

A photograph of a sailboat on the water, viewed from the deck. The white sail is prominent on the left side, and the mast and rigging extend upwards. The sky is blue with scattered white clouds, and the sun is visible in the upper right corner, creating a lens flare effect. The water is dark blue with some whitecaps.

MOORING LINE

Newsletter of the Aquatic Park Sailing Club

Winter 2017



DIRECTORS 2017

- Commodore:** Jeff Willis
- Past Commodore:** Martin Osborne
- Vice Commodore:** Marcus Van Ierssel
- Treasurer:** Rafal Bilyk
- Secretary:** David Todd
- Communication:** John Ross
- Duty Officer:** Brian Lumly
- House & Grounds:** Stephen Paul
- Harbourmaster:** Alex Gangurean
- Member at Large:** Cathryn MacFarlane
- Membership:** Greg Graham
- Newsletter:** Philip Krueger
- Race:** Robert Hickman
- Safety:** Bill Miller
- Social:** Lila Train

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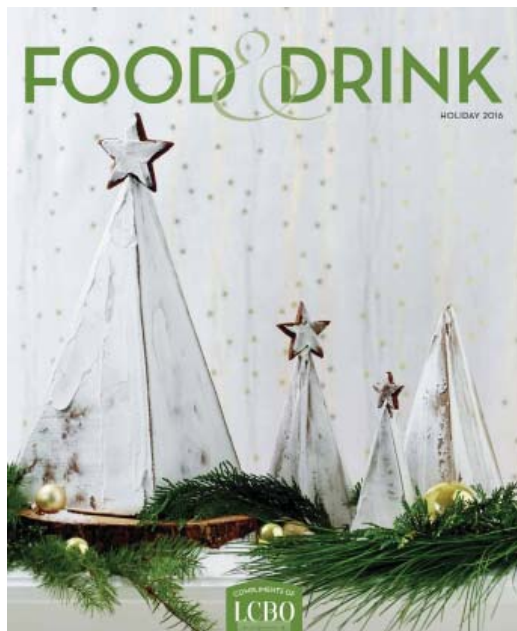
Cover & Above photo: Philip Krueger
 4 days of headwinds returning from The 1000 Islands.

The Language
of Sailing.
Author:
Richard
Mayne.

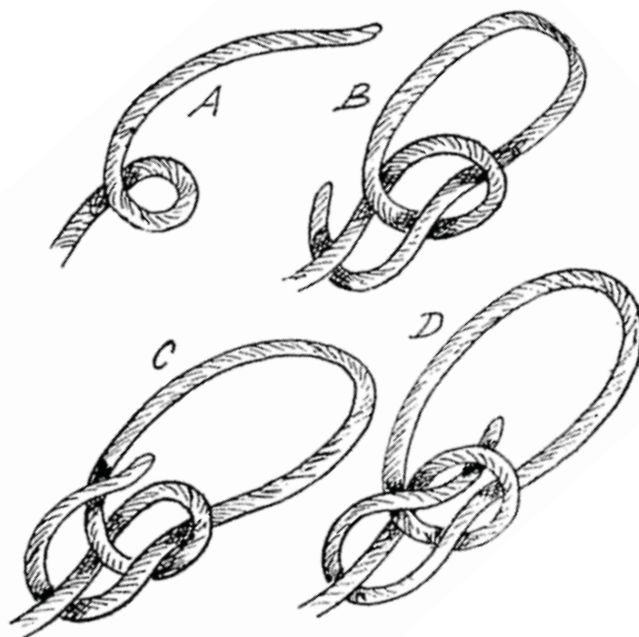
Rumbo

Rope stolen from a naval dockyard.

Of unknown etymology, this term just may be connected with the now obsolete word 'rumbo' meaning rum punch; equally, it may be a contraction of 'rumbowline' or 'rumbowling', and obsolete term for old rope used only when strength is not essential, and also slang for anything inferior.



Nice that the folks at the LCBO honoured sailors this season. I guess they heard about superbright LEDs.



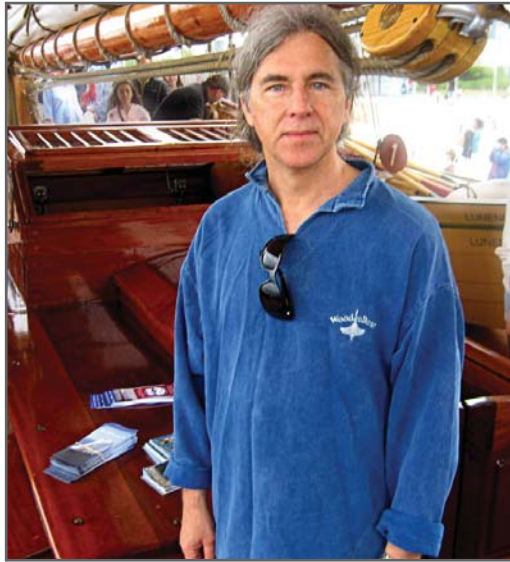
Skaters not welcome: Kent Barker was one of a half a dozen roller skaters escorted off the Leslie St. spit yesterday by Toronto Harbor Police who were enforcing the recent ban by harbor commissioners. The skaters say the ban is overreaction to safety concerns by the harbor board.



