

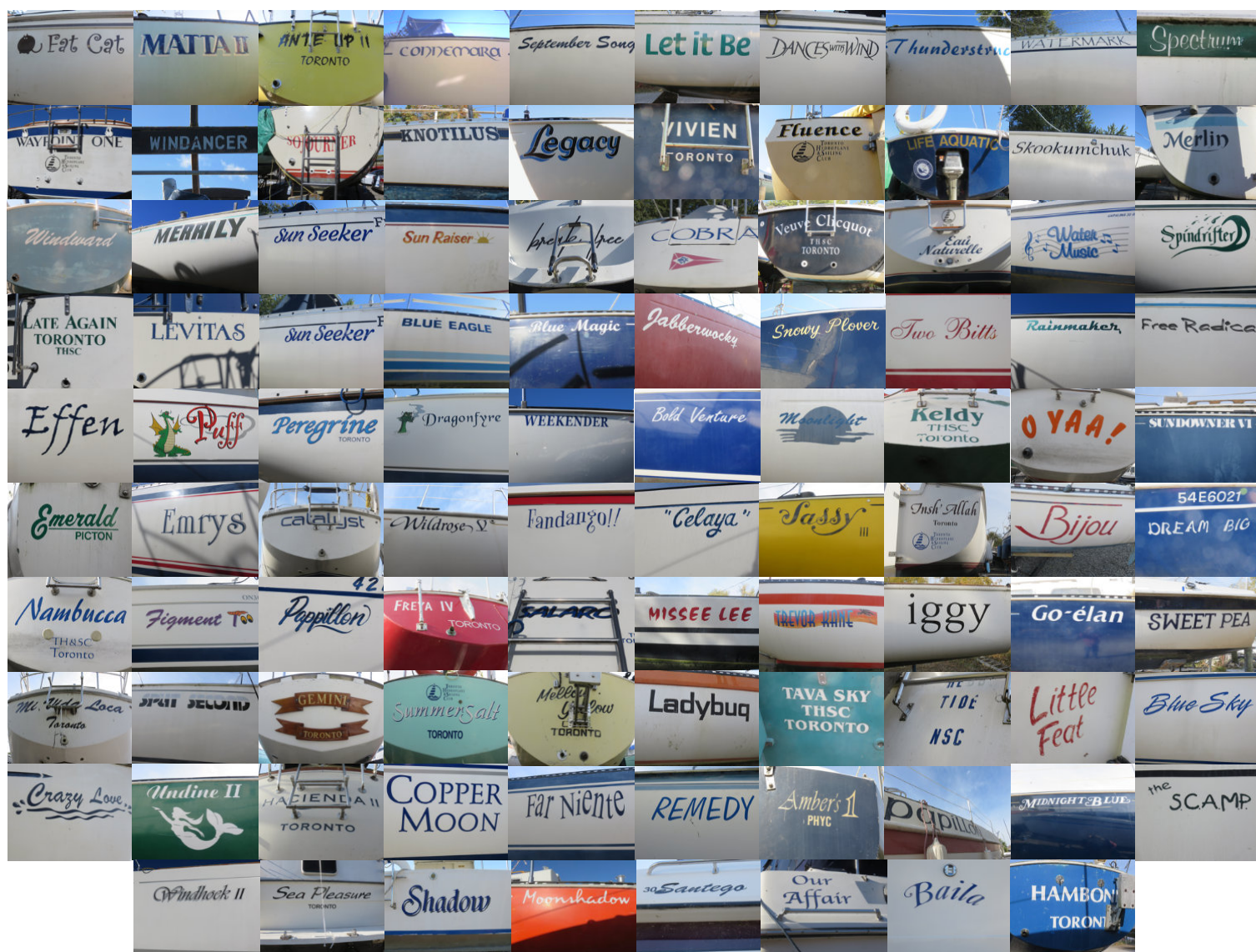


TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop

APRIL 2020

NUMBER 258



TH&SC FLEET—WAITING TO GO



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Calendar

Meet Olympian Sarah Douglas—Wednesday, April 15

Race Meeting—Wednesday, April 22—Racers and non-racers welcome.

LAUNCH DAY—Saturday, May 2—Everyone on deck if your boat is going into the water today. Meeting at 7:00 a.m. — **Special Election Meeting**—For Property Manager. Throughout the morning.

Warmup Race—Wednesday May 13—Test your boat to see if everything is working okay.

Cruise to Bluffer's Park—Sat.–Sun. May 16–17—First cruise of the year.

Rear Commodore's Brunch—Sunday, May 17—10–noon—First brunch of the year. everyone is welcome.

Race 1, Series I—Wednesday, May 20—First race of the season. Water's cold so take precautions.

