



# Shorelines

## Lakeshore Yacht Club

Volume 20, Number 3

July 2010

### From the Commodore

Hello again to all members, please accept my apologies for failing to submit my report in the spring newsletter. Frankly I was a little bit under the weather. I am thankful to the other board members who stepped in to bring members up to date with club activities.

There is always something happening at LSYC. New dockage, yard renovations and many projects to maintain our clubhouse and grounds.

We are certainly living up to our reputation as a great club to visit. There have been a number of visitors and cruises to the club already. Our location and wonderful Friday night events, prompt many visitors to stop at our club.

We had a good launch this spring with the weather cooperating for the most part. I would like to thank all members who participated in making this happen for yet another season. It is amazing how we come together as a club twice a year, to take on this huge task of launch and haul out. There are a lot of hours and hard work involved at both ends of our sailing season.

#### Sail Past.

I think I can safely say Sail Past at LSYC was a very enjoyable day for all. We did not quite get the weather we were hoping for, however all in all we did manage complete most of the festivities before the rain. Thank you to all our volunteers for making this another successful LSYC event. The silent auction was a success with a substantial sum raised. I was pleased to have my brother here to see what sail past was all about.

#### Boat Cradles

As I had noted at sail past we have just about completed the work of attaching (welding) permanent steel blocks to all the collapsible boat cradles. There are still several members who have yet to convert their non-collapsible cradles to comply with club policy. It is pointless wasting club resources installing blocks to frames that will need to be re-worked or replaced.

I would ask the members concerned to make their intention known to the harbor master regarding the future of their cradle. Haul out in October should demonstrate a significant reduction in the back breaking labour of the yard crew. This innovation will provide a saving well into the future for our club.

#### Paving Driveway.

Mid July is the proposed date for paving the driveway from the main traffic gate, down the yard terminating at the pump out pump on the bend beyond the clubhouse. The section just north of the clubhouse as far as the waste bin storage compound will also be paved. There will be signage posted regarding dates and parking in the yard. There will be traffic lanes posted until the work has been completed, including a 3 day curing period for the asphalt.

The other areas of the yard will receive a layer of crushed stone, to make walking and driving a much more pleasant experience. It should seal in the dust, putting an end to the inconvenience of having to stop off at the local car wash after a visit to the club.

#### Gardens.

Again I pass along to the gardeners the compliments I have received from members and visitors. It is a delight to come and visit, sit on our patio surrounded with such colours. I should add that our new patio furniture falls in for a fair bit of praise too. To our devoted gardeners, please accept our thanks.

#### Thinking of Buying a Larger Boat?

Members thinking of or even contemplating, buying another boat larger than your present slip assignment can accommodate.

**Please read and accept that LSYC is full. The club is unable at this time to provide dockage for boats with a length over 30 feet, until an existing member with a slip over 30 feet resigns from the club.**

To add to the dockage problem, we have a waiting list of 6 new potential members, all with vessels over 30 feet. These potential members are also waiting for dockage. I cannot emphasize enough the importance in contacting the harbor master and discussing your future plans with the executive. At this time applicants for longer dockage can expect up to a 2 years wait.

#### Proposals for New Dockage.

At Sail Past I put before the members some proposals on how as a club we could address our present dock shortage. The proposals have been included as an attachment, for you to ponder. See attachment # 1.

#### Dock Water Odour

Several members have spoken to me concerning a sulfurous odour emitted from the water coming out of their fresh water holding tanks. I asked Tony Edmonds (Tautomer) a noted authority on the quality of drinking water for his advice. He will try and give us an explanation and a probable solution. Review Attachment #2.

I will not likely be sailing far from the club this season, however I wish all members smooth sailing or calm seas for motoring, as the travel off around the lake or further afield. Enjoy the boating season safely.