Toronto Star : July 13, 1980, PHOTO: Boris Spremo
City of Toronto Archives

Commodore

jeff willis



Happy 2017! I hope you all passed a joyful holiday season and are successfully weathering another Toronto winter. This year shows exciting promise for APSC. You'll notice that our executive has a fresh new look, with a happy mix of veteran and recent members. I'm very pleased to be working alongside some very competent people: the current executive benefits from the experience of former Harbourmaster Marcus Van Ierssel, now Vice-Commodore, and the indispensable insights of Cathryn MacFarlane and Paul Scott as Members at Large. Rafal Bilyk has graciously offered to serve another year as Treasurer. Bill Miller returns as Safety Officer; Brian Lumley continues dutifully as Duty Officer, and Alex Gangurean returns to the position of Harbourmaster. John Ross assumes full Communication Officer duties. Phil Krueger has changed hats and is now Newsletter Editor.

New executive members are Dave Todd as Secretary, Lila Train as Social Director, Greg Graham as Membership Director, Robert Hindman as Race Director, and Steve Paul as House and Groundskeeper. I'm both humbled and encouraged by the passion and expertise these members bring to their commitment to our club.

This executive is bravely tackling some new endeavours. APSC began this year by maintaining a presence at the Toronto International Boat Show, with all the responsibilities that entails. Many thanks go to Scott Lyons for providing promotional material for the booth, banners, and general impetus. John Ross did a great service coordinating members' shifts with an online sign-up sheet and regular online



updates. Bill Miller cheered us from his southern escapade, having done a lot of the preliminary legwork, and managed to attend some of the last days. Past Commodore Martin Osborne also offered valuable support. Special thanks go to Greg Graham, whose efforts once again both coordinating and attending the booth contributed immeasurably. And of course members' contributions to staff the booth were the essential component of its success. As a result of all members' efforts and dedication, APSC presented itself as a vibrant and viable club with an enthusiastic and friendly membership.

Our dogged Negotiating Committee is immersed in....well...negotiating. The changing stewardship of the Spit from our current landlord, the Toronto Regional Conservation Authority, to management by the City of Toronto represents some changes in administration of the Tommy Thompson Park where we reside. Our commit-

tee, comprised of Fred Nicolaidis, Alison Wheeler, Mike Robbins, Tim Kirkwood, the ever-present Greg Graham, Cathryn MacFarlane, Paul Scott and me, is wading through a shoal of documents and past agreements to secure the best possible arrangements for APSC's occupancy of the Spit for at least another 40 years. We're quietly confident that our efforts, guided by competent legal counsel, will be successful in securing the same arrangements we had in 2016 for the coming season.

February is upon us, with all the excitement of watching Saturday afternoon curling on CBC TV. But take heart, for the days are lengthening and all too soon it will be time for boat prep for another year's sailing!



LEFT: Commodore Jeff Willis
RIGHT: Dusk on the water

The View From Here

the editor



In this age of instant digital communication, is a newsletter relevant? This is the question I found myself asking after throwing my hat in the ring for the position of editor of *The Mooring Line*. I let the question rattle around my head a few weeks until I found the answer. Yes, was the conclusion I reached, but not as we think of a traditional newsletter.

As the developer of the aquaticpark.com website, I am well aware of all the ways and places we can disseminate information. Blog posts, calendars, events, race section, members section, classifieds and of course good old email blasts. Then there is Facebook with the official club page and the informal 'Friends of APSC' group. It

photo:
Alexei Pashkevich

occurred to me we that really don't need a newsletter, anything in *The Mooring Line* will, for the most part, be old news. What we need, what I would like, is something to sit down to and read in an idle moment. Something that is relevant to our shared experience at APSC and sailing.

I envision *The Mooring Line* as a collection of stories and information, primarily about APSC and its members. I hope that you, dear Member, will share your recollections, tidbits, factoids, foibles and photos with the rest of the APSC family. Did you run aground for a good reason or no reason? Fix your boat? Have an epic adventure on the lake or the best weekend of the year never having left the mooring ball? Either way, let us know!

You'll notice the layout has changed with an emphasis on images. As most of you have opted for a digital version we can afford to do lots of colour and lots of photos.

