

# DOCK LINES

FALL 2009 - Volume 1, No 2



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## From the Engine Room

Welcome to our second edition of *Dock Lines*, our SGA newsletter/magazine. Comments about our inaugural spring issue were very gratifying and indicate that this is a worthwhile project for our club.

It was my sincere hope to have this current issue out by mid-November, but it has been an extremely busy fall for us. I apologize for the delay.

I trust you will find the contents of this issue interesting and informative. I would like to thank our contributors for their time and interest in helping to give you a good read, while at the same time share with all of you what we are about.

Thanks to Nancy for another instalment of her sailing stories, and Mary for creating a new column about my favourite pastime aboard, that of eating. With the help of Lindy and Lesley we ended up with three pages of delicacies. I hope there are enough recipes still hidden away to make this column a regular feature. We are looking for your contributions.

We continue looking at charts, and this time with a reminder to keep them up to date. I also thought that you might find the article on oat licence numbers of interest - good information to keep aboard on your travels.

Since this is a non-profit venture, I try to keep advertising to a minimum. It does pay for the few copies that need to be printed and sent out by snail mail. For anyone who wishes to place an ad, the rates are \$80/full page, \$40/half page, and \$25/quarter page, and yes, we paid for our 1/4 page for our ad.

Winter time is a good season to continue dreaming of sailing. Why not sit down and write an article for *Dock Lines*, and submit it to Sail Georgina, Box 520, Sutton West, Ontario, L0E 1R0, or to [newsletter@sailgeorgina.ca](mailto:newsletter@sailgeorgina.ca)

We thank the Rigging Shoppe and Century Mill Lumber for their support.

Hessel Pape  
Editor

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## From the Bridge

Farewell

It's hard to say goodbye when you're really not going anywhere. Even though I have completed my two year term as commodore, I plan to remain active in the club and as the past commodore on the club executive.

Despite the wet and cool summer, Sail Georgina had a great season in 2009. Social Officer, Chris Potvin ran some great activities for the members the most memorable being the pig roast. Good food, good friends, good times. The rain even held off until everyone had finished eating and clean up had begun. This event couldn't have taken place without Chris's leadership and the many volunteers that helped out.

The community sail program has begun to take off under Reg Blanchard's watch. This program gives members the opportunity to sail and race the club owned CL16s without the high cost of boat ownership. It was nice to see the boats being used more than in past seasons. If you or anyone you know would like to join community sail just register through the club's web-site.

Club keel boat racing continues to be popular with 16 boats joining in for at least one race. The race committee planned 20 regular races and 4 special races. Out of the 20 planned 14 races were completed with 6 being canceled due to lack of wind. The Mayor's Cup was completed even though the day was wet, cold and miserable. Carl White won again. Some people just never learn.

The second annual Women at the Helm race was a bit of a drifter with only 4 boats participating. Marina on Newfie Screach won. For the second year in a row, the Marks in the Dark race didn't take place, this year due to lack of wind which I guess is better than the thunderstorms of '08. The single handed race was changed to another pursuit race around Fox Island since these are a favourite of many of our members. More racers or crew are always welcome. Come and join us.

Sail Georgina was well represented at the Lake Simcoe Inter-club Series of 11 races. Unfortunately, we were unable to hold onto the 'best club on the lake' award. We'll have to get some more of you out in 2010. A very successful Georgina Cup weekend was held in September. This is Sail Georgina's chance to host LSIS. Two well run races, two good breakfasts and a great dinner at the Briar's Golf Club were held. Not only is Sail Georgina the club to beat on the race course but we've raised the bar with the social aspics of inter-club racing. On the Sunday afternoon several visiting boats were reluctant to leave with one crew member saying they'd like to stay because we have more fun in Jackson's Point than they have in Barrie. In 2009, we saw other clubs trying to be better hosts with rumblings about how they can improve even further in 2010. Thanks to Dave Robinson, Peter Bristow, Rob Hupfield, Dave Clarke, Jeff Reid and the entire executive for all of their help in making this weekend a great success.

Many of the sailing clubs in Ontario found it necessary to cancel sailing school in 2009 due to the economic downturn. This resulted in Sail Georgina being offered an extra week of lessons. It was wonderful to have 3 full weeks of youth lessons and 2 weeks of adult dinghy lessons. If the sport of sailing is to continue to grow and prosper it must have new people, particularly youth. Thank you to Annette Brama and her large team of volunteers for making this possible.