Ice Breaker Race—Saturday, May 23—11–4—The first distance race of the season.

Rear Commodore's Meet & Greet—Saturday, May 23—5–7—Dinner at 6.

Celebration of Life—George Tsapoyitis—Saturday, May 30—1 to 3 pm.

SAILPAST—Saturday, June 13—The best party of the year! Everyone welcome for the Sailpast—see posters for dinner details.

A-Dock Brunch—Sunday, June 14—10–noon—Everyone is welcome.

Dufferin Bell Buoy Race—Saturday, June 20—11–4—Second distance race.

Reciprocal Cruise to Frenchman's Bay—Sat.–Sun. June 27–28—Sign up early.

B-Dock Brunch—Sunday, June 28—10–noon—Everyone is welcome.

Canada Day at TH&SC—Wednesday, July 1—5–6 pm—Dessert will be set out.

Race 1, Series II—Wednesday, July 1—Start of Series II. Time to show your mettle.

Reciprocal Cruise to Oakville Yacht Squadron—Sat.–Sun. July 4–5—Sign up early to ensure your place.

Cruise to Port Credit Yacht Club—Sat.–Sun. July 11–12—Sign up early.

Race des Voyageurs Reciprocal with Etobicoke Yacht Club—July 25–26—Race to EYC and then stay for dinner and over night then race back (if you want) on Sun.



TORONTO
HYDROPLANE
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EDITOR—Richard Taylor, 51 Brigadoon Crescent, Scarborough, Ontario M1T 3C2—(416) 293-4340

COMMODORE'S COMMENTS

John Morris

PLEASE stand by. The Hydroplane Club is famous for two things: fine welding and holding the course through the effort of the members. While the high waters are requiring us to rebuild dock elements, unfortunately COVID-19 can't be solved with welding.

As you have heard via our communication and elsewhere in this S&P, we are closed and are postponing launch until...well, that's a good question but June would be just fine. So we shall see.

Actually TH&SC is also famous for great parties, but they are on hold as well. Sailpast is postponed, racing and burgers postponed, a drink in the cockpit postponed...You get the picture.

Your board has been busy via Google Hangouts, email and phone. The only possible silver lining in the COVID-19 saga is it is a distraction from the water level mess that would otherwise be ruining our sleep. Unlike launch, racing and parties, however, that is still on. Our Harbourmaster and Interim Property Manager are working overtime to anticipate our flood prevention needs and as you know, with the help of our VC, the board has acquired an Aquadam system that is ready to be deployed. Our Treasurer, meanwhile, is sprinting around trying to manage all these emergency expenditures, like moving *Levitas* off the lawn to make room for the Aquadam. So far, we are within budget and with careful attention will hopefully be able to keep the balance balanced. Thanks to all of you.

Your Rear Comm, Past-Past Comm (Greg) and I attended an online presentation from the TRCA detailing improvements to our harbour and the fragrant facility across the bay. If there is any optimism these days it's that project, which will hopefully provide a deep access to a cleaner bay with less wafting odours for years to come.. TRCA has some big plans—Our FunGuy RC will fill you in elsewhere here.

So that's where we stand as of today, April 8. I hope all of our members and families are staying well and safe. I'd love to see you down at the club, but for now that ain't on. We all must stay home and stay optimistic. We will come out the other end and sail into the blue. ▲



VICE COMMODORE

Randy Boyd

IHOPE this issue of Spar and Prop finds you well and healthy. The effects of this global event have totally disrupted what we knew as normal life and as we adjust to the times I hope that you have been able to find things to do to fill your days.

I personally have read the entire internet and cannot wait for the next season for more content. Looking forward to the days when we can see each other in person but for now FaceTime calls and other forms of communication will have to suffice. We live in a time that allows us to see each other from afar and we should be grateful for that at least.

The Board, following guidelines, have not been meeting in person but through the internet with these magic tools. I can assure you that we as the executive are monitoring Provincial, City and Health Canada guidelines to make the most informed and safest decisions for the members and the club.

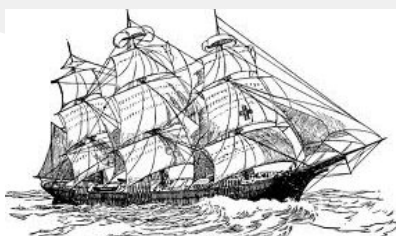
We are keeping a close eye on the water levels and have a solid plan in place should the water levels become a concern. We are happy to report that so far the levels are high but not at a threatening level. The hope is that we have a dry spring and dodge this bullet but we are prepared should the waters rise.

