



# CLIPPER

Queen City Yacht Club

Fall 2002

## *Junior Achievement*



*"This has been a great summer for all involved with the Learn to Sail Programs. Registration for Junior Club was excellent and we had a wait list for the third session, which was full. The adult programs were well attended with some of the adults expressing interest in returning next year to build on their skills.*

*We will maintain a focus on the growth of this program for next year."*

(See Learn to Sail report on page 9)



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## Communications

*The Clipper* is published quarterly. Contributions may be submitted to the publisher via e-mail, fax or letter. While an effort will be made to publish submissions, the publisher reserves the right to edit material for length and suitability.

The QCYC FLASH e-mails are sent out on a regular basis, detailing upcoming events, last minute changes and items of interest.

To receive and to place notices contact the QCYC FLASH, LjC2000can@yahoo.ca

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## Advertising

The Clipper offers members and non-members of QCYC a cost-effective way to reach an audience of avid sailors.

Ad Rates	Size Business card (3.5 x 2")	
	Annual (4 issues)	1x
Member	\$ 75	\$ 20
Non-member	155	40

**Classified Ads** Ads of 20 words or less are free for QCYC members. Ads should be submitted as camera ready art or digital files in Mac/eps format. For information on placing ads for *The Clipper*, please contact Laurence Concannon at any of the numbers listed.

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## Tom Nimmo Remembered

David Hall

It is with great sadness that we learned of the death of Tom Nimmo. Tom had been a Senior member at Queen City for over 55 years, during which he accumulated a formidable list of experiences and stories about his sailing exploits on the boats he and Jean owned through the years.

Tom had many visitors during his stay in hospital, and all reported back on his never-ending interest and enthusiasm for Queen City. In my report elsewhere in this edition, I chose to use Tom as an example of the commitment and spirit that make Queen City a special place.

Always the gentleman, Tom was a kind and considerate man who had the greatest respect for his fellow club members and sailors everywhere. Our thoughts are with Jean, Cathy and John in their loss. We will all miss him.

## Remaining Things to do for 2002:

### September

- 18 • Last Wed. Race Night Series 3 Race 6
- 21 • Champion Of Champions
- 21 • George Johnson Birthday Party, 7:30pm on,  
Open to All. Entertainment by QCYC Blues Band
- 28 • Last Chance Cup
- 28 • Q.C.Y.C. Awards Banquet

### October

- 19 • HAUL-OUT
- 20 • HAUL-OUT
- 26 • HAUL-OUT  
Pot Luck Supper
- 27 • HAUL-OUT

### November

- 22 Q.C.Y.C. Annual General Meeting  
(See page 4 for details)

## Tender Schedule

Times are departures from City Station – Pier 6 (Club departures: deduct 15 minutes)  
11:15\* a.m. and 2:15\* p.m. Freight runs – time approximate

tuesday Sept 3 to sunday Sept 22							
Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Holiday
8:15a.m.	8:15	8:15	8:15	8:15	8:15	8:15	8:15
					8:45	8:45	8:45
					9:15	9:15	9:15
					9:45	9:45	9:45
10:15	10:15	10:15	10:15	10:15	10:15	10:15	10:15
	11:15*	11:15*	11:15*	11:15*	11:15	11:15	11:15
12:15p.m.	12:15	12:15	12:15	12:15	12:15	12:15	12:15
1:15	1:15	1:15	1:15	1:15	1:15	1:15	1:15
		2:15*			2:15	2:15	2:15
3:15	3:15	3:15	3:15	3:15	3:15	3:15	3:15
4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15
		4:45					
5:15	5:15	5:15	5:15	5:15	5:15	5:15	5:15
5:45	5:45	5:45	5:45	5:45			
6:15	6:15	6:15	6:15	6:15	6:15	6:15	6:15
7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15
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9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15
		9:45					
	10:15	10:15	10:15	10:15	10:15	10:15	10:15
		10:45					
		11:15	11:15	11:15	11:15		
				12:15a.m.	12:15		
Special Events					(1:15)		

  

Monday Sept 23 to monday Oct 27							
Mon	Tues	Wed	Thurs	Fri	Sat	Sun/Hol	Haulout
							7:15
							7:45
8:15a.m.	8:15	8:15	8:15	8:15	8:15	8:15	8:15
							8:45
					9:15	9:15	9:15
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12:15p.m.	12:15	12:15	12:15	12:15	12:15	12:15	12:15
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					2:15	2:15	2:15
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5:45	5:45	5:45	5:45	5:45			
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				10:15	10:15		
				11:15	11:15		
					12:15a.m.		
Special Events					(1:15)		



## *RCYC Presentation*



L to R: Graham Dougall, Rear Commodore QCYC; Commodore David Matheson RCYC; Commodore David Hall QCYC; Tony Pitts, Fleet Captain QCYC

**O**n Saturday, August 31st, our Commodore David Hall presented a beautifully framed RCYC burgee circa 1900 in honour of Royal's 150th anniversary. Also representing Queen City were Fleet Captain Tony Pitts, Rear Commodore Graham Dougal, 'Commodorable' Linda Toms, and boat girls Sari Bercovitch and Mary Partridge.

On the same day, Royals was hosting a meeting of the International Yacht Racing Union (IYRU) with Paul Henderson in attendance. To mark the occasion, the flags of all the nations in the union were hoisted along the pier. As if that were not enough ceremony, several members of the Rochester Yacht Club sailed past the RCYC Flag Officers (and Queen City's flag officers) in celebration of Royal's 150th and Rochester's 125th birthdays. Royals was also hosting a regatta party. After a short visit, we all returned to the relative peacefulness of QCYC's Pig Roast!





# Message from the Commodore

David Hall



I have often wondered about the magic formula that makes a club successful, but never more so than now since competition is so keen among clubs to attract new members. There's always something intangible about success, and measurement itself will obviously vary considerably depending on the expectations of the members and how well those expectations are met.

I have visited a number of other clubs this year, and while every one offers the same basic facilities to keep a boat, there are some pretty significant differences in what clubs attempt to do, the kind of members they attract, and the kind of community they are able to sustain.

At one end of the spectrum there are the larger organizations, very impressive because of the extensive facilities and programs they are able to provide and the stature they attain in the sailing community. There's no question that high-end facilities are nice, but the financial commitment is significant, and I've noticed that some of the sense of community is somehow lost in that environment. It's rather like government, big plans require an extensive tax base, and quite often we see a greater sense of unity from smaller countries than we do from larger, more powerful ones.

At the other end of the scale are clubs which offer little more than Summer mooring and Winter storage. With no other facilities or programs to manage membership costs are minimal. It's interesting that the very small clubs actually survive quite well, probably because their members have lower expectations, and the simple, relatively unstructured environment suits their sailing style.

Right in the middle is Queen City. We have some interesting problems in that we don't offer the high-end facilities and programs that larger clubs do, yet we're certainly not the cheapest club on the lake. Both of these characteristics are the result of our

relatively small size in terms of membership numbers. We don't have a substantial revenue base, yet we do have a fairly large facility that must be maintained and we offer more and better services than many other clubs. These challenges actually bring out our major asset. I know I'm biased, but I just haven't seen the kind of community spirit in other clubs that we have in ours.

