



TORONTO HYDROPLANE & SAILING CLUB

Spar & Prop



FEBRUARY 2022

NUMBER 269





Toronto Hydroplane and Sailing Club Executive Board

COMMODORE
Glen Eddie

email: commodore@thsc.ca

PAST COMMODORE
John Morris
(416) 963-3222

email: past-commodore@thsc.ca

VICE COMMODORE
Miranda Wheatstone

email: vice-commodore@thsc.ca

REAR COMMODORE
John Greenham
(416) 998-4106

email: rear-commodore@thsc.ca

HARBOUR MASTER
Paul Evans

(416) 854-5334

email: harbourmaster@thsc.ca

PROPERTY MANAGER
Steve Brown

email: property-manager@thsc.ca

TREASURER
Helen Rigler

(647) 989-8509

email: treasurer@thsc.ca

SECRETARY
Joan Willson

(416) 707-8314

email: secretary@thsc.ca

RACING FLEET CAPTAIN
Brooks Robitaille

(519) 217-0494

email: race-captain@thsc.ca

CRUISING FLEET CAPTAIN
Mike Smith

email: cruising@thsc.ca

WAYS AND MEANS
Jeff Hocking

email: waysandmeans@thsc.ca

SOCIAL COMMITTEE
email: social@thsc.ca

RECIPROCALLS OFFICER
Peter Martyn

(416) 822-4345

SPAR & PROP EDITOR
Richard Taylor

(416) 293-4340

email: rwt@total.net

TH&SC WEBSITE
www.thsc.ca



Calendar

This list will be determined by COVID Regulations—watch email!

April 9th—Spring Social 7 to 10 approx (moved from March)

April 20th—Race Meeting 7–9

May 7th–8th—LAUNCH 7–5

May 18th—Warm Up Race 6:30–9

May 25th—Wednesday Night Racing Series I begins 6:30–9

May 21st—22nd Bluffers Park Reciprocal Cruise

May 21st—Ice Breaker Race 11–4

May 21st—Rear Commodore Meet & Greet—Licensed from 5 to 7pm with dinner at 6 pm

May 22nd—Rear Commodore Brunch 10–12

May 27th—Susan Hood Trophy Race

May 29th—LOSHRS Race 1—Day Race

June 4th–5th—Port Credit Yacht Club Reciprocal Cruise

June 11th—Sail Past 11am–midnight

June 12th—B Dock Brunch 10–12

June 18th–19th—LOSHRS Race 2 & 3—Coastal Races

June 25th—Dufferin Bell Buoy Race 11–4

June 29th—Wednesday Night Racing Series II begins 6:30–9

July 1st—Canada Day—5 to 6 pm approx. dessert will be set out

July 3rd—C Dock Brunch 10–12

July 9th–12th—Lake Ontario 300

July 16th–17th—Macassa Bay Yacht Club Reciprocal Cruise

July 23rd–24th—Race des Voyageurs Reciprocal Cruise with Etobicoke YC

July 31st—D Dock Brunch 10–12

Aug 6th–7th—Lakeshore Yacht Club Reciprocal Cruise

August 6th—Circle of Life Race 11–4

August 10th—Wednesday Night Racing Series III begins 6:30–9

August 12th—Summer Blast Registration BBQ

August 13th—Summer Blast Regatta & Dinner 11am-midnight

August 14th—Summer Blast Brunch 9–11

August 20th–21st—LOSHRS Race 4—100 Miler

September 3rd–5th—Frenchman's Bay Yacht Club Reciprocal Cruise

September 3rd—Bluffers Challenge Race 11–4

September 3rd—Corn Roast 5 to midnight

September 4th—A Dock Brunch 10-12

September 10th–11th—LOSHRS Race 5 & 6—Port Dalhousie Weekend

September 21st—Wednesday Fall Series Races begin 6:15–8:45

September 24th—Frost Bite Race 11–4

September 26th—Elections 7–9

October 8th—Cradle Placement 9–4

October 8th—Thanksgiving Dinner 6–11

TH&SC—20 Ashbridge's 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

Glen Eddie

BEING a first-time Commodore in February, in Toronto, in a pandemic, in 2022, is not how I envisioned things starting out. I anticipated that everything would be wrapped up by now with us turning to our normal lives, leaving all the lockdowns, closings, and modified uses of the club to 2021 and our memories. I am sure that the members of the past executive board are chuckling a bit. What do they say about best laid plans? Let's hope that the remainder of 2022 is the beginning of normal.

