

SIGNAL

BRONTE HARBOUR YACHT CLUB  JANUARY 2016 NEWSLETTER

*Look!
We found a
Christmas elf!*

Sam Spares with grand nephew
Carter Murdock at the Carol Sing

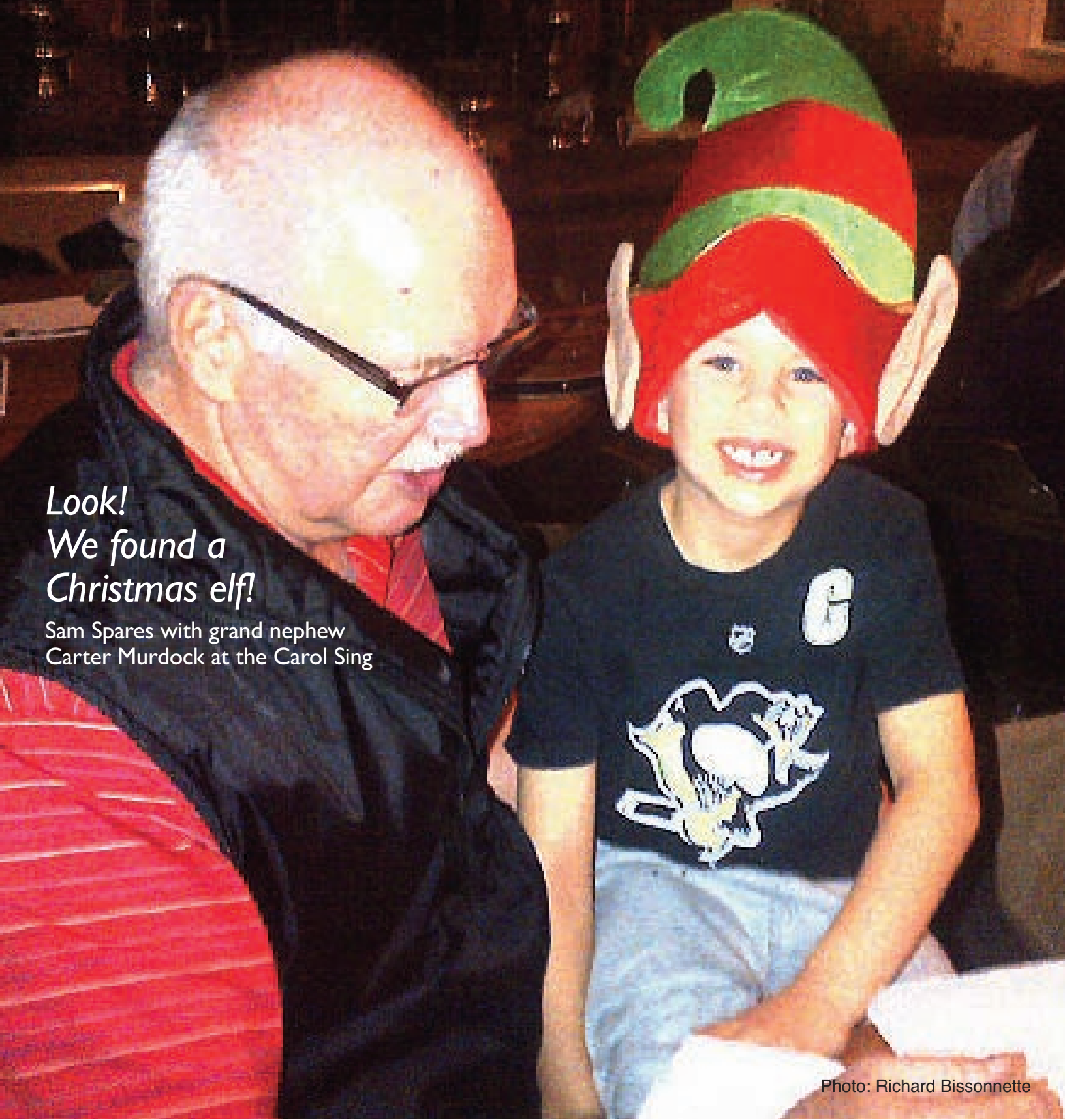


Photo: Richard Bissonnette

SIGNAL

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The SIGNAL

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Thursday 16:00-20:00
Friday 16:00-20:00
Saturday 12:00-20:00

