



TORONTO HYDROPLANE & SAILING CLUB

APRIL 2018

Spar & Prop

NUMBER 246



- BOATS PATIENTLY WAITING •
- SKIPPERS IMPATIENTLY WAITING •



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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 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. See Race Captain's report for details of the guests Martin has lined up for the meeting.

LAUNCH DAY—Saturday, May 5—Be at the club at 7 am. Full program and list of work assignments on page 8.

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

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

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

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.

Dufferin Bell Buoy Race—June 23—11–4.

Race 1, Series II—Wednesday, June 27—First gun at 6:30 pm.

Canada Day & 'D' Dock Brunch—Sunday, July 1—A whole day of fun at the club.

Saturday May 5, 2018 LAUNCH DAY

THE KITCHEN IS OPEN!

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



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

Delicious hot lunch with dessert and afternoon snacks

Tickets/reservations for

Sailpast June 9 (reserved seating) Request seating for Sailpast with the names of people in your group.

Please book early.

May 26 Rear Commodore event (open seating)

(Cash,cheques or etransfers accepted for both events.)

TH&SC—20 Ashbridge's Bay Park Road, Toronto, Ontario M4L 3W6—(416) 694-6918
EDITOR—Richard Taylor, 51 Brigadoon Crescent, Scarborough, Ontario M1T 3C2—(416) 293-4340

COMMODORE'S COMMENTS

Richard Peirce

HAPPY SPRING!! Is it Spring?? So far it sure doesn't feel like it. This pretty crazy weather at least makes for some great late season skiing which, as of April 10 is still going strong in Collingwood.



Having said this, I'm sure looking forward to some warm sunshine and tired arms from the yearly wax job. It's always a time of the year that I look forward to—seeing many friendly faces around the club, sharing a beer and some stories from the winter.

It looks like we're in for a little easier spring than last year. I received a water level report from the Toronto and Region Conservation Authority and it looks a whole lot better than 2017. Water levels are higher than normal but are nowhere near where they were last year. So with any luck, we won't have to wear waders to put the masts up!

If you've been down to the club, you might notice that the kitchen facelift is underway! There has been an enormous amount of hours put in by many people and it's really looking great. Fantastic job everyone! This is going to be a great improvement—both in terms of day to day use by members and for our club events. If you see the gang working on the kitchen, make sure you drop by and give some encouragement and thanks! Big thanks to Tony Resendes for lending not only his expertise but labour too!

It's been a great experience on the board for my first couple of months. There's lots of excitement and enthusiasm about the upcoming year. Looking forward to some warm temps and getting it started.

See you in the yard! ▲



VICE COMMODORE

Claude Soulodre

HOWDY fellow sailors!! I can always tell when it's spring, because the snowbirds start showing up. Yesterday, I ran into "the Donald" at the club, back from his vacationing at his condo near Mar-a-Lago and if the reports are accurate, Mr. John Edwards will be back in town next week as well. Am I detecting a trend or do all the Past Commodores head south? Greg, you better start stocking up on sun tan lotion and hair product.



We were in a position to accept a few new members this spring, so I put a call out for recommendations to the membership, convened a membership committee to interview the applicants, and brought the committee's recommendation to approve all the applications to the April Board meeting, where it was formalized. I'd like to congratulate **Everton Williams**

and **Barry Watson** on moving from Crew membership to Sailing memberships, and welcome **Guy and Sue Lucas, Armando Hernandez Rivera and Andrea Barkley, Ahmed Younis, David Baran and Jocelyn McNally, and Stephen Paul** to TH&SC. If you happen to see any of these new faces this spring, please say hello and show them a warm TH&SC welcome.

As in years past, Joan Willson will be in the clubhouse on Launch Day to answer members' questions and provide administrative support. All Sailing and Life members should stop by and see Joan to receive a 2018 sticker to affix to the back of their plastic membership cards. Thanks to Joan for her continued support of the Board and the Club. I'll also be around if you have any membership questions or need to update any of the information in your club record.

I'm looking forward seeing everyone in the coming weeks and months! Wishing everyone a safe and enjoyable season of sailing. ▲

TH&SC presents: Sailpast 2018, June 9th

An Italian wedding on the coast

DRESS FOR THE OCCASION! Think Italian wedding party or guest, Riviera celebrity or tourist, paparazzi, mega yacht crew.

TICKETS (Prepayment required by June 4th)

\$37 ADULTS (until May 27) \$42 (May 28 to June 4) \$16 YOUNG TEENS

IN PERSON: Launch, May 5; Meet and Greet, May 26. Cash or cheque.
Cheques payable to Toronto Hydroplane and Sailing Club.

EY EMAIL: Until June 4, lynda.dejongevonderhalen@gmail.com or social@thsc.ca. Send cheque to: Toronto Hydroplane and Sailing Club, Lynda de Jonge van der Halen, 6240 Kingston Road, Scarborough, ON M1C 1K9.

E-TRANSFER PAYMENT: Reserve your tickets first in person or by email. Include the number and names of guests, entrée selection, and seating preference. Send e-transfer to treasurer@thsc.ca.

Email requests will be acknowledged.

SEE LEAFLET IN THE CLUB HOUSE FOR ALL THE DETAILS.



RACING CAPTAIN

Martin Osborne

WELL as I sit and write this article looking at my car covered in a light dusting of snow, I am checking back to the weather page wondering if indeed spring is ever going to arrive this year. With temperatures hovering some six degrees below normal it could definitely be a challenge for some of us to get our boats ready for launch some short four weeks from now.

Over the winter as many of you already are aware the club hosted an Ontario Sailing Race Officer training course and just this past weekend we were very fortunate to have Thomas Fogh, Olympic sailor in to give a very engaging and informative seminar on Race Strategy and Sail Trim. It was really great to see so many people show so much interest in both seminars and gain knowledge about the wonderful sport and pastime of sailing, I am really looking forward to seeing them all out applying their newfound skills on the water.

