

Sail and Paddle

Newsletter of the Toronto Sailing & Canoe Club

December 2005

Editor: Al Schönborn



Wayfarers lead the Sailing in T.S.&C.C.

2005 was a successful racing season for our fleet, both at home and away. Our TS&CC once again hosted the very popular *Queensway Audi Icebreaker Olympic Classes Regatta* in May, followed by Derek Griffith's "baby", *TARTS & Balls*, in early June. July 2005 brought us an excellent race around Toronto Island, now re-named the *Geo. Blanchard Around-the-*



Derek Griffiths for providing our fleet with safety boat coverage.

TSCC was also well represented at away regattas, especially by the team of Al Schonborn and Marc Bennett, who pretty much swept the 2005 Wayfarer events, and who threw in a couple of wins in other classes: CL 16's at the *CanAm Regatta* near Sault Ste. Marie, as well

Island Race. In late August, TSCC played host to the *Canadian Wayfarer Nationals* which attracted 19 entries, and was easily the best attended Wayfarer event of 2005.

On the Club Race scene, the Wayfarers continued to provide the core of our racing fleet, averaging over 10 boats on the line on race nights. The fine level of competition was reflected by the fact that we had several different series winners, including octogenarian, Sid Atkinson. When the dust had settled, Alastair Ryder-Turner had won the overall 2005 club championship as verified by our diligent scorer, Rob Logan. Sadly, the keelboat participation continued to dwindle, relying largely on the enthusiasm of Roy Kobayashi, Anna Wharton and Boris Kuzman to keep things going. Special thanks to our capable and hard-working Race Committee of George Blanchard, Marg Buhlman and the Codd family: Mike, Darlene and Lilly, and to John Moffatt and

as in Rebels at the *Clark Lake Fall Regatta* in Michigan. Thanks to the hard work of Anna Wharton and Heider Funck, our sailing school Wayfarers have 6 new suits of sails which were donated by condo builders, *Monarch* and *Waterview*, in return for our sailing Wayfarers on the waterfront off their condos.

2006 promises to be a busy year on the racing front for the Toronto Sailing & Canoe Club, with the following events already on the Calendar:

May 19-21	Queensway Audi Icebreaker
June 3-4	TARTS & Balls
Sat 8 July	George Blanchard Around-the-Island
Aug 26-27	Wayfarer North Americans

If you wish to help with any of these events, contact Tom Wharton at 416-409-3304.

Tom Wharton, Fleet Captain



Uncle Al's Corner...

A fine sailing summer of 2005 has come and gone, and 2006 is just around the corner. I hope that you - like me - were able to do lots of enjoyable sailing during the past year, and that next year will bring more of the same! This seems a good time to reflect on how fortunate we are in that we have so many willing and able members who generously give of their time and expertise to keep our club and its many services to the sailing community running smoothly. Starting with George Blanchard's ever present fine example, we have literally dozens of members to whom we owe a huge debt of gratitude. Thanks also to contributors to this edition as noted in the various articles, and to Annelies Groen who wielded the whip and gathered all the materials for me.



Uncle Al (W3854)



TS&CC 125th Anniversary 1880 - 2005

As we come to the end of this season, our club has completed 125 years on the Toronto waterfront as of 9 Dec. 2005. Since the club started in 1880, our success has been due to the dedicated members who have volunteered their time and effort to serve on the Board or other committees to keep our facilities an active club. Since I joined in 1935, and again after the war, the changes that have taken place have resulted in us having an excellent club from which to run sailing and paddling programs.

Our activities from 1880 - 1980 are published in our 100th anniversary historical book. There is also a separate 30-year book covering major events between 1880 and 1909 followed by a volume for 1980 - 1995. Arrangements to combine and update data from these books is to be carried out in the new year in order to issue a 125-year history of our club.

We certainly are fortunate to have had such amazingly talented people who have maintained our past and present club operations and carried out the improvements that we now enjoy.

Our future operations depend on the continuing support of our present members. There are many major improvements still to be made when sufficient funds are available.

Hope to see you at our upcoming social events: the Christmas Party on Sun. 18 Dec at 1 p.m. and the New Year's Day Levee at 1 p.m. to which all members are cordially invited.

