



Shorelines

Lakeshore Yacht Club

Volume 23, Number 4

October 2013

From the Commodore

Greetings to all our members with the added hope that you all had a wonderful time on the water. One of our season's highlights was the extremely well organized cruising program. Unfortunately I only managed to participate in three events all of which were well attended. My favourite was 50 Point where the food and the weather were great the only downside being the fact that I had to be towed most of the way back. Thank you Terri, Gabriela, Judy, Jen, and Roxy.

Jon Hansen has asked me to thank our membership for the support at the annual Chilli cook-off held at The Store. LSYC was beaten into second place by The Store by a margin of two votes, with PCYC being placed third. Well done John particularly as we had line honours over our neighbouring club. As a footnote Jon was assisted by his two daughters who in my opinion produced the supreme chilli.

Humber dock is now fully commissioned and thanks are due to all concerned with notable mention for Rick Bobzener who sourced and installed all the electrical systems. Katya Tikhokhod and Brad Moore braved the cold water whilst assisting with the underwater cable installations and later when we moved concrete anchors from the east of A dock to Humber dock.

The yard clean-up against the west fence is almost complete and we will have additional storage space against the fence for five or six boats. So far only five members have laid claim to dinghies so I have to presume that my assumption that many craft are abandoned, is correct.

Our November members' meeting will take place on Tuesday November 12 and the notice of meeting will be issued shortly, along with the agenda.

Signup sheets for unstepping and haulout work parties are now at the O/D desk along with the unstepping

signup sheet. The haulout signup sheet will be available shortly.

The Commodore's Ball will take place at The Markland Wood Golf Club on Saturday, November 16th and I look forward to seeing many of you there.

I wish you all a happy and prosperous off season and I am already promising myself that next year I will reduce the disparity between sailing hours and work hours.

Donald Reid
Will Power

Vice Commodore

Mast Stepping and Haulout happen this month. Please read the safety advisories in the Rear Commodore's instructions and remember that co-ordination, alertness and awareness are all impaired if we have the misfortune to experience rain and cold on these days.

Yard Security After Haul-Out

LSYC has been fortunate over the past few years with regard to theft and vandalism in the yard but there have been serious incidents in the more distant past.

1. Secure all ladders to cradles with locks or remove your ladder from the premises when you leave your boat.
2. AC cords must not be left plugged in when your boat is unattended. They must also be unplugged overnight. Officers of the day will patrol and unplug all cords from the power panels each evening.
3. Remove fire extinguishers from your boat. Apparently there are few more gruesome tasks than cleaning up discharged fire extinguisher chemicals from the interior of a boat.
4. Remove alcoholic drinks from your boat. If your boat is broken into, booze can be a precursor to (3.)
5. Remove portable fuel containers from your boat.
6. Report defective yard lights or evidence of attempted break-ins (e.g. holes in the fence).

Room bookings and social events

Please remember that kitchen renovations are scheduled for January and February 2014. Not only will the kitchen be unavailable but portions of the Great Room will be occupied by displaced kitchen appliances and other items.

Graham Mackey
Nostramo

Rear Commodore

What a fantastic season that was.I had a great time and as I do every year, where did the time go??? Geebers. It feels like it just blasted by. Might be that new fast boat I have.

As I write this we have a week and a half of racing left. The LSYC fleet is awesome. I always have such a great time. The RC has done a great job this year and the competition just gets better. I've had a great time on my new boat Ginja Ninja and my crew as always has done an outstanding job! I love my crew!

The cruises have also been awesome. Gabriella, Judy, Roxie and Terri have done an incredible job. The scavenger hunt was one of the best times I've ever had! There's one more cruise left to EYC and I hope we have a great turnout. Please see the sign up sheet and sign up today! Thank you so much ladies!!!

Please see the unstepping and haul out procedures below and remember safety first and foremost. If anyone has nay questions please find me. For these two days to be a success we all need to lend a hand. With everyone involved it just seems like a great time.

I will have the Siren (little boats) policy ready for the November meeting so it can be communicated to all and in place for next season.

