

# Shorelines

## Lakeshore Yacht Club

Volume 17, Number 4

October 2007

### From the Commodore

Fall has arrived and with that comes the time to put our boats away for the winter. At haulout on Friday the 26<sup>th</sup>, there will be a problem with parking. During the week, the south parking lot is used by the college and high school students. After 9:00am the lot is usually full. If you arrive after that time you will have to use the North lot to get a permit for the South lot, but as of now we are under the impression that the Parking Authority will not close the lot for our use only. There have been complaints by park users that the lot is usually full and the Parking Authority is considering metering the South lot as well.

**Please do not park on the road or you will be towed.**

I would also like to comment on our yard. There are 9 dingys parked on the west fence. They are sailboats and not yacht tenders. To my knowledge none of the owners are paying for dry sailing. We do require another mast rack and the rack will have to go where the dingys are now. Would the owners please remove the dingys from the yard or pay the storage fee.

There are a number of cradles that are yellow taped every year. The owners need to modify them to comply with Rule 7.2. It is now very close to haulout and only two cradles show any signs of work being done.

On a positive note, the kitchen pipes and ceiling have been repaired thanks to Jim Lewis and Peter Tomlin. A new commercial dishwasher and microwave have been purchased for the kitchen. As you are probably aware of the sewage problem we had this summer, two new pumps have been installed in the holding tanks. We will be installing a high level warning system and starting an inspection two times a year.

We would like to remind everyone to remove all items of value from your boat (alcohol, flares, TV's, fire extinguishers etc.). It is the owner's responsibility to leave their boat secure after haulout for the winter.

Our general meeting will be held Tuesday November 13<sup>th</sup>. Registration is at 1900 and the meeting will start at 1930.

The Commodore's Ball will be held on Saturday November 17<sup>th</sup> at the Old Mill. It will be a formal dinner dance with live music. Let us all work on having a safe unmasting and haulout.

Warren Goodyear  
*Sand Castle*

### Vice Commodore

This year has absolutely flown by! We started the fiscal year with the kick-off of yet another successful season for our Darts League which included an inaugural reciprocal challenge with Bronte Harbour Yacht Club (which we won). Organization and sign up for this year's darts season is in full swing and may see an expansion of the challenges to other clubs. Once again, the Witters and Webers did a great job with the Darts League and we are all looking forward to the upcoming season.

Our Social Program got underway on New Year's Eve and the ever popular New Year's Day Levee (yes, the Moose Milk was plentiful and potent). We had several special social events throughout the year such as Mardi Gras, St. Patrick's Day, Hawaiian Night and Sailpast. Our Social Director (Jeff Bugbee) was ably assisted throughout the year by his family (Bev and wee Abby) along with a number of members. Most notably, the Popovic's helped out all Friday Night BBQs which were highlighted by Bev's home made burgers. We also had a few BBQ's where Ron Eaton provided smoked pork from his very own farm. Many thanks to Jeff, Bev and the Social Committee for a great year of 'socializing'.

The Clubhouse was the site of many meetings and gatherings over the year. Our Potluck Dinner Group had a number of enjoyable Sunday Night dinners. The Race Fleet had a few pre-season seminars along with post-Wed night race BBQ's, and the Victoria Class crew had several boat build sessions throughout the winter along with their racing season (which is still underway). We are a favourite location for various local organizations to meet such as the Red Hat Society, local schools for staff meetings, OPP, Women's Sailing

Association, and the Power House Canoe Launch. Members also hosted some events at the Clubhouse including a winter urban walk, Superbowl Party, pre-St. Patrick's Day gathering, and many birthday parties.

Support to the community continued with our Annual Euchre Charity Event organized by the Vanzons, and our Annual Charity Dinghy Race organized by Kay Mountford. Thank you to all volunteers and participants for two very successful charity events.

The Annual Meeting in February identified a couple of key initiatives that the Property Director and I have been working on over the year. As you know, we had another frozen pipe issue in late winter. It included a leak in the water heater on the west side of the Clubhouse. We got the water heater replaced and finally moved the pipes away from the outside wall in the bulkhead (thanks to Jim Lewis). Peter Tomlin was instrumental in finishing the drywall, vents and painting in the kitchen, and repainted the hallway (twice!). A vent fan and door vent were installed in the Electrical Room which seemed to alleviate the heat buildup in the summer (thanks to Guy Lamy).

We resurrected the Clubhouse Committee and had a couple of meetings over the summer. Unfortunately, I wasn't able to progress many of our tasks to completion this year but we have at least set out plans and priorities. We are hoping that the Committee will have more time to meet once the boats are out of the water, particularly to move ahead with the required surveys for permanent occupancy and storage facilities, as well as a structured contingency fund. Our biggest obstacle right now is getting members to volunteer time and expertise for the work that needs to be done. We understand that it is difficult to take time away from our already short boating season, but members have to understand that the Clubhouse project did not end with its initial construction – there is still work to be done; there is work we have created; and we now have a valuable asset to operate and maintain.