Peter Tomlin  
*Tomcat*

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## Vice Commodore

If you are taking the time to read this you have your priorities all wrong. You should be out enjoying the weather, which has been forecasted to be great over the next couple of days. It is an oddity so far to have a couple of days of sunshine in a row, without rain! I know; I have been trying to put a new coat of non-skid on the decks of Aimoniisi. If you are new to the club, this is the Hunter Passage 42 that sits at B2. The boat was a sinker from Miami that Hurricane Wilma had fun with. Anyway, after spending a number of days sanding the deck down, making repairs, masking off the deck, I applied my first gallon of Durabak non-skid. I had divided the boat up into three sections, bow, stern and 3 panels in the middle. An article I read in Good Old Boat had described the application of this non-skid on the same model of boat that I have. They suggested you split up the workload; the gallon covers 60 square feet so it worked out great to do the bow and stern first and then do the mid-section with the second gallon. The bow and stern turned out well and after waiting for another sunny day, I tackled the mid section. I should have known that things would not turn out as nice. The texture did not feel the same and the colour looked lighter, much lighter. As I applied the paint I keep telling myself it would darken as it dried. Not so. I have a two toned boat. On to Plan

“B”; I will keep you informed when I come up with plan “B”.

Fortunately the rains have magically turned our flowerbeds into a “thing of beauty”. In reality it is the hard work of the garden crew, notably Sharon, Jim, Vera, Karl, Bobby, Liz, Carrie, Joe and Mary. If I have left anyone out I apologize, thanks to all that have contributed their time and effort into making the club grounds look great.

With the clubhouse and grounds looking great we continue to attract more and more boaters to our club. We welcome everyone that shows up on our “doorstep”. The installation of the new and extended service dock has been a great asset so far this year. We have had a couple of cruises come in and have been able to accommodate them by mooring larger boats in this area. Although this is not the most secure area, (open to the public), we can ensure a safe stay for our guests if we all remain vigilant and keep an eye on boats moored at the service dock. Our vigilance should continue on all our docks and on the shore side as well. If you have any concerns please do not hesitate in contacting the Officer of the Day or a member of the executive.

Sometime in July we should be receiving 5 more dock extensions. We will be installing these on existing 36 foot outside fingers. They will extend 5 outside docks to 48 feet, which will make life easier for some boaters whose boats are near or over the 36’ length. We will need a crew to help weld on the saddles and build the deck section so keep an eye out for this posting.

Another project that is going well is the installation of the cradle feet. Peter Tomlin and I have been welding away while Ted Mountford, Patrick Flemming and Jay Bonnett have been painting up a storm. We are roughly 90% complete and will be done well before haulout (sorry I mentioned that).

On a personal note, Sunday July 4<sup>th</sup>, Dave Courtney, Rick Verbeek, John Wilkinson, Chris Orr and myself will be towing Dave’s boat to Halifax (actually the truck will be doing the towing). Dave has entered Better Still in the Halifax to St-Pierre race and we are all looking forward to this exciting trip. If you wish to follow our exploits, go to [http://www.routehalifaxsaintpierre.com/new\\_site/home.html](http://www.routehalifaxsaintpierre.com/new_site/home.html) and click on the FOLLOW the RACE tab. This will take you to Flagship Tracking, the same people who track the Lake Ontario 300 race.

May you all have calm seas and good winds, which I am praying for!

Gerald Roloson  
*Aimoniisi*

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## Membership Director

Hi to all our Members:

As I sit here, seeing the temperature and humidity climbing, I shift my thoughts to the cold days of January. Yes, I am already planning for the Toronto International Boat Show!!! We will again have our popular booth set up to tell everyone what we all know: that Lake Shore Yacht Club is the best on the Lake. I will be asking people in November to sign up for a shift at the Boat Show. This is an easy way to put in some hours and also get free admission to the Show.

Now, back to today....we have welcomed several new wet members and many social members over the past few months. We will be having one new wet member move in by next weekend. There continue to be many inquiries about joining us and I will be interviewing these members over the summer. If you see new people around the docks, don't hesitate to introduce yourself and fill them in on our activities and, of course, work hours. And, if you are one of the new members, ask around, look around and join in the work and the fun. We need lots of help with the social activities and maintenance and this is good way to connect to other members and see how the Club runs.

Now that the Club is full and all the changes in dock assignments completed (I hope) I will send out our latest membership list. If you notice any errors or omissions, let me know.

I'm looking forward to a great sailing season and will see you all on the docks over the summer.