I'd like to thank Derek Fowler and Sheldon Street for all the hard work both have done as Harbourmaster and Fleet Captain respectively. Great job, guys!!

And as we start bringing 2013 to an end, I must say, with a few of the things already in motion for next season's on water activities, I am really looking forward to next year already! We had a great turnout for our events this year and know we'll get even better for next year.

I have made the board aware I will be running for Rear Commodore again next year. I hope I have served you well and hope to again for another year.

Have a great off season and see you at darts!

Sean Furniss
Sierra Tango

Membership Director

It is hard to believe that the summer is over and we are looking to mast unstopping and haulout. We had a great day sailing one day this week, did not have to worry about watching for other boats out on the lake, nice to be out there on your own.

Peter and I are taking off on a road trip for 10 days so we actually took the sail and wish bone down today, a very sad moment, but better on a lovely day with sunshine than coming back to unsettled weather and having to do this in cold and rain. And we have had to do that a few years.

Well, membership at LSYC is a busy portfolio. The club is at capacity and the Humber docks are all filled. We welcomed Rob Trumble, Wotjek Jaskiewicz, Tony Wong, Bill O'Neill, Walter Gumowski, and Ken Nelson as the newest wet members in August. The waitlist is rather daunting with many social members hoping for a slip next season. I continue to get requests about membership, someone is telling people what a great club we have, and it is no longer the best kept secret on the lake! The board has closed membership application until the New Year.

Any members who are going to be travelling or resigning it would help in our planning for 2014 if you could let us know sooner rather than later. I know those on the wait list will appreciate it too.

I would like to thank all the members who made the new social and wet members welcome and showed them the ropes at LSYC. Many have let me know how friendly our club is.

Please remember Insurance is now to be submitted on the date of your policy renewal. When you get your renewal for boat insurance, make a copy and drop it in the membership mail box or send an electronic copy to me: membership@lsyc.com. I will be posting a list of those who have not provided documentation of insurance this year since March 15th when fees were paid. Thank you to all members who have taken the time to send or drop off their insurance. As always a new protocol takes time to get members on board and time and effort on the other end getting it all up and running. So hopefully by the end of this year we will have a system that will work for everyone.

Enjoy the last of the boating season, see you at haulout.

Lynn McFerran
Tomcat

Property Director

A work party is needed to work the property area after haulout. The work party requirement will include:

- Removing the tables from the patio area to the provided trailer,
- Cleaning up the yard after haul out,
- Painting and touch ups in the club house area as needed, and
- Installation of fence panels at the rear of the children's area,

The date for the work party is November 2nd at 8:00 am.

We appreciate at least 6 persons to assist with yard duties and any remaining dock requirements under the guidance of Derek F.

Ben Sutton
[Lady in Red](#)

Harbourmaster

Alas another season is coming to an end. Let's hope we get good weather for haulout, and a mild winter.

November 2 starting at 9 am we will have a work party to close up dock and property issues. We will need 10 to 15 people to help and it should be a nice easy day.

Please email back dfowler72@gmail.com and let me know if you can help out; lunch will be provided.

We will be closing down access to docks in December please remove dock boxes etcetera.

I would like to take this opportunity thank everyone for all their hard work throughout the season,

Thanks

Derek Fowler
[More Fowler Weather](#)

Environment Director

As our sailing season draws to a close I'd like to congratulate our volunteer gardeners for putting on a truly magnificent show for us all season at absolutely minimal cost to the club. The gardens are much admired by members of the public passing by and by casual and other club visitors and are for many a most pleasing aspect of our club. Please make sure to heap lavish praise on our gardening coordinator Sharon and all 30+ members who work on the gardens.

This time of year is the time for regular **engine maintenance**. Engine oil should be changed along with the engine oil filter. Please dispose of these items as well as any empty oil containers properly in the labelled recycling containers and not in the regular garbage. Oil always finds its way out of dumps in drainage water and is not easily biodegraded. As a result it may create persistent pollution problems downstream from the dump site and in the Lake. Used oil should be placed in the **translucent drums** and, if these happen to be full, into clearly marked overflow "oil" barrels.

