

**p.10**

**5.5M NORTH AMERICAN SPRING REGATTA**

24-27 June : In 2014 John initiated the 5.5m North American Regatta, seeing 5.5m boats from Canada and the USA racing again, at MBSC.

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**ADAMANT 1 SETS SAIL FOR NORTH ARM**

Adamant 1 sets off on a slow and lazy trip through the North Channel.

# SNAKE ISLAND BUOY

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Midland Bay Sailing Club: Spring 2021



## COMMODORE

LARRY DONALDSON

What a wonderful thing, the revival of the Snake Island Buoy during this historical Covid era. Through the efforts of our editor and the contributions of our members we have this first issue hot off the presses. With the advancements in this digital era everyone can enjoy the stories and news from the club at their leisure. When I first joined the club I remember the last of the Snake Island publications. Times have sure changed and with this resurrection we will begin a new information era at the club.

We all know how difficult this past year has been and we all hope that it is soon over. It looks as if launch will go ahead on June 5th and 6th, then the rush to step masts and get prepped for the summer sailing season can begin. I'm looking forward to the season, hoping to spend most of August and on into September enjoying the Bay and her multitude of anchorages. If the government can hold off on opening the borders these anchorages will be less crowded due to the lack of foreign vessels. Once the borders are opened we can expect a major influx of visitors and we will know all is back to normal in the tourist industry and hopefully we can put this bit of history into the books.

The Club has managed to cope with the lockdowns and the curves that the crisis has sent us. In hindsight we may have over-reacted but I think all our decisions have been made to ensure the safety of our members. We have managed to keep up with planned improvements and cope with some factors that required changes to the plans to ensure all is well on the docks and the grounds. We managed to complete our fantastic new dinghy shed with it's new shop and office areas. Once we are able to start up the sailing school we will be able to make full use of the building.



photo: Philip Krueger

The Executive had tentatively planned Sail Past for June 12 but the latest restrictions have caused it to be postponed and as of today we don't have a date planned for this years ceremonies. We also want to do the dedication of the clubhouse in honour of Ted Symons. Keep your eyes and ears open for news on when these ceremonies can happen.

Enjoy these many articles and we can expect more in the future publication. Thanks to all who have contributed to the Buoy and those involved in it's publication.



## FROM THE EDITOR

PHILIP KRUEGER

Why reboot the “newsletter” given how many digital forms of communication we have as individuals and an organization? I proposed that we reinvent the newsletter to be a reflection of the membership and club, and the Executive graciously let me give it a go.

I believe there is a place in our lives to sit back and enjoy a few minutes of reading about our common passion, sailing. Even more important, these are our stories. While surfing the web can be informative, emails efficient and Facebook fun, there is something satisfying in the printed word, a document that you can rediscover and fit nicely on a shelf.

I've been around sailors long enough to know that many of you like shooting the breeze as much as catching a good breeze. A newsletter, like a club, is only as good as the members contributions. Your stories, experiences and voices give life to what is otherwise a couple of buildings and a collection of docks.

I've primed the pump, now it's your turn. Don't be shy, share what sailing and the MBSC means to you.

## NEW MEMBERS

LAURIE-ANN AND MARK FISHER

### C&C MK3

We are new to sailing a larger boat-previous boat was a Laser! We are very new club members and with COVID have not been to the club yet or had the chance to get acquainted with members. Let's see what the summer brings, but I feel optimistic. We live in Tiny and are on the waiting list for a slip at MBSC, this year we will be keeping our boat at Hidsons Marina.



## NEW MEMBERS

KASIA LATOS & BART TECZA

### *Keldee*

We are thrilled to be joining your ranks. We followed our intuitions to Midland from Toronto 4 years ago and haven't looked back. We are brand new to sailing and excited to start learning. We lead a quiet and considerate life, with a +/- 30 degree slant toward the contemplative ;) We have 2 cats, a beautiful home, and now...a boat (Keldee). Cheers to all :)

## DID YOU KNOW?

MBSC's Constitution has two membership categories: Holding Active and Holding Not Active for members who do not intend to use Club Services but would like to retain the seniority number assigned at the time of joining and in future resume their previous Membership status without having to pay an initiation fee. This category might be considered by those taking an extended cruise, on temporary remote work assignment or those that have sold their boat but may want to get another boat in the future.

### GET ON BOARD

PAST COMMODORE - PETER WOLFHARD

The next election of Officers for the Executive will be in October. Since the club is a volunteer driven organization, it is important to encourage members to serve on the Executive. Each position on the board has strong established committees to implement the tasks and ease the workload for the Director. The outgoing Directors remain on the committee for an easy transition.

The term is for one year while most directors stay on for a few years. The meetings are once a month with fewer in the summer. With Covid this past year, meetings have been online. Once we're back to normal, online meetings will be available for out of town directors and when weather restricts travelling. Check out Bylaw 11 to view the complete job descriptions for each position.

If you are not ready to become a director, consider joining one of the many committees. This is an excellent way to become involved in the workings of the club.

Please contact me if you would like to put your name forward. It is very rewarding to help run and drive the club.

## VICE COMMODORE - HUGH LOUGHBOROUGH

**4.2.9 Holding Not Active:** A Full Member, Spousal Member, or Dinghy Member in good standing may, who intends to be away or otherwise non-active in the affairs of the Club, upon written notice to the Executive, change their Membership class to Holding Membership, Non-Active for an indefinite period of time. A Holding Not Active member shall not be required to perform work hours.

**4.2.10 Holding Active:** A Full Member, Spousal Member, or Dinghy Member in good standing who does not intend to make use of any Club services but does intend to remain eligible to participate in shore-side and social activities may, upon written notice to the Executive, change their Membership class to Holding Membership, Active for an indefinite period of time. A Holding Active member shall be required to contribute five work hours annually.