As editor of *The Mooring Line*, I see my role to continue the tradition of producing a document that reflects the club and its members and help build community around a place that we all find so special.

So chip-in, get some work hours, and help build your community, otherwise these pages will get very thin and you will tire of reading about me, my boat and my kids.



RACE NIGHT AT APSC

Alexi Pashkevich captured the APSC fleet on race night in 2015. Boats are rounding the red bouy in a stiff breeze. Looks like a great night.

Racing is a great way to refine your sail-craft and the perfect excuse to get out on the water mid-week.



Duty Officer

best wishes for the New Year 2017 : brian lumley

The club house has the water disconnected and is essentially closed for the season.

The cart is in storage at Bennett Carts, the company we bought it from. They have the maintenance contract and will go over the cart before we get it back in the spring.

2016 had some interesting changes over the summer. Some of which may spill over into 2017. For instance having the cart run all night for parties seems to be popular.

I'm going to start off with definitions & rolls of the Duty Officer (D/O) and Driver so new members are on the same page. Both positions have rules and responsibilities which are posted on the club website, please read them.

A D/O is required when the club and park are open at the same time between the end of April, when the docks go in, to the middle of October, when the docks come out. D/O schedule starts the weekend after docks in and ends the weekend before docks out. The Driver is required for all but two of those weekends. Drivers are not required on drive in weekends – one in the spring- the weekend following docks in. The Driver position will stop two weekends before docks out.

There are six drive-in weekends in the year. Three in the spring – weekends just before, during and just after docks in. Three in the fall - weekends just before, during and just after docks out. On these days you will be allowed to drive into the club while the park is open.

Duty Officer is a condition of our constitution and is in our bylaws.

The D/O is the club's log keeper, greeter and source of information for the day. Bring a book and lunch. It is worth a minimum of four work hours.

The cart Driver is a position that was forced upon us in 2012 when our landlords discontinued shuttle service on the spit. We opted to buy the golf cart and are very happy we did. The Driver is the operator for the day and may switch off with the D/O or another responsible person. Driver is worth nine work hours on a normal shift.

D/O & Driver are nine hour shifts from 0900 to 1800. It is a quick and painless way to get thirteen work hours and get to know other club members.

A responsible person is someone; 1) that has read the "Cart Driving Instructions" on the club website and understands them. Go to "Members" then "Shuttle Info". 2) Old enough and capable of having a driver's license, beginner's license included. 3) Does not imbibe in alcohol or drugs during their Driver shift. 4) Understands and obeys the rules of the road on the spit.

The Log is part of APSC's stewardship responsibilities. There is a Log for both the Duty Officer and the Driver. It is necessary we fill them out and keep track of any incidents or anomalies that might occur. Not only on duty

days but also any time an incident occurs. The logs provide us with important information about the club's activities. It is important to record any positive as well as problematic incidents such as infringements on the park rules. If you are witness to something you feel should be noted please write it down and put it in the log. If you cannot get to the log, send me an email as soon as you can, describe the incident and I'll make sure it gets put in the log.

I am often told about incidents two or three weeks after the event. There are often no dates or names given because the person making the complaint does not want to ruffle any feathers. Without dates and names these complaints cannot be considered part of an official report and usually go unresolved.

"If it isn't written down and dated it didn't happen".

Cart jobs worth work additional hours:

- Washing the cart - work hours will be given for this job.
- The cart cover is showing wear and tear. The rollup ties are losing their snaps, one front panel has torn off and the windows have seen better days. Is there anybody in the club able to do the repairs for either money or work hours?

Let us have a great 2017 and get the club back on track. 



LEFT: Sharing the beauty of a sunset in the outer harbour.

Photo: David & Diane Kimmerle



Boat Etiquette

boarding another's boat :
philip krueger

Aquatic Park Sailing Club enjoys a very relaxed state of being. Some believe it is the bucolic surroundings, while others speculate that there's an underlying layer of patchouli oil and a lot of rainbow painted concrete grounding the site with good vibes. Perhaps the answer is as simple as the folks at APSC really are a nice bunch.

However friendly your fellow sailor *seems*, there are customs that all sailors should follow regardless of how laid back a bunch we are.

When you wish to visit aboard a boat, you should always ask for "Permission to come aboard". Even friends ask. We should never assume, no matter how many times we've been on a boat, that we are welcome at that particular time. Tradition dictates that one should always shout "ahoy-boat name, permission to come aboard?" or shout out the skipper's name and request permission to come aboard.

Considering how small a boat is, boarding a boat, especially coming "down below" is, in most cases, entering someone's bedroom, living room and kitchen simultaneously. You are entering their personal space. Similarly a cockpit is like a backyard patio, you wouldn't wander 'round back and peek over the fence.

