



Shorelines

Lakeshore Yacht Club

Volume 17, Number 2

April 2007

LAUNCH DATES: Friday April 27th – Noon to Dusk & Saturday April 28th - 7:30am to Completion

IMPORTANT MESSAGE TO ALL MEMBERS: YOU MUST PRESENT PROOF OF INSURANCE BEFORE LAUNCH. IF YOU CANNOT PRESENT PROOF OF INSURANCE LAUNCH WILL BE DENIED.

From the Commodore

It is that time of the year, when we start to prepare our boats for launch. The winter weather is breaking and spring is slowly coming on.

Despite a slow start to winter it came on with a bang. I found February and March to be very long, maybe it's due to me buying some new bits for the boat and I just can't wait to use them.

On March 7, I was informed early in the morning the hot water pipes broke and the kitchen was flooded. Fortunately, some of the retirees were there to help with the clean up. The pipes were repaired and the kitchen and storage rooms were mopped clean. Next thing the water heater let go, and thankfully it only dripped slowly into a drain. Our resident plumber replaced the tank and will be repositioning the water pipes away from the outside wall. We now have some time before the -20 temperatures return next winter.

We have Intellegarde doing nightly patrols at the club. They do 4 nights staggered. During the March break they covered the full week. We will continue with the patrols until the boats are in the water. The Board is still studying the permanent security we want to install.

Last month the Vanzon family organized a fun Charity Euchre tournament. It was well attended and the food was excellent. I understand that over \$800 was raised with all the proceeds going to Etobicoke Services for Seniors, the South Adult Day Program.

It's nice to hear Clubs getting together during the winter. Our darts group had a home and home event with Bronte Yacht club during the winter. LSYC was successful in winning both events. Congratulations!

The last Sunday of each month at the Club, the Pot Luck dinner group shared some tasty dishes. Fun was had by all.

If you are in need of work hours feel free to contact the Board members, i.e.: painting, cleanup, dock work, gardens, social events, etc.

During launch and mast stepping, please be careful and obey all the safety rules so we can have a successful launch and masting.

Looking forward to seeing you all on the water.

Warren Goodyear
Sand Castle

Vice Commodore

The countdown is on – less than 30 days and our boats will be back where they belong! When January rolled around and it still felt like Fall, I was a bit worried that we wouldn't see Spring until July; but, the last two weeks have seen the telltale signs of Spring – members preparing their boats for launch.

Very briefly on the security front, we have had no further incidents since the two in late December. A presentation was made at the Annual Meeting on options the Board was reviewing. Once the boats are in the water, we will be looking into upgrading our perimeter lighting as a preliminary step. The Board still feels that our first line of defense beyond existing Club security is for members taking steps to keep our respective boats safe and secure. Now that we are getting ready for launch, please make sure that valuable items, such as electronics, are not returned to the boat until after launch; make sure you lock up your ladder; keep the area under and around your boat tidy; and be vigilant of the boats around you.

Stewart and I met with the City in January regarding our Lease, and I made a presentation at the Annual Meeting. In summary, the notion of a City-operated 250-boat

marina on the land and water immediately east of our property may be taken out of the Master Plan in favour of a restaurant. This would remove the clauses in our lease that provides for the use of our Service Docks and property for launching and hauling marina boats. It would also remove the clauses requiring us to provide pumpout facilities for those boats, and monitoring usage, which would have required us to upgrade and increase the capacity of our pumpout facilities and hire additional staff. The City was also planning to install a day-mooring on the south side of the harbour, directly across from our docks. Our lease also placed on us the obligation of operating that service which would also have required additional staff. That is being removed from the Master Plan. The other major issue we had with the lease was the City leasing the land adjacent to our Humber Docks and then requiring us to give up the north end of our property to those tenants, along with unrestricted access to all facilities and services on our property. It was agreed that there is no potential for providing boating facilities on those lands so we will be given the option to lease the Parts to which our Humber Docks are attached. We took care in explaining the implications of these clauses in terms of liability, insurance, cost, management and administration, and security, as well as compromising our operations and enjoyment of the investment our members have made in our leased properties. In all, we obtained City and TRCA agreement that these particular clauses were unreasonable and would significantly impact the future viability of our Club. We left the meeting with their promise to revisit the Master Plan and revise our lease. To date, we have not seen any revisions.

One other point of contention in the lease was the City's agreement to include their obligation to arrange and pay for the dredging of harbour entrances. This was a very hard fought point in lease negotiations. It is worth noting that LSYC was the only Club in the GTA that had this provision in their previous lease. The lease we received had a modified version of this clause stating that the City would carry out dredging "if their budget permitted", but they would not deny the Club the right to undertake dredging on our own at our own cost. At the January meeting, we strongly pointed out the ever-increasing problem in our harbour entrance with the deposit of rocks and debris particularly on the south side of the entrance. The City did agree that the problem is primarily due to configuration of the spit and promised to investigate as soon as the weather permits.

I am sure by now, many of you have heard about the break in the water pipes in the kitchen in early March. Although the winter was relatively mild and we had no problems last year, we did have a short period of extremely cold weather along with strong winds from the north at the same time the water heater in the west mechanical room decided to leak and malfunction. Thankfully, our liveaboards (Jeff) discovered the broken pipe early in the morning and was able to keep flooding to a minimum. Thanks to all those who helped Jeff and Warren clean up and temporarily fix the problem. The

immediate issue was removing and replacing the water heater, which Jim Lewis (Topaz) was able to do in short order. We have a plan in place to implement a permanent fix for this problem that is both effective and the least disruptive.

