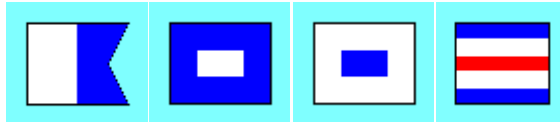




# the Mooring Line

*The Newsletter of the Aquatic Park Sailing Club*



Volume 2, Issue 2  
Summer/Fall 2015

*Special points of interest:*

- Commodore's Message
- Race Reports
- Anatomy of a Grounding

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## Editor's Note

This issue is a testament to APSC's continuing vitality and value as a community of dedicated and passionate sailors.

Peruse the race report and you'll quickly see that APSC members and race director Scott Lyons have developed what other clubs find nearly impossible: sailors of all levels having fun, honing their skills, and enjoying good food and company in the process.

As if the racing isn't enough, Social Director Sue Osborne's busy calendar gave us many memorable parties and events-music, dancing, food, and the special camaraderie APSC has always been famous for.

Respect for the elements is a prime concern for all who venture on the water, and Carol Wilson's cautionary tale of a grounding and subsequent rescue serves to remind us of the importance of exercising due care. It's also a homage to those dedicated folks who serve to help us in our moments of acute need.

Whether you were cruising, racing, or both; whether you were sailing or just lounging and enjoying the boat and the unique environs, we hope you enjoyed this past season at APSC, one of Lake Ontario's finest sailing communities.

*Jeff Willis*

## APSC 2015 Executive Board

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## Commodore's Message: Martin Osborne

Wow, it's hard to believe as I sit down to write this that most of us have less than three weeks left until haul out and of course docks out. I am certain it was just the other day we were in the boat yard preparing our boats for launch. My how time seems to fly when we are having fun! I truly hope everyone had as much fun sailing this summer as I did and were able to take advantage of the seemingly endless winds that we were blessed with.

At the risk of forgetting to thank someone for their individual contribution in making APSC a more wonderful place to be, I will simply thank each and every one of you who took time away from sailing and busy personal lives to make huge efforts and commitments to make APSC an even better place to be. With next year marking the fortieth anniversary of our club, it is really exciting to see the pride of ownership of the club being embraced by so many of you and the improvements that have already taken place this year are many!

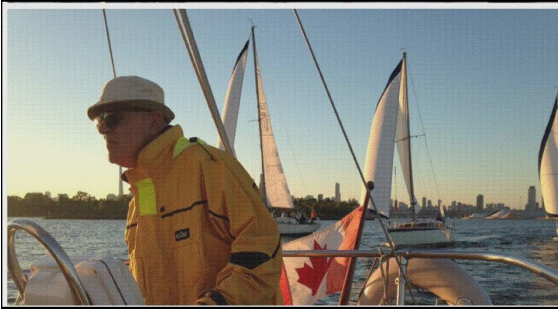
Sadly this year, for the first time ever I will be missing my favourite gathering of the year at the club, Thanksgiving, so please rejoice and give many thanks that we are all truly privileged to be members of APSC.



Commodore Martin Osborne



Vice Commodore: Chris Terry



### Is a Club Storage Solution in our Future?

September has come and gone in a flash. The die-hards will keep sailing into November but most of us will be preparing for haulout and storage. We are one of the few sailing clubs in the GTA that does not have its own storage yard. While some members have a storage arrangement with Mooredale or Westwood sailing clubs, most bigger boat owners opt for either Uli's or C&C Marine. Both Uli and C&C sit squarely on some of the most valuable development land along the waterfront. Government has approved nearly a billion dollars towards the first phase of the development at the mouth of the Don River, encompassing portions of these existing storage yards. Of course, developments like these take years to take shape but eventually many of us will all have to find a solution for storage elsewhere.

