



# TORONTO POWER & SAIL SQUADRON



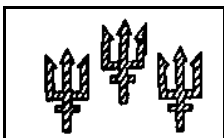
A UNIT OF CANADIAN POWER AND SAIL SQUADRONS



## MARCH 2000



# GANGPLANK



### *Commander's Report:*

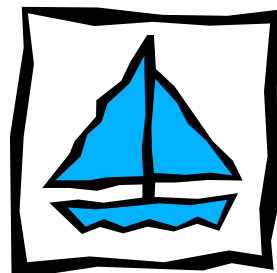
This past year has been an interesting, if sometimes frustrating, year. We have accomplished an amazing schedule of teaching CPS courses and stretched our resources of instructors to the limit. The instructors that did participate in our teaching schedule, I thank for their cheerful acceptance of their role as volunteers.

The introduction of Boat Pro, to answer Government's insistence that safety programs be taught to every boater in Canada, has been a challenge that each squadron has had to accept. There have been many discussions concerning this course and the comparison in benefits between it and the Boating course. One of the points being continually made is, does it meet the high standards of CPS? The Boat Pro course is only 8 hours of instruction, the Boating course about 5 times that amount. We do what we can to insure the high quality of the courses we give. At this point, all the boating population under 17 years of age must have the PCOC card. Next year it will be all those under 18 years of age. Tell your neighbours and tell your friends, so they can direct the necessary individuals to our classes.

Many squadrons have had decreasing numbers in their boating courses. We are fortunate that this has not happened in Toronto. This past winter we have actually fielded two boating classes, a piloting class, 2 Boat Pro classes and the Offshore Sailing program. With the Spring we will have 2 more Boat Pro classes, a Weather course (8 weeks in duration), the VHF and the Harbour License course.

Many of your bridge have participated in the Boat Show, the Sportsman's Show and the Cottage Life Show. Toronto Squadron takes one day as its contribution and must have 9 members for that day. With this and the other activities of teaching we NEED YOU. We are busy, and could be even busier, but we need the volunteer personal to teach, and just to help out in so many ways. I have published a list of the slate of officers for next year. We have empty spaces beside some of the positions. See if you can fill them. If you feel uncomfortable in assuming an officer role, volunteer for a commander's aide. This enables the bridge to have a list of names they can draw on for specific tasks. Its fun. Try it.

Several long-serving officers are retiring from their Bridge positions this year. Humphrey Carter, who has served in various positions including Executive, Training, Secretary, editor of the Gangplank and who has been a popular and tireless instructor, is taking time off to enjoy his new boat on Georgian Bay – he can manage to poke fun at the prospect of less than deep water with his cartoon elsewhere in this edition.



Past Commander Bob Coleman moved out of town last year but still provided dedicated support and worked in Membership and taught in the Boating course. My husband, Tony, has served variously as Newsletter Editor and Webmaster and concurrently on the National Information Technology Committee. He has now undertaken the role of chairperson of the new Multimedia Committee within the National Training Department. My sincere thanks goes to these individuals.

I want to congratulate another tireless member, Past Commander Bob Anglin, who reaches his 20<sup>th</sup> merit mark this year and thus becomes a Life Member of CPS. Bob is the chair of the Offshore Sailing committee at National. He will be presented with his Life Membership at the National AGM.

While we will miss the help and advice of our older members, it is a special joy to me to see the number of younger members coming forward and undertaking responsible roles within our Squadron. I believe this will be a revitalized Bridge and I look forward to working with them in my soon-to-be role of Past Commander.

Tony and I have been associated with TPS since 1994, when we took our first Boating course. I caught the bug and scrambled my way through all of the many courses to finally achieve the magic "N" designation. Along the way, I became involved with Squadron affairs, and worked my way through the chairs up to Commander. While the involvement has meant a fair amount of work and effort, it has all certainly been worthwhile, due mainly to the many wonderful people I have had the pleasure of working with – not only in our own Squadron, but at District and National levels.

I will see all of you at the AGM held at The Pier on April 27th where we will pledge the new Bridge. Derek Hatfield will be our speaker for the evening. Derek will be entering the Around the World Alone in the year 2002 on his boat the Spirit of Canada.