On the social front, I attended Mardi Gras in February. Attendance was a bit disappointing but those of us there were treated to an excellent home-cooked feast courtesy of Jeff and Bev. We had another small gathering prior to St. Patrick's Day with music, beer, wine, hors d'oeuvres and a mini-darts tournament that was great fun. I also took part in our 4th Annual Charity Euchre tournament on 24 March hosted by the Vanzons. Once again, the cards were dealt in support of the Etobicoke Services for Seniors. We had a great time with two members taking 2nd and 3rd place honours (Susan McCoy and Bill Marlborough). There were prizes for everyone and a delicious home-cooked roast beef dinner. Well done and thanks to the Vanzons and Committee.

We have had a large number of clubhouse bookings over the winter and forms continue to come in for future months. As a reminder, there are no private bookings over the weeks prior to and after launch. Also, during the months from June through September, we only permit one private weekend (Fri/Sat/Sun) booking per month (and none on long weekends). This is to allow all members to enjoy club facilities during the season. In other months of the season (Apr, May, Oct) we limit the private bookings to one per weekend and Club events take precedence. Private member bookings are approved on the basis of the first acceptable request submitted with payment when there is a conflict with date.

Still on the topic of private bookings – please keep in mind that these bookings are restricted to members only. We have no objection to members hosting special events for parents or children (e.g., anniversary, birthday, showers) but the member must be present. We have had more than one booking this year where members have represented the request as being for their use when in actuality it was for a family member not associated with our Club and the members approved for the bookings were not even present at the event. When you sign the request form, the event must be for you as a member; you assume all responsibility for the event; and you must be present for the entire event. We have also had numerous complaints about the clubhouse not being properly cleaned after private bookings that has resulted in withholding deposits. On several occasions, other members have had to clean up the day after a private event (more than once, 2-3 hours of time). When preparing for our last Club sponsored event, the Committee found almost every insert for our chafing dishes put away dirty. It took considerable time and effort to clean them for use. The refrigerator was also dirty and overflowing with items I am sure were eatable at one time! Please don't leave your mess for others to clean up.

Back to the good stuff – launch is fast approaching. Don't forget we need work parties launch day (starting noon on Fri 27 Apr, and all day Sat), putting away cradles and laying out masts, and stepping (starting 0730 Fri/Sat 4/5 May). Look forward to seeing many of you at the Club between now and then.

Dawn Gardham
Andante II

Rear Commodore

Launch is just around the corner and many of you are very excited about trying out the new boat or the latest boating gadget that you picked up at the Boat Show. And then there are the rest of us who have so much work to do on the boat that we wish we had another six months of winter, blasphemy!!! I fall in the latter category but come hell or high water the boat will launch. I hope Aimoniisi floats otherwise we will have the start of LSYC's first reef.

The dock extension program has taken a back seat this year. We still plan on extending 8 docks, 6 inside and 2 outside slips plus the end finger on B dock. This work will start after Launch/Mast stepping and there will be work hours available if anyone is interested in participating in the dock building process.

We are currently researching what type of welding equipment to purchase that is best suited for our upcoming projects. We will need a TIG unit that can handle heavy stick welding plus stainless and aluminum. Over the next couple of years I would like to see us build a new ramp out of aluminum for the main dock and stainless hose hangers. Charlie Miller is currently doing research for us and will come up with some recommendations.

We have had some boat movements this year; Bruce Patten has had to juggle a couple of boats to try and fit everyone in. That is never an easy job and I would like to thank Bruce for his hard work and all those people who were moved for being so very understanding.

LAUNCH AND STEPPING SEMINAR 7:30PM, TUESDAY APRIL 24

Whether you're a new member or not, there are a few questions every boat owner wants to know at this time of year.

How many lines stay down, when do you turn on the engine, do you need to check through-hulls, how many stays do you leave loose, and which ones, what happens to your cradle and pads, and much more.

These questions and more will be answered for you on Tuesday April 24th at 7:30pm in the clubhouse. See you

there. That is all from the docks. I hope everyone has a very safe boating season this year.

Gerald Roloson
Aimoniisi

Property Director

The boats launch in how many days? Can someone please explain how every year I always feel stressed at the most joyous of times?

With the boats launching in less than 30 days, it also means that we can get started on the maintenance around and in the Clubhouse. Jim Lewis has changed the hot water heater and will soon be working on the pipes in the kitchen area. Jim will be setting the new pipes off the wall in the bulkhead and insulating the area better so this will not happen again. Once Jim completes this I will need a crew to drywall and paint. These are good hours for anyone who needs, and the quicker it gets done, the sooner our Clubhouse gets back to normal. The Wheelhouse is also being worked on by Mark and you'll soon notice some nice changes. We're also looking at changing the balcony to something more see through, bringing more view to the Wheelhouse.

Mike and Cor have made strides and we are only waiting for a final stamp from the City to start work on the Storage Shed. Once this is complete the Clubhouse will be just that again, and not a "Storage House". We will need many hands to help make this happen and we'll have a barn raising party once complete. I've never been to a barn raising party so I'm looking forward to it.

Security is still a hot topic and I will soon have my report completed for the Board. Soon, we will start bringing items down to stock our boats and get ready for the new season. Please try not to leave valuables (alcohol, flares, TVs, etc) until such time as the boats are in the water. We will have security guards making the rounds, as they currently are, but this does not mean that everything you bring on to your boat is fully secured. Even with the high tech motion/sound devices a few members have installed I would still hesitate to leave items on any boat. The club will feel more secure with the added presence of the members working on their boats, but the best security is having nothing there for someone to steal. By the way, if you have left fire extinguishers on your boat for the winter, I would suggest buying new ones. They freeze over the winter and will not be as proficient when you need them most.

I'm looking forward to working with everyone to keep everything up to snuff. Terri and I wish everyone a great and safe boating season.

