

DOCK LINES

Spring 2011



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From the Bridge

Fellow members of Sail Georgina, your executive welcomes you to a new sailing year. We look forward to a season of fun and fellowship through our on water and social events. Every member of the Bridge will proudly fly their flag of office, and will be available for your input.

The season gets underway with the Spring Tactics Workshop. This seminar is a must for all sailors, and will illustrate efficient techniques beneficial not only when racing but for general sailing as well.

The town lottery has changed, reducing the number of transient slips and increasing the seasonal by four. We encourage members to welcome the new seasonal slip holders and continue your excellent reception of transient guests.

As club members, you have an obligation to spread the work load amongst you as evenly as possible. Your work hours and harbour watch participation are essential. Signing up on the web is convenient and easy.

The racing schedule has been set and Race Director Jeff Reid has incorporated

something for every sailor, from serious racing, to fun competition events and training with fun spinnaker racing nights with everyone welcome.

Our Community Sail group with Reg Blanchard at the helm has grown and become a viable part of Sail Georgina. We must however manage our aging fleet of boats. This spring the inventory will be assessed to determine their viability and usefulness. The assets not making the cut will be liquidated and offered to the membership first, then to the general public for sale. Proceeds will be retained for replacement of inventory or upgrading existing equipment.

Sailing School - Last year's poor attendance, both youth and adult, with a financial loss to the club, has brought home the difficulty we have as an organization in terms of the input of effort required to make this a success. This year we will be running a youth only one week course. In the past we had members with the ability and time for Sailing School and it was their outstanding efforts that gave us our past successes.

On the social scene there will again be the Pig Roast, the on-the-dock pot luck following the racing or just impromptu social

get-togethers any time we like it, and the outstanding Sail Georgina Race week end. These events have been great come and enjoy.

Hear Ye! Hear Ye! Hear Ye! - Royal Wedding Announcement: Let it be known that the reigning Queen of the Helm - Marina was united in marital bliss with that upstart Newfy sailing Prince - Carl White. The Bridge extends their congratulations and wishes them both smooth sailing.

The Bridge looks forward to sharing another fantastic sailing season with you.

Best regards,
Your Bridge



Our Commodore Tim Ayers.



Our commodore ready for the annual sailpast.

FROM THE ENGINE ROOM

By Hessel Pape

It is a good thing that this publication is not a for profit oriented, paid subscription kind, date sensitive news organ - I would be fired for sure for getting it out so late. But then, it has been a very busy spring.

The spring has also been very busy for those good members of our club who promised contributions for this issue, but had no time to complete them or get them in to me.

I do sincerely thank those who did, Nancy for another great article, Chris for his Lake Simcoe Summer Events, and Mary who changed the title of her column to "Meals on Keels".

I do wish to mention here the outstanding Sail Past held on June 11, an event which together with the reception afterwards, elicited numerous accolades. Mary And I were sorry to have to miss it.

Already I look forward to receiving your submissions for our fall issue of Dock Lines, both your stories and articles, as well as any photos you take over the summer season.

May the winds blow favourably for you, and may you all be winners of every race.

Hessel H. Pape
Editor

The Kobo E-reader

By Nancy Glover

I have a confession to make. I don't know how to text, use my cell phone to take videos or photos. When I need photos up-loaded from the camera I get my hubby to do it. I don't own an i-pad, laptop, or even an i-pod. Every year I have to relearn how to do the even most basic of tasks on the boat's GPS. Basically, I am not a gadget person. But, I love my Kobo.

One of my favourite pastimes, both on the boat and off, is reading. When cruising I often read a book every day or two. You can just imagine the space this takes up on a three week trip. An e-reader is a great solution to this problem.

The Kobo e-reader stores up to a thousand books and has a memory expansion slot so even this can be increased. Books are readily available on line through Kobo, Chapters, the local library, and the Ontario Library Services. The Kobo comes with 100 classics and retails for \$139 at Chapters or Walmart. By signing up for Kobo's newsletter you get discounts emailed to you at least weekly. The discounts vary from \$1 off to 30% off, so it is prudent to wait till something comes up, unless of course you need something new to read right away. I belong to a group of Kobo users who email each other the discount codes since we don't always receive every one of them. You can also go to the Kobo website and find discount codes most of the time. The result is that top selling novels are often less than \$10 each.

