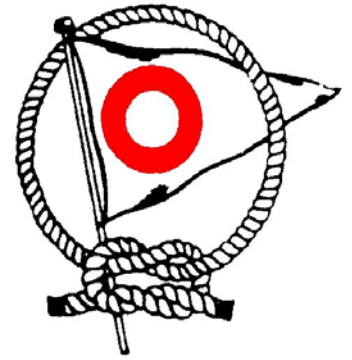


Sail and Paddle

Newsletter of the Toronto Sailing & Canoe Club

April 2008

editor: Al Schonborn



Winter is finally over! Launch Day is Saturday, May 3rd

For all you keelboaters, expect to see your mooring allocations posted on 26 April, allowing you to get your lines set out, prior to LAUNCH ON SATURDAY 3 MAY with the crane setting up at 0700 and the boats from the east headland getting lifted in, starting at about 0800. By 1000 we should be at work on the main lot, and hope to have all afloat by noon. Please schedule some afternoon time to see to

your cradle, getting it knocked down and perhaps even stowed away. Our yard clean up work party is on the following Saturday, and a lot of time is lost if we are confronted by standing cradles. Mark Rodrigue will be honchoing our launch party, and will be needing a few helpers to set the slings, tow away the boats, etc. Lend a hand and get work hour credit.

Fred Black, Harbour Master



**alas!
it won't be a simple matter of**

Edit > Undo:

Haul-Out 2007



2008 Sailing Program News

from Brian McLennan Sailing Director

Youth Sailing Program Update

Ontario Sailing awards Toronto Sailing & Canoe Club "Training Development Centre" status.

On January 22 Ontario Sailing announced that Toronto Sailing & Canoe Club was chosen to be a "Training Development Centre" in our area. OSA will support our centre with funding towards coaching and professional support.

We will have an open centre philosophy, encouraging sailors from other clubs who want to participate in our enhanced programs to retain their home club identity. We welcome back our students from last season and extend an invitation to all of the new students who want to participate at our improved Training Centre programs. I am looking forward to all of you joining us for another great season of sailing at TS&CC.

Optimist Race Team

With the success of our youth sailing programs last season we plan to offer an Optimist Race Team program this year. Spaces are limited so register early for this excellent opportunity.

Lunch Program

We will be offering an optional lunch program for our summer camp program this year. Details of the new program will soon be posted on our web site.

Adult Learn to Sail

Due to overwhelming demand, we plan to increase our Adult Program capacity by purchasing additional 420's. Last season our program operated at capacity with many students joining the club and signing up as Fleet Members. Link to video posted by last year's adult students:

<http://youtube.com/watch?v=7Ffxu4ttcf-4>

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New Access Codes for TS&CC Members

Please note - this year the access codes for the main gate and clubhouse will be changing on the week-end of May 25th, 2008.

New codes will be issued only to those members who have fully paid their membership dues for 2008. Expect to receive your new codes the week of May 18th. Dragonboat crews will be given the new access codes by their team leaders.

Kit Wallace

Uncle Al's Corner

Well, spring seems to be here at last! And we finally have enough material for another *Sail & Paddle*. Special thanks to Anna Wharton, Brian McLennan, Kit Wallace, Fred Black and Lee Barker who made the time and effort to respond to Annelies Groen's requests with interesting articles on a variety of topics. The photos that brighten up these pages were contributed by Annelies Groen, Brian McLennan, Boris Kuzmin and Anna Wharton. Thanks again to all of the above.

Here's wishing us all a fine summer's worth of happy sailing in 2008.

Uncle Al (W3854)

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Harbour Developments

What developments? There aren't many scheduled, but we have been thinking about walk-on docks, dredging, relocated mast crane, and additional swing moorings. The trouble is that for every plan there is a cost / benefit trade off, and so far only the last one is an obvious winner.