We have regular security guard patrols and our interim Property Managers (Keith and Joan Willson) do a daily walk through and around the property to make sure things are safe and secure. I want to thank Keith and Joan Willson for their daily efforts on behalf of the members. You should too.

I would also like to thank the members for respecting the closure of the property and rest assured that when the signal is given that we can resume operation, we will give you plenty of notice so you can get your boat prepared.

Stay Safe and I look forward to seeing you all at the club in the future.

Vice Out... ▲



REAR COMMODORE

John Greenham

IKNOW it's tough and that every day is filled with uncertainty. One thing is for sure however, you are not in this alone. Hope you are all staying safe and socially responsible. I miss you all, we must stay strong.

We all have seen the recent release from our Commodore John Morris, it's the right thing to do. We are planning on being safe with the social calendar and following the City of Toronto's lead.

By postponing Sailpast our thoughts are, maybe we will do the traditional more formal parts of Sailpast (blessing the fleet and such) a reasonable amount of time after launch, and the party / dinner / dance bit later in the season.

I have been in constant contact with our suppliers and rental people, they are all being very flexible at this point—I don't see the club being out at all financially. We think the Corn Roast weekend might work for the Sailpast party considering some people may be away during the summer AND we are considering a replacement event in July (replacing March's Spring Social and May's Rear Commodore Meet and Greet). At this point we hope to continue with Summer Blast August 22nd weekend, and all events thereafter.

As we all know TH&SC is a wonderful place to be social and spend times with friends and family. We look forward to returning such wonderful events when it's safe to do so.

A moving target I know, however, I'd like to think the new normal will return this summer.

Our racing and cruising programs are currently all on hold until of course we find a safe time to Launch, at which point we would expect the season to continue from that point on.

There are always lots of reasons to smile.

Thx, and stay safe!!! ▲



REAR COMMODORE

John Greenham

A LITTLE update on the Ashbridge's Bay Treatment Plant project. I'd like to thank Katherine, a staffer from the Toronto and Region Conservation Authority (TRCA), for her continued involvement and help in keeping the details for this project that will be with us till 2023. John Morris, Greg Smith and I joined the city and construction representatives on a video call early March 31st.

We have included three images for ease of understanding of the "BIG" picture.

The map (image marked ABTP Update) gives a birds-eye view of the project, and the date the city is estimating the work will be done (you will notice the teal and orange areas will be worked on this summer). They are very confident the work will progress through the current pandemic.

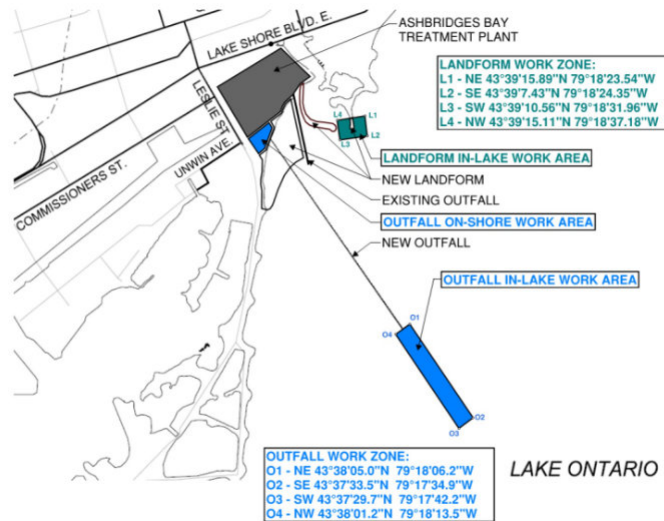
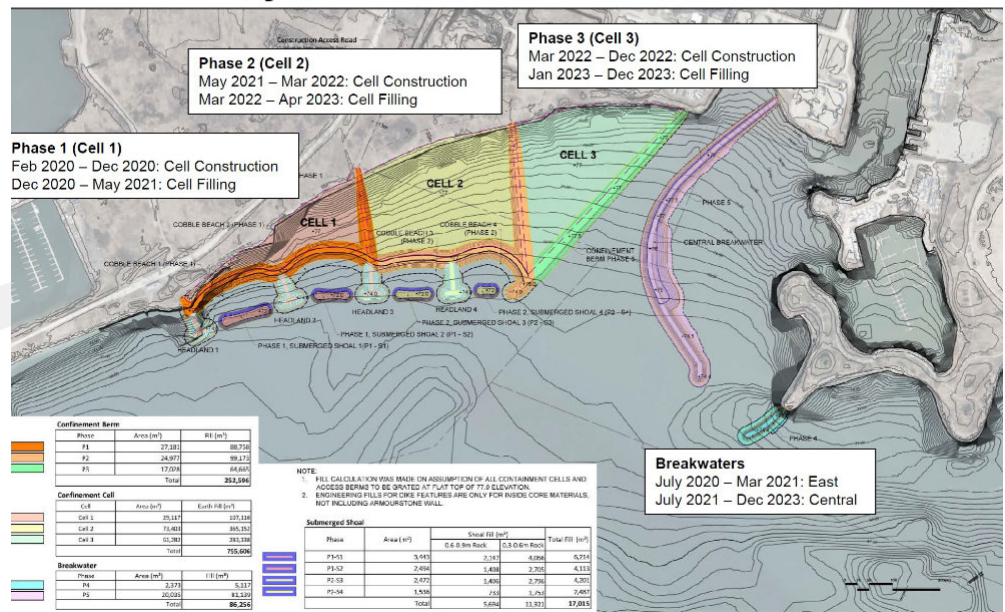
The second image shows the GPS co-ordinates of the 4 corners of the current construction zones, please stay clear. We did adjust the racecourse last year for the landform work zone off the spit.