**Commander Annie Cook, N**

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## *from the exec's deck.....*

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Well, spring is almost here. Hopefully we have had our last snowstorm. Temperatures are on the rise and it is time to start getting the boat ready for the coming season. This year has been successful for the squadron. Our financial situation is stable. We have put almost 100 people through Boating and Piloting. We have the Weather course (starts April 6), VHF and Harbour License still to run. Call the Training Officer for more details.

Our AGM is approaching. This year it is on Thursday April 27. We have word from The Pier Museum that we can use their facility again. The setting is a natural for our meeting.

Looking a little farther ahead, the Lake Ontario Rendezvous will be at Hanlin's Point on Saturday June 3rd. A BBQ is planned. Bring your boat and stay over or just come for the afternoon. Hopefully we will get all our newest members to attend for the Pledge Ceremony. For those bringing their boats

and staying over, Sunday morning will be the Commander's Breakfast. The Georgian Bay Rendezvous is Aug. 19 at Chimney Bay. This is one of the highlights of the summer.

In finishing, I would like to thank all the people that give so freely of their time teaching our courses and assisting the Bridge this year. Their help is invaluable.

Have a safe and happy season.

**Lt/C Bruce Cameron N**



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## *from the Public Relations Dept.*

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We have successfully placed in the GTA Scouts Newsletter an advertisement based on their Powercraft Badge. This has generated a few responses for us and some other squadrons.

The PRO committee are also investigating with the Red Cross a way to have both of us work together in doing a presentation for the boating class. This is presently in the early stages.

I have also attended the York West District PRO Meeting. At this meeting the different PRO's exchanged ideas of what they are doing. We have also sent to National copies of the Scout ad. and some information for the foundation on fund raising.

As you are aware, this newsletter also contains the survey form that was suggested by the committee and supported by your bridge. It is important that all members fill out this survey and return to us so that we can have feedback from you the membership.

The next PRO meeting will be Monday March 27th. For more information please leave a message at 416-920-3753.




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## *from the training department ....*

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### *Spring/Summer 2000 Calendar at glance*

Boat Pro Class	April 4 - (26th exam) - Mooredale 1830 hrs
Piloting Class	April 4 - (26th exam) - Forest Hill Col. 1900 hrs.
Boating Class	April 4 - (26th exam) - Forest Hill Col. 1900 hrs.
Boat Pro Class	April 5 - (26th exam) - Forest Hill Col. 1830 hrs
Boating Class	April 5 - (26th exam) - N.T.M.C.C. 1900 hrs.
Weather Elective	April 6 - (May 25th exam) - Forest Hill Col. 1900 hrs.
TPS Bridge	April 6 - 253 Cranbrooke Ave.
Annual General Meeting	April 27 - The Pier 1930 hrs.
District Annual General Meeting	April 29 - PCYC 1000 hrs.
VHF	MAY 8 - 15 (exam) T.S.C.C. 1900 hrs.
Toronto Harbour License	MAY 10 - 17 (exam/test) T.S.C.C.
Toronto Rendezvous	June 3rd - Hanlan's Point
Georgian Bay Rendezvous	August 19th - Chimney Bay
Squadron Information Line: 416-932-0341	

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## ***NOTICE OF ANNUAL GENERAL MEETING***

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TAKE NOTICE that the *Annual General Meeting* of the Toronto Power and Sail Squadron will be held at *The Pier* on April 27, 2000 at 1930 hrs. For the purposes of:

- (a) receiving and, if thought fit, approving the reports of the Officers of the Squadron;
- (b) receiving and, if thought fit, approving the approving the Financial Statements of the Squadron for the twelve month period ending March 31, 2000, and the report of the Squadron Auditor thereon;
- (c) electing the Officers of the Squadron;
- (d) appointing the Squadron Auditor;
- (e) considering such further and other business as may properly come before the Meeting.

The Report of the Squadron Nominating Committee is attached to and forms part of this Notice. Under Squadron Regulation 12.1, any further nominations must be made by way of a petition in writing signed by not less than 5 members of this Squadron who shall firm the consent of their nominee to stand for election. The petition must be filed with the Squadron Secretary not less than 2 days prior to the date of this Meeting.

DATED this 2nd day of March, 2000

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1st/Lt Humphrey Carter JN

Refreshments will be served

Merit Certificates will be presented (see list in this issue)

A special guest speaker, local Toronto sailor Derek Hatfield will be in attendance with a slide presentation of his solo sailing experiences.