But before we hit the water for the racing to begin we have one more onshore event planned and it is definitely an evening you don't want to miss, whether you are a racer, cruiser, or simply a weekend sailor! For the season kick-off meeting scheduled for Wednesday, April 25th, we have arranged a panel of world class women sailors who are sure to awe most if not all of us with their accomplishments. Leading the Panel will be Martha Henderson—Olympic Sailor, Motivational Speaker, Director Disabled Sailing Ontario, and much more. She will be joined by Amanda Karahanas, Sailing Judge, Star sailor, President of Disabled Sailing Ontario, and also Carey Crawford Brown Lamontagne—Skipper of *Sula-Sula*, a C&C 115 on which she has won LO300's, Susan Hood Trophy Races, LOSHRS 100 Milers, LYRA weeks as well as many other notable races. I am openly extending the invitation to attend this event to not only the racers, but I am especially encouraging their crew, and most importantly I would love to see all the first mates in the club as well as any youth you think might benefit from seeing what's possible in sailing with a little hard work and determination to feel welcome to attend and really make this



a great evening.

Who knows, maybe we will have a couple of all women crewed boats out on the course this year? I sure hope so!

So on a business note there are some minor PHRF rule changes being implemented for 2018, the most notable being the unmeasured mainsail penalty of 3 sec/nm. If you are unsure of whether this applies to you or not, check with myself, Jamie or Bruce and we can confirm if you need your main measured. Also if you have sails in your inventory that haven't been measured please again contact one of us we will make arrangements to get this looked after.

I would be remiss not to add a note to the end of this in regards to on water safety and the use of PFDs. Those of you who have been following the Volvo Ocean Race over the past months will know that they recently had a man overboard incident in the Southern Ocean and a sailor was lost. While you might say this doesn't apply to us, let me give you some thoughts to ponder. With our lake surface water temperature hovering in and around 2.5 C at the moment and not likely to reach our warmest temps until sometime in August, how long does it take for hypothermia take to affect you? Well in less than 15 minutes your core temperature will drop 35 C and you will be in serious distress and unable to assist yourself or your rescuers. Imagine that there are waves and rough surface conditions how difficult it is to stop a sailboat, turnaround and effect a rescue, it's going to take time. So please wear your PFDs and be sure to do some practice pick-ups/rescues to make sure if this ever happens to you, every crew on the boat knows what to do and is comfortable with the procedure. It just might save your life! ▲



FLEET CAPTAIN CRUISING

Lee Rixon

Peggy Wheatstone

IT is tough to think about sailing when the temperature is sitting hovering around zero, but spring will arrive eventually, and our boats will be ready, even if the bottom paint gets put on the night before launch by car headlights.

Keith has been very busy chasing up other clubs and fielding cruise enquiries so we have a busy cruising season set up. I won't repeat all of the dates here, but you can find them all on the calendar, both at the back of S&P or on the club web site.

As usual we are encouraging you all to come out to our cruises, and with some members buying bigger boats I am hopeful that we will have great attendance. Expect Peggy and I to be walking the docks to provide encouragement (far be it for me to call it nagging).

For those of you that haven't attended a club cruise before or are suffering from memory shortcomings like me, I'd like to outline how our cruising program works. For each cruise, we look for a volunteer boat to act as cruise captain. They are responsible for cooking the main course, and each of the other participating boats provide either an appetiser or dessert. Each boat then provides their own adult beverages of choice. After that it is as simple as kicking back and enjoying the day.

If you have any questions, or would like to chat about volunteering to be a host boat, you can talk to either Peggy, Keith or myself.

Your Krooz Krew

Keith Willson

Peggy Wheatstone

Lee Rixon ▲



REAR COMMODORE

John Greenham

BELIEVE ME when I tell you spring is here, really.

Winter at TH&SC has been busy. For some, our passion for sailing has become a year-round activity at the club. TH&SC is a wonderful community, with its members participating in one way or another.

Congratulations to my fellow CPS Seamanship course participants. It's exam time and I'm sure we'll get more than we ever expected out of this course! I'm glad you were there for me when I needed you and I hope I did my little bit to help you in return. Yay TEAM!

This course wasn't the only winter education held at TH&SC this winter. Our Race Committee course had so many attendees they needed to move all the tables so everyone could get an unimpeded view of the screen. Way to go all attendees: you're making TH&SC even better. Thank you.

Don't worry folks: it didn't stop there. We then had Thomas Fogh in for a full day to help us all sail faster and more efficiently. I didn't just learn stuff from Thomas; he also helped me understand why I do some of the "stuff" I do. I feel all of us in attendance will realize when we're on the water, "Wow, that's what Thomas meant!". Knowledge is great and putting it into practice is so exciting.

Thanks again to all involved in making the winter activities a HUGE success. Our "Social Team" works hard enough and I appreciate you taking on all the responsibilities for these events, as it reminds me that our members are great.

And I invite anyone who has an idea for an educational or interactive activity to track me down to discuss. Some ideas I've already heard are: Wine or Scotch tasting evenings; Crew overboard rehearsal (we know we need it and hope we never need to do it); and an onsite VHF radio course.

The Ways and Means Social was a wonderful intimate evening with the "usual suspects" signing up for their club hours. Come on everyone! Let's sign up early so it doesn't stress you out in the fall. You can sign up for fall activities now if you wish to do your hours later in the year :-). Doris and Helen made a delicious meal, Peter and Marilyn helped serve the right amount of winter fuel, Annie helped cover everyone and make it all run



more smoothly. Lynda and her team make me, and my organizational skills look grade 8. Thank you all.

Call out to racers, cruisers with a purpose and those that think someday you might want to sail faster: meeting on April 25, 2018: We will review fleets, rules and awards not to mention Martin's little surprises (be prepared Martin is a little serious about racing).