Over the summer we formed a committee to look into winter storage for the club. Our first step was to talk to Toronto Port Lands Leasing who control large portions of the properties in the Port lands. They've told us that they don't have anything at this time but to keep checking with them. In the meantime, we are looking at other options such as sublets. The ideal solution would be to find a storage location somewhere around the harbour that is affordable for all of us. We ran a survey of club members around this boat storage idea to which 74 members responded, a really good response rate. 68 of the responses were in favour of a boat storage solution for the club. Of the 68 responses, 29 are currently storing at Uli's or C&C. With the excellent rates of storage over at Mooredale/ Westwood, it's unlikely that many there would be participating in a storage solution. And the survey results indicate that most people don't want to pay more. However, eighteen respondents were willing to pay a bit more than their current rate for storage. And on the matter of the mast crane, fifty-three members are definitely in favour. A mast crane can help offset some costs associated with storage as well as making it easier for members to get masts up and down.

Anyway, it's very early in the process of making all of this happen. It will take time and patience. Initially we thought that there might be some space in the turning basin but so far nothing has come up. Getting boats in and out of the turning basin would require masts to be unstepped. Over the last couple of years, a few plans for mast cranes have been kicked around informally. Some people commented on the survey that we should go ahead and build one anyway, but costs will have to be figured out, then approved by the membership before anything can be built. With our lease and tax situation stabilized, the ability to control our winter storage could be a critical step for our future. Overall, the survey proves that there is a strong interest in storage, that it should be affordable, and that a mast crane would help. The committee thinks that there could be as many as forty or more members willing to participate in a storage solution. We are using a rough rule, estimating that members would pay around \$3 per square for this privilege. On average, a 30 foot boat occupies about 300 square feet, so  $300 \times 3 = \$900$ , multiplied out with 40 boats - you start to get the picture. But, this is getting way ahead of ourselves, as we don't have any possibilities just yet. As soon as we have something concrete to bring to the membership, we will share it with you.



## Duty Officer: Brian Lumley



I'm glad to see how popular the cart is and how we are all coming out to make sure that it runs when it should. I have heard no complaints about the schedule it is keeping and the drivers are not reporting any negative response from the people in the park. This tells me we are having a successful year with it.

On the darker side; complaints from the members:

- Please remember there is the same responsibility attached to the cart as there is to driving a car. I've had to tell drivers they could not drive the cart because they had been drinking during their shift.
- The paved road has the right of way. Please do not crowd out the people on the paved road as you come out of our gravel road.
- Take your time when shifting gears. The cart has a Continuously Variable Transmission that does not synchromesh with the engine. This means that for the shift to happen smoothly without any grinding, the cart needs to be dead stopped and the engine needs to be at idle speed (rpm). If you accidentally rev the engine up let it slow back down to idle, put the break on and the stop cart moving completely before you put it in gear.
- Please do not put excess oil into the engine. The cart has a very sophisticated and well designed Kawasaki 4-cycle, OHV, 351 cc, single cylinder, air-cooled, pressure-lubricated, spin-on oil filter gasoline engine. It has a specific oil level that is marked by dots on the dipstick and should not be exceeded. The oil pump develops a pressure system that needs a chamber of air at the top of the oil pan so it can create a vacuum for it to work properly and lubricate the whole engine. Too much oil removes that space, the pump loses pressure and the oil will not reach the whole engine. I have found the oil level high twice this year and had to drain some out. According to the mechanic at Bennetts, the shop we purchased the cart from; this type of over filling will shorten the life of the engine by years. I check the oil regularly so please do not create a new problem by thinking this basic maintenance is not being carried out.
- Please keep an eye on your pets and clean up after yours yourself. The daily Duty Officer has had to clean up after somebody's dog on a Saturday morning. It was found next to a picnic table just in front of the deck.

## Race Director: Scott Lyons

When Keith Robinson told me he was going to be out of the country for a while working as a boatbuilder for the Artemis 35th America's Cup team, I was really excited for him. It was a terrific job opportunity for our Race Director and just downright cool to be building the absolute cutting edge of racing sailboats. Little did I realize at the time that Keith's going abroad to work meant new responsibilities for me at APSC. When Keith told me he was not going to be Race Director for 2015 I asked him who was going to do the job. "You?" was his answer. He nominated me at last year's AGM and I couldn't decline.