There will always be some aspect of the Club that isn't quite right for someone, and we know that the Island location is a bit of a double-edged sword. It either works for members brilliantly or not at all. While it would be foolish to think that we can attract every prospective member to Queen City, I believe that we are doing a great job of setting the expectations correctly, and therefore attracting members for whom Queen City does work.

It's clear that there's a passion for Queen City shown by the members that makes us very strong, and the wonderful thing is that it comes from new members just as much as it does from the old.

I recall visiting former Q.C.Y.C. member Tom Nimmo during his hospitalization, and he spoke at the time of nothing else but Queen City.

To have heard him talk, you would have thought he was experiencing the thrill of his first season at the club, but in fact Tom had been a Senior Member for well over 50 years. Now that's passion!

(A tribute to Tom Nimmo appears on page 23.)

So, are we successful? You bet we are! It's not a perfect world, and it's quite an effort to ensure that we keep pace, but Queen City has its own magic formula that produces something very special.

David Hall



COMMODORE HALL ADDRESSING COMMODORE MATHESON AND RCYC MEMBERS AT THE PRESENTATION OF QCYC'S GIFT TO RCYC AUGUST 31. SEE PAGE 22 FOR FULL STORY AND MORE PICTURES.

**Annual General Meeting  
November 22, 2002  
Royal Canadian Military Institute  
426 University Avenue  
See page 4 for more details**



# Vice Commadore

Dwight Hamilton



Although the weather this summer has been unusually warm and windy, it seemed whenever Carol and I chose to go sailing, the weather capriciously turned against us.

In the first eight days of our two week vacation we had severe thunderstorms for three days and winds in excess of 30 knots for two more. Our final days caught us pressed by high winds against the government pier in Presquile

Bay. We fled the next morning, our collapsed fenders trailing over the side, only to motor against 5 knot headwinds back to Queen City. We were almost glad to get back to the work and the anxiety we knew awaited us.

When a holiday does not meet my expectations, I look for someone to commiserate with.

It was my good fortune, the other night at the club, to run across Paul and Glenys on "Runcible" and to my delight, their holiday was more fraught with peril than ours. Of course we tried to outdo one another on who saw the worst winds, motored the most or suffered more thunderstorms, but they had me hands down when their steering wheel exploded. I felt much better after hearing their story. It's funny how human nature works.

By now all the Board Chairmen are back from holidays and projects will begin again. Most large projects take place in the spring and late summer or autumn. Our fall work party took place September 14th and 15th. But this was only the formal work weekend.

Many projects were begun shortly after "Pig Roast" and will continue right up to "Haul Out." I encourage everyone to get involved.

If you are not sure who to approach about getting involved then contact Ted Doyle or contact the Board Chairman responsible for an area you're interested in. There is lots to do before the end of the season. Let's get as much done as possible.

It's been a great year. We've achieved a lot and helped set the stage for future improvements to our assets and our programs. My thanks to the Board chairmen for not only making improvements in various areas, but more importantly, setting the stage for future improvements and growth.

Dwight Hamilton

## Queen City Yacht Club Annual General Meeting

November 22, 2002

7 p.m. (Doors open at 6 p.m.)

Royal Canadian Military Institute  
426 University Avenue

Dress is business casual,  
essentially, no jeans.

Members and guests are welcome to use the main bar before, during and after the meeting. Snack food (burgers, sandwiches, fries, etc.) may be purchased across the bar using a credit card – no cash.

Members are welcome to use  
the main dining room.

Again, credit cards only.

Drink tickets can be purchased  
at the front desk.

RCMI is on the west side of University, half a block south of the St. Patrick subway station.

Parking is available in the rear of the building.



## *Important Meetings on the Fate of the Waterfront*

**T**he airport expansion issue is back. Take a moment to enter these dates in your calendar and do your best to be active, along with your friends, in as many as you can. Please tell everyone you know around Toronto, particularly about the Oct 8th and 24th meetings at City Hall. As one press report says, this is a city-wide issue, just like the Spadina Expressway. This is our chance to save the waterfront, and to make the city's plan for a "clean, green waterfront" a reality.

City Council intends to make a decision on the airport this fall. Two important committee meetings are now finalized for Oct 8 and 24. At both, all Torontonians can speak about whether they want a vehicle bridge from Bathurst Quay to the Island Airport and a dramatic expansion (1,000%) of polluting commercial air passenger traffic along the waterfront, OR whether they support a "clean, green waterfront" and want to restore the 200-acre airport site to park and recreation lands.

Here are the important meetings/ events this Fall:

- Mon. Sept. 30, 5-7pm – Reception/opening of CAIR public exhibit "A Spectacular New Park" in the East foyer of Metro Hall, King & John Streets. This exhibit will be open to the public for the week of Sept 30 to Oct 4.

- Tues. Oct. 8, 5pm – Waterfront Reference Group, chaired by Councillor Joe Pantalone in the City Hall Council Chambers – public deputations. Get on the speaker's list now. Also, write a letter to the Mayor and Members of City Council opposing the airport expansion and supporting parkland on the airport site ... e-mail Christine Archibald in the city clerk's office at: [carchiba@city.toronto.on.ca](mailto:carchiba@city.toronto.on.ca) Christine also can be reached by phone at: 416.392.7039. Don't forget to send a copy of your letter to Community AIR at [nojets@rogers.com](mailto:nojets@rogers.com)

- Wed. Oct. 16, 11pm-noon: – The Toronto Port Authority's public Annual General Meeting @ Metro Convention Centre, Room 204. They will likely unveil their business plan to expand the airport.

- Thurs. Oct. 24, 9:30am-onwards (likely all day and into the evening), City Hall, Committee Room #1 – A public meeting of the City's Planning & Transportation Committee and the Economic Development & Parks Committee. Of all the meetings, this one is THE MOST IMPORTANT, with potentially 18 city councillors attending. Get on the speaker's list now. Have your letter circulated to the Mayor and Members of City Council opposing the airport expansion and supporting parkland on the airport site, by e-mailing Christine Archibald in the city clerk's office at: [carchiba@city.toronto.on.ca](mailto:carchiba@city.toronto.on.ca) Christine also can be reached by phone at: 416.392.7039.

- Nov. 19-21 – City Council Meeting. At the moment, the City intends to debate the waterfront airport issue some time at its meeting during this Nov. week. You can sit in the Council Chambers and listen, but speakers are limited to council members. We'll let you know as soon as the date/time is finalized so you and your friends can be there to hold our Mayor and City Councillors accountable for our waterfront, our air, our water, and our safety.

