

Clipper Snips

Summer 2000

The Trailer Sailors Association

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The Association is a non-profit networking organization formed to provide those who sail trailerable boats with a means of exchanging ideas and information. The Association publishes a directory annually, as well as 3 issues a year of Clipper Snips. The Cruise Recorder's purpose is to put people in touch with each other. If you have plans, or want company, or want to know about other cruises, contact him. You can also post announcements on the TSA discussion board at www.egroups.com/group/trailsail. Clipper Snips accepts personal ads from members. All Clipper Snips articles are written by members.

NOTE: The editor welcomes articles on any and all aspects of the trailerable sail-boating experience.

Deadline for the Fall issue is September 30, 2000.

President's Column

Wayne Bell

Dear Trailer Sailor,

Summer is in full swing, and I hope that you are spending lots of time on your boat. This past year has also been a full year for the officers and volunteers of the Trailer/Sailor Association, learning our roles as we go along.

I want to thank John Coppedge from Cleveland, Ohio, for all the hard work he has put into the "trailsail@egroups", an e-mail based way for Trailer/Sailors to stay in touch with each other. Each day I hear from several Trailer/Sailors. If you have Internet access, but are not part of the group, contact John at "jefrado@juno.com"

I also want to thank Ben Lashaway, who works at the West

Marine in Toledo, Ohio. Ben has offered to publicize the Trailer/Sailor Association through his store. He is also checking into ways in which the Association might get materials into all the stores in the West Marine chain. Because of Ben's offer we have recently developed a Trailer/Sailor tri-fold brochure*, suitable for marinas, boat sales, and your local chandlery. If you would like a couple of copies for that place where potential members come together in your community, drop me a note (also, let me know where you are planning to place them), and I will be glad to send you some.

I again want to thank Dave Craigie for all the hard work he

does on behalf of the Trailer/Sailors. Dave and Joyce even took their computer to Florida last winter so they could keep up with the work.

Last but not least, for without him we would be lost, Mike Nelson. Mike continues to work hard at putting together a wonderful newsletter. Mike, without your expertise, the Association would not be what it is.

Thanks to everyone who has worked so hard this past year.

Fair winds,

Wayne Bell

*The brochure is reproduced on pages 29-30 of this issue.

Ed. Note—Wayne, we all thank you, too, for your efforts for the association.

A Message from the Treasurer *David Craigie*

As we move into Y2K our finances are sound and membership, like the stock market, has leveled off and is starting to move up again. Introduce a friend to the T/S's Association and share the joy of Trailer/Sailing.

As your treasurer, I am getting into the groove of things and it is getting much easier to perform my duties. One of the newest ideas proposed was to create a mailing list that better serves our Snow Bird members. Now, this is not going to be of much interest to you if you have only one address and want everything sent there. But if you are a member that has a different ad-

dress in the Summer and Winter you may wish to respond. It would make it possible to have your issue of Clipper Snips mailed directly to where you are and not have to be forwarded. If you would like your future issues sent to different locations, please read on.

Please e-mail me or send me a letter stating your wishes. Tell me where you will be on the approximate following dates. My addresses are in the front of this issue.

Mailing list Number One:

For the Summer and Fall issues—mailed approximately June 15th and Oct 15th

Mailing list Number Two

For the Spring issue and directory mailed approximately March 15th.

Because of space limitations at this time we are only able to list one address per member in the directory. That address will be the Mailing List Number One address.

Thanks again to everyone for your kind words, little notes, photos and e-mails. They are a great reward and Joyce and I both appreciate hearing from you.

See you on the water.

Flags and Tee Shirts

For those wanting to have the hottest items for the first summer of the new Millennium, order your Trailer/Sailor flags and Tee Shirts early and often. Both sport the "world famous" Trailer/Sailor Association logo and are perfect for any occasion. They are Y2K compliant and available nowhere else during this opening summer of the millennium.

Several members have mentioned that wearing a tee shirt from Doris and flying a flag from Wayne will guarantee deep water under your keel in these low water months.

For Tee-shirts, contact:

Doris Lockie
67 Springbrook Drive
Peterborough, Ontario, K9J 1L4

The Tees cost \$10 (U.S.). Please let Doris know the sizes you need.

For Trailer/Sailor flags, contact:

Wayne Bell
344 Creek Drive
Slippery Rock, PA 16057

Flags are still only \$10.00 (\$12 U.S. if you live in Canada)

Place your orders today and avoid the summer rush!!!!

It is a proven fact that the flags DO make your boat reach incredible speeds. I can only imagine what the shirts do for your body!

We've Signed on for another Big Year with BoatUS

The BoatU.S. Cooperating Group Program has proven so popular with members of the Trailer/Sailor Association, that we are renewing our "partnership" for another year. About 225 of our members take advantage of the discounted BoatU.S. rate. Because of this special arrangement, we receive 50% off when joining the nation's largest association of recreational boat owners. We pay one-half of the regular BoatU.S. dues of \$19.00-only \$9.50 a year!

BoatU.S. Membership benefits include:

- An effective lobby that

fights unfair taxes, fees and government regulations that single out boat owners.

- A 704-page Discount Equipment Catalog, plus special discounts and Member Rewards with purchases.
- Discounts on fuel, overnight slips or repairs at more than 500 marinas.
- Low-cost, high-protection boat insurance, including special programs for trailerable boats and PWC's.
- On-the-Water Towing,

with your choice of service levels-from \$50 per incident (free with Membership) up to Unlimited Service-provided by the nation's largest towing network, TowBoatU.S.

- BOATU.S. Magazine-a full year's subscription is included with Membership.

If you are not presently a member, contact BoatU.S. for a membership application. When you are renewing your BoatU.S. membership, be sure to mention our Co-op Group # GA81128B to get the special \$9.50 rate.

Lake Champlain Rendezvous *Barbara Garland*

MOANE (MacGregor Owners Association of New England) is planning their rendezvous from July 1 to 9 this year. All trailer sailors (not just MacGregors) are welcome to join us. Anyone interested in the rendezvous this summer should contact us (see below).

The MOANE web page (<http://www.moane.com>) has a list of all our rendezvous. The schedule page is public so everyone can see what we are doing. Anyone (not just MacGregors) is welcome to join. We have a rendezvous worksheet for each event. Those are in the member's only section. If you are interested in joining us for any of the rendezvous, let us know and we will get you information to you on an individual rendezvous.

We can be contacted by email at:

barbara@svwhale.com

or by phone at 603-525-4623.

Ed. Note: The Garlands' web site (<http://www.svwhale.com>) has a lot of information about what they did to their own boat that may be of interest to other MacGregor owners.

Water Levels on the Great Lakes

John Clement

For the information of those planning to come to the North Channel cruise July 16 - 30, we will experience water levels lower than in recent years. This will mean that we will need a little extra caution in navigation, and may not be able to get into some previous favourite spots. On the plus side, it is likely to mean fewer deep keel boats competing for anchorages. The area is large and diverse so we are confident of being able to enjoy a good cruise, however may find ourselves altering the previously proposed itinerary if conditions demand.

Spanish will be opening their new Marina facility on the weekend of our launch. This will mean a variety of celebrations, including fish fry, community dance, BBQ etc at the site. The celebrations will be mostly on the Saturday. Those wanting to experience the local community culture of the north shore may wish to arrive in time to take part.

The Spanish River has recently been sounded by one of our members, who reports 3 and a half feet depth (mud) at the river mouth. Depth may be down to 3 ft at this spot by late July. Depth at the marina is some 5 to 6 ft, currently 5 ft clear at the (30 ft) ramp. I have asked them to make sure that there is not a sharp drop-off at the end of the ramp. They are looking into options to do this.

For more information on water levels see: <http://www.cciw.ca/glimr/data/level-news/> of which the following is the latest monthly info: <http://www.cciw.ca/glimr/data/level-news/ln2000apr-e.html>

To quote this latter site, with my est. length conversions in brackets: "Water levels on Lakes Michigan-Huron rose by 2 cm (that's about an inch for the metrically impaired) from the beginning to the end of March. The lakes' monthly mean level rose 3 cm from February to March. As a result, the lakes remain about 48 cm (about 18 inches) below average, 32 cm (about a foot) below last year's level and 10 cm (4 inches) below Chart Datum."

To put this in perspective, we have enjoyed 2 - 3 ft above chart datum in recent years.

I have been in contact with Spanish Marina, and below quote from their response. The Spanish Harbour Master writes:

"Yes, we should be able to accommodate you and you Trailer Sailors in the midst of the activities of the Official Opening of our Four Seasons Waterfront Complex.

There is an area designated for setting up masts and it will be left free of cars for your usage. Since Sunday afternoon will be your busiest times, it should coincide with the winding down of our festivities and there should be fewer people

around then.

We are preparing a larger parking area (200X300 feet) for the people who launch in Spanish and the parking is still free this year. We will have parking space for everyone. We still offer 24 hour security from mid-June to September 4th.

Unfortunately, the water level is a real worry this year. Because we anticipate the water to go down more during the season and because of the fluctuation with the wind direction, I would say that one can only safely count on 1 meter (a little over 3 feet) of water in the main channel. In the marina itself, the water at the docks is still 2 to 2.5 meters deep. I think that you should advise your members of this fact. We will not be dredging this year unless a lot of capital falls from the sky.

(Breaking News: I have just heard that a back channel of the Spanish River has been found with 5 ft clear depth. So access from the marina to the main water should not be a problem. Keep in touch with me for further updates as we continue to monitor the situation)

We do not anticipate to be overwhelmed with clients this summer and it will not be necessary to make reservation. We will have more than enough room to accommodate everyone who would like to spend a

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Water Levels on the Great Lakes—continued

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night of two at our marina and take advantage of our new facilities.

We haven't been successful in becoming a Designated Port of Entry yet, we are still working on it.

We will be monitoring the water level daily. You can reach us on the telephone at 705 844-1077 after May 20th.

We are looking forward to your visit and hope that you have a great rendezvous.

Jean R. Grenier, Harbour Master Spanish Municipal Marina"

Please let me know if these water levels pose a problem for your vessel. If enough are affected, we could consider other options, e.g. a sub-group launching at Little Current, with the two groups forming up on the Monday for the main rendezvous. . I am confident in taking "Taranui" (Precision 23) through Spanish, and a Catalina 25 (swing keel) owner familiar with Spanish feels the same re his

boat. In the final analysis, however, it is the responsibility of every vessel's captain to decide where and when to take his/her vessel.

I enjoyed getting to the cruise by water last year. Anyone interested in joining from eg.8th/9th from Midland area, or even 6th/7th from L. Simcoe (ride the Big Chute marine railroad)?

