DOCK LINES

SPRING 2009

CONTENTS:

From the Engine Room

Welcome to the inaugural edition of *Dock Lines*, our SGA newsletter/magazine. It has always been my belief that communication is the life blood of any organization, and it is my hope that this publication will augment to the cohesion of our club.

With the intention to publish twice a year, in the spring and fall, this magazine is to be accessible through a link on our website; it is therefore not only down-loadable by members, but it is there for anyone who cares to open our site.

The content is chosen to augment the information on our website, not to replace it, and provides an opportunity for informative articles and good stories which I hope you will find interesting enough to download into hard copy and keep in a binder for future reading.

In this issue we visit the importance of carrying paper charts on board, sail with Nancy on our unpredictable lake (she has promised many more stories in the future), and learn some of the mysteries of the MAFOR code to find out in what sort of weather to expect.

This new publication will only stay afloat by way of your contributions. Please send along your letters, comments, questions and articles on anything nautical. How about some recipes for a galley column, or an article about how you fixed that special problem?

Please send you contributions to Sail Georgina, Box 520, Sutton West, Ontario, L0E 1R0, or to newsletter@sailgeorgina.ca

I would like to thank the Rigging Shoppe for their kind support of this venture through their advertising.

I hope you will enjoy this, our first, issue and wish you all a great sailing season.

Hessel H. Pape

Editor

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From the Bridge

Welcome to the 2009 season. It is my hope that by the time you read this the boats will be back in the harbour and the season will be underway.

The membership of Sail Georgina should be proud of the club. In spite of some difficult times, the club has thrived! Sail Georgina was established in 1983 as a dinghy club located at De La Salle Park. The membership funded dredging of the basin, and the construction of the docks which they also built and maintained. Much to the frustration of the club, the property owners, the Town of Georgina, decided not to renew the club's lease one season. This left the club homeless and the membership scattered. The Town promised slips in the new Jackson's Point Harbour and several years later, when the harbour was constructed, the club was allocated a few slips. Since that time we've grown to over 55 member families with 30 slips in the Jackson's Point Harbour, a Community Sail Program using club owned CL16s, a full dinghy and keel boat club racing program, a full social calendar and a Sailing School that teaches both youth and adults. Our club is a registered Ontario not-for-profit Corporation but still has a healthy bottom line as presented at the April 5th Spring Annual General Meeting. Sail Georgina has

successfully raced in the Lake Simcoe Inter-club Series for several seasons now. We represent Georgina proudly taking the trophy for the top club in both 2007 and 2008. Members of our little club sail their boats beyond Lake Simcoe into Georgian Bay, the North Channel and the Great Lakes.

Your executive has worked hard to plan an exciting and fun filled season with something for everyone. We have a full schedule of keel boat races and dinghy races. We're planning a complete social schedule including traditional events such as the Sail Past and the Canada Day Fireworks Cruise. We're also planning some overnight cruises around the lake and hopefully we will include at least one night anchored out. For those members that have never spend a night "on the hook" there is security in numbers. The success of all of the club events depends on you. Check our web-site for updates.

In February, we had a successful club social seminar with twenty members attending. In the morning Neil Kinnear did a great presentation on navigation. The afternoon was spent on cruising. Dave Robinson's Power Point slides he produced several years ago were used. A special thank you to both of these members.

In March, SGA hosted a race workshop. It was a great success as shown by the feedback. From a long time racer the following: "*Probably the best session I have attended ever. I took home 4-5 solid tips at least. Geoff makes even the confusing stuff easy to understand*."

And, to quote another participant regarding the presenter, *"Really appreciated his style, focus and thoroughness. A great day! I learned a bunch of things and several important points were reinforced. He's a keeper."*

We opened this workshop to other clubs and had members from Cook Bay, Lagoon City, and the public, in addition to our own members. The small profit from this workshop will go towards the purchase of two large inflatable race markers for use during the Georgina Cup weekend. We hope to be able to offer more off season workshops next year. Please feel free to suggest topics of interest and potential presenters.

I'm in the process of arranging a Flare Demo through the Coast Guard Auxiliary. Yes, this is the time you can fire off your old flares. We hosted one of these workshops several years ago and the membership were surprised to see how flares work in real life and how short the burn time is. Unfortunately, due to funding issues, the Boat Courtesy Checks have been temporarily suspended. Watch the web-site news section for updates around both of these services.