WALK ON DOCKS: After watching the developments at Boulevard Club, we asked their docks contractor to give us a proposal. He suggested extending the west dock into something like a big "F". A semi-rigid set of floats was proposed to avoid the expense and the environmental hassle of setting pilings or caissons into the lake bed. The 100-ft long west dock would get a 150 ft. floating extension (the stem of the "F"). The top of the "F" would be 600 ft. long, extending parallel to the breakwall, and massive enough (at 10 ft. wide and 4 ft. deep) to act as its own breakwater, especially necessary since it would extend past the gap in the existing breakwall. On the sheltered side of this major float accommodating 32 big boats on 16 finger docks, each 4 by 35 ft.. The mid member of the "F" would start at the tip of our present dock and extend 600 ft. to the west. It would have twenty 30 ft. fingers on each side, accommodating 80 medium-sized boats. Finally, a 500-ft. dock would extend west from where our sloping pram ramp is, turning the whole array into an "E" shape, and accommodating another 75 smaller boats.

The main reason we are not going this route is the million-dollar price tag. While the average cost per slip of about \$6000 seems reasonable, it would take us some years to enroll all those new members, during which time we would be carrying the upfront costs.

Scaling the project back, or doing it in phases, raises the cost per slip. Since water depths are limited, we would have to be quite selective in the boats we accommodated. The innermost dock could only accept shoal draft sailboats or, perish the thought, motorboats. Since this development would displace all the present moorings on the centre wall, and all the swing moorings in the bay, we would be forcing our present members to upgrade or leave.

DREDGING: The area in front of the mast crane has a sand bottom, which would seem, at first glance, easy to dredge. However, since it is just as shallow 30 ft. to the south (where Red Ringer is moored) we would have to remove a lot of sand to clear the approach to the dock. And sand is likely to sift back in within a season or two.

MAST CRANE: Where it is currently located it is unusable by our deeper draft members in the autumn. Should we get deep water along the east side of the east dock? (see DREDGING) that might be a good spot for the mast crane. The pump-out facility would likely remain on the west dock, because of its sewer connections.

SWING MOORINGS: While there have been open moorings along the breakwall, there has been a waiting list for swing moorings. Last year four more were added, without extending past the gap in the breakwall. When I came into this job, the TS&CC moorings extended past the gap and half way along the next breakwall segment. These "west wall" moorings were abandoned when that section of wall caved in, but we intend to place a few swing moorings in the bay opposite. I'll need a few more wheels (airtight tires on rims) to follow through on this.

Fred Black, Harbour Master

TSCC OUTRIGGER CANOE GROUP: 2007-8 HIGHLIGHTS

Canoeing has had a long and successful history at TSCC (being the oldest canoe club in Toronto!) but post late 1960's the competitive side of the sport declined at our club completely as other local clubs took over the roles of training competitive flatwater canoeists and kayakers. Recreational canoeists and kayakers continued to be part of TSCC however, and in about 1999 a local group paddlers introduced the Club to the familiar long and thin Clipper 6 person outrigger that has been a resident here ever since.

The Outrigger Group has now been active at the Club for over 8 years and has evolved, as the sport has grown locally, from a small group of paddlers to a fraternity of competitive and recreational athletes. Most of our Club members are also interested in other canoe sports such as marathon racing, flatwater sprint racing and dragon boat competition. The team members and individuals are now familiar sights on the water in the 6 person club boat and in their own personal singles and doubles. TSCC is now the home to more than 25 outrigger canoes.

In 2005 we revived a competitive racing event at TSCC with the first Toronto Outrigger Challenge, an international event with two days of races around Toronto Island. 2007 saw nearly 140 competitors active in the two day event with top athletes coming from eastern Canada, Hawaii and other parts of the United States. The races will take place again this summer on the July 5,6 weekend. This event has become the largest outrigger event in Eastern North America.

TSCC based teams and individuals now have a solid track record in international and local competition. TSCC's mixed 6 person team completed last year's season with a first and two third place finishes, and the women's and mixed teams had strong third place finishes against an international field in both the prestigious Liberty Challenge in New York and the Toronto Outrigger Challenge. As well, our men's teams placed first and third in the Toronto race and we also had a third place finish in an open ocean race in southern Florida. Our individuals also competed well in a number of solo races in the eastern USA.