John Clement clement@istar.ca
P23 #182, "Taranui"

Six Great Future One-way Cruises

John Ulmer

One-way trips make cruising more fun because you never have to turn around and go back. The possibility of using public transportation to retrieve your car and trailer makes this a good way to cruise.

I have already listed 10 great one-way cruises for which I have the ramp information. More one-way cruises are possible, but I do not have enough ramp information to recommend them. If you can help with ramp information, please send in a report. Remember that we need ramps suitable for bigger boats and there must be safe overnight parking for the car and trailer.

1. Bay of Quinte on the northeast corner of Lake Ontario. This is an outstanding cruising ground. Trenton and Belleville are wonderful towns to visit and

Kingston, the center of Canadian sailing, is worth the trip all by itself. And there are many safe, secluded anchorages available. The only problem is that I have no listings for overnight ramps at either Trenton or Belleville.

2. Kingston to Brockville, Ontario. This is a great cruise down the St. Lawrence River through the Thousand Islands, but I need a ramp at Brockville or on the Canadian side of the river at Ogdensburg.

3. Savannah, Georgia to Jacksonville, Florida. Another great cruise through the southern Intercoastal Waterway, but I don't have a ramp listed at Jacksonville.

4. Albany, New York south on the Hudson River to New

York City. This is the Rhine River of America and goes past the mansions of the Vanderbilts and Roosevelts and past the military academy at West Point. There is even a real castle on an island in the river. This is great cruising with plenty of room to hoist sail. There is a good take out at Great Kill on Staten Island, but I don't have a listing for a ramp in Albany.

5. Ohio River. Pick your cities to put in and take out. The river is wide enough for sailing and the locks are no problem. The Ohio Valley is very hot in the summer, but spring and fall should be delightful. I have one good ramp at Cincinnati but nothing else. Does anyone know

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Six Great Future One-way Cruises—continued

(Continued from page 6)

of a good ramp in Louisville, Kentucky, or Pittsburgh, Pennsylvania?

6. Upper Mississippi River. Another river adventure. Pick your cities and cruise with Tom and Huck. The river is wide enough to sail and there are many small towns along the

way. Enjoy watching the barges as you drift down the river. There are many possibilities but I don't have any ramps listed on the river. Does anyone know any good overnight ramps on the mighty Mississippi?

Six Great Cruises without the Mast

John Ulmer

Sailors often miss some great cruising possibilities because they have that big, tall mast sticking up. It's great for holding up sails, but a darn nuisance to get under a bridge. That's too bad, for there are great cruising areas where your mast just will not go. Leave it at home and learn the joys of cruising rivers and canals without a mast. In these narrow, sheltered waters, you never have to worry about the weather or dragging your anchor, and the waves are never bigger than you are. This is the most worry free cruising you will ever do and there are plenty of places to do it. Some of these cruises can be one way because there is public transportation to get you back to your car and trailer.

Most of these cruises will go through locks. There is nothing to fear; just have plenty of fenders and a fenderboard, and lots of long lines. The lock keepers are friendly and will be glad to help.

There are two main groups of long distance cruises. The first is the wonderful canal system in New York State and Ontario,

Canada, and the second is the little known river systems found in the central part of Florida.

NEW YORK AND CANADA

1. The Erie Canal from Buffalo to Albany, New York.

For those that have never taken their boat on a canal cruise, it is a unique experience. There is really nothing else like it in the United States. You cannot sail (too many bridges) but there are many miles of great scenery and lots of historic old towns to visit. Walk the tree lined streets and enjoy the friendly atmosphere of an earlier age. You can tie up at the locks or bridges for free and walk into town, and sometimes you will find renovated city docks available right downtown for your use.

The eastern part of the canal, where it joins the Mohawk River, is an inspiring sight as it forces itself through the mountains to the Hudson River.

This route goes through the heart of upper New York State and connects many of New York's most important cities, so there should be good bus transportation back to your car from just about any place along the

canal.

To make this cruise possible I need more ramp information. I have traveled the canal twice, but I have never had to leave a car and trailer at a ramp. Does anyone know where can we put in and take out along the Erie Canal?

2. The Trent Severn Waterway.

This is a series of interconnected lakes and rivers that link Lake Ontario to Georgian Bay. It is a beautiful stretch of water that goes through the rocks and forests of southern Ontario. The lakes are connected by short canals and locks, one of which is the spectacular lift lock at Peterborough. The locks are often in town and you are welcome to tie up overnight at any lock for a small fee. The lock tenders will usually leave the restrooms open overnight, which is a nice change from your Porta Pottie. The many lakes would be wonderful sailing, but the bridges are hard on the mast.

This is Canada and that means that there is good bus transporta-

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6 Great Cruises without the Mast—continued

(Continued from page 7)

tion back to your car from many places on the waterway.

I have some ramp information, but I surely could use more for anyplace along the way.

3. The Rideau Waterway.

This waterway connects the Canadian capital of Ottawa on the Ottawa River with Kingston on Lake Ontario. Like the Trent Severn, it also goes through many southern Canadian lakes with many small towns to visit, plus it has truly outstanding cities at each end. One of the great joys of cruising is to be sitting on your boat at the top of the locks in Ottawa and watch the troops march past your boat for the changing of the guards at the capitol building.

I have good ramp information at Kingston but I could use ramp information for Smith's Falls and Ottawa.

CENTRAL FLORIDA RIVERS 1. Upper St. Johns River from Sanford to Palatka

This section of the St. Johns River offers some wonderful cruising. The river is clear and deep and big enough for any boat you can get on a trailer. The bridges do open to let your mast through, but the river is really too narrow for good sail-

ing. At Blue Springs you cruise with the manatees and there is good bird watching all along the river. There are plenty of interesting side trips, like going up Dunns Creek to Crescent Lake or exploring Salt Springs off of Lake George.

Sanford and Palatka used to be on the bus route but I'm not sure if that is still the case.

I have good information on safe ramps at both Sanford and Palatka.

2. Florida's Chain of Lakes

The Chain of Lakes starts just north of Orlando near the city of Leesburg on U.S. 441. There are four major lakes and many smaller ones that are connected by rivers and canals and all are connected to the St. Johns River near Palatka by the jungle-like Oklawaha River. There are many interesting towns on the Chain of Lakes, but once you start the Oklawaha River civilization will be far away; you will see lots of wildlife and maybe a few gators. Take the side trip up the Silver River to Silver Springs at Ocala. It is one of the clearest rivers you will ever see and the Springs are well worth the trip.

Palatka and Leesburg used to be on the bus route. Again, I am not sure if they still are.

I need ramp information for anywhere in the Chain of Lakes.

There are very few marinas, but there are many fishing camps that have ramps and might be willing to keep the car and rig for a small fee. The Lake County Chamber of Commerce should be able to help with maps showing the lakes and fishing camps with ramps. Can anyone give me some information on camps willing to keep the car and trailer?

3. Kissimmee River

This little known river system starts on Lake Tohopekaliga at the town of Kissimmee. That's where Disney World is located. The river flows south through a series of lakes and finally flows into Lake Okeechobee in southern Florida. From there you can go either west to Ft. Myers on the Gulf or east to Stuart on the East Coast. Much of this river is wilderness travel.

There is a map put out by the Central and Southern Florida Flood Control District that shows the connecting lakes and rivers, and you should be able to get more information from Lake Kissimmee State Park.

Ramps at the southern end are easy but I need an overnight ramp at Kissimmee or any of the other lakes at the northern end.

From the T/SA Web Discussion List

John Coppedge, Board Moderator

The following is a synopsis of the threads on the board that are, I think, of the most interest to the most people. Due to space considerations, it was not possible to post everyone's masterful prose verbatim. The attempt was to supply the information in the least possible space. ...John

Regular Head on a Trailer Sailor

John Clement: Thetford portapotti with deck pump out is a simpler and less expensive solution. Canadian regs say the potty must be fixed in place with a deck-mounted pump out.

Bill Cromer: Installed a regular head with a bladder type holding tank in the bilge on a 23 North American. Advises you use the highest quality tank and hose. You also need a deck pump out; a tank vent mounted higher than you regularly heel the boat, and a fresh water intake with sea-cock. Yearly inspections are a real good idea. Installation is a lot of work, but if you sail where there are pump out's that's the way to go.

Florida

Thomas Larimer: Launched once on the north side of Peace River near Port Charlotte, but had to store the car and trailer at a friend's since there is no overnight parking. Another time, launched at Burnt Store marina which has a nice ramp but no finger docks. Has anchored off the west side of Gasparilla Island, Cabbage Key (nice restaurant & overnight docks), and at Bokeelia, which is not really suitable for transient sailors. Charlotte Harbor is very shallow and it is illegal to tie up to mangroves. Useppa Island is private and does not welcome visitors.

R.B. Garland: Has made 5 trips to FL over the past 10 years and sailed from Clearwater to Sanibel Island.

1. There is a great ramp (but no facilities) in Sarasota bay near the Sarasota Sailing Squadron. There is a park near the ramp where, when the weather was bad for 3 days last year, we "camped" on our boat in the park. We also got permission to use the SSS facilities. (There were 5 MacGregors there for a week)
2. We have enjoyed Caldisi State Park near Clearwater. All of the day people leave at 5 PM and you have the place almost to yourself for the night. There are cold showers, a snack bar and miles of unspoiled beaches. There was a good launching ramp near Johns Pass and Caldisi was an easy day's sail from there.
3. If you are going to Charlotte harbor, Cayo Costa Park is a great place to stop.
4. If you are in the Tampa bay area our favorite anchoring spot is a cove near DeSoto Park up the Manatee River. There is a launching ramp on the way to Anna Marie Island.
5. There is a good launching ramp in St. Petersburg near the Sunshine Skyway Bridge. We have anchored off a park there several times.

Dave Bybee: The area around

and just north of Honeymoon Island has the best places to sail. By Tarpon Springs, it starts to get shallow, the water gets dirty, and you get a view of a Nuclear Power Plant for two days as you progress north. It is best to head south to the Sanibel Island area where there is plenty of room to sail around and thousands of good anchorages.

The Gulf is shallow, around 20 ft until you are several NM out from shore. With the shallow water, storms can be a nightmare often causing a 10-ft chop.

Sea smoke is also common in the spring. It is like fog except so dense you cannot see your hand in front of your face. You almost need radar since many of the powerboats do not sound off in the smoke.