Call out to cruisers, racers with relaxing in mind, and those of you that think someday you might want to sleep on your boat somewhere other than Birates Bay (don't know where that is, good it's a secret): take note the first cruise is the weekend of May 19th.

I feel like I should stop now so we can all get out there and get our boats ready for this TH&SC 2018 sailing season! See you at the club, it's becoming my first home. ▲



WAYS AND MEANS

Dorothy Williams

WELCOME Spring!
BRRRRRR

Wax on, Wax NOT coming off.

We'll definitely be on a crunch the week before launch.

A flurry of activity at the club, seawall workers freezing their butts off to get it done, and the new kitchen is slowly coming together. Extra helpers needed in all areas. Call, sign up, show up!

The "Ways and Means" binder is now at the bulletin board with pages of jobs you can sign up for.

Social jobs are always available for those who are feeling their age or not wanting to feel the cold and rain. Lynda will always fit you in.

Remember, for posting of work hours completed, the project manager will send the hours for each member, to Ways and Means for all who participated in a project.

Check the bulletin board for assigned position on launch day May 5th. Start time 7:00 am sharp. Be safe.

Cheers:
Dorothy Williams
Ways and Means
On the hard!. ▲



TREASURER

Alan Jones

HARD to believe but the season will soon be upon us. We will all be scrambling trying to get everything under the water line ready to go before May 5.

It's also a good time to get the head back in the game as well after a long winter. If you haven't read it yet there is a good read in this month's Ontario Sailor (pick up one free at the club) on weather. There is some good basic information regarding reading the clouds and also how southern Ontario is affected by weather patterns in general. As sailors we have an intrinsic relationship with weather. We should all be weather geeks to some degree. Knowing some simple things can keep you moving or more importantly keep you on the dock when you should know better.

That being said if you're looking to expand your sailing weather window, racing is a good place to broaden your skill set. Racing will put you out there at times when you would probably not normally go for an afternoon cruise. The time frame is smaller and you are typically close to shore. So if things do go south you can bail out. But it does force you to sail in conditions that you would not normally put yourself or your boat in. It will help you in learning how to handle the boat in tough conditions and also understand how your boat reacts to rough conditions.

Even with cruising or day sailing you can still find yourself in sticky situations that you may not have encountered before. Most importantly if you keep your eye to the sky, be aware of your surroundings. You can enjoy all conditions, the highs and lows. Weather humour HA! ▲



THSC May 26 **New time 2018!**
5:00 to 7:00 p.m.



Beer Commodore's
Jimmy Buffet Night

Great opportunity for all members to come out and meet your fellow boaters! Don't be shy!

Dress the part!

Music by club musicians!
Dinner at 6 p.m. approx.

\$10.00 per adult, all inclusive dinner
\$5.00 per child/teen

Liquor license in effect 5 p.m. to 7 p.m. Then BYOB

SOCIAL CHAIR

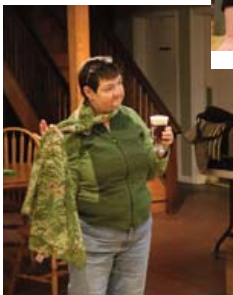
Lynda de Jonge van der Halen

HI FOLKS. Thanks to the Executive and members who attended the Ways and Means Social on March 10. It is much appreciated.

This year the turn out was less than usual, with only about 30 people. Only a few more names were added to the job sheets as most of those in attendance were already committed to various jobs at TH&SC. Those who did attend were treated to the delicious Irish stew and barley soup, dessert and snacks, and Irish coffee and non alcoholic offerings as well as entertained with live guitar and fiddle music along with time to socialize. Lots of talk of racing, cruising and spring prep for our boats!

Special thanks to our kitchen crew who spent two days on food prep and then packed up the abundant leftovers to be saved for the seawall crew for their work session at the end of March.

Thank you all very much! ▲



WHERE ARE THEY NOW?

All of our club's snowbirds are preparing to come home or are back in town. Judy and Aubrey Millard are the exception.

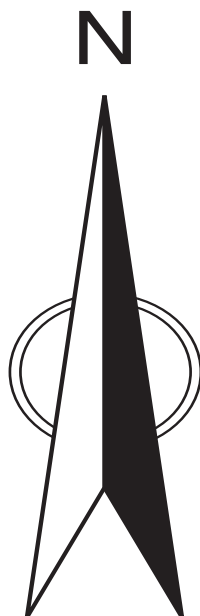
Aubrey and Judy have returned to Elliot Lake after only four months cruising this season, further marred by major engine problems resulting basically in a rebuild of their Yanmar 3YM30. They spent a frustrating seven weeks in San Carlos, Mexico before they could start cruising. The delays were caused by a progressive series of problems resulting in the engine having to be hauled out twice, with problems such as new piston rings needed (first haulout), injectors serviced, cam shaft timing (second haulout), and new exhaust mixing elbow fabricated. They cruised down the west coast of Mexico, enjoying several days in ports such as Mazatlan, La Cruz, Puerto Vallarta, and their present port where they have left *Veleda* for the summer in Barra De Navidad. This is not only a good hurricane hole, but is part of a luxury resort where they can enjoy all the benefits of the resort while in the marina. Water taxis to the town across the channel are frequent and economical, and Judy particularly likes the French Baker who delivers fresh pastries by panga direct to the boat five days a week.

Returning to Elliot Lake, they have bought *Antares Spring*, a Grampian 30 which has a mooring and cradle in the North Channel Yacht Club, which they have joined. It is a small self help club, much like TH&SC. They use a marine railway for their annual launch and haulout with club members operating the system. Aubrey has been asked to edit their newsletter, and they hope to get the NCYC to extend reciprocal privileges to TH&SC, hoping that some members may be able to make it up that far this summer. After all, the North Channel is one of the most beautiful cruising areas of the Great Lakes!