Don't forget to add diesel or gas preservative to your boat fuel tank contents too or you may find black stuff plugging your filters at launch, or worse, in the middle of the lake.

The **Officer of the Day** program worked well (with minor recruitment issues) during this summer season. The winter OD program starts November 1 and runs to May next year. Winter OD is focused mainly on security with our boats and facilities more likely to suffer vandalism in this period. Kindly remove all **flares, booze and fire extinguishers** from your boat at or before haulout and make sure any **ladders are secured**.

Winter OD calendar sign-up sheets will be available at haulout for the months involved. Please take care to sign up only for a **maximum of two dates** when you know you will be able to do the duty. Please do not scratch out or alter any entries made in error without informing me at edm235@gmail.com. At member requests an extra sheet has been added to the OD binder where members who are willing and able to act at short notice as OD substitutes can sign up.

Please note that **November OD and yard workhours** accrue to the 2012/2013 club year for **board workhour reporting and analysis** purposes (and, where judged appropriate, for billing purposes).

Winter ODs are also responsible for housekeeping and incident recording aspects the same as in summer. Winter OD duty runs from 6 pm to 9 pm each evening and, for security reasons, can be done with a partner.

All members are reminded that participation in the club's OD program is mandatory under club rules.

Thank you in advance for your participation in and compliance with the above important items.

Tony Edmonds
[Tautomer](#)

Social Director

The Season has come to the end; it has been a busy one.

Thank you Alice for Mexican Night. We had a great time dancing the night away with the Salsa instructor!

Lynette and Alice and John put on an unforgettable Indian Dinner. Just amazing!

Leslie and her mom Sandra cooked up a wonderful Pork Loin Roast with all the trimmings. Even homemade bread!

European Night was a great success! We all got to taste a variety of food from different countries. Thank you Ros, Joni, Andrea, Virginia, and the most amazing dessert from Karl and Vera.

Keith and Peter and the whole gang cooked up a gourmet dinner with homemade butter tarts. Thank you guys.

Greek night was a great success due to Brian and Brian Chris and Teri!

1 more Friday night BBQ! On October 11th we are going to have Leftover Night. From Burritos to Spaghetti to Pork Roast. Interesting !!!!!

For Haulout and Mast Unstepping we will need help with lots of volunteers. Please sign up early!

November the 15th is the Commodore's Ball at Marklandwood Golf Club. I will send out more info when we get closer to the date. If you are interested to make a reservation give me a call or email me. 416-888-3690 deevanzon@hotmail.com

Thank you for all your help I received over the summer. It has been so much fun to meet so many new members. We could not have done this without your help.

If I have forgotten anybody please except my apology.

Dee Vanzon
Subtle Waves

Looking Astern...

After a hiatus I have been able to find the time to sit down and continue my stories and thumbnail history of our club. I apologize for having missed the last few issues of "Shorelines". I was too lazy, inundated with grandkids or maybe I forgot to do it, or maybe I.....I know I had writers block. Yeah that is what it was, writer's block.

DOCKS AND THE HONEYWAGON

When we initiated the project to design and build our docks, our expressed intention was to build the best docks of any club anywhere. We had seen the docks at other clubs and some of them were patently unsafe. We were also not impressed with some of the commercially available docks and anyway they were too expensive.

Once we had settled on a basic design we sourced components and parts with the express intention of creating a dock that would last without maintenance for at least ten years. We used galvanized channel steel for the main structural members, stainless connectors for bolting the whole thing together as well as pressure treated lumber for the main body of the dock.

We also had extensive discussions relative to the anchoring of the docks. Other clubs with floating dock systems like ours used large concrete blocks for anchors. However in some instances this had proven to be less than ideal. In heavy weather these anchors were known to slide on the muddy bottom creating all kinds of problems for the clubs using this system. Our basin has a poor holding bottom in that it is smooth shale covered by a thin layer of mud. We felt that if we used blocks as anchors they would ultimately start sliding and we then had a major problem. We therefore decided to use anchor bolts drilled and grouted into the lake bed to which our anchors chains were attached. This proved to be the correct approach and we have never had a problem with our anchoring system.