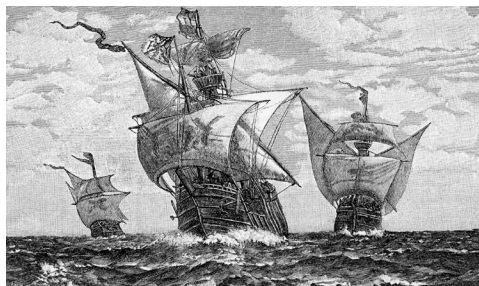


To the members that ended their term on December 31 (i.e., Greg Smith and Chris Craigen) I say thanks for all your work over the last couple of years or in Greg's case decades. To the returning members of the board, I also say thanks for all your work to date. To you and to Steve Brown who is coming on as Property Manager, I look forward to working with you all in the upcoming year(s).

As mentioned in the December member's meeting there will be a flurry of touch ups and repairs on the property for the upcoming year, as we do every year, so there should be no shortage of opportunities for you to get your work hours. Please look for Ways and Means emails to help on new projects. Thanks to the Five Year Plan and the Love it or List it committees for all your work. I am sure there will be more. Additionally, we will be having more committees to look at our club structure and membership process. Stay tuned for more information on this front.

At this stage there is not much to say other than I hope you are all safe, warm, and getting ready for the upcoming sailing season. If you have any questions for the executive, please feel free to reach out to me or the other members of the executive and we will try to answer them. As I see it, we are here for the members.

Your humble servant,
Glen Eddie ▲



REAR COMMODORE

John Greenham

THE ground is still frozen; however, the days are getting longer and I'm sure you are just like me, dreaming about the summer and sailing. I'm tired of this winter thing!



Dates for the 2022 TH&SC Social Season have been set—we know you all love a party but lately there have been very few opportunities to meet in person. The Social Committee is planning a more normal 2022 Social Calendar with Dock Brunches and all the regular events. Please check out the updated calendar at the back of this and all S&Ps, (thanks Richard for keeping it up to date).

Our first event back for the 2022 season will be the Spring Social, however you'll notice we moved it to the week before Easter, April 9th in hopes the weather will be nicer for outdoor availability and numbers. You will have the opportunity to sign up for some or all your work hours.

The Social Team met virtually a few weeks back; Tracey, Laurie, Linda, Susan, Jamie, and Doris have wonderful ideas that they really want all of you to enjoy, so remember this when you see them in the spring. Isabel, Peter, Meredith, and Lindsay also help tremendously but just previously engaged that evening (or just tired of Virtual stuff).

The Racing calendar is also set for the season. We will have a surprise for the meeting in late April so be sure to attend. Brooks, your new Race Capitan is very eager to get the season going (find his very first article in this edition of Spar & Prop). Summer Blast is going to be a Blast Aug 12-14th—make sure you register early as we are inviting other clubs and have had favourable replies already from Frenchman's Bay, the clubs in the Bluffers Basin and our friends next door at ABYC. For those of you interested, LOOR and LOSHRS event dates have been set, registration is open and there are some interesting webinars coming up over the next couple of months, (where were these years ago when my crew and I set out?) be sure to check them out.

Michael Smith, our new cruising captain has done his due diligence for a reinstatement of the great cruising program that has been affected by COVID restrictions.

All of this makes me proud to be the TH&SC Rear Commodore and on your Executive Board. I was very nervous in the beginning taking over the reins from Glen (Mr. Organized) Eddie and prior to him "the great" Greg Smith—hard shoes to fill but seriously, it's all of you that make it so worth while.

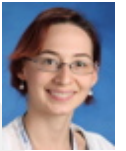
Stay safe and enjoy the club as much as you can in 2022. ▲



VICE COMMODORE

Miranda Wheatstone

THIS winter has certainly been a cold and snowy one and I hope everyone is staying safe and warm.



Everyone should have received their invoice by now and please remember to pay it by the end of the month so as not to incur late fees. If, for any reason, you wish to cancel your membership, let me know as soon as possible. We continue to accept new members, so if you happen to know someone who is looking for a slip, have them complete a membership application form.