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To blow or not to blow

Word on the street is that one of Ron's neighbours hates anyone with a leaf blower and has conspired with some like minded loonies to form an advocacy group to ban leaf blowers called 'Let's Rake'. The Let's Rake radicals have even hosted meetings at Oakville Town hall to enlist people to their cause. Ron, it seems, wants to maintain his British North America Act legacy rights to blow leaves. - **Bengt Qatar-Pin**, BHYC senior member



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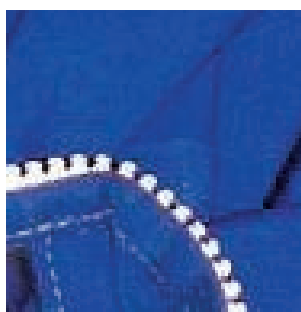
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Getting down to business

I trust you have all had a Merry Christmas and enjoyed welcoming 2016 with family and friends. I would also like to take the opportunity to wish a healthier 2016 to a few of our members who have been dealing with health issues in 2015.

Special thanks to **Cheryl Penman** and **Dawn Greville** and their respective crews for getting the club ready and organizing the New Year's Eve party. Unfortunately I was unable to attend, but hope a good time was had by all.

You noticed our club was given a face lift with some fresh paint; this is only the first step to refreshing our club and making it more appealing to all who visit. The heavy lifting done, now we need volunteers to complete the fine tuning touches. Our House Director has sent out a request for volunteers; please contact her with your task selection.

Your board is in the process of establishing committees to deal with specific issues. This component of our 2016 plan will be completed by the end of January and communicated along with a request for volunteers. We will need members who embrace our club's value of being a well managed club and the *Best Little Club on the Lake Where You Are A Stranger Only Once*.

DUSAN DAVIDOVIC *Rear Commodore, Sail*

These committees may not be necessarily chaired by a board member but rather by a club member who is able to bring the leadership and provide the expertise for dealing with the committee's objectives. A number of members with specific skills and expertise have been identified and contacted, and hopefully will accept the invitation to join the committee and contribute to getting our club on track.

Some of the main objectives to be addressed by the committees will include:

- Financial budgeting and monitoring
- Cost containment and control
- Major asset maintenance and replacement
- Marketing / Promotion
- Communication

If you have any suggestions or recommendations to improve our club, please do not hesitate to email me with your ideas and availability to take ownership and implementation.

Looking forward to seeing you around the club,

Richard

Sailors Nights are back!

To all of our members: Happy New Year to you and your families! Another year, another sailing season! As we move into 2016, we get to turn our hearts and minds to preparing for the upcoming season.

Sailor's nights start on Tuesday, January 12 at 19:00. We are hosting the **Canadian Ocean Racing Team**, founded by **Eric Holden** and **Morgen Watson** to promote the sport of offshore sailing and develop Canada's premier offshore racing program. The duo established the program following their Clipper Round the World Race win, in which Holden was the first Canadian Skipper to enter and

ultimately win the race. It will be interesting to hear the team talking about their journey toward their ultimate goal, the **Vendée Globe 2016** race. See the poster on the last page of this Signal.

On January 21, 2015 (18:30) we will hold our first **sailing committee meeting**. There will be only one agenda item: to set the sailing, cruising, and racing committees for the year, to set up a new Racing Committee structure. If you are interested in participating, we hope to see you there – no prior experience required! See you in January at both events, Dusan.



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The mooring and dry sailing forms are now available at the bar and on the web site. There are significant savings available by mooring with the club in 2016. Check it out.

The rates for 2016 are as follows:

25 foot boat or less is	\$38.64 per foot
26 foot boat is	\$39.39 per foot
27 foot boat is	\$40.14 per foot
28 foot boat is	\$40.89 per foot
29 foot boat is	\$41.64 per foot
30 foot boat is	\$42.39 per foot

The Town's assessment for TOWARF of \$25.75 plus HST must be added into your calculations.

These slips are on the west side of the river (across from the crane) and are available on a first come basis.

This opportunity is only available until January 10, 2016

If you need any help please contact **Eric Pilon** for a mooring application at vicecommodore@bhyc.on.ca

KEVIN CORCORAN *Rear Commodore, Training*

Registration now open!