At home the Kobo is charged by plugging it into the USB port on the computer. For approximately \$25 you can purchase a Duracell 3 in 1 charger at Canadian Tire in the automotive section. It can be used to charge your Kobo with a household outlet or a car charger, making it easy to recharge while away from your home computer. It can also be used for your cell phone, providing you bring the correct connector.

Since our sailing season has not begun yet, I don't know how well the Kobo will hold up in the wet environment, but one of my Kobo friends puts hers into a zip-lock bag and reads in

the tub, so I don't believe moisture on the boat will be an issue.

The Kobo is back lit so I found it easy to read in the sunshine. The font can be changed and the size of print increased for aging eyes or forgetful minds who can't find their reading glasses. The unit is small and light, making it easy to pop into a bag and easy to use in bed. The Kobo is Wifi capable, which should prove useful should you need a top up while cruising.

You can purchase many non-fiction books, and find many free books, including books on sailing, at

www.projectgutenberg.org

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Recently I tried to read a hardcover novel that I had been looking forward to. I found it too heavy and awkward. I immediately went back to my Kobo. Since I don't like reading for long on the computer, I thought I might miss the having a real book. I don't miss it at all. In fact, I don't like having books around that need storing and dusting. In short, I love my Kobo. □

Ed. Note: And here I was looking around our little ship trying to figure out where to install a bookshelf.



The Bosun Locker

Anchoring Issues

While cruising up Georgian Bay last summer we encountered some serious anchoring issues involving a dragging hook, especially in stiff winds, which we seemed to have nearly every day - it was an exceptionally windy summer last year - and weedy muddy bottoms in the coves we happened to choose for the night. The tons of such weeds and sticky clay that came up with our anchor was back breaking, especially since I had to haul up the anchor off the bow, along side the ship. Inevitably this process tended to scrape the hull, leaving tell tale marks on the beautiful green finish.

I decided that the solution was to install a bowsprit with anchor chutes and rollers. I considered the stainless tubing arrangement, custom made for the Grampian, but the cost was rather pricy at approx \$1200. We looked at and photographed several home brew wooden projects on boats that we saw at the Hawkstone club where we visited to raise our mast. It was definitely the way to go.

The Rigging Shoppe just happened to have a couple of anchor chutes with rollers on sale and my brother had some nice odds and ends of ash, which I felt was a suitable variety of wood for the purpose. It is as tough as oak, and used for canoe gunwales and snow shoes. The fact that the supply of wood came in small boards was easily solved by cutting them up and planing them into strips of uniform width and thickness.

I had planned to have more open slots in the design, but strength considerations and space for the hardware limited these. There also had to be a considerable space left open for the stem fitting, such that there was enough room to insert the pin when installing the fore stay.



After deciding on the total length of the bowsprit, with enough overhang such that the anchors would clear the boat, it became a matter of cutting the pieces to their various lengths, laying them out for more planning, and committing to the final design.

Because of the lamination, I decided that I would avoid future grief by putting a threaded rod through each end to keep things together, and pre-drilled all the pieces before



glueing the whole assembly together with epoxy. Of course, I never get things dead flat, so when the epoxy had hardened, the whole



thing went through the thickness planer to get the top and bottom flat and smooth. The fore and aft ends, as well, were cut straight on the radial arm saw, although a skill saw, carefully guided along a squared line would probably have done the job.

Installing the bowsprit on the boat presented more problems. Since I did not want to cut into the toe rail, I made a cedar pad to go under the board. My nephew has these neat attachments for a hand held grinder which he uses for carving. He shaped the bottom of the pad to conform with the curve of the deck. Altogether it gave great stability to the new bowsprit.

Attaching the unit to the foredeck did not prove to be much of a problem. It was back to our local hardware for carriage bolts.



Over the years they have made a fortune on my purchases of stainless fasteners for the boat. Three of these carriage bolts through the bowsprit, cedar spacer and the deck hold everything securely in place. The other thing I did was to use the four holes already there through the deck for the mooring cleat and since bolts of the required thickness (I needed them to be 5" long) were not available, I used threaded stainless rod to through bolt the cleat back in place. And of course, below deck there is now a sturdy bit of mahogany plywood to support the bolts. And by the way, we also moved the pulpit stanchion further forward.

