

# Shorelines

## Lakeshore Yacht Club

Volume 22, Number 2

April 2012

### From the Commodore

With the unusual warm weather we had this winter, there was no hibernation for many LSYC members. We've had members out during the week for the past three months working on the dock extensions and separation. A big thank you to Gary Notar for cooking up lunches for many of the Saturday work parties. It really made a difference coming in from the cold and having a hot meal waiting.

Gary was also instrumental in initiating the three winter BBQ's. They were a great success, and well supported by the membership. Anyone else wishing to step up and take on a culinary challenge throughout the year is more than welcome to give it a shot; the membership is behind you 100%.

Speaking of stepping up, many thanks to Graham Mackey and Ben Sutton for taking on the respective roles of Social Director and Property Director. We thank Bill Marlborough for his contribution as property director and are delighted that Bill is staying on as a social member.

We have had a number of members give notice this year that they will not be renewing their membership; we wish them well in their new endeavors and adventures. No matter where your travels take you, please come back and visit us. This year, for every member that has left, we have had three new members sign up. Please welcome all our new members and take the time to get to know them.

Many new members equals a healthy wait list. The dock separation has created 3 new slips and the proposed Humber Dock Expansion should get going sometime mid-summer. I am confident that we can fill any new slips we create. I will keep you posted when we need to put together a dock construction crew.

At launch you will see our little blue tractor running around the yard. Ron Eaton and I drove to Michigan last month with Dave Courtney's truck and car trailer in tow to pick up the tractor. I am happy to say this time there was no truck fire or any time spent in a vehicle impound yard.

Now that we have the tractor stored in the work shop with the forklift, it is getting a little crowded in there so the extension is on for this summer. Stay tuned.

I hope to see everyone out at launch and I am looking forward to a very pleasurable sailing season on and off the water.

Gerald Roloson  
*Aimoniisi*

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### Vice Commodore

As I write my contribution there are 23 days left until launch and I, for one, still have a lot to do.

I wish you all a very happy and safe season with fine weather and fair winds.

On Monday April 02 two new Board members were elected, Graham Mackey as Social Director and Ben Sutton as Property Director. The Board is delighted with the appointments as both members bring a wealth of relevant experience to their positions. Gary Notar will continue to support the social program and Bill Marlborough, who has sold his boat and become a social member, has indicated that he will continue his interest in Property and assist Ben.

The movement of B dock has taken place and the infrastructure almost complete with a few electrical connections to be finalized and the dock alignment adjusted, when we recover two chains that broke free from their floats.

We have two projects to complete during the summer, the first being the expansion of the Humber dock by the creation of eleven extra slips which thanks to the sterling work by Pam Sims and her committee we will be able to fill for the 2013 season. The second project is the erection of an extension to the A frame which will house our new tractor and fork lift thereby creating more space for club and member projects.

At the January meeting of the Board of Directors the members agreed that the following timeline, which was approved at an earlier meeting and relating to liveaboard applications, should be published in Shorelines.

- Live-aboard applications must be submitted to the Board on or before June 01.
- A board member will ensure that an applicant's boat is equipped as per the VESSEL SAFETY REQUIREMENTS.
- The Board will inform the applicant of the decision on or before July 01.
- If the Board accepts the application it will grant PROVISIONAL APPROVAL contingent upon the applicant fulfilling the following requirements by August 01:
  - Submitting payment of \$1500.00 (or such other amount as may be in effect due to a club adjustment or charges levied by the City of Toronto) in the form of a cheque or bank draft.
  - Supply a copy of a valid copy of live-aboard insurance.
- On receipt of the fee and confirmation of compliance with all conditions the board will give FINAL APPROVAL on or before August 15.
- The Board may, upon the application of a member citing extraordinary circumstances, vary the timeline.

As some of you already know, we had a security issue where a person or persons unknown cut a hole in our chain link fence on our western perimeter. To date no one has reported anything missing but all members are encouraged to be on the lookout for suspicious activity. If anyone needs help or has questions, I may be contacted at [djmrtor@gmail.com](mailto:djmrtor@gmail.com), 416 720 6150 or B16, unless John Wiltshire moves me to Humber dock!