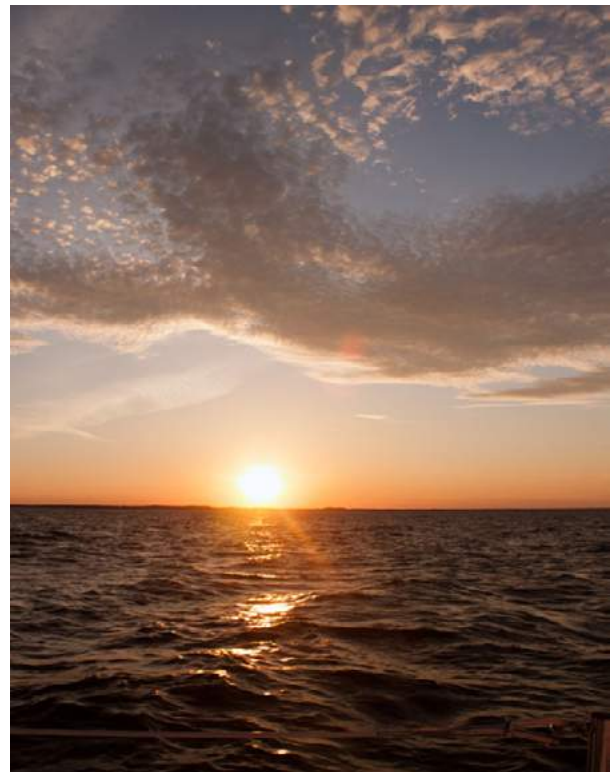


photo: Philip Krueger  
Sunset on Nottawasaga Bay

**NEW MEMBERS****KATHY & MICK GREEN*****As You Wish*** - Hunter 340

We have been sailing in this area for the past 10 years and have recently built our retirement home here in Midland.

We are looking forward to meeting other members.

**EARLY MORNING FOG**

BY JOHN RIGGS

As a new member I volunteered to work the gate on opening day 2020. As you know we were dealing with covid and people entering the property had to be screened etc. I thought it would be a great way to meet people. I arrived early and was the only person there. It was really foggy so I walked around the club grounds while I waited for the others to arrive. I went out to the docks and snapped this photo.

**GANTLOPE**

RICHARD MAYNE : THE LANGUAGE OF SAILING

NAVAL PUNISHMENT IN WHICH THE CLUPRIT RAN OR WAS PROPELLED IN A HALF-CASK BETWEEN TWO ROWS OF MEN ARMED WITH KNOTTED CORDS OR STICKS, STRIKING HIM ON THE NAKED BACK.

Gantlope is itself a corruption from Swedish 'gatlopp' from 'gata' (lane) and lopp (course or running). The OED believes that the expression entered English during the Thirty Years' War. The corresponding verb in German is 'gassenlaufen' (literally 'run along an alleyway').

The punishment was abolished by the Admiralty in 1806; but its figurative use, first attested in 1649, still continues, 'gantlope' being corrupted into 'gantlet' (1661) and 'gauntlet' (1676) in the phrase 'running the gauntlet'.

## MBSC ADOPTS ENVIRONMENTAL POLICY

ENVIRONMENTAL COMMITTEE - DENISE BAKER

IN MARCH OF THIS YEAR, MBSC ADOPTED A NEW ENVIRONMENTAL POLICY. ITS GOALS, BEST PRACTICES AND RULES REFLECT OUR CLUB'S VALUES AND COMPLIANCE WITH APPLICABLE LAWS.

The Environmental Committee has worked for a year developing this policy and we feel it will create a safer, cleaner, and responsible environment for our Club. It basically lays out practices already used by most Club members.

The Best practices which should be particularly adhered to before launch are the following:

### HULL AND UPPER DECK MAINTENANCE

*Boat owners should:*

- Do shore-based maintenance work in areas away from the water;
- Use dustless sanders or needle guns that are fitted with vacuum shrouds;
- Immediately collect and dispose of any scraping or sanding residue, ensuring that none is released into the harbour
- Use drop cloths to contain paint chips and residues;
- Use only small quantities of solvents and paints to avoid large spills of these materials and make sure containers are tightly sealed when not in use;
- Reuse thinners and solvents by letting particles settle; and,
- Save left-over paint for reuse.

### VESSEL CLEANING

*Boat owners should:*

Use solvents only in areas away from the water.

- Not use products that contain chlorine, phosphates, or ammonia.
- Use only environmentally friendly/biodegradable products as much as possible.

### STORMWATER

*Boat owners should:*

- Only conduct maintenance ashore away from the water.
- Use a tarp or drop sheet to collect dust and/or other contaminants that may fall from the boat during maintenance.



**HAZARDOUS WASTE:**

Both federal and provincial Transportation of Dangerous Goods Acts apply to the transport of hazardous waste. The MBSC does not collect nor return hazardous waste materials on behalf of boat owners.

The responsibility to ensure hazardous materials are stored, cared for, used, and disposed of in accordance with current regulations rests with the user of those materials. In most cases hazardous materials may be disposed of at the Simcoe County facility on Golf Links Road.

The following activities are **prohibited at the MBSC:**

1. In-water hull cleaning other than by brush, sponge or cloth.
2. Activities where there is a possibility that scrapings may enter the lake either directly or after being carried by drainage or surface water.
3. Sandblasting; and,
4. Spray painting.

**NEW MEMBERS****BARBARA & JOHN PAGE****Velox - Beneteau**

My wife Barbara and I are retired baby boomers. We love to travel and enjoy being on and around the water. Our professional careers were spent in the electrical utility engineering and retail management fields. Having grown up in the GTA both our families were lucky enough to vacation on Lake Simcoe in the summer months.

We have spent the last 30 years living in Simcoe county on the shores of Lake Couchiching and Simcoe with our 3 children. Living on the Trent waterway all our lives has given us many hours of recreational boating experiences. Although mostly powerboat, we also enjoyed sailing on Lake Ontario with Barbara's father who was a



member of the Alexandra Yacht Club on Toronto Harbour. A few years ago we became empty nesters, downsized our home residence and relocated to Horseshoe Valley. We also purchased our Beneteau sailboat allowing us to cruise the waters of Georgian Bay in our spare time. Both Barbara and I are looking forward to receiving a

slip assignment allowing us to relocate our boat Velox from Victoria Harbour to MBSC, and enabling us to partake in the many sailing and social events that MBSC offer its membership.