Some suggest knocking if the skipper isn't in sight, but that might disturb someone's slumber,

and you never know if they've just arrived after a long passage.

In many regions, and clubs, it is customary to remove shoes when stepping on deck and definitely going below, always ask about shoes before boarding or going below.

Finally, once you've been invited aboard, don't overstay your welcome. When invited aboard try not to be *that* person who sits and chats for an hour or two, oblivious to your host's (now interrupted) work schedule.

When boats are rafted, cross over via the bows to get to the dock. It is bad etiquette to cross over boats through the cockpit.

Of course all rules are flexible, if it's haul-out in November, no one expects you to mince about in your socks.



LEFT: Dusk in the 1000 Islands.
RIGHT: Cormorants and
sailors return to embayment

Photos: Philip Krueger



Race Trophies

what it takes to get your name on a cup : robert hickman



You haven't won the race, if in winning the race you have lost the respect of your competitors.

Legendary sailor Paul Elvstrom

Some of the best legendary sailors were born out of racing since racing offers the capability to sharpen ones sailing skills such as reading the wind, tuning a boat or setting sails. Fortunately, one does not need to be an expert in racing to get started. Sailing skills can be sharpen in any type of racing, however a great place to start is at the club racing level. Aquatic Park Sailing Club (APSC) offers such a race program in a fun and friendly mixed fleet club racing format.

The APSC club racing season is comprised of regular Wednesday night races building towards our traditional annual long distance Force 10 race. Racers also take part in additional races such as our Hot Tub and Full Keel races (see the trophy awards below). Some of our racers have taken it to the next level and have performed well at local events such as the Lake Ontario Racing Council (LORC) races and even overseas at the Ngalawa Cup in Africa.

Although the fun begins on the race course, it continues at the club house following the race at our Wednesday night dinners.

See you on the line ...

APSC Overall Series Winner

The overall series winner is the top scoring boat in the club's traditional weekly Wednesday night races.

APSC Force 10 Trophy

The Force 10 race is the club's annual long distance race of 10 nautical miles to the Dufferin buoy and back. The race is traditionally held on a September Saturday after the regular club race series have completed. The timing of this race event is typically known to enjoy favourable racing wind conditions.

APSC Annual Full Keel Race Series

The Full Keel Race Series is an annual one day event that is traditionally held on the September Sunday following the Force 10 Saturday race. The full keel race fleet as by its name is comprised of the APSC full keel sailboats. One may notice an APSC tradition at the Force 10 race as the full keel boat skippers will be looking out to pick up some good crew for the following day.

Hot Tub

The hot tub race fleet is comprised of any of the APSC sailboats with a 300 plus PHRF rating. This is a single long race (i.e. TA2, T2, TE18) traditionally held on a weekend. Determination of the race




date is typically steeped in discussions amongst the 300 plus PHRF skippers with the race director.

Joseph Oggy Memorial Race

The Joseph Oggy memorial race trophy is one of our newest trophies and is a beautifully hand crafted work of art dedicated to the memory of one of our long term members.

Additionally, first, second and third place finish flags are also awarded at the race awards banquet for winner of races series and notable races.

Great Crossing

A special cruising award typically given to the most prolific cruising sailor. This can be awarded for the most notable, number of cruises, the furthest cruise or a combination of both. 



TOP LEFT: Yinling "Indian Summer" at full sail!
ABOVE: Windless Wednesday.
RIGHT: Wednesday night racing at it's best.