Happy New Year! Registration for the 2016 Sailing Academy will be up and running starting January 8th. Register early to take advantage of last year prices and to reserve your first choice. New for this year, are one week sessions instead of two for our "Wet Feet" discover sailing program for ages 6-8 years old. Another change involves the Intermediate Levels of CanSail 3-4. In the past, the course was only offered in a 4 week training session. This year, we will be offering it in 2 week sessions making it easier for families to plan out their summer vacations. We will once again be offering BHYC member discounts of 15% throughout the entire season. In order to receive this discount, contact me at rctraining@bhyc.on.ca to receive a discount code to be applied online. Discount codes can only be used for family members including grandchildren.

We are planning to have Open Houses for both the Junior Race Program and Learn to Sail Program after our club renovations have occurred. Visit and LIKE us on Facebook at "BHYC Sailing Academy" or follow us on Twitter "@BHYC_Academy" for updates and information. In preparation for our upcoming season for our Junior Race Team, please contact me at rctraining@bhyc.on.ca if you know of anyone who is interested in joining.

We plan to advertise soon in our community however the best type of advertising is through word of mouth and referrals. So please support our club and spread the word! Wishing you and yours the very best in the new year, Kevin.

Spring Cleaning... a head start

As some of you have seen, we are underway with our Spring Cleaning project. Thanks so much to everyone who has participated so far, your help is very much appreciated!!

We've been busy cleaning out closets and storage rooms, dusting and reorganizing shelves, hanging pictures, refinishing wood, washing burgees and much more! All our efforts are to make our clubhouse more comfortable and appealing to existing and new members, so I hope you will come on down to enjoy the new look.

Next on the agenda, is the laying of new carpet and installing new table tops. The plan is to have the carpet installed by the middle of January and the tables by the end of January. Please be patient with any disruptions during the process. **Hugh Ramsey** has graciously offered to store the existing table tops until such time as we can determine future use. Thanks again, Hugh!

As I mentioned in the last eblast announcement, we are working within a very minimal budget and will be tightening our belt on operational budgets, where possible, to keep the overall costs in line. Don't forget to submit your work party chits so that you can be rewarded for your efforts on all work that you do. **Please feel free to submit additional recommendations for consideration and how you may be able to contribute to the task.**

Here's what's on our schedule today:

Carpeting:

Remove existing carpet throughout;
Add baseboard trim to replace carpet trim;
Paint baseboard and wall trim areas.

Tables:

Remove plaques (further use to be confirmed);
Replace table tops with new square laminate material;
Move existing wood table tops to storage.

Wood refinishing:

Clean and/or refinish: Window trim around windows, Stairwell bannisters, Bar and surrounding area.

Lighting:

Install two new interior ceiling fixtures (fans with lights)
- IN PROGRESS

Bar Bulkhead:

Repair existing trim, clean area and Replace lightbulbs
- COMPLETE

Club burgees:

Hand wash IN PROGRESS Refinish trip - COMPLETE
Re-install trim and replace burgees.

Shelf for Trophy display

Add shelf (tbc)

Kitchen:

Clean fridge; Defrost freezer; Clean and organize cupboards; Wash dishes on racks.

Commodores Photos and Bulletin Boards

Rehang - IN PROGRESS



Christmas Carol Sing

Photos by Richard Bissonnette



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Going Nuts at New Year's



Photos by Renate Weidner





New Year's by Renate

Happy 2016!

The year came in with a bang at BHYC with over 60 people attending the dinner dance. Fun was had by all! Thank-you to Joan and Christel (and Colin) for assisting with the decorating and **Alexandra**, my cutlery lady. **Eileen Platt, Marion/Dennis Lyver, Laura Jirasek, Mariella Carvallo, Alexandra, Christel, Colin, Joan** and **Sam** were a great help serving the dinner and cleaning up.

All had fun at the carol sing with **Myron** on his mandolin and **Joan** playing the keyboards along with trays of sweets to go along with the drink of choice. Our guest, **Councillor Sean O'Meara**, also joined in singing all the carols.

Sunday January 10 – Come down and meet your new board and enjoy a few appetizers from 2-4 pm.

Saturday January 23 – Sushi Night – learn/partake in the making of California rolls. Then enjoy eating them along with mango salad and miso soup. More info to be sent in an email later.

Anyone want to join social committee? I would truly appreciate all the help I can get. Event ideas? Please email me at: social@bhyc.on.ca.

Happy New Year one and all

It is a New Year of change and excitement around the club. My duties as Director of Publicity include the publication of the SIGNAL, the maintenance of the Web site, the Facebook page, and Regalia.

We are in the process of re-designing the web site, but I do not have a firm time line as to when that will happen. This is a big project to be completed by volunteers so I ask that you all be patient. The current web site will continue as is until we are ready to unveil the new one. As we move forward with this project I will keep you posted.