## MEET THE MEMBERS

KAREN & HUGH LOUGHBOROUGH

*Trekker* - Hanse 415

Hugh and I both grew up in Toronto. Hugh and his parents raced sailboats out of Queen City Yacht Club. I caught the sailing bug after I met Hugh.

My first sailing experience was on Hugh's parent's Alberg 37, in 1978, racing on Lake Ontario.

Hugh then convinced me to crew on a friends Thunderbird, with him as skipper, two other male crew members, and me as "Chief cook, bottle washer, sandwich maker, spinnaker flyer and For Christ Sake Girl"! We had a great couple of summers racing the MYRC series, and when we got engaged, the wedding had to take place in August, between race series!

After we married, we bought an Albacore, and trailered it to wherever we were living at the time. We sailed Rainy Lake, in northwestern Ontario while living in Atikokan and other lakes around Ontario. We finally settled in Kitchener, and joined the Conestoga Sailing Club, did a lot of racing and actually won some Trophies!

We got into keelboats buying a CS 27, Gonzo, and joined MBSC in 1998. With two kids and a Golden Retriever, we enjoyed cruising Georgian Bay for many years. After the kids moved out, and the dog died, we bought a Catalina 36, *Trekker*, and starting planning our retirement cruise.

We have been talking about "sailing into the sunset" since our first date. True story: standing in line for a movie on our first date after meeting at a university pub the night before, Hugh asked if I liked sailing, and if I didn't then there really wasn't any point to having date number two, as sailing was a huge part of his life that he wasn't willing to give up. So ... I gave it a try!

Our first big step to our retirement plan was buying our new boat. Scary and exciting all at the same time. We decided that if we wanted to go south, a newer boat might serve us better. They say cruising is "fixing your boat in exotic places",



something we were trying to avoid. So, we bought a Hanse 415 in 2015, and decided to keep the name *Trekker*. Over the next two years we worked on getting her ready to go south. Unfortunately, the boat is 8 inches too long and 4 inches too wide to dock at MBSC, so we have her over at Hindson Marina, although we are still active members of MBSC!

We departed MBSC on July 2, 2017, after the 50-year Anniversary celebration, and headed south on our retirement adventure!

We arrived in Florida December 2017 and headed over to the Bahamas for 4 months. We returned to Florida and left *Trekker* on the hard for two summers, returning each winter for a four-month cruise. In 2020 Covid struck while we were in the Bahamas, so we sailed back to Florida, hauled the boat and headed home, with *Trekker* following us on a truck. If you are interested in our voyage, we kept a blog: [Trekker's Travels \(trekkerstravels.blogspot.com\)](http://trekkerstravels.blogspot.com) chronicling our adventures.

*Trekker* is now back at Hindson's Marina, and we are enjoying being back on Georgian Bay exploring old and new anchorages.

Please drop by if you see us out there!





## COVID'S IMPACT ON BOATING

BY PHILIP KRUEGER

COVID FUELS A HOT BOAT MARKET AND KEEPS AMERICANS AT HOME.

With a second season of social distancing, lock-downs and stay-at-home orders, boating has taken on a new importance. Boats, for recreational users, represent an escape from the normal routines and a chance to connect with nature, friends, and family on the water. With travel restrictions and limited availability of campsites and cottage rentals, buying a boat has been a popular solution to those summer time blues.

According to [Rob Walters](#) of Swan Yacht Sales: "There has been a noticeable increase of new buyers driving sales over 2019. Prices are up 30% on later model boats." Much like the over-heated housing market in the GTA, getting a boat requires acting quickly and being prepared to spend a fair bit of cash. While it's a great time to sell a boat, increasing prices and competition is making it difficult for seasoned boaters suffering from two-footitis. "During these unprecedented times more families have turned to sailing and spending time on the water than ever before. This has led to low inventory levels and record high prices. If you are considering selling or moving into a larger boat, now is the time."

The usual routine of casually looking for a boat has been

replaced, and now working with a broker is even more important in finding your next home on the water. "I have qualified buyers looking for well kept boats of all sizes. I can also locate your dream boat for you before it comes on the market for sale."

If you are lucky enough to find a new boat you may have trouble finding a place to moor. According to Walters, "Most marinas are operating at 100% occupancy with large waiting lists. The City of Barrie has over 450 boaters on its waiting list."

Sailboat rentals are also scarce this year as many 2020 reservations were deferred to the 2021 season, shutting down



photo: Philip Krueger

Swinging off the boom in Chimney Bay - a great way to beat the summer heat.

another avenue for getting on the water. Canadian Yacht Charters was completely booked as of March this year.



### THE AMERICANS ARE COMING!

While it seems that every boat in Ontario is spoken for, there shouldn't be any American boats crossing over any time soon.

The [Canada Border Services Agency](#) website states:

*During the COVID-19 pandemic, unless exempted, foreign national boaters are not permitted to enter Canadian waters. Failure to comply with the current prohibition of entry for discretionary or optional reasons (leisure, pleasure fishing, sightseeing, etc.) may result in severe monetary penalties or criminal conviction and/or imprisonment.*

A good year to head up to the North Channel perhaps?



photo: Jennifer Harker

## 5.5M NORTH AMERICAN REGATTA

BY JENNIFER HARKER

A simple promise to rebuild an aging beauty has helped launch a passionate revival of the 5.5M fleet in North America, centred at the Midland Bay Sailing Club.

As a young sailor at a Toronto yacht club in the 1960s and 70s John Lister first admired the sleek lines of the teal coloured 5.5 CAN-22 racing on Lake Ontario. "Although I had never raced on a metre boat (there were 6 metre boats in the club too) – I was racing International 14's and Thunderbirds – I always liked the lines of the 5.5."