The third image shows the amazing work in progress of the 20 meter diameter "new" outflow being constructed 85 meters below ground.

We are in constant contact with our neighbouring clubs and the city on this project and will continue to keep you informed. Any specific questions please contact any member of the board and we would be happy to get answers for you.



Ashbridges Bay Treatment Plant Landform Project: Key Milestones for Construction



Toronto

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TH&SC
Heritage



March 2020

HARBOUR MASTER

Paul Evans

BETWEEN COVID-19 and high water, this is quite the year.

We have looked at launch and there is no way that things will settle down by May 2nd and leave time to prep boats.

With Ontario now limiting groups to just five instead of 50, there is no way to launch until that is lifted.

We would also need the public parking lot to be opened again....

If we could launch, it might be with out power or water and do them later. We do need bridges and some barrels replaced.

We might be able to do that with work parties of five or less but not until the virus is under control.

With many thanks to Richard Coutts, the D-dock bridge has been repaired.

We are discussing moving launch to June 6 or 13th hopefully, so people can relax a bit. That assumes the water levels are not too high to launch!

Amherst has indicated that either date is currently available.

Many other clubs have just cancelled launching until further notice. Some clubs have already cancelled their entire season.

Levatis has been moved to the north end. We are now able to deploy the Aquadam if needed and build an Aquabridge over it—not that anyone should be in the club house anyhow.

We are carefully monitoring the



water levels and hope that we will not need to deploy the Aquadam.

The lake is currently about a foot higher than it was on this date last year so hope for a dry April.

The dock chains are being checked to insure they are long enough for the water levels.

You can check levels at <https://ijc.org/en/loslr/b/watershed/water-levels>

Does it sound like a merry go round yet?

There are some boats that will need moving on launch day which are *Amber, Hacienda, Cobra, Bijou* and *Merrily*.

If anyone else has decided to not launch, please let me know ASAP.

I think my plans for re-boarding the docks will have to wait for another time and we will do just maintenance on bad boards for now.

Not surprisingly, any maintenance will magically look like my new plan of course.

I want to thank all who have emailed that they are willing to come out and work. Until things settle down a bit, I am reluctant to put even small groups together as we would not be able to maintain social distancing. I will be getting in touch when we believe it is safe to do so.

Until then, everything is on hold.

Does anyone have a working crystal ball?

Are we having fun yet?

Please stay home and stay safe.

Many thanks

Paul ▲



PROPERTY MGR

Keith Willson

IT has been interesting acting as your Interim Property Manager. My main responsibility was to keep the lights on get us ready for Launch.



To that end 28 worksheets were prepared for the Spring Ways and Means Social, which of course, did not happen. Stand by for updates on this.

When we get the go for launch, I will revise the timings and we can all get going on these work parties.

In the interim I have installed a water level gauge so that we have a visual reference on the water levels in the bay. In addition, some lightbulbs have been changed, all batteries in the smoke detectors were changed and a few other small improvements were made.

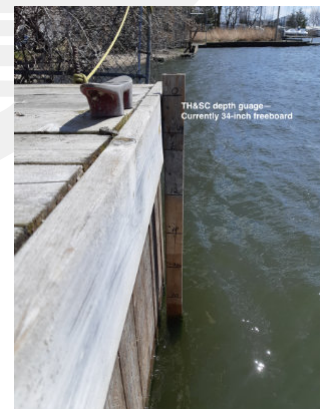
A humane animal control company was hired to evict the raccoons that were living in the ceiling in the workshop.

Currently I conduct a daily inspection of the property to ensure that the buildings are secure, there are no water leaks, etc. I also walk the yard and check every boat for tarp or other issues. If I encounter an issue, I will contact the owner by phone or E-Mail.