My first task was to get some training, so I enrolled in a Sail Canada Race Official certification course. Fast forward to this spring and we began a new season of racing at APSC with some exciting developments. We brought Keith Bohlender into the fold as Assistant Race Director. Keith B. ran Race Committee for the entire Summer Series, and helped organize our materials and RC crews. In March we ran a Race Committee seminar - lead by David Sprague who is a top-level international Race Official - for members who are the core of our Wednesday program. Providing the volunteer Race Committee is an essential part of putting on a race and without these volunteers the entire Race program would not be possible. Training and equipping our Race Committee volunteers is an important part of helping them do the best job they can. We purchased some inflatable tetrahedron race marks this year to better help our racers see the line. Race marks had been part of the RC kit years ago but had worn out and not been replaced. We created an APSC RC Scoring kit which consisted of scoring sheets, dry erase markers, stopwatch, and starting sequence instruction pages so our RC have everything they need to start and score a race. With Michelle's help we re-jigged our race flags and made a system of holding tubes so RC can hoist flags and keep them hoisted while shorthanded.

The weather this season was spectacular and gave 'Windless Wednesdays' a bad name. We had one race with boats who were unable to finish due to no wind, no cancellations, and some downright delightful evenings of warm weather and steady breezes. As anyone who races in our Wednesday program knows, sometimes you can be there in the Outer Harbour, the sun slowly going down on the city skyline, warm air and a fresh breeze in your face and say to yourself, "This is as good as it gets". This year we had several of those special evenings. Now, all of this leads to the racing, which was excellent this year. A somewhat smaller contingent of racers showed up this year, with Sadie languishing unfortunately on the hard, Basket Case awaiting the return of her skipper, and a few other regulars from previous years otherwise engaged. As is always the case, the hard core racers showed up every week and did their best.

Perennial Under-200 achievers Solaris got off on a good foot with a Spring Series win and newcomer to APSC (membership-wise at any rate) Sula Sula captured a flag in her first APSC Series. Jabberwock 2 was a strong contender in the Under-200 fleet as Marcus was awoken to the virtues of sailing under- instead of overpowered, and got used the excellent former Baby Girl. Once the boys from BOOM figured out how to sail their new rocketship of a boat, they proved hard to beat and BOOM took line honours in race after race and top honours in the Under-200 for Summer and Fall. Briseis took time off from Lake Ontario Offshore Racing long enough to earn a 2nd place flag for the Fall series.

In the Over-200, fleet it was a dogfight as usual with Highland Fling proving to be almost unbeatable and The Shark consistently nipping at her proverbial heels. Speaking of consistency, Red Cherry was the picture of it with well deserved 3rd place flags in each of the three 2015 Series. One wonders if these three will leave a bone or two for the other Over-200 boats next year.

The Force 10 Race was sailed in excellent conditions this year, with a steady 15+ knots of breeze and goodly seas. The Shark proved she's an excellent heavy wind boat and Daryl Weibe proved that it's no accident that he's reliably on the podium every year, single-handed or not. Highland Fling followed closely with BOOM behind her.

Overall season honours go this year to Highland Fling, BOOM in second place, and The Shark in third. Try as hard they could have, neither BOOM nor The Shark could put much of a dent in the Fling's season dominance, but as they say, there's always next year! Race Director's Awards were given this year to Bill Miller of Rocinante for his impeccable attendance and unremitting positive spirit, and to Keith Bohlender for efforts above and beyond the call of duty including doing six consecutive Race Committees in the heart of the season.