The SIGNAL is always looking for stories and antidotes funny or otherwise, if you have anything you would like to see published please email your submission to Publicity@bhyc.on.ca or leave it at the bar addressed to **Mary Ellen Bockler**. Any articles for the SIGNAL need to be submitted before the last day of the month.

Regalia is available and I will be bringing it out Friday evenings during Happy Hour for all to see and purchase. As some of you head south you may be interested in purchasing some garments to take with you. Do not hesitate to ask me, if I am around to show you what we have or you can ask the bar staff to get you an item if I am not around. If you have any ideas for publicity please do not hesitate to contact me.



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Ring in the New Year!

A Prairie Boy's Fascinating Voyage

(CONTINUED FROM THE NOVEMBER 2015 SIGNAL)

In the 70's & 80's in Canada we had a powerhouse of sailing talent in the Soling fleet. **Glen Dexter** from Halifax, **Billy Abbott** from Sarnia, **Peter Hall** from Montreal and Hans. At any competition most times one of the four would win and the rest would be in the top ten. This was in 70 and 80 boat fleets.

Hans had won the World FD Championships in 1975 with **Evert Bastet** as crew. Hans decided to try for the 76 Olympics in that Class. **Paul Henderson** had been sailing the FD & Finn dinghy, decided on a Soling program with **John Kerr** and I crewing. To prepare ourselves for the Trials, we spent a lot of time with **"Buddy" Melges** at his home in Wisconsin, practicing on Lake Geneva. Buddy in my opinion is the "complete" sailor. He is a boat builder, sail maker. Winner of World and Olympic Medals, winner of the America's Cup. He is also helpful, humble, humorous, and great human being. I might add that his wife **Gloria, "Mother Melges"** has a tremendous positive influence on the man.

One week we had the pleasure of sailing with and against **Jim Hardy** from Australia (as in Hardy Wines). It was late in the fall and snow was falling. We tested sails, we changed boats, we alternated crews to seek improved performance. We did not use hiking straps, rather hobbles around our ankles which we clipped onto a steel bar on the sole. After several changes we started upwind. I threw myself over the side, however I had neglected to "hook up", the other crews gave me a 8.3 on style points as I performed a" backward one and a half "into the icy waters of Lake Geneva.

At the end of the 76 trials in Kingston there was a spread of 1.3 points between three boats in the penultimate race, **Glen Dexter, Peter Hall** and ourselves. The last race was abandoned for lack of wind. Glen won. I was named as an alternate crew to the 76 Canadian Olympic Sailing Team.

After 76 Paul purchased a Star Boat, and with **Bruce Brymer** crewing started a new chapter in his extensive sailing career. John and I returned to Hans in the Soling. With Hans we competed in Canada, the United States, Norway, Germany and South America. At the World's in 1978 in Rio de Janeiro, Brazil, we finished third. **Gastao Brun** of Brazil won, **Glen Dexter** from Halifax was second. He should have won. He needed to finish five boats in front of Gastao in the last race. Going up the last leg he was in that position, however a Brazilian sailor dropped out claiming equipment failure which gave Gastao the win. Glen was robbed. However he went on to win the Soling World Championship twice.

We had been sailing off Rio on long Atlantic rollers, 10



meters high and 300 meters crest to crest. As we surfed down the rollers the main would back and the spinnaker collapsed we were going so fast. Suddenly we crashed, it felt like we had struck bottom. As we started to sail again we saw a large splash behind us. The locals said that we had likely struck a ray. They are common thereabouts. They like to bask near the surface. They have wingspans of up to 30 feet and can weigh a ton. We had to get permission from the Jury to haul the boat. We had deep scratches caused by the barnacles on the ray. It took us three hours to repair the keel.

Our best year was 1978. We won CORK, the North American Championship and twelve other regattas. The ultimate was when back to back we won Kiel Week and then the European Championship in fleets of 80 plus boats.

It was during Kiel Week that we had a close battle with the legendary **Paul Elvstrom**. We managed to win. Afterwards I had no sense of elation with our victory. Instead I had a feeling of compassion for Paul. Time had taken its toll on this prodigious sailing talent.