Larry Nelson: Has launched at Watson's Island (Miami Beach), then parked the trailer behind a locked fence at Oceanside Marina on Stock Island. Then, take a cab ride to Key West and a Greyhound back to the where the boat was launched to sail the length of the Keys (one way sail). Have also launched in Marathon, where there is a city ramp and a marina that lifts the boats in and Key Largo (Pennekamp Park). Recommend Marathon because you are a short sail to the great snorkeling spots (Pennekamp, Looe Key, Sombrero), Bahia Honda SP,

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From the T/SA Web Discussion List—continued

(Continued from page 9)

Key West, and Flamingo (straight north out of Marathon). You can also find a marina to base your boat, and explore. Everything is there.

Kentucky Lake

Thomas Larimer: Launched at Dam Marina 3 years ago in June and sailed up the lake stopping in little coves on the LBTL sides for the night. It was nice, uncrowded, and quiet. Ken Lake Marina is a nice place about 20 miles south of the dam near a bridge over the lake. They have gas, restaurant, ice and a few grocery items. The lake tends to get shallow outside the channel especially away from the dam. Lake Barkley is too shallow except around the dam. Had a wild trip back with westerly winds of 25-30.

Recommend avoiding mid summer since it will be hot, muggy, buggy, and windless and that in September and October, ticks will be a problem.

Is 8 hp enough to drive a Catalina 25?

John Clement: An 8hp motor has plenty of power for a P23. Recommend a Honda even though the charging system on the present one has never worked properly.

Steven Blair: The general rule is 1 hp / 500lb. Boat. Has a 9.9 hp on an O'Day 26 weighing 5,500lb. Enough power for calm water and chop but not enough for major winds and 4-5 ft. waves. Suggests a larger motor, but make sure you are not exceeding hp limits on any water you plan to sail.

Bill Vokac: You won't see any difference in performance between the two -- choose the lighter weight model to minimize weight on the stern.

Jack Metzels: 9.9 is the power of choice, if you want to keep up with the rest. Honda is quiet and saves on gas.

Richard Wellington: Has a 9.9

Honda on a C25. The 8-hp motor is sufficient to drive the boat, but electric start and battery charging were not available with it. A problem with the 9.9 is that it weighs 113 lbs. and cannot be taken off on the water, which would be a problem if you race. You need a long or extra long shaft to prevent cavitation when someone is on the foredeck or in large waves.

Lake Powell

Richard Wellington: Made five trip of up to 2 weeks in duration and has seen about half the lake. Isolation, spectacular scenery, climbable cliffs, Anasazi ruins, caves big enough for a sailboat with the mast up and canyons to explore are a few highlights. The more spectacular areas are west of Bullfrog and Hall Crossing. Wind tends to be fluky since it is mostly canyon. Has used ramps at Bullfrog and Halls Crossing (middle) and Wahweap and Lone Rock at the western end.

Synopsis of the cruises listed on the discussion board calendar

Saturday, May 27, 2000:

Cayuga Lake NY Memorial Day Weekend cruise to be held on Cayuga Lake near Ithaca NY. Contact Norman Jennings, cruise coordinator, at beno12@lightlink.com for more information.

June 24--July 1:

Thousand Islands. Norman Jennings, cruise coordinator, at beno12@lightlink.com for more

Wednesday, June 28, 2000 :

Door County Sailing Trip (128 miles from Grand Rapids MI). Ron M. Howell (Jack Metzels a TSA

contact) coordinator.

Sunday, July 16, 2000 :

North Channel Cruise Annual TSA North Channel Cruise. See Spring Clipper Snips for more details. John Clement 51 Hillside Drive Aurora ON L4G 6E1 (905)727-3492 clement@istar.ca cruise leader.

Sept. 2--Sept 4 :

Cayuga Lake (Macgregor Fest) Norman Jennings, cruise coordinator, at beno12@lightlink.com for more information.

A Short Story—Launch Day 1995

Joe Orinko

Beautiful weather.

Absolutely no problems trailering to the ramp.

Raised that gigantic mast on our Oday 23 with no problems.

Minor rigging problems, but still pretty easy.

Backed the rig onto the ramp like a pro.

'Unicorn' slid off the trailer easy as pie.

As Sue held the boat at the pier, I leisurely took the time to replace the tongue extension, and get the rig ready to take home.

Got onboard, motor fired right up. As we motored across the marina lake, we both had warm feelings of finally being on the water after the winter lay-up.

We decided to anchor for a bit to

enjoy the afternoon; maybe a light nap in the cabin. Even the anchor set easily.

With Sue at the helm, I stepped into the cabin to get something, and stepped into ankle deep water. At my immediate surprise, I said something like "Holy S...! I think we're sinking!"

I knew it could only be the galley sink thru hull, or I had forgotten to replace the knot meter paddle wheel unit.

I had done the knotmeter plug switch any number of times, and the gush of water is always impressive during the 5 seconds it takes to switch from paddle to blank plug, but there's really not that much water that comes in.

During the 10-15 minutes before we discovered the opening, quite

a bit of water gushed in.

Well the story ended with our heroes working up a sweat, but not as originally intended. I figure about 100+ gallons of water to bail out with buckets and a Beckson hand pump (never had the need for an electric bilge pump: we have one now). It was the end to a (near) launch day - somewhere Murphy was postulating a new law about thru-hull plugs and perfect launch days.

Since launch day 00 can't be very far in (most of) our futures, now would be a good time to check the thru-hulls, remember to replace the plugs or units, and consider buying a bilge pump.

Ah Sailing! Something goes wrong every time - wouldn't trade it for the flipping world.

Monitoring Battery Voltage

Jack Beggs

I find it very necessary to keep close control of the voltage for my single battery on BLUE MAX, our Catalina 25. The Honda outboard alternator doesn't put out much voltage to keep the battery charged, so we use a solar panel as much as possible. However, it's still necessary to watch the voltage closely. The marine voltage meters/battery monitors are rather expensive and often just analogue meters which are hard to read. So, when cruising, I just take along my plain old digital volt-ohm-

continuity meter from my workbench at home. I have attached wires with meter plugs directly to the battery with a fuse in the positive wire, then led them behind the settee up to the peg rack above. Be sure to use the fuse because, if the unfused wires touch when the meter is unplugged, it could start a fire. The meter is held to the vertical surface by Velcro strips for easy removal. The meter is always in view for a visual check as you walk by. This allows me to make sure that the alternator and

solar panel are working since the digital readout is accurate enough to indicate the small increment of power being generated. Also, the meter is available for use elsewhere in the boat when electrical problems occur.

Sail, Don't Surf-The Web

Jonathan L. Eisenberg

Part I: Stocking Up for the Season

Sailing-oriented sites have proliferated on the World Wide Web just like other subject areas. It would neither be possible nor useful to list all such sites here, so these articles will give a sampling to get started with. This first article will cover sites useful to find and purchase all those little (and big) things needed for the coming season. (All sites begin "<http://www.>")

Like most major retailers, the big boating retail stores have major web sites at which you can locate and purchase everything including the galley sink. These include West Marine (westmarine.com) and BoatUS (boatus.com). West Marine has a specific sailing interest page (find on top banner) and a variety of equipment for sailboats (from its "Categories" link, look under the heading "Sailboat Hardware"). BoatUS is a membership boat owners' association, but its online store (boatus-store.com) is open to the public. Its "Sailing Gear" link displays all manner of hardware, lines, etc.

JSI (jsisail.com) is widely known for sails, rigging and cushions, but sells other boating items as well. Defender (defenderus.com) is a discount general marine supplier. Although it does not appear to have a sailing section, it has a variety of supplies such as radios and safety equipment. Overton's (overtons.com) is another supplier of general marine and apparel. Another specialty retailer of interesting sailing-related items for home and yacht is Wind in the Rigging (catalogcity.com/mm/windintherig/).

Specific gear suppliers also have their own specific sites. These include such names as Harken (harken.com), CDI (sailcdi.com) and Lewmar (lewmar.com).

If you have bigger needs, like a new boat, there are many manufacturer sites as well as used boat listing services. Manufacturers online include J-Boats (jboats.com), Hobie (hobiecat.com), Catamaran (catamaran.com), ComPac (boatshow.com/Com-Pac.html/), and such notables as Beneteau (beneteauusa.com), Hunter Marine (huntermarine.com), Island Packet (sailnet.com/ipy/) and Catalina Yachts (catalina.net). Almost any yacht builder can be located by using any Internet search engine, or search Yahoo! (yahoo.com) on the term "yacht," which will take you to the category listing links to many builders' sites.

Boat listings (which may be useful for comparison or pricing, if nothing else), can be found at sites such as Boat Trader Online (boattraderonline.com), Boat Buyer's Showcase (boatshowcase.com) and Soundings (boating newspaper) (soundingsonline.com). Whether you are considering buying or selling, BoatUS will even e-mail you a free, online used boat value estimate (boatus.com/buyer/valueform.htm).

Many, many other sources are available online to search for virtually any supplies or equipment needed. The only limit is the time you can spend searching! To cut down your online time, most of these sites will also send you a catalog for offline reading and ordering.

Tom Larimer sent this quote along as a reminder:

"...there is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats....or with boats....In or out of 'em, it doesn't matter.

Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much rather not."

Kenneth Grahame, *The Wind in the Willows*

Look, It's a Sailboat

David Craigie

(see map, back cover)

The time was five-thirty in the morning on Sept 6th 1999 and the lights of Oswego were aglow on our bow. We were just nearing the end of a night crossing of Lake Ontario and contrary to the weatherman's predictions of calm and dry, the winds had been quite brisk out of the south and it had drizzled most of the night. Other than getting a little wet and cold it seemed like an interesting way to end our 1700 mile journey. A journey that started in NY on the Erie Canal, spanned across Lake Ontario and then up the Bay of Quinte. From there a casual trip north on the historic Canadian Trent-Severn Waterway brought us to Lake Huron's Georgian Bay and the North Channel. There we spent the summer in the company of other T/S's before retracing our steps back to New York.

Our Summer Cruise of 1999 is over and after three months away from home, trailing over 3000 miles and 1700+ miles on the water we have finished a trip that was two years in the planning. Our journey began on June 10th when we left our Oklahoma home and using "INCIPIENT" as an RV we meandered along heading NE. A visit in MO with friends, a roadside park somewhere in OH and a stop in Slippery Rock to spend some time with Wayne and Debbie Bell. Our final stop was Chittenango NY for a visit with relatives and preparation to launch and store

the truck and trailer for the summer. The water part of our journey was about to begin.