They maintained a crewing membership for the past 19 years of their cruising with the possibility they might return with *Veleda* at some point in time. *Veleda* has been back to TH&SC only once since 1998 for the 2009/2010 winter for a refit before

heading out the St. Lawrence for further cruising the east and west coasts. But now they have taken an apartment in Elliot Lake because of OHIP requirements (they found the Toronto area ridiculously expensive to relocate to) they question whether to maintain their crew membership. They have served TH&SC for several years, Aubrey as Commodore and Past Commodore and Judy as Rear Commodore and Reciprocal Chair, before setting off in *Veleda* for their cruising lifestyle. They donated the Distant Waters trophy to encourage cruising in the club.

Next winter they will head down along the Central American coast, maybe through the Panama Canal, and subsequently back into the Caribbean over the next few years. ▲



Social Events! Have fun! Support your club!

Saturday May 26 Rear Commodore Meet and Greet, Jimmy Buffet style this year, NEW time 5 to 7 pm All inclusive meal. Dress to suit the theme. Best deal of the year!

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

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

Saturday July 7 Summerblast evening Sure to be fun for racers and nonracers! Food and music!

Saturday September 1 Corn roast Stay posted for the exciting details!

Saturday November 10 Awards Night (tickets go on sale at Haulout) Plans are already underway for another great Awards Night with a new twist.

Breakfast challenge for 2018!

Sunday May 20, first holiday brunch of the season, Rear Commodore Brunch, 10 am Sure to be a crowd for this brunch on the long weekend!

Sunday June 10, C Dock to host the 'morning after Sailpast 'brunch' Will C Dock be ready for the challenge?

**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.

Are you already or soon to be a Catalina Owner?

join the

Lake Ontario Catalina Association

The Lake Ontario Catalina Association is a group of sailing enthusiasts bonded in the common interests of sailing Catalina Sailboats, enjoying Lake Ontario and sharing sailing experiences.

BENEFITS OF MEMBERSHIP

- ☒ Network with other Catalina Owners. In person and on our website. There are contact lists and forums.
- ☒ Experienced boat owners, discounts through sponsors, advice, help, and the camaraderie that sailing is famous for!
- ☒ Social Events & Cruising.
 - * Spring Sail In / Drive In Dinner and Entertainment
 - * Summer Rendezvous Activities, Speakers, Dinner, Shoreside events & the company of other Catalina owners.
 - * Cruising Lake Ontario!
 - Planned meetings at clubs or marinas.
 - Find local or travelling members in the website forums.
- ☒ Exclusive Access to Toronto International Boat Show and Access to Mainsheet Magazine.



For membership information visit

www.lakeontariocatalinaassociation.com or email loca@lakeontariocatalinaassociation.com

HARBOUR MASTER

Paul Evans

I AM writing this on Sunday April 8th and it was kind of brisk working at the club this weekend. Apparently, warmer weather is coming....



There is a lot of work to do before launch as well as the kitchen and the seawall. Some of the normal items are of course, installing the bridges to the docks, connecting the water, connecting the hydro, replacing the safety ladders, replacing numerous boards, replacing missing barrels under the docks, putting bottom paint on *Shadow*, along with a number of other tasks.

We need folks to come out and help or things just will not be there by launch. There are only three weekends before launch at the time of writing this.

If anyone wants to work during the week instead of on weekends, please let me know and I can arrange things for you to do.

Attached are the work assignments for launch day as well so if you cannot do the assigned task, please let me know ASAP.

Many thanks
Paul ▲

WORK ASSIGNMENTS

Saturday, May 5, 2018
Revised 04/07/18

Boat Co-ordinators

Mel Ramsay
Paul Evans

Runners

Michael Smith
Alan or Evangeline
Sandy McGill
Greg Smith

Crane Signal (2 at boats / 1 at wall)

Keith Willson
Lee Rixon
Bill Comerford
Dave Johnston (*Wild Rose*)
Mike Wheatstone
Martin Osborne
Chris Craigen

Tow Boat

Gordon Raic
James Haley
John Morris
Bruce Bateman
John Edwards

Water Slings

Vaughn Passmore
Tony Labbatt

Lines

Paul Lewis
Jeffery Hocking
Dave Brunning
Paul Wright
Richard Peirce
Mike Timlin

Land Slings

John Phillips
Karen Clark (KC)
James Carroll
Bruce McDaniel
Larry Adolphe
Robert Clark
Terry Pasioka
Geoff Craigen
John Greenham
Andrew Chalmers
Richard Evans
Jamie Smallwood
Robert Faulkner
John Stevenson
Randy Boyd
Jim Shusta

Cradles (half for take down / half for put away)

Glen Eddie
Tom Walkom
Andy D'Silva
Mike Franks
Kevin Bradley
Brian Pelkey
Mike Edwards
Chris Arthurs

Forklift/towing

Max MacDonald
Jason Crowley
Steve Brown

Officer of the day sign up

Peter de Jonge van der Halen

Safety

Richard Taylor (plus photos)
Don Bland
Ted Martin
Del Schinkopf
Dave Johnston (*Two Bitts*)

Kitchen

Sylvie Lavoie
Anne Evans
Helen Rigler
Marilyn Goodman
Ramona Robichaud
John Redman (and Lena)
Sol Hermolin

Volunteers (with Many Thanks)

Lynda de Jonge van der Halen
Cat Ward
Doris Bradley
Sandra Irmmler
Laurie Chan
Susan Osborne
Josee Charette

Ticket sales

Bill Middleton
Robert McComb
Bill Martindale
Dave Tollington
Jack Hexham
Mike Davidson
Paavo Lindstrom

Boat Catchers (on docks to assist docking)

Phil Birkenheier
Vince Carlucci
Phil Delahaye
Mike Adams
Meredith Thomas
Ron Mazereeuw
Oscar Palma
Peter Martyn