Photos: Alexei Pashkevich

Voyaging with Kids

book review: alison brown

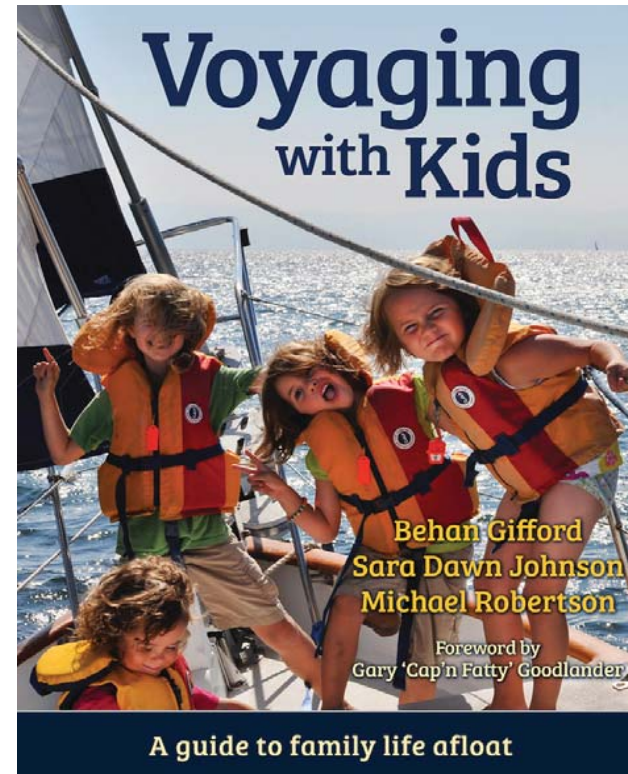


Voyaging with Kids is, as the cover suggests, "A Guide to family life afloat". The idea of unplugging your life and sailing away is a dream for most sailors, taking the kids adds a whole new dimension and level of complexity. Unlike other cruising guide books I've read, this is group effort and draws upon the experiences of several multi-child families on multi-year cruises. The book is written by Behan Gifford, Sara Dawn Johnson and Michael Robertson, the latter is currently the managing editor of Good Old Boat magazine. It is very well rounded and draws on a wealth of direct experience from different

parents, kids and cruising locations and styles.

Voyaging with Kids also features contributions from other sailing families giving it an authority beyond a single voice or experience. Being familiar with most of the authors' families' blogs, I was eager to see the results of their collaboration. I respect their parenting styles and decisions and value the sharing they have done online and in the book,

The book is a very balanced and an enjoyable read. It is a (Lin & Larry) Pardey Publication and is well designed with lots of photos and sidebars



allowing a casual read and quick engagement with the content.

The book covers all aspects of cruising from safety, boat selection and engaging a reluctant crew. Of course there is plenty of practical, and good, advice on provisioning, laundry, schooling and health. As the book is a recent publication, it covers issues of technology and children and is up to date with contemporary parenting attitudes, tools and debates.

Beyond the practical tips, I learned more by hearing the first person accounts of the many voices found on a voyage, especially the children's. Perhaps this is from my perspective as a parent wondering, as I am sure all parents do when contemplating extended boat trips, if this is good for the kids? Will they enjoy it? Will they grow to resent sailing and the time away from their friends and routines? Like any parenting book, you take away from it what you need and know what works for your child. The final chapter is "Former Cruising Kids" and provides

Authors: Behan Gifford, Sara Dawn Johnson, Michael Robertson

Publisher: L&L Pardey Publications
(September 18, 2015), Pages: 336
ISBN-10: 1929214332

<http://www.voyagingwithkids.com>

retrospective impressions of cruising as a kid. It is a great way to end the topic, bringing the conversation back to the children's experience.

I found the greatest value of the book was not as a how-to-manual, for having completed several summer cruises with the kids we have learned much the hard way, but as a great perspective on how to handle and manage the challenges an extended cruise brings.

Voyaging with Kids is a great primer for anyone with kids on board. The advice is applicable for a cruise of any duration with children of any age.



Authors blogs:

www.sailingtotem.com
www.swondertime.com
logofdelviento.blogspot.ca

Related links:

www.bumfuzzle.com
www.windtraveler.net
www.goodoldboat.com
www.tomneale.com/book.html

Bruised boat, bruised ego

the dangers of lounging at the helm : philip krueger



It was a beautiful afternoon on the boat, good friends and good weather as we motored through the Eastern Gap into the harbour. I was lounging behind the wheel, literally, and talking with our friends when Scott stated very matter-of-factly, "We are headed straight for a big green thing." I sat up and saw we were bearing down on the big green steel buoy, formally known as T13.

I cranked the wheel hard to avoid a nose-on impact. The compression wave pushed the buoy away from the a boat and I watched in horror as the buoy swung, in slow-motion away from the boat and then back towards the boat. It hit the hull just below the rub rail on starboard with a tremendous bang. It didn't look *too bad* I told myself. There's no hole...

I left the "no hole" for the season as it was well above the waterline. I tried not to look at it, or think about it. I'd deal with it in the spring.

Come spring I peeled back the layers of crushed gel-coat and fiberglass mat to discover the damage was much more extensive than it appeared. There was considerable de-lamination between the many layers however the lowest layers were just bruised, not cracked. The damage also extended in a much larger radius than the gel-coat damage itself, from the fiberglass flexing in, at least two to three times the size of the obvious impact. I couldn't access the damage from the interior unless I did a massive cabin

disassembly, so rather than cut out the damage, I decided to grind down and re-glass from the outside, leaving the bottom most (interior) layers of the hull intact.

After applying layers of fiberglass and resin I leveled the patch with a sander and enlarged the grind. You can see the wound get bigger in the photos. Complicating the repair job was an unusually cold spring. I used a heat gun to warm the hull before applying the gel, and then gently warmed the repair at intervals to ensure the resin kicked.