The 5.5M is a construction class, meaning many different designers created individual unique boats through the years, all measuring about 29-32 feet long, six feet wide and weighing around 4000 pounds. A mathematical formula uses sail area, waterline length and weight to calculate a result which must not exceed 5.5, hence the class name.

Fast forward 35 years and Lister's faded memory of the 5.5M came sharply into focus with a phone call. "In 2009 I heard from Mark Millan, who had taken over the boat from his dad. He asked if I was interested in buying CAN-22 for \$1, if I would

promise to rebuild her. She was at the end of her road and he didn't have the facilities to rebuild her."

Lister took the chance and embarked on a journey that began by bringing CAN-22 to his home near Georgian Bay – the passion project forcing an expansion of his garage. "I removed the rudder and keel and added an extension onto my garage to fit her inside where I had the tools and the heat to get to work."

It would be two years before a transformed CAN-22 would bask in the light of day again. "After two winters of work which included a brand new deck, 80 new ribs, a new transom, and a complete refastening of the planks, out came CAN-22 into the sunlight."

After reinstalling the refinished keel and rudder she was off to Midland Bay where she has raced every summer since.

At the same time, American Dan Rossi was also embracing the beauty of these boats. "The 5.5 is a 'sexy' boat and what one envisions a boat should look like. Sailing one is a thrill as they behave well and you feel part of the boat. For the most part



photo: Jennifer Harker

Dozens of MBSC members have become regular racers in the 5.5M regattas.

each boat is different, and the rule gives you some latitude to make adjustments to make it your own.”

There are actually three styles of 5.5s and they are grouped for competition. The classics (built 1949 to 1969) have an attached rudder, while the evolutions (1970-1993) have a detached rudder. Moderns, those constructed since 1994, are true racing machines with improved hydrodynamics, carbon fibre masts and performance sails.

Like Lister, Rossi’s ties to the 5.5 reach back through the decades. “I came across my first 5.5 (USA-51) in 1992 in a boatyard where I had been working summers while going to college. At the time I didn’t know anything about 5.5s, but was immediately attracted to her lines.”

Rossi could see beyond the battered surface.

“She was in pretty rough shape, with no deck and exposed to the weather. I tracked down the owner, and against some very sage advice, I bought her. That in itself lit the spark with my interest in the 5.5s and yacht design (which is another story). In time I was able to determine she was a 5.5 and after about 20 years, with the help of the 5.5 enthusiasts I was able to track down the designer and original sail number.”

As both Rossi and Lister researched their 5.5s they discovered enthusiasts from around the globe. German Kaspar Stubenrauch connected the pair and a new idea took shape. “There had been no 5.5 racing happening in North America for over a quarter of a century,” Lister said. That all changed in 2014.

With the support and sponsorship of MBSC and Bay Port Yachting Centre plans were made to hold a North American Regatta based in Midland in June 2014.

Four boats (three of which were owned by Lister at the time) took to the line. “Slowly others came out of the woodwork and either pulled their 5.5 out of the shed or bought one and got it going.”

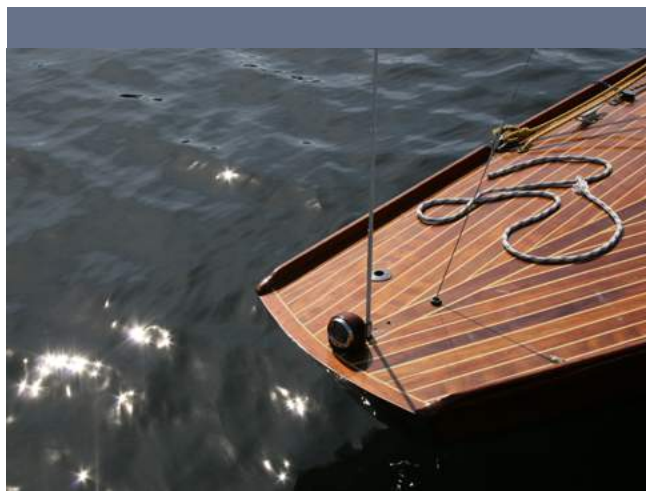


photo: Jennifer Harker

A former Olympic class, the 5.5M classics take a lot of love and work to restore and maintain but the beautiful results are well worth the efforts. Here Aeolus’s intricate decking shines in the sunlight.

First launched in 1949, about 800 5.5M boats were built around the world. The international organization knows the whereabouts of around 400 that still exist worldwide and over 100 are racing in 14 countries.

Since the inaugural NorAm event the 5.5M class has enjoyed essential support from the club with over 30 MBSC members jumping on board as skippers, crew and race committee.

Rigged with a main, jib and spinnaker, 5.5s traditionally sail with a skipper and two crew. However, with an eye to get more enthusiasts experience on one of these sleek racing machines some boats sail with four.



photo: Jennifer Harker

Pride proudly sports her new Ullman sails and hull colour and regains her racing form in the hopes of adding to her long list of championships.

Events are held annually in June and September. More than 10 different boats have participated in one or more of the events – and the hope is that more hidden treasures will be uncovered meaning more crew, owners and their families will travel to Midland.

“MBSC in Ontario has been the focus,” Lister said. “The club is very supportive and the group has made it easy to keep, launch and care for the boats. Many of the crew come from MBSC members who love the boats and sailing.”

Clearly this is about more than racing. While competition is serious on the water, it’s what happens ashore that is vital to the 5.5 revival. On-shore social events hosted by MBSC club members Anne and Bill Mills, Dean and Lorraine Harker and Matt and Cheryl Thurley are full of food, friendship and laughter over the day’s events. Dean Harker said, “Although the on-water is fun, I think I have come to enjoy the social activities scheduled in conjunction with the regatta almost as much. My wife and I have made several new friends from both sides of the border and now stay in touch with them outside of the sailing season.”



photo: Jennifer Harker

### GETTING BY WITH A LITTLE HELP FROM MY FRIENDS

Rejuvenation of these classic boats is a large part of the North American 5.5 fleet. Everyone enthusiastically shares parts, knowledge and expertise. Here MBSC member Matt Thurley helps American Joe Strelow install new deck hardware onto his boat Pride.