Property

Tony Resendes
George Tsapotis
Dorothy Williams
Patrick Lyons
Phil Lange
Ed Bogdanowicz
Peter Fuller
Reza Saeidi-Ghaheh
Jurek Ladziak
Mike Baker
Gerry McManus
Albert Kerek
Patrick Dunne

Walkway repair

Brooks Robitaille
Bartek Bieiny
James Perrault
Murdo Moody
Todd Wilson
Stefen Irmmler
Anibal Pinguelo
Mike Ante
Phil Bastow

Electrical

Terry Lowe

Membership

Claude Soulodre
Alan Jones
Joan Willson (sign in / sign out)

Sea Wall

Tom Monson
Bob Prosper
Miroslaw Serdynski
Jack Coney
Walter Groves

If you have any health issues that prevent you from doing the job assigned, please let me know asap at harbourmaster@thsc.ca or 416-854-5334
Many Thanks
Paul ▲

PROPERTY MGR.

Tony Resendes

HERE it is the 7th of April and what do I see out my window as I am writing this article, flurries! I thought Spring started two weeks ago. When will this winter realize that we have had it with the cold weather and move on? Enough is enough. Today as I walked through the cold wind-swept property amongst all the shrink wrapped and tarped boats, it was hard to believe that we will all be in the water in less than a month's time. I am soooooo looking forward to the warmer weather and readying my boat for the sailing season.



If you have visited the club over the last few weeks, you may have noticed, much work has undergone in the kitchen. We still have much to do and I will be asking for more help in order to have the renovations completed for launch day. The Board and I realize and appreciate that your patience is greatly valued.

Many have responded to the email blasts for requests for help with the kitchen renovations. I am pleasantly pleased with the response for help and the expertise offered. I wish to thank Mike Franks, for his demolition proficiency, Steve Brown and Bill Comerford for their invaluable electrical knowledge and skills, Todd Wilson for his amazing plumbing skills, James Perrault for stripping the old floor tiles and Bryan Pelkey and Jamie Smallwood for their drywall and carpentry expertise. Much more work is required for the completion of the kitchen renovation (painting to laying tile flooring to installing new cabinets etc..) Please volunteer.

I continue to be grateful for the guidance and help from George Tsapotis for his dedication and loyalty to the club and his ongoing support to me and my role as the new Property Manager. I am very grateful to Dorothy Williams for her persistence in ensuring that the position of Ways and Means is diligently carried out. I continue to be grateful to the Board for their support.

Over this past winter, George and myself have put together a list of repair and improvement projects for the club that I hope can be achieved this Spring and Summer with the help of the

membership. A list of projects is available in the Ways & Means binder in the club house. Please sign up to ensure that these projects come to fruition and also to fulfill your obligated work hours.

Make sure to also follow up with Dorothy Williams at waysandmeans@thsc.ca to confirm your logged in work hours.

Thanking you for making a great club greater.

Tony Resendes
Property Manager
TH&SC
property-manager.ca



2018 OFFICER OF THE DAY PROGRAM

LAUNCH DAY SIGN UP - SEE YOU AT THE OOD SIGN UP TABLE - Saturday May 5

OOD PROTOCOLS

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

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

At the OOD Station

- **2018 OOD SIGN UP Schedule** identifies members who have signed up for the 2018 sailing season. Listing reflects any open dates and is stored on a clipboard on the inside left door of the OOD Station.
- **2018 OOD Checklist** identifies the duty members for that week. Specific required activities are listed. Also included is a form for you to identify "Available Slips". Stored on a clipboard on the inside right door of the OOD Station.
- The "Property and Incident Report" binder has pages available for you to advise the Property Manager or Harbour Master about issues that arise. Stored on designated shelf of OOD Station.
- **Black OOD Ledger** must be completed with a brief summary of your shift and signed (see sample report on the cover of Ledger). It is taken

Officer of the Day Program

2018



Sign up at Launch on Saturday May 5.

All Sailing Members and Life Members with boats are required to

fulfill the yearly obligation of one 4-hour shift
as an Officer of the Day.

The OOD program runs from the Friday of the May long weekend
to the last weekend in September.

as proof that you have completed your duty assignment. Stored on designated shelf of OOD Station.

- **Blue OOD Binder** provides expanded description of duties, members approved to operate Mac2, and the combination to the hand held radio cabinet. Binder stored on designated shelf of OOD Station.
- **Hand Held Radio** in OOD Station. Verify that battery is charging at the end of the day.
- **Fire Extinguisher** locations are identified in a yellow folder titled TH&C Safety EQUIPMENT and are checked each year by a professional company and marked with a "good to" date. Confirm that they have not been moved (advise the Property Manager when they are used). Also confirm the first aid kits and the defibrillator have not been moved.

The OOD program will run in 2018 from Friday May 17th to Sunday September 30th.

The Officer of the Day program continues to be appreciated by the visiting boaters. We maintain a reputation as a friendly and welcoming club for visitors. During the 2017 season, due to the high water levels, there were only 87 boats, from 23 clubs, including two from the US. In 2011, there were 196 visitors. Let's hope for better boating conditions and more cruising in 2018.

