



the Mooring Line

The Newsletter of the Aquatic Park Sailing Club



Volume 2, Issue 1
Spring 2015

Special points of interest:

- Commodore's Messages
- Social Calendar

Inside this issue:

Editor's Note	2
Duty Officer's Remarks	3
Are You Ready?	4
Reflections on <i>The Pale Blue Dot</i>	5
Social Calendar	8
'Membership Committee Notes	13

...and more



Editor's Note

Welcome to the first edition of The Moor-ing Line for 2015! A record cold February and a March that precluded any boatwork means we're slow getting out of the gate this year. Even our Docks In day has had to be postponed a week. In spite of this gloomy turn of events, APSC sailors are gearing up for another great season at Lake Ontario's finest sailing club.

There are a few changes this year: Michael Robbins has stepped down from the position, and Martin Osborne has taken up the responsibility of Commodore. His comments are included here.

Be sure to peruse Susan Osborne's Social Calendar, as it outlines in detail club activities over the course of the season until the fall. Sue's organizational capacity is simply awe-inspiring.

Keith Robinson has succumbed to the siren call of a gig south of the border; in his absence we welcome Scott Lyons as Race Director. Scott brings enthusiasm and new energy to the task. And don't worry: he's already dedicated himself to maintaining the high culinary standards of the weekly post-race gastronomical delight.

Duty Officer Brian Lumley assures us that the APSC shuttle service, the envy of clubs all around the lake, will serve again this year— but with a new, extended schedule. No more hurrying in from a nice Sunday sail to catch the 5:30 shuttle!

Secretary Phil Krueger has been working manically to tool up a new website, and it's a wonder to behold. Take a moment to navigate the many menus—everything from posting notices and images to signing up for events can be accomplished. APSC enters the digital age with a flourish!

All of this is simply to say welcome back to Lake Ontario's best-kept sailing secret— the greatest club on the lake, and better with each season.

APSC 2015 Executive Board

Commodore: **Martin Osborne**

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Vice-commodore: **Chris Terry**

vice_commodore@aquaticpark.com

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Members At large: **Cathryn MacFarlane
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House & Grounds: **Carlo Campana**

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Chief Duty Officer: **Brian Lumley**

duty_officer@aquaticpark.com

Race: **Scott Lyons**

race@aquaticpark.com

Secretary: **Phil Krueger**

secretary@aquaticpark.com

Membership: **Peter Smit**

membership@aquaticpark.com

Harbour: **Alex Gangurean**

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Commodore's Message

Hello everyone and welcome to the 2015 sailing season at Aquatic Park Sailing Club.

I am sure you have all been waiting as impatiently as I have for winter to release her icy grasp and spring to warm us with her sunny rays, knowing very well that spring also brings the camaraderie of the boat yards, the launching of the docks and then the launching of our boats. Now will we be able to say the sailing season has truly started!

What a season it promises to be with yet another awesome calendar planned by Social, Race revving up to continue with wonderful Wednesday nights, our new website growing better each day with members input and the new this year, a trial run of extended cart hours on summer weekends to allow us all a little more sailing time!

Here's looking forward to a safe and fun sailing season for all!

Remember we can't change the direction of the wind, but we can always adjust our sails!



Commodore Martin Osborne



DUTY OFFICER'S MESSAGE: Brian Lumley



Greetings from the Duty Officer:

We are putting the boats and docks in the water soon. Drive in weekends are April 11, 12, 18, 19 and 26, 27. Duty Officer schedule starts on April 26 and the Shuttle schedule starts May 2/15.

We will be extending the cart hours for June, July and August by two hours. It was felt that extending the cart hours over the whole season for three hours was too much for the first year, so we have cut the extended time back from my original suggestion of three hours each day.

Duty Officer(4 hours), Driver(9 hours) and 2nd shift Driver(2 hours) will give you 15 hours, which is one half of your work hours.

I am offering work hours for washing the cart. It would be nice if it was washed more than once a month. I will supply the water pump and pressure washer. All you need to do is let me know when you want to wash the cart, and I'll make the equipment available.

There are no new rules for driving the cart; please see the Shuttle info on the web site under Members. I have a fairly lengthy description of the cart and driving instructions with a schedule. Every driver must be of legal driving age and must be physically fit to drive. The driver must not drink before or during their shift.

