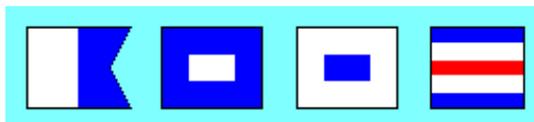


the Mooring Line

The Newsletter of the Aquatic Park Sailing Club



Fred Nicolaidis delivers a sermon:
"Over the land, and into the drink
Please God don't let her sink!"

Volume 1, Issue 2
Spring 2010

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Special points of interest:

- Boating to the U.S.
- Reciprocal Club Arrangements
- Water Level Update
- .. And more

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... and more!!

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Editor's Note

I'm at my mooring at APSC. It's a quiet Friday afternoon, and I can see all the graceful boats straining at their mooring pennants, waiting for an owner to raise a sail. This year, huge fish are feeding in our bay, and startle me as they surface for (I presume) flies. There's a lovely shore bird that stalks the shores near my mooring- a graceful white heron-like creature- whose fishing ability I envy inordinately.

What a privilege to take part in these precious moments in the largest city in Canada. Only a few minutes from the hurly-burly of rush hour madness, but arriving at the sanctuary of the mooring there's instant quietude.

Yet, unfortunately, there are among us some members who don't seem to appreciate these treasures. There are those who

don't realize that APSC exists under the auspice of the Toronto Regional Conservation Authority, and must abide by certain guidelines. If the club is to have a future under the TRCA's authority, all members must assume responsibility for proper behaviour, observance of vehicle use, and respect for APSC's pet privileges not shared by the general public.

Failure to honour these guidelines may result in the revocation of our sailing club's privileges, as our recent meeting with TRCA directors made very clear. It is too often the case that a paltry few non-compliers ruin the reputations and good standing of the majority. Those of us who cherish APSC, and we are the majority, will not tolerate actions that risk the club's status. Leashed dogs, prudent vehicle use, and appropriate behaviour will contribute greatly to securing that we will continue to enjoy our city haven without fear of losing our privileges.- *Jeff Willis*

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Landing in the U.S. by Boat

BY GARY MAY (excerpted from *MyNew-WaterfrontHome*)

In the post-9/11 world, security has become a top-of-mind issue. And it's not just those who travel to the United States by air or motor vehicle who have to think about what documents they need and procedures they must follow.

Recreational boating is a growing pastime and, with the Canada-U.S. border splitting many of our lakes and rivers right down the middle, lots of boaters like to slip in to a marina on the American side for a visit. But before you step ashore, there are a few things you need to know about dealing with the United States Customs and Border Protection Service.

First, just as you must do at all U.S. border crossing points, you need to have your passport or NEXUS card. Identification requirements are exactly the same when you arrive by pleasure craft as they are for arriving in the U.S. by any other mode of transportation.

(NEXUS is an inspection program that allows pre-screened, low-risk travellers quicker access to the U.S.)

Second, American border offi-

cials advise it's a good idea to get a Canadian Border Boat Landing Permit (I-68). Like a NEXUS pass, an I-68 permit allows boaters entry to a U.S. port for recreational purposes by simply reporting to Customs and Border Protection by phone.

Keep in mind that failure to report to border officials can result in significant penalties, including a fine of \$5,000 for a first offence and \$10,000 thereafter. U.S. authorities can also seize your property — including your boat. In addition, any boat master who is convicted of intentionally breaking the law may be fined another \$2,000, or face a year in jail, or both.

Dave Kerr, vice-commodore of the Cobourg Yacht Club, knows how important it is to abide by the law and says he shakes his head when he hears stories of Canadian pleasure boat skippers trying to sneak in to a U.S. port without checking in with Customs and Immigration. Etched indelibly in his mind, he says, is the image of yellow police crime scene tape wrapped around a Canadian pleasure craft that had been impounded at a New York marina.