Practical jokes, good natured teasing and tall tales are as much a part of the fleet renewal as sharing knowledge, parts and experience.

“It is clear that winning the race is not the focus. Being together, enjoying each other’s company and celebrating these old boats is what it’s about,” Lister stresses.

Rossi agrees. “We are having FUN! I say that with all caps, because over the last five years hands down this has been the most racing fun I’ve had and it’s due to the ‘esprit de corps’ of all those involved.”

It’s become a bit of an obsession as some owners have more than one 5.5 and several sailors who have crewed at the regattas have taken the leap of faith and become boat owners themselves.

Rossi admits, “I currently have three 5.5s USA-51, USA-75 and USA-96 which span from the early ‘60s to the mid-‘80s. Each boat has an interesting history; who was the designer, original owner and eventually where I found them.”

Harker has a Columbia 5.5 and recently sold Jill CAN-3 who was in need of some serious rejuvenations to Woodwind Yachts near Peterborough. Jill (formerly Jill Dansk) was the Danish Olympic boat from the 1952 games in Helsinki Finland and is a prime example of the classic 5.5. She is in good hands as many years ago Woodwind Yachts rebuilt Summer School, a lovely wooden classic owned by Kim Malcolm. Malcolm lent her boat to the NorAm group for the early regattas and in those first appearances long time MBSC member John Daniels enthusiastically took the helm.

The 5.5M was an Olympic class from 1952 to 1968 and continued to evolve for Worlds competitions. Rossi points out each design brought something new to the 5.5 at their time. “USA-51 was apparently the first Chance design built and has a relatively short keel with bulb. USA-75 was the only King designed 5.5, has a very large skeg/bustle and originally had a tilting rig (which was replaced



photo: Jennifer Harker

Since 2014 more than a dozen different 5.5s have made it to the race line including the beautiful Summer School.



photo: Jennifer Harker

Word is spreading of the 5.5M revival: Texans William Turner and Tal Hutcheson travelled to Midland in June 2019 and borrowed Nantoria to join the races.



photo: Jennifer Harker

John Daniels pushes for every inch of advantage at the helm of Summer School in 2015. The phenomenal support of over 40 MBSC members have helped bring 5.5M racing back to North America.

with a standard rig). USA-96 was the last Owens design and he built it in his garage (traditional plank on frame wood) for the Worlds in Houston. It's a modern type of hull design with a bulb/wing keel and trim tab. I'm working to get her back in the water and expect her to perform quite well."

He said many of these older boats are well matched in performance. "To me, that translates into longevity to their racing lifespan." That bodes well for the continued success of the North American Regattas.

Lister said recent years have seen eight boats consistently take to the line twice a year. "People are improving their boats, buying new sails and sharing how best to race the boats. It's a nice balance of US and Canadian owners and slowly more folks are coming into the field."

Take American Joe Strelow who wanted to learn more about sailing. He first arrived in Midland with fellow American Joe Lambert to crew aboard Lambert's 5.5 Aeolus II. "I found myself very interested in the construction and rigging of these



photo: Jennifer Harker

Each spring and fall the colourful spinnakers of 5.5M sailboats brighten the bay in Midland. The regattas wouldn't happen without the essential support of MBSC and many members.

old wooden 5.5s and after sailing with Joe a few seasons I was hooked." Loving the camaraderie and competition Strelow invested in his own 5.5, Pride.

Pride came out of the Houston Texas boat yard of legendary skipper Ernie Fay in 1962. Victorious in many an epic race course battle Pride racking up a long list of championships and world cup record wins and was featured on the cover of Sports Illustrated in September 1963 alongside Flame, his brother Albert's 5.5.

Using the photos as a guide Strelow commissioned a spinnaker that reflects Pride's historic roots.

The connections reaching across time and space continue as



photo: Jennifer Harker

An enthusiastic group of North American 5.5ers gather twice a year at MBSC for two regattas.

word spreads further afield. In 2019 William Turner and Tal Hutcheson travelled from Texas to sail in the NorAms and were particularly interested in Pride as Hutcheson's grandfather had sailed on her decades before.

The North American group is strengthening its connections to



photo: Jennifer Harker

the 5.5 international community. Rossi has raced in the Worlds in Curacao while Lister took crews to France in 2016 and Germany in 2018 and the NorAm Regatta welcomed a German team to Midland in 2017.

Knowledge is shared, parts and sails are swapped to ensure optimum performance, and interest grows as the fleet of dedicated owners and enthusiastic crew continue to share their joy in the revival and rejuvenation of the 5.5s.

“Rebuilding CAN-22 was a joy and probably great therapy in the process,” Lister said. “It has also been a pleasure to be involved with so many others in the rebuilding of a North American 5.5 fleet, slowly but surely.”

With an eye to the future Rossi said it is vital to get the next generation on-board. “I would like to see it continue to grow with more youth getting involved with the boats – at some point there will need to be new caretakers of these classics.”

At the same time, he would enjoy seeing the fleet expand from the current mostly Classics. “I would also like to attract new owners to build numbers with Evolutions, and one day host a Worlds again in North America.” Rossi said the international organization is actively considering locations for an upcoming Worlds on this side of the Atlantic in the near future.

Unfortunately Covid restrictions cancelled both 2020 events. This year’s North American regattas are set for June 24-27 and August 23-27 in Midland Bay but will of course be subject to the impact of Covid.

All the North American 5.5ers thank MBSC for being so supportive of this amazing rejuvenation and extend sincere appreciation to the 40 plus members who have helped make this a reality.

As Lister said, “Who would have thought MBSC would be the host of such a significant North American racing revival.”



photo: Jennifer Harker

Repairs are a regular part of the regattas as everyone works together to ensure every boat makes it to the starting line. John Lister and Bill Mills figure out how to fix Jill’s tiller before heading back out on the bay.