We have also done a great deal of investigation on the security front – at least Sean has done a lot of investigating! I am sure he will cover this in his submission. The bottom line is that additional light poles and lights will cost between \$26,000 and \$60,000 depending on the number of new poles and lights. This is not even in the ballpark we were thinking of! Sean and I have discussed some other options, including using our own in-house resources to add lights to existing structures such as the A-Frame, mast racks, garbage hut, exterior bulletin board and winter electrical boxes. This was discussed with the Board at our 2 Oct meeting. There were a few problems with the existing security system this year – the key fob access to the docks has been replaced and repaired at least twice and is malfunctioning again; the computer we use to program and monitor the system crashed and had to be replaced; the bearings on the front gate had to be replaced; and a

few minor faults in the system that resulted in false fire alarms (not surprisingly, these usually happen at 2 AM).

As you may have figured out back in August, we had some issues with the pumps in the sewage pit which, in turn, identified another problem in the electrical pit. Both the clubhouse and pumpout empty into the sewage pit where two alternating pumps send that delightful concoction to the City sanitary sewer system. Our decorative grass garden is located on top of that pit (which is why our grasses grow so well – just kidding Sharon). The pumps finally packed it in so they have been replaced and a contract put in place for semi-annual maintenance on the pumps and pit. Speaking of Sharon Neilson and the gardens – this may have been one of the best years for our gardens. Each year, they look better and better and our green thumb members certainly worked hard this year. Many thanks to Sharon for once again leading the way.

Communications went well this year. Alicia has made great use of internet in getting information and newsletters out to members. Our website has improved significantly over the last couple of years thanks to the help of Dean Brown (yes, we have our very own webmaster). Also on the communications front, our Phone Committee has been busy as usual in getting critical reminders out to members. Thank you to Lynn Weber for overseeing this committee (again).

Last but not least under the oversight of the Vice Commodore is Membership. Our Club remains in the enviable position of being full with a waiting list approaching three years. You would think that this would mean Carrie Chassels wouldn't have much to do – au contraire (my next French course starts tomorrow so I am practicing). Carrie organized our booth for the Toronto Boat Show, where you are conspicuous by your absence which is why we maintain a booth each year. We had an Open House for prospective members and each candidate is interviewed by a Membership Committee before being presented to the Board for approval in principle. Most of the phone messages and club emails have to do with membership. We really are a club of choice, so although we are full, there are many boaters willing to join and wait. So, thank you to Carrie and her Committee for another successful membership year.

On the lease front, I just received a revised copy (8 months after Stewart and I met with the City). They have addressed our most serious concerns regarding the use of our grounds and facilities by future tenants on adjacent lands. They have deleted the LSYC operation of a City day mooring. There are still two issues that need to be resolved: the use of our pumpout by other than us and our visitors, and the discrepancy between the \$5M commercial liability requested and the \$2M liability we should have to keep in force because we are not a commercial venture. Considering the 23 original concerns I took to the city over a year ago, we have certainly made significant headway.

As usual, I didn't think I would have much to say but .... I would like to end by thanking our members and our Directors, their committee and the many volunteers for another great year at Lakeshore Yacht Club. It has been a pleasure serving with the 2007 Board.

Thanks to all,

Dawn Gardham  
*Andante II*

---

## Rear Commodore

This past season has been a very eventful one for a number of people including myself. At last count we had 8 members who have moved up in boat size. It was nice to see Darina back in a slip at LSYC and we are looking forward to having Black Sheep back in the water. Congratulations to everyone who moved up, I trust you are enjoying the new boat.

The active boat movement has kept our harbourmaster busy this season. Thank you Bruce for keeping on top of the juggling act. If anyone else is thinking of moving up in boat size this coming season, please give Bruce a heads up. Outside slips have become a premium and any advance info will help us plan for the 2008 season.

We will be extending a number of inside slips to 32 feet to accommodate some of the 30-foot boats. Many thanks to Peter Tomlin who has been working away welding up the steel tubes over by the work shed. We hope to get them painted and assembled over the next couple of months and launched.

Over the next year, our dock committee will be seriously looking at moving B spline to the west. We can accomplish this by installing another 24' section in the east/west main.

This will allow us to extend inside slips to 36 feet and free up some of the longer slips on the outside.

The club has purchased a new welding machine that is capable of arc and mig welding. We are planning on building an aluminum main ramp to replace the old heavy wooden ramp. The old ramp was so heavy when installed that a double row of barrels had to be installed to keep the end of the main dock above water. Over time some of these barrels have been losing their buoyancy and we have no way of pumping the water out. This lighter ramp will take the strain off the main dock.

The purchase of this new welder has doubled our welder inventory. There are a number of members who can weld and would be happy to assist any member who requires modifications to their cradles. Members who do not have a folding cradle must ensure that they comply with the bylaws next spring shortly after launch. Over the winter we will be identifying cradles that require modification and contacting members to arrange a work

schedule. I have noticed that a number of cradles are not being dismantled and are being put aside under the pretext that they need to be worked on. They do not look like any work has been done to them. This spring all cradles will be dismantled; if you need to work on them you will have a month to affect repairs. They will then be placed in the cradle rack.

On a more personal note, I would like to thank everyone who had a kind word of encouragement and support for the project I was working on. When anyone asked when I was going to take Aimoniisi out for a sail I would reply "next month". Well "next month" kept coming and going but I finally got everything together and "next month" turned out to be September. It was only fitting that the first sail was the Last Blast race. Thanks again to everyone that cheered us on.