Don Reid  
*Will Power*

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## Rear Commodore

There will only be two real changes with the work parties at launch this year. The first change is that we will be using pre-signup sheets for the work parties will be posted Friday April 13th at the OD Desk. The second change is that we will be limiting the number of workers to reflect the requirements as expressed by the Crew Leaders. There will be additional work parties, and opportunities for you to get your work hours in at launch, so come early and look for those additional sign up sheets. We are working towards a balanced system where work hours are not wasted by having too many bodies for each task (standing around). There will be a couple new layers of management during the launch process. Efficiency coordinators and manpower coordinators. With everyone's help we should be able to

have the best launch yet. Please refer to the Launch and Stepping insert for more information.

Brayden Woods  
*Paladin*

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## Membership Director

On March 4th we hosted an extremely successful Open House with approximately 30 of the guests signing up for interviews. Thank you to the membership committee for your support and for the excellent job of making our applicants feel welcome. A special thanks to Dee Vanzon and Jennifer Denelzen for the wonderful table of refreshments and treats.

The membership committee and I have been interviewing all the new applicants in March and will then focus our attention on integrating the new social members into LSYC. Interviewing will begin again in the fall for any new applicants.

For all members, including the new and recently new members, please reserve the following dates and plan to attend. Sailpast June 9th at 9 a.m. for an event filled day and an opportunity to meet your fellow club members. June 10th from 9 a.m. to 11:30 a.m., for a special breakfast to introduce new and recently new members to the heads of committees. This is an opportunity to meet new people and find out how to get your hours. We are also planning on initiating a mentorship program for new members that morning. If you are interested in being a mentor for a new member, please email me at [mail@lsyc.com](mailto:mail@lsyc.com). Please write mentorship in the subject line.

Any new wet member who has not yet received a copy of their debenture or LSYC burgee, please email me at [mail@lsyc.com](mailto:mail@lsyc.com).

Enjoy this marvellous spring weather and have a successful and easy launch!

Pam Sims  
*Blue Light*

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## Property Director

Soon the gardeners will be out doing their thing clearing away the winter debris. It's time to spruce up the club house and get it ready. We have done some caulking to plug up the spider holes to stop their proliferation (Thanks to Paul Bergmann).

Need a couple of volunteers to build a four foot high chain link fence between the kids play ground and the east paved parking.

The food prep area (kitchen) is still in the planning stage but we have high expectations to improve it and make it more 'user' friendly.

There should be lots of opportunities this year for those who enjoy painting especially on the outside.

Don't be shy, get a team together tell us what you need and have some fun getting hours in.

Bill Marlborough  
*Blew By You*

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## Environment Director

Now is the time of year when the club members can make the most valuable contribution of the year to the health of our environment by taking thoughtful action about waste and recyclable materials.

### Shrinkwrap

Used shrinkwrap film is valuable and can be disposed of free of charge to the club if we all take care not to mix it with garbage or other non-recyclable material. A dedicated recycling bin will be placed close to the gate. Please no cords, no zips, no reinforcing tape, no clear shrink-wrap and above all, no garbage in this bin. Bundle the film tightly and tie with strips of film. The penalty for not following these instructions is over \$1000. Please follow the rules by putting non-recyclable materials in the regular dumpster.

Discarded used tarps are not recyclable; please bundle them tightly and put them in the regular dumpster.

### Used Batteries

Used lead acid and other batteries can be returned at the point of sale. Lead acid batteries can also be picked up if left to the north of our main garbage dumpster installation. (Please do not obstruct easy access to the recycling drums.) Any electrolyte spills should be washed away with lots of water or neutralized with baking soda. Nicad and other batteries need special disposal; please return them to the point of original sale.

### Paint Cans

The club is unable to offer facilities for recycle of paint and paint cans. This waste is classed as hazardous and is very costly for the club to dispose of. Members must make use of their municipalities arrangements for domestic waste of this kind. Please no dumping on club facilities.

### Used Oil, Antifreeze and discarded Diesel

200 L drums are provided for this waste. Please be very careful not to cross contaminate them.

### Regular Garbage and Empty Containers

Regular garbage accumulates quickly at this time of the year. We do our best to ensure dumpsters and recycle bins are emptied frequently. Please do your part and retain your waste until there is space in the dumpsters or take it home with you for domestic pick-up.