Colour matching

Mixing gel-coat to colour-match is really, *really* tricky. I used a single yellow tint, similar to Dijon mustard. The pure white gel coat is just too bright and layers of wax, oxidization and dirt make for many versions of "white". When mixing, the gel seemed to go from too cold/blue to yellow/green instantly. I cleaned and de-waxed a patch of hull to compare, but the shape and gloss of the wet gel made it very hard to discern the subtle variations. Eventually "good enough" was achieved.

The final coats of gel coat were rolled on, the peaks and valleys were so high that I practically removed the whole layer just flattening it - I think I might try spraying using the small jar sold at Noah's. I tried different rollers and also



thinned-down the gel to much the same results. I think that getting a smoother final coat would make fewer cycles of apply/sand down needed. Perhaps I wasn't putting it on thick enough?

Colloidal Silica with Polyester Resin

Most literature (Don Casey) recommends using microballoons above the waterline for fairing, but I had a can of colloidal silica left over from a previous job. Silica is recommended for fairing below the waterline. I figured if it is OK for below, it's OK above, I did some research to see if silica was OK to use with polyester resin, not just epoxy. As it's a West product most literature is for epoxy. It is!

Lessons learned

I would spend a more time making sure the final layers of glass and resign are perfectly flat. I had high points that created a thin spot in the gel coat, causing a slightly grayish spot. I mixed a couple of batches of colour-matched gel and the unevenness created tree-ring like off white halos. They are hidden by the final top coat but it would have been easier to mix a bigger batch of gel and get it right, but that's easier said than done!

Finally, the biggest lesson I learned it to - watch where you're going. It's easy to get complacent in familiar waters.



TOP LEFT: initial damage
RIGHT: Completed repair
TOP: working in Uli's yard - up n' down

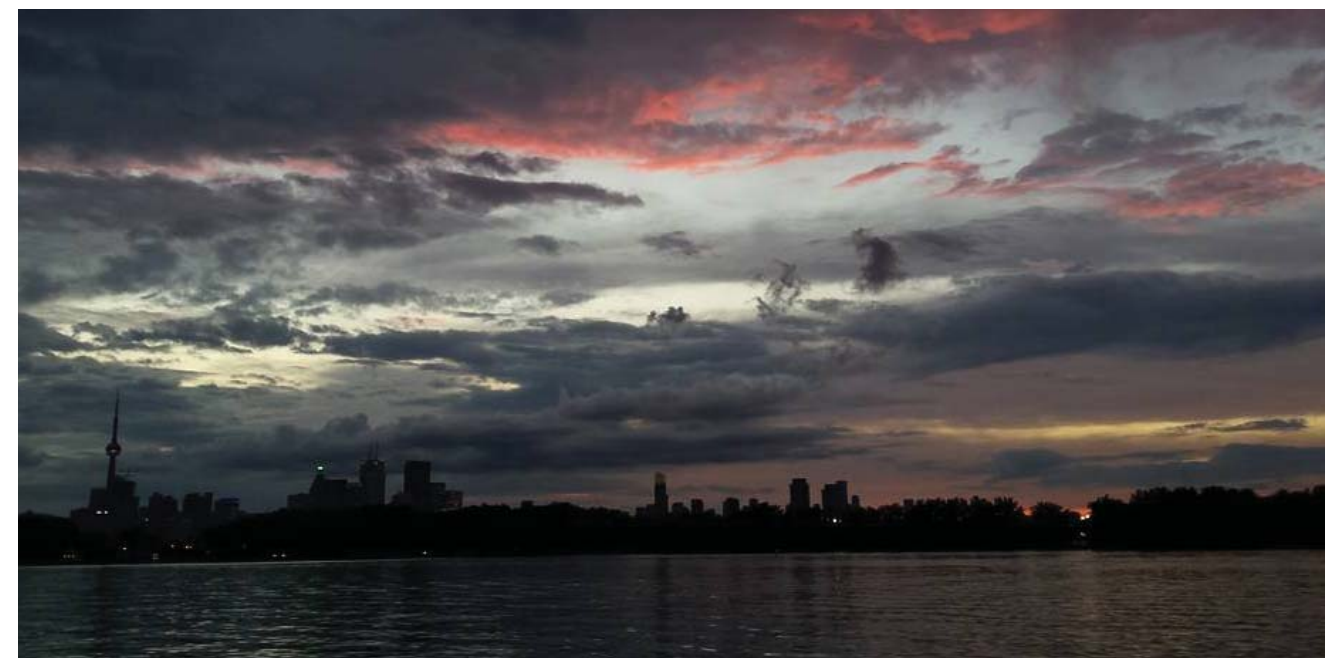
Our Vintage Fleet

on owning and keeping a sailboat at APSC : chris terry

APSC has no staff or any budget to run staff. Instead, members do their own work. On any typical summer day at the APSC dock you will see someone working on their boat.



