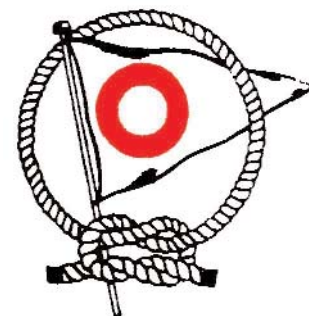


Sail and Paddle

Newsletter of the Toronto Sailing & Canoe Club

April 2009

Editor: Al Schönborn



A Mooring Safety Reminder as Launch Day Nears

SECURE MOORINGS

The season is here when I spend hours out on the raft to try to ensure the safety of our 75 or so keel-boat moorings, over a hundred anchor blocks in all. My goal is to have another season without anyone coming adrift. What I do is log the degree of wear on the chains, and replace them before they become frail. And at the bottom end, where they attach to the block, the primary shackle is backed up with a short piece of chain and second shackle connecting to a second anchor hoop; a “belt and braces” system.

With the underwater portion as safe as I can make it, attention shifts to the surface, and this is where each boat owner needs to assume some responsibility. There is just one shackle to connect the top end of

the chain to the mooring ring (in the centre of the wheel) because it is visible from above. Look for it and check its security.

Then to this ring the owner attaches his lines, and here is where the greatest weakness has been observed. Lines do weather, chafe, and come untied. At their lower end a spliced-in thimble and a foot of chain are necessary to avoid metal-to-fibre fretting. Members with lighter boats on swing moorings have been known to use some very inadequate lines. A half inch diameter is minimum, and two separate bow lines are your insurance against ending up on the beach!

Safe sailing.

Fred Black Harbour Master

Icebreaker preparations are ...

... well underway. These pictures are from the March 8th committee meeting at the club.



Coming Up in May

Saturday, May 2nd
May 16 & 17

Launch Day Keelboats
Olympic Classes Regatta

Also Coming up

Yachtsmen's Spring Thaw Luncheon 2009 - Friday April 24, 2009 This year's Luncheon in support of Toronto Brigantine is on Friday, April 24th at The Boulevard Club. More information is at <http://www.securefail.com/ystl.pdf>

41st Annual Canoe the Nonquon - Saturday, June 6, 2009

History of Canoe the Nonquon: Canoe the Nonquon was created by the Lake Scugog Historical Society in 1969 as an annual event to raise money for the then newly formed Scugog Shores Museum . Since 1969 the race has raised over \$220,000. The race is organized and run primarily by local volunteers. The race attracts participants of all ages and skill levels from across Southern Ontario . It is one of the largest and oldest races of its kind in Ontario .

Sponsors: Over 60 local businesses sponsor the race by placing advertisements in the race brochure and/or by donating prizes. We thank all involved and hope that you will support all our sponsor businesses.

Race Description: Canoe the Nonquon is sanctioned by the Ontario Marathon Canoe Racing Association (OMCRA). The course for this race has something for everyone. It is a 26 km trip which starts on the Nonquon river, winding its way through 18 km of lush, green marsh. The river portion of the race changes every year depending on the rainfall. When water levels are high you may find short cuts through the long grasses. During low water levels the twisty sections have lots of 180 degree turns. The last 8 km follows the shoreline of Lake Scugog to Port Perry. The lake can surprise you with calm or wavy waters. There are no start times for the race. Participants race the clock and can start any time between 7:00 am - 9:30 am on Saturday, June 6th. This is a well-attended race with a long-standing history in the community. Amateurs and professionals, young and old, may compete in a large number of recreational or competitive categories. Shuttle vans are available to take participants back to their cars upon concluding the race.

Event Classes: Please note that new this year are the categories for Kayaking.

Competitive Classes: C1 **, C2 **

Recreational Classes: Men; Women; Mixed; 40 or better (men, women or mixed)

14 & under (girls, boys or mixed) *; Family Jr. & Sr. (must include one child 17 & under and one adult 18 & over)

Kayak - Men; Kayak - Women; Kayak - Junior (girls or boys, 17 & under) *

River only (men, women, children - all ages) *

Note: * These classes finish at Robinglade Park , before the lake section.