[June 21] We waved goodbye to Uncle Glen as we motored away from the dock at Onondaga Park on Lake Onida near Brewerton NY. The Erie Canal was just a breath away and we were finally underway. For the next 10 weeks "INCIPIENT" would be our home. We would transit the Erie Canal for a brief 36 miles to Oswego. From there we headed out into the unusually calm waters of Lake Ontario and crossed over to Kingston Ontario for a brief stay. A beautiful journey up the Bay of Quinte and finally we reach Trenton ON and the entrance to the Trent-Severn Waterway. Now, this is admittedly the beginning of a long mast down motor trip and many sailors hate to motor. But this is just exactly the reason we enjoy being Trailer/Sailor's. You can be whatever you want, whenever you want. We started out as an RV, now we are a motorboat and when we get to Georgian Bay we will be a sailboat. RV's don't float and Power Boats don't sail.

The prospect of motoring a few hundred miles up the Trent-Severn with the mast laying horizontal above our head was irrelevant. It was the thrill of traveling on waterways that were constructed well over one hundred years ago that leaves one in awe when you realize just how difficult was the construction process. Horses, human

hands, steam shovels and other contraptions along with human ingenuity and daring built these canals. It is a tribute to the Canadian People that the canals are still operational today. The purpose of these canals was of course commercial in concept. But with the advent of alternative transportation the canals were obsolete almost before their completion. Today they serve the needs of pleasure boaters providing access to many inland lakes and as a short cut for cruisers going to and from Lake Ontario to Georgian Bay. It is a pleasant journey that we were embarking on, almost always in protected waters and never out of sight of land. The fees charged are minimal and the services provided by the Canal employees was exemplary.

[June 27] We left Trenton and entered Lock 1 at mid morning, purchased our season pass and in a casual manner locked through the next seven locks spanning a distance of 14 miles. The locking process was simple and quickly learned. After a few locks we were no longer neophytes and quickly advanced to expert. A good assortment of fenders along with fore and aft lines on port and starboard and a couple of boat hooks are all that is necessary. Prudent sailors always sail with charts and soon one learns that the little inserts on the charts offer helpful hints as to what the next lock is like. Our Ports Cruising Guide for the

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Look, It's a Sailboat—continued

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Trent-Severn Waterway was invaluable and highly recommended.

It seemed that the lockmasters took it on as a personal challenge to make our passage through their lock a special event. Often, lockmasters would elaborate on the history of their area and how their lock operated. Many of the locks on the Canal are still operated by hand, much in the same manner as they had a century before. Amazingly, contrary to information that I had read about crowds and long waits, we traveled this entire distance alone. This was almost the same for the next three days until we reached Peterborough, some 90 miles and 20 locks upstream.

Our first night was spent on the upper wall of Lock 7. The prospect of anchoring anywhere along most of the canal is slim. Only in the upper lakes where the water deepens and weed growth is minimal is this possible. Otherwise, the water is only modestly deep and the weed growth virtually prohibits safe anchoring. The best choice is tying up along a lock wall. The fees are minimal, you always have access to clean restrooms, although showers are not usually available and the landscaping and shade trees in many cases are nicer than most homes. Only a few of the locks we stayed at were crowded and sometimes we were the only boat there. We met a lot of nice cruisers and never had a fear for our safety. Many locks are conveniently located within walking distance

to some kind of store making long term provisioning unnecessary. I can not think of a day on the canal that we did not pass by some kind of restaurant opportunity or a grocery store where a piece of chicken breast could be obtained to pop on the barbi that evening. Ice cream was usually a major consideration with us when trying to choose a place to stop for the evening.

[June 28] The passage for the next two days found us going through twelve more locks and rising 375' above Lake Ontario. The landscape from Trenton to Peterborough is a succession of rolling hills and farmland, pretty, but a far cry from what lies ahead in the upper lakes closer to Georgian Bay. By far, the most spectacular area to be found on this stretch of canal are the locks located just above Campbellford, locks 15, 16 and 17. In close succession their combined lift is 75'. The distance between one lock and the next is commonly called a reach. Locks 16 & 17 are combined to form what is called a flight lock. Passage from one to the other is through a set of lock doors, there is no reach in between. The view from the top of Healy Falls Lock 17 is spectacular and that is where we spent our second night. I remember particularly the affable Lockmaster and his efforts to make sure that we were comfortable. His knowledge of the local history was very interesting and enjoyable. This was a great walking area too. A short walk to Healy Falls will bring to realization the fact that this was once an area im-

passable to navigation. The fact that the falls were tamed by the visionaries that developed this canal is made even more amazing by realizing that it was done over a hundred years ago.

[June 29] Our third day on the canal took us across Rice Lake. Under the wrong wind conditions this very shallow lake could present problems. Fortunately for us the winds were favorable. The biggest problem was weeds getting tangled in the prop. Several times we had to stop and put the engine in reverse to get rid of them. But that was only for a short distance and soon we were in the Otonabee River and on one of the longest stretches void of locks. The Otonabee is 20 miles of winding, tree lined, dreamy sort of river travel. With all its twists and turns it's hard to remember if you are going upstream or down. This must be a great area for fishing as there were more fishermen along this stretch than anywhere else. By early evening we had gone through Lock 19 and into Little Lake in Peterborough. Our home for the evening was the concrete public docks located close to downtown. We called our new friends, T/S's Bob & Doris Lockie of Peterborough who were our host and hostess for the next two days. Bob & Doris sell the T/S "T" shirts that many of us wear so proudly. They do this for a very affordable price and can be contacted through their address in the Directory. We bought several while we were there to bring to the get together in the North

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Look, It's a Sailboat—continued

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Channel.

[June 30 & July 1] While “INCIPIENT” sat quietly in beautiful Peterborough Municipal Marina we celebrated Canada Day with the Lockie’s. We had two fun filled days filled of land adventures, and despite the foul weather a good time was had by all. A home Bar B Q, a concert on the park grounds, an outing at their marina on Lake Ontario and a visit to the famous Peterborough Lift Lock filled our dance card. A bonus to all these good times was the accidental meeting up with T/S Tom & Ann Lyons. They had diverted from their usual route to the North Channel this year to do as we were doing, exploring the wonder of the Trent-Severn Waterway. We continued on with Tom & Ann for the next five days over one hundred miles. They were getting used to their “new” boat and the challenges of getting a keel boat to behave in a lock presented no problem for them. It was nice to have their company and we enjoyed them very much.

[July 2] Today was perhaps the highlight of the trip for me; I was finally going to lock through the famous Peterborough Hydraulic Lift Lock. Given the opportunity I would liked to have saved this for last. Kind of like desert after a fine meal. If you have never heard of this world famous lock then you have a surprise in store. Paraphrasing from a Chamber of Commerce information folder, it

is a giant concrete monster, the highest hydraulic lift lock in the world. It is actually a marine elevator designed to take the place of ordinary locks. In principal, the hydraulic lock may be compared with two immense water filled basins connected by pistons, alternating positions between the upper and lower levels. The chambers are watertight and the gates at each end submerge to allow the boats to pass over. The lift is 65’ and the view is breathtaking. This is an engineering marvel approaching 100 years old and it operates much the same today as when it opened. We arrived at the lock mid morning and it was mid afternoon before we felt it was time to move on. The Friends of The Trent-Severn have a gift shop here and operate a series of exhibits explaining the history of the Peterborough Lock. More information can be had by logging on to their website WWW.FTSW.com or call their information line 1 800 663 2628. These two sources of information will keep you busy for a few nights. We spent the evening at Lock 26 in Lakefield. This was a great ice cream spot.

[July 3] We are finally getting into the lakes of the high country and the scenery has changed, dramatically. Beyond Lakefield is the area of the Kawartha Lakes, the Indian name meaning “happy lands and bright waters”. The immediate lakes ahead are Clear Lake, Stoney and Lovesick. Stoney Lake gives one the first real opportunity to gunk-hole on the Trent. There are

over 700 islands and if time permits this would be a great place to unwind and read a book. The water has changed from shallow and weedy to clear and deep. The granite outcroppings so typical in the Georgian Bay landscape are suddenly present here. This is a splendid area with a lot of local boat traffic and this will be much the same for the next 50 miles. We are finally seeing the crowds that the cruising guide alluded to, but not a problem. We were never delayed very long in locking and we were never unable to find dockage at a lock. It was a little tight at a few places but never impossible. We spent the evening at Buckhorn Lock 31, 562’ above Lake Ontario.

Probably the biggest navigational hazards one will encounter on the canal system are rental house boats. A 30 minute video and vacationers are put at the helm of one of these monstrous floating RV’s. It was poetry in motion to watch the Lockmaster’s in this busy area orchestrate these unwieldy recycled beer cans in and out of THEIR lock. Watch out if you happen to end up near one. At Buckhorn and Bobcaygeon we had the experience of locking through with up to 13 other craft of all shapes and sizes. The lock was packed, but not so crowded that one felt in danger from collision. Boats entered in an orderly fashion, usually us sailboats first, then the more maneuverable power boats would surround us. The

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Look, It's a Sailboat—continued

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process was reversed on exit, leaving the sailboats for last. House boats were usually walked in and out. I wonder why?

[July 4] The cruise from Buckhorn to Bobcaygeon is only a distance of 17 miles but it is an area where the cottagers have out done themselves. Canadian flags flew at almost every cottage along with a sprinkling of U.S. flags and some others I suspect to be of English origin. There is a lot of pride and patriotism in this area. Although the boat traffic was the heaviest encountered so far, it was a Sunday, the weather couldn't have been better and even though we were in Canada, it was July 4th. So given the day and the conditions it was an understandable phenomenon. We decided to make a short day of it and stop at Bobcaygeon. The cruising guide touts this as a Mecca for entertainment and it just didn't seem logical to just pass through without stopping. Here we encountered our biggest challenge to getting a space on the lock wall. But with the help of the ever-friendly lockmaster a little rearranging was done and we tied up. It was still early in the day, so now we could entertain ourselves for the rest of the busy afternoon watching other boats, including house boats, lock through.

One of our most memorable events in Bobcaygeon was our walk to the icecream stand. We were alerted by one of the lo-

cals of its location well off the beaten path and had walk with Tom and Ann. They get real emotional about icecream and how a day in port without icecream is kinda like a day without..., well, we never got that far. But we all agreed that after a hard days work we all deserve a treat and this was worth the long walk. You could tell it was going to be good by the long lines out front.

This evening we experienced a horrific thunderstorm. It was comforting to be tied up to a sturdy concrete dock.