I've often heard, if the members want something it will just happen. Well, this isn't the case. A lot of planning goes into making thing flow so smoothly that it appears they just happen. Thank you to the hard

working executive for continuing behind the scenes to make things happen. Thanks to Karolyn Francis for all of her work as treasurer extraordinaire. Thank you to Roy Ham for his work as secretary. A board must have competent people in both of these roles in order to run smoothly. A special thanks to Tim Francis for all of his work on the computer side of things. SGA has the best web-site of the clubs on Simcoe. It is relevant, up to date and jam packed with information. Tim also set up 2 club blogs with the racing blog providing a forum for some interesting discussions this past year. Click on the link of the home page for either the race forum or the social forum. Add your input, join in the discussion or start your own. If we can't sail in the off season we can at least talk about it. Our club has a great future. I expect there will be some challenges with regard to the economy, increasing costs and the aging of the club owned boats, to name a few. I challenge each and everyone one of you to think about what you would like your club to be in the future, and to help your executive establish some goals to get there.

*"The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labors hardest, so noisy and impatient when least effective."*

*-Henry David Thoreau*

Fair winds,  
Nancy Glover



# THE GALLEY GOURMET

by Mary Pape

Two summers ago, while cruising Georgian Bay in our 21 ft. Venture, we became so bored eating constant meals consisting of canned corned beef or fish, instant potatoes and canned vegies or fruit, instant puddings, etc., that I thought there must be a more enjoyable way to add flare to our dining. With our diet, if one could call it such, and which I termed Galley Grub, we usually waited until we were famished and then we would be able to face this canned meal with some degree of relish! This dismal, monotonous cooking on board (we did own a propane camping stove with grill and single burner, but no cooler) lead me to the notion of searching out quick and easy gourmet ideas from other fellow cruisers. Who doesn't believe that an interesting and varied diet, even if it isn't quite haut cuisine, plays a big part in the enjoyment of any vacation, be it holidaying in the Carribean, or cruising in a humble little sailboat such as ours? We do not have an oven on board and do not intend to ever own one, so any recipe in this column will require the use of stove top and perishable food stored in a cooler or on-board fridge, plus some dried and or canned goods.

Lindy, a fellow cruising enthusiast, has a small pressure cooker that she uses almost all the time while cruising the Carribean. It saves time and fuel and makes for more tasty and nutritious meals. Hessel and I have looked high and low for such a pressure cooker, eight inches in diameter, the size of one burner on our new alcohol stove. If anyone owns such a cooker or knows where to buy one, please, please let us know!

So here goes: This first idea came to me via, sorry, but I have completely forgotten her name! Shall we call it "Salad in a bag"? It's a plastic bag of greens, usually available at any produce counter. Mix in a can of flaked

salmon or tuna right in the bag. With dressing added and all shook up, served with fresh crusty bread. Voila!

Joanne, another sailor, served us her fabulous homemade Beef Jerky when we visited them on their boat two summers ago in Parry Sound! Would love that recipe, Joanne! They also carried Timmie's famous instant cappuccino. I've decided that will be a must for us!

There is also the summer sausage that does not need refrigeration. However, I found that after a few days in a warm cabin, it would have been better kept in a cool spot.

My favourite recipe book is called "The Kitchen Klutz"! No recipe takes more than four ingredients. I've decided to try out some of these recipes by altering and or substituting ingredients to make them suitable for cruising. Please forward us your own original recipe ideas, so we may all enjoy! If I get enough true and recipe ideas I may be inspired to put a cruiser's cook book together, and each of you will get accolades for your input!

So, here's my donation: I'll call it "Soup 'N Dogs". I used to pack it for my children for their school lunches. If you don't believe in hot dogs, you can substitute veggie dogs. You can put it together in the morning and lunch on it while on the go on a day's cruise. Simply fill a large thermos (a container that is a must on a sailboat!) in the morning with boiling water. Stuff the thermos with however many hotdogs you'll need, without displacing too much boiling water! For lunch you'll have hotdogs, and then use the hot water for cups of instant Cup O' Soup. The wieners give a nice flavour to the soup. Voila! Easy!

### **Grilled Pork Chops or Chicken for Two:**

from Lesley Chung

Ingredients:

2 pork chops or 2 portions of chicken

cayenne powder

1/4 cup lime juice (fresh or bottled)

Sprinkle a little cayenne (to taste) on all sides of pork chops or chicken.

Pour lime juice over meat.

Cover and leave to marinate ½ hour.

Grill on barbeque until meat is cooked.

Serve with potato mix (see below) baked on the B.B.Q. and with other grilled vegetables such as mushrooms, asparagus and/or peppers.

### **Potato, Mushroom and Onion Mix:**

Ingredients:

2-3 large/medium potatoes

4 oz white button mushrooms

1 small onion

2 oz butter, margarine or olive oil

salt & pepper to taste

Scrub potatoes and slice into 1/4 inch slices.

Wash and slice mushrooms.

Slice onion into 1/4 inch slices.

Cut 2 layers of aluminum foil, each approx. 18 inches long.

On one layer spread potato, mushroom and onion slices, leaving a 2 inch space all around foil.

Dab vegetables with butter, margarine or oil.

Sprinkle with salt and pepper.

Cover vegetables with second layer of foil, folding over the edges to make a packet.

If foil is thin, use another strip to wrap around whole packet.