In the winter of 1979 **Robbie Haines**, an outstanding young sailor from San Diego asked Hans to come out to San Diego to sail test. I was opposed to it because in 1978 we had great speed and I felt we should not share it. Hans however felt this was an opportunity to try other sail maker's products. Robbie had **Rod Davis** and **Ed Trevelyan** as crew. (they went on to careers in America's Cup boats). Robbie had Hans stay at his home. John and I stayed in Coronado with Robbie's father in law. In the evenings John and I were together and Hans was with Robbie. In hindsight I realized that Robbie saw Hans as the greatest threat to Robbie's winning an Olympic medal in 1980. With their evenings together Robbie was able to convince Hans that he needed a tactician to lend greater strength to Hans's 1980 Olympic program.

A few weeks later Hans asked an excellent Finn sailor, **Sandy Riley** to be his tactician, I would no longer be sailing with Hans. **Steve Tupper** our Olympic Coach said he would not allow it. He said our crew should stay intact because of our recent accomplishments. I told Steve I had a verbal contract with Hans that I would honour. Further I knew that Hans had to go down this path to see if it could improve his performance.

Peter Hall from Montreal heard I was available, he asked me to join him and **Philip Kerrigan**. I had sailed with Philip, Hans Fogh and John Kerr on the Canada's Cup boat *Marauder*. Philip is a great sailor and a perfect shipmate. I told Peter he was a talented sailor but inclined to be too laid back. I said thanks but no thanks to his invitation. To Peter's credit he said he had become much

4 more serious and had retained a sports psychologist, **Wayne Halliwell** who was a professor at the University of Montreal To Peter's credit he said he had become much more serious and had retained a sports psychologist, Wayne Halliwell who was a professor at the University of Montreal to develop a program for him. Peter asked me to come to Montreal and meet Wayne. I went to Montreal and was sold on the program he had developed for Peter. It was an extremely well constructed program. Diet, strength training, sail testing, boat preparation, weather studies, visualization, mental approach, and other disciplines.

Wayne had graduated with a Physical Education Degree from McMaster in Hamilton, Ontario. He then went to Europe to play professional hockey for six years. Then returning to pursue his higher education both in Canada and the United States. In later years Wayne has worked with Olympic Gold Medalist skiers **Jennifer Heil** and **Alexandre Bilodeau**. When I was the leader of the 1988 and 1992 Olympic Sailing Team, Wayne was part of those teams. I was instrumental in having him be on the 1984 Team in Los Angeles.

In 1979 the first competition was in Kiel. Peter was sixth, Hans was 24th. This was the regatta that Hans, John and I had won the previous year. The next regatta was the World's in Visby on Gotland in the Baltic. Peter Hall 5th, Hans Fogh 22nd. While we were in Visby all the sailors, about 240, were asked to join in the "Gotland Games". One of the events was tossing the caber. There were two sizes, one small and one large. The only sailor of the 240 of us that could handle the large caber was **Andreas Josenhans** from Halifax who was crewing for Glen Dexter. Andreas was one of the strongest men I have ever known.

The first Olympic trial for 1980 was a windy CORK in Kingston which we won. The second trial the North American's in Houston, Texas. Bill Abbot first, Hans second with Paul Davis as crew (the Sandy Riley experiment had ended). At the end of the regatta I said to Hans, "glad to see you back to doing it your way Hans, when you have as much confidence in yourself as I do nobody is going to beat you".

The final trials took place in Ponce, Puerto Rico. We practiced there for more than 10 days. The trade winds always blow from 170 degrees at 15 to 18 MPH. We were blisteringly fast. On the first day of the World Championship the wind was from 270 degrees and 5 MPH. The same for the next four races. We were slow, slow, slow. Glen Dexter won the event. Billy Abbott won the trials.

Nobody went to the Olympics from Canada. The United States boycotted and sadly our Canadian politicians followed the USA. This deprived a generation of athletes of fulfilling their dreams. Dick Pound the I.O.C. member in Canada was furious. He rightly stated that sport should transcend politics. It irks me that our Government compared to many around the world spends little on amateur sport. But when the Olympics are on the politicians are

ever present for their unearned photo-ops.

A personal observation: **Peter Hall** is a great sailor in all conditions. He has World Championship's in the Soling and Lightning classes. It is my opinion that Peter and **Sid Dakin** are two of the best light weather sailors in the world. Interesting that they both started sailing on Lake St. Louis near Montreal.