### COMMUNITY AIR'S ADDRESS CHANGE

Community AIR's address has changed slightly. The postal station has a new street address and postal code. Please send your financial donation to Community AIR at:

PO Box 81057  
Harbour Square Postal Station  
47B Harbour Square  
Toronto ON M5J 2R0



R OYAL HONK KING YACHT CLUB AND QUEEN CITY YACHT CLUB EXCHANGE OF BURGEES



L TO R: RISH DOYLE, REPRESENTATIVE OF THE RHKYC, TED DOYLE, PAT WHETUNG



PAT WHETUNG AND TED DOYLE PRESENT THE RHKYC BURGEE TO COMMODORE HALL AND VICE COMMODORE HAMILTON

... THREE SKIPS CONTINUED FROM PAGE 10

where the heat is not as oppressive and less humid, the pace slower. The food taste wasn't as familiar and definitely spicier. As tourists, our clothes didn't dry, our hair was frizzy and the cooling 'cobbers' flogged by Tilly Endurables became necessary for survival.

Bangkok is a busy, hot metropolis. The tuk-tuk rides are cheap but the traffic congestion is mind boggling. Several of us finally abandoned our tour bus stuck in heavy traffic to brave the hot walk back to hotel. The emissions from unregulated vehicles burn the throat. This helped explain the practicality of the night markets ... blooming after sunset every evening. Despite these conditions, the people of Thailand, as described in all the tourist books, never failed to impress us with their warm, sincere desire to please. This, I'm convinced, is an outcome of their form of Buddhism.

Before leaving Bangkok, we had to satisfy one curiosity. Why were the windshield wipers of parked cars all sticking up ... off the windshield? What custom dictated this peculiar position? It was to avoid the rubber on the wipers melting and sticking to the windshield in the 34-degree heat! Of course!

Hong Kong was our last exotic destination. The harbour and boat traffic cannot be overstated. I venture to guess that no harbour in the world can rival the daily boat traffic of this marvellous city. Sampan and freighters side by side with island ferries constantly criss-crossed the waterways. Kite festivals, aquarium road, the bird market of Kowloon and the gracious setting of the Royal Hong Kong Yacht Club (RHKYC) were just a few highlights of our stay. QCYC is now represented at the RHKYC and their burgee is now hung at the north end our Great Hall.

Despite the bomb threat and delay in LA, California, our trip home on Cathay Pacific (first class) was painfully long but luxurious.

How can we possibly describe or explain the flavours of our experiences? Try asking Teddy Doyle for a peek at his photo album!

PAT WHETUNG

PAT WHETUNG  
ONE MORE TIME

DIANNE TAYLOR  
SPIRIT WARRIOR

TED DOYLE  
COMUS







# Treasurer

Rick Hardy



As we approach the end of summer, our check list of things to do is thankfully, getting a little shorter. Fortunately, Queen City Yacht Club has been successful in achieving a number of the goals we set for ourselves at the beginning of the year.

## The Tender

Atkinson & Yates Boatbuilding Ltd. are marching ahead with the construction of our new vessel.

We in turn, have arranged for the interim construction costs to be covered in part from our cash reserves and in part from funds made available to us from the CIBC. On completion of the vessel, Caterpillar Financial Services will "take out" the CIBC's interim financing. At that point we will have a 10-year loan on the vessel for 80% of its value, at a rate of 8%. It is reasonable to assume that we should be able to retire this loan well before 10 years and an appropriate clause has been negotiated with Caterpillar, thereby permitting us to prepay the loan if we chose to do so.

## The Docks

The first docks are now installed and 10 happy boat owners (Wendy and I included) no longer have to climb over the bow. Hopefully next year's board will carry on with further docks as demand requires. Our current docks cost \$2,500. plus tax, per boat, and there is a \$200. monthly payment plan available, if required. There is however no guarantee the manufacturer will hold this price in the future. If you want a dock, be sure to put your name in early. At the present time, there is a \$500. deposit required, therefore folks as they say in the movies, "Show us the money."

## The Rapids Queen

A long-term maintenance program is proceeding on the Rapids Queen and funds have been allocated accordingly for this. The Rapids Queen has protected our lagoon for well over a quarter of a century and with the maintenance that is scheduled, it will hopefully serve us well for the next quarter century. For those who are not aware, we all owe a debt of gratitude to Fred Mayerhoffer for orchestrating this breakwall back in the 1970's.

## The Bar & Restaurant

Taking back the operation of our Bar & Restaurant has been a lot of work for all those involved. As most of our members realize, over the years it has been proven to be very difficult to find one consistent catering firm to handle this operation. Our only long-

term solution was to operate the Bar & Restaurant ourselves. While this has meant a lot of effort by all concerned, we hopefully have turned the corner profit wise. Growing pains are unavoidable in a start-up of this nature and as to be expected, there were some losses initially. We did however, show a reasonable profit on last month's operation and hopefully this will continue. Our thanks to everyone for their hard work.

## Our Financial Future:

The future financial health of Queen City Yacht Club appears to be fairly strong. Our membership (therefore our cash flow) is up and this will of course, aid us in our long term planning. We naturally however, had to spend some of our cash reserves to cover the Tender down payment, the Rapids Queen maintenance and to a lesser degree, our Bar & Restaurant start-up. The new docks and all future dock expansion will however, operate on a revenue neutral basis. While there may be some sort term cash outlay, the dock pricing will offset our purchase price.

Although this has been a expensive year with all the projects we have taken on, we will still carry a cash reserve into next year and our expected cash flow will be more than sufficient to meet the needs of Queen City Yacht Club for the year 2003.

On a personal note, this has been a very interesting year to be on the Board of QCYC. I would like to thank all the Board Members for their efforts in making my life easier and thanks for putting up with my "hand wringing" whenever we discussed expenses.

Hopefully everyone will enjoy our last few days of summer.

Best regards,

Rick Hardy  
Treasurer



# Docks, docks, docks

David Hall

The first of the finger docks went in a little later than we had expected, but the installation was a breeze, and the results are outstanding. I think by now that most members will have been to take a look, and certainly the feedback from the occupants has been amazing.

The plan to upgrade our moorings will continue, but we probably won't be finished for quite some time yet. At the start of the project it was identified that the Ward's Island wall was the priority, and this is still the case, but now we are also getting requests from other parts of the lagoon. Members in both the Red and Blue sections on the Club side are now asking if they can get into the program as well.

We certainly want to accommodate these requests for docks, and over the coming weeks we will be planning a suitable layout for the Club side of the lagoon. It is my intent that we place an order this Fall for our next batch of docks for delivery and installation in time for launch 2003.

As I mentioned in the FLASH, we need to hear from all members who would like to be included as soon as possible, so please send an e-mail to either Don McDonnell or me indicating your desire to be included.

Just a reminder about how the program works. Finger docks are being made available through a Dock Debenture program. The debenture amount is \$2,500 (+ GST), \$2,000 of which is refundable at such time as the dock is vacated and re-assigned to another occupant. Payment of the debenture can be made either in a single payment (preferred), or can be spread over one year. Please contact Treasurer Rick Hardy for details. In either case, a down payment of \$500 will secure your dock in the next order.

# Nomination Needs

Do you have an interest in getting more involved in the club, do you have particular areas of expertise or interest that you feel might be of benefit? Explore the possibilities, speak to Jim Finch (Mme PompadooToo). > [finch@cips.ca](mailto:finch@cips.ca)

Jim (who is heading the 2003 Nominations Committee) is involved in the process of identifying potential candidates to run for next year's QCYC Board Chair positions and also identifying members interested in working on select committees within each Chair.