Bake on BBQ medium to low heat for about 15 to 20 min.

Turn packet frequently to avoid burning.

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### **Spam, Spam, Eggs and Spam**

By Lindy Reeves

In our youth we watched and laughed at Monty's Python's skits about the restaurant which served only spam with the possibility of eggs now and then. However this year we found ourselves in the Caribbean on the boat without refrigeration. Considering that ice in a cooler will only last a day, and that only when you wrap the cooler in several blankets, all those products we take for granted, such as butter, fresh meat, mayo, were no longer an option. That is, unless we made daily trips ashore just before the meal and only bought the quantity we could eat in one sitting. So those little cans of spam came into their own.

Other than canned goods, some of the easily obtained foods which will last a couple of days without refrigeration in the Islands are potatoes, tomatoes, onions, carrots, sweet potatoes, christophenes\*, and packaged tortillas.

When other common failures such as a non-functioning outboard on the dinghy strike, these staples become really useful. Our suggested Spam menu for the days until land may be accessible are as follows:

#### **Breakfasts:**

Crisp thinly sliced fried Spam, bread fried in the remainder of the Spam grease in the pan (no need then for butter or mayo), and make into an open faced sandwich topped with tomato.

Bisquick scones made in the pan, made with dried milk. Sliced Spam again, fried but not quite as crisp, fried egg. Again assemble as sandwich and eat your heart out with this Egg McMuffin.

#### **Lunches:**

Simple Spam and tomato sandwich (if you still have edible non-mildewed bread.)

Tortilla wraps with onion, christophene and Spam in julienne strips and spread with salsa.

Quesadillas - Coat one side of the two tortillas

with the remainder of now soft cheese or if desperate use cheese whiz. (A combination of cheese whiz and grated Parmesan is better) Place the tortilla in a warm pan, lightly oiled, cheese side up cover, with chopped onion, finely diced christophene, tomato and or salsa. Canned mushrooms can also be sliced and added. Then cover with the second tortilla cheese side down. Press lightly, as the cheese melts, to get sides to stick together, and fry until browned. Flip and brown other side. Slice into segments and serve with more salsa.

### **Dinner:**

Easiest first:- Mashed potatoes, baked beans and fried Spam.

### **Pineapple Spam with Rice and Stir Fried Vegies:**

Using a little can of diced pineapple, pour off the juice into a pot and bring to the boil. Mix a teaspoon of cornstarch with water. Stir in to hot pineapple juice and keep stirring until thickened, then add the pineapple. Pour the mixture over the whole Spam and bake in a hot oven until browned on the outside. (if the Spam is heated through you can put under a broiler (if you have one, we don't) to brown. Cook rice as usual. ( I usually add a chicken stock cube to the water for flavour) Slice carrots thinly , onion, christophene ( left over from lunch), canned mushrooms (if you had quesadillas that day). Stir fry the vegies in a hot pan with a little oil, some teriyaki sauce, garlic and some grated ginger. Slice the Spam and serve with the sauce, rice and vegies.

### **Omelette:**

Obviously this requires eggs, however, I have found eggs keep for several days without refrigeration, and since they will be broken before use, your nose will tell you if they are okay to use.

Chop the Spam, onion, tomato, left over mushrooms, finely chop garlic, and cheese, if any left. Again Parmesan will add a nice

flavour. Mix these ingredients. Separate egg whites from yolks and whisk ( no electric beaters here) white until frothy and stiff. Whisk in yolks and pepper. Pour some of mixture into warm, lightly oiled pan and add spoonfuls of the Spam mixture to half. Cook over a medium heat until the omelette is brown enough on the bottom to flip, fold the non mixture half over the mixture half and continue to cook until eggs are firm. Serve with some of that salsa that will not keep much longer in the heat!

I have chatted with other cruisers and heard of several other Spam recipes such as Spam Curry, Spam Hash, Spam Haggis (don't know what they used as a sheep's stomach substitute) Spam in Pasta, Apple Spam Cabbage Bake! I see also that there is a website listing 323 Spam recipes:

([www.melborponsti.com/inxspa.html](http://www.melborponsti.com/inxspa.html)). However you should note that other ingredients not available to the unrefrigerated boater may be required. So a restaurant serving only Spam, Spam, Eggs and Spam is not so crazy after all!

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**\*Christophene** -A tropical American vine, producing green or white furrowed, pear shaped fruit, of the gourd family. Also called chayote, mirliton, or vegetable pear. Lindy uses these because of their long lasting quality,

requiring no refrigeration. If unavailable, zucchini or other summer squash may be substituted.



### **Definitions**

2000 pounds of Chinese soup = Won ton

453.6 graham crackers = 1 pound cake

Time it takes to sail 220 yards at 1 nautical mile per hour = Knotfurlong.