Although we were proud of our dock design, we did experience a couple of unexpected problems. The main sections were launched and secured without difficulty; however the fingers proved to be more of a challenge. First of all when we launched them to tow them into position, they immediately turned upside down and were very hard to turn back over. We overcame this snag by putting a cross member on the finger with a barrel at either end which resulted in a trimaran which could then be safely floated into position. The second problem was more serious and took several years to find a successful solution.

Although the fingers were strong and well-built we were disappointed to find out that the torsional rigidity was less than we hoped. In other words the fingers twisted. The longer the finger, the worse the twisting affect and we had several members fall into the water while simply walking to their boats. If you were bringing your boat into your dock you prayed that there was a boat on the other side of the dock to provide some stability. More than one member has jumped onto the dock from their boat only to be trampolined into the water.

This lack of stability was a serious issue and one early effort to stabilize the dock was to put a keel on it. This consisted of a steel pole with a flat plate welded onto it which was attached to the dock in an effort to provide a “dampening” effect which would reduce the twisting. This was only partially successful and we realized that it was not a permanent solution. Somebody then came up with the really bright idea of attaching these “keels” to one another so that we created dock pairs that were attached to each other under water. This worked perfectly. So over the next few years, as money became available we set about creating these dock pairs and so far it has worked out well. In time I am certain that the barrels on the dock fingers will be replaced with steel tubes and the docks will be much more stable.

As the first winter in the water approached we felt we had to do something to protect the docks from the ice. We purchased about forty ice eaters to install on the docks to prevent them from icing in. The first winter these things chobbled away eating up ice and electricity and using up club dollars that we could ill afford. The following winter we decided to just let the docks freeze in and see what happened. Nothing happened and we have let them freeze in every winter since. We sold off most of the ice eaters but I think that there are still a few left in the rubber room.

I guess falling in the lake became part of club life in the early days. Fortunately there was always somebody around to haul the unfortunate member out. But what would happen if nobody was around to help somebody who fell in the lake? Getting out unassisted would be virtually impossible. We decided that we needed to install safety ladders. Fortunately we had a member who worked for a company that made aluminum ladders. He designed and built a bracket and these were manufactured and we proceeded to install a safety ladder for every dock pair. I don't personally know of anybody who has had to use them but I know that if I fell in, having the ladders would be a godsend. There are few members who could pull me out!

In the early days of the club we didn't have any washroom facilities, we had to live with portable privies which were so icky that even the guys wouldn't use them.....and most of our guys are not that particular. We also did not have a pump out. We did, however, have the honey wagon. This was essentially a barrel on wheels with a pump attached that you could use to empty your holding tank. The drill was to wheel the barrel down the dock to your boat. Clamp one end of the hose to your waste water outlet turn the switch to pump and pump out your tank. You then trundled the whole rig to the sanitary sewer turned the switch to empty and pumped out the barrel. Not many members used this infernal device, preferring to go to a commercial pump out. One of our members did decide to use the honey wagon and had an unfortunate experience. Rather than putting the switch to pump out he put it on empty. This resulted in his pressurizing his holding tank until the hose flew off spewing the contents over him, his dock, his boat, his neighbour's boat and anybody within range. Not a pretty site. A proper pump out took priority in the clubs planning process for obvious reason.

John Witter
“Chaika” II
A 03

Lakeshore Yacht Club

Minutes of February 2013 General Membership Meeting

76 Colonel Samuel Smith Park Drive, Etobicoke, Ontario February 12, 2013

At 1930h a quorum was confirmed and the meeting called to order.