All that remains now is to visit Georgian Bay again this summer and try out our new anchoring procedure. □







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Trouble with the Compass

By H. Pape

When last year we took Sally Rose, our 26 foot Grampian, through the canal system and cruised the Georgian Bay for a couple of weeks, it was a great opportunity to test out some of our new equipment and recall our navigation skills.

One such challenge involved finding a YB buoy on hazy morning with the rising sun glaring in our eyes. Our little yellow Garmin GPS gave us the course which we followed on our beautiful new Contest compass. No buoy.

Finally after searching in every direction we spotted something in the distance. Next we needed to locate a series of red sticks which would guide us along the entrance of the channel. Again, our compass was of little help - the charts must be wrong.

The upshot of it all was that we decided that there must be some significant deviation on board our ship. The keel? Wiring? The tool box?

I retrieved the compensator from the old compass Contest compass that we had replaced, and after some adjustments fitted the compensator unit into our new one (the plastic covering where it slides in had to be cut out).

Late this spring we tried to go through the exercise of swinging our compass, but no matter how much adjusting we did, we could not get the compass to agree with the readings on the course plotter, or, for that matter, the course line laid out on the chart. We could not get it any closer than some 15° from where it was supposed to point. I could see an involved deviation chart and cumbersome calculations each time we laid out a course, especially if we were to sail some longer stretches on Georgian Bay.

The mystery is solved!

The compass is located barely an inch or two from the companion way doors, which are installed with lovely nickle piano hinges. Removing the door, hinge and all, caused the compass to swing through nearly 20°, and

actually pointed north to where our course plotter told us it should be pointing. As far as the compensator was concerned, it had to be turned back to what I might call zero, and only a tiny amount of adjustment was needed to get the compass to be dead accurate.

The piano hinge on the door I always understood to be a nickle plate brass. After all, they had been installed on the companion door of a boat. Who would use anything else but brass, or stainless, or bronze fittings such as the cleats were on a previous boat I had owned.

A small magnet was the final proof when it stuck tenaciously to the offending hinge.

At our local hardware I found just the piano hinges I needed, brass! Beautiful and shiny. That was till I turned over the label and found in very fine print “steel in brass finish”.

For now the hinge on the door next to

the compass is replaced by a couple of “solid brass” hinges. I know they are solid brass because they don’t stick to a magnet - I tested them.

The moral of the story is that one should always be vigilant about anything ferrous in the neighbourhood of the ship’s compass. But then, everyone knows that. It won’t do to lay out a course across the lake and end up even 5° off, or wonder why, when following the course by compass according to directions on your course plotter, and wondering why you are constantly going off track.

In a similar vein, one of my brass screws on a chock I recently installed showed signs of rust. The beautiful golden coloured screw ended up to be a brass plated one. I always try to remember to carry a magnet when purchasing brass screws. □



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MEALS ON KEELS

By Mary Pape

Being cruising people by nature, we need to carry canned goods on board. We do have a cooler in the cockpit, but still, we rely on canned goods for most of our meals. We keep these cans in dish pans (picked up from the dollar store) in the lockers under the cabin seats, their contents sorted as to meats, soups, vegetables, etc. We learned of a great device from somewhere - to line the lockers with carpet underlay. That way, if any heavy objects, such as the canned goods we are talking about, should bounce out and about during rough sailing, the hull is protected.

Now to deal with the cooking of canned food. I can tolerate almost any canned product except canned vegetables! With the exception of canned corn, I find them to be quite unappetising. So, confronted with the option of either eating canned vegetables, with some fresh thrown in as a rarity, or none at all, I decided to find some way of jazzing up these unappealing legumes for some enjoyment in gourmet dining if that could be a possibility. I perused my favourite cookbook A Cookbook for Kitchen Klutzes, each recipe with no more than four ingredients, to find some ideas. So, if any of you are in the same boat - cruisers that turn your noses up at canned vegetables - then here are some ideas, most of which I tried while cruising last summer. The only catch is that you need to keep a few extra ingredients on board to help these vegies meet their target! I have made sure that no ingredient needs refrigeration, maybe only to be in the cooler for a day or two. Here are nine suggested combinations:

1. Oranged -up Carrots: heat canned carrots, add some orange marmalade, ginger and butter.
2. Glazed Carrots: heat canned carrots, add

honey or sugar, butter and grated orange rind. Stir until coated.