We currently have slips available for boats of varying sizes. A huge thank you to our membership committee for all they do.

It may seem like a bleak winter, but in the overall scheme of things, it won't be long until the ice melts, the snow finally goes away and we are able to get back out on the water. Warton Willie says we should have an early spring. In the meantime, stay safe and dream of warm winds and sunshine. ▲

DID YOU KNOW?

When the catamaran sailors decided to build a ramp into the bay in 1965 the question of materials and cost was raised. That spring the parks dept. was replacing rotted boards from the board walk which ended right outside the club gate. Piles of boards, some partially good, were examined and all boards with some good wood were moved to the water's edge.

RACING CAPTAIN

Brooks Robitaille

HAPPY February everyone! This is my first official contribution in the Spar & Prop as your new Race Captain.



Firstly, I would like to thank our Rear Commodore, John Greenham, for all that he does for the club, and for supporting my transition into this new role. I would also like to thank Martin Osborne for his wealth of knowledge and for always being the first person to lend a helping hand—you have left me with very big shoes to fill. This will be a tremendous learning experience for me, and I appreciate both of your continued advice and support to help bring the race program at TH&SC to greater heights. Additionally, I would like to thank both Andrea Barkley for staying on as our official scorer, and Jamie Carroll as our PHRF-LO officer—I can't wait to work with you all.

Friendly reminder to our racers: if you've made upgrades to your boats over the winter that will adjust your PHRF rating, please consult Jamie Carroll to get your certificates up-to-date.

I hope everyone is staying warm out there, and coping with the winter blues with our boats on the hard. On a positive note, we have some exciting events to look forward to, starting with our Race Meeting on April 20th. We'll be having a surprise guest speaker, and it'll be great to get together in person and see you all again (COVID permitting, fingers crossed).

For those who are keen to get involved with some bigger races on the lake, be sure to check out <https://www.loor.ca/>. Registrations are now open as of February 1st. In addition, there are also some useful webinars available on the LOOR website to help potential participants prepare for the events. The first one is coming up soon, on February 15th, followed by March 15th, and April 19th. These webinars will cover Registration, Instrumentation, and Personal Locator Beacons.

Finally, I'm excited to announce that the registration for our very own Summer Blast Regatta is now open! The event will take place on August 13th, registration link here <https://yachtscoring.com/emenu.cfm?eID=14947>. We are hoping

to attract racers from all around the lake to participate—so be sure to register, and don't forget to spread the word! We are also looking for some volunteers to help make this event a great success. Please contact me at race-captain@thsc.ca if you're interested.

Looking forward to a great season as your new Race Captain. Feel free to reach out if you have any questions or suggestions, or just to say hello! ▲

DID YOU KNOW?

To get their catamarans into the water the enthusiastic sailors cut out a slot in the bank and then proceeded to use the boards rescued from the boardwalk repair to build a wooden ramp down to the water's edge. It was very steep and the entrance into the water was a floating hinged extension attached to the end of the ramp.



PROPERTY MGR

Steve Brown

MY name is Steven and I am your new Property Manager for 2022. We have several projects planned for this year to refresh the clubhouse and we need volunteers with skill to pitch in. We are planning on posting a job board with a list of projects. Please sign up for some rewarding work.



The club also needs members to sign up for lawn care, BBQ maintenance and yard work. So stay tuned...

I am looking forward to a fantastic summer of sailing, and polishing up our gem of a club.

Please feel free to contact me property-manager@thsc.ca with ideas you would like to help with. ▲

The Perils of Peregrine 2022 Episode 1—by Peggy Wheatstone

We are here. I didn't dare believe it was really happening until we boarded the plane. Even then we were in the immigration line at SXM before I truly had faith it had happened.

So the Dutch do love their bureaucracy but it is at least efficient. No tests required for the triple vax'd. Just apply for entry with their on line form and your proof, pay your \$15 medical insurance fee and you're in.

Find a red cap and a taxi and you are at your friend's condo. They are in the UK closing an estate, their tragedy being our salvation. I say that because we have been here three weeks today and have still not moved aboard.