MOTION: by Dave Neilsen, to approve the minutes of the November 2012 General Membership Meeting: **carried**

Announcements

- the property tax assessment appeal is still ongoing; it could be the fall before it comes before the court
- this year's recipient of the Outstanding Member Award is Gary Notar
- the Cruising Committee gave a brief presentation of the cruises and events planned for this year
- the Fleet Captain outlined plans for inter-club racing events with Mimico and Etobicoke
- the beneficiary of the LSYC Annual Charity this year will be Restoring Smiles, a project of the Dr. Borna Meisami Commemorative Foundation; the Foundation provides funding for dental and orthodontic treatment to women living in abuse shelters
- the property tax assessment appeal is still ongoing; it could be the fall before it comes before the court
- recent changes to the Not For Profit Corporations Act will mean changes to the club's financial reporting and may also require revisions to the club's Articles of Incorporation and Bylaws.

Auditor's Report

- the Treasurer presented the Auditor's Report and the Financial Statements
- LSYC's Replacement Reserve Fund Study was last updated in 2009; the Auditors have recommended the Fund be increased by \$30,000; a review of the study should be conducted by the Finance Committee this year
- members may find out more about the Reserve Fund Study by accessing the Member's section of the website
- no increase in property taxes is anticipated; there may be a refund if the appeal is successful
- **MOTION:** by Warren Goodyear, to accept the Financial Statements as distributed: **carried**

Budget

- the Treasurer presented the Budget for the upcoming year
- items of interest in this year's budget include:
 - kitchen floor replacement
 - retractable awning for the balcony upstairs
- **MOTION:** by Sean Furniss, to accept the budget as presented: **carried**

MOTION: by Sheldon Street, to adjourn: **carried**

Meeting adjourned at 2115h.

UNSTEPPING AND HAULOUT INFORMATION 2013

MEMBERS INVOLVED ON UNSTEPPING CREWS

- Sign up sheets, sign in and minimum commitment as for launch
- work crew must have their masts ready for unstepping BEFORE signing in
- work crew will be permitted 30 minutes to unstep mast and return to crew
- work commences on **Fri Oct 18 at 7:30 AM and on Sat Oct 19 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
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ACTIVITY	CREW LEADER	ALTERNATES	General Tasks
YARD – Pre Unstepping	Henry Sprenger	Hank DeWeerd	<ul style="list-style-type: none"> - move tables from patio to yard - gather all saw horses
CRANE (1)	Dave Courtney Peter Tomlin Crew Leader is ONLY signal person	Sean Furniss	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - assist boats off dock and back - if required, go with skipper
YARD – Post Unstepping	Henry Sprenger	Hank DeWeerd	<ul style="list-style-type: none"> - 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.
- 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 haulout** boat and return to crew
- work commences on **Fri Oct 25 at 7:30 AM** and on **Sat Oct 26 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	Sean Furniss	<ul style="list-style-type: none"> - straps are placed in water - guide boat through straps - locate sling marks - secure and tie off straps - bow and stern line control - strap control lines - stay out from under boat as lifted - one crew on each cradle pad - keep fingers clear of pads - crew leader generally watches bow - one crew at stern just before boat in cradle to stabilize and centre - remove straps, keeping attachments away from boat
YARD – Trailers	John Kupers – Sail Andrew Heim Crew Leader ONLY is signal person	Corinne Cairns	<ul style="list-style-type: none"> - crew leader directs truck into position - place blocks under cradle corners and under centre line - shim as necessary to level - remove trailer bars - most power boats have stands but still require some blocking
YARD – General	Dave Limoges		<ul style="list-style-type: none"> - collect garbage and debris to bin - hook up and coordinate power washers - keep carts supplied with blocks and shims
DOCKS – Haulout Day	Graham Twomey Zsolt Villanyi	John Plant	<ul style="list-style-type: none"> - assist boats off dock - go with skipper if assistance required
DOCKS – Post Launch	Derek Fowler		<ul style="list-style-type: none"> - remove dock ladders to yard and power wash if possible - ensure ladders are stored and locked

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 Oct 25 commencing at 7:30 we will start to haul boats.
- Skippers or designates must be available at least 1 hour prior to haulout time
- Boats on trailers will be hauled Saturday afternoon
- 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)