For 2016 we have some big plans. First of all it's the 40th anniversary of APSC, and we are planning an invitational regatta at APSC as part of the Anniversary celebrations. We have formed a Race Committee to spread the load of organizing Race activities, with Daryl Wiebe and Tomasz Majcherczyk joining the Race Director to help steer our Race programming. Past Commodore Mike Robbins will be stepping back and Daryl will be our primary PHRF handicapper. On the topic of PHRF, next year all regular Wednesday racers will be mandated to have valid PHRF certificates. This will not affect race scoring or results. Race Committee will set up measuring days and assist boat owners in the process of applying to PHRF-LO for their certificate. There will not be extra costs involved, since the PHRF-LO certificates are already part of our membership in this governing body. Certificates will not be mandatory for 2016 but we'd like to have as many regular racers certified as possible.

We would like also to let APSC sailors know that, as Race Committee, we are here if you need help with anything race related: how to join an outside regatta, where to get more info about racing rules, or anything at all pertaining to racing. And we'd also like to encourage all members to give our Wednesday racing a try if you haven't already done so. It's a casual, friendly, and supportive environment where every member can have fun sailing and improve sailing skills as well. And don't forget about the dinners! Oh, the dinners this year, don't get me started!

See you on the line, in 2016.

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## Race Winners

Under 200 - Spring Series First Place - Solaris - Alison Barlow, John Toews

Under 200 - Spring Series Second Place - Sula Sula - Carey Crawford Brown Lamontagne

Under 200 - Spring Series Third Place - Jabberwock 2 - Marcus Van Isserl

Under 200 - Summer Series First Place - BOOM - Scot Laughton, Scott Lyons, Richard Szigeti

Under 200 - Summer Series Second Place - Solaris - Alison Barlow, John Toews

Under 200 - Summer Series Third Place - Jabberwock 2 - Marcus Van Isserl

Under 200 - Fall Series First Place - BOOM - Scot Laughton, Scott Lyons, Richard

Over 200 - Spring Series First Place - Highland Fling - Martin Osborne

Over 200 - Spring Series Second Place - The Shark - Daryl Wiebe

Over 200 - Spring Series Third Place - Red Cherry - Robert Hickman

Over 200 - Summer Series First Place - Highland Fling - Martin Osborne

Over 200 - Summer Series Second Place - Red Cherry - Robert Hickman

Over 200 - Summer Series Third Place - The Shark - Daryl Wiebe

Over 200 - Fall Series First Place - Highland Fling - Martin Osborne

Over 200 - Fall Series Second Place - The Shark - Daryl Wiebe

Over 200 - Fall Series Third Place - Red Cherry - Robert Hickman



Force 10 - First Place - The Shark - Daryl Wiebe

Force 10 - Second Place - Highland Fling - Martin Osborne

Force 10 - Third Place - BOOM - Scot Laughton, Scott Lyons, Richard Szigeti

**Overall Season - First Place - Highland Fling - Martin Osborne**

**Overall Season - Second Place - BOOM - Scot Laughton, Scott Lyons, Richard Szigeti**

**Overall Season - Third Place - The Shark - Daryl Weibe**



# APSC Race Series Winners



Race Director Scott Lyons ( on right in each )presenting awards to ( from left, clockwise):  
Alison Barlow, Bill Miller, Daryl Wiebe, Scot Laughton



Winners, cont'd.



( left) Scott Lyons ( centre) presenting Overall Winner trophy to crew of *Highland Fling*

Below: Scott presenting to winners Martin Osborne, Robert Hickman, Scot Laughton, and Tomasz Majcherczyk





## Social Director: Susan Osborne

Hope you all had a wonderful summer and were able to join us for some of our Social activities!

We had a season of memorable parties with great food and music. It started with the Classic Rock sounds of Wheelhouse at Sailpast, followed by the evening of jazz with our Aquatic Park Restoration Band, our 60's Beach Party Pig Roast with California Sun and lastly the R&B sounds of Powerhouse who blew the roof off at our Force 10 party! Despite the weather, those who braved the rain were treated to a fantastic night of Chicago style music!

But it doesn't end here! We still have a few more activities for you this season.