## GET INVOLVED

To get involved or learn more about the North American revival of the 5.5s?

Email [danielrossi@earthlink.net](mailto:danielrossi@earthlink.net) or [listersjohn@gmail.com](mailto:listersjohn@gmail.com) for more information.

Visit <https://5.5class.org/> for information about 5.5M activity around the world.



## SNAKE ISLAND BUOY


PAST COMMODORE - PETER WOLFHARD

### MIDLAND BAY SAILING CLUB NEWSLETTER

It's exciting to see the revival of the Snake Island Buoy. This has always been our main source of club notices and updates before the electronic age. The first S.I.B. was published shortly after the founding members of the club got together at John Daniells house in 1967. The early Snake Island Buoy's were printed on an old copier called Gestetner up to the final version in a digital format. I thank Lynn Lortie for saving past copies and now we now have most of the printed versions for references. It's interesting to note that the club started as a club for like-minded sailors who enjoyed racing. They would gather at the cottages of George Burt-Gerrans and Harvey and Marg Payne's waterfront homes for race socials.



The club evolved into youth sailing instruction and cruising in the early years. As many of you know, Ted Symons was instrumental in the founding years and helped steer the club to what it is today. We will be celebrating his life and contributions at this year's Sail Past and the club house will be dedicated in his honour.

Check out the heritage pages in the club website to learn our history and our early member's contributions to the club.



## SNAKE ISLAND BUOY

News from the Midland Bay Sailing Club  
P.O. Box 63, Midland, Ont. L4R 4K6  
Purpose: To promote among the Members of the Club and others an interest in recreational and competitive sailing.

<u>2002 EXECUTIVE</u>			
Commodore	Bill Woodliffe	526-4707	wlwood@fleez.mid.tps.net
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**MARCH 2002**

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**COMMODORE'S REPORT** Not too much to report since the last SIB. Your executive is fulfilling their duties very efficiently, which makes my job easier. If you have any concerns, please let me know. It won't be long until I'll see you at your Club, preparing for launch - until then - so long for now.  
Bill Woodliffe Commodore

**VICE-COMMODORE'S REPORT** The Midland Bay Sailing Club Web Site is now up and running. You can access it by logging onto <http://www.csolve.net/~nik@mbsc/index.html> Please take a look at it and submit your comments. You will notice that you can an up-to-date weather forecast, water levels and notice to mariners, race results and upcoming events. The sky is the limit as to what you would like on the MBSC web site. As you will see, some of the categories do not have anything in them yet, but we are working on it. Terry Burt-Gerrans got it started, and Nik Finney has taken the initiative and has spent countless hours polishing it up. Thanks also to Sharon Quarrington for her assistance.



### RICHARD BIRCHALL MBSC TREASURER

Richard and Mary in 1983 aboard TS Playfair with Richard's former command of seven years, the Brigantine STV Pathfinder in the background.

Richard is a strong supporter of youth and believes in introducing youth to the fun, challenge and rewards of sailing.



photo: Alison Brown

## MOROCCO, BY BOAT

BY PHILIP KRUEGER

A FAMILY'S NEW YEAR'S 2020 ADVENTURE : SAILING FROM SOUTHERN SPAIN TO NORTH AFRICA

We had the good fortune to spend six months in Barcelona in 2020. I'd helped my friend Rufus get an 'almost free' boat in Toronto and he returned the favour by arranging a sail with friends of his in Tarifa when he came to visit. A Londoner by birth, transplanted to Toronto, he'd spent the better part of a decade living in Tarifa. Visiting family at Christmas we met up and he kindly arranged for a sail to Morocco with his friends Carlos and Carmen.

Our day started with a breakfast rendezvous at a cafe outside of Tarifa, the southernmost town in Spain and home of the high-speed day-tripper ferries to Morocco. When we heard "meeting for brunch" Alison and I imagined white-linen tables, cappuccinos and poached eggs with generous helpings of hollandaise, but this is Spain. We ate standing outside next to the road eating the traditional Spanish breakfast of *tostadas con manteca* (toast with meat flavoured lard) and a cortado (short strong coffee).

I checked the marine forecast and it was looking to be a perfect day. Winds of 10-12 knots from the

East, waves: 0.5-0.75m, sunny, 14° and barometer steady. Our plan was to sail to *Tangier*, Morocco and then head down to Carlos' rustic seaside cottage near the beach-town of *Assilah* the next day. Carlos has been visiting Morocco for decades and built his cottage by hand with the help of the local villagers. Carlos' sailboat, *Sidimuguai*, was a new-ish to him 1977, Endurance 35; a well



Tarifa (hidden by the Parque Natural on the map) is a haven for kite surfers. We followed the red dotted line from Barbate to Tangier.



photo: Alison Brown

## BARBATE

SPAIN

Barbate is a fishing town on the Southern Atlantic coast, known for catching bluefin tuna using traditional methods passed down from the Phoenicians. Popular in the summer with the Spanish it is virtually unknown to foreign tourists. The port well protected but few amenities for cruisers.

respected blue-water cruising ketch with a freshly overhauled (newer) Volvo motor (the back up outboard also provided some peace of mind!).

After our breakfast we headed north along the Atlantic coast for the 45 min drive to the town of *Barbate* where the boat was kept in the local marina. The crew consisted of Skipper Carlos, Carmin, Rufus' son, and the four of us. That's three kids and five adults. We loaded supplies and cast-off around noon. The breeze was light and the seas were calm as we headed out of the harbour. Our route was almost directly south but also almost directly into the wind. This wasn't an ideal point of



photo: Rufus Wilkes



photo: Philip Krueger

Alison and Rufus bending on sails in the calm shelter of Barbate.

sail, but it did put us on a direct course for Tangier.

The crossing took about six hours. The waves picked up to a meter and a half as the wind funneled from the Med, east through the Gibraltar Straights towards the Atlantic, making for a bit of a rough ride and heavy tiller. We received a few waves over bow and took a few big splashes in the cockpit.