[July 5] All good things must come to an end and that was true for the great weather we had been having. We left Bobcaygeon and headed out into Sturgeon Lake with stiff NW winds. More of a nuisance than a threat, the real fear lay ahead. At noon we went through Rosedale Lock 35 MM 157. The major significance of this is that we were now at the top of the Trent-Severn Waterway; 596' above Lake Ontario and 261' above Georgian Bay. Its all down hill from here. Kirkfield Lock 36 MM 169 is the second of two hydraulic lift locks on the Trent. While it is an impressive sight, it is shadowed by its big brother at Peterborough. We passed through but did not stop. Our evening was spent at Lock 38 MM 178, a very remote and very lonely lock. If you like quiet and dark, this is the place for you. We were now only three locks and four miles from the infamous Lake Simcoe;

“sudden storms are frequent on this lake and every precaution should be observed. Simcoe is capricious and can be dangerous when stirred to a fury.” That said we felt sure that the next day would not find us crossing this lake.

[July 6] Woke to stiff NW winds, forecast to last all day in the 20-25 MPH range. Decided to move on to the lower side of Lock 41 MM 181 so that we might be ready to take advantage of the lighter winds usually found in the morning. Our dockage was under a highway bridge so one can just imagine the nice noises we had to endure that night. We called this our Hobo lock. The forecast for the next day offered little in the line of hope. Our best luck would be that the winds would slack up somewhat in the early morning to allow passage across the 10 miles of open water on Lake Simcoe.

[July 7] We bid adieu to Tom & Ann and set off at dawn to cross Lake Simcoe. The wind was out of the NW at about 20 mph and our course took us on a course exactly in that direction. I figured that the worst it could be would be after I left the protection of the jetties and entered Simcoe. It was indeed a wet trip, things got tossed around and some charts got wet, but we made it.. The Orillia Municipal docks looked awfully good and while Joyce dried out the charts with a hair drier I reprovisioned in their fine grocery store. It

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would have been nice to spend a few days in Orillia as this is a fine location. But, by mid afternoon we were again on our way. It was not an absolute but we were looking forward to meeting up with the Bell's and the Law's in Midland on Georgian Bay on July 9th. The evening was spent at anchor at MM 216 Deep Bay. Just 24 miles to go.

[July 8] Today we got to see the second most notable wonder of the Trent-Severn Waterway, a marine railway called the "Big Chute." We got there at lunch time only to find that the lift had been undergoing repairs for the last several days. The older smaller lift was in operation, but unlike the larger lift that slings the entire boat this lift rests the weight of the boat on the keel, or in our case the centerboard. I was in no hurry so I chose to wait for the big lift to become operational. This left time to savor the fact that I was almost at the end of a waterway that seemed so distant to begin with but so easy and pleasant was the trip it seemed too short in hindsight. We spent four hours at the Chute, exploring the area and marveling at the engineering.

The Big Chute marine railway has served to transport boats over the pre-cambrian granite obstruction since 1917. In 1977 a larger more modern railway was installed to carry the increased size and volume of traffic. "Boats, floated on the partially submerged car, are cradled

by a variety of slings. A unique double track uses an offsetting cam principal to keep the car-ridge nearly level at all times." It is to me the mother of all rides that your boat will ever take out of the water, and you remain on the boat at all times. The Lock Masters are eloquent in their execution of getting you and your boat into the car, properly slung and transported up or down the mountain side, which ever way you are going.

The lock reopened for traffic at 4pm and as per the Lock Masters instructions I waited for his command to come to the blue line for passage. I didn't have to wait long and at 5pm we were eagerly entering the railway car. Another friendly Canadian boater was operating our video camera to document our journey from shore side. Things went quite smoothly and in just a few moments it was over. We floated off the car, retrieved our camera equipment and headed out on the last small leg of our trip on the waterway.

It was too late to make it through the last lock at Port Severn and on into Midland so we spent the night at anchor in a quiet bay near Deer Island, MM 235.4. The anxiety of completing this long planned journey was almost too much. Where had the time and the miles gone? The night at anchor was one of our most pleasant on the trip. Loons and other water birds out did themselves entertaining us well into the evening hours. Even the mosquitoes so common

in this area seemed to know that we just wanted a quiet evening and gave us a reprieve. An elderly lady paddling a classic refurbished Peterborough canoe stopped by for a quiet whispered chat. She departed nare a ripple on the water with a "J" stroke of the paddle that comes from years of experience. Only a cold dip of ice cream could have made this our final evening on the canal better, but one does have to have some sacrifices.

[July 9] We got to lock 45 at 8:30 and locked down to Georgian Bay. The trip to Midland is about 12 miles and other than having to pay close attention to ones charts the trip is simple. We had kept our "schedule" and arrived at the Midland town docks at lunch time. The afternoon was spent rigging "Incipient" and reprovisioning. Wayne and Debbie Bell on board "Bell's Toil" were there to greet us and later that evening Dave and Heather Law along with Shannon and Aaron on "Jemelee" showed up. We all went out to dinner and discussed our plans for the next few weeks where we would cruise up together Georgian Bay and spend the next several weeks in the North Channel.

That is where this story leaves off and where others can pick up. Suffice it to say we had a grand summer.

Lake Ontario and Toronto

Tom Larimer

(see map, back cover)

A friend and I have been in the habit of taking a short cruise together on the Great Lakes for about five years now. Previously, we've been to Lake Superior from Little Lake to Sault Ste. Marie, Lake Michigan from New Buffalo to Grand Traverse Bay; then eastern Lake Ontario from Oswego into the St. Lawrence River as far as Alex Bay and, in 1998, Green Bay and the Door Peninsula. Last year, we decided to try the western end of Lake Ontario and Toronto. It was a good choice.

The drive from Dayton, Ohio to Hamilton, Ontario was easy with good highways all the way. We launched in a municipal marina at the western end of Hamilton Harbor. Everything was great except that the water level was a little low and the water was literally choked with sea grass. We motored to a nearby marina (yacht club) for the night and moved the car and trailer into the club parking lot (fenced in) for the duration of the cruise.

Hamilton Harbor itself is a nice place to sail; protected and quite roomy for day sailing. But we had bigger plans. Next day we exited via the Burlington Canal and headed for Toronto, which is NE of Hamilton. Wouldn't you know it — the wind was from the NE. We motored all the way into a light chop at 5 knots and got to Toronto in the late afternoon. Transient docking is available in the Toronto

Islands just to the south of Island Airport. We were there in mid-week and there was plenty of room to tie up to the wall. The Toronto Island complex is virtually all park with paths and benches and canals throughout.

To get to and from the Islands, there are several ferries that run from the docks in downtown Toronto to three docks in the Islands. The Hanlan's Point Ferry Dock is a short walk from the transient docks; the Centre Island Dock is near the amusement park area and Ward's Island Dock serves the eastern end of the Islands. There are a couple of restaurants in the Center Island area which serve lunch and dinner but they are a long walk from Hanlan's Point and we didn't have a dinghy with us.

The view of the Toronto skyline from the Islands is spectacular, especially at night. The view is dominated by the CN Tower with the Skydome at its base. After a 20 minute ferry ride, you're in Toronto. We found it to be a very clean, friendly and cosmopolitan city. There is such a mix of nationalities living in Toronto that you frequently overhear conversations in Asian and eastern European languages. The harbourfront is well developed with several marinas and parks to enjoy.

There are many things to see and do in Toronto, but going to the top of the CN Tower is an absolute must. It is the tallest structure in the world and the view

from the top is literally breathtaking. From there, you can see how huge greater Toronto really is. The day we were there, it was crystal clear and we could see forever. There is a nice restaurant at the top for those of you who like to eat well; and there is a restaurant at the bottom for those of us with more modest tastes.

After two days in Toronto, we headed across Lake Ontario for the south shore. It was about 25 miles with good winds all the way — just about perfect, I'd say. We went to the Fifty Point Marina located at Fifty Mile Point the first night. It's a great place to spend the night. Great docks, good clean facilities and a very nice restaurant, "The Landing", right there. Canadian yacht clubs offer transient slips to other yacht club members at no charge. Since Joe is a member of a yacht club in the U.S., we got a courtesy slip for the night.

From Fifty Mile Point, we headed east and sailed to Niagara-on-the-Lake, a spectacular resort town located where the Niagara River empties into the lake. Again, we had similar arrangements with the folks at the NOTL Yacht Club. Niagara-on-the-Lake was an attempt to recreate the ambiance and splendor of Colonial Canada and they succeeded magnificently. It is an elegant little town with charming hotels with liveried

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Lake Ontario and Toronto—continued

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doormen and flower lined streets plied by horsedrawn carriages. The main attraction is the George Bernard Shaw Festival featuring plays by GBS and his contemporaries. Other cultural and historical attractions abound in the area, notably, Fort George, a colonial military outpost right across the river from the U. S. Most of the cultural events are strictly “coat and tie”, but there is plenty for us “tieless ones” to do there. We ate in an authentic English Pub which served real pub food; I ordered ‘Steak and Kidney Pie’, my favorite.

On our way back toward Hamilton, we spent the night at Port Dalhousie, a suburb of St. Catharines. The name is easy to mispronounce; you’d be pretty close if you called it Port “D’Lucie”. There is a yacht club here but it is a good walk from town. We opted to stay in a municipal facility next to the park right in

town. The docks were floating and made of metal mesh; a little hard to get used to because they were unstable and hard to walk on. One of the attractions here is the grand old merry-go-round in the waterfront park. You just don’t see them very often any more. There was a good selection of restaurants and a number of T-shirt shops, too. While not as elegant as NOTL, Port Dalhousie is as comfortable as your hometown and a lot more fun.

All good things must come to an end, so we headed back toward Hamilton the next morning. It was foggy and the visibility was limited but we managed to sail all the way back to the Burlington Canal at the entrance to Hamilton Harbor. Once inside, we headed back to the yacht club to spend the night before pulling out.

I made one mistake; before we left I forgot to turn the headlights off. Luckily, I’m a mem-

ber of AAA and they have a reciprocal agreement with the CAA. In about 20 minutes, everything was back to normal and the car was running great. On the way home, we had to detour through Sarnia rather than crossing from Windsor to Detroit. There had been a tragic accident on 401 east of Windsor the day before and the road was closed for repaving.

Observations and comments:

Everyone we met was very friendly and helpful.

The exchange rate favors those of us with U.S. dollars to spend. The rate was something like \$1.40 Cdn to \$1.00 US.

Just glancing at the many marinas we went by, it is my guess that sailboats outnumber the other kind by almost 10 to one.

You’ll love Toronto — even if you don’t like big cities as a rule.

Sailing Lake Champlain

Barbara Garland

Hi trailer sailors. We are Roger and Barbara Garland. We’ve been a member of T/S A for a couple of years. We have been sailors most of our lives, (Roger is 64 and I’m 55). We have been trailer sailing for 14 years - 12 on a MacGregor 26D. Our boat is housed in our “boat garage”.

We have sailed many areas in New England, as well as Long Island Sound, and Florida, but one of our favorites up north is Lake Champlain. Over the years

we have tried to get up there (about 4 hours from home) at least once a year.