The Duty Officer and Driver logs need to be filled out each scheduled day. If the logs are not filled out with at least your name and date there is no proof you were on the job. I need this proof to validate your work hours. The logs are checked each week.

Complaints cannot be dealt with properly unless there is a log of the incident. Members complain about Drivers or Duty Officers weeks after the incidents occurred; if it has not been logged, nothing can be done or said.



Are You Ready? by Chris Terry, Vice Commodore

It's a Sunday in spring and the sun is shining. The weather looks promising. The ice has left the harbour. The list of things to do to get my boat, 24 Karat, ready for the sailing season is growing. This includes removing the cover and frame, polishing the hull, painting the bottom, retrieving a repaired spinnaker from my local sail loft (UK), ordering a new thermostat and temperature gauge for my A4 from Moyer Marine, flushing the water out of the fuel tank (I accidentally left the fuel cap open for a couple of days after haul out), changing the engine oil, plugs & filters, lubricating a range of things and checking all the running gear and wiring on the mast. By my count that's at least five long days of work to be ready for launch. Considering how long and cold the winter was, the window to get ready has become really small. The yard where we store expects us to be out by the first week of May or we may be charged additional storage. So, the next few weekends are pretty much devoted to getting 24 Karat ship-shape.



As experienced sailing freaks, this routine is as familiar as the start of baseball season. We are in spring training! My pal John Coull who owns a C&C 42 goes by a rule of being prepared to spend between 5% and 10% of your boat's value every year with the bulk going in the spring. On this advice I went back and thought about all the costs that came up this past year and it wasn't far off 5%. Some years are better than others. Two years ago for example, when we blew out our traveler, our costs were up near 10% of the

boat's value. So this year, my list of major items seems small, but with engine parts, sail repair, etc. it quickly adds up to about 5%. And that doesn't include getting a new survey which we are required to do every few years for insurance. If you own an older boat, the costs can vary widely and can easily tip over the 10% mark. Major refits like osmosis removal, hull painting, engine rebuilds /replacements are massive costs. Three years ago my friend John had his hull recored. His C&C originally had a balsa cored hull but was rotten in several places. Total costs went to nearly \$40k. Was it worth it? John weighed the logic of trashing his boat but obviously wasn't about to throw out his investment and selling the boat would have been risky and costly. So the repair became an extension of his investment. As so many of the boats in our fleet are quite old, we can expect to be doing the same. With the astronomical cost of new boats, capitalizing on the incredible resilience of our older overbuilt fibreglass hulls makes a lot of sense.

Each of us has our own priority list based on cost, necessity, safety and nice-to-have. One good approach is to start with the essentials. What do you need to safely operate your boat? Do you have all the safety items required by law? Is your engine in good operating condition? Are your sailing rigging, hardware and sails up to the rigours of a nasty east wind or a competitive Wednesday night race?

Reflections on *The Pale Blue Dot* by Mike Robbins

What do a multi national sports equipment company, space travel, the conquistadors, climate change, slow motion and love have to do with each other? Quite possibly nothing unless you sail across an ocean.

Last December, I was lucky enough to take part in the RORC Transatlantic Race starting from Lanzarote, the easternmost of the Canary islands off the coast of Africa, over three thousand miles west to Grenada, the southernmost of the lesser Antilles in the Caribbean. There were 11 boats in the race, ranging from a couple of seriously intrepid 40 footers to a brand new super powered, super expensive, 110 foot super yacht. Our boat fit in the middle of the bell curve, an original and legendary Volvo 60 once called Amer Sports 2, now appropriately called Spirit of Adventure, skippered by Derek Hatfield, a weather-beaten Canadian sailor known to many of us, who himself embodies the human spirit of adventure.

The *Pale Blue Dot* is an iconic photograph of planet Earth taken on February 14, 1990, by the Voyager 1 space probe, from deep space at a distance of about 6 billion kilometres. At the moment the photo was taken, the spaceship was in the process of becoming the first man-made object to leave the Solar system, leaving behind a tiny speck of blue nearly lost in swathes of radiation and the stars in the background. Its initial message is clear: our planet is tiny and seemingly insignificant.

I thought about that message several times throughout the 15 day crossing. From where I sat, hunkered down with 14 other sweaty souls, sun baked and salt caked, this Pale Blue Dot was actually much, much bigger than it looked in the two-dimensional photo, which doesn't show us the three dimensions of endless waves and endless horizon, and of course, the fourth dimension of time.