Jim Malcolm  
*Blue Tango*

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## Harbourmaster

It has been an eventful past month on the docks with the arrival of several new members and members who have upgraded to larger boats. The docks are now at 100% capacity.

Water hoses have been added and or replaced. Several electrical pedestals have had their breakers replaced. I would like to thank all the members for their co-operation in straightening out the spider web of electrical cords which created confusion and much more importantly, a tripping hazard on the docks.

In the last few weeks I have noticed many children and guests on the docks. Please note that the life jacket rule applies to all children under the age of 12 including the children of guests. For their safety, please supervise your children at all times.

At this time I would like to wish all members a grand summer with fair winds for the sailing season.

Roman Karaim  
*Olha*

## Property Director

It's hard to believe that we are already into July and with so many events happening at the Club, the time since launch has just flown by. With summer comes the busiest time of the year at LSYC and I would just like to remind everyone that if you plan to cruise away from the club, even for just one evening, to please sign out at the OD desk and write your slip number beside your boat name. We are becoming an ever more popular destination for visiting boats and signing out really helps the staff in assigning visitor slips.

By the time you are reading this, a new set of jobs that require volunteers should have been posted on the Job Board outside of the washrooms. If you have the time and would like to tackle one of these projects, please get in touch with the contact on the job description if you require more details. As always, every job is eligible for work hours. Just fill in a work chit and place it in the Property mail slot for approval. The yellow members copy will be left in the mailbox for pickup.

In closing, I'd like to wish everyone a safe and enjoyable summer out on the water and at LSYC.

Andrew Heim  
*Maroca II*

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## Environment Director

With the arrival of this spectacular summer weather, it is hard to deny there is anything "...half so much worth doing as simply messing about in boats. In or out of 'em, doesn't matter..."

Now that there are many of us doing just that right now, here is a gentle reminder about respecting our environment as we go.

Please, please take the time to recycle. The city of Toronto's goal for garbage diversion in 2010 is 70%. Realistically, it will work out to about 50%, so there is much that needs to be done, but try to keep in mind there are other measurable advantages aside from avoiding landfill: 95% less energy is used to make new aluminium cans out of old ones and throwing away one can is like pouring out six ounces of gasoline.

Not everyone who comes to the club is from Toronto and as a result there is confusion about what can and can't be recycled, but the city will be sending us their recent guidelines in the form of posters that I will put around the club. Hopefully this will help members and guests contribute to the protection of our environment and to the preservation of our resources, and if anyone has suggestions for facilitating this, please let me know.

In the meantime, happy messing.

Bev Wiltshire  
*Morgana Le Fay*

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## Social Director

May-day! May-day! Mayday!

You have all enjoyed the Friday barbecues and special functions. The 15 to 20 dedicated individuals who have made this possible are fast approaching burn-out. We need more help or the regular Friday meals may have to be discontinued. We have a real shortage of people willing to sign up ahead of time. I encourage more members to volunteer to cater or help with a regular Friday barbecue. We are a self help club. Why not get a team together and put on a simple meal. Remember that even sausages and hamburgers taste marvellous after a busy week if someone else cooks them for you! The Social Committee members will advise and assist you in making it a smooth operation. It is a great way to meet people, get job satisfaction and appreciation of your work! LSYC members really enjoy their food! As an additional bonus, you even get credited with work hours! For advice and available dates, starting with 6<sup>th</sup> August, contact me at [rosm235@gmail.com](mailto:rosm235@gmail.com)

Feeding the huge crews at Launch and Stepping went smoothly this year thanks to the efforts of the Social Committee and the many club members who worked long hours for the three days. On the Saturday of launch, over 200 people were served lunch! Quite an achievement!

You may have noticed the new building which appeared recently beside the garden club's shed. Storage of kitchen equipment had become such a problem that getting in and out of the storage room was hazardous due to the mounds of equipment piled high across every inch of floor! Thanks to Peter Tomlin and Gerry Roloson for providing the new 'Tucker Shed' to solve the problem.

The Friday barbecue season got off to a rather wet start in May, attracting about 35 hardy members who braved the torrential rain to dine on hamburgers, bratwurst sausages and homemade fruit crumble, cooked by Tony and I.