In addition to planning the season, the club executive has been hard at work reviewing policies, planning the budget, up-dating the insurance, working with Ontario Sailing to arrange for Sailing School instructors, is working with the Town of Georgina on your behalf, and liaising with the other yacht clubs on the lake.

Let's have a great sailing season and may you have fair winds.

Nancy Glover,

2009 Commodore.

The MAFOR code
By Tim Francis

When you listen to the marine forecast on the VHF, you often hear mention of the five digit MAFOR code; there then follows a series of numbers in groups, that may as well be in code. It turns out these numbers **are** in code; MAFOR (an acronym for MArine FORcast) is a standard way of encoding the weather forecast. It's not so easy to decode all the numbers as they are read over the VHF – but the numbers are much easier (and shorter) to write down than the English description of the weather forecast, and you can decode them later; they carry just as much information as the more verbose English language forecast.

Fortunately the MAFOR code is easy to decode. The forecast begins with a date and time group, followed by the name of the area to which the forecast applies, followed by one or more groups of five figures. The five numbers usually start with 1 (meaning weather forecast), although they can start with 2 (meaning visibility). For the weather forecast (the numbers start with 1) the numbers mean TDSW, or Time, Direction, Speed, Weather. Each number means a specific thing.

After the '1' (weather forecast), the second number (Time) tells you how long the forecast is valid for. This number covers a range of time – at the low end the numbers are in three hour increments, ranging up to 24 hours for the higher numbers.

0- conditions at beginning of forecast.
1- forecast valid for 3 hours
2- forecast valid for 6 hours
3- forecast valid for 9 hours
4- forecast valid for 12 hours
5- forecast valid for 18 hours
6- forecast valid for 24 hours
7- forecast valid for 48 hours
8- forecast valid for 72 hours
9- occasionally

The third and fourth numbers relate to the wind direction and speed; not bad information for a sailor to have.

The third number simply plots the wind direction on a compass rose:

0 - calm
1 - northeast
2 - east
3 - southeast
4 - south
5 - southwest
6 - west
7 - northwest
8 - north
9 - variable

…while the fourth number does the same for wind speed, using the Beaufort scale.

0 - Beaufort Numbers 0-3 (0 - 10 knots)
1 - Beaufort Number 4 (11 - 16 knots)
2 - Beaufort Number 5 (17 - 21 knots)
3 - Beaufort Number 6 (22 - 27 knots)
4 - Beaufort Number 7 (28 - 33 knots)
5 - Beaufort Number 8 (34 - 40 knots)
6 - Beaufort Number 9 (41 - 47 knots)
7 - Beaufort Number 10 (48 - 55 knots)
8 - Beaufort Number 11 (56 - 63 knots)
9 - Beaufort Number 12 (64 - 71 knots

I presume all the sailors reading this are already familiar with the Beaufort scale – but for the non-sailing visitors, here is the scale that Admiral Sir Francis Beaufort invented in 1805. The great thing about the Beaufort scale is that it gives an easy mapping of the sea state to the wind speed.

Beaufort Number	Winspeed (Knots)	Description	Sea State
0	<1	Calm	Flat.
1	1-2	Light air	Ripples without crests.
2	3-6	Light breeze	Small wavelets. Crests of glassy appearance, not breaking
3	7-10	Gentle breeze	Large wavelets. Crests begin to break; scattered whitecaps
4	11-15	Moderate breeze	Small waves.
5	16-20	Fresh breeze	Moderate (1.2 m) longer waves. Some foam and spray.
6	21-26	Strong breeze	Large waves with foam crests and some spray.
7	27-33	High wind, Moderate gale, Near gale	Sea heaps up and foam begins to be blown in streaks in wind direction.
8	34-40	Fresh gale	Moderately high waves with breaking crests forming spindrift. Streaks of foam.
9	41-47	Strong gale	High waves (6-7 m) with dense foam. Wave crests start to roll over. Considerable spray.
10	48-55	Whole gale/Storm	Very high waves. Large patches of foam from wave crests give the sea a white appearance. Considerable tumbling of waves with heavy impact. Large amounts of airborne spray reduce visibility.
11	56-63	Violent storm	Exceptionally high waves. Very large patches of foam, driven before the wind, cover much of the sea surface. Very large amounts of airborne spray severely reduce visibility.
12	≥64	Hurricane-force	Huge waves. Sea is completely white with foam and spray. Air is filled with driving spray, greatly reducing visibility.