Mike is beside himself with the fridge and battery installations taking far longer than he expected (quelle surprise!), but worse and compounding the delay, the outboard for the dinghy is still not working. We think today we have finally identified the problem but, of course, the part is not on the island. The hunters are out to try and source the part and get it to us asap. Otherwise my rowing skills will be resurrected.

While I still have not made it to the sea other things are going fairly well. I am VERY surprised and pleased to find the boat in as good shape as it is. There is very little mildew. The cleaning moves on. A new mattress has been ordered and if their foam order arrived as planned, will be delivered tomorrow. If the fridges are working we might just move on board Saturday.

We are settling back into the island life with Sunday dominoes, boat flea markets, Saturday boat information seminars complete with free beer and lots of renewed friendships after two years away.

The most notable impact of COVID on the island is the over abundance of Australians trapped in the Caribbean because they aren't allowed back in at home.

I am not sorry to say the weather is perfect. 28 in the day, 24 at night and not a snowflake in sight.

Say hello to *Dragonfyre I* for us.

Peggy and Mike

Almost on s/v *Peregrine*

Sint Maarten ▲

HARBOUR MASTER

Paul Evans

GREETINGS everyone. Did you enjoy the virtual boat show? I hope you are all staying safe and healthy.



The province is starting to relax things again and hopefully we will have a more normal sailing season this year that actually starts on time.

There is lots to do so please watch for the emails from Ways and Means.

I hope to get started at the end of March, weather permitting.

There is the last of the dock re-boarding to finish along with the normal preparation of the docks. There are always barrels to place and blocks to drop before launch not to mention getting our own boats ready.

Luckily, launch this year is a bit later since May starts on Sunday so launch is May 7 and 8.

Mark your calendar now.

I am working on the job and slip assignments already so stay tuned.

Don't forget to hug your boat soon.

Many thanks,

Paul ▲

DID YOU KNOW?

When strong easterly winds raised big waves on Lake Ontario before the south part of the park was created, the wide open entrance saw the waves roll into the bay. They would generally hit the west side of the bay and then ricochet across and then hit the east side. The angles were such that ABYC got the brunt of the swells and their dinghy dock was regularly washed away.



PAST COMMODORE

John Morris

BECOMING the Past Commodore is surprisingly easy; as Commodore you simply wait until your term is over then, with no election or other complications, you suddenly are the Past Commodore. It's exactly like when the caterpillar emerges to be a butterfly, or so I keep telling myself.



Oddly though the name reflects the past the focus is primarily focused on the future. In my role I have taken on coordinating the Five Year Planning Committee. This august group currently is made up of four very senior members—Phil Delahaye, Bob Prosper, Terry Pasioka and Bill Comerford—who bring decades of experience and background to the group. I am very impressed.

The 5YPC is laid out in our constitution and has been give a jolt of new energy thanks to Greg Smith, the past-past-commodore who pumped a lot of energy into meetings and really encouraged the discussion of forward planning of the club even as we were stalled out during the pandemic. Thanks Greg.

The Committee took on discussing some ongoing infrastructure projects such as dock revitalization and attending to the condition of the club's grounds and buildings for future needs. Within that framework, the creatively named Love-It-or-List-It Committee has been struck to recommend upgrades to the look, feel and creature comforts of the club. That LIOLI group, headed by Rosemary Johnson, has already brought a boatload of ideas forward and is currently working hand-in-workglove with the Property Manager, Steve Brown, to affect a series of upgrades.

One of the other goals of the 5YPC is increasing member input and discussion. If we can ever have meetings again, we will plan an information session where we can share plans and ideas. ▲



FLOTSAM & JETSAM

Shadow

SHARON GREEN WEB SITE

Sharon Green, famous for her yearly calendars and sailing images, has a marvelous web site where you can order calendars and many other exciting sailing images. There is also a page where you can access thousands of fantastic sailing images. Her URL is <https://www.ultimatesailing.com/collections/calendars>

New Race to Kingston Coming to Lake Ontario This Summer

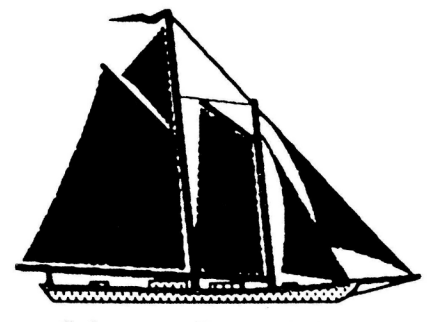
Kingston Yacht Club and Mimico Cruising Club have joined forces to co-host the new destination distance race, Race to Kingston. The new adventure will kick off on August 12, 2022 at Mimico Cruising Club with good drinks and good food. The race will begin the following Saturday morning on August 13th, 2022 with racers ending in scenic Kingston, Ontario.