On behalf of all the hungry boaters, I would like to thank those members who have hosted or helped in subsequent Friday barbecues, especially, in alphabetical order, Bob Fraser, Karl Janzer, Roman Karaim, Les McDonald, Gary Notar for his three "Wally Nights", Vera Taylor, Peter Tomlin, and Dee Vanzon. A special thank you to one of our new members, James Ireland and his team, who treated us to a special dinner on July 9<sup>th</sup>. Hopefully he will give us a repeat performance in the not too distant future. A big thank you to all the volunteers who helped with the set up and cleanup of all these events. All meals have all been greeted with much enthusiasm by those who attended.

Many thanks also to Patricia Edwards, who was persuaded to repeat her successful Fish Dinner from last year. To put on a meal like this with many tasty, special touches for \$5, means that everything has to be homemade, which is very time consuming. Some highlights of the memorable three course dinner included salmon cooked on a cedar plank and homemade cakes. Once again the meal received rave reviews and Patricia and her well organized crew's efforts were much appreciated by all consumers!

Sailpast went smoothly in spite of the weather. Thanks to everyone who helped with lunch either by bringing delicious contributions or by working in the kitchen setting up and cleaning up. A special thank you to Dee Vanzon who was the main organizer behind the smooth running of our team. Thank you to George Romani and Marilyn LaChance for organizing and running the successful Silent Auction, and to all the members who donated such an interesting range of prizes.

In spite of the forecast, the weather cooperated at the last minute for the welcome return of Greek Night. What a fabulous evening it was. The food was scrumptious and the band, 49 North, had people dancing most of the night. The preparations for the evening were incredible to watch. The crew had obviously done this many times before! Thanks to the organizers, Ron and Joan Stafford, Glenn and Helen Jones, Frank and Marylou Ianni, Wendy and Ron Sime and to all the crew who helped to make the evening such a success. Next year please?!!

Hawaiian Night on Friday 16<sup>th</sup> was another fun night, hosted by Bob and Liz Fraser and Caroline Chassels with a large team of helpers. Their attention to detail in the decorations and the food made the event a really festive occasion. Many thanks to all involved.

Upcoming social events are all posted on the club web calendar and on the bulletin board. Look out for Indian Night on Saturday 31st July. A few tickets are still available. Contact me at 416-221-6716.

Coming up next month, is a Pork Roast dinner on Friday 13<sup>th</sup> and Caribbean Night on Friday 20<sup>th</sup> August.

A final thank you to all club members who have helped to run the many successful social events since launch, especially the members of the Social Committee, Dee Vanzon, Bob Fraser, Karl Janzer and Vera Taylor.

I hope to see many of you in the kitchen in the next few months! "Many hands make light work", especially with cleanup!

Ros Eadie, Social Director  
*Tautomer*

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## Fleet Captain

Hello Lakeshore Yacht Club!

I would like to thank Dave Limoges and his crew for looking after the Wednesday Night BBQs. Secondly, I would like to extend thanks to Jennifer Zimmerman, Paul Ormandy and Terri McCann for taking care of the Race/Cruise dinners. Can I tell all of you how great a summer all of us are having? Well, it's been the best yet. We had over 50 people at our cruise to Toronto Hydroplane and Sailing club. Great times like this could not happen without everyone involved. It's been awesome to see more and more people coming out. Our Wednesday night races have been very exciting. All series have been very close. We still have room for more

competitors, and boats are still looking for crew. Please see Corinne Cairns if you are looking for crew, or are looking to crew.

August will be a busy month for racing and cruising. Here a list of dates I invite one and all out to:

- August 7th - Annual Lady Skippers Race – there will be one race for a LSYC only fleet and 3 races for the WOW(Women on the Water) series. There will be a dinner on the patio afterwards and all members are welcome to attend (dinner is \$20). Skippers meeting at 9:30AM on the patio.
- August 14th & 15th – Pineapple Plate Race – this is a race/cruise to Highland Yacht Club. Skippers meeting at 9:30AM on the patio. Signup sheets will be posted 2 weeks prior to.
- August 21st and 22nd – Social Cruise to Fifty Point. Skippers meeting at 9:30AM on the patio. Signup sheets will be posted 2 weeks prior to.