Saturday, October 17th is our Thanksgiving dinner! This is one of our clubs favorite evenings. Enjoy an evening of turkey, ham, cranberry sauce, squash and all of the fixin's!

More details will follow soon on these events so watch for e-mails.

And lastly, save Saturday November 28th for our Commodores Ball. Kick off the holiday season by spending the evening with good friends, and wishing them well until you see them again in the spring.

Next year is our 40th Anniversary! We have a great year planned for you, but we need your help. We are looking for members who would like to be a part of the 40th Anniversary Social Committee. If you are interested, please e-mail me at [apscsocial@gmail.com](mailto:apscsocial@gmail.com).

I want to thank everyone who has volunteered their time at one of our social events this year; we couldn't do it without you.



# From the Deck at APSC



## New Playground



This summer saw the construction of a new kids' playground, courtesy of Laird White and Sarah Cotton. Under the direction of House and Grounds foreman Carlo Campana, a work committee was struck, construction was carried out, and the results are nothing short of spectacular. As one parent was heard to opine, "Now it's going to be difficult to get the kids to want to be on the boat!" Many thanks to all involved, but most especially to Laird and Sarah for their generosity.

## Thank You!

Special thanks go to George Morrison, Matt Becker and Andres Pang, Ed Snoyer, John Komac, and Chris Speed for extraordinary contributions over the 2015 season. Your efforts serve to make APSC so much more than simply a great sailing club.



## Flare Gun Defects by Fred Nicolaidis

Fred writes: *We were testing our flare gun up north and when we went to reload it, the barrel would not open wide enough to accept the second flare. The following article addresses the issue.*

*From time to time, marine manufacturers identify problems that may not qualify as safety defects but which nevertheless require repair or correction. In such cases, the manufacturer may conduct a voluntary campaign to notify owners and make repairs. The U.S. Coast Guard does not oversee voluntary campaigns.*

**Orion Safety Products** recently discovered that a defective opening mechanism in some 12-gauge plastic flare guns manufactured by Olin (now Orion Safety Products) prior to 2000 may not open wide enough to accept a flare cartridge. Guns with a modification to correct the possible problem are marked with U.S. Coast Guard approval code 160 028//12/1. Boaters with older flare guns should check the operation of the opening mechanism now and at the start of each boating season. If the breech will not open wide enough to accept a cartridge, the gun should be sent back for a replacement.

A spokesman at Orion Safety Products confirmed the problem. Nylon material used to keep the breech closed can deform and jam the opening mechanism. Any Olin plastic flare gun is suspect, as are Orion gun made before 2000, the year the mechanism was reengineered (guns with the modification have the UCSG approval code 160 028//12/1 stamped on the body).

A recall has not been issued, although Orion has agreed to replace any of the defective guns, regardless of age. Send defective guns to: Orion Safety Products, Marine Division, 3157 N. 500 West, Peru, IN 46970; 1-800-851-5260.

## Anatomy of a Grounding: Carol Wilson

**M**otoring in chilly apparent wind, the engine sputtered. Jim checked it - everything looked fine, lots of exhaust water, so probably just a bit of dirt or water in the diesel. Then again, it sputtered...and again...

4 hours ago, flat water, little wind, four miles of visibility and a good forecast encouraged Wind Spirit 10, an Excalibur 30 (steel hull with fin keel and spade rudder) with Carol & Jim Wilson aboard, to depart our wonderful winter home, Port Whitby Marina, and head back to our lovely summer home at APSC. Closely following our GPS return track (APSC to Whitby last fall), the fog closes in - now half a mile visibility so the nav lights go on, and we do 360 degree watches every few minutes. But, it's not necessary yet to do fog sound signals - one prolonged and two short blasts every two minutes.

Wow - that's a train! Yes, sound travels faster over water than land, but that's loud! Jim was below changing the fuel filter, so we were quietly floating. I peer into the fog, and yes, the Scarborough Bluffs are large. Worse, I hear- and then see-rocks awash!