Peter de Jonge van der Halen (pvanderhalen@gmail.com)
OOD MANAGER
Sea Pleasure
416-284-3903

GFL ENVIRONMENTAL SINGLE-STREAM RECYCLING PROGRAM

APPROVED RECYCLING MATERIAL	DID YOU KNOW?
<p>* NO SORTING NECESSARY *</p> <ul style="list-style-type: none"> ✓ CARDBOARD & PAPER BAGS (FLATTENED) ✓ PAPER BOARD (NO WAX COATING) ✓ ENVELOPES, FLYERS, BROCHURES ✓ OFFICE PAPER ✓ MAGAZINES & CATALOGS ✓ NEWSPAPER (REMOVE BAGS & PLASTIC BANDS) ✓ PHONE BOOKS ✓ CLEAR GLASS (EMPTY) ✓ ALUMINUM CANS (EMPTY) ✓ PLASTIC JUGS/BOTTLES #1 & #2 (EMPTY) ✓ PLASTICS #3 - #7 (EMPTY) ✓ ALUMINUM FOIL ✓ TETRA PACKS 	<ul style="list-style-type: none"> • The energy saved by recycling one aluminum can run a television for up to 4 hours. • Incinerating 10,000 tonnes of waste creates one job; landfilling 10,000 tonnes of waste creates 5 jobs; recycling 10,000 tonnes of waste creates 35 jobs. • Recycling of each tonne of paper saves 17 trees and 7,000 gallons of water. • Recycling 1 tonne of plastic saves 7.4 cubic yards of landfill space.
<p>✗ DO NOT INCLUDE:</p> <p>WASTE, STYROFOAM, BRAKE FLUID/MOTOR OIL, CONTAINERS, PROPANE TANKS, WOOD ITEMS, CONCRETE, LLTG/IRIGAL CORDS, MEDICAL WASTE/SYRINGES</p>	

GFL GREEN FOR LIFE
environmental



Ralph Milligan

1940 - February 15, 2018

Ralph was a member since 1976. He retired from Metro Toronto Police after 27 years service. He and Maria were frequent visitors even after they gave up sailing. A memorial service and interment was held in Whitby on March 3, 2018. He will be missed.

Update on Timing of Vote for Haul Out

Attention TH&SC Members, You'll recall it was proposed at the 2017 AGM that we should hold a vote on whether to change the haul out date. We sent out a survey in February asking members **when** we should hold a vote about this. Below are the results of the survey.

Sixty-two (62) of one hundred and twelve (112) eligible voters, or 55% of voting members, responded to the survey.

- 21% indicated we should hold the vote on launch day 2018
- 44% indicated we should hold the vote at the AGM in December 2018
- 35% indicated they were not in favour of changing the haul out date

The members of the Executive Board discussed this matter at the March meeting. Taking into consid-



Nauticals

ADMIRAL NELSON'S FLAGSHIP, HMS VICTORY LAUNCHED IN 1765 AND DRY-DOCKED IN PORTSMOUTH SINCE 1922 IS UNDERGOING RESTORATION. THIS INCLUDES PAINTING THE THREE SHIP-LONG BANDS ON BOTH SIDES OF THE HULL WHICH HOUSE THE GUN PORTS FOR THE CANNONS. THEY WILL BE PAINTED A PINKISH, TERRA COTTA COLOUR. THIS HAS CAUSED CONCERN FOR SOME OF THE PUBLIC. ORIGINAL TIMBERS FROM THE SHIP WERE FOUND TO HAVE 72 COATS OF PAINT. SURPRISINGLY THE EARLIEST COLOUR WAS TERRA COTTA OR PINK HUE ~ ANDREW BAINES, HEAD OF THE HISTORIC SHIPS MUSEUM SAID 'WE ARE CALLING IT VICTORY HULL OCHRE. IT VARIES IN DIFFERENT LIGHT CONDITIONS.'



'WHAT WE CAN SAY IS - THIS IS THE COLOUR THAT HMS VICTORY WAS, AS IT SET SAIL ON ITS TRIP TO TRAFALGAR AND THAT HISTORIC SEA BATTLE IN 1805.'



eration the results of the vote and the work being done on the sea wall in the fall, it was agreed to delay the vote. Consequently, a motion related to this proposal will be brought forward at the 2018 AGM in December for the membership to vote on at that time.

Contact the Commodore or Vice Commodore if you have any questions about this message. Thank you!

TH&SC Executive Board



THE PERILS OF *PEREGRINE*—2018

by Peggy Wheatstone

EPIISODE 2

We left you last episode anchored in Simpson Bay waiting to head for the BVIs. Just before 7 am we slipped the anchor and headed west. Eleven hours later, as dusk was setting in, we arrived in Leverick Bay. It was an uneventful but bumpy ride. Unless of course you think that a pod of dolphins playing around the boat is of any interest. They particularly liked going between the hulls and coming out the bow as we hovered above them on the trampolines. Fabulous!

We found a ball with a tether in North Sound and settled in for the night.

The next day we went off to Gunn Creek in the dinghy to check in. Deb and I thankfully went along for the ride. Apparently the process has changed and they require all passengers to be there in person to complete and sign a customs card. I say thankfully because the government website is not up to date and the Gunn Creek office has not been rebuilt after Irma.

A very nice family called their cousin/son, Dion, to come and get us as he is also a taxi driver. \$100 took the four of us across and the length of the island to check in at the Spanish Town office. He waited for us there, took us to RiteWay, a grocery store, waited there, took us to a lunch spot (we fed him lunch too), ate while he waited and drove us home. Not a bad deal for either us or him.

The return trip to *Peregrine* in the dinghy was the worst I have ever experienced. I did have a dry spot in the small of my back the size of a bread and butter plate. Waves were breaking over the bow. The paddles I am sure would have floated off the floor if they had not been strapped to the hulls. We all did the rinse off the salt on the transom thing. I rescued what I could of the crackers. At least a half a package of very soggy ones went straight to the garbage. A cry of dismay from the stern sent me racing out to see what had happened. During repositioning, a pair of underwear had made a bid for freedom and were floating away. No fear, I dove in and rescued them. Problem? Well yes. I

had been wearing my glasses. OK I will dive down and get them! No, you won't, we are in 55 feet of water. Well damn! Thank heavens for spares, and Walmart, who had an identical pair made in time to send down with the Evans'.