You will find attached to this Shorelines the Winter Lay-up Checklist and the Haulout and Dismasting Guidelines. Please have a quick review and lets have a safe Haulout.

Gerald Roloson  
*Aimoniisi*

---

## Property Director

With the end of sailing season comes the season of dwindling the To Do lists that have been culminating all summer. We have had a few things upgraded, painted and dry walled at the club and we have a whole lot more to go. Thank you to Peter Tomlin for making the kitchen a kitchen again. Over the next few days we will be installing a new high powered dishwasher. It will clean the dishes within two minutes, but I warn you, they'll be pretty hot. Be very careful not to burn yourself when sorting the dishes. Jim and Sheldon worked diligently to install it.

I have a few goals over the winter. These include repainting the main clubhouse, and finishing the Wheelhouse. I will be asking a team to help mud and sand any spots in the clubhouse in early November and aim to have a painting party at the end of November. Both emails and phone calls will go out to communicate the date of the painting party. As for the Wheelhouse, Mark will be finishing the kitchen, a quick paint to the room, and Dawn and I will be choosing new furniture for the room.

Two items that I know will be of concern at the AGM, will be both security and the storage shed. We have a few delays on the shed and hope to break ground as soon as the frost breaks in the spring. Randy has drawn up a great shed and it will be a worthy addition to the clubhouse. As for security, we have contacted security companies and finding the perfect system is impossible. We will communicate ways to secure your own boat with your own system, but **the best security is not having anything onboard**. They cannot steal what they cannot get their hands on. Fewer tools around the yard, or on

your boat, will give them less to vandalize with (fire extinguishers). The same goes for ladders. We need to learn from the past. We will have more presence at the club with a few more nights for social events, a part time cleaner, and one more live aboard than last year. Terri and I had a great sailing season. I cannot say it enough. We belong to the best club on the lake. See you at haulout!

Sean Furniss  
*Sierra Tango*

---

## Environment Director

Another summer season is quickly drawing to a close, and with that arises the need to remind Members of the expectations when work is done on the boats while they are "on the hard".

Anyone planning to do extensive sanding or blasting of the hull must ensure that a written request has been submitted to the Executive. Such request must include a schedule of work and precautions that will be taken to ensure safety and environmental compliance. Upon approval, the Member must ensure that the debris is fully contained by a suitable ground sheet for collecting and disposing of the hull material, as well as a secure curtain to contain the material so that it falls only onto the ground sheet. Minor sanding debris should also be caught using a ground sheet, and disposed of appropriately.

All lubricants should be disposed of in an environmentally safe manner. Oil may be poured into the drums in the recycle hut. Other hazardous lubricants should be disposed of at a municipal hazardous waste site. When winterizing engines and water lines, the use of non-toxic antifreeze (propylene glycol) is recommended.

Jim Badame  
*Esprit*

---

## Membership Director

It's been great to see the ways in which our new members have been welcomed by the club and to see many of our new members enjoying boating, social events, and opportunities to contribute work hours!

The membership application process has been open throughout the season but will close as of November 1<sup>st</sup>. If you have friends or family members who are interested in applying for membership, they should do so before November 1<sup>st</sup>. **The membership application process will be closed from November 1<sup>st</sup> until February 23<sup>rd</sup> when we host our Open House. We are currently full and have a 2 to 3 year waiting list for slips.** It would be a great help if members could let us know of their

intentions as soon as they have made firm decisions about boating for next season.

If you are asked about membership at LSYC, please indicate that the membership application process is closed and that there will be an Open House on February 23<sup>rd</sup> for prospective members. The application process will be opened at that time. People who are interested in attending the Open House should email me at [caroline@chassels.com](mailto:caroline@chassels.com) in early January in order to receive an invitation.

The Toronto Boat Show (Jan.12-20, 2008) will be here before we know it! Signing up to work the Boat Show will be the same as last year. I will bring an empty schedule to the AGM and I'll ask people who are interested in working at our show booth to sign up for a specific shift. I'm also going to invite members to sign up to work as part of a Boat Show booth committee to help set up and decorate the booth.

Carrie Chassels  
*Just Magic*

---

## Communications Director

### LSYC Winter Social Evening

One of our Past Commodores, Gerald Mullis, proposed a winter social evening to augment our Darts League. The Board has approved a once-a-week social evening to take place in the Clubhouse on Tuesday evenings for this coming winter. This means that the Clubhouse will be available for those wishing to get together with friends and fellow Club members on a regular basis during the off-season months. There are no sign up dues and no commitment. Simply show up with whatever gear you need for an evening of enjoyment – cards (for euchre, poker, etc), monopoly, scrabble or any other board game. Partners will be required and it can be done on a wait and see basis or come with somebody (ies). There will be further notice on the bulletin board around haulout time. Should anyone require more information, email Gerald at [mullibus@aol.com](mailto:mullibus@aol.com).

### 2007 LSYC Charity Day

The following message comes from our resident charity organizer, Kay Mountford:

What a fantastic Club!!! Sunday 12 August proved to be our most successful Charity Day yet. We raised \$2,064 for Etobicoke Services for Seniors (ESS).