Four years ago we joined MOANE (MacGregor Owners Association of New England) and since then have participated in their Champlain rendezvous. Of course each year has brought it’s own excitement - thunder storms, dragged anchors, very high lake level, very low lake level to say the least.

Let me tell you of our last years experience. We launched on Thursday evening, July 1 in Mallets Bay. The group met about 20 miles north in St. Albans VT on Friday. We chose to sail on Friday in an area outside Mallets Bay. We had the use of a mooring in the bay and used it both Thursday and Friday nights because of possible thunder storms. Our goal was to meet “Mac Attack”, another MacGre-

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Sailing Lake Champlain—continued

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gor 26D, on Saturday morning at Valcour Island (not far from Plattsburg NY) to participate in an "around Valcour" race. The MOANE group planned on being at Valcour Saturday afternoon.

Last July was one of the warmest on record in the Northeast. We participated in the race, and headed for the beach (love the way trailer sailboats - especially MacGregors - can get into the beach). We were first into the beach and greeted the other boats, mostly MacGregors but one Hunter 26 and a larger keel boat. We all anchored bow out, stern to the beach and started the process of catching up with friends, some of whom we hadn't seen since last years rendezvous. We welcomed people we had talked to on the internet but we had never met. Of course then there was checking out the latest boat improvements. Finally we gathered for happy hour (or two) on the beach.

Champlain is a great lake to sail. There are nice beaches, quaint anchorage's, wonderful ramps (especially on the NY side) but Valcour Island is one of the best. Most of the island is a park and there are beaches to swim on, wonderful coves to anchor in, trails to hike on, a wonderful collection of birds including a Great Blue Heron rookery.

Because the weather was so warm and the wind light, we opted to swim a lot and just day sail on Sunday the 4th. Of course each night we had a

storm. Then came Monday. The weather report was ominous. Severe thunder storms. We had a skippers meeting at 9 am. Bob from "Time Enough" had walked over from their boat, anchored on the other side of the island. He was in Smugglers Cove. It is an extremely well protected cove on the east side of the island. He was the only boat anchored there so 6 of us headed there. At that point we were 4 MacGregor 26 classics, 2 MacGregor 26 X, and the Hunter 26. 2 boats had gone home and the keel boat and the MacGregor 19 headed for a marina.

What an adventure - put out double anchors off the bow, put out double stern lines to trees on shore. THEN WAIT. We were all set by noon. We listened to the TV news weather reports and NOAA weather radio. It hit at about 1:30. As we listened to the scanner, we heard of rescues, capsized boats, boats on the beaches. We could see out of the mouth of the cove and the water was whipped up into a froth. We, however, were cozy and content in Smugglers Cove. By evening, we had a bonfire on the beach and sang (we have a guitarist and a fiddle player in the group) until well after dark.

By Tuesday's skipper meeting, everyone was ready for a good sail. There was a Northwest wind after the front, so a number of people headed 30 miles down the lake. We needed to head home so we sailed to Willsboro Bay (across the lake from Bur-

lington VT) and back to Mallets Bay (about 30 miles of sailing). There is a section of Willsboro Bay that is like a fjord. With your bow to the cliff, your stern is in over 100 ft of water. When you are in the Burlington area you are in what is called the "Broad Lake". With the clear air after the storm the views were great. From out in the middle, you can see both the Green Mountains of VT and the Adirondack's of NY. The old Champlain cruising guide has a chart naming the mountains.

In terms of distance covered, this was not an all out sailing trip on the lake. We quite often sail 75 to 100 miles over the course of 3 or 4 days. It, however, was great to see friends, great to be safe in such a bad blow, and great to be cool on such a hot weekend.

If any of you midwest people are interested in more information about Lake Champlain, feel free to contact us. We have visited 3 of the NY ramps: 1. Willsboro Bay, 2. opposite Valcour Island and 3. in Treadwell Bay between Short and Middle Points, and know their conditions are great. We use NOAA Charts 14781, 14782 and if we head south, 14783. The Cruising Guide to Lake Champlain, the Waterway from New York City to Montreal by Alan and Susan McKibben is a great help.

Florida 2000

Jack Johnson

Judie and I just completed our winter stay on our F-27 TRI-ed 'n True. We spent 90 consecutive nights aboard which is certainly a record for us. It was a great trip. We traveled from the West Coast of Florida across Florida via the Okeechobee Waterway to the East Coast, then down the East Coast and Keys to Marathon. From there we sailed back to the mainland and then, back along the coast to our original starting point. First, let me say a little about the boat.

Boat configuration: Our F-27 is an older one, hull #49, which has had several upgrades. It has a 150% furling genoa, a new mainsail and a symmetrical spinnaker. The boat also has new amas and beams due to our highway crash last year. The engine is an 8 hp Johnson with a 25-inch shaft. We carry a 9.2-foot inflatable on the starboard trampoline while underway, and a 4 hp. Mercury with a 20-inch shaft. The dink engine stores on the stern pulpit. The long shaft engine is one that I used on my previous tri (Tremolino) and can be used as a "get home" engine if the main engine quits.

Fuel: We have a 6.5-gallon gas tank and 2- 2.5-gallon spare containers. Both engines are 2 cycle and use the same fuel/oil mix. 2 2.5-gallon containers are the most I wish to carry for any distance. I have had to carry both containers, full, for about 1/2 mile once. Not fun!

Electrical: The boat has a 42-watt solar panel with a charge

controller. We've added a light above the galley. We run VHF, Autohelm Bi-data speed & depth and an Autohelm ST 1000 tiller pilot. The panel is adequate most of the time. It doesn't quite make it when we have several cloudy days or if we run both cabin lights for reading a lot. The main engine has an alternator, which was not working this trip. That is being corrected and I will add a charge controller to that circuit when it is functioning. The boat has shore power and we do hook up when at our home marina in Florida. It runs the TV and the "in port" cooler.

Food/cooking: We carry a table top gas grill, in addition to the 2 burner Origo stove. The grill is nice for broiling in the cockpit. When cruising we carry 2 coolers, one 40-qt. unit for food and a 24-qt. unit for drinks. We get by with one block of ice per day with this set-up. When at our base marina and hooked up to shore power, we have an Igloo electronic cooler which keeps the inside 40 degrees cooler than the outside. This is a real power hog (6 amps @ 12 VDC) and we don't dare use it while out.

Water: The water tank (advertised at 18 gallons) holds about 10 gallons. We carry 2 collapsible water carriers on board to transport fresh water. They are 5 gallons each and one is usually full on the front deck. We carry a 5-gallon solar shower and a solar shower en-

closure so we can shower on the deck in a crowded anchorage. The solar shower heats up on the front deck. We use about 5 gallons of water per day for personal hygiene, washing dishes, cooking and drinking.

We have a marine head with a custom 18-gallon holding tank. Since our primary sailing area is the Great Lakes, the toilet system is a closed system with no Y valve to flush overboard. We have modified the cushions in the main cabin to be 6 inches thick as opposed to the stock 3 inches. We also have boards to fill in the center aisle and a fitted cushion for that space as well, making the entire main cabin into a sleeping area. The aft cabin is our "attic".

Ground tackle: We carry 3 anchors. The primary anchor is a 14# Delta with 10 ft. of 3/8" chain and a 150 ft. rode. That stores in the anchor locker. Our second anchor is a 15# CQR with 10 ft. of 1/4" chain and a 150 ft. rode. It stores in the port ama. Our 3rd anchor is a 22# Horizon Claw with 20 ft. of 3/8" chain and a 150 ft. rode. This unit stores in the starboard ama. We also carry a 250 ft. spool of 1/2" line and a coil of 3/8" line. I have spliced a loop in the ends of all lines and rodes.

We began trailering from Wisconsin on January 5th, arriving in Boca Grande on the evening of the 7th. We experienced

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Florida 2000—continued

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1,500 miles of uneventful highway travel, which was a great improvement over last winter when we wrecked the boat. The 7th was our first night aboard though the boat was on the trailer. We launched on the 8th and were pleased to get a slip wide enough to remain open. We stayed at Uncle Henry's Marina for a few weeks making short 2 or 3 day trips to "tune up" before embarking on our great adventure.

We set sail on February 5th with TRI SURF-N", another F-27. TRI SURF-N", owned by Ron & Dinah Davidson from Michigan. We headed for Ft. Myers, 35 miles away, anchoring out in a bight near the mouth of the Caloosahatchee River. The Caloosahatchee is one leg of the Okeechobee Waterway. The next day we began motoring up the Caloosahatchee to Ft. Myers where we stayed at a marina for the night. The next night found us in LaBelle and the following night found us at Moorehaven. We wanted to spend a night at Clewiston and the marina there was full that night so we spent a 2nd night at Moorehaven departing for Clewiston the next day. At this time, we'd traversed 3 locks and are at the level of Lake Okeechobee though you are still stuck in a channel and must follow the western perimeter of the lake around to Clewiston on the motor. While at Clewiston, we had a nice dinner out and a nice evening in the marina. We headed back east past Clewiston, across Lake

Okeechobee and stopped for the night at Indiantown. From Indiantown it's a half-day run to Stuart. That run has 2 locks to get back down to ocean level so in all, we traversed 5 locks. We anchored at Stuart for 3 nights getting groceries, ice, gas, great Mexican food and a new battery for the boat. While at Stuart, we met Steve Marsh from the Finish Line, the local Corsair dealer.

The next major leg of our trip was down the ICW to Ft. Lauderdale. Our first anchorage was at Peck Lake, which is just a wide spot on the ICW. You can dinghy in to shore and walk over the sand dune to a beautiful white sand beach on the Atlantic. It's a very nice spot. We left Peck Lake the next morning and headed down to Lake Worth. Lake Worth is another wide spot in the ICW and the northern end (Palm Beach) is a popular anchorage for boats waiting to cross the Gulf Stream for the Bahamas. There were about 30 or so boats in the anchorage. It also has a good dinghy tie-up spot which is close to a major supermarket (Publix) and other important stores (West Marine!). We spend 4 nights there visiting other boaters, shopping and sight seeing. There is a nice state park about 2 miles away and it was a nice walk and a great diversion. We departed Lake Worth, heading for Ft. Lauderdale. It was blowing like stink from the NE on the outside so we elected to run the ICW. We made it as far as Boca Raton, which is another wide spot and we stayed for 2 nights.

After leaving Boca Raton, we headed for Ft. Lauderdale and anchored in Los Olas Bight, a wide spot near Los Olas Blvd. In Ft. Lauderdale. Leaving there, we went up the New River to Cooley's Landing. Cooley's Landing is a nice city operated marina, which has access to everything. The Riverwalk development is located there as well as nice restaurants and the IMAX Theater. We stayed for 4 days enjoying the surroundings and the people.