The Beaufort scale is truly designed for sailors; when it was first invented, the scale of thirteen classes (zero to twelve) did not reference wind speed numbers but only related qualitative wind conditions to effects on the sails of a man of war vessel, then the main ship of the Royal Navy, from "just sufficient to give steerage" to "that which no canvas sails could withstand". At force zero, all his sails would be up; at force six, half of his sails would have been taken down; and at force twelve, all sails would be stowed away.

But back to the MAFOR code. The fifth and last number in the MAFOR code tells you the about the forecast weather.

0 - Moderate or good visibility (greater than 3 nautical miles)
1 - Risk of ice accumulation on superstructure (air temperature between 0°C and -5°C)
2 - Strong risk of accumulation of ice on superstructure (air temperature below -5°C)
3 - Mist (visibility 1/2 to 3 nautical miles)
4 - Fog (visibility less than 1/2 nautical mile)
5 - Drizzle
6 - Rain
7 - Snow or rain and snow
8 – Squally weather with or without showers
9 - Thunder storms

An example MAFOR code may help to explain things. Lets say the Lake Simocoe forecast at 9am includes 12410. We look at the last four numbers of the group, which is 2410. The number 2 is the amount of time, and if you look down your time chart for the number 2 you will see 6 hrs. Now we know that this particular weather window is from 9am to 3pm. The number 4 is the wind direction, look down its column and you will see that it reads South. From 9am to 6pm Lake Simcoe will have wind coming from the south. At what speed? Well, if you look at your next number, which is 1, scrolling down your speed column you learn that the speed is 11-16 knots, and going to the last number (0) it states that there will be good visibility. In a nutshell, I would be heading out on the water that morning because from 9am to 3pm the winds will be from the South at 11 to 16 knots with good visibility.

Here's a summary of the code that you can print out and store onboard, if you wish.

For MAFOR codes starting with '1':

1	**Time**	**Wind Direction**	**Wind Speed**	**Weather**
0	Beginning of forecast	Calm	0-10 knots	Moderate or good visibility
1	Valid for 3 hours	North East	11-16 knots	Risk of ice accumulation
2	Valid for 6 hours	East	17-21 knots	Strong risk of ice accumulation
3	Valid for 9 hours	South East	22-27 knots	Mist
4	Valid for 12 hours	South	28-33 knots	Fog
5	Valid for 18 hours	South West	34-40 knots	Drizzle
6	Valid for 24 hours	West	41-47 knots	Rain
7	Valid for 48 hours	North West	48-55 knots	Snow
8	Valid for 72 hours	North	56-63 knots	Squalls
9	Occasionally	Variable	64-71 knots	Thunderstorms

Hypothermia

By Sergeant Jeff W. Broughton

Say it out loud and it's an unpleasant sounding word. But it has a simple meaning. It's when the core of your body drops to abnormally low body temperatures and if it goes too low and for too long eventually your heart can stop.

Many Canadian boaters are aware of hypothermia but most are not aware that it is the 'final stage' your body reaches after being in cold water. Many people die during the first few minutes of immersion in cold water and they are not hypothermic, they simply drown due to the immediate, involuntary and often deadly effects of cold water.

If you accidentally tumble into cold water, the initial cold shock will make you gasp and if you are underwater you can breath in about a litre of water. If you are on the surface, your heart rate can skyrocket, your breathing will be uncontrolled and increase as much 600 to 1000 percent. You can expect panic to set in as well. For most, this initial shock will last about a minute and then the breathing will slowly come back under control.

Depending on the water temperature, over the next ten minutes or so you will experience Cold Incapacitation. As your body struggles to preserve its core temperature your limbs will become numb and your ability to self rescue or even simply continue to swim will become impaired. In cold water without a lifejacket, you will eventually become so incapacitated that you can no longer stay afloat.If you do have a lifejacket on and have not been able to rescue yourself, even in the coldest water, you can expect to be conscious for about an hour and it will still be some time before you succumb to hypothermia. This will give rescuers plenty of additional time to find and rescue you.