When not on the property I leave all the boats under the watchful eyes of our new security service (see picture below).



In the meantime, stay at home, be well, and I will see you all when we are once again open for business. ▲



THEY ARE WAITING FOR US

RACING CAPTAIN

Martin Osborne

HELLO everyone. To simply say that these are unusual times is an understatement of some proportion, especially as I struggle with words to describe the changes to our immediate lives and the world in the larger sense never mind the changes to our sailing lives.

First and foremost I truly hope that this newsletter finds each and every one of you safe, healthy and practicing the social distancing that is being prescribed to slow and hopefully stop the spread of this nasty virus.

I must say what I am missing most is the camaraderie of the boat yard where we would normally be going full speed at this time of the year making our boats ready for another season of racing and sailing. The good natured banter about racing and who is going to be faster, the chatter about what we were doing to improve our boat for the upcoming season or simply the questions from our fellow sailors on which wax, bottom paint or other improvement was best for their boat.

From a sailing and racing perspective it simply feels strange and seems so foreign to see the cancellation of first the Olympics and then big world sailing regattas one after another. While I do understand the necessity of these actions it made it no easier to be included in a vote just the other day to cancel the first half of the Lake Ontario Offshore Racing season and defer the



complete cancellation for a month, knowing full well the likely outcome.

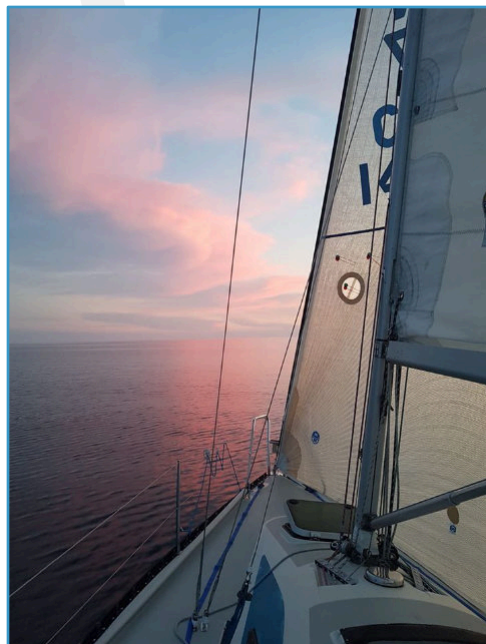
At the club level we started with our early cancellation of the Olympian guest speaker Sarah Douglas and then fell the Sail Trim seminar and although this has all happened in a few short weeks it already seems like it was ages ago and it's already a distant memory from another time.

Now I suppose we are minimally putting everything on hold until we get an all clear to launch our boats and then it will be time to determine what remains of the season and how to approach the racing season from there. What it will look like is anyone's guess it will obviously depend on the distancing requirements and who knows maybe there will be a lot more boats out racing as we will all need to be singlehanded or at best double handed, to maintain proper distancing. I really suppose that all we can do is speculate, plan for the best and hope that we will be sailing sooner rather than later!

For the moment though I would like to extend to each and every one of you my most sincere wish that you stay safe, healthy, come through this chaos unscathed and judging by the social media posts I have been following not end up too many pounds heavier from all the fine bread and other baked goods being made!

Until then my friends dream of being out on the start line!

Yours in sailing,
Martin



Martin Osborne—LO300—2017

FLEET CAPTAIN CRUISING

Miranda Wheatstone
Albert Kerek

HOPE everyone is well. I'm managing life without hockey by watching reruns of past memorable games and reminiscing about some of last season's sailing adventures.

I'd like to share one of those times with you here. See page 7



TREASURER

Helen Rigler

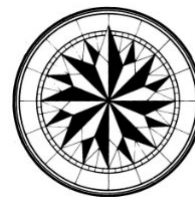
NEVER has "we're all in the same boat" been more true. Sailors all over the world are hoping that they will be able to launch their boats this spring. We will, god willing, be on the water at some point this summer I hope.

John Morris has done a great job of keeping abreast of the constantly changing situation and issuing updates to the membership as changes occur.

I'd like to thank all those who are working in all services deemed essential. Members of our club are on the front lines. Special thanks to Ellen of *Break Free*, Maggie of *Moonlight*, Mike of *Ante Up II* and Murdo of *Matta* who I know work in healthcare and emergency services.

Act wisely to avoid the contraction and spread of this potentially "launch delaying" virus (aka COVID-2019). Pack your patience and be nice to those working in stores under very unusual circumstances. Smile and wave to those you encounter—from a safe distance of course.

All the best.
Helen



WAYS AND MEANS

Jeff Hocking

THE Spring Social was one of the first things to fall off the club's calendar out of an abundance of caution regarding community spread of COVID-19. Even though there were no limitations on gatherings at that time, the club made a wise decision in cancelling that event.