The QCYC Annual General Meeting will be held Friday November 22. See page 4 for more details.

# Queen City Yacht Club Awards Banquet

Saturday September 28  
Great Hall  
Queen City Yacht Club  
6:10 p.m.: Dinner  
9 p.m.: Dancing to the "Hotshots"

Buffet Menu  
Lemon Chicken or Lemon Tofu  
Steamed Rice  
Sitr Fry Mixed Vegetables  
Dessert and Coffee

Tickets \$30  
Reservations Required  
Minimum Billing Event



# Three Skips to the Asian Subcontinent

Pat Whetung

## How do you describe or explain ...

- The Patong sex district in hot and steamy Bangkok?
  - The bargain shopping at all the night markets?
- The pristine waters north of Puket with few (if any) tourists?
  - Sheer 100 metre cliffs plunging into the sea?
  - Climbers risking their lives to scale those cliffs to harvest birds' nests for soup?
- Your steering wheel of your 42 foot Hunter was lost overboard?
  - The beautiful golden native costumes of the traditional Thai dancers?
  - The delicate physical beauty of the Thai people?
  - The serenity of Buddhism as practised by the Thai?
- The contrast of the Golden Buddha, ornate temples and the homes of the hilltribe people?
- The Golden Triangle area of the north where the opium trade has ruled for generations?
- The remnant reminders of the lives lost building and then rebuilding the bridge on the river Kwai?
- Longtail boat rush hour as the fishermen whiz out to the prime fishing spots?
  - Hongks?
  - Elephant rides with your own mahout?
  - Monk chat?
  - The youth culture of Phi Phi Don?
- Floating markets in the lagoons? (QCYC Board take note)

For sailors dreaming of an exotic locale to visit, three skippers from Queen City Yacht Club can give you a first hand account of travels in the ancient country of Siam (Thailand) and the paradise we found halfway around the world. Dianne Taylor ("Spirit Warrior") Ted Doyle ("Comus") and I ("One More Time") enjoyed 23 days in Thailand with a stop over in Hong Kong last February.

After a gruelling 23-hour flight, the travel really started with a seven-day bareboat charter. Provisioning was easy and inexpensive (as we found most things to be in Thailand). I skipped Southern Star, a 42 foot Hunter, which was well appointed with three cabins, a huge salon, galley, two heads and a generator, which provided air-conditioning on command. Dianne and I with three other crew including my daughter Michelle were ready for pampering during our cruise.

Before departing Sunsail Charter base, our quick staff briefing ended abruptly, as the call became "quick, quick, you must leave NOW during high tide." Tides were new to this novice sailor. They were three metres! Little did we know that our channel out to the big water was only a mere trickle six hours later. Sunsail conveniently provided drivers for most of the boats (even THEY



ran aground).

This was a service we couldn't pass up again upon our return.

One hour north, we felt we had left Puket and sailed into the pages of *National Geographic*. Coincidentally, Ted and daughter Trish, on their own 36 foot "Spargi" anchored nearby Southern Star the first night out. "Spargi" turned out to be a key player in our rescue during a very awkward, non life-threatening situation. (See point 6 listed above.)

Yes, we anchored in heavy tide conditions. (There are no moorings in the north.)

Yes, thankfully, our anchor held every night.

Yes, others broke anchor EVERY night and drifted dangerously near us ... RESULT: this skip and crew had very little sleep over three consecutive nights.

The weather is hot and humid in February. The food in the south is not. Fragrant herbs, vegetables and fruits were familiar flavours to us with our taste for good Toronto Thai cuisine. Near the northern border and the cities of Chang Mai and Chang Rai

... THREE SKIPS CONTINUED ON PAGE 20



# Moorings

Don McDonell



On those fine Officers of the Day – morning – evening and night.

It is not an easy job being officer of the day at QC and it is a very long day. Being a popular destination club visiting boats, some who have sailed from as far away as Ashbridges Bay, arrive from dawn till dusk and later for a one day stay in paradise and the loan of a 15

amp pigtail.

On a busy sunny Saturday, the oodODs are run off their feet and they usually call it quits around 6 p.m. while stragglers are still arriving. On long weekends and especially event weekends visitors begin arriving in significant numbers on Friday.

This year, we tried to put new members with old hands to learn the ropes and this was pretty successful. We did not schedule anyone for the Monday of the long weekends and this was a mistake. My sincere thanks go to the Ods who showed up and did a great job.

My sincere thanks to the family/student members and others who manned tenders and assisted visitors with their lines. We've even had a couple of dry sailors volunteer for OD duty. It all goes to making us a hospitable and welcoming club.

Boos go to the members who simply did not bother to show up, or who forgot to check the OD schedule. This really throws a spanner (wrench) in the works. It is your responsibility to swap with another member if you can't make it, or at the very least let me or the office know. The club is entitled to bill members who don't show up for OD duty, but we really don't want your money – we want you. We had a lot of no shows this season for some reason.

I don't know how many members have said to me. "Look, I did the OD last year and the year before!" The fact is, that there are simply not enough senior units to cover all the days, and we did not even schedule anyone for those holiday Mondays.

Now consider this, since it is such a long day, we really should split up the day and have two shifts and put two members on. This would mean you would be on duty possibly twice a season for half the day. "Isn't that a terrific idea!" The mooring chair said from a safe distance.

Others have suggested we employ a student had have radio check in, like some other clubs do. Other members suggest a dedicated mooring whaler or similar be available to assist visitors.

All good suggestions but with considerable cost attached. There

is growing support for charging visitors for the first day and offering two subsequent nights free. This would possibly allow us to employ a full time weekend OD and provide much needed continuity on who is where and who is still there, from one day to next.

My attitude to managing one of our greatest assets, the water, is as follows. If you did not launch or are off cruising the world you are likely to find a new member in your spot. That is not to say that it is their spot in perpetuity but rather they have the use of it. Who has paid, who has seniority and who you know is too confusing for me. Rather I'm managing the water for the best use of members old and new who are boating and floating. And a key word here is 'members'.

One controversial issue is the water previously known as the Crash Slip, I have renamed this the Ron Thomas Cut after a member who did much for the club. This cut is presently enjoyed by two members, a couple of cats, a muskrat and the occasional inflatable. They are there for now, and they have been informed officially that it is not necessarily theirs for keeps. Which in my opinion is much preferable to having various visitors enjoy it every weekend for the entire season, which is what will happen if it is vacant. Again, it is the best use of water assets for the benefit of floating, boating members.

Should we rename Death Row, Park Avenue? Do you know where the Badlands are and have they been civilized? Where is Hollywood North and who lives there? See you around the Tennis Court! Are the Sharks returning?

Have a great Fall season.