(see the summary in this issue)

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**REPORT OF THE NOMINATING COMMITTEE**


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Schedule A

March , 2000

In accordance with Article (, Section 9.1, of the Toronto Power and Sail Squadron Regulations, the Nominating Committee recommends the following people for election to the offices indicated, for the year 2000-2001. All nominees have signified their willingness to accept the position, if elected.

<b>Commander (Cdr)</b>	<b>Bruce Cameron N</b> 111 Westlake Ave., Toronto, On. M4C 4R5	694-8015
<b>Executive Officer (Lt/C)</b>	<b>Susan Cameron JN</b> 111 Westlake Ave., Toronto, On. M4C 4R5	694-8015
<b>Training Officer (Lt/C)</b>	<b>Lynn Kaak</b> 389 Cleveland St., Toronto, On. M4S 2X1	485-4854
<b>Admin Officer (1<sup>st</sup>/Lt)</b>	<b>Ken Wadsworth</b> 96 Pembroke St., Toronto, On. M5A 2N8	964-7104
<b>Secretary (1<sup>st</sup>/Lt)</b>	<b>Paul Hindle</b> 27 Southport St. Toronto, On. M6S 4W7	760-7167
<b>Treasurer (1<sup>st</sup>/Lt)</b>	<b>Joni Alexander</b> 55 Castlewood Rd., Toronto, On. M5N 2L1	482-4279
<b>Public Relations (1<sup>st</sup>/Lt)</b>	<b>David Agnew</b> 323 Brunswick Ave., Toronto, On. M5R 2Z1	920-3753
<b>Marep Officer (1st/Lt)</b>	<b>Jim McCreary AP</b> 201-190 Harding Blvd. W, R.H. On. L4C 0J9	905 508-7557
<b>Editor, and Communications (1<sup>st</sup>/Lt)</b>	<b>Randy Boccia P</b> 42 Teddington Park Ave., Toronto, On. M4N 2C3	489-2280
<b>Assistant Public Relations</b>	<b>Lt. Marc Dacey</b> 945 Dundas St. W Toronto, On. M6J 1W4	369 0999
<b>Assistant Training Officer</b>	<b>Lt. Peter Wells</b> 199 Glenview Ave. Toronto, On. M4R 1R4	481-6615

Toronto Power and Sail Squadron Regulations, Article 12, Section 12.1:

*“No member shall be eligible for election as Provided in Section 11.6.1 of these regulations at any Annual General Meeting unless nominated by the Squadron Nominating Committee or by a petition in writing signed by not less than five members of the squadron, who shall confirm the consent of their nominee to such nomination. All such nominations by petition shall be filed with the Squadron Secretary not less than two days prior to the date of the meeting at which such election will be made.*”

Respectfully submitted,

Cdr. Annie Cook, Chairman

P/C Denis Gibson

P/C Robert Coleman

## AT THE AGM

### Merit Marks

A merit mark is a certificate presented to a member or associate who has contributed substantially to the promotion of the interests of the Canadian Power and Sail Squadron during the year. The following members have earned a merit mark this year.

Thank you to every one on this list from the Squadron!

Tanya Abolins	Tony Cook
David Agnew	Linda Corbett-Bzdurreck
Michael Ahearn	Irwin Doxcee
Joni Alexander	Victoria Klinkhammer
Robert S Anglin	Brian J Knoll
Randall Boccia	James McCreary
Wm. M Booth	Douglas McWhirter
Cicely M Brewer	Don Mockford
Keith Brewer	Gordon M Proctor
Bruce Cameron	Howard Rosenthal
Susan Cameron	Kenneth Wadsworth
Humphrey Carter	Peter L Wells
Robert S Coleman	Carson Woods
Annie Cook	

If you are a member who feels they have earned a merit mark during 1999, but are missing from this list please contact Cdr. Annie Cook



The "*Spirit of Canada Around Alone Challenge*"

Local Toronto sailor Derek Hatfield is building an Open 40 racing yacht which he will race in the 2002 Around Alone race - a solo circumnavigation race in four stages.

He will cover his past solo experiences with a video on the Europe One Transatlantic Singlehanded race of 1996.