Outrigger paddling can be enjoyed by anyone at any level from Novice to Expert. It provides excellent aerobic training and focuses on timing, balance and rhythm. Surfing the canoes in heavy water conditions is a thrill that must be learned and experienced. Practices vary from one hour to 3 hours in length and are structured to the level and objectives of the crews.

The 2008 program will offer paddling opportunities to all ranges of interest from entry level to advanced competitive athletes. We have a group of coaching athletes to help new paddlers interested in trying the sport. Safety, conditioning and embracing of the 'aloha' outrigger culture are major parts of the program.

The sport has a long and rich tradition from Polynesia and Hawaii and we wish to continue this as well as enrich it with our special Canadian flavour (such as paddling around ice flows in early or late season!!). For more information contact: Lee Barker at 416-716-5762 or talk to anyone around the club using the Clipper or their solo outriggers. Mahalo! to everyone who has made outrigger a strong part of the TSCC family. We welcome new participants in our great sport.

Lee Barker April 18, 2008

TSCC Women's OC6 Team - New York Liberty Challenge 2006



Left to right, Gail Smith , Iris Schmidt, Aileen LaBorie, Kim Prince, Leanne Stanley, Kathy Pedwell.

Former member, Roger Youle-White, sends greetings and an invitation from Seattle

From: Roger J. Youle-White,
Sent: Thursday, April 03, 2008

What a great surprise to hear from the you too, Al! Our Wayfarer trailer story starts 11 years ago when Ruth and I drove to Seattle. At the boader at Detroit, the guards gave me a sheet of paper and said "don't lose this". I promptly filed this into oblivion. The boat was stored for the first 4 years because we decided to purchased a 41' Lord Nelson and become live aboards at Elliot Bay Marina when we we first arrived. We have since sold the boat to purchase a house and my interest in the Wayfarer returned, but of course I needed a Washington license plate. On seeing the Ontario permit, they asked for the customs paper work. I contacted customs but to no avail. So the trailer remains unlicensed and I have to keep a stiff eye in the rear view mirror looking for "cops" any time I use it! I think I may have to tow the trailer to Vancouver, turn around and re-import it.

A big hello to Boris. Some of my most vivid memories, other than trying land on the TS&CC docks during those summer storms and 30 mph winds, were crewing on his Dragon around Centre Island and working the week day club races. Glorious memories! Many thanks, Boris! All TS&CC members have a standing invite to visit Ruth & me here in Seattle.

(Continued on page 6)



Raejon: Ruth and Roger's former home at anchor

As for *Raejon*, we lived aboard for 3.5 years, then rented an apartment in Ballard, and moved the boat to Anacortes marina. After a year we decided to put her up for sail and it took 3 years to sell (the dot com crash flattened the economy 3 months after we listed). During that time we used *Raejon* like a cottage, driving up to Anacortes (1 hour) rather than 8 hours of sailing including a treacherous crossing of the Straits of Juan De Fuca. We could thus be in the the San Juan islands an hour later, so the 3 years were not wasted, in fact there were times we were not sure if we wanted to sell.

After the boat was sold, we bought a house in Mill Creek with RV parking which, is where I am gearing up to build our next boat. It will be a Tom



Colvin "Gypsy" built in steel, and the intent is to use it to return to Canada, Nova Scotia, by sail, where we plan to retire. The RV parking space is too small for Gypsy so the plan is to build the vessel in two halves (modular) then weld them together. The next step after launch is one heck of a big garage sale!

A hearty hello to all of TS&CC.

Roger

How accurate are weather predictions for sailors?

Report on a talk given at MSCby Ron Bianchi, Sailor and Meteorologist

When most people listen to the weather reports, they'll hear something like this: "We're expecting about two weeks of cooler and more winter-like temperatures in southern Ontario, But milder air is expected to return to the region and once that sets in, we're looking at an early start to spring for both southern Ontario and southern Québec." That's a typical report from Ron Bianchi, Director of Meteorology for Golder Associates - a world wide Geo-tech and Environmental Sciences engineering firm.