We left Ft. Lauderdale and got our first real day of sailing when we sailed to Miami. We anchored in the bay in front of the now defunct Marine Stadium. The next day we sailed down Biscayne Bay to Elliot Key. Elliot Key is part of the Biscayne National Park. There is a nice marina, which charges \$15.00 per night for a dock. There are showers (cold), raccoons and no-see-ums. The raccoons came right onto the boat at night looking for food. It was our most miserable night of the trip. We have good screens as we cruise a lot but those no-see-ums can get through almost anything. The next day we sailed south for Angel Fish Creek. Angel Fish Creek is one of the few places, in the keys, that sailboats can traverse from the bay side to the ocean side. We traversed the creek and when we reached Hawke Channel, we headed for Key Largo and Penecamp State Park. We took a mooring in Key Largo Sound.

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Florida 2000—continued

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This sound is more like a lake with 2 access routes to the ocean. They are working diligently to protect the sea grass there and taking a mooring is required. It cost us \$18.00 plus change per night but gave us access to the showers in the adjacent campground. We went on a snorkel trip out to one of the reefs and saw the statue of Christ. The grocery store is a long hike (2 miles) but we found we could walk to the store, shop and grab a taxi back and that worked out well. We left Key Largo after 5 nights and headed for Fiesta Key. Fiesta Key is on the bay side and you can access it via Channel 5 cut, which passes under a 65-ft. bridge. We stayed in a marina on Fiesta Key 2 nights where we did laundry and spent an evening with old friends. The marina is operated by the KOA Campground and has a nice swimming pool, restaurant and of course, everything needed to support several hundred campers.

We left Fiesta Key for Marathon where we anchored in Boot Key Harbor. There are 2 facilities that cater to dinghies in Boot Key Harbor. Both charge about \$3.00 per day or \$15.00 per week for dinghy dockage. One is located on the north side of the anchorage and is operated by the city or county. The other is on the south side of the anchorage and is called Dockside Marina. We chose Dockside and signed up for a week. For that fee, they took care of our trash, gave us access to water and pro-

vided showers at \$1.50 each. We planned to stay a few days but ended up staying a week. We took our boat out to the reef for a day of snorkeling. While there we met a couple who own the last F-27 built, hull # 453. We also saw another F-27 tied to a dock and investigation showed it was our sister ship, hull #50. There was nobody around the boat, as I would have liked to have met the owner. We waited 2 extra days waiting for a favorable wind. Winds were out of the east and our next destination was Flamingo, back on the mainland. To reach Flamingo you must sail east, for the last 9 miles in a rather confined channel so I waited for anything but an east wind to make the trip.

We got our good wind, SE at 15 to 20 knots and departed for Flamingo, back on the mainland. We sailed across Florida Bay for Cape Sable. We made the turn around the buoy and headed east for Flamingo. With the SE wind that put us on a beat. During that beat we peaked at 10.1 knots on a heavily loaded cruising boat. Boy, what a hoot. We stayed at Flamingo for 3 nights at a dock, which cost us about \$15.00 per night. We went on a backwater tour boat into the Everglades. The boat was limited to 6 passengers, which made it a very personal tour. Boy, did we see and learn some nice stuff on that trip. Hurricane Andrew really messed things up when it hit several years ago. It destroyed a primate lab and a reptile study lab. There are now baboons, pythons and anaconda

loose in the Everglades. The baboons have been spotted way over on Cape Sable on the west coast so have traversed all the way across the 'glades. When we left Flamingo, we sailed to an anchorage just outside of Everglade City. This leg of the trip was our longest sail of about 55 miles. We arrived at the channel entrance just as the channel lights turned on. We've been to Everglade City before and didn't wish to motor 5 miles up the channel to the city itself being content to anchor out. From our anchorage we sailed and motored to Naples. Naples is nice. We've been there before and didn't linger and so we headed for Ft. Myers Beach the next day. This was another nice sailing day. Winds were forecast to be NE, which was perfect... except they, didn't come from the NE! They were NW and shifted to WNW. When they finally got to WNW we were able to sail parallel to the beach at about 7+ knots. Nice day! We anchored in the Estero Bay anchorage, had a nice dinner ashore and a walk out onto the pier. The next morning we headed back to Boca Grande and Uncle Henry's via the ICW and the motor.

We hung around Boca Grande until April 5th. On a short overnight trip, our engine quit on us and our dink engine came into use. People laugh at me for the long shaft 4 hp dink engine but it proved to be a good "get home" engine for us. We can

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Florida 2000—continued

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cruise at 4 knots with it and it works OK for getting into harbors, etc. It sure saved our necks on that trip. We pulled the boat out of the water on the 5th. We slept on the boat on the

trailer that night and hit the road the next morning, arriving home on the evening of the 8th of April.

Well, that was our winter 2000 trip. We covered over 600+

miles on the water and 3,000 miles on the highway. We anchored out more than half of the nights during our “cruise”. We never stayed in a motel or off the boat the whole winter. Anyone else out there have 90 con-

Sailing on Lake Mead

Richard Wellington

The winter snow melts high in the Rocky Mountains of Colorado and forms the Cache Le Poudre river. This melting snow begins a 1500-mile journey to the Sea of Cortez. Other small rivers and streams join the Cache LePoudre and the flow becomes the mighty Colorado River. Along its course the Colorado has carved more than 500 miles of the most magnificent sights in the United States, the Grand Canyon of Arizona and Glen Canyon of Colorado and Utah, and Lake Mead which shares its shores with the states of Arizona and Nevada.

Lake Mead extends from the boundary of the Grand Canyon to Boulder Dam, a distance of 75 miles, and is part of the Colorado River System. It has 200,000 acres of surface and 550 miles of shore line with countless coves and beaches. Many of these are accessible only by boat. There are nine launch ramps strategically located and maintained by the National Park Service and all but three have adjacent full service Marina facilities. Any view of the lower (Boulder) basin is dominated by Fortifica-

tion Hill, a black lava capped mountain formed near the end of the Mesozoic age, one hundred million years ago.

And when she is good she is very good

It is 1:00 p.m. and time to depart Lake Mead Marina. I am single handed for this trip, our annual pilgrimage into the Grand Canyon, and am looking forward to a rendezvous with Rob and Jane Jackson aboard the 'Janey' off Callville Bay. It will be a close reach to Callville and conditions are perfect. The sky is sunny and winds are out of the south at 10-15 knots and forecast to pick up to 15-20 by late afternoon.

Today's destination is Middle Point Islands, some 21 miles distant, where we will meet with others for the 75-mile trip to the Canyon. I am sailing with a full main and working jib. As the wind begins to build, I take in the first reef and work my way closer to Burro point, a lee shore. There will not be much change in the wind as it flows down the slopes of Fortification Hill, but the waves will remain flat instead of that

short steep chop that is typical for Lake Mead when the winds pipe up.

As I approach Callville, I hail the 'Janey' and am told they are just departing the marina. I sail into Indian Canyon cove and heave to. Winds are now 20 to 25 and I take in the jib and set a storm jib. 'Janey' is out and we proceed together into the Boulder Canyon. The Boulder Canyon is less than one half mile wide and four and one half miles long, with nearly vertical walls 300 feet high. Today, the winds are constantly changing in the canyon with strong gusts coming from side canyons which cause sailing to be more of a challenge than we care to endure, so sails are dropped. My tiller tender is now doing the steering and this is a good opportunity to take a break and partake of cup of my favorite brew.

And when she is bad she is horrid!

The narrows at the east end of the canyon provide a venturi effect for the winds and as we approach we take warning of

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Sailing on Lake Mead—continued

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what is to come once outside. We turn back into the canyon and batten down everything, and I place a second reef in the main. Out into the Virgin Basin with five miles to go, along a windward shore, I decide to leave the motor running as a precaution. Winds have built to thirty knots with some higher gusts, and waves 3-4 feet high. Things go well until I see the "Janie" jibe. She is towing a dingy for the first time, and had left the oars aboard the dingy, and one had fallen out. I hail and inform her of a submerged reef near them and suggest she get some sea room. A new paddle is cheaper than whatever deductible she carries. Under power 'Janey' heads into the wind and away from the shallows.

I pass Middle Point Islands and do a chicken jibe down wind. As I round the island, looking forward to calmer waters, a large wave from astern brings the dingy up to the transom with a bump. The same wave lifts the stern of Alissa and when she comes back down the motor grabs a bite of dingy painter and stalls. I continue to sail into the anchorage and I yell at the anchored fleet, trying to inform them of my plight. Each crew gave a wave and cheer. They thought I was showing off. I recall a personal philosophy: When in trouble on the water I do not have the right to ask others to risk themselves. I am on my own and I had better be able to handle it.

I sail out of the anchorage and heave too. Once the boat settles down, I hang out over the transom and try to reach the dingy painter fouled in the prop. Suddenly, about fifty feet away, a waterspout forms. Amazed, I watch as the spout rises to about two hundred feet, and I thank God for providing me with two challenges and pray I wouldn't disappoint him. The waterspout dissipates quickly and not being able to release the painter from this position I decided to sail into a shallow area away from the anchored fleet. I take down the main, and carefully controlling the speed of Alissa under jib alone, I approach a small cove. When the keel touches bottom, I let go of the jib sheet and go forward to take it down and put out an anchor.

Once the dingy painter is released and sails secured, I motor over and join the fleet, at anchor in the lee of Middle Point Island. 'Janie' signals an invitation to dinner and I gladly accept. Larry Zellner aboard the 'Peggy Ann' later informs me that his anemometer indicated gusts more than forty knots in the anchorage. The front passed during the night and by morning, just like the little girl with the curl,

Lake Mead was again, very very good.

As I write this, entrance to the Lake Mead National Recreation Area is free. Next year the Park Service plans to begin a fee program. Entrance will be \$5.00 per vehicle for a five-day pass,

\$20.00 for an annual pass. Your boat will be \$10.00 for a five-day pass and \$5.00 for each additional motorized vessel. There will be no charge for manual powered vessels. Each of the marinas has a store where you can buy ice, most brands of your favorite beverage and some food and dairy products. Prices are higher than the supermarket prices and you are encouraged to provision well before departing. Las Vegas is only 25 miles from marinas on the Boulder Basin and offers some of the best entertainment and restaurants in the country if not the world. Before you depart the marina be sure to pick up the latest NOAA Chart, #18687 at the Visitor Center.