"You can't play with these guys," Kerr told MyNew-

WaterfrontHome.com. "Remember, they're armed."

While an I-68 permit makes it easier to enter the U.S., the permit is good for just a year. So each year you must report in person to obtain a new one, which means a trip to a land-based port-of-entry — such as Buffalo, Detroit or Wellesley Island — prior to your first boat crossing.

To find out at which locations you can obtain an I-68 permit, you can call a service port in:

- Detroit, 313-442-0368
- Buffalo, 716-843-8300, or
- Cleveland, 440-891-3800.

An I-68 permit costs \$16 for an individual or \$32 for a family, and any child aged 14 or over must have a separate form. You are not required to get a permit, but it could facilitate those subsequent crossings. According to U.S. regulations, boaters without a permit must call 1-888-523-2628 between half an hour and four hours before their arrival to let the officials know when and where you'll be arriving, who's onboard and details of official documents. You'll be directed to the closest port-of-entry, or a videophone at a public marina for a two-way, audio and visual interview.

Landing in the U.S. cont'd

When in doubt, carry your passport

In practice, it's not usually very complicated, says Kerr. He says many pleasure craft skippers without I-68 permits dock at their U.S. port-of-call and contact U.S. officials via the videophones that are installed there. He is asked for his passport information and boat name and registration number, as well as how many others are onboard.

Once he's been approved for entry, the others may then leave the boat and they, too, must check in through the videophone link.

Kerr says he's been crossing Lake Ontario since the mid-1980s and he's learned that as far as documentation goes, "a passport trumps everything."

When you return to Canada, the boat's master must go to a designated telephone reporting marine site at the marina and call the Canadian telephone reporting

centre at 1-888-226-7277.

No one else may leave the boat until authorization is given by Canadian Border Services.



Let's say you're going to Rochester, New York, shown above, and you don't have a border landing permit. You will have to call 1-888-523-2628 between half an hour and four hours before your arrival to let the officials know when and where you will show up, who's on board and details of official documents. You'll be directed to the closest port-of-entry, or a videophone at a public marina for a two-way, audio and visual interview. But don't worry, it's not as scary as it sounds!

Reciprocal Arrangements by Kate George

Most of our members are familiar with the reciprocal arrangements we have with other yacht clubs. But for those who aren't, it's worth describing this nifty set-up.

Each year, invitations are sent out from sailing clubs to other sailing clubs offering them reciprocal privileges, with the understanding the privileges will be "reciprocated." Each club determines individually what they'd like to offer, whether it be a night or two for free, the first night free, then a nominal charge per night thereafter, or whatever. A "true" reciprocal arrangement means that the reciprocating club offers exactly the same as what our club offers (three free nights and \$30/night thereafter).

Most of the invitations have now come in and they can be seen posted on the map-board next to the kitchen window. A binder is also being assembled with more detailed information from each club. It is orange

and currently sits below the map. It is my hope that it will remain there for the use of everyone.

Keep an eye on the website as well for an updated full listing and map with locations, coming soon.

Although these arrangements are available to everyone, as a courtesy it is advisable to let the other club know in advance that you plan to come to ensure a slip.



Some popular destinations on Lake Ontario





Boat Safety Checks by Brian Lumley

Boat safety checks are about to increase; the police are doing more and more spot checks. Like RIDE programs they are looking for open booze and grog but will satisfy themselves with giving you a ticket for not having all the correct safety gear, serial numbers, certificates, licenses and registration.

Transport Canada has appointed the Auxiliary Coast Guard and the Canadian Power Squadron to train their members as safety inspectors competent to inspect boats and issue a courtesy inspection certificate.

The club has 2 members that are registered inspectors and qualified to issue a courtesy inspection certificate: Greg Blair and I. We are available to give “hassle free” safety inspections.

The first question I wanted to know the answer to was, “Will a courtesy inspection certificate keep the police from stopping me for a spot check?” The answer is “**NO**”. The police will stop you when they want to for whatever reason they choose. But it may help if they are doing a blitz.