The Etobicoke South Stormwater project of the city is still at least 5 years away from any funding but plans have reached the stage where a map has been issued showing the potential location of the proposed massive underground storage tank. If there are any questions on this I will be happy to forward them to the appropriate authorities. (see bottom of page 6 for illustration)

Happy sailing (before long)

Tony Edmonds  
*Tautomer*

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## Social Director

Winter Report:

Thanks to "Wally" , our ace organizer of winter BBQ's and an A team of dedicated volunteers, the short days and chilly temperatures of winter were beaten back in fine style on the occasion of two Winter BBQs on February 25 and March 17.

Close to 90 members and guests attended each full-house evening. They were treated to a high quality steak dinner and the fine companionship of fellow LSYC members. Entrees included baked sweet potato, scalloped potatoes, vegetables, and desserts. The members had fun singing along with the band and dancing to the live music in the last event.

The Friday BBQs will begin on May 18 with our first Super Friday of the season. Subsequently, Super Fridays will be scheduled for the 3rd Friday of each month. Super Fridays will feature a variety of enhanced menus as prepared by various club members.

Regular Friday BBQs (hamburgers and/or sausages with a limited supply of veggie burgers) will begin the following Friday (May 25) and continue throughout the season.\*

The program of thematic Saturday events this summer may include:

Greek Night  
Hawaiian Night  
Indian Night  
Mexican Night (TexMex)  
Karaoke Night

In all cases, dates will be confirmed later, see the Web site Calendar. Friday BBQs are generally cancelled if there is a Saturday event the following day.

**\*Important:**

We need volunteers, especially Team Leaders, to support the Friday BBQ program. Volunteering for Social events is great fun and is the absolute best way to make new friends among the membership – great food is a tradition at the LSYC, and all members are very grateful to those who help prepare the meals.

If you are interested to be a Team Leader for a Friday Night BBQ, go for it. Don't go through life without feeding a hundred people at least one time! Your Social Committee will coach and support you.

For an accurate, up-to-date schedule of Social events, all events will be posted on the LSYC online calendar at [www.lsy.com](http://www.lsy.com). Please check frequently.

Fair winds,

Graham Mackey  
*Nostramo*

PS: Big news, Costco has just stocked GC2 batteries at \$109.00 each.

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## Fleet Captain

Its that time of year again. Time to dust off the down-haul, and wash up the whisker poles. We have a great season ahead of us and I encourage everyone to visit the LSYC Racing portal to get up to speed with the upcoming events. One thing everyone may notice about our calendar is the difference between Cruising and racing dates, not all Cruises will be races this year, and we will have more day races to pick up the slack. My hopes are that this will create better attendance for both cruises and races a like.

I have also been working on a concept borrowed from social. I would like to see a member(s) sign up to head up one or some of the cruises. This job would entail, finding participants and organizing food. I will help by making arrangements with the hosting club and to help with other logistics if required.

Also, I have been asked what happened to Winter seminars like we had last year? Well I would like to try to do a couple at the start of the season were one can take what they have learned and apply it before the winter moth balls disintegrate it.

At any rate, it looks like a great season ahead of us. So stay informed so you don't miss a thing.

Thanks  
Sheldon Street  
*Willin*

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## From the IT Dept

Thanks to Don Reid, we've upgraded to a much faster internet connection (from 3Mbps to 20Mbps). You won't see that speed with all your wireless devices, but it will help with multiple people using the system at the same time. Please keep your video watching to a minimum since this network is to be shared with everyone at the club.

I've installed the guest pc at the bar. It is set to delete all data after every use and is intended for general internet access for those who don't have their own device. It logs off after about 20 minutes of inactivity.

Now that the docks have been moved, we can look at adding the extra wireless capacity (and re-align the current wireless antenna) so that we can cover more area at the end of the docks.

Dean Brown  
*Awesoma*

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## Communication Director

Well it's been a brutal winter, looking at all that open water and balmy Feb/March temperatures, begging for some white sails to add to the horizon, but no, like the rest of you, I was stuck on the hard. C'est la vie.

Everything has been said by my peers so I just want to wish you all a safe and fun boating season.

Oh and please make sure you send any changes to your information to [Mail@lsyc.com](mailto:Mail@lsyc.com) so we can keep the records up to date.