## Racing Report

*For any and all yacht clubs racing is its life blood for its existence. This is most certainly the case for Sail Georgina. It is what was initially the reason for its inception as is the case for most sailing organization. Here follow some of the highlights of our past racing season as observed by Tim Ayerst.*

Sail Georgina club racing 2009 was a season of Mother Nature's gifts of tricks and delights. The most memorable was the four direction wind shift in the last race. Imagine rounding a turn and seeing the advanced boats on a completely different tack than you . . . You watched the water because something was coming. And it did come; the expected two knot finish ended up in a twelve knot spurt through the resulting waves.

So, here we are, the most friendly little club on Lake Simcoe, with sixteen boats racing regularly through three season series.

Tecumseh, what can we say about poor Jeff who has to endure winning race after race (as long as it was the club races in 2009), and who else but Jeff would go into LSIS spinnaker racing rating single handed. Mind you, the other Pearson Flyer, skippered by Brian, was absent most of the season.

Watch out, though, Jeff. Skipper Brian of Flying High had great fun with his youthful full crew of sailors, when work did not keep him away. Now that was father and son-and-friends sailing!

La Dolce Vita entered a few races. Thought to be a sleeper in racing, long time SGA sailors Stuart and Dianne enjoyed the boat whenever they could, and turned out to be fun loving racing and cruising members.

Ken, skippering Blue Sky, gave both the SGA racers, and especially Jeff a good run for their money. We must get Jeff's PHRF (performance handicap racing fleet) lowered, don't you think, Ken?

Tabasco - now there is a boat and crew of racers who know how to tune their recent purchases. The new sails not only look good,

but seem to perform well for Nancy and Tim. It was too bad they came late in the season, and, well, Mother Nature truly has to bless that boat with a high wind, and then we are all behind her.

Moon Shadow, her PHRF rating undetermined and in debate, has definitely the fastest engine for those timed races when we motor-race back to port.

Roger, racing French Connection, you had great races, but PHRF robs you time and time again.

We did not see much of Cumbrae this season. Lindsay seemed to be busy solo and late-in-the-day sailing during the 2009 season. Mind you, a daughter's wedding might have kept him away a bit.

We welcome Ken skippering Viento Agua to the club. Now there is an inaugural season of firsts! I do hope you have bought shares in the Rigging Shoppe, because if anything could go wrong, it will and it costs you money.

Canopus, skippered by Tim Francis, the 2010 Commodore, was in port week after week because work kept the skipper in foreign lands. Frankly, some of us didn't miss the sound of the C27 happy boat coming up upon us at all!

Leo, sailing About Time, a real trooper who keeps coming out, is working on understanding his boat and its key purpose in club racing. Your day is coming, Leo, to proudly fly a series pennant.

Gerry, skippering Little Bit, is another new racer willing to single hand or take on a new crew each time. "Just get me out there," seems to be Gerry's motto.

Desiree - Steve, you must definitely get to the race start on time. Planning and punctuality is Steve's objective for 2010. Mind you, the T22 may have a new PHRF for the new season. (Please, please, PHRF data.)

And Summer School, well . . . the writer has bias, so let's just say a "Thank you,



first mate, friend Grant, and the late in the season addition of Roy.”

Newfie Screech, what can we say but, “Congratulations Carl on LSIS racing,” and “the T22 rating needs fixing.”

Finally, Jan and Jamie sailing the Shark. You boys are a great addition to SGA sailing and it is a good thing there aren’t more Shark, or the standing might change.

The 2009 season was great. To those who do not race, remember, club racing is about getting on the water with other boats and learning what you and the boat can do.

Tim Ayerst  
Rear Commodore 2010

## The Bosun Locker

Keeping our little ships in good repair



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Mary & Hessel Pape

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is, of course, an important part of keeping a boat, and vital in its safe and comfortable operation.

I have been spending the greater part of the past season in making our G26 ship shape and ready for launch in 2010. Although at one time, on Georgian Bay many years ago, I owned a 26 ft. wooden craft that needed a great deal of upkeep, I have gone through a steep learning curve this time, what with new materials and methods.

Still, there remain many traditional skills and ways of doing things to dress up the ship - I still enjoy wood and rope work.

Recently I found some ways and tricks to make life a little easier or save some money.

**Silicone** has always been the bane of my life. I had a fair amount of it to remove and nothing will really melt it away. A razor blade in a holder works reasonable, but better when first applying a bit of paint thinners. It seems to soften the residue a bit and make the blade slide more easily.

**Boarding ladder** protector “knobs” against the hull dry up and split. They are cheaply replace by the crutch feet available at any pharmacy.

**Life lines** are easily installed or replaced with plastic covered clothes line from the hardware store. When the ends are crimped together over a stainless thimble, whip them with some light line. Looks good.

**Oil** your woodwork with a mixture of half real turpentine and half boiled linseed oil a couple of times each year. No more varnishing.