CANADA SAILGP TEAM

Introduced as the tenth team to join SailGP, the Canada SailGP Team will begin racing at the start of Season 3. The franchise of the Canada SailGP Team is owned by business and tech pioneer Fred Pye. The ethos behind the team will be twofold; to expand the sport in Canada and promote a pathway into high performance sailing in Canada.

ASHBRIDGE TUNNEL PROJECT

The Smithsonian Channel has a documentary in their "Impossible Repairs" series Season 1 Episode 6 about the Ashbridge Tunnel Project we see out in the lake. Some details: Tunnel is 80 m under the water; The borer is 15 m in diameter; Borer weighs 1000 tons; The tunnel goes out 3.5 km into the lake; The borer will be entombed under the lake when finished; The doc includes fixing a broken gear to turn the borer wheel; The tunnel liner consists of 6 segments at 5 tons each segment; There will be 2200 segments used to line the tunnel.



Schooner ROSEWAY

To Cuba by Moonlight

by Dennis MacCallum

It was time to leave. I thought to myself; “I can do this”? I had sailed *Chances* from Toronto in the previous two years, as far down as Miami, crossed over to the Bahamas and as far down as the southern islands of Exumas chain.

The difference here was that I would be sailing with a guy who was vacationing in Florida and had never sailed on a boat before. He had a passport and thought it would be a real experience to visit a foreign country and arrive by sea. That was fine with me. I was used to single handing and only wanted company on the way over.

I almost gave up on the trip thinking I would go back to the Bahamas for a third time. I had made my way down through the Florida Keys to Marathon. Because of north winds coming down the Florida coast, for the last week, it was throwing the Gulf Stream into a frenzy. In the marina community centre there was a white board with all kinds of names looking for buddy boats to go to the Bahamas, after the winds died. That would require some time for the wind to run clockwise from north to east then to south before it would be wise to go.

I had been looking for anyone who would consider buddy boating with me south to Cuba. Although I had put my request on the white board, I hadn't received an answer or even an enquiry. I reasoned that the wind would be on my port beam—maybe a little rocky but manageable. The forecast looked good for overnight. Clear skies and light winds. I made up my mind. Just do this.

After picking up my “crew”, I weighed anchor and left the harbour in the early afternoon headed for the Sombrero Light, five miles to the south, to cross the barrier reef, into 6-foot sloppy seas. After about four hours of slamming, the ocean settled down somewhat, so we could sail on a beam reach. It was February 2nd and I was on my way to Cuba!

Earlier in the year I had read on the Cruisers Net that a Canadian boat had left the Keys and sailed directly to Cuba. Rather than going to Havana he had decided to go to Varadero, a less busy harbour. I decided to do the same but there was a small difference. He had an experienced crew of three. I had someone who had never sailed before, but whom I thought would be capable of taking a short shift on watch. He wasn't.

A big, bright, full moon came up over the eastern horizon and decreased to only about half its original size all during the night. It was a sight I had only seen a few times before. There is something about sailing at night that makes it somewhat magical. But sailing on the ocean, with a full moon, makes it just a little bit mystifying. You can see the heaving landscape all around you, moving to its own rhythm, playing its own tune. You are only flowing along,—a wide-eyed spectator to this magic. Time is kept only by the never-ending motion as the ocean chases itself towards the foreign shore; wave after wave. In the moonlight it gives you the feeling of running downhill with your eyes closed, because you never really know for sure what is ahead of you.

All through the night a dozen or more large container ships passed us, either on our port or starboard; at times coming within less than a mile of us. There is an assortment of vessels that use this passageway following the Stream

north, but I had no way of judging their speed or size until they were nearly on us. It would have been a good time to have Automatic Identification System (AIS). In this case I would see their shapes coming up over the horizon, even though it was night. Then I would look for either their green or red light, depending on direction. They are coming up, or returning through the Florida Straits from points south, bound for or coming from ports north along the American or Canadian seaboard.