No wind precluded sailing. So we throw the anchor over - our wonderful "big brucey" that's held us in several forty knotters in Florida and the Bahamas - thirty-three pound Bruce with fifty feet of chain and enough line for a 45 degree angle of scope. The GPS shows we are very slowly drifting towards shore in one foot southerly swells. So, big brucey is slowly dragging on rock (we guess). Maybe our Danforth-type would work, but its rode is at home. Never expected to need *two* anchors on a little day trip on Lake Ontario. Lying beam to the swells, rolling, stress and nausea makes changing the fuel filter more awkward for Jim, while my rock awash gets closer. Oh, good, he's done..turn the engine on...she starts, give her some juice..she's going. Jimmy goes forward to raise the anchor and get us the hell outta here. But, she stalls again and won't start. Anchor back down. We lost ground!

"Jim, can I call for help?" "Yes!" On the VHF, I call Prescott Coast Guard radio. Switch to channel 24, and report our situation and latitude and longitude. She asks if we're wearing life jackets. "Yes." Then all I heard was "Prescott Coast Guard Radio, Out". I call again - no answer ...and my adrenaline is racing now! I made my own PAN PAN, PAN PAN, PAN PAN (not MAYDAY because Jim & I were never in any personal danger), name of the vessel, lat & long, sailboat in no wind and no motor, number of adults, from my VHF training - no answer. Grab my cell and call Metro Toronto Police but no listing for Marine Unit. Call 911; I need the Police Marine Unit. Immediately put through, but they say they don't do towing. OK, but you *do* know someone who does!? They give me a number; I call immediately. He says he'll get back to me. How frustrating! My rock awash is getting closer! While waiting... We try sailing. I skull with the tiller (I had done that successfully once before in a C&C 27). No luck this time! A much heavier rudder, and bigger swells due to the shallower water and my rock awash is now just thirty feet away!



Finally, my cell rings - Prestcott Coast Guard Radio says Sea Tow was the phone number the police gave me, but they can't help, so they called the Coast Guard. She will initiate a PAN PAN, call someone and call me back on my cell. I am to phone them at \*16 if anything changes. Now, bumping on the bottom. We pump up our brand new dinghy, throw it overboard, load her brand new Honda 2.3 aboard, and push Wind Spirit "on the hip" but we're just going in circles -- not enough power against those swells. Jim pulls her with the anchor rode, but no way. Now, my rock awash is just 10 feet off our stern quarter. Grab the boat hook to push us away.

A little later, CCG calls; the Toronto Police Marine Unit had launched; she'll call with an ETA soon. Thick fog delays them. So, Jim in the dinghy picks up the anchor and rode, takes it and 250' rode straight out, hoping for sand, so we can kedge off. Then, the Police (a large dark inflatable with two 250 hp outboards) appear out of the fog. My big rock awash is five feet directly abeam; our rudder is lucky. On the VHF, I warn them not to come alongside. They go to Jim, confirm the rode is attached to a well supported, substantial samson post (otherwise, we should rig a bridle), take the anchor, and send him back to me. Yell "All secure" and their motors rev loudly.

They pull, we move but hit bottom - hard - repeatedly. They say, "You must be aground; we need to reassess." I yell, "My rock awash is 30 feet behind, so we're moving!" Really hard hits that shudder the entire boat and mast! Knowing they can't come alongside to pull the main halyard to heel her over (make her shorter), we both hike out off the port beam, but still, she bangs and bangs. But, bless them, they patiently pull us and finally we're in clear water. We breathe!