Don, Moorings



# Rear Commodore

Graham Dougall



Unfortunately, the season is rapidly to come to close, so here are some key dates:

Sunday, September 22nd

Champion of Champions Race

Saturday, September 28th

Last Chance Cup  
10:30 a.m. Skippers Meeting  
12:20 p.m. Warning Signal  
AND  
6:10 p.m. Awards Banquet  
(more details on page 6)

IN ADDITION TO THE AWARDS FOR RACING, SEVERAL AWARDS ARE PRESENTED FOR OUTSTANDING ACHIEVEMENT. THESE INCLUDE :

- Parkinson Trophy  
Outstanding achievement in open competition
- Sportsmanship Trophy  
Member exhibiting the most sportsmanlike conduct

Q CYC 16-foot Skiff Cup  
Most valuable keelboat crew

Mrs. Jimmy Drury Trophy  
Most valuable female crew

NYC 16-foot Skiff Cup  
Most improved sailor

Jack Albertson Trophy  
Outstanding service to the Club

Melvin Armstrong Challenge Cup  
Community service through yachting

Valhalla Trophy  
Best cruising log

Georgina World Cup  
Awarded annually to the yacht that has entered the greatest number of individual ports outside a 25 nautical mile radius from the Club.

Q CYC Regatta 1904 Special Class  
Best Photograph

Q CYC Regatta 1905 Special Class  
Best Photograph Showing QCYC Spirit

Graham Dougall

## MEMORIES OF SAILPAST 2002





# Fleet Captain

Tony Pitts



Tender operations continue to run smoothly. Both the “Queen” and the “Robbins” have just undergone a mid-summer refit. This included engine overhauls and painting of the hulls and superstructures.

I thank all members for their cooperation with the new boarding policy that requires showing your tender pass on both the club and city sides. This is helpful to the tender captains

who at times are put in a difficult position.

The new tender project is seven weeks behind the initial schedule. However, the project is “underway.” We have the interim bank financing in place, a signed contract with Atkinson & Yates Boatbuilding Limited and a signed agreement for a ten-year loan with Caterpillar. We have paid the builder the first installment.

The hull should be completed by the end of September. David Kent and either Dwight Hamilton or myself will be doing a site visit on the weekend of September 21. Phase II will be the installation of the Caterpillar power plant and the other internal systems. Phase III will be the installation of the deck and superstructure and associated fittings.

We anticipate delivery of the new vessel in Toronto before the end of this year and if all goes well, by the end of November.

Your questions or feedback are welcome. Enjoy the rest of the season.

Tony Pitts

## D O N A T I O N S

We are looking for donations of accessory equipment for the new tender. All donations will be recognized. The following is the list:

- Six large fenders with lines
- Six mooring lines 25ft X
- Ship’s Clock
- GPS
- VHF Radio
- Magnetic compass
- Ship’s Bell – David Hall
- Anchor
- Flag staffs (fore & aft)
- Ensign
- Tool box
- Assorted tools
- Fire extinguishers
- Name plates
- Registry plate
- Rudder position indicator
- Tarps
- Mats
- Wooden rails for the aft deck
- First aid kit
- Bulletin Board
- Boarding ladder
- Boat hooks
- Flares
- Anchor rode
- Winter frames



# Yard

Richard Charteris



Lament for fall:  
Clean up,  
haul out

Replacing cables, smoothing mounds, organizing cradle building and tending those gorgeous wild flowers have kept a hardcore yard crew busy over the summer. More weed whackers are always welcome.

## New cradle inspection team

On Labour Saturday, the detailed annual cradle inspection will take place. Long-time inspection foreman Gib Speight is preparing to hand the reins of the task over to a new team that, at present, consists of David Couch and Steve Behal. David and Steve will be walking the yard with Gib this time out and then carrying on. If anyone else would like to join this crew – their work is an essential component of safe haulouts and launches – please contact me. It's a good way to get your hours in. I'll post the report on the Flash and on notice boards throughout the club in the week following the long weekend, which will give members plenty of time to correct deficiencies.

## I.D. - ing dinghy storage

Response to a request that members identify hard dinghies, canoes, inflatables, windsurfers and shells on the dinghy racks east of the manager's house was mixed. Thanks to members who did take the time to affix their names to vessels.

Part of the yard's fall work party duties will involve removing from the rack any unidentified items. Clearly derelict vessels such as cracked windsurfers will be cut up. Other unclaimed boats may be auctioned or donated to the junior club. Bottom line is, if you keep something on the rack, keep it clean and identified. As a final opportunity to keep your possessions yours, here's a list of unidentified "crafts" in the vicinity of the rack, noted by name (when present) or hull colour. Please make your ownership known to me ASAP. Also: Who owns the blue Albacore recently dumped in the yard?

- Windsurfers – one white, one black (or is that fungus?)
- Canoes – one red hull with white handprints, one blue, one brown
- Lasers or something – one dark blue, one light blue, one yellow, one brown, Purple Haze, Margaree, Krishna, Navel, eeyore

- Kayaks – one yellow, one blue
- Shells – one wood
- Inflatables – one white

## The long haul

If you won't be storing at the club this winter, but do have a cradle in the yard, please let me know so that they can be moved out of the way or loaned. Additionally, some members have asked for early hauls due to projected absences in the fall, and we'll be accommodating that but really want to gang them on one weekend. If you're looking on the weekends of Oct. 19 and 26 as inconvenient for hauling, please inform me ASAP.

Enjoy the rest of the season, and thanks for your support of the yard this year. Keep your eyes on the Flash for more details on much of the above.

Richard Charteris

## Reciprocal Privileges Feedback Requested

The subject of reciprocal privileges comes up for discussion year after year. We attempt to operate in the spirit of cruising, and to offer a fair deal for visiting boats. In the true spirit of the program, every club would offer the same deal as the visitor's club offers, but in reality this could never work. There is always quite a variety of privileges offered from one club to another.

In order to stay current, we need your feedback on what you encountered at other clubs while cruising this year. For each club or marina you visited this year we would like to know the following: club or marina name, how long you stayed, were you offered reciprocal privileges, what were the terms. Any other feedback is also welcome, but this is the essential information needed.

Martin & Anna Snelgrove on Jeannette have volunteered to collect your submissions. Please send them your cruising experiences. They can be reached by email at [snelgar@dissonance.com](mailto:snelgar@dissonance.com). Thanks in advance to Martin and Anna for doing this.



# Membership

Mary Partridge



Overall our membership campaign this year has been extremely successful.

More new Senior members have joined since the Spring meeting as well as a long list of new Associate and Dry Sail members!

On behalf of the entire membership, we enthusiastically welcome all of our new members into the club and look forward to seeing them often around the

club. See pages 12 and 13 for pictures of new members and their boats.

The following people have applied for Membership in QCYC:

## Senior

- Brian and Carol Taylor** ("Kokoro," J80)
- Greg Moyer** ("Caliope," C&C 25)
- Eric Carroll and Wendie Vipond**

## Associate

- Andy and Doryne Peace**
- Ian Trites and Caroline O'Brien**
- Jacqueline Hogler**
- Cristina Kerekes**
- Wendy Saunders**
- Jeannie Parker**
- Stephen Armstrong and Sarah While**
- Dan Darragh**
- Frank Razzouki and Lynn Harpell**
- Murray Roe**
- Christopher Jared**
- Ivan Martinovich**
- Sheila Williams**

## Dry Sail

- James and Susan Houston**
- Nancy Jackson**
- Vince Gerrie**
- Thomas Morgan Philip**
- John Finch**
- James Howard**

Mary Partridge

# Grounds

Doug Miller



## House Rules

### JUST A LITTLE REMINDER ON A SECTION IN OUR ROSTER

- Number 13  
Dogs
- Number 17  
Inflammable materials in the lockers
- Number 19  
Maintaining the club
- Number 20  
Complaints to staff
- Number 27  
Children under 12
- Riding vehicles with wheels in the grounds of the club.