Long range and short range forecasts may be all some folks may want to know, yet if we're sailors expecting to go racing, we'll look at the red screen at the bottom of the weather network channel to make a quick decision to cancel. Likewise, dinghies won't go out when the wind is gusting to 30 knots, especially for a club race, while keel will take 25 knots with caution, piling a few more bodies on the sides and clearing out the whole patio. Prepared with the questions in mind for predicting weather I attended the speaker series at MSA. Bianchi, a skilled sailor himself has extensive sailing experience as a CYA instructor, instructed for Power Squadron and five years of search and rescue on Georgian Bay. What follows are the highlights of his talk.



What are the weather patterns in our area of Lake Ontario and how will we know what to expect?

Wind Speed Table	
Light	1-14 knots (1-26 kms)
Moderate	15-19 knots (27-35)
Strong	20-33 knots 36-61)

Sources of air masses control weather and in our area changes generally move in from the west. A high pressure area, cloudless skies indicate good weather, safe boating. A temperature inversion, when warm air sits over cold air, leads to fluky and patchy winds that have three predictable times to break. Commonly, by 10:30 comes the "whoosh" that appears as a breeze, or again at 12:00 or 1:30 to 2:00. If the calm, static air doesn't break by these times, chances are good that you'll be chasing "cat's paws" instead of a real breeze.

Monitoring visual cues by looking at the clouds can provide vital clues to changes. There are four basic cloud types, three levels in which they travel in the atmosphere, and various speeds in which they build. Fine, wispy high clouds tell us that a weather change is coming in about 18 - 24 hours. Similarly, contrails from jets that stay around longer than 20 minutes forecast weather change. Mid-level clouds bring weather change in 12-18 hours. Cumulous or cumulus nimbus that have not changed in 3-5 hours are considered fair weather clouds. Heat and moisture form a bad mixture leading to thunderstorms. Cumulus clouds (see <http://boatsafe.com/kids/weather1.htm>) with vertical growth spell danger and the speed in which they develop indicates the strength behind the water vapour and mixture of pressure created. Tall vertical growth can result in major change in 15 - 30 minutes. A storm has reached its maturity when an anvil cloud forms. When a cap overshoots the top, also called a pillus cap, on an anvil cloud expect the worst as this is a fast building storm. Fortunately, most storms last one hour, 20 minutes build up, 20 minutes heavy weather, 20 minutes dissipation. Severe storms, on the other hand, last several hours. Unfortunately, we do experience super cells in our area, which of course make for the best stories to go into our sailor's logs!

What should sailors do when trapped in a storm of 60 knots? Wind shifts are abrupt, up to 90 degrees, and a gust can last from 10 to 30 seconds. Lower the canvas, heaving to may still damage the sails and rig. If there's time, throw over a sea anchor, a bucket filled with water can help stabilize a dinghy. *(AI's note: Running under bare poles, as they say, works a treat in a dinghy.)*

As much as we may know about weather prediction, lightning still is the most unpredictable and shrouded in more myths. Audible clues, like static on the radio mean electrostatic charges in the air or vicinity. Your mast may buzz and your hair may stand up. Lightning will choose the best path to the ground and prefers land to water. Make sure your boat is grounded, otherwise, lightning can blow out the sea cocks or holes in the hull. If you own a dinghy, use battery cables hung over the side to dissipate the charge.

What innovations will help make boating safer? Which stations offer the most thorough coverage?



As this year was an El Niña winter we can expect more unsettled spring weather. Gadgets are helping make boating safer.

There are lightning detectors for about \$400.00 (see picture at left) being bought by golf clubs, soccer teams and sailing clubs. OSA supports such items for sailing schools and regatta organizers as precautionary devices. They can predict where the lightning is moving from and the severity of the charge. The figure to the right shows a \$65. Storm Alert kit.



Ron Bianchi mentioned that local yacht clubs were considering banding together as a consortium to share costs of translating and transferring their weather data in a sailing portal. The picture at right is what appears on the Port Credit Yacht Club website. Weather station readouts are attached to websites like the ones installed at Port Credit, National Club and Whitby. Watch for Environment Canada's new Marine Warning Program This new program is slated to begin sometime this year. (Summer 2008)



Weather Station at PCYC website. The picture below is from PCYC online weather station providing live and local weather - anytime!