Half an hour later on the VHF, we monitor our police MU21 (Marine Unit 21) talking to PARU, the rescue vessel operated by the Pickering Auxiliary Rescue Association (PARA), a member of the Coast Guard Auxiliary, a volunteer service to Lake Ontario boaters east of Toronto for over forty-seven years. PARA is a Canadian Coast Guard Auxiliary (CCGA) member. PARA members, like all CCGA members, are all volunteers, on call 24-7 to assist boaters on federal waterways like the Great Lakes. In more complex search and rescue situations on the water, PARU could be working with other CCGA vessels, or Canadian Coast Guard (paid) personnel and vessels, or local police vessels (as in our situation), or Department of National Defence aircraft. All search and rescue activities over 70 per cent of Canada are coordinated by the Joint Rescue Coordination Centre (JRCC) based in Trenton. JRCC coordinates all of the search and rescue activities in Lake Ontario through Prescott Coast Guard Radio. PARA were instructed to take over the tow.

MU21 shorten the tow line (our anchor line), come alongside our port beam, and return our anchor. And, they very kindly ask us to don lifejackets; we point to our Mustang belt inflatable PFDs--good! MU21 leaves us, but kindly stands by until PARU assumes the tow. PARU comes alongside and asks us if we will we waive any liability against them if there was some damage. Will we understand and agree that they do not accept any liability for any damage or consequential damage? Of course, we understand and agree to everything. Later, they ask us to sign papers to that effect. Having seen that our samson post was fully adequate, PARU throws us a one inch polypropylene line with a splice to throw over it. PARU tows us to Bluffers Park Marina; both Jim and I have been there many times. While under tow, PARU and I talk to Kelly at the marina office. She tells Ed in the work yard that we're coming in under tow.

Suddenly, there's water in the cabin. Jim goes below to find and block it. The electric bilge pump works. Jim hands me the cockpit manual bilge pump handle. Wow, really hard work -- pumping, steering and phoning PARU--we're taking on water, but the pumps **are** keeping up. Thankfully, to save our batteries, PARU tell us to turn off our navigation lights, since the fog has lifted. My wonderful cell phone, fully charged at 6:00 a.m., was doing fine.

.....

Grounding, cont'd

**What did we learn?**

- 1. We can't always get ourselves out of difficult situations without help - so be more humble!**
- 2. A functioning second type of anchor may have helped in rock - so have two different functional anchors!**
- 3. A light weight sail may have helped us sail - so have a spinnaker/genneker for light wind emergencies!**
- 4. A second fuel tank with its own fuel filter may have helped us - something to consider, especially in foreign waters with imperfect diesel fuel.**
- 5. In variable visibility, keep at least two miles offshore - set up charts or electronic navigation with a proximity alarm.**
- 6. Set a shallow alarm on the depth sounder, perhaps twenty feet in Lake Ontario.**
- 7. If help didn't arrive, and the kedging didn't work, we could have deployed our 75 pound storm anchor, but that would have taken time to put the three parts together, and attach our spare rode which was buried under the pilot berth.**
- 8. If you have radar, use it.**

PS:

After a week assessing all the damage, we only had two cracks: where the keel meets the hull, both forward and aft. An old, very experienced welder from DDM took two days to make our boat stronger than she's ever been. Another two weeks for painting, fairing and anti-fouling. A week at the dock to look at our nice dry bilge and rearrange our interior, and we head back home to APSC on a beautiful bright sunny day, a light wind and staying well offshore!

Carol (& Jim) Wilson

CYA Yacht Master (Cruising), former CYA Intermediate instructor, 11,000 offshore miles, Diesel Mechanic's licence with over 50 years experience, over 50 years combined cruising experience in Great Lakes, Trent, ICW, Florida, Bahamas, Caribbean, Panama, Galapagos & Marquesas in the Pacific

Email: wiliwort@surenet.net

**Donations to:** [www.torontosearchandrescue.com](http://www.torontosearchandrescue.com)

## APSC's Spirit of Tradition



Above: *Solstice Moon*, Warren Keillor and Alison Wheeler's Colvin designed schooner.



Left: Richard Manz's steel Mason designed sloop, *Sehnsucht*.

*The Newsletter of the Aquatic  
Park Sailing Club*

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## Upcoming Events

**Saturday, October 17: Thanksgiving Dinner**  
**Saturday, October 24: Docks Out**  
**Saturday, November 28: Commodore's Ball**