George T. Blanchard, Honorary Commodore & Historian

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Rear Commodore's Report

The Rear Commodore's responsibilities here at the TS&CC relate to the maintenance of the club buildings and property. The job description is no longer the traditional naval one of shepherding the back half of the fleet, (try as I will to sail at the front), but of making sure that you are all well accommodated here!

The major facelift to the club lounge this year - installing the new carpet and slate tiling around the bar area - has, I think, been well received by the membership, and I hope improves the look of the club. These improvements also have the benefit of making the club more attractive as a venue for parties and other social functions which are a source of much needed revenue. Thanks to Carol Siebert for her help in selecting the carpet and getting such a good price for it.

As you are all aware, the TS&CC has had its share of plumbing problems this year. However, we continue to work to solve these by incremental upgrades to the decaying fabric of the club. We have installed water-saving low-flush toilets in the women's washrooms, replaced sewer lines and hot water piping. Not glamorous projects - but necessary for your well-being and for the continuing activity of the club in the sailing and canoeing community.

I would also like to thank all those members who have worked around the buildings and property to help in this constant effort to keep the place shipshape. We rely on your time and energy to help with the maintenance of this community club. I first became involved in the management of the TS&CC through these very projects. I hope you will, too - we have many new projects planned for the new year.

Kit Wallace, Rear Commodore



Storm Damage: an analysis

On the night of 28 September, we had a wind. While a NW blow was forecast, it must have begun from the SW. The bad news is that it tossed up some great waves. The good news is that the four boats that it snatched from their swing moorings ended up on our beach, and didn't drift off to foreign shores.

Some background here. By their nature, our "swing" moorings, except for the one for the *Red Ringer*, have only a single block and so there are a number of single failures that can cast a boat adrift. Past experience has been that the connection of the chain to the block is the most failure prone, since it is difficult to positively inspect. To counter this, all the swing moorings have had two shackles securing the chain to the block for the past two seasons. It worked! None of the anchor blocks shed their chains this time. So what did go wrong?

Reviewing the carnage from E to W: *BW2*, our water taxi, was washed up on the wide ramp by the west dock. The ramp was wide enough that the motor (new this year) which had been tilted up was unmarked. If the hull was scuffed, it doesn't show. All it took to put it back in service were a number of strong arms. But how did it come adrift? It had been fitted with a short painter from the towing eye under the bow to a stainless ring. Another short painter, permanently attached to the floating wheel, ends in a snap shackle. This shackle stayed clipped to the ring, but came away from its painter. This is not a heavy boat and so this tackle was thought to be sufficient, but with so many links in the chain, the chances that one would fail caught up with us. This is why we insist that members on swing moorings have two parallel bow lines. Maybe we should practice what we preach!

Das Boot is Robert Logan's Soling, and it ended up on the beach, just to the west of our fence. It had been moored in the outer row, which is where its rudder was recovered from the bottom. It probably bounced off other boats en route to the beach, and its gelcoat will bear the scuff marks of the sand. One element of its standing rigging was broken. Nonetheless, once its open cockpit was emptied of water and sand, Tom Wharton's team manhandled it back into the water and onto an

open mooring. Rob had secured his boat to the ring in the centre of the mooring wheel with the specified dual tackle, and this was all intact. It was the shackle that secures this ring to the top of the anchor chain that failed. Although the stainless lockwire securing the shackle pin was in place - the usual criterion for a secure shackle - there were no threads left on the other end of the pin. This, combined with wear on the arch of the shackle, had allowed the force to pry it open and disengage the chain. The lesson: newer and heftier shackles will be the rule next spring.

A Dragon Boat came ashore and was filled with sand and water. However, I've seen this happen many times before, to the craft tied off to the abandoned Boulevard Club moorings, so wasn't too concerned for its safety. A team of paddlers returned it to its mooring, and doubtless reviewed its method of attaching thereto. I had instructed them about the need for dual painters, but I expect that the absence of solid foredeck cleats was their undoing.