There is one simple preventative measure that anyone can take to avoid drowning in cold water and to keep you floating if you become hypothermic. Wear your lifejacket. It guarantees that you will float, especially in those first critical minutes when just trying to catch your breath and figure out how to rescue yourself.

Sergeant Jeff W. Broughton #600

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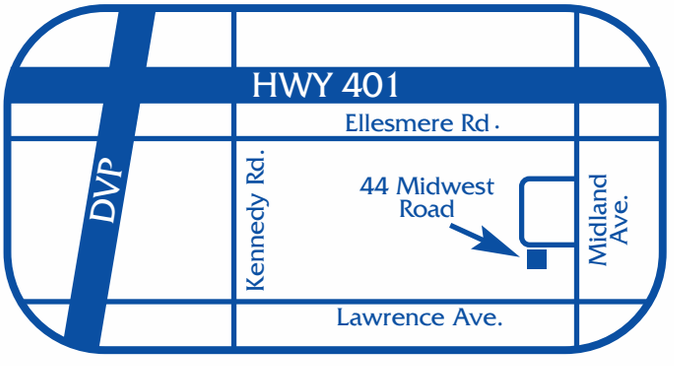

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CARRY PAPER CHARTS?
H. Pape

Earlier this year my wife and I attended an all day seminar on electronic navigation, presented by a member of the Canadian Power Squadron, and of course a large part of it was dedicated to the use of GPS and electronic charting. This was how a number of us were introduced to the wonderful world of digital charts now available for these handy navigational tools.

Nevertheless our instructor was emphatic about reminding us that, "we still have to carry paper charts for the areas we navigate. Those are the regulations."

On the other hand, a flyer which we picked up at the spring Boat Show in Toronto advertising GPSs and chart plotters announces that having installed such new equipment on your ship, there is no longer any need to carry all those cumbersome paper charts on board.

Confused, I consulted the latest edition of the *Safe Boating Guide* and became none the wiser. In fact on page 14 of the new 2009 version you will find the following statement:

"The CHS (Canadian Hydrographic Service) also offers digital charts that include every detail from the official paper charts."

As a result I phoned Transport Canada and was directly passed on to a supervisor by the name of Kathy Morris.

My question to her concerned whether or not a sailor was required to carry paper charts by law, even if the boat was equipped with a fully loaded GPS for the area, and, could she direct me to the regulation covering this issue?

Over the next couple of days we exchanged several emails. Her first response was to quote the *Safe Boating Guide* which already lay open on my desk. When I indicated that I wanted the actual source for this information, Ms. Morris kindly sent me the website as well as a cut and pasted copy of the section of the Canada Shipping Act concerning the carriage of charts. Essentially it basically states the same as the Boating Guide. Of interest was her introductory statement, indicating that the act is no longer clear on the subject. She wrote:

"*Here is the link to the regulations where you will find the muddy clarification of charts."*

http://laws.justice.gc.ca/en/SOR-95-149/

It contains the following:

Charts and Nautical Publications Regulations, 1995 (SOR/95-149)

CARRIAGE OF CHARTS, DOCUMENTS AND PUBLICATIONS

(1) Subject to subsection (2), the master and owner of every ship shall have on board, in respect of each area in which the ship is to be navigated, the most recent editions of the charts, documents and publications that are required to be used under sections 5 and 6.

(2) The master and owner of a ship of less than 100 tons are not required to have on board the charts, documents and publications referred to in subsection (1) if the person in charge of navigation has sufficient knowledge of the following information, such that safe and efficient navigation in the area where the ship is to be navigated is not compromised:

(*a*) the location and character of charted
- (i) shipping routes,
- (ii) lights, buoys and marks, and
- (iii) navigational hazards; and

(*b*) the prevailing navigational conditions, taking into account such factors as tides, currents, ice and weather patterns.

(3) If a ship, other than a pleasure craft of less than 150 tons, is making a foreign voyage, a home-trade voyage, Class I, II or III, or an inland voyage, Class I, the master and the owner of the ship shall have on board and make readily available to the person in charge of the navigation of the ship an illustrated table of life-saving signals for use by ships and persons in distress when communicating with life-saving stations, maritime rescue units or aircraft engaged in search and rescue operations.