He will then illustrate with slides the actual building of the boat, from it's basic construction in New Brunswick to it's finishing here in Ontario at Wigger's Boat Yard. As well, he will show a CBC video on

the yacht and a promotional video on the 1988 Around Alone race.

Derek hopes to have the boat completed for sea trials on Lake Ontario this summer. Spirit of Canada will probably be berthed at Harbourfront.

Cdr. Annie and R/C Tony Cook are members of Spirit's support team.

Tony is donating time to the Challenge by building a promotional web site, to be launched shortly.

**NEWS DEPT . . . . .from Headquarters**

Contrary to our report in the last issue of Gangplank...

*“Membership will **not** be renewed by birth month. All members will renew as they have in the past during the months of April and May”*

Headquarters has since decided that the change might be confusing for Members and Squadrons.

**VHF CHANGES**

CPS is negotiating with Industry Canada to become the main provider of the VHF Course material and exam. CPS members would do the testing, as well as IC approved examiners, and only CPS material and exams would be used. The two-part exam would consist of a multiple-choice section and a section in which the student must verbally answer two or three questions to an examiner, to confirm the person is able to speak and hear. Those operating their vessel in domestic or U.S. waters no longer need a VHF station licence, but must still have an operator's licence.

**CELESTIAL NAVIGATION COURSE**

The 1997 revised JN Course will be the basis of a new Celestial Navigation Course with the best of the Navigator Course added. Star identification has been completely rewritten, site reductions simplified, sailings completely revised, and references to Bowditch eliminated. Site reduction methods using an assumed position were left in the appendix as non-examinable material. The new course is under review by the Editorial Committee.

**BOAT MAINTENANCE TIPS**

Boating or Boating Maintenance “Tips of the Day” will be featured on the CPS website. R/C Jim Hay is asking DTOs and Cdrs to come up with 1-2 line useful tips, so a file can be built to offer a tip every day of the year!

RideSmart was dropped after incorporation into the new Boat Pro Manual. However, there is great enthusiasm for the Ad Hoc Skipper program which provides on-the-water skills for the spouse or crew members. The Training Department may consider a name change, and look at more promotion.

**GET INVOLVED!**

In the 4th annual  
**Toronto Harbour Parade of Lights**  
 Canada Day Charity Boat Parade  
 City of Toronto Millennium Event  
 Now a 4 Day Festival  
 July 1 - 4, 2000  
 For more Information call 416-941-1041 x230



### CCG-Aids To Navigation Updates

The Canadian Coast Guard is reviewing the various Aids to Navigation systems to Changes to the Aids to Navigation in both small craft and commercial channels may be necessary. The changes may incorporate one or more of the following :

*Temporary repositioning of buoys*

*Temporary addition of buoys*

*Temporary removal of ranges*

*Temporary narrowing of channels*

*Temporary re-routing of channels and removal of buoys*

Necessary changes to the Aids to Navigation will take place at or as near to the opening of the 2000 navigation season as possible.

Areas of concern currently identified in the small craft channels between PortSevern and Little Current and the North Channel are:

*Potato Island Channel — Quarry Island — Big Dog Channel — Big David Bay Range Line  
Starvation Bay — Seven Mile Narrows — Shebeshekong Channel — Shoal Narrows — Hangdog  
Norgate — Cunninghams Channel — Rogers Cut — Parting Channel — Beaverstone Bay  
Lansdowne Channel*

Specific sites and details of the changes will be broadcast as they are reviewed and identified.

Depending on the priority *some changes may be made with limited advance notice.*

All changes will be broadcast through Notices to Shipping.