The next day we headed for Fat Hog Bay to pick up our "new" sails. Whilst not brand new they had been manufactured in 2016 for a 2008 sister boat to ours. Stored on shore they had been spared the trauma of being picked up off a mooring and deposited upside down on a dock by Irma. For less than half price we got a new main, new genoa and a new stack pack. I do say new because they had been only used a half dozen times last season. Ours by comparison, were original to our boat and likely had been mended as much as they could.

Penn's Landing in Fat Hog Bay is truly a well kept secret. Your \$30 mooring fee gets you use of the hot showers, internet, the occasional water jug fill up and, if four dine at the restaurant, a full rebate on the mooring fee. There is also a RiteWay, a full/self serve laundromat, a small chandlery, a bakery and a little ice cream shop. If they are not open go to the chandlery and they will come over to assist you. Charming!

The long story short...you can get anything you need, just maybe not everywhere you are used to getting it.

We stopped at the Conch Charter docks, where we used to charter. We paid for our free ball there with wine. They let us fill up water cans and use the internet. They are struggling to come back but are already up to over 10 boats. There are only four of them left working in the office there and it was while we were there one of them finally got power to her house. She had her first hot shower since Irma.

The anchorages are never full, even for the full moon party at Trellis Bay. Deliverance is up and running as are the mooring ball fee collectors. Foxy's BBQ is as good as ever. Diesel we had to get in Spanish Town before we left.

But...there is always a but. The fabulous snorkeling has a long recovery ahead. The sea floors were scoured by Irma and she left a layer of sand in her wake. The sand fleas are thriving. There are abandoned boats everywhere. Twenty-eight on the beach in Trellis Bay. Three with residents. Road Town still looks like a

bomb went off. Most buildings (granted we were closer to shore) had some to much damage. Only half were open for business. Cane Garden Bay seemed the most recovered place we saw and there was a continued flurry of activity. Even the 400-year-old rum distillery building was getting a new roof. Trellis Bay only had Trellis Bay Market, expanded to include a restaurant bar, and Aragorn's open. The sailboat now parked right in front of his building has been artistically painted and sports a new string of lights. Nothing else is open there. De Loose Mongoose is rebuilding after being remodelled by a flying boat. He's taking his time and will be ready when he is.

That said we enjoyed our time there. The lack of traffic was actually wonderful. We did get Deb and Lee right the way around Tortola. On the run from Fat Hog to Peter Island we actually flew the asymmetric! The first time ever! With no snuffer, striking it was entertaining and exciting. Unfortunately it was all eight hands on deck with no leftovers for the photographic evidence. Too bad, it was hilarious to see Mike and Lee on deck trying to hold down the sail and stuff it in the bag.

We did have to hide out in Cane Garden Bay riding out some weather. Very high winds caused us to hole up for a few days and the rain quite spectacular on occasion. We got them back to Trellis in time for their flight. The very nice man at the airport suggested they not arrive two hours early for their flight because the airport didn't open until 6 am. Mike did still have to ferry them to shore in the dark to the ONLY serviceable but unlit dock. By daylight it is used for the service to Scrub Island.

The winds were still howling so Mike and I left after seeing the flight actually pass overhead and went around the other side of Beef and back into Fat Hog Bay on Tortola. Here we ran into another leopard, *Rising Tide*, who we met last year and then again in St Maarten in January. After a few days by ourselves, this is where Paul and Marie found us. An easy little cab ride to a proper height and lighted dinghy dock made arrival a piece of cake.

Nothing much new happened with the Evans. We experienced some of the same and some new (for this

Continued on page 12

The Perils of Peregrine...

Continued from page 11

visit) anchorages. They were all the same. Sparsely populated with scoured seas. It was a week of lazing about, good meals on board and games nights.

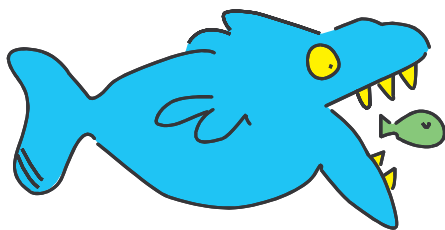
Our cruising permit ran out March 3. A return visit to chez Conch confirmed we could only renew the permit at the relocated Road-town immigration office. This facility was incredibly overloaded as the on line renewal for non citizens was off line and in person renewals cut back to every 30 days. A mad house we decided to avoid.

March 1 we again stopped at Trellis Bay to discover it was the Full Moon Party Night. We decided since we were on a ball anyway we too would partake. Also not as busy as usual it was fun to experience again.

Next stop Spanish Town to check out and fuel up. Our timing was perfect. Another boat was fuelling giving Mike enough time to walk to Immigration to check us out. On the way from there to Leverick Bay we found Paul and Marie a pair of dolphins off the port side.

Next morning we dropped the ball at first light (6 a.m.) and headed into the sunrise, destination St Maarten. Completely uneventful, motorsailing in SW winds and such a long spacing on the ten foot swells it was like riding a kiddie coaster. We arrived as the last bridge in was closing and tied up to our new ball outside in Simpson Bay. Sunday morning we awoke to very different conditions, with large southerly swells forcing a comfort run for the 9:30 bridge and our ball in the lagoon. It is here you will find us for our final episode next issue.

Peggy and Mike
S/v Peregrine



AUSTRALIAN REPORT

by Mike Smith

FEW sounds are as disquieting as those of a Volvo Penta 2003 saildrive stripping the splines on its machine input shaft.

One moment you have the confident thrum of power and the vessel is surging along. The next there is a high-pitched squealing sound, the bow wave subsides, and it becomes clear that something is terribly, terribly wrong.

"Oh, poop," I thought. "We've lost the prop." In fact, as we discovered shortly after, the prop was still there, it just wasn't actually connected to the engine any more.

Luckily, we were motor-sailing in light airs and sunshine at the time, only a few miles from Coromandel Harbour and a secure anchorage. I shudder to think what might have happened in the less salubrious conditions that New Zealand often offers the mariner.