(4) If a Canadian ship is of 150 tons or more, the master and the owner of the ship shall have on board and make readily available to the person in charge of the navigation of the ship the *International Aeronautical and Maritime Search and Rescue Manual, Volume III, Mobile Facilities*, published by the IMO. SOR/2005-135, s. 2.

EXCEPTIONS

(1) Subsection 4(1) does not apply if the owner and the master of a ship are unable to obtain the charts, documents or publications, required by these Regulations in respect of the area in which the ship is being navigated, at any place at which the ship calls.

> Even if you carry a GPS course plotter on board paper charts are a must.

In the final analysis there is no indication of a legal requirement that charts carried on board need to be of the physical paper kind - digital are acceptable. In fact, according to subsection (2), the pleasure craft operator needs not have charts on board at all as long as he is familiar with the area.

In addition, Ms. Morris could not give me a clear and definite answer, other than referring me to the written regulation which at best are “muddy”.

The point is that for a brief afternoon or evening sail out from home port in familiar waters it seems silly to bring along charts should they not be already on board. Still, I have seen our lake fog in quickly such that at a mile or two out you could no longer see shore. A chart and a good compass come in very handy on such occasions.

As for a day cruise across the lake, an overnighter, or an extended cruise, charts are an absolute must for all the obvious reasons. Digital charts are great and the tools that come with them are amazing, but regulated or not, traditional paper charts on board ship are a must, even if they remain stowed for the entire season. Batteries go dead and electronics break down, just when you need them most. I would never go anywhere without them and my recommendation is that every boater have their paper charts on board.

CRUISING NOTES

Someone went to a lot of trouble many years ago to make the Western Islands a convenient place to stop over for the night when they drove their metal stakes into the rocks at the water's edge of a couple of the islands. With good fenders, you could tie up safely to the rocky shore and know you were secure.

We discovered the Western Islands back in the late sixties and tried to visit them at least once each summer during our meanderings on Georgian Bay. In those days we would usually be the only sail boat there, unless an odd one stopped by for an hour or two, or some fishermen motored through to try their luck. It was but seldom that another boat remained overnight. Usually we had the place to ourselves to enjoy its pristine and often "other-worldly" landscape.

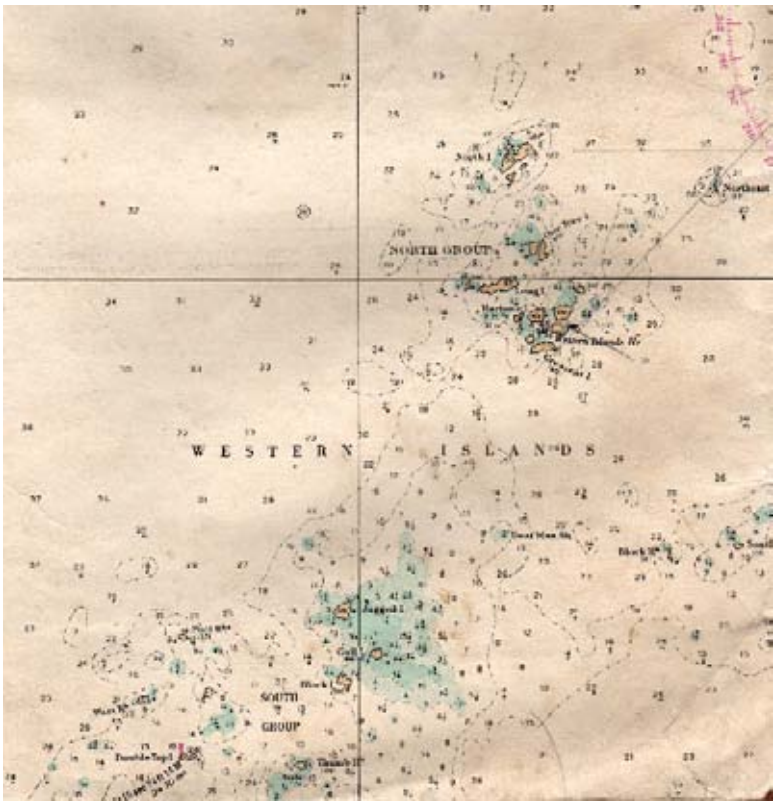
The islands I speak of are the North Group, located out in the open about nine Miles west of O'Donnell Point and about twelve Miles north-north-west of the Hope Island light. It often happened on hazy days that all you saw beyond the islands was open water, giving the impression that you were in the middle of nowhere on some exotic atoll far away from civilization. At other times, on a clear day, from atop one of the higher islands (three or four of them are about 60 ft. above datum) you could make out the entire south shore of Georgian Bay.