We sat three hour watches, three hours on deck and then three hours below, effectively turning a long single day into six short ones. Someone said it was like being on Jupiter with its own four and a half hours between sunrise and sunset. Regardless of what planet we were on, cutting up our thirty three hundred mile course into three hour chunks seemed to burn every mile into our collective consciousnesses. I loved it.

I loved the never-ending wheeling routine of our six days in one, and watching the moon wane from full to new, the squalls under each puffy cloud, the swarms of flying fish. I loved that sailing connects us with every foot of course covered, every gust of wind that pushes us to where we need to go, every drop of rain that reminds us that we are on top of the water, not below. Mother nature is literally in our faces and is trying to tell us something important.

According to Derek, the oceans are a vestige of what they once were, and this transformation has occurred within his own experience. In the decades of travelling deliberately and painstakingly across the oceans, he has watched teeming savannahs turn into watery deserts. No more daily dolphins, or curious whales, or predator fish slicing through shoals of smaller fish. We live in a new landscape in the process of being terra-formed by over-consumption of resources, pollution, and the effects of climate change. We travelled slow motion through this fallout, at ground zero. Because, on this race, the trade winds had disappeared too.

Our course covered a well-worn path, trod on by the likes of African adventurers, Spanish conquistadors, the clippers, the racers. Looking for the ever-present and eternal power of the trade winds, westbound ocean travellers for centuries have ducked down below the Azores High, to pick up the pressure system somewhere before mid ocean, and climb onto the conveyor belt to the New World. But as we sailed west, and further west, and slower and slower, it became apparent the trades weren't happening. Where were they? An unheard of lack of the ever-present and eternal power. There was talk of a super-storm in the north Atlantic that left an ocean wide fallout. For us it added an extra 4 days of travel, and we crossed the finish line at St. George with enough water for a cup of tea each.

It might be far-fetched to attribute our cause of our fresh-water anxiety directly to the effects of human-induced climate change, but we do live in an age of superlatives. Super-storms and super-droughts are adding up to super trouble. And like Richard Nixon once said, even paranoids get it right sometimes. That was another thing I loved in the middle of the ocean: the beauty and the majesty of our world, even marred and defaced as it is by the most ungrateful of all its inhabitants. It's okay to be paranoid when something you love is slipping away.

The astronomer Carl Sagan wrote about seeing that photo of the Pale Blue Dot for the first time:

The Earth is the only world known, so far, to harbour life. ... There is perhaps no better demonstration of the folly of human conceits than this distant image of our tiny world. To me, it underscores our responsibility to deal more kindly with one another and to preserve and cherish the pale blue dot, the only home we've ever known.

I think Carl would have enjoyed sailing across the ocean too.

**A happy Mike Robbins somewhere
in the mid-Atlantic**



Social Director's Message: Susan Osborne


Hello Everyone,

A big thank you to everyone who participated in our social activities in 2014 and helped make them such a huge success! We have another fun season planned for you, with new bands and more activities for 2015.

Please have a look at our Social Calendar to see all of the great events we have planned, and be sure to Mark the Dates! As always, these events cannot run without your help. If you are interested in joining our Social Committee, please let me know.

social@aquaticpark.com

April

SUN	MON	TUE	WED	THU	FRI	SAT	
			1	2	3	4	car access weekends
5	6	7	8	9	10	11	
12	13	14	15	16	17	18	DOCKS-IN Saturday April 25th
19	20	21	22	23	24	25 Docks In!	
26	27	28	29	30			

May

SUN	MON	TUE	WED	THU	FRI	SAT	
					1	2	first weekend of shuttle
3	4	5	6	7	8	9	BIRD FESTIVAL SPIT CLEAN-UP Saturday May 9th
10	11	12	13	14 Quarterly GM	15	16	
17	18	19	20	21	22	23	
24	25	26	27	28	28	30	
31							



Social Calendar cont'd

June

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4		6
						7
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

NEW MEMBER

WELCOME

Friday June 5th



SAILPAST

Saturday June

July

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Friday Nights
at APSC

movies & games
seminars, etc



updates to follow

JAZZ EVENING




Saturday July

August

SUN	MON	TUE	WED	THU	FRI	SAT	
					Friday Nights	1	
2	3	4	5	6	7	8	
9	10	11	12	13	at APSC movies & games seminars, etc	15	
16	17	18	19	20		22	
23	24	25	26	27		28	29
30	31					updates to follow	