Many observers who don't know about boats would assume that it is an expensive proposition. And they could be right. But not in the way you might think. The boats that our members own at APSC, prove the point. Take an average boat at the club. The most common boat is the Grampian 26. These boats have not been manufactured in decades. Most of them were made in the 1970s when the era of fiberglass boat building was actually a real industry around the Great Lakes. If you look at the Kijiji listings for Grampian 26 boats, you will see that they are mostly for sale between \$3,000 and \$4,000. That seems very inexpensive but is just the beginning. There is an old saying that, "a boat is a hole in which to pour money." The reality is that the cost of ownership for these boats really rests in upkeep, and yearly fees to keep or store them. This includes repairs,



insurance, club fees, fuel, and many other things. Boat owners often spend as much as 15% of the value of the boat each year on maintenance. And why wouldn't they? Boats have to be operated safely, so keeping a boat in good operating condition is paramount.

In any case, the inventory of boats at APSC is predominantly boats from the late 1960s to the early 1980s. These include Tanzers, Sharks, Catalinas, and C&Cs, to name a few. And yes, these boats are relatively cheap to acquire. A new member who just joined the club paid about \$1,200 for a Catalina 27. Another member, whose Grampian 26 could no longer be repaired, just purchased a Tanzer 26 for \$1,500. Shark 24s can be had for as little as \$2,500, C&C 27s for about \$8,000. Cheap boats, yes, but they will need lots of work to keep them going. Most of the owners at the club, not being rich people, work on their own boats to fix and maintain them. Rich people who own more recent models of boats usually belong to clubs or marinas where there is a maintenance staff to look after boats. APSC has no staff or any budget to run

staff. Instead, members do their own work. On any typical summer day at the APSC dock you will see someone working on their boat. The club's DIY ethic is certainly helpful in keeping costs down. And members will usually pool resources to help each other with maintenance tasks. As a 1972 C&C owner, I have learned how to do epoxy repairs, woodworking, painting, plumbing, refinishing, engine maintenance, and a host of other maintenance work. Like most of my fellow club members, I have a very limited budget to be able to run my boat each year.

And by the way, our longest standing member, built his ferrous-cement schooner on his own over 40 years ago.

photo credits
LEFT: Lauri Towata and Tosh Hero
ABOVE: Marie Michele



HST rears it's head

growth necessitates remitting tax

It has been and remains the mandate of APSC to keep sailing affordable. The executive is committed to this objective. While mindful of this objective, the executive is also mindful of its obligation to manage the financial affairs of the Club prudently and in accordance with prevailing standards of good corporate governance. The issue of the applicability of HST to membership fees has been something the executive has been monitoring for some time now and has been a point of concern given the mandate of enabling affordable sailing for our members.

In the course of reviewing our membership

policies and budget, the executive came to the realization that as Club revenues exceed \$50,000 per year, we are obliged to charge and remit HST on membership fees. Indeed, the obligation to charge and remit HST is a mandatory legal obligation. The directors of the Club cannot in good conscience neglect a clear statutory duty. On this basis, at the meeting of the Club's executive held on January 9, 2017, the executive voted unanimously to implement the charging of HST on membership fees.

Membership fees include: initiation, active



member (mooring), work hours deposit, tax levy and dormant member fees. It has been suggested that certain of these fees (such as the work hours deposit) should not attract the HST. The characterization of the particular fee will not exempt it from being subject to HST. Any charge to members in exchange for membership will attract the tax. The executive's interpretation of the CRA publication entitled "GST/HST Information for Non-Profit Organizations" (RC4081(E) Rev. 16) is that all membership fees, including what we euphemistically call "work hours", attract HST because they are mandatory payments made in exchange for membership. The majority of members perform their full work hours and their work hours cheque is returned to them. Thus, for most members, the HST on work hours will not be something they actually pay.

Members may wish to take solace in the fact that the other sailing clubs in the GTA of size similar to APSC charge HST on membership fees. The positive side to this mandatory legal obligation is that the Club will be able to claim in-put tax credits for the HST it pays on goods and services it acquires. By not charging HST in the past, the Club has been, in effect, subsidizing members by foregoing the ability to claim in-put tax credits.

The executive appreciates that the addition of a 13% tax on membership fees is an unwelcome burden. Notwithstanding this, it is critical to the future of APSC that the Club be managed in a manner compliant with tax statutes that apply to all not-for-profit organizations of a similar nature. Members can see the 2017 membership fees, with the HST added, on the www.aquaticpark.com website.