For people who need to race long distance, many if not most, will be using a weather plotting device similar to that of the Garmin, or weather plotters to make sure to see systems approaching. This practice became commonplace after the racing mishap in the Lake Ontario 300 race years ago. (at left the weather detection device is mounted on a rooftop)

Nowadays, all aircraft are equipped with weather stations. For boaters the weather tools have become smaller, portable and more robust. For racers, you may want to use The Weather Eye which can be downloaded to your PC and is free. You can also download simple plotting software (free) called "Wxplotter" which can interpret local data. (see http://www.nerdtests.com/software_wxplotter.php)

Meteorologist, sailor, lecturer, and genuine believer in mind-opening encounters with the science of Meteorology and how to use it to your advantage, Ron Bianchi does a variety weather courses on how to interpret the data and can be contacted at ronbianchi@rogers.com

Anna Wharton

The Future of the Western Waterfront

on April 17, 2008, Kit Wallace wrote: This is a slideshow of the public presentation of the Western Waterfront Masterplan that I attended on April 3rd.

http://www.toronto.ca/waterfront/pdf/wwmp_publicmeeting_pres2_03april08.pdf

Please review it and feel free to respond to the alternative proposals on the feedback sheets attached to the presentation. You should be aware that at this stage nothing is set in stone. Alternative ideas are welcome and are being solicited by the planners to enable them to put together more definitive proposals. There is also a participatory workshop planned for early summer to which the public will be invited to contribute their ideas.

Kit Wallace

Report on the Western Waterfront Master Planning Study

In September 2006 Toronto City Council approved a motion to develop a planning study for the Western Waterfront. The following statements are taken from the council report describing the terms of reference for this study. As you can see they are wide ranging and ambitious.

Study Area for the Western Waterfront Master Plan:

The western waterfront study area is approximately 4-kilometres in length, bounded by the Humber River in the west, Marilyn Bell Park in the east and Lake Ontario in the south. The northern boundary is formed by Lake Shore Boulevard West / Gardiner Expressway corridor and the neighbourhoods that border this transportation network. The western waterfront area from Marilyn Bell Park to the Humber River is a significant waterfront asset for the City of Toronto. It features 41 hectares (100 acres) of parkland, including two trail systems (the Martin Goodman and Humber River Trails), three City beaches (collectively known as Sunnyside Beach) and key historic sites. The western waterfront is outside the legislated jurisdiction of the Toronto Waterfront Revitalization Corporation (TWRC), whose mandate for waterfront renewal extends from Dowling to Coxwell Avenues.

Western Waterfront Breakwall:

The breakwall protecting the western waterfront was created between 1920 and 1925 with additional work undertaken between 1931 and 1943. A 1997 routine detailed inspection by Transport Canada led to recommendations for repairs to extend the life of the structures and ensure their

ability to withstand storms. The study also recommended that underwater surveys of the cribs and crib joints be undertaken every five years to confirm the condition of the breakwall. The overall breakwater condition, and ownership and maintenance responsibilities are complex, the subject of tri-government discussion, and must be directly addressed through the Western Waterfront Master Plan.

Development of the Master Plan and the Integrated Beach Management Strategy:

The genesis of a comprehensive plan for the western waterfront arose from the need to address water and beach quality and beach management issues at Toronto beaches as a whole. Toronto Water's ongoing monitoring and analysis of Toronto beaches has revealed consistently poor water and beach quality along the western waterfront, particularly Sunnyside Beach. As Toronto Water's comprehensive analysis and inventory of Toronto beaches has shown, the reasons for this include the Humber River as the dominant pollution source, the high e-coli counts from the large number of gulls and waterfowl that render the beaches unacceptable for swimming, and the breakwall which, while providing sheltered areas for boaters, rowers and canoers, also contributes to nuisance algal growth. The Western Waterfront Master Plan must assess current approaches to beach maintenance, review the appropriateness of existing beach designations and recommend, where appropriate, siting of new beaches. Council also directed staff to report on improving public access and connectivity to the area, compatible commercial and tourism/event

uses, transportation requirements, marine and land-side infrastructure requirements and pedestrian and trail development. The plan will present an integrated approach to ecological restoration, stormwater and shoreline management, recreational development and urban forestry that builds on Toronto's Blue Flag beach evaluation program and should act as a prototype for future planning at Toronto's beaches.