Sean Furniss
Sierra Tango

Environment Director

GARDEN COMMITTEE

As of this writing, I haven't heard or seen a robin, but the first signs of peony shoots ascending from the depths have been observed. So those Members with green thumbs, or wishing to develop ones, are being welcomed again by Sharon Neilson (*Wyvern*), Committee Chair, to share and learn with those who have already signed up to assist in the renewal of the very positive feelings that our spectacular gardens bring to Members and visitors alike. As well as encouraging our present plantings, including the yard boxes, back into their previous splendor, plans are underway to develop a new garden to enhance the setting of our new sign at the north gate. If you haven't signed up yet, let Sharon know by phone, by e-mail, by attending the organizational meeting in the Clubhouse on April 24 @ 7 P.M., or leave a note in the Environment Director's mail slot.

With the spring comes all of the pre-launch activities. Here are a few important reminders in order to keep our premises tidy and pollution-free.

RECYCLING

Used Oil. Dispose of used oil in either of the two containers labelled 'USED OIL ONLY'. **Do not place antifreeze or other liquids in this container.**

Antifreeze. Use of non-toxic antifreeze (propylene glycol) is recommended.

Toxic antifreeze **MUST NOT** be pumped into the harbour or onto the grounds. If you choose to use toxic antifreeze, the following procedures must be followed:

- have a helper stand by the exhaust to collect excess toxic antifreeze either directly into a container or by hose to a container
- flush system with water to ensure that all the antifreeze has been removed.
- all antifreeze may be disposed of in one of the two containers labelled 'ANTIFREEZE ONLY'.

Boat Shrinkwrap: Arrangements are being made for your shrinkwrap material to be picked up by a recycling company. Please take a few moments to ensure all shrinkwrap is tied tightly in bundles and placed under your boat in a secure area until the bin arrives on or about April 16. A piece of plastic cut from your shrinkwrap can be used to secure the bundle. The bin will be available until just after launch. **Please remove all wood, other framing materials, plastic bottles, vents, hard plastics and wiring, as these pieces are not recyclable, and will result in the load being diverted to landfill, not recycling.**

Old Batteries: Old batteries, if not removed from Club property, must be placed near, but not impeding access

to, the used oil and antifreeze drums. Most battery retailers will accept old batteries.

Plastic, Glass, Metal, and Cardboard: The Club has regular recycling boxes to the right of the south entrance to the washrooms. Beside these, we also now have a tall, wheeled green bin, for the recycling of beer cans and bottles, **and wine bottles (as per the new recycling agreement between Brewers Retail and the LCBO)**. These are intended to be returned for deposit, to the benefit of the Club. As well, there are tall, wheeled blue recycling containers in the recycling/dumpster hut. Please ensure that ALL recyclable materials are deposited in the appropriately marked containers.

SAFE STORAGE/DISPOSAL OF MATERIALS

Paint and Solvents: Empty paint cans, trays, dried brushes and rollers may be put in the regular garbage disposal dumpster. Cans containing liquid paint should be removed from Club premises and either stored at home or taken to a designated municipal disposal site, such as at the municipal Environment Days listed below. **DO NOT LEAVE THEM ANYWHERE IN THE YARD.**

Local City of Toronto Environment Days (2007): (All events are from 10 AM to 2 PM)

<u>DATE</u>	<u>LOCATION</u>
Saturday, June 16	Richview Collegiate (Islington Ave at Eglinton Ave W)
Saturday, July 7	Colonel Samuel Smith Park (Powerhouse parking lot)
Saturday, July 14	Grenadier Restaurant, High Pk

The City of Mississauga also has Environment Days, but they have not published their dates and locations as of this writing. Watch your local newspapers and municipal flyers for updates.

Paint Scraping/Sanding: When removing old bottom paint and/or gelcoat, care must be taken to contain all removed material. Use of sand or soda blasting (or any other method using the introduction of air) may be undertaken **only with the written approval of the Property Manager.** Before scraping or sanding the boat, spread a plastic sheet on the surrounding ground and erect a suitable windbreak. When scraping is complete, carefully fold or roll plastic sheeting and remove it to a **Hazardous Waste facility.**

Old Propane Tanks: These must be removed from Club property.

Regular Garbage: This must be disposed of in the Club dumpster. **DO NOT** put garbage in the city walkway containers. Garbage cans on site are for the barbecue and eating areas and not for disposing of garbage brought from your boat or car. Use the dumpster for this.

Pump Out: Ensure that your boat is securely tied up and

that the pump connection is firmly in place before turning on the pump with your gate key. NOTE: the water hose located next to the pump is for rinsing only and should NOT be used for potable water.

Flammable Materials: Care must always be taken when storing liquids such as gasoline, diesel, propane or any type of varsol-based materials. Store propane tanks outside the boat or in separate outside vented lockers. Check for leaks from internal lines to stoves and other appliances.

Refuelling: No boat should be refuelled at its slip.

OFFICER OF THE DAY SCHEDULE

I have the pleasure of welcoming back Lynn McFerran (Tomcat) as Coordinator of the OD Program. The security difficulties which we experienced over the past winter reinforce the value of having the Club premises monitored on a regular basis, so be sure to meet your obligation (Rules and Regulations #10.1) by signing up early. Each four-hour duty is from 6 PM to 10 PM, and a Duty Officer must be present each evening from Sunday to Thursday. You are reminded that, if you are unable to fulfill a duty for which you have signed up, you must arrange a replacement if a fine is to be avoided (see Reg. 10.3).

The sign-up forms are already available beside the Officer of the Day Desk. Each Member is responsible initially for two duties, for a total of eight hours that count toward your work hours. It is not necessary to complete a work chit, as this record is submitted monthly by the OD Coordinator. If duties remain unfilled later in the season, an opportunity will be given for one additional duty per Member.

Emerald (Lake Ontario) waters, azure skies, white, fluffy clouds, scarlet sunsets, and the rainbow of colours in the gardens of LSYC – take pleasure in them all.