- Hessel



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Jack Wilkinson

[jack@centurymill.com](mailto:jack@centurymill.com)

## Adventures in Sailing #3

By Nancy Glover

It is the memory of one of those glorious days of cruising in *Tabasco* that keeps me going during the dark, cold days of winter. I remember we had spent the night anchored in a little cove. The early morning rain was reminiscent of previous camping trips to Algonquin Park. It made sleeping in not only an option but a requirement. What else were we going to do?

After a leisurely breakfast sitting in the cockpit of our vessel, we pulled up anchor around ten in the morning. The sky cleared with the exception of some lovely puffy clouds on the horizon and a light mist on the lake. The haunting call of the Loon announced our departure. It was a bit cool for July but there was a light breeze of about eight knots, just enough wind to move our 8000 pound boat along at a reasonable pace. We sailed all day, averaging about five knots. The sun shining on the water danced like multi-faceted jewels. We watched the birds swoop and dive. We waved to passing boaters and we enjoyed looking at both the humble cottages and the elaborate lakeside mansions. Around five o'clock we pulled into the bay where we planned to anchor in for the night. The friends we were travelling with had already arrived, chosen a spot and set the hook, as sailors call it. There were six or so other boats already moored. After choosing a spot, we dropped anchor, quickly changed into swimsuits and jumped into the lake. The water was clear, warm and refreshing. Our neighbours called us up on the VHF radio and invited us over to their boat for appetizers and cocktails. We changed out of our suits and clothes-pegged them, along with our towels, to the boat's lifelines.

I climbed into the inflatable dinghy we tow when we are cruising. My skipper rowed us over to our friends' neighbouring boat and tied up to their stern. Soon we were enjoying refreshments and conversation while the boat gently rocked back and forth in the light evening breeze. From the cockpit we watched other boats arrive, children swim, birds flying and the other boats swing on their anchor lines.

We spotted something unusual in the water near the stern of our boat. It was small and black and was coming our way. Someone thought it was a mink. Another of us suggested a muskrat. Could it be a beaver? We debated for some time. We decided it must be driftwood because it didn't appear to be swimming but just drifting. Then it dove, or more accurately sunk. When we went back to our boat to barbeque dinner, my skipper's black swim trunks were gone! So much for wildlife watching.



## Boat Registration Numbers

By Hessel Pape

Ever wonder about those numbers that are usually located on the bow of our boats? They indicate where it was first licensed, and therefore the original location of the boat.

Of course, all of us know that any pleasure craft powered by a 10 HP engine or greater is required to be licensed, for which you went to the nearest custom office, now called Service Canada Centres. The power rating means if you carry anything less than 10 HP (ours is 9.9 HP) the boat does not need to be licensed, except if you decide to go through the locks of the canal system. Even canoes must be licensed for such transit.

And of course, everyone knows that when a licensed ship goes to a new owner, its licence needs to be transferred. However, the licence number remains unchanged. The number on our Grampian, for instance, tells me that it originally came from the vicinity of Trenton. Below is a list of licence prefixes for boats licensed in Ontario - all prefixes end in "E", while the number preceding it indicates the location of the office. You can often tell by the licence number from which area the boat hails, but remember it may have changed ownership and location since it was newly bought.

1E Amherstburg	33E Owen Sound	65E Port Lambton
2E Belleville	34E Paris	66E Southampton
3E Bowmanville	35E Parry Sound	67E Timmins
4E Brantford	36E Peterborough	68E Listowel
5E Fort Erie	37E Picton	69E Pembroke
6E Brockville	38E Port Arthur	70E Perth
7E Chatham	39E Port Hope	71E Port Colborne
8E Coburg	40E Lansdowne	72E Rainy River
9E Collingwood	41E Prescott	73E Renfrew
10E Cornwall	42E Sarnia	74E Smiths Falls
11E Thorold	43E Sault Ste Marie	75E Tilbury
12E Fort Frances	44E Simcoe	77E Pigeon River
14E Galt	45E Stratford	78E Port Credit
15E Gananoque	46E Sudbury	79E Acton
16E Goderich	47E St. Catharines	80E Brampton
17E Guelph	48E St. Thomas	81E Carleton Place
18E Hamilton	49E Tillsonburg	82E Dunnville
19E Ingersoll	50E Toronto	83E Georgetown
20E Kenora	51E Trenton	84E Hanover
21E Kingston	52E Wallaceburg	85E Little Current
22E Kitchener	53E Welland	86E Newmarket
23E Lindsay	54E Oakville	87E Orangeville
24E London	55E Windsor	88E Port Burwell
25E Midland	56E Woodstock	89E Port Dover
27E Napanee	57E Walkerville	90E Port Stanley
28E Niagara Falls	59E Barrie	91E St. Mary's
29E North Bay	60E Bracebridge	92E Strathroy
30E Orillia	61E Cobalt	95E Ridgeway
31E Oshawa	62E Cochrane	
32E Ottawa	64E Leamington	



## Keeping Charts up to Date

by Hessel Pape

Thumb-tacked to the door into the kitchen at the lake-side cottage of good friends is a very old version of a Lake Simcoe chart with an X marked along the shore line indicating the location of their summer abode. Numerous smudges and fingerprints mark the surface from years of pointing to the interesting landmarks when cottage guests visited over time.