The weather on Lake Mead is generally mild. The period between June 15 and Sept 15 is usually very hot. Temperatures can reach into the low 100's during the day and remain above 90 at night. Thanksgiving to Valentines Day you may encounter nighttime temperatures dipping into the low thirties and up to the fifties during the day. When you come to Sail Mead, call me, and I will be glad to show you the locations of the best anchorages, beaches and sheltered coves on the lake.

Plan your trip for mid May and maybe you will join our annual pilgrimage into the Grand Canyon.

Officer's Profile—Treasurer, David Craigie

For those of you that we have not had the pleasure of meeting and sailing with me, my name is David Craigie, and I don't mind being called Okie Dave. My wife of 34 years is Joyce and if you like crafts you will like her. We have lived in Oklahoma for thirty + years, raised a boy and a girl and are now the proud grandparents of three. I am a retired firefighter and Joyce is a retired tractor driver, but She is still an active homemaker taking care of me. We have sailed small boats for several years and became serious Trailer/Sailors five years ago when we purchased "Incipient" our Hunter 26. It was about that time that I heard of the Trailer/Sailors Association and sent away for membership. That was the beginning of the best sailing decision we ever made.

For the last five years we have trailed to Texas, Florida, New England, Canada and many other sailing destinations in between. We have sailed with many Trailer/Sailors and will always be grateful for that opportunity. We look forward to future sailing adventures where we can meet and sail with other T/S's and explore new sailing areas. That's what Trailer/Sailing is all about.

Just one short year ago I was simply another T/S, sailing and having a good time. Then I decided to complicate things by joining the twentieth century; I purchased a computer. One of our first e-mail contacts was Wayne & Debbie Bell. We had

sailed together in the Georgian Bay and North Channel for the last two years so it was only natural we should keep in touch. Wayne was the T/S president now and soon it was apparent that he was looking for a new treasurer. Now, I really didn't know much about communicating on a computer or for that matter what it would take to be treasurer for an organization like the T/S's. But after receiving several copies of e-mail from Wayne to other T/S's, mentioning the need for a Treasurer, I decided to volunteer. Would you believe they elected me unanimously. Now, a year later, I have computer skills I never dreamed of and the Data Base is somewhat less of a mystery. I have survived the first year and I haven't given up. In fact, I'm more excited about the next year than the last.

There is of course no financial reward that goes with the treasurer position, or for that matter any position in the Association. The reward comes in the form of phone calls, mail and e-mails that I receive from T/S's, many that I have never met. Last spring when the May 3rd tornadoes ripped through our area I could not believe the number of e-mail and phone calls we received, just checking to see if we were all right. Sailors are wonderful people and they do care.

The biggest reward by far though is looking in my mailbox for dues renewals. This is

the heart beat that makes the T/S Association live, members showing their support by renewing their membership. Without this, we would cease to exist. Inside each envelope there is more than just a renewal form and a check. There is a message from a sailor telling me that my time spent on treasurer duties is not wasted. That Wayne, Mike, Don and everyone else including the former officers have done a good job and that the Association is needed. But there is even more. As I sort through the renewals I come across names that I recognize, people I have sailed with, anchored next to and spent a memorable evening enjoying a meal. It is wonderful to find a note inside making mention of our times together and how good it will be to see each other again. Sometimes its a note from a T/S that I have never met, saying, keep up the good work, or we love the T/S Assn and love to read the Clipper Snips. Unfortunately there is an occasional note regretfully requesting that their membership not be renewed. Sometimes there is no reason given, but sadly it is sometimes because of health reasons. They are no longer able to take part in the joy that we all love so much, sailing. Most express their sincere appreciation of the Association and wish us all the best. I am honored to be the treasurer for the T/S Assn. I will do my best.



Trailer/Sailors Association

The **Trailer/Sailor Association** is a non-profit organization formed more than 15 years ago. As an association, we provide those who sail trailerable boats with the means of exchanging ideas and information about all aspects of this type of sailing.

Members are scattered across the continent, in the USA and Canada. The diversity of their experiences enriches the Association and heightens the interest it generates. Trailer/Sailors old and new will benefit from joining the Association -- drawing on its vast pool of members' experience and helping fulfill its purpose by sharing their own.

This networking organization with more than 500 members is served by an annual questionnaire, which asks members to list topics about which they can advise from personal experience. Information gathered from the questionnaires is compiled into a **directory** for distribution to the membership. The directory also contains a list of members' names, addresses, email and the type of boats they own. The association does not organize events, but many members "sponsor" sailing trips throughout the year from Canada to Florida, Maine to

Mexico.

Additional information about the Association can be found on the web page:

<http://www.infocom.com/tsa>

Topics listed in the directory include such items as surge brakes, mast-raising methods, roller-furling, outboard motors, and navigation -- anything to do with sailing trailerable boats. By looking in the Directory, members seeking information can find the items that interest them and call the member whose name is beside the entry.

For members taking their boats to unfamiliar waters, the **Launch Ramp Advisory Service** provides comprehensive information unobtainable elsewhere. In addition to the **Directory**, a newsletter

For more information contact:

Wayne M. Bell
344 Creek Drive
Slippery Rock, PA 16057
Phone: (724) 794-4704
E-mail:

Trailer/Sailor Association New Membership Application Form

You must remit the appropriate dues* with this application (see table)

Please print your information below.

Date ____/____/____
 Last name _____
 First name _____
 Spouse/significant other _____
 Crew _____

Postal address _____

Phone: (Home)(____)____-____

E-mail Address: _____@_____

Make and Length of Boat : _____

Name of Boat : _____

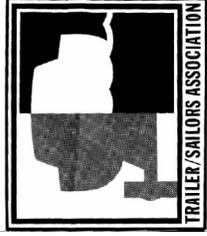
Mail to: Don Ziliox
 1340 Elmdale N.E.

Initial dues for new members only:

<u>*Date you join</u>	<u>Due with application</u>
Jan 1-May 31 (1)	\$15 US (\$17 US for Canadian addresses)
Jun 1-Dec 30 (2)	\$20 US (\$24 US for Canadian addresses)

- (1) If you join between January 1 and May 31, you get all member benefits for the current year, which includes the Spring, Summer, and Fall Clipper Snips and the member directory. You will also receive a renewal notice in September for the following year. This rate is available to new members only.
- (2) If you join between June 1 and December 31, you get all member benefits for the second half of the current year, which includes the Summer and Fall Clipper Snips (and a member directory if available). In addition, your membership will be continued for the entire next year, which includes all three issues of Clipper Snips and the directory. This bargain rate is available to new members only.

Please note: Regular Memberships expire December 15th. Renewal notices are mailed out in September. Annual dues to renew membership are \$16 US (\$18 US for Canadian addresses). Boat/U.S. dues are discounted to members of the Trailer/Sailors Association by 50%: from \$17.00 to \$8.50. New members are told how to apply.



Trailer/Sailors Association

You are invited to become a member of the Trailer/Sailors Association.

Benefits of membership include:

- Exchange ideas and information about sailing and trailering
- Network with members
- T/SA Web discussion group
- Newsletter Clipper Snips (published 3x a year)
- Annual Member Directory
- Launch ramp information
- How-to advice and ideas
- Cruising articles

See inside for more information.

Editor's Last Page

Mike Nelson

Editorial Policy

Several members have asked about the Clipper Snips editorial policy. After four issues, we have developed an informal policy. This policy is based on discussions with the other officers of the organization, and on input from several members who responded to a recent online survey. The goals of the policy are to be informal and flexible, and to minimize the work of everyone involved in getting articles to press. Many of us still hold down full-time jobs, and volunteer our time, so we want to keep things simple.

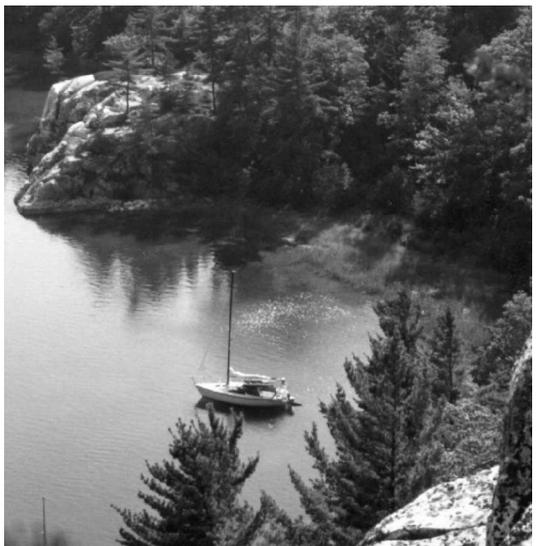
1. We accept any articles from members that relate to trailering and sailing, or to the T/SA organization. We also accept classified ads and cruise announcements from members.
2. We do not re-write any articles. Usually, editing is limited to spell-checking and re-formatting to fit the newsletter format (changing to three columns, paragraph spacing, etc.). We convert all articles into Microsoft Word, and use Word's spelling checker to find and correct misspellings. We also review sentences that Word's grammar checker flags; but we do not make changes unless the meaning is really unclear.
3. Sometimes we will cut longer articles in order to make them fit the available space. If we think an article would benefit from more extensive cutting (see the suggestions for Cruising Articles below), we will contact the author. If you would prefer to do the revisions, yourself, we can return the article to you with our suggestions. Please note that there is only a month between the deadline and the mailing date. A slow turn-around may mean the article cannot be published in the current issue.

Suggestions for Cruising Articles

We conducted a survey of the members on the T/SA discussion board about the issue of long cruising articles. The responses were strongly in favor of cutting out some of the details. Most respondents also said they thought cutting was part of the editor's job. A number of the respondents offered suggestions about what they would like to see in cruising articles.

Here is a summary of suggestions from our readers about what they want and look for in cruising articles:

- Information regarding "local knowledge" such as anchoring conditions, areas of shoal waters, ramps, etc.
- Descriptions of what the area has to offer and what the trailer sailor can discover, both on water and on land. Photographs and (simplified) charts are also good.
- Suggested float plans for an area. Note: an article does not have to be organized on a day-to-day basis unless it helps illustrate how easy or hard it is to follow the plan.
- Avoid or minimize details or personal accounts that only the writer and a few of his or her friends would understand.
- Remember that our readers are located all over North America.
- Concentrate on what is different, interesting, or useful to the general T/SA reader; leave out things that read like log book entries, such as "the boat weighed anchor each morning and anchored each night". Readers will assume that you did that, if you didn't stay in a slip or on a mooring.
- It would be interesting to know what the author's general experience was, assessment of the cruising area, advice about launching, cruise plan, weather, etc.



Tarunui at Covered Portage Cove,
North Channel, Lake Huron
—by John Clement

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