The day opened with 6 dinghies, with crew and vessels gaily decorated, racing with the Captains blindfolded. Sharon Neilson and her team were the Dinghy Race Winners. John & Eliza Buckingham 'raised the bar' with their Best Dressed Dinghy. Slavica & Mladen Popovic and myself were chosen as the Best Dressed Team. Congratulations to all!

The Children's Games were awesome. Once again, Angela Buckingham planned and organized the events, as well as purchasing the materials and prizes.

Photos that captured the very essence of the day were courtesy of our photographer, Pat Ferbyack.

The Potluck Dinner was superb, with donations of food participants as well as from the Hawaiian Night and the Penn birthday party. We celebrated the first Wedding Anniversary of Les McDonald (Past Commodore) and Wendy, with a song and a cake.

Commodore Warren Goodyear made a presentation to ESS with a cheque from the LSYC Hawaiian Night for \$275. Vice (and Past) Commodore Dawn Gardham presented a cheque in the amount of \$1,000 generously donated by Charlie Mann, a much loved member of the LSYC Victoria Class Model Sailboat team.

Our Silent Auction was a huge success, most ably set up and led by Peter Ferbyack. Great gifts were donated by members.

Alex Watson collected the money and was the dealer of our Giant Poker Hand, which included 24 people! Bozena Michalik was the grand prize winner.

My gratitude to the following volunteers who were an absolute delight to work with: Elaine Bonnett, Angela and John Buckingham, Pat & Peter Ferbyack, Karen Goodyear, Karl & Vera Janzer, Ted Mountford, Slavica & Mladen Popovic, and Alex Watson.

A big thank you for everyone's great spirit of participation, your generosity of donations, food and gifts. Fun with a purpose! Next year's event will be held on Sun 10 Aug 08. Mark your calendars now.

#### **NOMINATIONS FOR EXECUTIVE FOR 2007/2008**

The following members have put their names forward for these positions:

Commodore	Dawn Gardham
Vice-Commodore	Peter Tomlin
Rear Commodore	Gerald Roloson
Treasurer	Stewart Rauch
Secretary	Christine deNottbeck
Harbour Master	Bruce Patten
Property Director	Sean Furniss
Membership Director	Caroline Chassels
Communications	Alicia Markson
Social Director	(open)
Fleet Captain	Jennifer Zimmerman
Environment Director	James Badame

This is only a suggested slate. Any member who is in good standing who has been a member of the Club for more than a year is eligible to run for an executive position.

If anyone wants to put their name forward, please contact Les McDonald at 416-450-2790 or [lesmcdon@rogers.com](mailto:lesmcdon@rogers.com) .

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](mailto:mail@lsyc.com)

---

### **Harbourmaster**

A big "thankyou" to those on the dock committee for helping out over the past season. I will keep the current list active. Any new volunteers who want hours can call me at 416-635-2800 or email me at, [patten2800@rogers.com](mailto:patten2800@rogers.com) Work will likely continue over the fall and winter.

Some of our accomplishments include: dock board replacement as usual, painting the four electrical dock boxes (vents, to prevent overheating will soon be installed), slip numbers along A and B splines were repainted, pump-out dock standoff post replacement (is still ongoing) and numerous other jobs. Under dock tubes, for power cords, often get knocked off over winter time and I believe are best maintained by our members but let us know if you do not have the skills for this.

The boating trend at LSYC towards buying larger boats is continuing which means that more 30' and under boats (some exceptions, especially power boats) will be placed to the inside slips, a policy that has been in place for some time. Planning, to move B Spline westward, to increase the inside channel space has begun. Also, we are very close to our limit of accommodating boats in the 40' range; there is limited space to crane drop heavy boats that cannot be trucked around the yard. If the above trend continues, members must let me (or Gerry) know of your INTENSIONS to buy a larger boat, very shortly after your decision has been made, otherwise problems may quickly arise and you may have to moor the boat at another club – DO NOT ASSUME THAT YOUR NEW BOAT WILL BE EASILY ACCOMMODATED just after you have purchased it!! Before purchase, your intensions can first be expressed by phone, followed by a letter to the Board and a boat "Change Notice" form.

Just a last reminder about Capacity (boats 6m and less) or Conformity Plates (other pleasure craft) to rate your boat, that should be pursued over the winter season, for those who don't yet have one. One or the other is required for all boats which was explained in Shorelines April/07 and is also outlined in the Transport Canada, Safe Boating guide with web sites. The phone number to obtain an application is 1-800-267-6687, fax 613-996-

8902, cost is \$5.00 . It takes up to one year for the Federal Government to complete the application, 4 or 5 photos are required. The fine for no plate is about \$180. However, you are protected by a letter while it is being processed. Just one phone call gets the whole process started!

Bruce Patten  
*Irish Jig II*

**Social Director**

Well it's been a fabulous summer and the BBQs have been well attended. I'd like to say THANK YOU to all the members who helped make this season great. I hope all

had a good time and hope to see you at the Commodore's Ball on November 17<sup>th</sup>. Watch for announcement in club house.

Have a great winter and Bev, Abby and Myself will see you next season.