It appears that all these rules are "GARBAGE"

Most of the members are ignoring them so maybe a complete review is in order.

You may have to refer to the roster for details.

Doug Miller





# Learn to Sail Program

Dianne Taylor



This has been a great summer for all involved with the learn to sail programs.

Registration for Junior Club was excellent and we had a wait list for the third session, which was full. The kids had fun and I received very positive feedback from parents.

Some of the adults have already expressed interest in returning next year to build on their skills. The adult programs

were well attended and we will maintain a focus on the growth of this program for next year.

Our aging fleet presented the usual challenges and our instructors are to be commended for their hard work and diligence in carrying out necessary repairs throughout the summer. Student safety was our primary goal. Despite the sinking of an Albacore, which was recovered, and the loss of a Laser rudder, retrieved by Buffy, there were no major incidents.

The Junior Club marine sale was a success and we put some of the money to good use by buying a new Byte sail and bailer. This purchase enabled some Junior Club sailors to participate in the Opti and Byte Jam at National Yacht Club on August 24.

Our instructors did a fantastic job. Rachel Freedman and Eryn Sullivan, our Blue instructors have been the mainstay of the program and are to be commended for their dedication. Steve Cutting returned on a part-time basis as head instructor and we appreciate his leadership. Claire Cassidy, from Ireland was hired for the summer but was unable to work the first week due to a very slow response from CYA regarding the necessary certification. With the help of David Hall and Al Will, OSA, this was resolved by the second week. Unfortunately Claire had to return to Ireland earlier than expected which left us short staffed for the busy fourth session. Charlie Tanner was hired as an assistant and Jade McDonell volunteered to complete her voluntary service hours with us. I was then contacted by Andre Leroux, a Green instructor from Sudbury who came on board at the last minute. My sincere thanks to all the instructors and assistants who ensured the success of the program.

The Awards Night on August 25, 2002, was well attended. Congratulations to all the Junior Club and Adult Sailors who earned their White Sail Certificates.

David Hall, Commodore, presented awards to these recipients:

The Sunfish Trophy Award

Kent Chapman

The George Annand Award

Matthew Darnbrough

The Al Rae Memorial Award

Jed Lueras

Most Improved White Sails:

Kendall Owen

Lauren Forbes

Sarah Stoate

Kendra Forbes

Best White Sails:

Erik Earle

Thomas Banfai

Daniel Lister

Isabelle Ziarko

Most Improved Bronze:

Justin Barker

Cian Stewart

Best Bronze:

- Francis Valpy

- Alex Yardley

Most Improved Adults:

- Leslie Heathcoate

- Thea Lim

- Sandra Banford

In closing, I have to thank the QCYC board and the members for all their support. It has been a great summer.

Dianne Taylor



# Ontario 300

Wayne Lilley

If we had known what we were in for, maybe we would have prepared a little differently. But as it was, when John DiLallo and I finished the regular Queen City Wednesday night race and drove to Oakville to meet Peter Broecker the night before the start of the Lake Ontario 300 last June, we figured we'd pretty much brought all the gear we would need for a couple of days on the lake.

More than we'd need, was the way Peter was thinking when he saw us coming down the dock. Before taking *Veloce* up to Oakville Yacht Squadron earlier in the afternoon, he'd spent a day or two preparing the boat. Gone were things like pots and pans, most cutlery, and a quarter of an inch he'd shaved from the cabin sole, all with the objective of "getting the weight out of her." Only Sari's intervention, we'd learn later, had kept him from chopping the ends off all the toothbrushes on board. "Hey guys, we're racing tomorrow," was his frowning response as we trucked our duffel down the dock the night before the start.

As it turned out, it would be the last time that Pete, or any of us, would deign to suggest that we had brought too much in the way of clothing, food or anything else.

The Lake Ontario 300 is a 300-nautical-mile long race with a course from Oakville to Niagara via Port Credit, then down to Main Duck at the east end of the lake, then back to Oakville via Niagara. It has been sailed since 1990, but it's already earned a reputation for being as much a contest of endurance as of sailing skill. Mostly what competitors endured was calms. Steve Hills and Tom King still talk about having to deal with the lake's infamous flies during doldrums in one race that took four days to complete double-handed a few years ago. We brought bug repellent with us. Why be uncomfortable, we reasoned.

We'd entered the race as a fully-crewed boat. But from the looks of things on the dock in the morning prior to the start, "fully" takes on a different meaning at QCYC than at other clubs. Except for boats entered in the double-handed class, the median number of crew seemed to be five, and most seemed familiar with the boat they were on. John and I on the other hand, had never raced *Veloce* together, much less flown her spinnaker. Undeterred, and

confident in the infinite adaptability that seems to mark QC members and sailors, we persuaded ourselves that we'd saved crew weight.

The short-handed strategy looked good during the first leg of the race on Thursday morning, a 10-mile jaunt from Oakville to a mark off Port Credit YC that featured a spinnaker start followed by a five-hour drift. When we made our first mandatory report to the Coast Guard to report our position – just off Port Credit after six hours of sailing – we thought we detected amusement in the response from Prescott, which was plotting locations of the fleet and reporting back to the race committee.

Did I mention that the race was a series of extremes? The drifter was followed by a close reach at six knots to the Niagara buoy in freshening breeze.

Despite the heel, the imperturbable John DiLallo prepared a hot pasta meal featuring Mama DiLallo's homemade meatballs that would unquestionably do credit to the finest restaurant in town. John's inventiveness was pure Queen City. Pledging us to secrecy lest Sari find out, he heated the sauce in a coffee pot that Pete somehow missed in his weight-reduction program.

Well fed, we thought we detected a little more respect from the Coast Guard when we reported our 9 pm position after rounding the Niagara mark. We'd crossed the lake in more or less the same time it had taken to get from Oakville to Port Credit.

Unfortunately so had most of the rest of the fleet but we were looking forward to close racing and a fast passage down the lake.

Our thanks to the wind Gods, though, may have been a little too strong. Or they were misinterpreted. Whatever, the Gods decided to test our resolve. Within an hour, we were reefed, headed east on one of the most uncomfortable beats any of us could recall on Lake Ontario, the hope for a quick passage a mere memory. Waves and wind built steadily. When we ran out of reef points, we furlled the main altogether to smash through the moonless night on jib alone, headed for Main Duck Island, about 110 miles to



... ONTARIO 300 CONTINUED ON PAGE 11



# House

John Coull



What a great summer this has been, hot windy weather, lots of sailing, loads of fun and a whole lot of work accomplished around the club.

I would like to thank all of you that helped out with all of the projects and pass on that a lot of people have commented on how good the club looks this year, so your efforts have not gone unnoticed.