All of the background information about this study can be found on the City of Toronto website at: <http://www.toronto.ca/waterfront/wmp.htm>

In November 2007 the Toronto firm, Planning Alliance (pA) was selected to conduct the master planning study. Their mandate is to define a vision for the Western Waterfront area in consultation with the local community and stakeholders, and to prepare a long term implementation strategy supporting this vision. Presently the study is about one third complete. A number of alternative strategies have been proposed by pA in a public meeting held on April 3rd of this year. These are grouped under the following themes:

Transportation

- Lakeshore Alignment
- Lakeshore Character
- Transit
- North-South Connections
- MGT and Boardwalk
- Parking

Shoreline Protection/Enhancement

- Shoreline Protection
- Water Quality Enhancement

Land Use

- Facilities & Concessions
- Park Surfaces
- Recreational Opportunity
- Recreational Focus

Natural Heritage

- Naturalized Areas

Stormwater & Servicing

- Stormwater
- Water & Wastewater

Each of these strategies will have ramifications for the character and use of the Western Waterfront. For example, one proposal put forward is to realign the Lakeshore Boulevard further north in order to create up to 40 acres of additional park

space adjacent to the water. Others include establishing pedestrianized north-south connections from neighbourhoods to the north of the study area, nourishing and regenerating beach areas, and placing a curtain along the breakwall to protect the beaches from pollution. Yet another proposes to create a continuous public boardwalk along the waterside – a proposal that would obviously seriously impact the TS&CC.

This is a link to the slideshow of a public presentation that I attended on April 3rd.

http://www.toronto.ca/waterfront/pdf/wmp_publicmeeting_pres2_03april08.pdf

Please take a look at this very interesting presentation and feel free to respond to the alternative proposals on the feedback sheets provided. You should be aware that at this stage nothing is set in stone. Ideas from all interested parties are welcome and are being solicited by the planners to enable them to put together more definitive proposals.

A preferred set of alternatives will be selected after public input and will be combined to produce a master plan. There will be implementation strategies designed for the short, mid and long term timeframes.

The next steps in the planning study are:

1. Finalize List of Alternatives
2. Define Evaluation Criteria
3. Evaluate Alternatives and Select Preliminary Preferred
4. Combine into Preliminary Concept Plan(s)
5. Hold Workshop with Community Advisory Group in May
6. Hold Next Public Meeting in May/June.

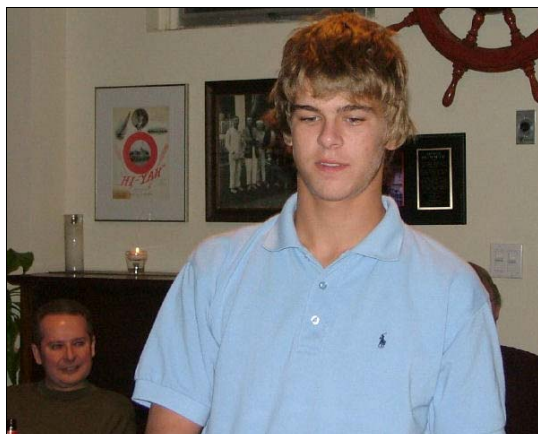
I am following the progress of this study and will be attending future public meetings to represent the interests of the TS&CC. If you have any thoughts or concerns about particular issues raised by this study that relates to the TS&CC, please contact me.