All that night; from sundown to sunrise, the full moon shone down from a cloudless sky like a giant flashlight. I fully expected it to set sometime through the night, because earlier it was rising as the sun was setting. However it was still visible in the western sky, as we sighted land on the north side at Cuba at sunrise. It was still Ground Hog Day when it rose, but here we were in Cuba territory when it set. It was a welcome addition all night; us being on a little boat on a big ocean, and it so bright we could almost read a book.

I called the Guardia Frontier approx. ten miles from landfall without any reply. As we were closing in on the lighthouse; about two miles away from a coastal island outpost, I picked up a stern voice with a deep Spanish accent asking who we were. “White sailboat, white sailboat, what is your name?” When I identified myself as a Canadian flagged vessel the next question was; “Did we have anyone sick on board; had anyone been to Africa, or were we exposed to the Ebola virus? No? OK proceed to dock”. Two hours later, leaving the island and lighthouse out of sight, we motored through the ship channel and rounded the breakwater to the supposedly largest marina in North America. It is still under construction but when completed it will berth 1,400 pleasure boats. Since they have very little traffic through here, and because of the American ban on travel to Cuba, it is easy to see what is expected to develop over the next few years when negotiations to lift the embargo are complete.

On arrival in the port of Gavioata, we are told not to step onto the dock by the officials who took our lines, until a doctor comes aboard to examine us. Tired from the 19 ½ hour trip we were contented to sit back and relax. When the doctor arrived he asked us strict medical questions and wrote down exactly what we told him. After a cursory inspection he loosened up and told us to wait for the Guardia Frontiers, who would complete documents for the admission of the boat and both of us to enter on Cuban soil. Later the Guardia Frontiers came aboard, a pleasant fellow with an ambiguous attitude, either very official or very pleased we came to visit; depending on what his mood was that minute. He turned out to be doing double duty on a ten day, 24 hour shift, as Guardia but also the harbour master. For the whole time the boat was there we would deal with him at least twice daily on why the boat's movement was restricted. It all came down to not being allowed in a port where they could incinerate “international garbage”. And this was all because they were afraid of importing the Ebola virus. Or that was the reason they gave us. They were just following orders “made higher up and not by us”.

We were told we could move to enter pivot ports such as Havana, but first we would have to clear out of Gavioata

Continued on PAGE 8

Toronto International Boat Show—2022

(second year for a virtual show due to Covid restrictions)

by Lynda de Jong van der Halen

SEMINARS are my favourite part of the virtual boat show. Seated in comfort at home with a cup of tea, I am able to travel the world vicariously and learn about the skills required while safe on land and confined by Covid restrictions. Here are some highlights.

Aubrey and Judy Millard, now with a home base in Elliot Lake but former longtime members of TH&SC. They even began each of their virtual seminars with their boat card, with the TH&SC logo prominently displayed. The Millards continue to contribute articles about their decades of world cruising to our TH&SC Spar and Prop. Their photography and commentary about the many stages involved in logs being loaded onto trucks and transferred to the water and moved in booms was particularly interesting as well as their observations re fish farms on the BC coast (fish farms no longer allowed in Norway, no fish farms in Alaska). Exploring abandoned industrial and residential sites on both the east coast and west coast, photographing waterfalls, and visiting marine museums and naval bases on any trip are also aspects of their numerous journeys.



Paul and Sheryl Shard, "Distant Shores" TV series and other nautical adventures. 'Weather is everything.' Of particular interest this year was their presentation about boating in Dutch waters and why/how the Dutch love to 'ground' their boats.

Liza Copeland spoke about offshore and long distance cruising. 'Preparation is the name of the game.' 'Covid times ...are a good time to dream...'

For Ontario cruisers, by water or by land yacht, **Chad Buchner** presented practical information and historical background for those transiting the locks on the Trent Severn Waterway and the Rideau canal. Obviously a man who loves his job! Note: **John Morris** has also written about the Rideau Canal for Canadian Yachting.

Craig Hamilton, Boaterskills.ca, did a presentation about leaving and returning to the dock in a variety of wind conditions. His company is based in the GTA and instructors are available for private lessons.