Now we are in a holding pattern, not knowing how long to expect the social distancing restrictions to last. If those restrictions are relaxed this season, those jobs will all be waiting and we will communicate them to you in the most direct way possible.

Until then, as the messages from the executive have indicated, only the most essential work at the club will be carried out as necessary. If there are requests for essential work, look for emails from me.



FINDING HARMONY

BY ALBERT KEREK

IDEPARTED Wilson NY 10:30 a.m., August 10th, 2019 for Toronto. I had arrived in Wilson on August 5th from Toronto and became stranded as three cold fronts passed through, packing rain and hellish high winds. The lake has been intimidating to say the least, waking in the night, the boat bouncing up and down and tugging sideways. A strange sense of alienation, possibly the result of reading past issues of Practical Sailor about: the coulda, the woulda, the shoulda; all tying into an apprehension of ever venturing out again.

Alienated but not alone. Five boats in the same predicament: *Her Ladyship*—Mimico Cruising Club, *C'est La Vie*—Alexandra Yacht Club, *Crackers*—Macassa Bay Yacht Club, *Merlin*—Oak Orchards USA and myself. Everyone so decent. Tuscarora Yacht Club, most gracious hosts, offered extended reciprocals and the comfort of their building to sleep in. Late afternoon would find us socializing in the club house falling into debate over one thing or another. We discussed the weather, the west winds that blew day and night, climate change and the record high water levels, moving on to how deep the water was after the last ice age. About weed growth in the harbours and their eradication.

Reminiscing over people who had come and gone under what circumstances and then about Wilson's Island charm, each Yacht Club surrounded by water, one accessed by car bridge another by foot bridge. The entire harbour enclosed by Sunset Island. A regular Caribbean you'd say!

Then *Crackers*, the big dog in the room starts up—why just yesterday we sailed through the lights at Olcott in heavy seas, no engine, touch and go, everyone on shore clapping and cheering. Then each one of us trying to one-up the other with their own sail a mile in my (wooden) shoes story. You don't say? Then listen to this, there's a coast guard cutter at Youngstown, jet propelled doing 50 knots, woulda been to you in ten minutes. Dave

MacLeod, possibly a TYC Past Commodore, told a good one about how his power boat *Darkside* got its name. When the rigours of sailing became too much he went to the dark side. Chuckle, chuckle.

Early yesterday morning *Crackers* left

for Hamilton. A few of us watched him make his way up the channel and into the lake. Well good luck to him, said one, that's a heavy boat and can most likely take a lot.

Mentioned they had to be somewhere Saturday, said another. Glad I didn't have to be anywhere was my thought. At half past nine this morning a small craft warning was still in effect but the treetops seemed to be steadying, the wind dropping. There was a consensus among a group of skippers standing dockside arms folded.

It was time to go. Dave MacLeod and the TYC steward assisted my departure. I was the last to leave, bobbing around in Twelve Mile Creek retrieving fenders and tidying lines before motoring through the spume drenched break walls.

11:00am, found me motoring a mile offshore eager to beat the band for home. The wind was strengthening. Time to set sail, I thought, but then a warning buzzer was sounding. The engine was overheating. I killed the ignition. Possibly weed I picked up somewhere. I went below to follow up on my hunch. You think to yourself then yourself begins to check off all of the possibilities back to you, all of the things that ever happened to you, the things you heard about or read about while another area of your brain was busy speculating about the boat's spatial positioning on the water referenced to the last time you saw it and you begin to disassemble the apparatus lying face downward over a small compartment in the aft cabin turning off the valve where lake water, used to cool the diesel engine, enters through a filter basket, then undoing two hose clamps and clearing the basket of bright green weed most certainly picked up in Twelve Mile Creek; you do these things without submitting to the imaginary fear of what was happening topside, and then you reassemble everything methodically hoping your hunch was the right one.

Back in the cockpit, I restarted the engine. In a matter of seconds the alarm was sounding again. This happened before; I knew what it was. You tell yourself to stay calm and get it right this time.

The boat was pitching awkwardly; luckily I wasn't being driven into shore.

I'm right out there no matter how things went.

This time, after repeating everything I did before, I unscrewed the thru-hull valve prepared to see something, maybe a fountain of water or at least a trickle, but there was no water. I stared at the exposed freshwater inlet incredulously for long seconds—it was plugged solid with a cigar of compressed weed. Amazing, I thought, the power of the engine's water intake. With a screwdriver in one hand and the thru-hull valve in the other I closed my mouth and jammed the screwdriver into the hole pushing out the green panatela and then quickly threaded the valve back on to cap the geyser of lake water. Relief poured over me. I surely got it right this time.