Question two is, “Why should I do a safety inspection with a 2nd party?” The answers here are also questions: Do you look at your boat objectively? Do you let things slide and not notice they need repair, replacement or recharge? Do you know where everything is? Will anybody you loan your boat to know where things are? Let me give you a personal example. I was stopped by Peel Regional in the middle of Humber Bay. They requested to come aboard to make a safety inspection, and told me if I refused they could take me

into their dock and hold me until they got a warrant. I let them come aboard. One of the things I need is a manual bilge pump. I have one but I forgot where it was and had to grovel on the boat sole pulling up floorboards, trying to remember which hatch it was under, with the police wandering around the saloon. It didn't stop there; I made the police step aside as I hung over the stern reading the serial number upside down, had to remember where my life-jackets were, and had to dig through my expired flares to find current ones. To top it off I didn't recognize my registration papers when the police had them in their hands; they didn't recognize them either and were threatening to ticket me for not having them. It was like a Laurel and Hardy skit and I was both of them.

In the end I made a good enough show and I got my courtesy sticker which means I didn't get a ticket. It would have been a lot less stressful if I had all the equipment and the paper work, with serial numbers, organized in such a way that the police inspection went smoothly.

What the “hassle free” club inspection will give you is the knowledge of what you need so you can get away without losing any money or having a negative confrontation. I will give you a list of things you need on your boat to pass a safety inspection. When you have your list together and organized Greg or I can inspect your boat, pass you, and give you a courtesy inspection certificate.

With the new laws, your driver's license is attached to your boat. An unpaid boating fine might surface when you renew your driver's license and you could lose your license if you are caught drinking on the water.

Be prepared on the water; it is all about common sense.

Water Level Update from Andrew Leyzack

As a hydrographer with the Canadian Hydrographic Service, I'd like to contribute a piece on water levels- something we're all concerned about especially when, like this year, they are lower than we are used to.

We're doing fine with respect to water levels at APSC with over 4 metres of water depth in our channel. However other clubs have not been not so lucky. This spring I've heard a number of stories from sailors who've either barely escaped from their basins or have found themselves (and their racing season) on hold until dredging can happen.

We winter at Newcastle and despite an extensive dredging program last fall, I found bottom this past April with *Seiche* (a Niagara 35 with 1.6m draught) just north east of the fuel dock. It was just after 6 am and I was looking forward to a pleasant shakedown delivery back to APSC. Determined not to spend the summer there (not that Newcastle would be a bad place to hang out) after several runs, edging closer to the corner of fuel dock, we

were able to slip clear and make way for home port.

Typically, water levels are on the rise this time of year and will peak around the middle to end of June; then, they will start falling as the season progresses. Predictions published by the Canadian Hydrographic Service's Tides Currents and Water Levels division provide for two scenarios: one will see water levels increase by another 20 to 30cm by late June and the other will see water levels begin to level off with an increase of only 10 cm over the next month.

My (unofficial) prediction is that we'll only see a marginal increase over the next month and by September/October see water levels 50 to 60cm lower than present day values :(So as the season progresses, launching and retrieving our dinghies will become more challenging. The good news is a number of dredging programs have since been approved and are underway and when water levels eventually return to normal (and they will) there will be plenty of water for getting in and out of places like Fifty Point and Bluffer's.

Funny though, that when you hear the (panicked) news reports on low water levels, no one ever mentions just using nautical charts which show those "new" rocks which have so recently appeared. The good news is we're still above chart datum on Lake Ontario so when using your charts, bear in mind that the published depths depict a worse-case water level scenario we haven't hit... yet.

For more information on charts and water levels, tune into www.charts.gc.ca or talk to your friendly neighbourhood hydrographer!

My (unofficial) prediction is that we'll only see a marginal increase over the next month and by September/October see water levels 50 to 60cm lower than present day values.