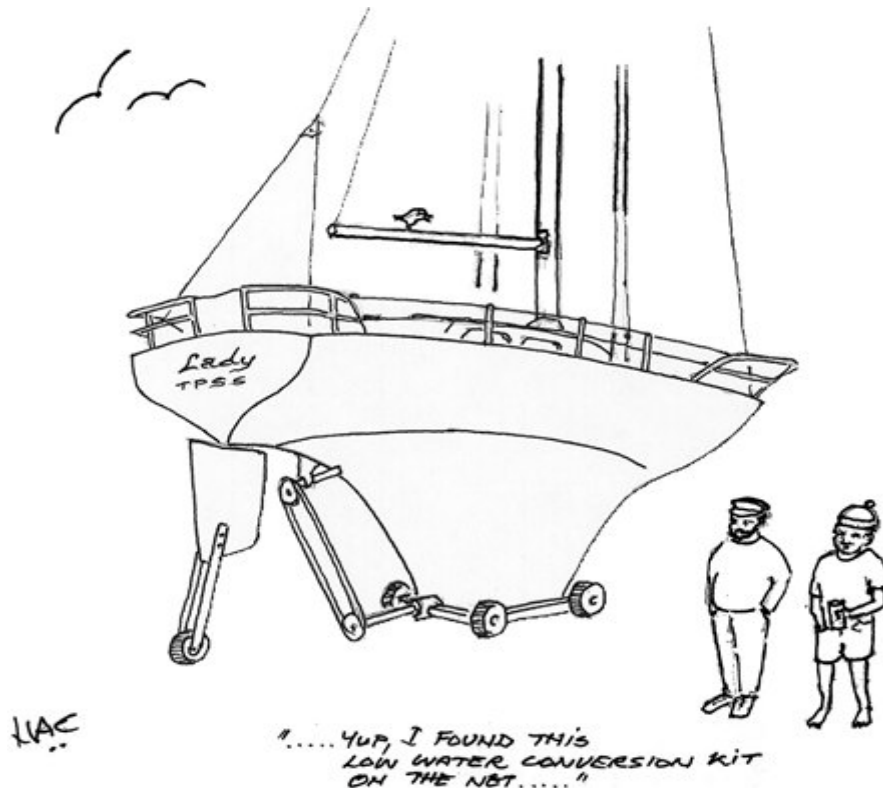
Temporary placement of signage in areas of concern may be considered.

Mariners are invited to voice any concerns through their nearest Coast Guard Radio Station or directly to:

Randy Childerhose or Mike Phillips - Parry Sound - (705) 746-2196

Steve Lear or Chuck Lemaire - Prescott - (613) 925-2865

Al Dion - Regional Superintendent - Sarnia - (519) 383-1859



## *from the what's on the Web file....*

FEATURED IN SEAROOM [www.searoom.com](http://www.searoom.com)

### Recent Articles

#### *Hypothermia - the sailor's enemy -*

Whether it's a case of "Man Overboard" or the ravages of extended exposure to the elements, hypothermia is a serious danger to life - but it can be managed. Former Oil Rig medic, Fernanda Morley tells you how.

#### *Cooking at Sea*

In over 10 years at sea, cruising their Classic 37 "Two-Step", Paul & Sheryl Shard have learned a thing or two about handling the cooking chores - here, they share their experiences and point out the dangers inherent in cooking while under way.

#### *Sailing insomnia*

Sleep deprivation is one of the most common afflictions for the long-distance sailor. In this instalment of her on-going medical series, Fernanda Morley offers some suggestions on how to get some shut-eye.

#### *Freshen Up Your Water Tank*

Peggie Hall tells us how to get the odours out of the fresh water tank system.

#### *Corrosion*

The silent menace, the age old problem of .... aging? Whatever, rust and corrosion are constant threats to the cruiser's well-being. This cruiser offers a sardonic take on the topic.

#### *You Are Your own '911'*

Achieving medical self-sufficiency is an essential skill for offshore sailors - former oil-rig medic, Fernanda Morley tells you how. Check out her November 1999 Offshore First Aid Course.

#### *Goin' Down the Ditch*

When Bonnie James and Jim Miller set out to reach the IntraCoastal Waterway enroute to Florida, they first had to cross Lake Ontario, drop the mast at Oswego, NY and transit the various canals and rivers leading to New York City. In doing so, they checked out some of the "myths" they had been fed by fellow sailors.

SeaRoom is a project by Annie & Tony Cook

[intelligast.com/weather/usa/others/](http://intelligast.com/weather/usa/others/)    [paradeoflights.com](http://paradeoflights.com)    [redcross.ca/english/firstaid/e/quiz/test.html](http://redcross.ca/english/firstaid/e/quiz/test.html)  
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## *from the what's in a name file....*

The following is Part One of an article on the topic of nautical terms in modern English that I wrote for "*The Wheelhouse*". It is free for the asking should anyone want it for a newsletter, but credit would be appreciated with a copy of the publication. The "comments" on the dialogue between the Morrisons appeared in italics, but that is not possible here!