Jim Badame
[Esprit](#)

Fleet Captain

The big news on the Lake this year: LOCCA. The Lake Ontario Clubs Cruising Association. Their website is at www.locca.org. The purpose of this organization is to make planning your summer weekend getaways a lot easier with the click of a mouse. If you browse around the website you will be able to see the schedules of each club, how many projected visitor slips are available and club amenities etc. I have attended both LOCCA meetings and have been a part of the process as much as I could. Unfortunately, the board of LOCCA seems to

be a bit slow off the mark with providing each member a user name and password and you will notice that not all clubs, including LSYC, have not yet filled out their respective pages. I have just recently received a user name and password and hope to get the LSYC page updated as best as my time allows. The upside, if you are planning on visiting a club, quick reference can be made as to how many slips may be available on any given weekend. The downside, every fleet/cruising captain is responsible for the upkeep of their schedule. In my eyes, I would suggest checking the LOCCA website before you head out for your weekend cruise or holiday but when in doubt, call ahead and do the same as you always have done in the past. The website will not be of much assistance if the respective fleet/cruising captains don't keep the website up to date. If anyone would like the full LOCCA story, drop me an email anytime at ormandy@sympatico.ca.

Club Spirit is slowly getting an overhaul thanks to Tom Laquent, Bill Marlborough, Graham Twomey, Raimund Reider, Paul Ormandy and most recently Doug Brown, among others (if I forgot you, let me know!). According to the powers that be - to date all the wiring has been removed; the box of goodies delivered to Mr. Marlboro and a new tarp is covering the boat thanks to the donation of the ever-lovely Sean Furniss.

FOR THE CRUISERS: I would like to invite all cruisers to ask me about the up coming cruise weekends. The first is to Etobicoke Yacht Club on the May long weekend. What I am most looking forward to is heading to the Island Yacht Club for the July long weekend for the first reciprocal cruise between LSYC and IYC! I have also booked a reciprocal cruise to the Toronto Hydroplane and Highlands Yacht Clubs. Good times, good boating, good friends! ALL BOATS ARE WELCOME!

FOR THE RACERS: The racing season starts with Wednesday night racing in approximately 5 weeks! Woo Hoo. There aren't any changes except maybe the position of the marks. I will do my best to get the GPS co-ordinates to everyone before the first race if all the marks have been set by then. Just a little reminder that those who put off paying for the Wednesday night racing AND their PHRF certificates will not be scored until I have your money!

FOR 'THE THINKING ABOUT BEING' RACERS: There will be a new "race night". This will be for those who either aren't comfortable racing their own boats or don't feel they know enough about racing to participate in the rather large and growing Wednesday night crowd. Starting Monday, June 4, 2007 the new LSYC "Farm Team" will have a very, and I mean, a very, casual race night. There has been interest among current racers, including skippers, who want to crew for others that night. I will be sending out a mass email in May and am hoping that the Farm Team gets off the ground. Oh yeah, and no PHRF certificates will be required and for the time being, this night will be free to all participants. If

anyone would like information now, feel free to drop me a line. I would like to thank John Plant for this rather brilliant suggestion.

Jennifer Zimmerman
Ashé

Membership Director

LSYC will welcome several new members when we launch this Spring and we'll bid a fond farewell and best wishes to members who are leaving the Club to enjoy new adventures. We hope that all members who have been waiting for slips will be accommodated this season but we haven't been able to place everyone at this time.

There continues to be considerable interest in LSYC. The Membership Committee invited 7 prospective members to the LSYC Open House on February 24th. All attendees submitted applications and have completed the initial interview process. Their names are posted on the Membership board. New members have been advised to become social members until slips become available at which time they will be given the opportunity to become Wet members and bring their boat into an assigned slip. Many thanks to Frank and Garnet Vanzon, Jim Malcolm, Jennifer Zimmerman, Zsolt Villanyi, Gary Notar, Warren Goodyear, Les and Wendy McDonald who volunteered their time during the Open House and member interviews to greet our guests, conduct tours, and serve as ambassadors of our great Club!

There are several pieces of information that I need to collect from all members. Most importantly, I need to record the numbers of all club keys. **All keys not recorded by May 12th will be de-activated.** Also, our insurance carrier is requiring date of birth information for all members and their associates. In addition, **all members must provide proof of insurance before their boat is launched.** Lastly, I have received only a few boat and member pictures for our club files. Please email the following as soon as possible to caroline@chassels.com:

- 1) Key numbers
- 2) Day, month and year of birth for the member and associate
- 3) If possible, boat and member pictures for the club files
- 4) If possible, scan and email, or leave in the membership mailbox, proof of insurance, or bring the documents with you to launch.

The launch crew will confirm that each boat has proof of insurance before it is put in queue for the cranes.

During launch, all members must stop first at the OD desk in the clubhouse to receive their launch ticket and to provide any outstanding information that was not sent via email.

Thanks in advance for your cooperation in collecting all of the required information. Looking forward to a fabulous season!

Carrie Chassels
Just Magic

Communications Director

This is a very large edition of Shorelines, so I'm going to keep this short. First, Gail Marlborough has asked me to thank all Members who last season donated corks from their wine bottles. As a Club, we have collected millions (okay, maybe more like hundreds) for the Girl Guides of Ontario "bag-a-cork" recycling initiative. The cork is sorted by the guides and sold, with 100% of proceeds going back to fund the activities of the Girl Guides organization. A container for the cork will be placed next to the other recycling containers.

Once again, I'd like to ask everyone to assist any reporters and/or camera people who come onto Club property for launch. Let them park in the lot... they usually have equipment to lug and likely won't be there long. And remember, its great publicity for our Club.

Please continue to keep me updated with any changes to your e-mail or postal address. Enjoy the upcoming season!