For instance, we might have lost the saildrive the rainy day we battled 25 knots of easterly breeze and a "moderate" sea on our way to Kawau Island to meet some friends. We were under some scraps of sail most of the way, but we did have to use the motor to go head to wind at the end of the day and get to anchor in Bon Accord Bay. Even in the lee of Kawau, the wind was still hitting 15 knots, so the motor was essential.

Or we might have lost power while in the marina, where every second slip has a very expensive powerboat to hit.

But in the event, we got anchored with a little help and towed out the next morning into the breeze so we could sail back to Auckland harbor, where the coast guard—a volunteer organization in Kiwiland—came out to tow us in. After that, it was just a matter of time and money.

That was the low point of our 10-week trip to New Zealand starting in January.

But there were a lot of high points. The grandkids jumping from the side on a sunny day in Islington Bay, shrieking with delight, then swimming to the stern and repeating. A quiet night in Mansion House Bay on Kawau, followed by some champagne

sailing the next morning back toward Auckland. Lunch on shore at Kennedy Point winery on Waiheke Island, where our arrival was perfectly timed—just after one bus tour had left and just before another arrived.

And we joined the Ponsonby Cruising Club, one of the oldest yachting organizations in New Zealand. This is less of a financial step than it might seem: New Zealand yacht clubs generally have no docks to maintain so membership is markedly cheaper than even TH&SC. And the PCC clubhouse was just 500 metres away, with beer and wine every afternoon and racing two or three times a week, so we made some new friends.

The Volvo Ocean Race stopped in Auckland, as you know if you've been following the event. We got to watch the start of the ill-fated seventh leg of the race from the deck of a Bavaria 44, which was one of the race marshal boats. Since the job was to keep other spectators behind us and off the course, we had a front row seat. The VO 60s are, to say the least, very impressive.

Equally impressive was the wall of spectator boats that followed the VO 60s out of the harbor, almost all of them powerboats capable of matching speeds with the competitors, although politely they stayed behind. For a few minutes even a Bavaria 44—not a lightweight—danced in the maelstrom of wakes that engulfed us as they passed.

We have to report that the summer was warm but stormy. It seemed there was a new cyclone bearing down on the country every two weeks, bringing rain and high winds. As a result we stuck close to Auckland and our planned longer trips were aborted.

But, hey, there's always next year.



Are your Flares expired?

For the boating season of 2018, if your flares have a date manufacture of 2014 or earlier they have expired.

You can't light them, throw them in the water or in your household garbage to dispose of them.

Disposing of expired flares is tricky, therefore CPS-ECP coordinates annual Flare Recovery Days. On these days, you can bring your outdated flares to be properly disposed of, free of charge.

This year our Flare Recover Days will be hosted by The Rigging Shoppe.

- flares will only be accepted from recreational boaters on the day of the event
- flares will NOT be accepted from organizations, clubs, agencies and municipalities
- commercial flares will not be accepted
- learn more about acceptable flares for return here.
- Rigging Shoppe is the only retailer in the GTA collecting expired flares in 2018

Bring in your Expired Flares during these times.

April 19, Thursday 3-6pm

April 20, Friday 3-6pm

April 21, Saturday 9-3pm

Notice of Request to Tag & Remove Items

Attention TH&SC Members,

The lean-to and area behind the Work Shop will be cleaned up and repaired to provide storage for Property materials. Please tag and claim any personal items presently stored on the wood racks behind the workshop by June 15th. Any unclaimed items will be disposed of July 1st.

The bike storage area behind the clubhouse will also be cleaned up. All bicycles

chained or unchained on the bicycle rack or anywhere on Club property are to be

claimed, tagged and registered with the Property Manager before June 15th.

Members are requested to provide a photo of the bicycle and tag number to the

Property Manager. Any bicycles not tagged or accounted for will be disposed of

by July 1st.

Thank you for your co-operation!

Tony Resendes

Property Manager, TH&SC



1970 Alberg 30

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

Contact John Edwards

416-606-2595

Summersalt447@gmail.com



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\$5,000. OBO

Good shape, this starter cruiser / racer comes

complete with Head, all

sails—new main never used

new jenny used a few times

9.9 Johnson motor

steel folding cradle

health forces sale

Call Bill Middleton

416 690 8060

reddraco@sympatico.ca





April 2018



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Easter Sunday 1	2	3	4	5	Darts 6	Thomas Fogh Sail University 7
8	9	10	11	12	Darts 13	14
15	16	17	18	19	Darts 20	21
22	23	24 Race Meeting	25	26	Darts 27	28
29	30	DON'T FORGET THE RACE MEETING				

LAUNCH DAY IS RIGHT AROUND THE CORNER



May 2018



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

TIME TO START THINKING ABOUT YOUR BOAT



June 2018



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
SAILPAST ON JUNE 9th—A MUST!					1	2
3	4	5	Series I RACE 3 6	7	8	9 SAILPAST
Dock 'C' Brunch 10	11	12	Series I RACE 4 13	14	15	PCYC Cruise 16
Father's Day 17	18	19	Series I RACE 5 20	Summer Begins 21	22	Dufferin Bell Buoy Race 23
24	25	26	Series II RACE 1 27	28	29	30

RACING CONTINUES—DISTANCE RACE ON THE 23rd



July 2018



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Dock 'D' Brunch—Canada Day 1	2	3	Series II RACE 2 4	5	6	Summer AND Sum-mer Blast BBQ 7
8	9	10	Series II RACE 3 11	12	13	14
15	16	17	Series II RACE 4 18	19	20	21
22	23	24	Series II RACE 5 25	26	27	Race des Voyageurs 28
29	30	31	SUMMER BLAST RACES...			

...AND THEN A BBQ—COME FOR A GREAT DAY