See: www.aquaticpark.com/membership-fees

For 2017 APSC is implementing an online membership renewal process. While we will not be



in a position to offer online payment of fees this year, we will be eliminating the mailing of paper renewal forms. Members will receive an e-mail notification shortly concerning the membership renewal. After renewing online, we will still require members to mail cheques for membership fees and for work hours. We hope to progress to online payments for 2018.



Building On The Past

city archives are full of plans for the waterfront: philip krueger



There has been no shortage of ideas for Toronto's waterfront. The inner harbour infill in the 1920s, the constant reconfiguring of the islands, the infill and development of Ashbridges Bay Marsh, now the "Portlands", and of course the creation of the Leslie Spit have that have reshaped, for better or worse, the boundaries of our sailing grounds.

The lake and harbour has been simultaneously seen and treated as an industrial asset and a summer paradise, a place for respite from Toronto's humid summers.

In the late 60s the idea of moving the Island Airport to the Spit/Portlands became popular



TOP: Relocation of Island Airport to Spit
 BOTTOM: Concept from Harbour City
 City of Toronto Archives



as Toronto began to flourish and air traffic increased. Relocating the airport opened the inner harbour to possibilities, which gave birth to the massive Campeau proposal, **Harbour City**. With housing for sixty thousand residents spread over 220 acres of existing airport land and 510 acres of artificial lands, it was to be car free and build with modular housing units, similar to Montreal's Habitat 67. The only part of the plan completed was Harbour Square park, Harbour Castle Hilton and Harbour Square condos. Planned 85 million dollars the waterfront project started in 1964, coming in at a cost of 250 million dollars. The park is on the site of the ferry terminal before it was moved

east for the redevelopment.

Currently the Jack Layton Ferry Terminals are undergoing a massive redesign.

One of the unexpected consequences of the construction of the Leslie Spit has been the lack of sand deposits renewing the western beaches and islands. Sand migrates westward from the Scarborough bluffs but now is deflected by the spit. A young Sanford Fleming studied the sand-bar movement (the Toronto Islands are essentially just a sandbar) and calculated that twelve hectares had been added to the western section over the previous fifty years. The TRCA is currently contemplating the construction of an



TOP: Jack Layton Ferry Terminal Design
 LEFT: Gibraltar Point erosion.

offshore concrete breakwater to protect Gibraltar point from continued erosion.¹

Another concept is the construction of three barrier islands in the Humber Bay. A series of three “deflector islands” would extend out from the mouth of the Humber River approximately one kilometer into Lake Ontario. These islands are considered an end solution should the initial steps the city is taking not be sufficient to increase the water quality at the western beaches. Essentially they would function to divert or deflect, the flow from the Humber River out further into the lake and also provide aquatic habitat and recreational facilities. As noted in the report , “...there appears to be little public appetite for the deflector islands in the near future.”²

If interested in knowing more about these

1 <https://uwspace.uwaterloo.ca/handle/10012/8208>

2 http://www1.toronto.ca/city_of_toronto/waterfront_secretariat/files/pdf/wwmp-final-report-21aug09.pdf



Humber Bay Deflector Island proposal

projects, I recommend *Unbuilt Toronto: A History of the City That Might Have Been*, By Mark Osbaldeston.

The recent attempt by Porter Air to expand the Island Airport into the harbour shows there is always a scheme brewing for the harbour. Plans to remake and remodel the harbour will continue and hopefully they will be done in a sensitive way for both the environment and citizens of Toronto. We as sailors need to be vigilant, and vocal in protecting our waters, now and for future generations to enjoy.



Harbour City: September 1970

Toronto Boat Show

apsc members represent, recruit : philip krueger

This year APSC had a booth at the Toronto International Boat Show, January 20 to 29, 2017. The club booth was tucked in a cozy corner close to our kindered sailing organizations in the shadow of the two-footitis inducing, blond wood and dual wheeled Jeanneaus and Hanse boats.

It has been several years since the club had a presence at the show, but the executive felt that a booth was appropriate for several reasons. Firstly, to counter any rumours that we are going anywhere, and secondly, to recruit new members.



The project was spearheaded by Communications Director John Ross with support from Bill Miller, Scott Lyons, Greg Graham and Laird White.

Members that staffed the booth received t-shirts designed by Scott Lyons based on the graphic created by member Rufus Wilkes.

We did connect with new many potential members as well as members and friends from other clubs, raising awareness of APSC. We handed out approximately 250 pamphlets, 80 membership pricing lists, and gathered the contact info of over 20 people.

Attendance was up 10% from last year. We have already received several applications from potential members that found us at the boat show, so I am comfortable in calling it a success!



David Kimmerle



Timor & crew.



John Ross and Paul Dowell

eat, sail.

repeat.



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