PIG ROAST



ROAST PIG

Saturday Aug

September

SUN	MON	TUE	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10		12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Force 10



Saturday Sept

Social Calendar (cont'd)

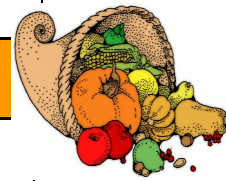
October

SUN	MON	TUE	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



Docks-Out
Date to Follow

Thanksgiving Dinner



Saturday October 24th

November

SUN	MON	TUE	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	AGM 19	20	21
22	23	24	25	26	27	28
29	30 workhour submission deadline					

COMMODORE'S BALL



Saturday
November
28th

Membership Committee Report

In an effort to simplify procedures and create fairness and equity among membership within Aquatic Park Sailing Club, a Membership Committee has been formed, comprised of both general members and executive members. Our Membership Committee is looking to align the day-to-day realities of club membership policies with our existing Rules and Regulations. Principally, we recommend the introduction of a “responsible active member” for each boat, which represents an addition to the current Rules and Regulations.

Here are some of the key points:

- ***Each boat/mooring must have one “responsible active member” who is to be named on the boat insurance policy. In the event that there is more than one person on the boat's current insurance, only one person is to be designated as the “responsible active member”.***

This simplifies the lines of communication in the event that there is an incident with a boat - plus it identifies the responsible person associated with each boat/mooring.

- ***Any changes in active members attached to the boat must be reviewed by membership and the club executive.***

This is only fair in that the club requires new members to present themselves for evaluation to the board, and this process should be ongoing.

- ***Changes in active members' or insurance status may result in the possibility that involved person(s) will be open to partial or full membership initiation fee.***

Again, this is only fair, given that there are ongoing examples of ownership transitions where some have been upfront and paid and others haven't been. The latter instance is unfair.

The Membership committee:

- **Philip Kreuger**
- **Alison Wheeler**
- **Fred Nicolaidis**
- **Michael Robbins**

Our committee appreciates your input on this. We'd like to have another club forum on this at our May General Meeting in order to achieve a consensus that the Executive can then vote into action. We would also welcome any members interested in being a part of this committee to contact Peter Smit at membership@aquaticpark.com

APSC Goes Green by Bill Miller

In 2014, APSC started a bottle and can recycling project. The program had several benefits. First, we raised more than \$400.00 in bottle returns, and second we reduced the amount of waste material the club members produce and have to pay to be removed.

We recycled more than 4000 bottles and cans. This would fill several of our big bins. Based on the numbers in the 2015 budget, we paid out almost \$5000.00 to have our garbage bins emptied. By recycling over 4000 cans and bottles, the club saved more than \$1000.00 in garbage fees.

This totals a net bonus of almost \$1500.00 to the club.

While we may have gotten off to a late start, and not all the members were aware of the recycling program, we did come up with a winning program. For 2015 we have a few improvements. We will have 2 recycling bin locations. The new bin will be located next to the motor shed, and the original bin between the clubhouse and the washrooms.

Also new is a can crusher, located next to the original bin which will allow us to compact cans and reduce the number of trips required in the recycling process. Club members are reminded that these bins are for recycled cans and bottles only. While many have helped with contributions, a few members seem to have challenges in grasping the concept of garbage vs. recycling.

So thanks for to all those who contributed, and we encourage more to participate and also look into the new work hours program that makes it easier for all member to participate and gain work hours.

All the recycling funds raised and saved helps to reduce the need to raise fees for all of us.

Congratulations!

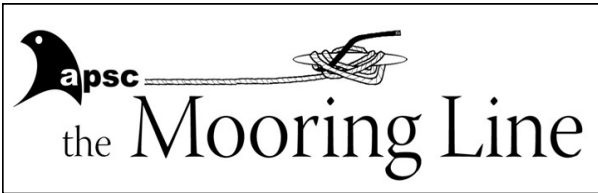
APSC member and Past Commodore Fred Nicolaidis was nominated for a **Canadian Screen Award** this year for Best Entertainment Program of 2015 for his role in producing "Stars on Ice." Fred adds that, " Ultimately, Michael Buble's Christmas Special with Special Guest Barbara Streisand was the winner(produced in LA, which created a bit of controversy), but we were in the running!"



*The Newsletter of the Aquatic
Park Sailing Club*

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Upcoming Events

Sailpast: June 20