Alicia Kay-Markson
Champagne

Club Contact Information:
Lakeshore Yacht Club
P.O. Box 48530
3605 Lakeshore Blvd. West
Toronto, ON M8W 1P0
mail@lsyc.com

Harbourmaster

Unfortunately, it has been too cold, until recently to have work parties over the winter period (and I was on holidays recently); however, with a warm April and time rapidly approaching launch, would volunteers please call me at 416-635-2800 or email me at <patten2800@rogers.com> for the following Saturday/Sunday jobs (some could be combined if enough turn out). Also our phone committee or emails will be activated to recruit helpers. Start times will be 9:00. The more people that turn out, the shorter the job will be! The following is a proposed timetable, weather permitting (we might cancel or delay our start time; check with me if in doubt):

- a) on April 7, power wash and install the safety ladders; scrape the docks of bird debris to get ready for power washing (we now have 5 of our own power washers); check and mark dock boards for replacement

- b) by April 14 hopefully the water will be turned on for dock washing; we need at least 8 helpers to try and get the job done on Sat.
- c) on April 21, repair deck boards, check welds/connections; tighten and repair where needed; check and secure the black support drums; some may have to be emptied
- d) on May 19, sand and paint the dock power boxes

In order to speed up haul-out, I will be marking the position of the boats in their cradles with a bright paint mark on the cradle at the back of the keel; I will do this the week before haul-in. If members want to do this in their own specific way, please do so before this last week. If keels overhang the cradle, two marks will be placed on the outside cradle frames in line with the back of the keel. This will save crane time and shorten the day for our volunteers especially in foul weather!

As usual, members are also working on their boats at this time but dock maintenance is one of our highest priorities. For those who can possibly attend, I would appreciate some help on the above dates, for at least a few of your work hours – get an early start!

Bruce Patten
Irish Jig II

Webmaster

A note from the LSYC IT Dept:

I'll be down at Launch and Masting to renew the wireless accounts for the new season. If you haven't changed any equipment, just bring \$20. If you have any new equipment, bring it along and I'll set it up. If you can, send me an email so that I know when you'll be down. I've got some plans to get our work hours up on the website as well as a photo array of people and their boats too. These would both be in a private members' only section.

After Masting, I'll host a night at the club to go over the A/V system – it will probably be on a weekend. An email will go out closer to the date.

Dean Brown
Awesoma
dbrown@lsyc.com

Social Director

As I write this, winter is having a final kick at the can, but all in all it's been pretty fair to us. Since December, we've had several fantastic social events, and thanks go

to all the preparation and cleanup volunteers! On that note, the social calendar for this season is shaping up as follows:

April 21 - Pre-Launch Party
June 16 - Sailpast
July 07 - Fabulous Fish Fry
August 25 - The Great Chicken and Rib Cookoff: A-Dock versus B-Dock
September 29 - End of Season Bash

Other special events such as Caribbean Night, Greek Night and of course the Commodore's Ball are also in the works. Watch the notice boards and your email for details.

The Friday Night BBQs will continue as usual, and sign-up sheets for these and other social events will be available on the notice boards shortly. Looking forward to seeing you all soon.

Jeff Bugbee
Child's Play

More from the Vice Commodore...

SAIL PLAN

Before setting off on a long trip or a cruise out offshore, be sure to let someone know your plans. You may either leave a copy of your Sail Plan with a trustworthy friend or you may file a sail plan with the Canadian Coast Guard. If you forget to do either, you may call the Coast Guard radio station on VHF channel 16 after you are under way. If you should have an emergency, they will have a better chance of finding you if they already have all relevant information on file.

1. Fill out the Sail Plan Form.
2. Include the correct Coast Guard phone number.
3. If you leave the form with a friend, instruct them to phone the Coast Guard immediately if they do not hear from you.
4. If you are overdue, call the Coast Guard (VHF/HF/cell phone/relay) or your friend, otherwise Search and Rescue will be needlessly searching for you.

Search and Rescue Phone Numbers

All Areas	*311 on cellular phones
R.C.C. Halifax	902-427-8200
M.R.S.C. St. John's	709-772-5151
M.R.S.C. Quebec City	418-648-3599
R.C.C. Trenton	613-392-2811
R.C.C. Edmonton	403-973-4402
R.C.C. Victoria	604-380-2333

SAIL PLAN FORM

Vessel Name:		License Number/Registration:	
Captain's Name:		Telephone:	
Address:			
Vessel Type (circle one): Sail Power		Type of Engine(s):	
Vessel Model		Vessel Size	
Hull Colour	Deck Colour	Cabin Colour	Canvas Colour
Other Distinguishing Features:			
Radios, channels monitored:		VHF	HF CB
Life rafts (type, size, colour):			
Dinghy (type, size, colour):			
Other safety equipment:			
Flares (number):		Lifejackets (number):	
Other:			

IMPORTANT TRIP DATA

Leaving From:		Date:	Time:
Going To:		Planned Date/Time of Arrival:	
Proposed Route:			
Number on Board:	Names of people on board:		
Returning on Date:	Route, time of arrival:		
Call Search and Rescue at Date/Time:			
R.C.C. Trenton, Central Region, Trenton, Ontario 613-392-2811 1-800-267-7270			

WHAT IS A CONFORMITY PLATE?

A couple of years ago, I included an article in Shorelines on Conformity Plates after reading an article about an individual who purchased an Alberg 30 in New York. When he went to change the license with Customs, he was told that he needed the information on the 'Conformity Plate' to affect the change. This would have been easy had the plate actually existed! He was told to apply to the Canadian Coast Guard as soon as possible or face a fine. This took him months. I did some searching and found some important information that a number of members have asked to be republished.

The Small Vessel Regulations (enacted in 1976) applies to all vessels operated as pleasure craft. The fine is \$100 for non-compliance plus federal fees plus provincial fees for a total of up to about \$180.

Under Section 2 of the Construction Standards for Small Vessels, it states: 'Every boat required to be constructed according to these standards, shall have affixed to it, in a clearly visible location (unless exempted by regulation) a Safety Compliance Notice issued by the Department of Fisheries and Oceans. A Compliance Notice is defined as either: (a) a Conformity Label/Plate, (b) a Capacity Label/Plate, or (c) a single Vessel Label/Plate.'