DEBT TO THE NAVY

Part One By Jim Dawson, JN Lake St. Louis Sqn

"I'm afraid our Bill came home three sheets to the wind last night," Mrs. Morrison said. "He tripped over the hat stand by the door and gave me an awful start."

Mrs. Morrison was quite right to be concerned about her son Bill. The "Oxford Companion to Ships and the Sea" tells us that even if an intoxicated sailor had three sheets with which to trim the sails, he would still be too incapacitated to steer a straight course. Brewer's "*Dictionary of Phrase and Fable*" adds that a sheet in the wind is one that is free or not attached. It is plain, in any case, that Bill was not under control and not steering a straight course.

"I'll get him up," Mr. Morrison said, and he promptly bellowed in the direction of the stairwell, "Come on, Bill! *Show a leg!*"

In days gone by it appears that seamen who signed on for the duration of a ship's commission were refused shore leave for fear of desertion. In lieu of shore leave, women, supposedly "wives", were allowed on board when the ship was in harbour. The ladies were, of course, allowed to lie in the mornings when the crew was piped to duty. The boatswain's mates would, if they saw an occupied hammock, use the expression "*Show a leg!*" The appearance of a hairy leg over the side of a hammock meant that the owner was likely a sailor and would be quickly evicted from his hammock. The owners of hairless legs were, however, allowed additional Z's. The custom of allowing women on board as overnight guests was abolished in the British Navy in 1840.

Bill normally answered his father's summons with "I'll be down in a couple of shakes," but this particular morning he did not answer at all. Mr. Morrison went upstairs but was quite taken aback by what he saw. The room was empty. "I'll be a son of a gun!" he said aloud. "He's not here!"

The original expression was "*a brace of shakes*" (i.e., two shakes) and refers to that period which could be measured by the shaking of a sail as a ship came around through the wind. Two shakes obviously means very quickly.

It was interesting that Dad was "*taken aback*" since the word "aback" refers to having the wind on the wrong side of a sail. The command "All aback!" would be issued to bring a square rigged ship to a dead stop by bringing her head into the wind.

The second expression Dad used is even more interesting. Not only were women once allowed on warships as overnight guests when warships were in harbour, they sometimes even went to sea with the ship by accident or design when the ship left harbour! Pregnancies obviously resulted from this practice. Since gangways had to be kept clear, and the women had to give birth somewhere, the common practice was to use the spaces between the guns on one of the gun decks. The child born under these conditions was known as "*a son of a gun*".

The "Oxford Companion. . ." included a verse the editors found somewhere which refers to the expression: Begotten in the galley and born under a gun. Every hair a rope yarn, every tooth a marline spike, every finger a fishhook, and his blood, right good Stockholm tar!"

CONT'D FROM PREVIOUS PAGE

"That Bill of ours!" Mrs. Morrison exclaimed. "He was probably out with that Betsy Something, you know the one . . . I never did like the cut of her jib!" At one time not so very long ago the expression had a very real meaning and it did refer to foresails! As a strange ship came into sight, long before the national flag of nationality could be made out, it would be possible to make out the sails.

The shape of the jib was a very clear indication of the nationality of the ship. Spanish ships, for instance, had a very small jib or none at all. The French jib was cut much shorter on the luff than the English jib giving it a more acute angle in the clew. The French, too, often had two jibs, whereas the English and others tended to use only one.

Come on, Mother," Mr. Morrison sputtered, "that's not fair calling her Betsy Something based on some scuttle-butt you picked up at the hairdresser's."

A "scuttled butt" was a cask with a square hole cut in its bilge, the widest part of the curved side. The daily ration of water was poured into it and the hole ensured that no more than half a butt (cask) of water was used in a given day. The "grog tub" was similar in the days when the rum ration was given out. This was a "scuttled butt" also. It seems likely in either case that there would be a certain amount of gossip as sailors queued up for up for their daily ration of water or grog. Starting in 1687 with the conquest of Jamaica, rum replaced brandy as the daily tippie of alcohol. Admiral Vernon in 1740 cut the ration of rum to one pint of neat rum per day per man (half a pint for boys!) and ordered it diluted with one quart of water. His aim was to cut down on drunkenness! The daily ration was then cut in half and issued twice a day at the scuttle-butt.

