent images, to


tell of the dramatic reshaping of the waterfront in Toronto.

March 14th: TBA.

March 21st: Richard Hudson, returns to tell us of his exploration '**Round Newfoundland**' and what he discovered there.

March 28th: For the second time this year, we welcome back **Rob Mazza**. In his search for Frederik Henrick Af Chapman (considered to be the first naval architect), Rob explored the **Marine Museums** of Sweden and Denmark in particular and took side trips to the Baltic and Estonia. He is in search of ideas for the re-establishment of the Marine Museum of the Great Lakes at Kingston.

April 4th: We welcome the return of **John Summers**. This time he will speak of the **Canoes and Romance**, from the late 19th century to the present day women & canoes, men & canoes, canoes with sails, without sails, designing & building canoes ... John has covered the gamut with respect to canoes.

April 11th: Stephen & Fran Hill return to present **Part II – Down East Circle Route**. They presented **Part I of the trip on their 37' Nordic Tug during the last session of Shellbacks in 2017**. This past summer they continued their earlier trip, heading further down the eastern seaboard to NYC, up the Hudson, east to Lake Champlain, north to the St. Lawrence, up the Ottawa River, down the Rideau Canal & finally back up the Trent Severn to their home base on Georgian Bay. 



Racing Starts are very important!
Our Race Committee is AWSOME!!
and now you can be too...

The Ontario Sailing Association is coming to THSC and is offering the following course.
Level 1&2 Race Officer Course

- Toronto Hydroplane and Sailing Club
- 20 Ashbridges Bay Park Rd, Toronto ON
- Saturday, March 3, 2018 - 9:00am - 5:00pm
- Sunday, March 4, 2018 - 9:00am - 4:00pm
- \$77.40 - includes HST THSC members will be reimbursed their fee on completion
- Registration price includes a Join the Race Committee Team training manual.
- We will have a Racing Rules of Sailing book for all THSC members attending, but please bring paper and writing utensils.
- To register copy and paste this link to your browser:
• <https://ontariosailing.ca/registration-forms/>

Content:

Level 1 (Assistant Race Officer) Theory

Duties and responsibilities of:

Recorder

Timer

Flag Officer

Sound Signaler

Line Judge

Basic compass skills

Setting and maintaining start/finish lines

Prerequisites: None

Level 2 (Club Race Officer) Theory

Duties and responsibilities of leading a Race Management Team

Regatta Organization

Compass Skills - Calculating race course

Prerequisite: Level 1

Please note: Club Race Officer (CRO) Certification requires participation in a 2-day Level1&2 Race Officercourse, experience as a Race Officer as well as the submission of an application for approval by the Ontario Sailing Race Management Committee.





February 2018



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GIVE YOUR BOAT A VALENTINE						
4	5	6	7	8	9	10
11	12	13	14 Valentine's Day	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

HAVE YOU CHECKED YOUR BOAT THIS WINTER?



April 2018



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1 Easter Sunday	2	3	4	5	6 Darts	7 Thomas Fogh Sail University
8	9	10	11	12	13 Darts	14
15	16	17	18	19	20 Darts	21
22	23	24	25 Race Meeting	26	27	28
29	30	FINISH UP QUICKLY –				

LAUNCH DAY IS RIGHT AROUND THE CORNER



March 2018



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
JOIN US FOR DARTS						
4 Race Officer Course	5	6	7	8	9 Darts	10 Ways & Means Social
11 Daylight Savings Time Begins	12	13	14	15	16 Darts	17 St. Patrick's Day
18	19	20 Spring Begins	21	22	23 Darts	24
25	26	27	28	29	30 Good Friday	31

TIME TO START THINKING ABOUT YOUR BOAT



May 2018



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		1	2	3	4 LAUNCH DAY	5
6	7	8	9	10	11	12
13 Mother's Day	14	15	16 Warmup Race	17	18 BCYC Cruise	19
20 Rear Commodore Brunch	21 Victoria Day	22	23 Series I RACE 1	24	25	26 Ice Breaker Race / Rear C Meet & Greet
27	28 Memorial Day	29	30 Series I RACE 2	31		

TIME TO START THINKING ABOUT YOUR BOAT