After reassembly I climbed back above to be startled by a sailboat in close proximity. A man at the helm was waving, a woman asking if I was alright. I assured them I was fine. I thanked them. I had lost all sense of time. It was 12:05 p.m. Perhaps a binocularized Dave MacLeod had been observing my distress so I hailed Tuscarora YC on VHF 68 and gave them the all's well.

The town of Wilson has a motto: Let each live in harmony with Earth, Sea and One Another. This town didn't want me to leave.

I remembered early this morning walking back to the boat from a downtown breakfast diner through a pastoral, rural upstate New York. There was a wave from a veranda—are you from the harbour? Then through Greenwood Cemetery (a sign—Revolutionary soldiers buried here) and on through tall oak forest opening out finally to an unsettled Lake Ontario. The day continued.

While I had been dealing with the hot engine situation conditions had changed; the wind had picked up, seas were approaching a metre and a half. If the hardest part wasn't over by now I'd find out in the next few hours. From three miles away, Wilson's harbour entrance is invisible, nothing but a few white and light green geometric shapes in the shoreline foliage while, on a good day, the Toronto skyline, thirty miles from Wilson is clearly visible. There was no sign of Toronto today.

I glanced at my watch. It was 12:45

p.m. My big regret was not putting a reef in the mainsail. The wind was steady now at 32 knots. *Dances with Wind* was overpowered. Easing the boom far out over the starboard rail reduced the heeling. We were making 6.9 knots. *Crackers* must have had a worse go yesterday on a course for Hamilton.

1:15 p.m., the VHF crackled to life. It was *Her Ladyship* to *C'est La Vie*, then to me—are you well reefed? The message felt like a rap on the knuckles. I had to reduce sail. The wind was relentless now. I was braced at the wheel. I had the manoeuvre well thought out but turning up into the wind spun the boat in circles. In the ensuing flapping calamity my attempts to reef the headsail downwind resulted in the whole sail being furled, which to be honest gave me a breather. These are called moments of insane consciousness.

When the compass showed us sailing northwest we were back on course making 5.8 knots with only a fully eased mainsail. The auto pilot held long enough to find myself an apple in the chaos down below. It was good to have left Wilson when we did, the next few days were not very promising weather wise. Things were going well now but the boat wasn't balanced.

I decided to turn up slightly into the wind to crack out one third genoa. I couldn't bungle it this time. It worked. Off we went, happily. We had found harmony.

Nine miles south of Toronto the wind veered NW to right on the nose. Furling the luffing headsail we motor sailed the rest of the way reaching the Ashbridge's Bay waypoint at 5:35 p.m. Well, I got through today, I told myself, not everything went my way but enough did. I did my own clapping and cheering. It was good to be home. 🍀



Officer of the Day Program 2020



Sign up procedures for OOD may vary from previous years due to Covid 19 physical distancing and other restrictions in effect when the new Launch date is announced.

All Senior Members and Life Members with boats are required to fulfill the yearly obligation of a 4 hour shift as Officer of the Day.

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

Dates in 2020 subject to change due to Covid 12 rules.



The Spring Social that didn't happen—here's the hard work that didn't get used.



2020 OFFICER OF THE DAY PROGRAM AT TH&SC

It is that time again for the sailing season to be on the near horizon. Unfortunately, COVID-19 restrictions have put boating prep and launch on hold. The signup process may be revised based on the physical distancing restrictions in effect when the new Launch date is announced.

Everyone is looking forward to getting back to normal activities. In the meantime, stay home and stay safe. Virtual boating adventures abound on YouTube. A good ebook available from Toronto Public Library is "Blue Water, Green Skipper" by Stuart Woods (non fiction).

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 time slot you signed up for, you are responsible for rescheduling, or trading with another member. Also, please update the OOD SIGN UP SCHEDULE at the OOD Station. Advise the OOD Co-ordinator 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 Co-ordinator.

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 before doing your first solo shift.

7. Last season we received reports from Club members who observed that some OOD members were not completing the duties on the Checklist. Please be responsible.

At the OOD Station

2020 OOD SIGN UP Schedule identifies members who have signed up for the 2020 sailing season. Listing reflects any open dates and is stored on a clipboard on the inside left door of the OOD Station. Useful hint: Take a photo

of the schedule once it is posted and you will have the contact info needed in order to change your OOD shift if necessary.

2020 OOD Checklist is generated each week and identifies the duty members for that week. Specific required activities are listed to be performed. 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 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 the Device Safety Audit (Mike Franks, August 31, 2019) 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.