Grog, by the way, is the name given to the watered down rum ration. Admiral Vernon's nickname was "Old Grogram" from the material of which his cloak was made. In 1824 the evening ration was stopped although the noon issue continued, and in 1850 the rum issue was reduced to one gill. Further reductions in strength and quantity were made over time, the officers losing their daily ration first, and then the issue to warrant officers was stopped. Chiefs and petty officers drew a ration of straight rum for some time, but it was not until 1970 that the practice of a daily issue of spirits was stopped for all ranks in the British Navy.

What did the expression 'pipe down' come from?

The reality is that pipe down is yet another expression that comes from the days of sailing ships. The "pipe" in question was a whistle used by the boatswain, a petty officer--sort of a sergeant--who supervised a work crew on deck. When he blew "pipe down" his men were free to go below. Once they went below, it was quiet on deck. And that's the condition to which you aspire when you tell someone to pipe down. If they don't respond, throw them overboard.

(Source: WHO PUT THE BUTTER IN BUTTERFLY? by David Feldman)

**2000 Benson & Hedges Symphony of Fire**

Sat. June 17	South Africa
Sat. June 24	Portugal
Wed. June 28	Italy
Sat. July 1	Australia
Wed. July 5	Spain
Sat. July 8	Grand Finale

TPS FIFTIETH REMEMBRANCES - Learning, volunteering and having fun with TPS  
Irwin Doxsee, Commander 1989-90

When I became a CPS member in 1983, the Toronto Squadron was a very active concern. TPS was the largest squadron in our district and had been one of the leading CPS squadrons for years. Membership and course registration were rising. Tanya Abolins became commander in 1983 and urged us to strive to fulfill our mission, to provide high quality education, promote safe boating and increase membership. We were succeeding.

There seemed to be a number of volunteers but there were signs that a growing business pressure forced some to discontinue their volunteer activity. In 1984 and again in 1986 the Executive Officer found he was unable to continue. I noticed how Bob Anglin had been recruiting volunteers for years. He added my name to his list while I was taking the boating course before I knew what was happening.

When Bob Anglin was commander (1985-86) he wanted TPS to offer all the courses that the CPS had designated and urged us all to take and/or give the courses. We started giving Boating courses in a second (downtown) location in 1984 which was very popular with the students because of its proximity to their workplace. (this only lasted 3 years when the landlord decided to use the rooms evenings for training their own employees.) In a few years the TPS course registration rose to over 200 annually and the membership grew to over 400. For a few years, Boating registrations alone were over 200.

As I proctored the Boating classes, I realized that one of my most important responsibilities was to find volunteers. Financially the squadron was doing well with all those students but we needed more instructors to carry the load. We tried to recruit members and volunteers from the 1st day of class.

In 1984-85 there were about a dozen of us in Junior Navigator class all enthusiastically expanding our knowledge of navigation and the universe. That year Victoria Klinkhammer, Fred Klinkhammer and I all passed JN. I really enjoyed doing the final cruise assignment which was a charting exercise to Bermuda from Rhode Island. That summer I "chose" early retirement from my 30 plus year employer. A friend suggested I borrow Toberua II, his Whitby 42, for a year and take her to the Caribbean. It really sounded like great opportunity to use that newly found knowledge. Emma and I decided to go for it.

Before leaving we drew up an itinerary and asked our sailing friends to join us either on our ocean trips between the mainland and Bermuda and the British Virgin Islands or for a week while we were in the Caribbean. Each was given an assigned week which they could take or leave. All of them accepted so we had company almost every week we were away. TPS member crew list: Laurie Richlings, Bob Anglin, Mike Ahearn, Victoria and Fred Klinkhammer, Carson Woods and Emma and I - 20 other friends as well.

The ocean passages were fun. Those JN and N types all brought their sextants and we had as many as four going at dawn and dusk. The three body fix the evening before was a tight cocked hat and the lights from the island at night proved that we were exactly where we expected to be.

One of those nights at sea we had a little pow-wow on board. We figured out that we ocean sailors were the logical potential volunteers. Carson drew the short straw and went first. And so it happened that the Toberua's crew served as TPS commanders from 1985 to 1991; Anglin, Woods, Richlings, F. Klinkhammer, Doxsee and V. Klinkhammer.