Jeff Bugbee  
*Child's Play*

**UNSTEPPING AND HAULOUT INFORMATION 2007**

**MEMBERS INVOLVED ON UNSTEPPING 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 19 Oct at 7:30 AM and on Sat 20 Oct 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
YARD – Pre Unstepping	Henry Sprenger	Hank DeWeerd	- move tables from patio to yard - gather all saw horses
CRANE (1)	Dave Courtney Peter Tomlin  Crew Leader is ONLY signal person	Warren Goodyear Ken Rammage	- dock boat and position - crew at bow, stern, midships both sides to remove stays on direction from crew leader - support furling from boat to dolly - 1 to 2 crew controlling base of mast - place mast on dolly
YARD - Masts	Dawn Gardham	Dave Limoges John Wiltshire	- transport mast on dolly to yard - place mast on supports/stands - keep lights and furling clear - care with windex, antenna - support furling gear
YARD – General	As above	As above	- as masts are prepared for storage, move to racks - crew leaders will determine location - clean up yard of any garbage
DOCKS – Unstepping Day	Graham Twomey	John Plant	- assist boats off dock and back - if required, go with skipper
YARD – Post Unstepping	Henry Sprenger	Hank DeWeerd	- move tables back to patio - lay out cradles

**ORDER OF UNSTEPPING**

- Both days commence at 7:30 AM
- There will be a sign up sheet at the OD Station 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 unstepping are disconnected and secured prior to leaving the dock (e.g., with bungee) to mast (if you are unsure, particularly with a deck stepped mast, please ask)
- Do not leave the dock until given the OK by the Dock Crew and you will be told what boat you follow

- If you need a tow, check in with the Haulout Coordinator at the crane
- Return to the yard to prepare your mast for storage as soon as possible
- If you have your own saw horses or stands, please bring them to the Club for use (clearly label them with your boat name so you can collect them and take them home afterwards)

### MEMBERS INVOLVED ON HAULOUT CREWS

- you 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 haulout BEFORE signing in**
- work crew will be permitted **30 minutes to launch** boat and return to crew
- work commences on **Fri 26 Oct at 7:30 AM** and on **Sat 27 Oct 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
CRANE (2)	Dave Courtney Peter Tomlin  Crew Leader ONLY is signal person	Warren Goodyear Ken Rammage	<ul style="list-style-type: none"> <li>- straps are placed in water</li> <li>- guide boat through straps</li> <li>- locate sling marks</li> <li>- secure and tie off straps</li> <li>- bow and stern line control</li> <li>- strap control lines</li> <li>- stay out from under boat as lifted</li> <li>- one crew on each cradle pad</li> <li>- keep fingers clear of pads</li> <li>- crew leader generally watches bow</li> <li>- one crew at stern just before boat in cradle to stabilize and centre</li> <li>- remove straps, keeping attachments away from boat</li> </ul>
YARD – Trailers	John Kupers – Sail  Crew Leader ONLY is signal person	Corinne Cairns	<ul style="list-style-type: none"> <li>- crew leader directs truck into position</li> <li>- place blocks under cradle corners and under centre line</li> <li>- shim as necessary to level</li> <li>- remove trailer bars</li> <li>- most power boats have stands but still require some blocking</li> </ul>
YARD – General	Dave Limoges	John Buckingham	<ul style="list-style-type: none"> <li>- collect garbage and debris to bin</li> <li>- hook up and coordinate power washers</li> <li>- keep carts supplied with blocks and shims</li> </ul>
DOCKS – Haulout Day	Graham Twomey Zsolt Villanyi	John Plant Mel Duke	<ul style="list-style-type: none"> <li>- assist boats off dock</li> <li>- go with skipper if assistance required</li> </ul>
DOCKS – Post Launch	Gerald Roloson	Bruce Patten	<ul style="list-style-type: none"> <li>- remove dock ladders to yard and power wash if possible</li> <li>- ensure ladders are stored and locked</li> </ul>

### BOAT OWNER RESPONSIBILITIES

- Boats will not be unstepped or hauled without the skipper or his/her designate on site
- If you need a tow, please inform the Haulout Coordinator as soon as possible
- Power washers are available in the yard after the boat is hauled – please remember that others will be waiting to use the power washers and please make sure you remove any dirt you spray on a neighbouring boat that has already been cleaned
- It is your responsibility to have the sling marks visible on your boat and to confirm with the crew leader that the slings have been placed in the correct spot
- If your boat has any particular problems/oddities in hauling, please ensure the crew leader is informed
- It is your responsibility to let the crew leader know if the boat is sitting properly in the cradle before the straps are removed
- It is your responsibility to let the crew leader know if the cradle is sitting the way you want in the yard before the trailer is removed
- If you intend to do major work on your boat between haulout and launch, you must notify the Board at least 2 weeks prior to haulout so arrangements can be made for location in the yard

## **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 HAULOUT**

- Fri 26 Oct commencing at 7:30 we will start to haul boats that have pre-registered (those with time restrictions)
- Others will be slotted into the schedule on a first-come-first-served basis
- Skippers or designates must be available at least 1 hour prior to haulout time
- Boats that cannot be trailered (the very large boats), are the last to be hauled
- Upon arrival, check in with the Haulout Coordinator at the crane
- Go to your boat and try your engine – if you need a tow, inform the Coordinator immediately