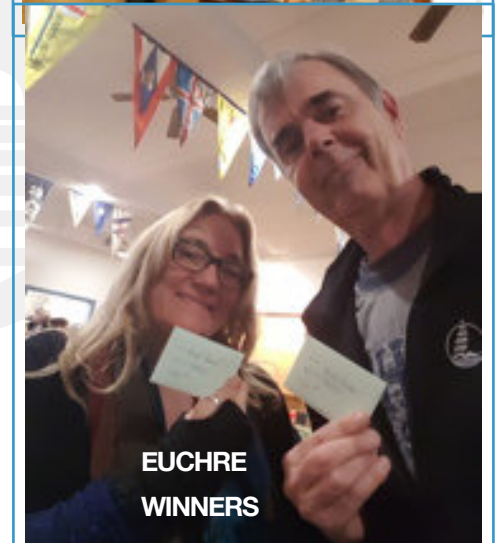
The Officer of the Day program continues to be appreciated by the visiting boaters. We maintain a reputation as a friendly and welcoming club for visitors. During the 2019 season, we had 129 visiting boats from 23 other clubs. In the lead, there were 19 boats from Bluffers Park YC and 19 boats from Micassa Bay YC and 16 boats from Highland YC and 14 boats from Whitby YC. Six boats from the United States were welcomed at TH&SC. Home ports were as far away as Longueuil, Quebec and Fort Myers, Florida.

Peter de Jonge van der Halen, OOD Co-ordinator

ood-coordinator@thsc.ca
pvanderhalen@gmail.com
416-284-390 Sea Pleasure

EUCHRE NIGHT

LAST EVENT BEFORE SHUTDOWN



EUCHRE
WINNERS



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1	2	3 Darts 7 pm CANCELLED	4
5	6 Executive Board Meeting	7	8	9	10 Good Friday	11
Easter Sunday 12	13	14	15 Meet Olympian Sarah Douglas CANCELLED	16	17 Darts 7 pm CANCELLED	18
19	20	21	22 Race Meeting 7-9 POSTPONED	23	24 Darts 7 pm CANCELLED	25
26	27 Executive Board Meeting	28	29	30		

HAVE YOU CHECKED ON YOUR BOAT THIS WINTER?

**May 2020**

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<div> <div>EVERYONE ON DECK AT 7 A.M.</div> <div>CANCELLED</div> </div>						<div> <div>1</div> <div>LAUNCH DAY REGISTRATION</div> <div>POSTPONED</div> </div>
3	4	5	6	7	8	9
<div> <div>10</div> <div>Mother's Day</div> </div>	11	12	<div> <div>13</div> <div>Warmup Race</div> <div>CANCELLED</div> </div>	14	15	<div> <div>16</div> <div>Cruise to Bluffs Park</div> </div>
<div> <div>17</div> <div>Rear Commodore's Brunch</div> <div>CANCELLED</div> </div>	Victoria Day	18	<div> <div>19</div> <div>Race Series 1 Race 1</div> <div>CANCELLED</div> </div>	20	21	<div> <div>22</div> <div>Ice Breaker Race Rear Commodore Meet & Greet</div> <div>CANCELLED</div> </div>
24	<div> <div>USA Memorial Day</div> </div>	25	<div> <div>26</div> <div>Race Series 1 Race 2</div> <div>CANCELLED</div> </div>	27	28	<div> <div>29</div> <div>Celebration of Life George Tsapotis</div> <div>POSTPONED</div> </div>
31	<div> <div>RACING STARTS ON THE 20th—GET A GOOD START</div> <div>CANCELLED</div> </div>					



June 2020



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	Executive Board Meeting	2	3	4	5
			Race Series I Race 3			
7	8	9	10	11	12	13
			Race Series I Race 4			SAILPAST
A-Dock Brunch 10-12	14	15	16	17	18	19
			Race Series I Race 5			Dufferin Bell Buoy Race / Summer Begins
Father's Day	21	22	23	24	25	26
			Race Series I Race 6			Reciprocal Cruise to Frenchman's Bay
B-Dock Brunch 10-12	28	29	30			
EVERYONE OUT FOR SAILPAST						
TWO BRUNCHES THIS MONTH – YUM YUM						



July 2020



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			Canada Day at TH&SC 5 to 6 (approx)/ Race Series II start			Reciprocal Cruise—Oakville Yacht Squadron
5	6	Executive Board Meeting	7 Race Series II Race 2	9	10	11 Cruise to Port Credit YC
12	13	14	Race Series II Race 3	15	16	17
19	20	21	Race Series II Race 4	22	23	24 Race des Voyageurs reciprocal—Etobicoke YC
26	27	28	Race Series II Race 5	29	30	31
CRUISING AND RACING FILLS THE HEART OF SUMMER						