3. Asparagus Almondine: heat canned asparagus, add slivered almonds sauteed in butter and lemon juice (reconstituted).

4. Asparagus Mimosa: heat asparagus, add lemon juice, butter and sprinkle with chopped hard cooked eggs.

5. Green Beans Napoli: if you can remember, early in day, or better still, the night before, combine $\frac{1}{4}$ to $\frac{1}{2}$ cup sugar, 5 peeled cloves garlic and up to 1 tablespoon or less salt in a bowl. Pour over canned green beans (they suggest 6 cups of the green things!) in a bowl, stirring once in a while, and leave for a few hours or overnight. Heat gently in pan for 10 minutes. With the left overs, you can mix them with black olives, shredded lettuce(?) and onion rings for a salad the next day!

6. Tangy Beans: drain canned green beans, reserving $\frac{1}{2}$ cup of the liquid. Put liquid in pan with $\frac{1}{4}$ vinegar (they suggest cider), 2 Tbsp. Sugar, salt & pepper. Mix well and add beans and 1 Tbsp. of diced pimento. Let stand for 2 - 3 hours and then bring back to simmer and serve.

7. Tangy Beets: heat canned beets in their liquid. Drain and add lots of butter, 2 Tbsp. of horseradish and 1 tsp. of prepared mustard and heat over very low heat.

8. Peas & Mushrooms: heat 1 can drained mushrooms, 1 can drained peas, 1 Tbsp. olive oil and 1 Tbsp. butter.

9. Pea Pimento Toss: drain 1 can peas and add to 3 Tbsp. oil and $\frac{1}{2}$ cup chopped pimento in a pan. Heat slowly covered and season with salt & pepper.

That's it folks! Any ideas that you have to add pizzazz to canned vegies, I would love to hear from you. I did not include canned corn recipes because this canned vegetable I can tolerate, even enjoy! □

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Lake Simcoe Summer Events

It seems that our club always has events on the go, and every weekend from May 24 through Thanksgiving fill up quickly, but there are a few events coming up around the lake this season that may be worth adding to your own schedule even if they aren't on the club's. Here are a handful of events that are all do-able by boat. Some of them may require a taxi, or tipping your mast to get through the narrows. Travelling by boat, you won't have to worry about driving home afterwards since you can sleep off any libations before you turn on the engine...

When?	Where?	What?
June 3 – 5	Sutton	<p>Blue Bridge Festival The festival begins at the Georgina Pioneer Village on Friday June 3. At 7:30 pm nationally recognized Classical and Jazz Musicians, Poets, Opera Singers, Singer Songwriters and the Blue Bridge Festival Choir will be performing throughout this charming historic museum on the south shore of Lake Simcoe. Join us after for a Reception on the Village Square. Tickets are \$15 or Pay What You Can.</p> <p>Saturday June 4, Blue Bridge's Music at the Point returns to the Jackson's' Point Bandshell from 1pm-4 pm for an informal afternoon of Jazz, Folk and Light Classics. Poetry Readings will be held at the Peter Gzowski Library, Sutton at 2 pm. Admission to Blue Bridge Saturday events is by donation. www.bluebridgefestival.com</p>
June 4 10:00 – 5:00	Centennial Park, Barrie	<p>Celebrate Barrie! Join in the fun and celebration at Celebrate Barrie! The 12th annual celebration of our community will be held along the beautiful shores of Kempenfelt Bay on Saturday, June 4th from 10:00am to 5:00pm. This free festival features fun for the whole family including inflatables and rides, animal shows, local entertainment on two stages, historical reenactments, and over 50 community groups providing hands-on activities.</p>
June 4 – 5	Beaverton Community Centre, Beaverton	<p>Antique & Collectibles Show & Sale Saturday, June 04, 2011 to Sunday, June 05, 2011 - Sat. June 4-10 a.m. - 5 p.m./Sun. June 5 - 10am-4p 705-426-9641 www.btehs.com</p>