## **CRADLES & STANDS**

- Your cradle will be laid out in the yard but you must assemble it and tighten all bolts
- Recommend that you do not put your pads on the cradle until you are ready to haul
- Please make sure that the adjusting bolts on the pads easily move
- Cradles must be marked with boat name, bow and stern
- If your cradle is deemed to be unsafe or questionable, you will be informed at haulout and it will then be your responsibility to replace that cradle before the following haulout
- If your cradle does not collapse, you will have to replace it prior to the following haulout
- If you can supply your own blocks (at least for the 4 corners) that would be very helpful
- If you have a trailer, please mark it with boat name and ensure that it is in good working order (any trailer that is not deemed safe, will not be moved)
- If you have stands, these should be assembled well in advance of your boat being hauled and placed in the vicinity of our current Barrier Free parking and Notice Board
- If you will be doing major work on your boat over the winter, ensure that appropriate drop cloths are placed under your cradle before the blocks are placed under it

## **WINTERIZING**

- when winterizing your engine, use environmentally-friendly antifreeze if possible
- you must collect toxic antifreeze and dispose of it in the marked containers on the north side of the garbage hut
- spent oil must similarly be collected and disposed of
- batteries may be left in a designated area by the garbage hut for the one week period immediately following haulout (after that, no batteries may be left on the premises)

## **Winter Lay-up Checklist**

### **Before Haulout**

Fill fuel tanks and add stabilizer or fungicide. Or leave empty as possible and add a water absorber.

Before the last pumpout, add Shock Treat or similar product to descale head and hoses.

Winterize head and holding tank according to owner's manual.

Winterize fresh water system: a) add non-toxic antifreeze. Turn on one tap at a time until antifreeze-coloured water flows out, then turn off. Repeat with each tap; b) or drain fresh water system: Open all taps and let tank dry, then disconnect water lines at fresh-water pump.

Disconnect all water lines at the lowest points or blow water out of the system using compressed air.

Winterize air conditioner, refrigerator, ice machine, deck washdown and any other water using equipment.

Drain shower sump and hot-water heater.

Strip the interior remove any perishables, personal items, all paper products. Remove any bottles or jars that can freeze.

Remove cushions and mattress or tip on side if left aboard.

Remove electronics and store in a warm, dry place.

Remove antennas and couplers, then spray exposed cable ends with a protective lubricant and wrap with electrical tape.

Scrub the interior and dry thoroughly. Spray a mildewcide in drawers, cabinets, galley, sink, head and shower areas.

Remove cockpit and flybridge covers, clean with a mild detergent and store in a dry place.

Check condition of cradle or stands.

## **After Haulout**

Power wash bottom. Wash hull and deck. Be sure cockpit scuppers drain freely.

Remove growth off shafts, struts, outdrives and trim tabs.

Thoroughly inspect hull for damage or blisters and inspect all external fittings.

Winterize engine and cooling system.

Winterize generator cooling system.

Remove all fresh and seawater pump impellers so they don't take a set.

Clean refrigerator or ice box using warm water and baking soda.

Clean bilges, then pump dry.

Wash lines, place in pillowcase in a washing machine with cold water and a little detergent or soak large lines in a tub.

Top up batteries, fully charge and disconnect if leaving on the boat.

Check electrical connections for corrosion and spray with a moisture-displacing lubricant.

Empty cockpit lockers Clean and spray with mildewcide.

Supply fresh air leave hatches and ports open a crack, disconnect all hoses and open seacocks, slightly open oven and refrigerator doors (or ice box lid), leave open all cabin and locker doors and lift up floorboards to air the bilge.

Place packets of silica gel inside lockers and cabinets.

Apply a coat or two of varnish or oil brightwork.

Remove anything you want to work on at home.

Make a checklist of things to do before spring.

## **Optional**

Cover boat leaving, ends open for ventilation.

Ensure cover has proper drainage for water and that there are no low areas where water can collect. Water that collects can put a strain on the cover, stanchions attachment points and railings.

Wax hull and deck. Buff now as some waxes harden if left on and are difficult to remove.

Apply a coat of metal polish to stanchions and all deck hardware.

Check fire extinguishers.

Inspect and lubricate seacocks, steering systems and all other moving parts.

Hand wash sails in warm water using a mild detergent, let dry thoroughly and store in a cool, dry place.

Cover mast end and engine vents to prevent unwanted nesting pests.

If weather permits, apply a coat of bottom paint to get a step on spring commissioning.

## ***Unstepping and Haulout Reminders***

Sign up for work parties will be in the Clubhouse each morning. Don't forget to sign in and out so you can get your work chit.