** All participants in 18'6" canoes must compete in either C1 or C2 classes.

Registration: Registration takes place at the Latham Centre on the Port Perry waterfront at the corner of Queen and Water Streets on Friday, June 5th from 6:00 - 9:00 pm and Saturday, June 6th from 6:00 - 9:00 am . Registration and sponsorship forms will be available at Brock's, The Scugog Standard, Port Perry Star, Scugog Municipal Offices, Port Perry Marina, Rick's Barber Shoppe and the Scugog Shores Museum . Participants may pre-register by sending their completed application form, sponsor form and payment to the Museum prior to race day. Participants must still check in with the registration desk prior to starting for safety reasons and in order to receive their canoe race number.

Registration Fee: The registration fee is \$40/canoe or kayak. Participants are encouraged to seek additional pledge money from friends and family. There will be prizes awarded to the participants who raise the most money.

Start: Bridge at the Nonquon River , near 10th Concession of Scugog (Village of Seagrave), 10 minutes north of Port Perry. Maps are available.

Finish: Robinglade Park (if just canoeing the river portion) or Palmer Park (if canoeing the river and lake). Shuttles will be available to take racers back to their car.

Prizes: The Awards Presentation will take place on Saturday, June 6th at the Latham Centre at 2:00 pm. The top 3 finishers in each event class will be awarded medals. All participants will receive an entry prize and be eligible for draw prizes donated by local businesses.

Other Activities: Join us at the waterfront for children's crafts, BBQ, exhibits and other activities throughout the day.

For more information contact:

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41st Annual Canoe the Nonquon
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www.scugogshoresmuseum.com



Gord Nikaido invites you to do some racing

So you would like to do some racing but you are unsure and intimidated. Don't be intimidated by the more experienced racers, they aren't four meters tall, and they still had to be taught how to tie their own shoelaces when they were young.

The only difference between experienced racers and you on the race course is confidence..... confidence in their boat, crew (boat handling) and judgement.

All of these can be worked on, learned and developed. The key is boat time, practice with your crew all the maneuvers required on the racecourse (tacking, jibing, spinnaker hoists and douses, etc). In doing so you will develop confidence in your own boat handling skills (and the time it takes for each maneuver to have confidence in your own judgement calls). This confidence will also increase your enjoyment in sailing, no more trepidation of impending disasters or worse embarrassment. So get out there and practice.

Your Wooden Boat

The following are notes taken from an interview with our own club expert, Hans Gottschling.

Boats are exposed to harsh treatment - handling, sun, water and weather. Therefore you should never use anything but a marine-grade varnish. Home Depot stocks this so you won't have to go far. While there, get both the spray sort and the brush-on type.

On new wood, Hans starts with a spray bomb coat. It covers and seals, as well as absorbing nicely and drying quickly. Then he moves straight to 2 - 3 coats of brushed on varnish, waiting two days between coats. After the last coat, the whole surface should be given a light sanding with 220 grit sandpaper. Continue with a coat of varnish and a light sand for 12 coats, waiting two days between coats. If my math is right, you need almost a month for a mirror-like surface!

Watch for hollows or dents which will show-up even more in the shine of a varnished finish. Use a brush or, if you are particular like Hans, a Q-Tip, to build up varnish in these areas so that the final piece will have a continuous sheen. The second to last coat should be done with 220 grit wet/dry sandpaper that has been soaked in water. It is important to keep the sandpaper wet. Lastly, use the spray bomb on the whole piece, working first in one direction and then across the first spray, making sure that the surface is completely wet. Wood boats are a labour of love. They also steal all of the attention.



artwork courtesy of Josiah Gifford

Outrigger Challenge 2008: Praise from Hawaii

Below is a link to an article which appeared in the premier Hawaiian paddling magazine. It is about our Toronto Harbour Outrigger Challenge and was written by some Hawaiian ladies who attended the 2008 event hosted by TSCC.

<http://www.torontooutriggerchallenge.ca/download/PacificPaddler-THRaceOct2008.pdf>

The very positive view that Hawaiians had of Canada, our community, and TSCC is exciting to read about. Our club's race is the premier outrigger event in eastern Canada and almost as big as the Liberty Challenge race in New York City. In 2008, the Liberty Challenge, the largest event on the eastern seaboard, had about 210 paddlers and our event had about 186 paddlers, a close second. This race just wouldn't happen without the help of so many members of TSCC. If you want to read more about the race and see the race photos, please see the race website <http://www.torontooutriggerchallenge.ca>

Regards,
Kathy Pedwell TSCC

TS&CC's Winners:

Brian MacLennan takes us back to
Awards Night 2008