Every new boat (that is not required to have a Capacity Label/Plate) shall have affixed to it, a Conformity Label/Plate attesting to the fact that the boat is built in accordance with these standards. It will contain the following information: Name of Manufacturer, Manufacturer's Identification Code, Model Type or Number, Label/Plate Number, and statement of compliance.

Every boat not over 6 metres (19' 8") in length, that is fitted with (or capable of being fitted with) engine power totalling 7.5 kW (10 hp) or more, and that is required to be constructed according to these standards, shall have affixed to it a Capacity Label/Plate attesting to the fact that the boat is built in accordance with these standards. [Does not apply to personal watercraft which require a Conformity Label/Plate.] The maximum safety requirements to be marked on the Capacity Label/Plate for an outboard powered boat is: a) recommended maximum gross load capacity, b) recommended number of adult persons, and c) recommended safe limits of engine power. For every powered boat that is not outboard powered, the ratings that must be marked are: a) recommended gross load for the boat, b) recommended number of adult persons, c) name of manufacturer, d) manufacturer's identification code, e) model type or number, f) label/plate number, l) power for outboard, and h) statement of compliance.

Every 'home-built' boat that is required to be constructed according to the standards shall have affixed to it a Single Vessel Label/Plate. Every boat manufactured, or imported, by a company no longer able to supply a Label/Plate that is required to be constructed according to the standards shall have affixed to it a Single Vessel Label/Plate. This includes: (a) Manufactured or Homebuilt, (b) Model Type, (c) Label/Plate Number, and (d) statement of requirement for compliance with Construction Standards for boats over 6 metres in length.

It would appear that you need the Information Package from the CCG. It includes a copy of the Regulations and the required forms. You will need to send photographs of the vessel with your forms (preferably taken while it is out of the water). You need a hull side profile (from deck height if possible), from the stern (again from deck height), cockpit, and general layout below (companionway looking forward). You should also take a photo of the engine compartment.

Once you have applied, they will send you an exemption letter that is good for one year to say the application is in progress. As far as I can tell, the plate or label only costs \$5! The contact information is:

Office of Boating Safety
Safety and Environmental Response Systems
Centennial Towers, 5th Floor
200 Kent Street
Ottawa, Ontario K1A 0E6

Telephone: 1-800-267-6687

Fax: 613-996-8902

<http://www.ccg-gcc.gc.ca> (click on the Marine Services Online, then Recreational Boaters)

LSYC WINS DART TOURNAMENT

In mid-February, the Club sent a team to Bronte Harbour Yacht Club for the first leg of a reciprocal darts tournament between our two clubs. Like us, Bronte has their own Darts League on Wednesday evenings, but they play 301. They were true hosts in agreeing to play the game we play – Cricket. We each had four teams who played two rounds of three games each. LSYC took a slim 2-game lead into the return match at our Club on 18 March.

The format was the same on the 18th but I must admit that we were not as accommodating as hosts – we made them play Cricket again! Bronte was very much impressed with our Clubhouse and particularly liked our BYOB policy (as opposed to their \$5/pint). They were all hard fought games and Bronte even brought their Past Commodore to heckle us! We were not to be distracted though. LSYC was victorious with a final count of 29 wins to BHYC 19. John Witter and Dave Dorrington (BHYC) were the organizers of what we hope was the first annual tournament between us. It was great fun, and I was most pleased to accept the trophy on behalf of LSYC. There is some talk now of including Oakville in this annual event.

Dave sent the following thanks to our Club: “Please express Bronte Dart Team thanks to all your people over at LSYC who made us feel really welcome. We have a very good time and everybody agrees that this will be an annual event. John [Witter], the formats were excellent and regardless of the scores, I think both clubs were well matched. We express thanks for the trophy that was purchased because next year our team members think that we are bringing it home! I will be writing a small blurb in the Signal (our newsletter) and will send you a copy. Thanks for a great afternoon of darts and we look forward to seeing a lot of you in the summer and next dart season. Congratulations on winning the first Lakeshore/Bronte Dart Challenge.”

On the topic of our own Dart League, we have a battle for first and second place between Teams 5 and 6 (34 and 32 points), and third place between Teams 2 and 3 (28 and 26 points respectively), with two nights remaining at the time of writing. The battle for the basement is also close with Teams 7, 8, 1 and 4 having 23, 18, 18 and 16 points. I am happy to see that my Team 1 (aptly named “Just Having Fun”) has temporarily moved out of last place! It has been a great season that we will wrap up with a party on Wed 25 Apr. On behalf of our league, thanks to the Witters and Webers for organizing and running the season.

Dawn

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LAUNCH AND STEPPING INFORMATION

MEMBERS INVOLVED ON LAUNCH CREWS

- there will be **sign up sheets** for work parties on the outside Notice Board
- you still need to **sign in** at the A-Frame prior to starting your shift
- when you sign up, you are committing to a **minimum of 4 hours**
- work crew must have their **boats ready for launch BEFORE signing in**
- work crew will be permitted **30 minutes to launch** boat and return to crew
- work commences on **Fri 27 Apr at Noon** and on **Sat 28 Apr at 7:30 AM**
- you must also **sign out** at the end of your shift and pick up your **work chit**
- crew leaders will hopefully be wearing orange vests
- you will be assigned to one of the following work parties (general description only)

ACTIVITY	CREW LEADER	ALTERNATES	General Tasks
DOCKS – Pre Launch	Gerald Roloson	Bruce Patten	- power wash dock ladders and install power wash docks
CRANE (2)	Dave Courtney Peter Tomlin Crew Leader ONLY is signal person	Warren Goodyear Ken Rammage	- run straps under boat - secure and tie off straps - bow and stern line control - affix sling marks as required - strap control lines - detach straps
YARD – Trailers	John Kupers – Sail Ron Eaton – Power Crew Leader ONLY is signal person	Gerald Roloson	- insert bars under cradle - make sure lines will not get caught on trailer - check pads are secure - remove blocks before trailer moves
YARD – General	Dave Limoges	Robert Fraser	- collect blocks and other wood in carts - empty in to large bins - break down cradles - hook up and coordinate power washers - move trailered boats to crane
DOCKS – Launch Day	Graham Twomey Zsolt Villanyi	John Plant Mel Duke	- assist boats to dock
YARD – Post Launch	Henry Sprenger	Hank DeWeerd	- assist in storing cradles - set out saw horses, tables and masts - move hoses to docks