June 10 - 12	Orillia Waterfront	Orillia Spring Blues Festival Details to follow at http://www.orilliaspringblues.com/ Sorry big boats – you'll have to hitch a ride with one of the little guys to get under the bridge!
Every Wednesday Evening	Heritage Park, Barrie	Lawnchair Luminata A free summer series held every Wednesday evening throughout the summer featuring a diverse range of theatre, music, film, literature, and art all set in beautiful Heritage Park. (Right next to the free slips!!) Before heading over, check the schedule at www.lawnchairluminata.com since not all events are in the park.
July 1	Lagoon City	Canada Day OK, Canada day is great from you boat ANYPLACE! But I think Lagoon City has the best event for boaters. Between the pontoon boat parade, Pirates on the Lagoons, and raft up party by Crates, they really put on a good time. Check on reciprocals at LCYC before heading over.
July 2 – 10 th	Everywhere	Canada Family Fishing Week. License-free fishing – go out with the kids after work! Sailboats are great for drift fishing – we just drift a little faster!
July 8 - 10 th	Tudhope Park, Orillia	Mariposa Folk Festival Thrilling audiences for over 50 years with an incredible weekend of music! Fantastic lineup includes twelve-time Grammy Award winner, Emmylou Harris! Emporium, artisans' village, folkplay area for kids, great food, beer tent & more! Tudhope Park, on the shores of Lake Couchiching, (705) 326-3655 Sorry big boats – you'll have to hitch a ride with one of the little guys to get under the bridge!
July 16 – 17 11:00 – 4:00	Briars Resort, Sutton	Purple Turtle Arts Festival Come see amazing artwork! Stroll through the meadow, enjoy food at the Briar's.
July 29 – Aug 1	Barrie Waterfront	Kempenfest One of the largest outdoor arts and crafts festivals featuring over 300 artisans, antique show, great food, children's activities, and entertainment.
August 13	De La Salle Park, Sutton	The Floating Water Festival SPLASH The Floating Water Festival is the first step in the development of a visionary ONTARIO WATER CENTRE on Lake Simcoe. Visitors will be immersed in a full range of fun experiences that will enlighten and excite and open doors to new ways of celebrating water. A unique and outstanding event for the whole family.

CRUISING NOTES - PART 4

The Atlantic 1971

By Hessel Pape

Back in July 1971 I had the privilege of sailing aboard the Waterwitch off the coast of New England with her owner, Bill. He had bought the boat, the first of some 1000 twenty six foot Grampians produced between 1968 and the late seventies, off the floor of the 1969 Toronto Boat Show. How I ended up sailing with Bill was the subject of the earlier parts of this serial and can be read in previous issues of Dock Lines. By the end of part three, in the fall 2011, the two of us we have set out upon the open ocean and were on our way to Bermuda .

It was a couple of hours after we headed into the open ocean from Newport on that Sunday evening, July 4, that Bill said, "Well, Ol' Boy, we now start our official watches. How about you do the first watch at eight and I'll do the middle watch." He then explained that the system of watches works as follows:

8 p.m. to midnight - first watch.

Midnight to 4 a.m. - middle watch.

4 a.m. to 8 a.m. - morning watch.

8 a.m. to noon - forenoon watch.

Noon to 4 p.m. afternoon watch.

4 p.m. to 6 p.m. first dog watch.

6 p.m. to 8 pm. - last dog watch.

The purpose of the dog watches is to make an odd number of watches in the 24 hours, thus giving us different watches each day.

Thus Bill gave me the first watch, which meant I would have a four hour sleep from midnight till 4 a.m. and catch up on some sleep in the morning. At least, that is what I thought. It was not to be. Not only did Bill have a habit of waking me a good half hour before it was my turn at the helm, but he would frequently call me up on deck while I was asleep to do something or other with the sails.

"I need you to check a line on the fore deck," he might tell me, "and remember to use your harness and life line, and clip yourself to the boat. Wouldn't want to lose you overboard in the dark, Ol' Boy."