During these times I crewed on two "Canada's Cup" boats, *Marauder* and *Coug*. Sailing on *Coug* against *Black Magic* from the Bayview Yacht Club in Detroit we won the "Canada's Cup". On *Marauder* we were competing on Lake St. Clair in the US Two-Ton Championship. The wind was blowing the dog off the chain. We were approaching the weather mark behind a Bruce King designed "Bilge Boarder". We knew when they got on the reach and pulled up the boards they would be gone. After rounding they broached, we laughed. After we rounded we broached, Hans was chinning himself on the tiller and John Kerr was waist deep in water. We laughed later.

Sailing on "Nessie" an Elvstrom half-tonner we won the "Freeman Cup" by more than four hours on corrected time. *Nessie* was a "stiff" boat. The last leg of the race was a close spinnaker reach from west of Rochester to Chaumont at the east end of Lake Ontario. We were frequently surfing. As we closed on the finish line we were in the company of the "Big Boats". Our crew: **Hans Fogh, Sid Dakin, John Dakin, Jay Cross, The Laurie's**, father and son and myself.

When Canada challenged for the "America's Cup" I was contacted by **Bruce Kirby** and **Marvin McDill** and asked to be the sailing crew boss on Canada's Challenger, I was flattered but declined the invitation. I suggested that **Andreas Josenhans** would be far better, he also declined. I did however go to Newport, Rhode Island to help coach the young crew. **John Bertrand** from Australia was there. He was a friend from Soling days. He spent some time with us on the 12 "Clipper" which was one of our chartered 12's the other "Intrepid." John went on to win the "America's Cup". With the famous or if you are an American infamous "winged keel."

Leading up to the 84 Games in Los Angeles Paul Henderson and I sailed a Star. Paul had a single bottom "Buchan" Star. It was a rocket ship. We were in Miami in

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our first race. The port end of the line was favoured. **Dennis Connor** had the best start there. A local, **Frank Zagarino** was next, with us the third boat from the pin. Going up the first leg Dennis tacked on us seven times. Coming from the Soling I was dumfounded. Paul said this was typical of the California Star sailors. On the last downwind leg we passed Frank and Dennis. On the beat to the finish we could not let them split tacks. We tacked on Dennis six times and won the race. The wind was dying, Frank's son came in a power boat to tow in his father, Frank in turn threw a line to Dennis. Frank said to Dennis, "throw Henderson a line". Dennis replied, "to hell with him he tacked on me". They motored away leaving us. Needless to say I am not a great fan of D.C!

Paul got a new double bottom "Melges" Star which we never got up to the speed of the "Buchan". We failed to win the trials. I was appointed alternate crew for Soling and Star for the 84 Games in Los Angeles. It was here that I became acquainted with **Dirk Kneulman**. His father had founded Ontario Yachts and Dirk was following in Dad's foot steps. Dirk was the Team's shipwright. We would be together on three Olympic Teams. Dirk is an outstanding sailor having won the World Etchells Championship two times. I did and still do enjoy time with him.

After 84 I was approached by CYA to assume the position of VP of National Sailing Teams which was responsible for the development of our Olympic sailors. I accepted. Sailing had been good to me and I wanted to give back to the sport. One of my first projects was to find a location for our sailors to train in the winter. Working with my counterpart at U.S.Sailing, first **Andy Kostanecki** and then **Mike Schoettle** we established a modest U.S Sailing Center adjacent to the Coral Reef Yacht Club in Miami. The CYA made a financial contribution. For a number of years I sat on the Board of Directors. Ultimately "Ding" Schoonmaker and Herman Whiton Jr. Made major financial contributions and the Center changed dramatically to what it is today.

CYA appointed me to be their "A" Director to the Canadian Olympic Association. In all I was for 18 years a Director of the Association.

I was the Canadian Olympic Sailing Team Leader for the 1988 Games in Korea (Pusan). The sailing conditions were very difficult because of strong tidal currents and winds. One incident stands out in my mind. The wind was howling, the waves were high when **Larry "The Legend" Lemieux** sailing his Finn and sitting second in that race spotted an overturned 470 with one crew on the boat and the other being swept away by the current, Larry abandoned the race and was instrumental in saving their lives. It would have made headlines around the world. Instead the headlines read "Ben Johnson, sprinter from Canada tested positive for anabolic steroids". Larry was later presented with a special award for outstanding sportsmanship.

In 1991 as the Canadian Olympic Sailing Team Leader I

went to the Pre-Olympic Regatta in Barcelona. A run down industrial area was being transformed to contain the Olympic Harbour and the Athletes Village. When we returned in 1992 this transformation was complete. To the best of my knowledge this was the first time that the sailors were in the main Olympic Village.