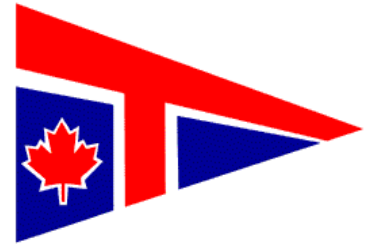
Another highlight of those years was the YW District Conference Fun Nights before the AGM. Each year a general theme was selected and each squadron created a theme room for the occasion and competed for the "best room" honours. It was a guaranteed good party and we started in the fall urging students and members to participate in this social highlight of the year.

In 1988, we started preparing for the Fun night in January with a brunch at the Woods'. Laurie made pancakes and Carson lead the design session for the South Pacific Island room. Barb Peace was always at the centre providing ideas and developing the creations at mini work parties all spring. The next year Dennis Gibson really went overboard with his design of the Titanic, which gave Toronto 1st prize for the second year in a row. Since the Bridge members did most of the work, they had most of the fun. So much fun that if you joined the work party, you were bound to become a member of the Bridge. Then many of us would go to the CPS National Conferences and have more fun.

And so we found that if you have enough fun you get lots of volunteers and are able to fulfill the CPS mission better than ever! Or is it because we were such good teachers that we became enthusiastic leaders and organized great parties? Either way, we had a great time.



# TORONTO POWER & SAIL SQUADRON ROSTER



## GET INVOLVED AND JOIN OUR TEAM.

What areas of interest or skills do you have that you may wish to offer to the squadron?

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- Training :** Assist the Squadron Training Officer (STO) in the staffing and operation of all courses offered by TPS. ( skills: good organization/communication/teaching )
- Boat Pro :** Organize the staffing and delivery of the *BoatPro* courses under the direction of the STO. (skills: good organization and desire to share your knowledge)
- Newsletter:** Assist the editor in the creation of a regular news letter, source or write articles, assist with design or production and seek out some sponsors. (skills: writing editing, page layout and design.)
- Public/ Relations :** Assist the PRO in publicizing all TPS activities, promote membership and enhance our squadron. (skills : good communication and enthusiasm)
- Website :** Assist the webmaster in the maintenance of the Squadron website. (knowledge of HTML and/or *Frontpage*; writing or graphic editing/design.)
- Com. Aide:** Assist our Commander in her exhaustive efforts to oversee these and many more tasks. (skills: energetic, detail oriented and supportive)

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## PLEASE ASSIST US IN OUR EFFORTS TO UPDATE OUR MEMBERSHIP

Simply complete this page and mail it to: TPS c/o A. Cook 253 Cranbrooke Ave. Toronto, Ont. M5M1M8  
or visit us on our web site at [www.torpowersquadron.on.ca](http://www.torpowersquadron.on.ca) and complete the form online.

CPS Membership # \_\_\_\_\_ Date Joined \_\_\_\_\_  
 Designation \_\_\_\_ Surname \_\_\_\_\_ First Name \_\_\_\_\_  
 Phone Numbers: Res. (\_\_\_\_) \_\_\_\_\_ Fax. (\_\_\_\_) \_\_\_\_\_  
 E Mail : \_\_\_\_\_@\_\_\_\_\_ Web PG \_\_\_\_\_

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## TELL US A BIT ABOUT YOURSELF

What mini courses are you interested in? *Refresher in Navigation* - *Seamanship Sail* - *Seamanship Power* - *Weather* - *GPS /electronics* - *Others* \_\_\_\_\_

Do you have a boat ? *Sail* \_\_\_\_\_ *Power* \_\_\_\_\_ *Other* \_\_\_\_\_

Where does she sleep ? *Lake* \_\_\_\_\_ *Marina/Club* \_\_\_\_\_ *Other* \_\_\_\_\_

Would you prefer to attend a summer rendezvous on - *Lake Ontario* \_\_\_\_ *Lake Simcoe* \_\_\_\_  
*Georgian Bay* \_\_\_\_

## BRIDGE 1999-2000

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### Our Mission

To increase awareness and knowledge of safe boating, by educating and training members and the general public, by fostering fellowship among members, and establishing partnerships and alliances with organizations and agencies interested in boating.

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