I look forward to seeing everyone out on the lake.

Dave Courtney represented LSYC in the Route Halifax St. Pierre Ocean race and raced to a very respectable 7<sup>th</sup>. I'm looking forward to hearing the many stories of the crews' trip to the race, the race itself, and the journey home.

Mike Yarwood crewed on Erie Witch in the Lake Erie Interclub at the beginning of July. The Lake Erie Interclub is a great race on our neighbouring lake that races for 5 days, and stops to enjoy a well deserved night's sleep each day. All yacht clubs involved throw a great dinner and party each day.

LSYC was represented with 3 boats on the start line for the Lake Ontario 300. The first day was overwhelming with 4 squalls, and the 4<sup>th</sup> one bringing sustained winds of more than 50 knots. Lady Wendy raced the long course and arrived in on Tuesday afternoon. Ola was double-handed and pulled out of the race near Newcastle. Of the 180 boats on the start line, only 122 were able to finish. Remarkably all crews were safe, while there were many injuries, there were no fatalities. Cheekey Monkey, a trimaran, flipped twice and turtled. The boat was flipped over on Sunday and towed to shore. Corinne Cairns was a volunteer for the Lake Ontario 300 organizing committee.

Lastly, I would like to take a personal moment and thanks my crew for racing with me on the Lake Ontario 300. We did it, and we could not have accomplished it if we were not a team. Great job.

Sean Furniss

Fleet Captain  
Sierra Tango

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## Communication Director

So in keeping with tradition, October Wind is back in the Races, but alas not in keeping with Warren Goodyear's legacy, she is seeing a lot of sterns at the finish line! Really enjoying it nonetheless and Perf or no Perf, I am going to get a burgee this year even if it means going to fabricland and stitching one up myself! Hey they give something for the guy who is last place in golf, what about a burgee for "Most Honest Sailor".

Denise is having a blast going sailing on Tuesday nights with Sharon Neilson and the other ladies and a couple of guys and we're both enjoying the Bar-B-Ques and trips. Thanks to everyone who help out.

As usual, please don't hesitate to contact me through the Lakeshore Yacht Club web site ([www.LSYC.Com](http://www.LSYC.Com)) should you have something that you feel other members should be aware of.

Have a safe and fun season and we'll see you on the docks, on the water and at the social events.

Also, my apologies for the tardiness of this Shorelines, we had some submission misunderstandings. Too many Directors sailing! Next time we should vote in Directors who hate the water!

Tony Rumball  
*October Wind*

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## **Attachment #1**

**It has become very clear to the members involved the mast stepping crews that changes will have to be made on how we go about this work in the future,**

**For example it will probably entail masts of a similar lengths being installed or removed in set blocks of time. This alone will save a significant amount of time spent scoping the crane boom in and out to accommodate the different mast lengths.**

**There are additional factors that will be addressed in this attachment.**

**Mast stepping is now taking 2 hard full days with very little allowance now for potential delays. This needs to be reduced back to 1-1/2 days. For the sake our members who volunteer for crews on the crane and in the yard, who perform this work season after season.**

**The primary factor in developing a more efficient means of lifting, storing and docking boats is that you and future members are buying boats of ever increasing length and weight. This is causing several challenges.**

**20 years ago when this club was founded 30 foot boats were considered above the norm and I am sure our present day dock dimensions were built and configured based on this fact**

**All though we do have an active and ongoing dock extensions program we unable to keep pace with the demand for longer dockage. At this present time the club has insufficient dockage available to meet the demand.**

**Our waiting list, for example has 6 potential new members all with boats over 30 feet waiting for suitable dockage.**

**In the upcoming months members will be asked to consider several proposals.**

**A. We could just do nothing to alleviate the situation and watch members or potential members move to other clubs because we are unable to accommodate their boats.**

**B. Extend the present day Humber dock to accommodate larger boats. However this would only give some breathing space for a couple of years before we are back to the same situation of demand for longer moorage.**

**C. Take a serious look at the feasibility of separating the A and B spine further apart which would give us immediate access to 50% more larger moorings.**

**There is another side effect of having larger boats entering the club. That has become evident with winter boat storage and space in the yard.**