Tony Rumball  
*October Wind*

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## ***And now a few words from John Witter, LSYC Past Commodore and longtime member***

### **LOOKING ASTERN**

As the number of founding members still active in the club becomes fewer, I thought I would write a short series of vignettes about the early days in LSYC and call it "Looking Astern". Hopefully this will give some of the newer members an idea as to where we came from and how we became the successful club that we are today. These reminiscences are completely personal and I apologize for any minor errors due to my failing memory.

#### **The Start:**

When the Crombie Commission was formed in the mid 1980's the expressed intention was to produce an overall plan for the Toronto waterfront. Part of this mandate was to open up the waterfront to the public and to make it more available for recreation. The commission felt that the existing yacht clubs excluded the public from the waterfront and that any new boating facilities must include access for the general public. It also recommended that existing clubs open up their waterfront. This latter recommendation, as you can imagine, was vigorously opposed by the older clubs and never happened. However, when our club was in the planning stage it included the required access and we now see this in the form of the Lakeshore Trail which now passes in front of our club.

Word of the prospective new club was disseminated through the boating press and the local newspapers. A meeting was called and prospective members gathered at the pavilion in the ground of the old hospital. Keith Woolford outlined the concept of a self-help club with a controllable cost structure and pointed out the muddy, rubble strewn lot where the club was to go. I am certain that at that point several people left, but enough stayed and made the commitment that would allow the project to proceed. A steering committee was formed and I believe it consisted of Keith Woolford, Bill Nichol, Scott McGeorge and Gord Agar. The committee could then proceed with the incorporation of the club with The Ministry of Consumer and Corporate Relations and the Letters Patent were issued in the spring of 1991. Once the club had been incorporated, debentures could be issued and fees assessed and we could commence with the important first step.....sourcing docks.

Initially it was intended to buy commercially available docks and quotes were received from a number of different suppliers and the prices ranged from \$346,000 to a mind-numbing \$500,000.00 for only 125 slips. These prices prompted a number of members to suggest that in keeping with the self-help philosophy, we build our own docks. One of our members, Dan Dye, came

forward with a detailed design that he felt would cost approximately 1/3 of the cost of the least expensive commercial dock and this option was presented and approved by the membership in the fall of 1991.

Once we had approved a design and built a prototype we had to find a location to build the docks and we were able to rent a warehouse that had originally been used for "Irwin Toys", naturally this became known as "Docks R' Us" and this is where we built "B" dock. It was at "Docks R' Us" where the spirit of the club really came together. People who barely knew each other, all of a sudden found themselves working as a team and the fun, camaraderie and friendships that developed, in many cases, have lasted until this day. In those days it was required that each member do 50 work hours per year of which 20 had to be devoted to work on the docks. Many members put in far more hours than the mandated 50 and at by the spring of 1992 over 3000 hours had been recorded and several members didn't even both submitting all of their hours.

Once the docks had been built they had to be transported to the site. Hank DeWeerd who was in charge of transportation recalls that it was a "nightmare" with trucks getting stuck in the mud and the problems of manhandling and launching. The docks were launched at "The Peninsula", which is what we then called the launch and haulout area. At the end of 1992 we had 76 docks in the water, 74 of which were occupied.

Although 20 hours were dedicated towards dock construction that still left 30 hours of labour to be expended elsewhere. Those hours were literally spent "in the trenches". We dug holes and had trenches everywhere. We laid conduit, tugged cables, spread tons of gravel and screenings onto the parking lot which all had to be compacted. We were determined to have power on the docks by year end but in the interim we used a portable generator that Bruce Weber managed to borrow from his father-in-law and that sufficed until we finally connected power to the docks at the end of December in 1992.

About this time the social side of the club started to come together and Lynn Weber's diary records that we had our first ever barbecue on July 24 of 1992 which was held on the docks simply because the land side of the club was a sea of mud!

Recognizing that Docks R' Us was not a long term answer to our dock construction needs, we undertook the construction of what is now the maintenance building (the A Frame) and this was ready in September of 1992. We had power to the building in October and all of our tools, jigs and equipment were moved that fall ready for dock building during the winter of 1992/1993. We also rented a shipping container, which we ultimately purchased, for use as a storage unit. This container became known as "The Rubber Room". There are a couple of theories as to how this name came about.