Just to remind you of what all has been accomplished, here is a list:

- Kitchen stripped, cleaned and painted
  - Kitchen storage area cleaned and organized
  - Men's and women's bathroom floors stripped and refinished, new toilet seats installed
  - Shower stalls striped and sterilized
  - Bar striped, cleaned, painted and wine glass racks installed
  - Dining room striped, cleaned, painted, old service bar removed and cleaned up, blinds cleaned and new hardwood floor installed
  - New deck on south balcony
  - Wood railing and stairs on balcony refinished
  - Great hall cleaned, ventilation installed in the roof
  - New ceiling tiles donated and installed in the Snug room and middle room on the ground floor
  - Approximately 60 chairs and 15 tables in Great Hall refinished
  - Snug room furniture refinished with new cushions on the way
- Other upgrades and improvements include Digital music in dining room and Great Hall; two new freezers; cash register system; time clock and other restaurant and bar equipment; new folding chairs

Imagine that all of this was accomplished with your help and we still had time to go sailing. Thank you

We have tried our best this year to offer a clean, friendly atmosphere serving quality food at reasonable prices. While we know that we will never satisfy everyone, we have listened very closely to members' comments and input and have adjusted the menu accordingly.

I thank you for your patience while we felt our way through our first year of operation and I am sure that given the chance to build on this year's experiences, next year could be outstanding.

I once again would like to thank you for your support and hope that the membership appreciate all of the hard work that so many of you have contributed.

John Coull

... ONTARIO 300 CONTINUED FROM PAGE 11

rounded the buoy and headed for Oakville, we were once more beating under a reefed main.

Despite liberal use of the autohelm, the exhaustion was palpable. A good night's sleep is about eight hours; although no one kept track, we probably hadn't collectively slept eight hours in almost three days. In fact, the resulting fatigue may have clouded our judgment slightly: After sailing for 67 hours, 11 minutes and 57 seconds, we'd cut things so fine that we had to pinch up and shoot the finishing mark to make the rounding into Oakville. Finally, at 11 minutes after 6 on Sunday morning, we crossed the finish line.

Was it all worth it? For sure there was a sense of pride and accomplishment in actually finishing. Only 9 of the 33 starters actually did so. (Most of those who quit, had had enough and took refuge in Cobourg on the way down the lake.) Finishing fourth overall and being beaten only by three bigger boats – and by none with smaller crews – was also satisfying. The finest moment, though, came post-race on the dock when the youthful six-member crew of a bigger boat that we'd beaten said that the worst of their race was being forced to exist solely on powerbars and sandwiches made before the race. It seemed somehow so Queen City-like that a short-handed crew with an aggregate age of more than a century and a half not only got the job done, but had two fine meals along the way. And we did the entire trip without taking the top off the bug repellent.

Wayne Lilley, Assignment  
Peter Broecker, Veloce  
John DiLallo, Quickbeam

... A BOTTLE CONTINUED FROM PAGE 14

where her bottle finally washed up on a beach in the Azores. For all four of us, it instantly brought back memories of all our past ocean journeys. We joked that Stephen's bottle was still out there and fantasized that maybe it too, may still turn up on a beach somewhere.

After our return to the "World of the Land People." Wendy and I both started back into our previous careers and life somehow returned to normal. We sold Lady of the Island (a Stamas 44) the year after we returned and now sail a Niagara 35, Summer Spirit. Ashley is starting university in Halifax this year (close to the ocean) and Stephen will be starting university next year, so I guess we have made our re-entry into life ashore. Part of us however is still out there somewhere, sailing the Gulf Stream in Stephen's bottle. Perhaps some day Stephen may receive a letter from someone on the other side of the ocean saying, "we found this old bottle on a beach and when we opened it, somehow all these memories spilled out ????"

Rick Hardy  
Summer Spirit



# *A bottle in the Stream*

From the memories of  
Rick, Wendy, Ashley &  
Stephen Hardy



“Wendy, come have a look, the GPS says we’re doing 9.9 knots.” In all the years that we had owned her, this was the fastest our barnacle encrusted, overweight 40,000 lb. ketch, *Lady of the Island*, had ever sailed. It was late spring of 1997 and we were riding the Gulf Stream north from the Bahamas. On this latest trip, we had left Canada in 1995 and after sailing for almost 2 years, we were finally homeward bound.

The last 4 or 5 months had been spent working our way up-island through the Caribbean. We had spent time inland exploring some of the high mountain passes through the Andes at the top end of South America and then left the coast of Venezuela in early December of 1996. Christmas of that year was spent in Trinidad and we then rode the trade winds northward, threading our way through the Windward and Leeward Islands of the West Indies up to the BVI’s (British Virgin Islands). From there we sailed to Puerto Rico and crossed the Mona Passage offshore of the Dominican Republic, then past the Turks and Caicos and up to the lower Bahamas. After spending some time in George Town (one of our favourite Bahamas’ hang outs), we sailed up through the Exumas and the Abacos and crossed the Little Bahama Bank, just south of Walker’s Key. From there we headed north, out into the Gulf Stream and found ourselves getting some free mileage from this ocean current.

Wendy and I both watched the GPS flash from 9.9 to 10 knots, as our children, Ashley & Stephen remained below, engrossed in a game they were playing on the computer. Ashley and Stephen of course, were way too “cool” to be excited about our boat speed. Wendy and I (not being nearly as cool as our kids) were whooping and hollering in the cockpit as our speed continued to climb. For us old folks, pushing 10 knots was definitely something to get excited about, even if it was because we were in the middle of the Gulf Stream and getting a lot of help from this “River In The Ocean.”

Perhaps our children’s lack of excitement was because for them, the Gulf Stream was becoming “no big deal.” For Wendy and I however (unlike our kids), the Gulf Stream is always a “big deal.” It was almost 10 years since we first began dragging our kids down to the islands and this was now their 5th time sailing with us in the Gulf Stream. As it turned out however, a very small part of us was

still out there, being pushed along from an earlier crossing.

When we left Florida at the beginning of this latest trip, Ashley and Stephen had both written letters saying that we would be sailing the Caribbean and the top end of South America for the next few years and asked anyone who found their letters to please write. They each put their letters in separate bottles and carefully corked the tops and wrapped them in duct-tape (as all sailors know, the inventor of duct-tape should be knighted). They then tested their bottles for hours in a bucket on deck, to see if they would remain waterproof. Finally, they were ready to toss them into the ocean. As we sailed through the Gulf Stream, with Bimini just over the horizon, they both stood at the stern of our boat and threw their bottles as far as they could. As their bottles drifted off, we talked about how there was a chance the Stream could carry them up from the Bahamas, past the eastern seaboard and up offshore of the Maritimes, then across the Atlantic and maybe on to the coast of Europe or Africa. As the bottles floated out of view, Bimini appeared and as we approached the entrance channel into Hemingway’s old fishing hang out, the excitement of a new landfall quickly overtook their thoughts of the bottles.

It was now almost two years later and we were approaching the end of our journey. After our latest crossing of the Gulf Stream north of the Bahamas, we travelled up the eastern seaboard, then sailed into New York City, past the Statue of Liberty and sadly headed up the Hudson River, leaving behind the ocean that had given us so many memories over the years.