The north group of the Westerns forms an excellent harbour of refuge and it was said that it had been regularly used for this purpose by commercial fishing boats. In the early days you could still find the remnants of a shack, a wooden shelter built on the smooth flat rock

of the island shown in the centre of photo at the top of this article. Except for several stout metal stakes driven into the granite, perhaps securing a dock once upon a time, all that is left there now are the remains of several camp fires.

The crystal clear water between the higher easternmost islands which forms the harbour is well protected from most directions, especially the north west from which you can get substantial waves when there is a good blow across Georgian Bay. The numerous low islands on the north west side of the group make for a well protected anchorage.

In spite of the clarity of the water, I would not drink it, though. The area is a seagull rookery and earlier in the season thousands of birds make these islands their home. I remember hiking the islands in the early summer and finding numerous nests scattered on the rocks, many with their speckled brown eggs and others with chicks of much the same colour. It was strange though that when a friend and I tied up there for the night on the way to Parry Sound about three years ago, there was no evidence of either seagulls nor the remains of their nests. Perhaps we were too late in the season.



To go to the Westerns we usually approached from the south, since our home port was Midland. This same route can be taken from Port Severn as well after leaving the buoyed channel and entering Midland Bay. We would sail to the "Gap" as we called it, past the south point of Beausoliel Island, and make our way to the north east tip of Hope Island. From the red flashing buoy we set a course of about 331T and headed for the Southeast Rock. When it eventually showed up on the horizon and we approached it, we kept the low rocky island fairly close on our starboard to give us plenty of water depth. From here we simply headed for the higher islands up ahead and usually turned in at the entrance marked *Western Islands Hr.* Once entered, you do need someone on the bow to check the bottom. By the way, the chart to use is 2289, *Giants Tomb Island to Lone Rock.*

The track from the Westerns to Red Rock outside of Parry Sound is a clear run and we have done it in both directions on many occasions. Of course, if you prefer to sail out in the open, it is a great departure point for the Bruce Peninsula, or for anywhere else for that matter.

While we did sail out from O'Donnell Point to the Westerns one summer, there is really nowhere else to join the inside channel without running into a veritable rock garden. Perhaps now, with GPS charting, such may just be possible. Whatever, the Westerns are definitely worth a visit.

Not a Piece of Junk

By John Hicks

Over the past winter John Hicks spent some time in Florida, part of it around Cedar Key. While there he came across a seasoned senior sailor who had made some rather interesting modifications on his small ship which he single-handled off the Florida coast in the Gulf of Mexico, small ship meaning just twenty feet. That is small for salt water. There is hope for your editor and his 21 ft. Venture yet. I asked John to tell us about his discovery. Here is his story:

I wrote the owner/creator of the junk rig two weeks ago in Alabama.I suspect he did not get the letter since he is still sailing the inlets and salt marshes all the way from Cedar Key to Pensacola.

I can tell you that his boat is a 20 foot San Juan modified. He took the regular mast off and used it as a mold for the carbon fibre mast he created and which you see in the photos. He had to move the mast forward for balance, and he extended it to the bottom of the hull where it is cupped firmly on the keelson. The opening for the mast on the deck is shimmed with small hardwood wedges so that it constantly tightens down into the deck (an old and best method for fixing a mast without stays). The sail with its 7 (booms) was hand-made by the owner, and complete with lazy jacks, raises and lowers with ease and at a moments notice. Notice the mast is enclosed in a boot to keep it from leaking rainwater.

The boat is entirely self-sailed, in fact he doesn't want any help on board whatsoever. I watched him raise this sail in a wind without any effort and drop it instantly.

It is a centreboard boat with metal board. He told me that he plans to go to fibreglass eventually, but I have forgotten why he wanted a glass board.

The bearded skipper is my age, almost 70 years old, but he looks 20 years younger (omitting his white beard. Look closely at his legs and feet, and his face - he really has no wrinkles, sun spots etc. His diet is largely nuts and pecans, oatmeal cereal and organic foods.