Some say it came from our being in the same general area as the old Psychiatric Hospital and that we had to be all mad to do what we were doing. My own understanding is that the name came from the fact that this is where we used to store all of the hoses, conduit and other flexible materials used to provide services to the docks.....but I may be mistaken on that.

During the winter of 1992/1993, dock building restarted in our own facility. I remember that a crew could build one finger on a weekday evening and a main section on a weekend. By launch of 1993 we had finished half of "A" spline and all of "B" spline.

As more docks were built we needed members to occupy them and in January of 1993 we had a booth at the boat show. All of us who did booth duty got a sweat

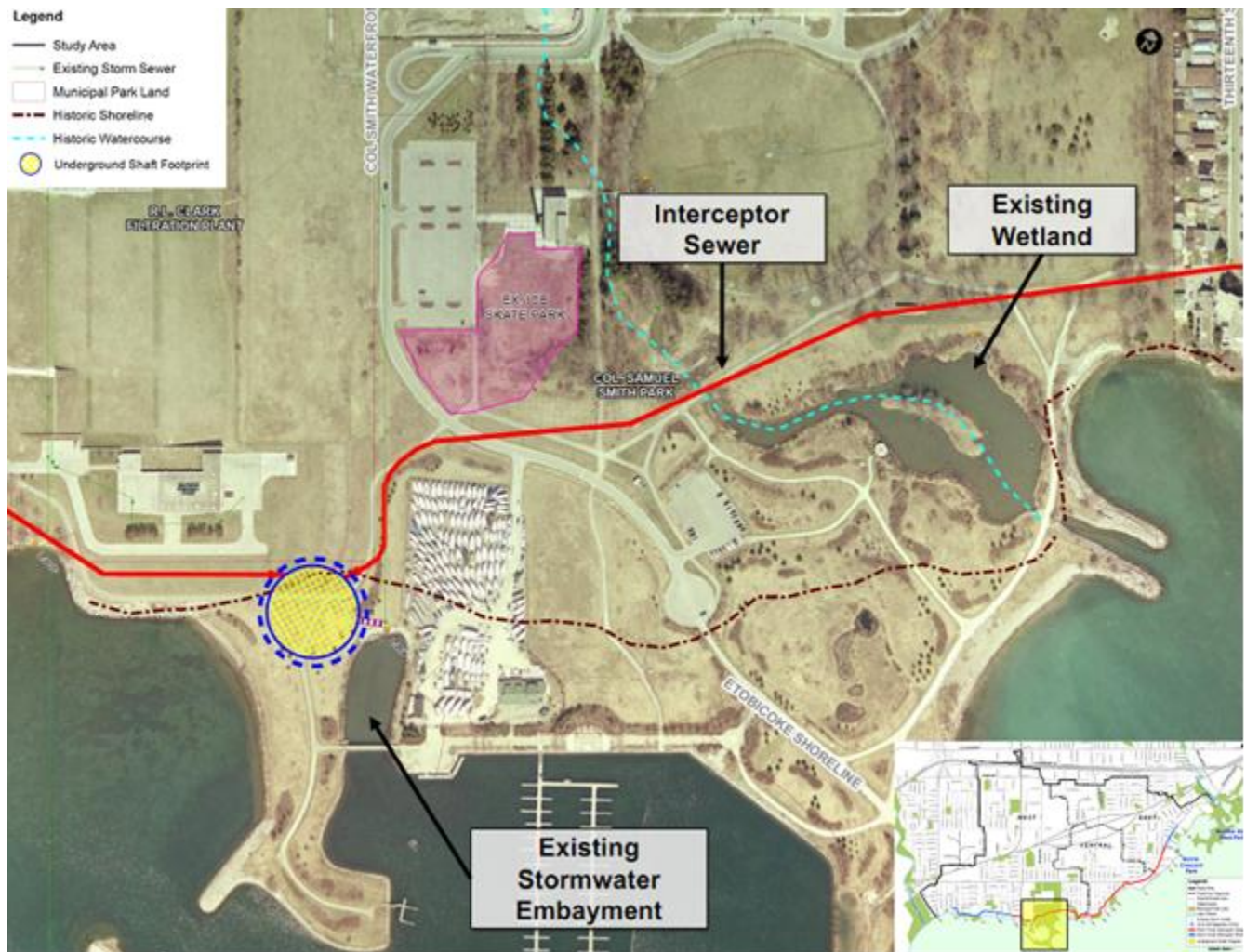
shirt and we acted as mobile bill boards advertising the club. The front of the shirt displayed a crest which was totally unlike the club crest as it is now. It also proclaimed us as being "Affordable, Accessible, Attractive, Clean, Green, Connected, Usable, Diverse, Open. A lot to put on a shirt but these were the principles of the Crombie Commission.