Perhaps the highlight for me this year was the presentation by **Bruce Macdonald**. He has written a book called "Sisters of the Ice, The Canadian Arctic, Sea Tales and Sovereignty". Available through The Nautical Mind Book Store, Indigo, Kobo and Amazon. If you are a history buff and a boater, you would have found his talk fascinating! *North Star* and the *St. Roche* and so much more...

Articles

Such as Port Dover on Lake Erie as a destination by our own

John Morris, Canadian Yachting magazine.

Toronto International Boat Show TV

Steven Bull, Powerboat TV, chatting with sail Olympian **Sarah Douglas** from our neighbouring club, ABYC.

Looking forward to the 2022 boating season...what will it look like this year? Hope to see you on the docks, in the yard, in the clubhouse and on our boats and out on the water! ▲




To Cuba by Moonlight-(from page 7)

and could not stop anywhere in between. I discussed this with other boats on the dock; two trawlers from Ontario; the others were sailboats from points in the USA, Italy, and France and all were discouraged by the restrictions. Some who had been docked for nearly two weeks were discouraged enough to head back to Florida. Besides there was no guarantee we would be accepted at Marina Hemmingway in Havana. I decided if the Cubans were going to hand me lemons, I would make lemonade.


Rather than sit on the boat for the required 21 days, I discussed with a lovely couple from Maine taking a few tours by bus to such places inland such as as Trinidad, Cienfuegos, Varadero and Havana. It turned out instead, we packed a bunch of us into a 1955 Chevy and had someone drive us there cheaper, getting a running commentary while underway. That way you get to see the people and the industry; the tobacco fields, both the agriculture and oil fields. Renting and staying in a Casa Particular (a room set aside in or just outside a person's home) in Havana for two nights, gave me three days to explore not only Havana (most interesting was Old Havana) but the outlying regions of this amazing city. I became an expert in the end giving directions to new tourists there on what to do and see! There is a lot of construction going on face-lifting the city as well as replacing water and sewage lines in the expectation of what will be a tourist boom in the next few years. As was my intention I was able to see it again before there is a McDonald's on every corner and all the '50s Chevs and Ford Fairlanes are exported to the USA.

How lucky I feel that I had the good fortune and ability to sail my own little boat on such an adventure.


To be continued ▲




February 2022



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		Executive Board Meeting 1	2	3	4	5
6	7	8	9	10	11	12
13	Valentine's Day 14	15	16	17	Darts about 7 pm 18	19
20	Family Day 21	22	23	24	Darts about 7 pm 25	26
27	28	NO DARTS UNTIL YOU SEE EMAIL				
DON'T FORGET TO CHECK YOUR BOAT						



March 2022



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		Executive Board Meeting 1	2	3	Darts about 7 pm 4	5
6	7	8	9	10	Darts about 7 pm 11	12
Daylight Savings Time Begins 13	14	15	16	St. Patrick's Day 17	Darts about 7 pm 18	19
Spring Begins 20	21	22	23	24	Darts about 7 pm 25	SAIL GP- San Francisco 26
SAIL GP- San Francisco 27	28	29	30	31		
TIME TO BREAK OUT THE SPRING CHECK LIST						



April 2022



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
					Darts about 7 pm 1	2
3	4	Executive Board Meeting 5	6	7	Darts about 7 pm 8	Spring Social 7 to 10 approx 9
10	11	12	13	14	Darts about 7 pm 15	16
17	18	19	Race Meeting— 7-9 20	21	Darts about 7 pm 22	23
24	25	26	27	28	Darts about 7 pm 29	30
HOPE FOR GOOD WEATHER— THERE'S A LOT TO DO						



May 2022



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1	2	Executive Board Meeting 3	4	5	6	LAUNCH 7
LAUNCH 8	9	10	11	12	13	14
15	16	17	Warmup Race 18	19	20	Bluffer's Cruise Ice Breaker Race Rear Comm. Meet and Greet 21
Rear Commodore Brunch 22	23	24	Race Series I Race 1 6:30 25	26	Susan Hood Race 27	28
LOSHRS Race 1— Day Race 29	30	31				
PLAN TO GET RIGGED FAST, SEASON STARTS ON 18th						