We heard several pan-pan calls on the radio regarding unauthorized boats of refugees traveling northward, and recognized how lucky we were to be making the opposite trip for pleasure. Once away from *Barbate* and Tangiers, we saw only one



photo: Philip Krueger

## TANJA MARINA BAY

TANGIER, MOROCCO

### CUSTOMS & IMMIGRATION

Tanja Marina Bay is a brand new and modern facility with 1400 slips in the heart of Tangier. Located next to the ferry terminals and a short walk from the Médina, it is part of the port reconstruction and is targeting the wealthy Mediterranean cruising market.

other set of sails and a handful of freighters.

The kids fared quite well keeping themselves entertained with minimal grumbling!. We had a simple lunch of *bocadillos* (bun sandwiches) and took turns helming the tiller, with Carlos doing the bulk of work. I would have put us on a close reach, but the skipper was determined to go as straight as possible with no

tacks, so we sailed as close hauled as possible. My Spanish is on par with his English (good enough to order a beer, but not sufficient to debate the finer points of sail trim!).

We arrived in Tangier at sunset, a



photo: Philip Krueger

Seagulls, fishing boats and a golden sunset greet us off Tangier. The lee of the African continent was a calm and warm welcome.



photo: Philip Krueger

few fishing boats were bathed in golden light as the birds swirled overhead. We pulled into the brand-new marina *Tanja Marina Bay International* and were greeted by very friendly dock-hands. It took about an hour to process our passports but all went smoothly. Alison was thrilled to speak French with the Moroccans, a treat after struggling in Spanish.

While Carlos and Alison were in the immigration office, I turned my attention to fixing the toilet "situation". No one mentioned that toilet paper should not be flushed (unlike we do on our boat). The toilet wouldn't flush, and all fingers pointed at my girls as the culprits. I literally rolled up my sleeves and addressed the full, stuck toilet. Luckily, it was the same Jabsco pump we have. The joker was blocked with a buildup of scale,

reducing the hose to a half inch internal diameter. Oh, the joys of salt water.

Once the check-in formalities were completed we moved the boat to another slip. It was a funny mix of languages as Carlos, Carmen and Rufus spoke to each other in Spanish, Carlos spoke Arabic to the dock hands and immigration officers while Alison spoke French to them. The children, Alison, Rufus and I spoke in English to each other. I also overheard a smattering of German from the dock-hands.

I had made hotel reservations, but had no idea where the hotel was in relation to the marina as I didn't know what marina we were landing in (garbled communication was a recurrent theme of this



photo: Philip Krueger

Idris and Emma laughing in the cockpit; the wave splashes were a fun way to break the monotony the trip, especially in the bottom of the cockpit.



photo: Alison Brown

Customary mint tea and dessert follow a well appreciated hot dinner.

trip!). A friend of Carlos' gave us a quick lift over to our hotel. We were a bit scattered at this point and the car ride was most welcome. The Hotel Continental, built in 1870, is a rambling affair of dusty seating nooks decorated with cushions, carpets and camel saddles. Turns out it was a pleasant 10 minute walk from the marina!

After checking into our rooms and freshening up, we met with the gang and headed into the Médina for a traditional Moroccan meal of tagine with mint tea. Satiated, we walked back to the hotel and poured ourselves into beds heaped with blankets and fluffy pillows.

We eventually, and somewhat heavy heartedly, came back to Tarifa on the uninspired, crowded high-speed ferry, it was as uneventful, and depressing as the crossing by sailboat was fun and exciting.

Our adventure in Morocco continued for several days and we are eager to return, preferably by sailboat.

The *Spirit of Ontario* is an Australian-built high-speed catamaran ferry that was commissioned for the failed Toronto to Rochester ferry service.

From 2007–2012 the boat operated in Morocco on a Spain–Morocco service, then onto Denmark and is currently operating in Venezuela.

We used to sail past the idle ship docked in the Eastern Gap in Toronto.

## THE MEDITERRANEAN VS GREAT LAKES

Before going on this sail we were somewhat apprehensive. It all sounds so exotic, so serious. Sailing to Africa, crossing the Strait of Gibraltar! However, it really wasn't much different than sailing to Niagara-on-the-Lake from Toronto. Watch the weather, set your compass, point of sale and wait.

A couple of months before this, I spent a week onboard a sailboat based out of Barcelona to complete my RYA Dayskipper. We did day sails to local ports and in my limited experience in the Med was pretty similar to great lakes sailing. A little more swell, a tiny bit of tide but no rocks!

If you're contemplating a Med charter, go ahead, as a great lake sailor you are well equipped to handle it.

## WHEN

BY NORM MARSHALL (PIRATE NORM)

Thirty-five feet seems a mighty big boat,  
when she's up on her stands on the hard.  
When scraping and sanding and painting her hull,  
are the tasks that you face in the yard.

When she looks so ungainly, bereft of all cause.  
A bare hull and a mast, that's all.  
She's no reason for being, just a drain on your life.  
is this silencing Freedom's call?

When you ask yourself questions, will it all be for  
naught?  
Will the dream simply vanish? And then,  
back to toil and drudgery, and living to work.  
Don't let the dream die God. Please when?

Then you splash her and man her and cast off to  
sea,  
and you turn her stern to the land.  
And you raise her sails and let wind plan your  
course.  
And you confront your inner man.

When thirty-five feet is no longer so big.  
A speck on God's blue liquid canvas.

And you put your faith in just her and you.  
And you trust what your inner man has.

When your dreaming and planning and working  
towards, is now. It's no longer a dream.  
And your knowledge and skills all get put to the  
test,  
is when your eyes start to twinkle and gleam.

When her reason for being and your reason for  
living have merged, come together as one.  
And your pacing and racing and doing without,  
is complete. All your racing is done.

When it's just you and the sea and the course that  
you steer, and the stars that lie over your head.  
And those thirty-five feet are all you hold dear.  
She's your world, and the ocean's your bed.