One blustery day in Toronto, long after our return to Canada, my mother called to say she had received a letter addressed to Ashley. When I asked her where it was from, she said it was post-marked from the Azores. We had used my mother’s address as our mail drop when we were away and both Wendy and I assumed the letter was from one of Ashley’s “boat kid friends.” We all wondered which of the boats that we had traveled with, had made the crossing to the Azores.

Ashley opened the letter and read it aloud to us. We were all amazed. After all this time, the bottle that she threw into the Gulf Stream off Bimini, had been found on the other side of the ocean. The Stream had carried it thousands of miles across the Atlantic,

... A BOTTLE CONTINUED ON PAGE 11



windward.

Floater suits that had seemed so superfluous 12 hours earlier were rig of the day – and night – with safety harnesses over top and toques and hoods up against the unbelievable cold (for June). Wearing them for longer than any of us ever had before in one stretch revealed some attributes, both good and bad, which we'd not previously noticed. One was that they're more or less porous; we were all soaked to the skin. My own 15-year-old model actually began to delaminate, leaving yellow flakes stuck to everything on board. On the positive side, the discovery that their zippers open from the bottom as well as from the top made some necessary functions less painful when standing clipped onto the pitching rail.

Our watch system, loose at best, soon went by the boards.

Conditions dictated that two remain in the cockpit to keep helming shifts short. But sleeping in our soaking floater suits while off-watch was fitful at best, especially after the cabin table broke loose in one slamming wave and had to be stowed in the quarter berth. Since the forepeak was filled with sails, that left the cabin floor as the most comfortable place to sleep. But without the table for support, it was impossible to avoid sliding across the sole every time the boat dropped off a wave whose size the helmsman could only guess at in the dark. Some time on Friday night we determined that the wet Mylar sail in the forepeak wasn't so bad after all. It was a measure of our discomfort that we were actually cheered by the fact that the lightning visible behind us was about the one element that we'd seemed to escape.

As we slogged down the lake we routinely saw apparent windspeeds of 25 knots with gusts occasionally higher. And all of it on the nose. We thought (or imagined) that even the Coast Guard contact who'd seemed slightly derisory in our first report, had become a little more respectful – or dubious about our sanity; in any case, he was sufficiently concerned that he asked after our condition when we next reported in. In retrospect, we should have seen in his query a hint that all was not well with the rest of the fleet, none of which we could see as our buck continued, neither pretty nor fast. By mid-day Friday, 16 hours after leaving Niagara, we'd only sailed about 55 miles and still hadn't reached the mid-lake point about 50 miles west of Main Duck.

Once we started northeast, we decided to seek some relief, however brief, in the lee of Scotch Bonnet Island which lies east of the opening to Presqu'île Bay. In fact, the seas and winds didn't drop much. At about 10 pm on Friday, with 30 or so miles still to go past Point Petre to Main Duck, we made a decision we probably should have made earlier. We put up the dodger figuring that any windage it added would be more than made up for by the comfort it gave. And what comfort! For the first time in two days, we got

respite from wind howling past our ears and the rain driving into our faces. It also made it easier to keep a pipe lit, an important factor to two-thirds of the crew (and one that the other third made possible by having the only lighter on board that worked in the abysmal conditions.)

Nearing Main Duck, we finally spotted two other boats. We assumed they were also racing on grounds that nobody else would be crazy enough to be on the lake in those conditions. And the good news was that we were ahead of at least one of them as we traveled across the east side of Main Duck in 30 knots of wind, the ever-present rain now driving so hard it hurt any bare skin.

The prospect of having the wind at our back had buoyed our spirits during the 24-hour beat. But once we turned west to go

downwind for the first time in the race, we discovered that clipping along at 7 or 8 knots under a reefed main and number two has its own perils. Surfing down rollers in the pitch black in the shipping lanes at 1 am, trying to avoid an uncontrolled jibe as each six-footer picks up the transom then fumes by, ranges somewhere between spooky and downright



terrifying, truth be known.

The dark also emphasized our information vacuum. Sly attempts during our reports to wheedle information out of the friendly Coast Guard proved futile and we still had no idea where we stood in the fleet. (In fact, we'd later learn that Gianmichel DiLallo, in Ottawa, was following our progress on the Web and giving updates to his mother, Bobbi, in Oakville.)

First light on Saturday brought an end to the rain and sufficient abatement of wind that we put up the spinnaker to keep up speed up the lake. We even abandoned our typical meals of powerbars and soup in a Styrofoam cup to enjoy another of John DiLallo's meals – a breakfast of bacon and eggs and coffee – in the patchy sun. Pete and I agreed that given a choice between, say, a GPS for pinpoint navigation and having John aboard to cook, we'd elect to take John and trust our navigating to dead reckoning.

For an hour or two, John's oft-repeated claim that "life is good" actually seemed true. The blue lighted U.S. border patrol boat inshore seemed preoccupied with someone other than us, for instance. (It would turn out to be another competitor who simply told the patrollers to go away – and remarkably, they did, albeit after checking with the Canadian Coasties!) As the temperature rose we could shed toques. But if life is indeed good, the good parts are often short-lived, at least on Lake Ontario. Late in the afternoon the wind dropped. Then it moved ahead as we picked our way along the south shore toward Niagara. By the time we



# *Dredging Brings Results —*



ERIN RA E



GONE WITH THE WIND

M A N X



FEEDING FRENZY



## *Welcome to our*

- Geza Banfai & Michelle Macartney Figate
- Michele & Bruce Forbes
- Norman & Camilia McMurray
- Linda & Simon Faulkner
- Andrew & Yvette Drummond
- Trevor Spurr & Wanda Forsythe
- Wendy Long & Malcome Stanley
- Donald & Georgina Cobban
- Sara Elizabeth Cobban
- Angela E. Cobban
- Jacqueline Cook & Eriks Rugelis'
- Shelagh Roberson
- Jim Borecki & Valerie Wint
- Jonathan Moles
- Jeff & Janet Thorsteinson
- Jonathan Crinion & Stephanie Mills
- Paul Crosby
- Martin Snelgrove & Anne Fauteaux
- Stephen Weir
- Andrew Van Dorsser
- David Hartman & Jim Saunders
- Terry Skeet
- Steve Behal
- Andrew (Andy) & Doryne Peace



# — *More Boats, More Members*

## *New Members*

- Ian Trites & Caroline O'Brien
- Jacqueline Hogler
- Brian & Carol Taylor
- Stephen Weir
- Kyle Roerick
- Cristina Kerekes
- Wendy Saunders
- James & Susan Houston
- Jancy Jackson
- Crystal Evenas
- Jeannie Parker
- Vince Gerrie
- Stephen Armstrong & Sarah White
- Dan Darragh
- Frank Razzouki & Lynn Harpell
- Murray Roe
- Greg Moyer
- Thomas Morgan Philip
- John Finch
- Christopher Jared
- Ivan Martinovic
- Sheila Williams
- James Howard
- Erid Caroll & Wendie Vipond



WANDERER



MEGGIE



N A W A U T I N