1. Two control lines on your boat (bow and stern); more if windy
2. For unstepping, have two lines ready if a work party member must be hauled up your mast
3. Undo and secure all unnecessary mast rigging before coming to the dock.
4. If you are unstepping your mast at the dock, make sure you have enough helpers and proper guide lines
5. As soon as possible, prepare your mast for storage in the racks (to ensure that lights and antennas are not broken) so that the cradles can be laid out for haulout
6. Make sure your cradle has been assembled, it is marked with bow and stern and boat name, and the pads are inserted
7. If you have a trailer, ensure that it is in proper working order including tires and hitches. Your trailer will not be moved if our crew feels it unsafe to do so.
8. Make sure your boat has sling marks
9. Power washers will be available for cleaning the bottom of your boat after haulout – please clean off your neighbours boat if you spray it while cleaning
10. Do not leave debris or garbage around your boat (tripping hazard and environmental no-no)
11. Secure ladders to your cradle with lock and chain
12. No children or pets in any work area during operations
13. No cars in the parking lot until the end of the work day
14. Give sufficient notice if you need a tow
15. Make sure that spent oil and antifreeze is put in the recycling containers

16. No unauthorized persons in the crane area
17. Be cautious and aware while walking in the yard (trailers and forklifts always on the move)
18. Report any problems immediately to the haulout/unstepping supervisor
19. Report any safety problems to a safety officer and/or crew leader
20. Listen to the work party crew leaders
21. Do not leave the dock until instructed to do so by a work party member
22. You may stop any activity that you reasonably believe to be a danger to your boat or someone in the vicinity BUT do so calmly (the shock value of a loud bellow or jumping in front of a work party member could be more hazardous)
23. There are two designated crew leaders at the docks that are responsible for signaling the crane operators. Do not interfere with the communication between the crew leader and the crane operator.
24. If you are unable to be with your boat for either unstepping or haulout, please notify any Flag Officer or the Harbour master as soon as possible. With the boat owner's approval, arrangements can be made for other members to assist.
25. If you plan on doing major work on your boat while on the hard, please notify the Harbourmaster prior to haulout. Notification is to be in writing and must include the work you plan to do and when, contractor (if applicable), and all precautions that will be taken to protect the environment and neighbouring boats. Arrangements will be made to locate all such vessels in one area in the yard.

## *Reminders to Work Parties*

1. Team leaders are responsible for briefing their work parties on safety precautions
2. Listen to and follow team leader instructions
3. Point out any safety problems or potential hazards immediately to the team leader
4. There are several trailers and two cranes so remember that another team is probably working in close proximity to you
5. Stay clear of trailers when they are lowering the boat and cradle, and when the trailer is moving
6. If there is a problem with the positioning of a cradle, do not hesitate to ask the advice of the trailer operator
7. Once a trailer is positioned, no one is to reach in or crawl under the boat until given the all clear by the team leader
8. The team leader must be in constant communication with the trailer operator to ensure that the trailer and its bars are not moved until the team leader is sure that it is safe to do so
9. The team leaders for the cranes are the designated signalers for the crane operators and will not signal any movement of the boat until it is safe to do so
10. Keep hands clear of the pads when the boat is lifted from or placed into the cradle
11. Make sure that sling hooks are positioned so as not to snag on life lines
12. The haulout supervisor will not allow a trailer to leave the crane area until the all clear has been given by the team leader
13. Be aware that the docks get slippery when wet
14. Always be watching when the slings are in the air
15. Stay well clear of the trailer once the all clear signal has been given
16. Forklifts must be operated slowly and safely
17. Be aware that it is against provincial regulations and CSA standards to allow anyone on the forks when the forklift is in motion
18. Work gloves and appropriate safety footwear are recommended for work parties
19. Bump hats are available to work parties and recommended for use
20. When unstepping masts, watch for stays and other rigging swinging through the air
21. At least one crew member should be assigned to control the foot of the mast
22. It is recommended that two lines be used to haul someone up the mast
23. The team leader must make sure that all hands are clear before signaling to raise the mast
24. If docking will be difficult at unstopping (e.g., high winds), the dock team leaders must make sure that adequate work crew are available
25. All instructions should be given calmly
26. Always be prepared for the unexpected
27. Our oldest rule – under no circumstances will alcoholic beverages be consumed by any work party member until that member has signed off duty for the day

Work safely and efficiently. Saving a few dollars by working quickly or cutting corners is not how we operate. Safety must always take precedence.

## *Emergencies*

**There are three first aid kits available – one mobile kit in the A-frame, one mobile kit at the OD station, and one wall-mounted first aid station in the main hall in the Clubhouse. Should a medical emergency arise, immediately call out for assistance. As soon as possible and if required, telephone for emergency response. Do not leave the victim unattended.**

- Telephone 911
- State “Emergency ... ambulance required at Lakeshore Yacht Club, located at the base of Kipling Avenue south of Lakeshore Blvd at 76 Col Sam Smith Park Drive. Someone will meet you at the entrance.”
- Known details should be briefly stated
- Have someone go directly to the front entrance to direct emergency responders

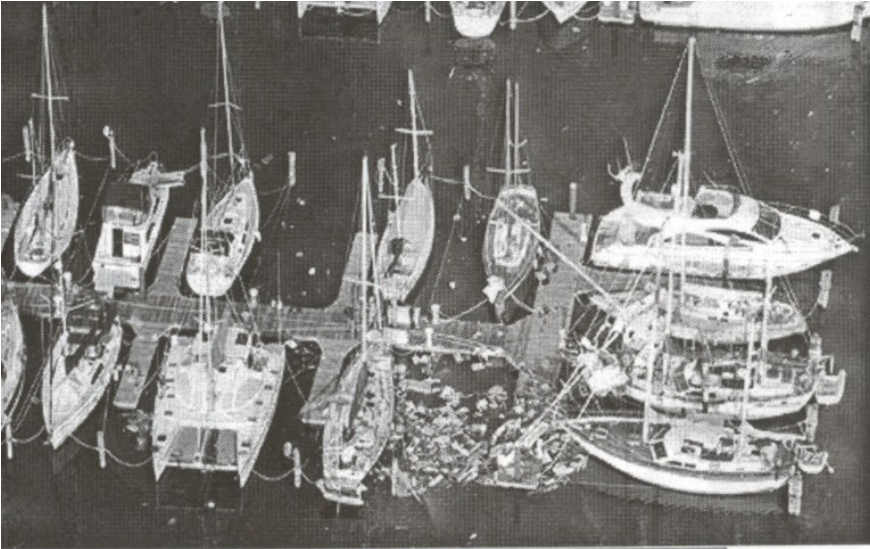
While awaiting assistance:

- Provide first aid, within your capabilities, and remain with the victim
- Obtain as much personal information as possible (e.g., OHIP, personal contact)
- Render further assistance as directed by medical responder
- Complete an Incident Report as soon as reasonably possible

## Danger of Propane

This important reminder about the danger of propane was submitted by Dawn Gardham.

The picture below shows the aftermath of careless handling of propane on board a boat. This 42-ft Irwin was demolished when the owner tried to repair his propane stove. He is currently in hospital in serious condition. Fifteen nearby boats were also damaged in the blast. The accident occurred in Norfolk Virginia.



There was virtually nothing left of this 42-foot Irwin after it exploded while the owner tried to repair the galley stove.



**NOTICE OF MEETING**

***NOVEMBER GENERAL MEETING***

**TUESDAY 13 NOVEMBER 2007**

**AGENDA**

7:00 PM	REGISTRATION	
7:30	CALL TO ORDER	Commodore
7:35	ANNOUNCEMENTS	Commodore
7:45	SUMMARY OF YEAR - includes Directors Reports - includes Treasurer Report	Commodore
8:15	APPOINTMENT OF AUDITOR	Treasurer
8:20	CLUBHOUSE RENTAL RULES*	Commodore
8:30	RETIRE 2007 BOARD	Commodore
8:35	ELECTION PROCESS	Past Commodore
8:40	BREAK & SIGN UP FOR COMMITTEES	
8:55	ELECTION OF 2008 BOARD	Past Commodore
9:00 ~	ADJOURNMENT	

\* The following motion has been submitted to the Executive regarding clubhouse rental rules:  
We, the undersigned members of Lakeshore Yacht Club, hereby submit a request per bylaw 5.14 that an amendment be put before the membership to rescind the use of the clubhouse for the purpose of rentals on Fridays, Saturdays and Sundays during the 2008 sailing season, commencing 2 weeks before launch and ending 2 weeks after mast stepping. In addition, we recommend that a new policy be put into place defining the usage of our kitchen facilities for rentals in a manner which will be more fitting to the actual capacity of the kitchen facilities."

If you are unable to attend the meeting, please complete and submit a proxy (included with this issue of Shorelines).



I, \_\_\_\_\_, of \_\_\_\_\_,  
(Print your name here) (Print home city)

designate my proxy to vote for and on my behalf at the Annual Meeting of Lakeshore Yacht Club, to be held on Tuesday 13 February 2007, to:

\_\_\_\_\_  
(Print name of Proxy designate)

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2007.

Signature of Member \_\_\_\_\_

By-Law relating to Proxy designation:

A Member entitled to vote at a General Meeting may vote by proxy the proxy, which **may only be given to a Senior Member or Associate Member in good standing**, is given in writing signed by such Member and in such form as the Board may from time to time approve or require. No Senior or Associate Member may hold or vote more than four (4) proxies either singly or in combination with a related Senior or Associate Member and should any Senior or Associate Member attempt to vote more than four (4) proxies, he or she shall not be entitled to vote any proxies held by him or her at the relevant meeting. Proxies shall be deposited with a Director prior to the General Meeting and the Senior or Associate Member holding proxies shall receive approved ballot forms for each of the proxies not in excess of the permitted four (4).

**EACH DEBENTURE MUST SUBMIT 2 PROXIES (1 FOR EACH ELIGIBLE VOTE).**



I, \_\_\_\_\_, of \_\_\_\_\_,  
(Print your name here) (Print home city)

designate my proxy to vote for and on my behalf at the Annual Meeting of Lakeshore Yacht Club, to be held on Tuesday 13 February 2007, to:

\_\_\_\_\_  
(Print name of Proxy designate)

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2007.

Signature of Member \_\_\_\_\_

By-Law relating to Proxy designation:

A Member entitled to vote at a General Meeting may vote by proxy the proxy, which **may only be given to a Senior Member or Associate Member in good standing**, is given in writing signed by such Member and in such form as the Board may from time to time approve or require. No Senior or Associate Member may hold or vote more than four (4) proxies either singly or in combination with a related Senior or Associate Member and should any Senior or Associate Member attempt to vote more than four (4) proxies, he or she shall not be entitled to vote any proxies held by him or her at the relevant meeting. Proxies shall be deposited with a Director prior to the General Meeting and the Senior or Associate Member holding proxies shall receive approved ballot forms for each of the proxies not in excess of the permitted four (4).

**EACH DEBENTURE MUST SUBMIT 2 PROXIES (1 FOR EACH ELIGIBLE VOTE).**