BOAT OWNER RESPONSIBILITIES

- Boats will not be launched or stepped without the skipper or his/her designate on site
- Please attempt to ensure that your engine is functional in order to clear the service dock quickly

SAFETY ISSUES

- No parking in the yard; No children or pets in the yard
- Only authorized crew and the skipper are permitted in the vicinity of the trailers and cranes
- Please be vigilant; there is heavy equipment moving through the yard at all times
- ABSOLUTELY NO ALCOHOL may be consumed by crew members until signed out

ORDER OF LAUNCH

- Fri 27 Apr commencing at NOON we will launch the boats in the south end of the yard.
- Boats will be launched from west to east
- Owners of all boats being launched on Fri should be on site by NOON
- These are the boats that are picked up and hauled over the fence
- There is potential to launch the south row of power boats as done last year
- There is potential to launch any boats on vehicle trailers that are accessible
- Sat 28 Apr commencing at 7:30 AM we will begin launching all remaining boats
- We will start in the outer rows with three crews working (one on power, two on sail)
- Note that we do not necessarily follow a row so do not assume that because you are in a buried row that you will not be launched until later in the day
- If you are in the first 3 rows, you should be on site by 7:30 AM
- Upon arrival, check the status in the yard; if your boat is visible, let the Crew Leader in the yard know that you are ready (make sure you remove your ladder and, if it is not raining, leave your hatch open so the crew knows the boat is ready)
- If you need a tow, check in with the Launch Coordinator at the crane

CRADLES & STANDS

- As soon as you have docked your boat, return to your cradle and remove the pads
- Safely store pads and take to car as soon as possible (you should have boat name on pads)
- The Yard Crew will knock down the cradles and tie for storage
- If you use stands, it is recommended that you dismantle them and remove them from the yard
- If you supply your own blocks and intend to take them home, remove them from the yard

MEMBERS INVOLVED ON STEPPING CREWS

- Sign up sheets, sign in and minimum commitment as for launch
- work crew must have their masts ready for stepping BEFORE signing in
- work crew will be permitted 30 minutes to step mast and return to crew
- work commences on Fri 4 May at 7:30 AM and on Sat 5 May at 7:30 AM
- you must also sign out at the end of your shift and pick up your work chit
- you will be assigned to one of the following work parties

ACTIVITY	CREW LEADER	ALTERNATES	General Tasks
CRANE (1)	Dave Courtney Peter Tomlin Crew Leader is ONLY signal person	Warren Goodyear Ken Rammage	- dock boat and position - secure and tie off strap to mast while on dolly - make sure not top heavy - fore and back stay control - attention to support of furling - secure stays on signal from crew leader
YARD - Masts	Dawn Gardham	Dave Limoges John Wiltsire	- lift mast to dolly - back of mast facing up - keep lights and furling clear - care with windex, antenna - support furling gear - transport mast to crane - remove required ties to free fore, back and upper stays
YARD – General	As above	As above	- as space is cleared, remove more masts from racks - at end of stepping, store saw horses & barrels - clean up yard of any garbage
DOCKS – Launch Day	Graham Twomey	John Plant	- assist boats off dock and back - if required, go with skipper
YARD – Post Launch	Henry Sprenger	Hand DeWeerd	- move tables back to patio

ORDER OF STEPPING

- Both days commence at 7:30 AM
- There will be a sign up sheet on outside Notice Board for members who MUST step either in morning or afternoon, or on a particular day - all others are on first-come-first-served basis on that day
- Ensure that all stays and lines not needed for stepping are secured (where you will be able to untie once the mast is stepped!)
- Bungee fore, back and upper stays for transport on the dolly
- When your mast is ready, check in with the Stepping Coordinator at the crane
- Do not leave the dock until given the OK by the Dock Crew
- You will be told what boat you follow
- If you need a tow, check in with the Launch Coordinator at the crane

LAUNCH – CREW REQUIREMENTS

We are hoping to identify crane & yard crew leaders with orange vests. always comes **FIRST**.

We want to be efficient but **SAFETY**

YARD	CRANE	DOCKS	SOCIAL
<p><u>Forklift</u></p> <ul style="list-style-type: none"> - removing cradles from trailers on launch day - collapsing cradles and stacking Sun/Mon 	<ul style="list-style-type: none"> - two crane crews - one crew leader for each crane is signal person - ONLY signal person communicates with crane operator 	<ul style="list-style-type: none"> - power wash docks prior to launch - power wash dock ladders - install ladders prior to launch - hoses from yard to docks 	<ul style="list-style-type: none"> - lunch prep - lunch serving - cleanup <p style="text-align: center;">Saturday Only</p>
<p><u>Power Boats</u></p> <ul style="list-style-type: none"> - Crew leader oversees loading of boat - Trailer backs in - Minimum 2 on each side to watch pads/straps - One at bow and stern - Remove blocks to bins - Move stands out of way for owners to dismantle - Bump hats available - Gloves and protective footwear recommended 	<p><u>Boat Loading</u></p> <ul style="list-style-type: none"> - two crew (same side) on strap guide lines - two crew on bow/stern lines - two crew each side to secure and guide straps - same crew tie off straps - 2 crew each side to affix strap labels - boat not lifted until crew leader gives all clear - crew that secured straps will watch pads as boat lifted - Bump hats available - Gloves and protective footwear recommended - trailer will not leave until all clear given 	<ul style="list-style-type: none"> - 3 on each dock - help boats into slips - dock crew in contact with coordinator by radio - coordinator lets crew know what boats are incoming - if bad weather (e.g., high winds) ask coordinator for more help - extra care in wet weather - life jackets recommended 	
<p><u>Sailboats</u></p> <ul style="list-style-type: none"> - crew leader oversees loading of boat - trailer backs in - two crew for each bar - check pads on boat - remove blocks to bin - Bump hats available - Gloves and protective footwear recommended 	<p><u>Launch at Docks</u></p> <ul style="list-style-type: none"> - crew leader signals crane - bow and stern lines handed off to two dock crew - two crew to keep boat way from dock - tension maintained while owner checks for leaks - two crew each side untie straps - two crew release straps at dock side - crane lifts straps clear - Bump hats available - Gloves and protective footwear recommended 		