Not a single off-duty period for me went by that he did not wake me for some sort of assistance, usually on the fore deck. The second surprise was that when, after breakfast on the first morning out on open sea, I wanted to catch some shut eye because I had been at the helm since four in the morning, and had barely three hours of sleep that night, Bill replied,

"Sleep in the day time? That is crazy. We never slept during the day in the navy. No, it's your job to make us some breakfast. Then there are the dishes to clean and put away, and the cockpit needs cleaning. Why don't you find a cloth after breakfast and do a job on the decks. We have to keep busy and make good use of our time, you know."

The upshot of it was that I had very little sleep during the first week. Somehow, though, Bill

seemed to get his rest. I had never any cause to wake him during his turn down below, and he seemed to be one of those people who was skilled at short power naps during the day. He had a neat habit of telling me that he needed to do his navigation. He then went down into the cabin, shut the companion way "so the charts would not blow about" and fell into serious thought with his eyes shut. One would then hear the odd bit of snoring, would you believe, in broad daylight. At other times, Bill always needed to be doing something - he could not sit still and relax - and usually I was at the helm most of the day time because "he had things to do".

Another "Navy" issue came up early on after setting out on our ocean voyage. When, because of his chart work an adjustment in course was required, Bill insisted on a set procedure when I was at the helm, as was the practice on the bridge of a large naval vessel. Following his instruction such as, change course to 221 by the compass, Ol' Boy, initially I replied,

"Okay."

"That's not how we do things here. You must repeat the course out loud, and when you are on the new course you say, 'steady on two two one'. So let's do this again. Change course to two two one by the compass."

"Change course to two two one." And then, "Steady on two two one."

Bill then explained that things were done this way to prevent any misunderstanding, to make sure we had heard each other, especially when the wind or the waves were noisy. Sadly, I never had the chance to give such an order to him, since he did all the charting.

The one solace was the self steering gear. A wind vane installed on the transom controlled a second smaller spade rudder which, when the sails were correctly balanced and the wind vane was adjusted just so, would keep the boat on a predetermined course as long as the wind remained steady and from a constant direction. The latter was usually the case since away from land there was no shore effect. Being at the helm implied checking the compass regularly and occasionally making tiny adjustments to the self steering assembly. On a clear night you could lie back and keep your eyes fixed on the stars, lining up their pattern with a shroud and re-aligning them every fifteen or twenty minutes or so, on account of their movement around the sky.

Another surprise to me was the incredible stench of the ocean, especially during the first couple of days out. Somehow I had expected a lovely fresh salt water scent in the air, the sort of smell I remembered from childhood wafting in from the North Sea on the beaches of Holland's west coast. Instead the odour was rather sickening, especially when it was heated or when we used the sea water with soap for washing up, which did not help when coping with the constant movement of our little ship. Though I never was really sea sick, even when we encountered the heavy seas during the middle of the week, I felt miserable much of the time such that food became only a necessity rather than a pleasure. As for anything stronger than tea or coffee, neither of us had any interest. Hence our meagre supply of beer and alcohol remained untouched. I am quite convinced that the horrid smell of the sea water contributed a great deal to my discomfort. Of course, when our little ship started to bob around in earnest during the middle of the week, a dose of Gravol did the job.

The one thing we really needed to watch was the horrendous amount of garbage that we encountered floating about. There were several occasions when Bill or I spotted a wooden packing crate, a steel barrel, or something similar floating about. It certainly would not do to collide with

such things.

“It’s a convenient way to get rid of the garbage,” Bill said. “Just dump it into the ocean and you are rid of it.”

In fact, about 5 Miles south of Brenton Point there is a one square mile area on the chart marked *Dumping Ground*. I never really knew its significance till then. Large ocean barges filled with garbage are towed out to this area, and hatches in the bottom of the barge are opened through which the cargo of garbage presumably drops to the ocean floor some 109 feet below the surface according to chart datum. I know of another such dumping area outside of Boston.

Even two or three days out from shore there was garbage floating around. The problem was that at night, in the dark, it became a matter of trust that we would not hit some larger floating object. Running into such flotsam could cause serious damage on the hull and a holed ship was not the sort of thing we wished to deal with on open ocean.