"You should cover the chart in plastic," I advise my friends, since this chart is no longer available.

I consider ourselves lucky because we still have a copy of this particular chart #2015, labelled the "New Edition April 11 1980", and never updated. It slowly dawns on me that this new edition is nearly thirty years old. In fact, most of my charts are quite old. My most recent and well-used #2028, the Lake Simcoe strip chart, is from 1987.

### Updating

Years ago, during our summer-long travels on Georgian Bay, we used to receive Notices to Mariners each week by post, but now the internet has become the vehicle to keep our paper charts current. Your time is well spent by logging on to [www.notmar.gc.ca](http://www.notmar.gc.ca) and becoming familiar with this service. There are many useful features which include regular notices sent to your mailbox.

Recent changes to charts are listed by clicking on to *Notices to Mariners* and given for 2007 - 2009 by chart number. Simply scroll down to the number of the chart you

wish to update and click on each entree. They are usually given by Latitude and Longitude, so you will need your dividers or course plotter and pencil.

For older charts that need updating you go to *search*. There you must enter the chart number and indicate how far back in years you want to go. Initially, it will allow you to search back to 2000, but by clicking the little box below, it will allow you to go back earlier by including the range from 1997 to 1999, but that is as far as you can go.

You soon find out that charts no longer issued, such as my treasured new edition of Lake Simcoe of 1980, are no longer listed for updating. The 2015 simply is not there.

Also, my 1987 weather stained and taped up strip chart of Lake Simcoe is beyond help as well. Any changes made to it during the first ten years do not seem to be listed any longer.

I guess I just have to break down and purchase a new set. After all, paper charts on board are, in spite of our GPS, a must. I will just need to update them more diligently.



Plotting a fix.



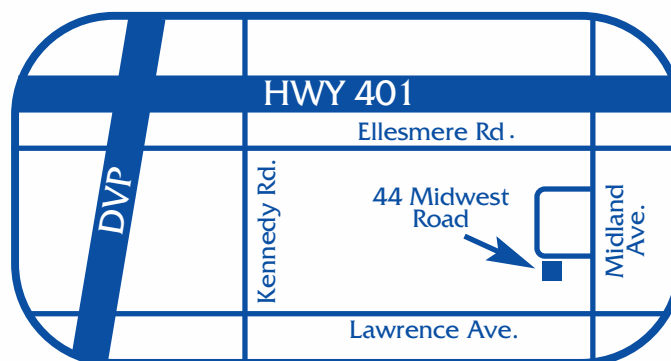
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# 2009 IN PICTURES



June 13 - Annual SGA Sailbast. Commodore Nancy takes the salute.



**The CL16s are prepared and launched for the new season.**



**ME**



**MEMBERS OF SGA INTRODUCE VISITING STUDENT DOCTORS TO OUR LAKE  
SIMCOE AND SAILING**



**THE ANNUAL PIG ROAST WAS A GREAT SUCCESS**



**LESLIE & NEIL RAISED THEIR MAST UPON THEIR RETURN FROM THEIR  
GEORGIAN BAY CRUISE**



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**OF ANOTHER SEASON**

**THE CRANE IS HIRED AND OUR SHIPS  
ARE PUT TO BED**

**AND FINALLY THE AWARDS**



All the hardware to be awarded



Jeff Reid - Winner of the John Palmer Cup for overall winner of SGA club series.



Carl and Marina accept the Mayor's Cup from Jeff Reid for winning the Mayor's Cup Pursuit Race.



Roger White placed third in the Fall Series, and third overall.