STEPPING – CREW REQUIREMENTS

YARD	CRANE	DOCKS	SOCIAL
<p><u>Sun/Mon prior to Stepping</u></p> <ul style="list-style-type: none"> - set out saw horses & tables - forklift required for tables - remove masts from racks <p><u>During and after stepping</u></p> <ul style="list-style-type: none"> - as space becomes available, move more masts to stands - at end, put all saw horses and blocks away - forklift takes tables back to patio 	<ul style="list-style-type: none"> - one crane - one crew leader is signal person - crew leader always at mast step position on boat 	<ul style="list-style-type: none"> - 3 crew on each dock - coordinator in contact by radio - help boats off dock only when given OK by coordinator - if skipper alone and requires help, one crew to go with boat - help boat back to dock - if bad weather (e.g., wind), ask coordinator for more help 	<ul style="list-style-type: none"> - lunch preparation - lunch serving - cleanup <p style="text-align: center;">Friday and Saturday</p>
<p><u>Yard to Crane</u></p> <ul style="list-style-type: none"> - bungee shrouds/sheets as necessary - one crew on furling gear - 4-8 crew to lift mast to dolly - rear of mast faces up - one crew steadies dolly and watches mast light - ensure mast balanced - ensure furling is not caught - do not drag any fittings - take care with windex, antenna, etc - move mast to crane area - support butt of mast on saw horse or wood - remove all necessary ties - free fore, back and upper stays 	<p><u>Crane to Boat</u></p> <ul style="list-style-type: none"> - two crew on docks to help boat in - mast step in line with crane - Dock crew secure strap on mast - Strap under single spreader; in between on double - Tie off strap; ensure not top heaving - Crew leader signals crane - One crew on furling - One crew on backstay - One crew on butt (2 if heavy) - Crew leader positions mast over step - One crew on bow & stern (sometimes 2 on stern) - one crew for each side - Keep boat steady - On signal from crew leader, fasten fore, back and uppers - Crew leader ensures all stays secured - Crew leader signals strap to be dropped - Crane moves boom away from boat - Crew can leave boat - Two crew help boat off dock 	<ul style="list-style-type: none"> - extra care in wet weather 	

LAUNCH & STEPPING – MEMBER REQUIREMENTS

BOAT	MAST
<p><u>Preparation</u></p> <ul style="list-style-type: none"> - Allow enough time to make necessary repairs - Prior to launch, supply intake water to and run engine - Toxic antifreeze MUST be properly collected and disposed of in designated disposal containers on north side of garbage enclosure - Check seacocks, bilge plugs, shafts, struts, props, etc - Put lines, safety equipment and other items aboard prior to moving boat - Clear area around boat of all garbage and debris - Have bottom paint applied at least one day prior to launch - DO NOT leave spent batteries on club premises 	<p><u>Preparation</u></p> <ul style="list-style-type: none"> - If you have saw horses or stands, please use them to lay your mast out in the yard (we have limited stands) - Test mast lights - Any additions or alterations to mast (e.g., radar, roller furling, lights, etc) must be complete prior to signing up on schedule - Mast wiring should be set up with connector plugs - Lubricate turnbuckles on shrouds and stays - Secure all shrouds, stays, sheets not needed at stepping (remember that you have to reach these after stepping) - Bungee fore, back and upper stays for transport - Ensure roller furling is secure for transport
<p><u>Launch Day</u></p> <ul style="list-style-type: none"> - Relax - Have boat ready for transport at least 2 hours before scheduled launch - Check in with Yard Crew Leader and Launch Coordinator upon arrival - At least one bow and stern line accessible by crew - Fenders down - Check that pads are secure for transport - Remove ladder to fence line (remove from yard immediately following launch) - After boat taken to slip, locate cradle and remove pads 	<p><u>Stepping Day</u></p> <ul style="list-style-type: none"> - Have adequate supply of spare clevis and cotter pins - One hour before scheduled stepping, install windex, antenna, etc - Upon arrival at Club, check in with Stepping Coordinator at crane (whether or not pre-registered) - You will be told what boat you follow - If you need a tow, inform the Coordinator well in advance - Do not leave dock until instructed by Dock Crew - If you need assistance, please ask
<p><u>At Launch Dock</u></p> <ul style="list-style-type: none"> - You must be at the crane for launch - Do not impede crew while boat moved from cradle to water - Crew leader will tell you when you can board boat - Immediately check all through hulls and report to crew leader - Do not start engine until crew leader gives OK - Do not put engine in gear until straps are well clear of boat 	<p><u>Stepping at Docks</u></p> <ul style="list-style-type: none"> - Have screw driver and wrenches available - If keel stepped, owner will be inside vessel to guide mast and ensure all wiring is free - Make sure you keep Crew Leader informed - Fore & back stays and uppers will be connected by crew - Crane operator will not remove strap until given OK by Crew Leader - Further rigging and tuning is done by owner at slip

These charts are a work in progress and will form part of our Standard Operating Procedures. If you have any suggestions, additions or clarifications, please let the Rear Commodore know.