Kit Wallace
TS&CC Rear Commodore
RearCommodore7@tsc.net

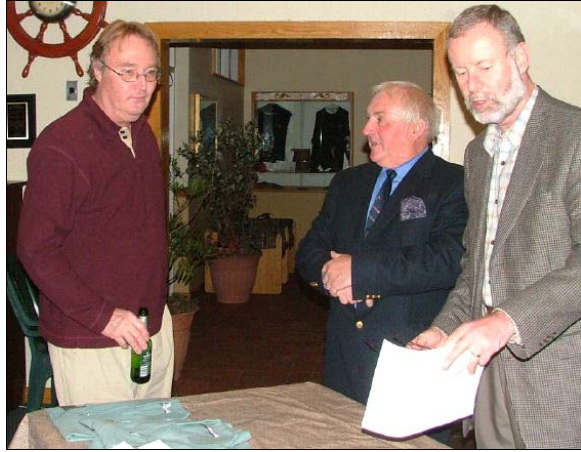
taken from the website by Anna:

TS&CC Open House Sun April 27. - Last Chance for Early Bird Sailing School Sign-up

Awards Banquet 2007



clockwise from upper left: winners of the Walter Kozak Trophy for bringing most outside honours to TSCC in 2007 were Kyle Dakin, Lesley Brown and Erin Parsonage; Kyle: 1st overall, misc. centreboards; Anna Wharton and crew, Doug (r) and Rob tied for first overall among keelboats; Most Improved White Sail: Igor Chorniy and crew, Arvind Karir; 2nd Keelboats: Adrian and Marlain Dams with Tom Wharton; Wayfarer winner: John Cawthorne



clockwise from upper left: 1st White Sail Keel: Holly Heglin and Paul Shoebridge with Tom Wharton; Morris Strods took White Sail 2nd; George Blanchard says a few words; Peter Kozak winning for white sail Thurs Summer keel series with his kids

gone but not forgotten: Winter Memories from Boris Kuzmin



as usual, the Commodore gets the last belated word:

A New Year, a new website www.tsccl.net !

Slowly, very slowly, the winter is fading away into spring. If you are planning to paint or repair your boat before launch, you will need to jump at any warm day that occurs. Right now it is 10° below normal temperatures for a spring day (Actually, as I submit this for printing it is now 10° above normal, oh well to late to change my opening).

We have a full year planned at the TSCC with a lot of development activity, from our May 3 launch, next day's clean-up to the following week's Outrigger Sprint regatta on May 10 to the opening sailing event of the season with the Queensway Audi Olympic Classes Icebreaker regatta on the May 17 long weekend. At the same time, we will be hosting the Ontario Sailing Instructors' Blue Clinic. Wow, that's just May. Then we are into June with the June 3 start of sailboat racing and our Adult Learn to Sail programs. Remember, you barely get 16 weeks of summer, so enjoy every one.

Over the winter hibernation season where we really got snowed in (missing our magical Christmas party with all the "partridge in a pear tree" voices being silenced by the first of many snow storms), a few good things did get done. The TSCC launched a major upgrade to its controversial website bringing us up to date with the latest in content management systems on our web site. For the geeks out there, it is called Joomla! and employs the latest in design technology. We now have a members' forum and even support picture galleries. Check us out at www.tsccl.net .

The advantage of such a website is that we now have each Club Director acting as the editor and author of their corresponding section of the website. In fact, every member of the club can sign in as a special website member and create articles for publication on the website. Registration is automatic. They only need to get a club director to publish them. The website editor is so easy to use that you don't even need any specialist computer knowledge.

However, not all our problems have gone away. In running a website, you not only have to be able to generate words, you need to generate content that people want to read and you need to keep it current. Content generation seems to be difficult for our writing challenged board. So if any of you have a penchant for writing or picture taking, please contact me or start up a forum entry or blog or simply login and write an article. Kudos to Mark Warren for doing the systems work on the website, and to Dave Weatherston who continues as our web administrator.

In the future, most of the club's administration will be done via the web. Members without computers will have the use of one at the club. As a self-help club, we need everyone to keep their own records up to date and accurate.

One final note: the new Membership Director of the club is Jens Wollesen. Since Jens was previously our cruising director, we are looking for someone to step up to take over management of our cruising activities.

Commodore Peter Kozak