Tim Ayerst explains his strategy in winning the Summer Series



Reizman - Winner of the First Annual Ladies at the Helm Race

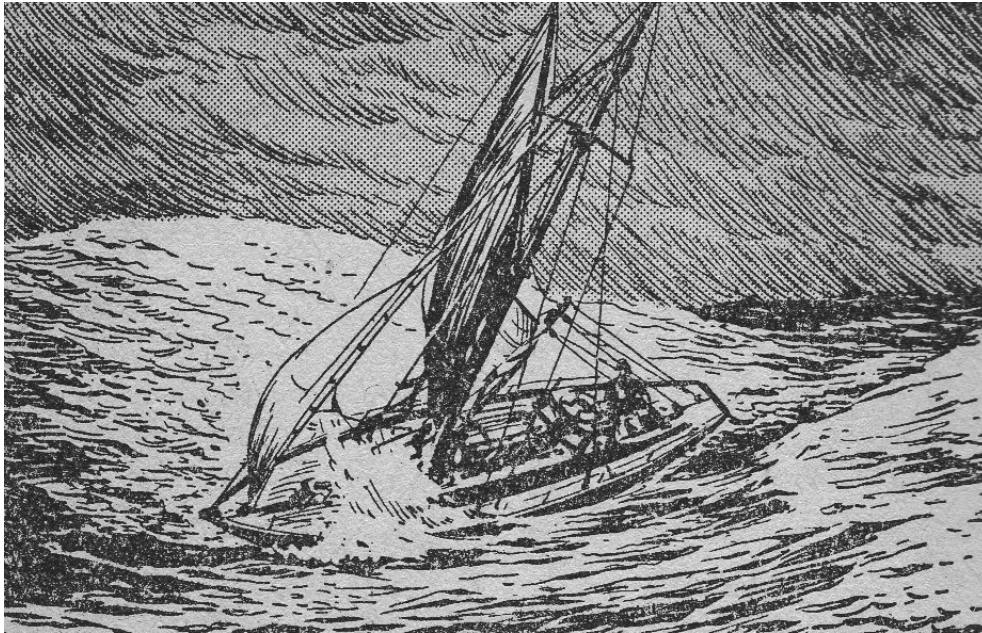




## CRUISING NOTES

By Hessel Pape

Cold, wet, and feeling miserable and tired, I sat in the cockpit watching the day gradually dawn in the east. The wind blew a full gale and giant waves rolled by from the south at an estimated forty feet. There was little or no protection from the steady rain and the salty spume that whipped horizontally across our little ship. The Waterwitch, a 26 ft. Grampian, had seemed so large on its trailer and along side the dock, but here, some 400 Miles off shore in the stormy Atlantic, she seemed but a nut shell. Only just half way through my



morning watch, while Bill dozed down below, I checked our course once again and noted how our self steering gear still kept us nicely in the right direction even though we ran a storm jib and had half our main reefed around the boom. Though Bill had said earlier that it would likely not get any worse, since the hurricane, or tropical storm, as he called it, was tracking north eastward along the

coast and we were “on her good side” going the other way, I was frankly doubting my sanity in having decided to come along on this trip.

It had all started over the winter (1970 -’71), when I was teaching the CPS<sup>1</sup> Advanced Piloting course at Midland Secondary School, where we held our classes as part of the night school program.

One of the students in my AP class was the commander of the new and recently formed Collingwood Squadron. He felt that as commander he badly needed the advanced course and hence came to Midland every Tuesday evening to attend my class. Often he would come to the house afterward and have coffee with us before going home. In this way we came to know him rather well.

Early in the new year (probably in March 1971) Owen mentioned to us that someone in Collingwood was looking for crew to sail with him to Bermuda sometime during the summer.

“Why don’t you go to see him?” he had suggested.

My wife of that time and I talked about it at some length, and though we did not see much chance of ever being part of this venture, we eventually decided to get more details. We had heard of boat owners who hired crew to help them manage their sailboats on extended holidays and make it possible for them to take longer voyages. As a result our friend put us in touch with the gentleman, and sometime in early May we drove to Collingwood to meet up with him.

We met up with the skipper - his name was Bill - at a now forgotten location in the town where his twenty-six foot Grampian sat stored on its cradle. Our meeting was rather brief and to the point.

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<sup>1</sup> Canadian Power Squadron (now called Canadian Power and Sail).

"You have any sailing experience?" he asked, taking a moment from whatever work he was doing on his boat.

"Yes, some," and I told him of the old Muskoka boat we rebuilt into a trimaran and made a mast and sails for a couple of years earlier. "It works reasonably well and we sailed it all last season."

His answer was short and to the point. He was looking for an experienced sailor. With that we drove home to Midland and concluded it was the end of it, feeling that the whole idea of it was rather far fetched and just a dream.

While we both thought that it was the last we would hear from Bill, we received a phone call from him late on Friday afternoon, in early June. He told us that he planned to sail across the Nottawasaga Bay from Collingwood harbour to the east side of Beckwith Island where there is a good anchorage and suggested we might meet him there on Saturday evening. It depended, we told him, on the weather since our little ship was not all that large and the waves of the more open areas beyond Midland Point - "the Gap" as we referred to it locally - might prevent us from venturing that far should there be a stiff north west wind. We would try, we told him.

As it turned out, Saturday was overcast with some rain and a light breeze from the south east, but according to our ship's log that I still have, we left Midland shortly after one thirty and sailing the some seventeen Miles in eleven hours. Upon our arrival we found a number of boats at anchor, but no Waterwitch, no Bill.

Sunday morning dawned clear, the wind had shifted to the north west and the day promised to be perfect. We were up and had breakfast by eight, and across the bay we spotted Bill's boat at anchor. They had arrived at four in the morning, he told us later. When by nine o'clock we saw activity on his deck, we motored over and rafted to his boat. Bill made an inspection of our eighteen foot trimaran, "Wanderlust", and invited us on board of his boat. There were two other fellows present, who, it was explained, would make up the rest of the crew for the proposed ocean adventure. Already they were both quite busy, one doing electrical work, his apparent area of expertise.