He sailed from Fort Meyers (Sanibel Island) up to Cedar Key (about 200 nautical miles) in 4 days all alone, through bayous, salt marshes, clam shoals (deadly on a boat hull), and rain storms. He is a man for all seasons this guy. I truly admired him. He reads Henry Thoreau's Walden for entertainment while marooned in rain storms or bad winds. He doesn't like modern society at all, won't take any I-75 series of highways or any roads for that matter that specify 65 mph. He drives all the back roads to anywhere.

It was a joy meeting this sailor, truly married to the sea. He told me that if he died at sea, even alone, he would be happy. He is married to the wind and the water.

John tells me that if he were ever to have the opportunity again, and have a berth once more to keep such a boat, his wish would be to do the same thing, acquire a San Juan and convert it in exactly way as the old sailor did. There is no doubt that he was thoroughly impressed with the little ship. Editor.

Storm Warnings

By Nancy Glover

A relaxing late day sail was on our agenda. We arrived at the harbour just as many of the other sailboats were returning to their slips. Dark, stormy-looking clouds were forming to the north end of the lake, and the wind appeared to be increasing. We tuned into the marine weather channel on our VHF radio of Omigosh, our 22 foot sailboat. The latest predictions were for cloudy, cool conditions and a small craft wind warning. Great. Sailing without wind isn't any fun.

At this point the gathering clouds were darkening and lightening could be seen within them. We were sure this storm would pass over Orillia, many miles to the north of us. As a precaution we planned to sail within sight of the harbour. A member of the yacht club expressed his surprise that we were continuing to prepare to leave the harbour. We invited him to join us. This turned out to be one of the best decisions we made that day.

We soon left the safety of the harbour, hoisted our main sail and unfurled our jib. We were sailing along at a nice pace of about 5 knots. The storm suddenly veered. We quickly tacked around to head for home. Too late. We were caught in a violent storm with heavy winds and way too much sail up. We were heeled so far over that water was pouring over the coamings into the cockpit. Our leeward winches were underwater.

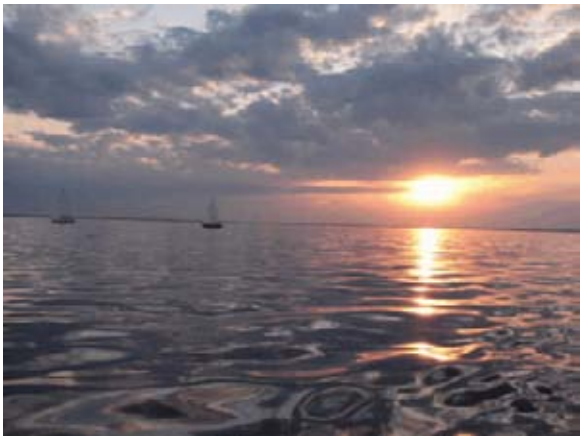
When we approached the harbour, our skipper turned the boat into the wind to drop the sails. Neither sail would budge. He had to leave the tiller and handed it over to me while he headed to the bow to fix the furling unit for the jib. At that time I was still a very new sailor and this made me very nervous. The wind was so strong I couldn't keep her into the wind. Luckily we had our guest onboard. He was an experienced sailor and able to take the tiller to keep the boat heading the right way. Up forward our skipper was able to get the rope back into the furling unit and he dropped the sail onto the foredeck, securing it with a bungee cord.

Now we were ready to drop the main sail but it still would not budge. My skipper and our friend, who handed the tiller over to me, both went up on deck but I couldn't hold the boat into the wind. We spun around in a full circle. Thankfully they held on and after

fighting for what seemed like ages, they got the sail to release, dropped it and secured it with more bungees. With the wind pounding us we motored along barely moving and still healed over about thirty degrees!

Our skipper managed to manoeuvre the boat safely back into the slip. We were wet and tired but safely home. After re-packing the sails and closing up the boat we sheepishly headed for the car knowing we made some mistakes that day.

I have a friend and fellow sailor that says, "*If you can sail Lake Simcoe, you can sail anywhere. This lake will throw every condition there is at you."* Simcoe is well known for fast and violent storms that blow up very quickly. In fact, the navigation charts have a warning printed right on them. Make



no mistake; this is not a little cottage lake. If the weather is bad, stay put.

My friend also says, *"She's a nasty little lake."* That day, he was right.