During this period CYA appointed me to the "International Yacht Racing Union" in London, England. There is no question in my mind that Paul Henderson had a strong influence on their decision. It was interesting to be involved with sailors from around the world. In 1994 the Nominating Committee for President had only one name on it, Peter Siemsen, Paul Henderson had been a Vice President for many years. This was a snub from Peter Talberg the outgoing President. There were many who wanted Paul to run from the floor. Led by his wife, "Saint" Mary. Paul ran and won. After the vote Paul had to stay around for interviews from the media. A group of us gathered at a nearby pub in a jovial mood. Paul in his less than shy way started to tell us his plans for the IYRU, I stood and said "I wish Paul that you had been elected Pope, then I would only have to kiss your ring". From this remark Paul acquired a new sobriquet, "The Pope of Sailing."

On my retirement from the IYRU I was presented with a Silver Medal for my contribution to the world of sailing.

Starting in 1959 my sailing in Bronte Harbour ultimately led me to compete in five of the Canadian Provinces, eleven States in the USA, and ten countries on four continents. I was flattered when Dr. Stuart Walker of Annapolis Maryland in his book "Winning the Psychology of Competition" said, "Dennis Toews, everybody's choice for crew of the decade".

I met **Paul Elvstrom, Buddy Melges, Ted Turner, Tom Blackaller, Vince Brun, Torben Grael, Joachim Schuman, Boris Budnikov, Willy Keuhweide, Valentin Mankin, Paul Cayard, Russell Coutts** and many more great sailors.

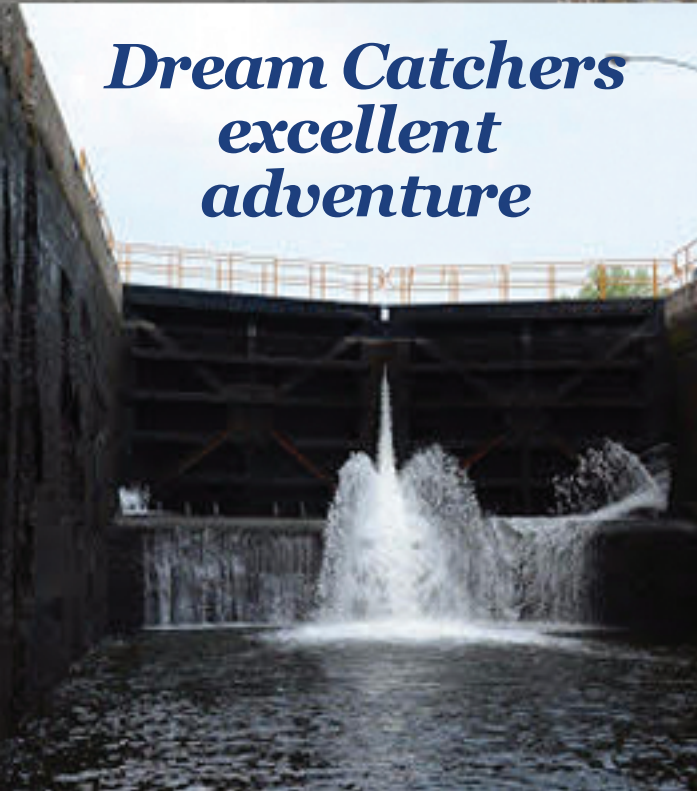


But along the way I got to know many who spent their sailing time in the back of the fleet. Since that is where I started, I could identify with them. Maybe their competitive sailing journey was just starting, and where might it take them? Club Champion, World Champion, Olympics? Or perhaps just sailing in the local club races a couple of evenings a week. Nothing wrong with that. The camaraderie over a few drinks and rehashing of the race is all part of the enjoyment of our sport. This has been an interesting voyage. It is said, "If you shoot for the moon and miss, you still end up among the stars".

- **Dennis Toews**



***Dream Catchers
excellent
adventure***



from Buzzards Bay to Bronte Harbour by Dennis Giokas





I brought my 34' Pearson sloop *Dream Catcher* from Buzzards Bay, Massachusetts (former home port of Marion, Massachusetts in Sippican Harbor) to Bronte Inner Harbour (notice the correct spellings!). My former home port is known for the Marion to Bermuda cruising race. Buzzards Bay is also in the book *Fifty Places to Sail Before You Die*. My cruise might win the prize for the longest cruise of the season by one three measures—time or distance. We sailed out of Mattapoisett Harbor on May 31 and arrived in Bronte on June 20. We traveled 713nm or 1320.5km. It took us 21 days, 2 hours and 53 minutes of elapsed time and 122 hours and 19 minutes of total time on the water.