When you smile and say that your dream's been  
fulfilled.  
And ahead lies adventure, it's then.  
That your journey to this point was worth all the  
sweat.  
And your new life's begun. That's when.



Written at 1500 hours,  
14 March 2003  
off the north coast of  
the Dominican Republic  
approaching Puerto Plata  
aboard a 35' Coderich  
cutter, *S.V. Kitty Grace*,  
pushed along by a 15 knot  
reach from the northeast  
with all sails flying under  
a warm afternoon sun,  
wearing a Jimmy Buffett  
'Far Side of the World'  
2002 Tour tee shirt.

## ADAMANT 1 IN THE NORTH CHANNEL

Aug 9, 2016

BY LYNN LORTIE

Adamant 1 has been doing a slow and lazy trip through the North Channel. We have never had more than two weeks to visit before so this year, with five weeks, we have been able to lay back and enjoy each anchorage for a couple of days. Ontario's North Channel is full of bays and coves where you can drop an anchor and relax. Some anchorages are big and busy with lots of other boats, some are small and cozy and you can be alone. Always you will see the granite and quartz rocks rising out of the clear water, deep green pines and clear blue skies. Add in the call of the loons and you are in sensory heaven!

The two main towns in the area are Little Current and Gore Bay. Both of these towns are well stocked for dealing with the hundreds of boaters that come through each summer. Living on the boat is easy, cheap and relaxing...all of the reasons we do it! We stay away from overnight dockage which is the biggest money drain. Anchoring out is free! Our only expenses are food, fuel and pump outs. Okay....and liquor and wine too! In both towns you will find everything you need to make your holiday aboard complete. We even found a canvas person to repair our sail and found new oars for our dinghy. was off to Midland Bay where she has raced every summer since.

Every morning at 9 am during July and August Roy



photo: Lynn Lortie



photo: Lynn Lortie

Eaton hosts the Little Current Cruisers Net on VHF channel 71. In addition to weather and news, he invites all boaters to check in with him. Up to 150 boats may check in on a busy morning. We listen carefully as there are always other boats we are on the lookout for and once they check in with their location, it is easy to make arrangements to meet up with them. Roy has been doing this for 18 years now, and he is truly an ambassador for Manitoulin Island. Thanks Roy. Once we know where our friends are, we can get together, go kayaking, or hiking as a group and just spend time with them. That part is important to us this year as we won't see any of them until next summer.

Then it is off to the next destination to see what is new. In Heywood Island we came across a bald eagle's nest. I was able to photograph him from out in the harbour with my zoom lens. Such a magnificent sight. We found a small totem pole tucked into the trees on a deserted island, a huge fireplace sitting in a clearing by the shore where





photo: Lynn Lortie

Adamant 1 is anchored at John Island near Sprague ON after a brisk sail in 30 km of breeze.

obviously there had once been a cottage. We sighted a forest fire about 300' up the side of one of the La Cloche mountains. Again, with the zoom lens, we were able to capture the flames. It took water bombers to put out the fire as it was too remote to bring in firefighters. We must have killed a thousand deer flies in one anchorage that were intent on draining our blood supply. Our only choice was to put up the screens and spend the day below decks reading! Not a bad way to spend an afternoon when it is too hot to be outside. Did I mention I love being retired!



photo: Lynn Lortie

At the end of week 4, we began to make our way west. Our check in date to the US is August 15th so we have plenty of time to explore the islands west of Little Current. We had an amazing sail from Eagle Island to John Island in 35 km of breeze and our buddy boat recorded gusts up to 54. We were in mostly protected waters so we didn't have any big seas to contend with but it was nice to see our destination, a small well protected cove, appear in front of us. Not an evening for tea for sure! Further on we met other friends and hiked our way up a hill to capture the view. We left as a group and anchored in Turnbull Island where there were a number of boats we knew and many more we didn't. So we had a pot luck supper on shore to meet them! That's what we do up here... meet more and more friendly boaters. Boaters Helping Boaters is the motto here in the North Channel and every day you hear another story of a boat rescuing another boater who got in trouble. It is a small community and we all work together to help each other.

Today we are anchored in Thessalon, a lovely town about three hours from where we will check in to the US on Monday. We have left all of our friends and family behind and are about to embark on the next phase of our adventure.

Until next time.....



## NEW CLUBHOUSE ROOF

PETER HAYDEN

DIRECTOR, GROUNDS AND BUILDINGS COMMITTEE

T. Simpson Roofing arrived the week of May 10th to address the replacement of the heavily worn and damaged shingles on the clubhouse roof. Very professional job and they were done and all cleaned up in less than two days!



photo: Peter Hayden

## LOOKING BACK - WAY BACK

January 31st, 1958 - County Herald

*Midland council is making specific application to the Canadian National Railways for a lease of the property on the west side of Midland Bay where Midland yachtsmen have indicated they want to establish a yacht basin and mooring facilities.*

Is this an early attempt at MBSC or what is now the Bay Port site? Anyone know?

Every era has its trials and tribulations...

*International and national problems may hold the spotlight for most people, but there is a segment of the population with their own particular crisis, old-timers who find they cannot buy chewing tobacco which has been their standby for generations. Popular brands of plug tobacco have been almost non-existent in this area since last fall. There are some scores of men in this area who have made a habit of chewing tobacco instead of smoking, dating back to the era of the lumber mills when smoking was banned on the premises.*



## NEW MEMBERS

ALISON BROWN & PHILIP KRUEGER

### *TORTUGA HUNTER 340*

After zig zagging around Lake Ontario for six years, we made our way up the Trent-Severn in 2017. Our idea was to look around and head back next season..... as you can see, we're still here!

*Tortuga* is our summer home, occasionally looking like the Clampetts' on moving day! Sophie and Emma love the boat and we have made friends and memories with like minded boating families.

2020 was our first season at MBSC and with COVID restrictions it's an awkward time to join a new club. But we are happy to be a part of this sailing community and we look forward to getting to know the MBSC family.



Original Midland City Grain Elevator - Topley Studio / Library and Archives Canada / PA-008550