The mooring raft (aka *Fred's PWC*) was high and dry, 1/3 of the way along the beach. It had shed 3 of its 16 barrels, plus some of the cribbing that contains them. Its motor was just barely attached, and its propeller was damaged. Its basic structure of welded 2 in. angles was intact, but resisted sliding across the sand. It took a half dozen members of the yard clean-up crew, some 16-foot 2x8s, and a hydraulic jack, to lift and lever it back into the water. It has now been lifted out by our own crane, and will get a little reconditioning before we service the moorings next April. Like the whaler, the raft had been secured with a short painter attached to its mooring wheel, ending with a snap shackle to engage a hoop on its bow. Again, the shackle came ashore with the raft, but this time with some strands of painter still attached. The lesson: 3/4 in. twisted nylon anchor rode looks impressive, and has served us for years, but nothing lasts forever!

So we've learned some lessons. These lessons didn't come for free, but our costs are less than those incurred by Boulevard Club. They are faced with a bashed stern drive on the *Sharon II*.

Fred Black. Harbour Master

For Sale/Wanted

Wanted: *Trailer to bring a CL down to the club. Any info regarding trailers or dollies for sale would be appreciated. Alix Beck 416-537-3820*

Looking to buy a dolly for my CL14. Please call Carl Cavannah 416-516-8523 or ccavannah@hotmail.com

Hardshell dinghy/boat tender wanted. Call Bill (cell) 416-432-8512

Inflatable dinghy for sale. \$1000. FIRM Call Marci at 416-921-7675 or marci.burgess@barexpress.net

You can also advertise on our TSCC website.

We're available for your functions!

Looking for a great place for a party venue? Look no further than our TSCC clubhouse. The club has lots of space for many types of functions from BBQs to birthdays. TSCC's very own membership director, Mary Ann Gingras, recently rented the club for her Scottish ceilidh party. People were impressed by the great dance floor and excellent bar service, and a good time was had by all. Some TSCC members even showed up in tartan regalia! Discount rental prices are available to club members.

Contact Bob Stevenson at vicecommodore@tscc.net for rental information.

Notes from the Vice Commodore

Our social events this year were well attended and enjoyed by all. Most recently, we had 50 people at the Awards Banquet on November 5. You can read about who received awards elsewhere, but we all enjoyed a good social evening and a fine dinner prepared by our caterer, Leanne. We have also hosted a number of private parties this fall, and I have received several rental enquiries in the past few weeks. These events contribute to our revenues, so continue to spread the word to your friends, and to consider using the facilities (at a reduced rate) for your own functions. Since the cold weather is fast approaching, Santa can't be far behind. He is extra busy this year, so cannot visit us until Sunday Dec. 18. (Thanks to Mary and Gerry Maysuik for again decorating the club.) Please come to the club from 1:00 to 4:00 with children in tow, to greet Santa, sing some carols and have a few nibblies. Also, don't forget the New Year's Levee, held of course on Jan. 1 from 1:00 to 4:00. This is a great time to greet your fellow sailors and paddlers, and to renew friendships with people who may no longer be club members but come down to say hello.

Rob Logan

Update your addresses!!

Hello again, TSCC members! If you know a member who is not receiving e-mails from the club, it means we have an old e-mail or no e-mail address for them.

Such email addresses can be e-mailed to me care of communications@tsc.net.

If your mailing address or phone number are incorrect in the members' roster, updates can be sent to the above e-mail address as well.

Catherine Longfield

Coming Up at TS&CC

Sat 18 Dec	Christmas Party 1 - 4 p.m.
Sun 1 Jan	New Year's Levee 1 - 4 pm.
May 19-21	Queensway Audi Icebreaker
June 3-4	TARTS & Balls
Sat 8 July	George Blanchard Around-the-Island Race
Aug 26-27	Wayfarer North Americans

from the Cruising Secretary:

Attention, all cruisers! We plan to get some great cruises in next season, and check out other corners of the lake. If you fancy a day or overnight cruise destination, let us know. Dates will be set before the summer season. Please e-mail ideas and preferences to cruising@tsc.net

Jens Wollesen



Here is a picture of Leanne with her sunny smile and tasty breakfast on haulout day, just in case you feel like adding it to the newsletter.

Catherine

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