**Starting this fall we will be proposing to commence hauling and storing boats in order of size to achieve more economical use of the yard storage area. This will require the understanding and some degree of patience from members as we move from an ad-hock lifting and storage of boats to a more formal organized method.**

**These proposals or similar ones will be open for membership debate in the coming months. I encourage you as members to give some thought to the proposals.**

## Attachment #2

### Boat Water Systems and Your Safety

Boat water systems can become breeding grounds for pipe-wall-living and harmless environmental bacteria that may produce offensive tastes and odours. If left unchecked this situation can go on to produce thicker slime layers on the plumbing system internal surfaces that can harbour more dangerous disease bacteria. To combat this problem is easy if it is detected and fixed promptly. Here is a brief explanation and a recommended method to combat problems from bacteria.

Toronto drinking water, like all municipal water systems, does not provide sterile, nutrient free water. City water is cleaned up so it is effectively completely free from harmful disease organisms but the process does not kill or remove all bacteria or remove all the tiny amounts natural food/nutrient substances that bacteria can use that are present in the water. The water carries a small amount of a chlorine disinfectant (1 part per million or a milligram per litre in water leaving the treatment plants) to discourage and slow down the proliferation of these environmental bacteria. However the chlorine disinfectant gradually decays away leaving bacteria free to grow where the water is stagnant for long periods. The chlorine converts itself to an inactive salt-like form more quickly where the water is warm which typically happens in boat systems. A common first symptom of bacterial activity is a bad egg gas smell. This is caused by harmless sulfate reducing bacteria that generate energy for themselves by turning sulfate in the water into hydrogen sulfide. The levels you can detect by smell are far too low to be toxic but cause lots of concern.

The solution to this problem, if it is caught early is simple; make sure the water is used regularly so the pipes are regularly flushed and the system should be emptied and refilled on a monthly schedule. Do flush the water delivery pipes for a few minutes before you refill your tank to make sure you are getting water with the regular active chlorine level.

An alternative that I practice is to add chlorine bleach. I use the scent free and non-thickened supermarket product that claims a 5% free chlorine content. (This product though not labelled for drinking water use is made on the same production systems and is the same quality of product as is used in most municipal systems.) If you follow this practice you should add enough of the chlorine bleach to provide at least a 2 parts per million active chlorine level in your tank. The chlorine taste and odour is not an issue for most people at this level. If you are going away south you may have no practical alternative to using the boat water for consumption but a Brita or similar filter will efficiently remove the chlorine from water you may want to consume.

How much bleach should you use? If you have fresh 5% bleach this has 50 mg of chlorine per ml. So for a 40 US gallon or 150 litre tank you need 150x2 or 300 mg of chlorine. This is the same as in 6 millilitres (or a bit more than a teaspoonful) of bleach. You should add this amount at least weekly as the chlorine in the tank will decay away almost completely to the inactive salt form of chlorine after a few days. You may choose to add more chlorine if the water odour remains inoffensive to you and/or you cannot smell the chlorine odour on the water from the taps the next day. (There can be a need at first to add quite a lot of extra chlorine before everything in the system stabilizes.) Be assured Toronto water will not make excessive amounts of toxic chlorine byproduct chemicals no matter how much bleach you use and most boat plumbing is extremely resistant to chlorine

5% Bleach kept on your boat gets warm and will lose around 20% of its strength per month in summer so you may want to compensate for this loss. Also bleach from last year will have almost all of its strength gone so it is better to replace it.

If you do develop a persistent microbial infestation you may need to “shock the system” with 20 to 50 parts per million of chlorine for 12 to 24 hours and then flush the system. Using higher levels than this without dechlorinating the discharge may be considered a minor environmental issue. Also higher levels of bleach can be self-defeating because the bleach pushes the water pH up and then the chlorine converts chemically into a less effective disinfectant form. (That being said the City commonly use higher chlorine levels when disinfecting new municipal water mains and other water contacting equipment. Also dechlorinating chemicals that will deactivate the chlorine in a discharge can be obtained.)

Happy sailing,

Dr. Tony Edmonds

Club member and former senior drinking water treatment specialist for the Ontario Ministry of Environment