The trip brought us from Buzzards Bay southwest to Newport, Rhode Island. We then headed west along Long Island Sound. From there into Hell Gate, south on the East River and around the tip of Manhattan. We got close to the Statue of Liberty and Ellis Island. Then it was 150 miles up the Hudson River to Troy, NY. Prior to Troy we had to unstep the mast and set it on the boat in cradles with a lot of tie downs. We then headed west along the Erie Canal and north on the Oswego Canal. In Oswego, NY we stepped the mast. It was great to be under sail on Lake Ontario making a run to Waupoos Marina in Picton, ON. From there it took us 4 days as we harbour hopped to Bronte.

The trip was successful for two reasons: 1) We did a lot of good planning in advance and every night while in port; 2) We had a lot of good luck. No major weather events or failures on the boat. We had 4 critical events that all were solvable. The dinghy was twice swamped by a following sea once snapping the painter. I had to jump in both times to bail it. My engine was starting to run hot in the Hudson River and canals. I noticed it was fine in Lake Oneida and Lake Ontario. It turned out the silt in the water was resulting in suboptimal cooling via the brand new heat exchanger. Finally, the screw holding my transmission shift lever in place, sheared off about 300 yards in front of a lock entrance. Thank goodness for vice grips.

Some of our lessons learned:

Mast unstepping

Anything connected to the mast is lost when you take it down: Weather equipment, GPS receiver, Radio antenna Lights

I did not have a handheld VHF radio. I would recommend one as backup. My radio must have a built in antenna which I used to contact the lock masters on channel 13. One can also buy a short "emergency" antenna to attach to the radio which would likely provide more range.

Plan, plan, plan

- Get any applicable cruising guide and/or port books for your trip and do a lot advance planning. Get all of your charts in multiple forms. You can download all the US charts from NOAA for free as PDFs. I loaded them onto my iPad and PC. They have very good resolution amenable for zooming in. An electronic chart plotter is ideal. I had two sources. My handheld GPS has a chart plotter display and on my iPad I used Navionics charts. Navionics on the iPad was great for zooming in on an area and was invaluable for quick calculations of buoy locations, bearing, distance, and depth.

- If you plan to enter any canal, frequently check their status. We had to plan around a mid-day valve maintenance window for one lock. The water levels and depths change quickly. We made it through the Oswego Canal just 48 hours after it was closed for 8 days. It was due to high water from rain, debris in the canal and buoys off station or partially submerged. Study and plan for currents and tides if you head into salt water.

- Know your boat's specs and water conditions. I cleared one bridge by just a few feet. Call target marinas in advance to ensure they have dock space and can accommodate your boat length, draft and mast height.

Weather

We checked 3 sources religiously for weather and water conditions. We studied the reports every morning and night. An iPad with cell service is ideal, especially to view weather radar images. Check the radar frequently if threatening weather is in area.

Tools and gear

Bring extra tools and any replacement parts you may think you may need, such as coolant, oil, raw water impeller, belts.

If you want to read more about the trip and view some of our pictures, view the daily blog we kept at www.dreamcatcher34.blogspot.ca - **Dennis Giokas**

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JANUARY FEBRUARY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3 <i>January</i>	4 club is closed Mondays for the winter	5 Stitch 'n Wine	6 Darts 7:15	7	8  Toronto International Boat Show Enercare Centre, Exhibition January 9 - 17	9
10 Meet your new board 2-4pm Appetizers	11	12 Sailors Night COR with Eric Holden and Morgen Watson	13 Darts 7:15	14	15	16
17	18	19 Stitch 'n Wine	20 Darts 7:15	21 Race Committee Meeting 7pm	22	23 Sushi Night Learn how to make California Rolls
24	25	26 Stitch 'n Wine	27 Darts 7:15	28	29	30
31	1	2 Groundhog Day Stitch 'n Wine	3  Darts 7:15	4	5	6
7	8	9 Stitch 'n Wine	10 Darts 7:15	11	12	13
14 Valentine's Day 	15 Family Day 	16 Stitch 'n Wine	17 Darts 7:15	18	19	20
21/28	22/29	23 Stitch 'n Wine	24 Darts 7:15	25	26	27

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