"We are getting our boat ready for its summer voyage," Bill explained. "There is still a great deal to do, and we all pitch in."

We were invited down below and sat at the port side table among an incredible collection of tools and boat parts and wires, obviously awaiting installation. It was a working weekend.

Then the conversation turned to the plans for the summer cruise on the Atlantic.

"Anyone who can build a boat like that," referring to our craft, "has enough experience to sail with us," he announced over coffee. His proposed plans included taking the boat on a trailer to Newport, Rhode Island, and sailing from there to Bermuda, a voyage of about 740 Miles which was to take about seven or eight days. We would spend a week or so there to look around, and then sail back again.

"So, how much is this going to cost us?" I asked him.

The other two chaps looked up in shock, and promptly stopped whatever they were doing. "You mean we are expected to pay for this?" one of them asked in surprise.

"Of course, Ole' Boy," Bill smiled. "We each pay our share of the consumables. We share the expense of travel, launching and docking fees, food . . ."

"So do you have an estimate?" I tried pinning him down to some sort of figure.

"I don't know. Perhaps about \$350 each. I suggest you each give me \$200 before we leave, and we'll see what the balance turns out to be."

We told Bill that we wanted a few days to think about it and that we would call him with our decision. We promised to get back to him within a week with our answer.

Over the next couple of days we discussed endlessly the prospect of the opportunity to sail the Atlantic. By Wednesday I phoned Bill and told him I was in. He in turn wanted me to come to his boat in Collingwood on the weekend for a "shakedown cruise" on the bay to see how compatible we would be together. On Saturday, June 12, the four of us set out from the Collingwood docks into the fog for an overnight sail. Till we arrived back on the following evening we never saw shore. The fog persisted all

weekend and Bill navigated by compass and RDF, using several of the six long-wave radio beacons of Georgian Bay.

We really had little time to be compatible. Bill had decided that we should go on an official navy style watch system which meant someone was at the helm for four hours on a stretch. While one of us managed to get some shut eye, the other two were constantly busy with the boat. Actually I did a great deal of steering, keeping Bill's assigned course. Especially our electrician was constantly occupied with rewiring or installing new equipment.

"Remember, the ship always comes first, Ole' Boy. It will be our home for four weeks. On the ocean it is the only thing we have to depend on, our boat. Everything must be shipshape," Bill would remind us all. So, it was all work that weekend, no relaxation.

In fact, to ready our boat - Bill explained that for the purpose of the planned voyage the Waterwitch should be considered "our" ship - we were all responsible for its preparations, and he requested that in view of my experience with wood, I should build an extra set of wooden doors to be installed in the companion way for additional security should we encounter bad weather. It was interesting to note that the cabin windows also had each been fitted on the exterior with a second layer of plexiglass to protect them from the possibility of storm waves.

The other assignments Bill passed my way was to secure and equip a complete first aid kit, to deal with any emergency, and he suggested that my wife should prepare an extensive menu for all our meals on the voyage, including a shopping list. To complete the latter, later that week she spent several hours scouring the shelves of our local supermarket to make a list of what was available in the way of the sort of provender not requiring refrigeration, including canned foods and dried soups, to last us four weeks. It turned out to be quite a variety and the final menu for the four weeks would make your mouth water.

As far as the first aid kit was concerned, we had a good friend who was a dentist and an avid sailor. Essentially Corky took charge of it. By the time the white metal box with the red cross painted on it was filled we could have performed minor surgery in the middle of the Atlantic.

Then came that phone call from Bill. The other two crew members had dropped out. The one fellow, who had worked at all the wiring over the last few weeks, had decided that he had enough of all the voluntary work he had been asked to do on the boat, while the other, shocked that he was expected to share the costs rather than being paid to come along, had decided he could not afford the expense.

"How about you, Ol' Chap?" Bill wanted to know.

I told him that a commitment made was a commitment kept, and that if he felt the two of us could handle it, I was still in. And that was how at the end of June the two of us set off from Toronto in Bill's Lincoln with the Waterwitch on its triple axle tandem trailer in tow to Newport, Rhode Island, and the Atlantic Ocean.

*The above is the first part of an abbreviation of the account of a four week summer sail off the New England coast during July of 1971 aboard the first production model of the Grampian 26, and to be continued in the next issue of Dock Lines.*

## DEFINITIONS

**Abandon** - 1. Wild state in which a sailor acquires a boat. 2. Wild state in which a sailor relinquishes a boat.

**Binoculars** - Device used aboard to observe various aids to navigation nearly as clearly as with the naked eye.

**Bunk** - 1. Flat surface somewhat shorter than the length of a person. 2. Nautical lore.