For the rest of it, the first couple of days out were rather uneventful, boring in fact, just sky and water. After the first night of sailing, while the lights of the shore line dipped below the horizon one by one, any sign of land had disappeared in the morning. Our bit of terra firma now consisted solely of the twenty-six feet of deck and cockpit. An extended walk to the front deck meant a climb over the cabin because along side of the cabin we had four jerry cans of diesel fuel securely strapped to the boat. Of course, an alternate route to the fore deck of our domain was through the hatch in the fore cabin.

We did, however, have the company of a few birds most of the way, a few brown seagulls and some cute small birds I was not familiar with. They flew about most of the time, sometimes seeming to walk on the water, but they never actually alighted to float on the surface. Where they got all their energy I will never know.

We also saw the occasional commercial vessel, likely coming from or going to New York as we seemed to be sailing in the vicinity of some major shipping lanes. These large ships, of course, were to be given a wide berth, though one of them seemed to be curious enough to change course for a closer inspection before resuming its way. At night, too, it behoved us to keep a careful watch for these ship because, Bill concluded, some of these large commercial ships might not keep a careful watch on the bridge. Besides, we would likely not show up on their radar screens by dint of our small size and the fibreglass construction of our vessel. We probably we would not reflect a signal to make a mark on their screen.

Our other encounter was on our second day out when an old fishing boat approached and circled us curiously. Eventually they came quite close to us and well within haling distance. No, they were not a commercial fishing boat, but they had bought the old boat, they claimed, to convert into a pleasure craft. The spokesman aboard wanted to know what we were doing so far out at sea and where we were headed. I have quite forgotten Bill’s reply to them, but apparently satisfied they turned and left us alone, soon disappearing beyond the horizon.

In retrospect, what with stories over recent years of piracy on the high seas, one wonders what indeed they were up to, but then, I am sure that they were just being concerned about such a small sailing ship so far from land.

By the next day, our third day out, things became rather hairy, but that will be a tale for the next instalment.

Sail Georgina's best kept secret at an unbelievable cost

The Community Sail Program

Unbelievable - access to a fleet of sail boats and much much more.

How it all started:

Sail Georgina is a pretty cool secret 48.5 nautical miles north of "Toronto" where a group of scurvy sailors started a Dinghy Sailing Club at De La Salle Park in 1984, and when that location was no longer available not to have the wind taking out of their sails they moved to their present location at Jackson's Point Harbour in 1999. This little Club started over with a Clean Slate and only three slips but she was destined to grow. In 2002 the dinghy docks were added and in 2004 Sail Georgina established its own sailing school, and with Trillium Grant Money a fleet of CL-16's was purchased. By and Large the dinghies were purchased for sailing school, but there was an opportunity to let the members of Sail Georgina use the fleet when not in use by the school and thus the present day Community Sail Program was born.

I enrolled in the adult sailing class in 1998 and received my White Sail One. During that course, the class was asked if anyone would be interested in running the Community Sail Program and while everyone else stepped back I just stood there "Between the Devil and the Deep Blue Sea", ever since then I have been known as fleet captain Dinghy. The Club officially "Pressed into Service" the Position Fleet Captain (Dinghy) in 1999

The Program includes:

- Access to the club's CL16 dinghies for personal use (Two presently rigged for trapeze)
- Dinghy Racing Program
- Crewing opportunities
- Voting rights at the SGA general meetings
- The right to hold a space on the SGA slip waiting list
- Social Activities
- Pot Luck suppers at the harbour
- And many more activities

All that at the unbelievable cost of **nothing** – well nothing for the senior members (those who have boats in the harbour) all others wanting to use the fleet must pay the unbelievably low cost

of \$120 a season and for that unbelievably low cost you get access to a fleet of sail boats all summer long. Wow that's unbelievable!

I see the future of the Community Sail Program as a self sufficient entity of Sail Georgina Association, for its senior members and the community alike. I also believe that with membership numbers around 30 and a realistic increase in the Community Sail dues, that this little program will thrive, bringing sailing to a lakeside community at a very reasonable cost. I would personally like thank the Executive of SGA for their support over the years to make this program (Sail Georgina's best kept secret) possible.

This is where I need your help - Please tell everyone you know about this wonderful program for if we don't grow I believe we will slowly take on water and founder.

Reg Blanchard (SGA Fleet Captain Dinghy)

PS this position is for "sail"

May the sun always be over your Yardarm