I found my shirt in a drawer not too long ago.....maybe I'll wear it at launch!

Next time: launch challenges, fences and the trailer

John Witter  
*Chaika II*

## Proposed Location of the storm water containment shaft



## LAUNCH AND STEPPING INFORMATION 2012

### MEMBERS INVOLVED ON LAUNCH CREWS

- work party volunteers need to sign up on the **pre-sign up list** at the club house (available Apr 12 to 26)
- work party volunteers need to sign in **at the Club House** prior to starting your shift
- additional volunteers also need to sign in at the Club House, and will be call upon as required\* (bring your cellphone)
- when you sign up for a shift, **you are committing to a complete shift.**
- 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 11am** and on **Sat 28 Apr at 7:00 AM**
- you must also **sign out at the end of your shift** and pick up your work chit
- crew leaders will be wearing orange vests
- \*additional volunteers will be assigned to the following work parties, as required (by Manpower coordinators)

ACTIVITY	CREW LEADER	ALTERNATES	General Tasks
COORDINATOR	Brayden Woods	Gerald Roloson	- Coordinate with trailers, cranes efficiency and manpower
MANPOWER & EFFICIENCY	Paul Kay Tony Zielinski Michael Delaney	.	- Coordinate workflow of trailers, boats, and owners. Troubleshoot and log any inefficiencies. - Coordinate with crew leaders and timekeeping to ensure all areas are sufficiently staffed.
DOCKS – Pre Launch	John Wiltshire	Dave Nielsen 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 .	- 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	Corrine Cairns Glen Jones	- 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	.	- collect blocks and other wood in carts - break down cradles - hook up and coordinate power washers - move trailered boats to crane
DOCKS – Launch Day	Graham Twomey Zsolt Villanyi	John Plant	- assist boats to dock
YARD – Post Launch	John Witter	.	- 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

A

ORDER OF LAUNCH

- Friday 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 10am
- These are the boats that are picked up and hauled over the fence
- We will launch the south row of power boats and any boat on a road trailer.
- Starting at 7:30 AM we will begin launching all remaining boats.
- We will start in the outer rows with four crews working (two on power, three 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 7:00 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 Club House

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 Friday at 7:00 AM and on Saturday at 7:00 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
COORDINATOR	Brayden Woods	Gerald Roloson	- Coordinate with trailers, cranes efficiency and manpower
MANPOWER & EFFICIENCY	Paul Kay Tony Zielinski Michael Delaney	.	- Coordinate workflow of trailers, boats, and owners. Troubleshoot and log any inefficiencies. - Coordinate with crew leaders and timekeeping to ensure all areas are sufficiently staffed.
CRANE (1)	Dave Courtney Peter Tomlin  Crew Leader is ONLY signal person	Warren Goodyear .	- 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	John Wiltshire Dave Limoges	- 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

**B**

YARD – General	As above	As above	<ul style="list-style-type: none"> <li>- as space is cleared, remove more masts from racks</li> <li>- at end of stepping, store saw horses &amp; barrels</li> <li>- clean up yard of any garbage</li> </ul>
DOCKS – Launch Day	Graham Twomey	John Plant	<ul style="list-style-type: none"> <li>- assist boats off dock and back</li> <li>- if required, go with skipper</li> </ul>
YARD – Post Launch	John Witter	.	<ul style="list-style-type: none"> <li>- move old tables back to end of yard</li> </ul>

**ORDER OF STEPPING**

- Both days commence at 7:00 AM
- If you **MUST** step on either a morning, afternoon or a particular day; you must pre-sign up (Available Apr 27–Mar 3). Sign up sheets will be posted at the OD Station; ensure you sign up, and check in with the coordinator upon arrival.
- 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 Club House
- 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 Club House