The Joy of Soy by Jeff Willis

Grayling, our newly purchased Alberg 30, had been well looked after. Maybe too well. When my brother Glen and I looked at her hull last fall at haulout, there was wordless assent. Spring would be bottom strip time. Eons of Micron CSC applications would have to be removed before another coat went on.

Grayling came with a mind-numbing quantity of effluvia, and sorting through it took much time. Among the chattel were many prizes: one in particular was a box of old issues of Practical Sailor magazine. I settled in over the winter for some serious reading, and found a reference to what would be one of the solutions to our bottom paint stripping challenge.

A little known American company called Franmar Chemical fabricates an all-natural chemical stripper for marine application that won hands-down over all others in Practical Sailor's comparison test of bottom strippers. To me, this sounded infinitely preferable to both sanding which raises clouds of horrifically poisonous dust and sandblasting which causes irreversible damage to the underlying gel-

coat and almost guarantees future paint blisters. Soy Gel also meant avoiding exposure to noxious chemical bottom paint removers, the use of which reduces life expectancy dramatically.

Wonder of wonders, it's made of soy beans! Apparently you can drink it, and the only ill effects will be a mild stomach ache. I knew I'd be ordering up a batch.

Finding Soy Gel in Canada proved a challenge. Carolyn Burgess at The Rigging Shoppe sounded interested when I described the product, but couldn't secure distribution rights. She referred me to Homestead Paints near trendy Queen Street West, but their supply didn't include the marine stripper. What's more, they were not going to continue to carry the company's products as Franmar insists on large shipments to warrant the expense of cross-border export.

So I did what I had to do: called them up and had a gallon sent by UPS. The friendly customer service rep admitted that Franmar was having some difficulty with Canadian distribution, but didn't offer any financial compensation.

The goop (for goop it is, a kind of resinous viscous gel) arrived in two days, and I swallowed hard as I paid the additional \$40.00 in duty fees. My credit card is still in shock.

Would the expense be justified?

The stuff goes on with a brush, sits for an hour or two or six, then is ready for removal. It works! Our first application took serious elbow grease to make any dent in the multiple layers, and regular drywall type scrapers were ineffective. We had to use sharp heavy duty hooked blade scrapers, and exercise constant vigilance in scraping not to scratch the gelcoat. The first application removed about 65% of the paint.



Jeff Willis admires the nice varnish on Bluenose 2

Sailpast 2010

Soy Stripper

Soy-Gel is not a miracle solution. Bottom paint stripping is still one of the nastiest jobs a boat owner faces, and nothing can alleviate that. In fact, I ended up alternating between sessions of soy application (scraping off toxic green goo) and sanding (shrouding me in toxic green dust which caused my daughter to liken me to Bruce Banner– The Incredible Hulk.) However, the product does (mostly) what it purports to, and does it in as green a way as possible considering the environmentally hazardous soup that comprises boat bottom paint.

Green cleaners, paints, and now strippers are a huge step in the right direction to reduce sailing's dependence on products that traditionally have been among the most noxious on the planet. Kudos to Franmar for their contribution.

I won't be mixing any with my rum any time soon, though.



Members' List 2010

Moor- ing#	Last Name	First Name	Boat Name	Boat Type	Home Telephone
1	Purcell	Larry	Gypsy Wind	Hughes 22	(416)235-1783
2	Pirhonen	James	Stella Maris	Edel 540	(416)249-6659
3					
4					
5	Baker	Dave	Mahal	Ancom 23	(905)522-1207
			Edwina The Sea-		
6	Weeber	Andrew	ward	Oday Mariner	(416)690-9063
7	Trenholme	Mark	Heart	Grampian 23	(905)829-8601
8					
9					
10	Hollands	John	Spirit 7	C&C 39	9059369336
11	Moynihan	Kean P.	MyTime	Columbia	(416)698-4185
12	Panagos	John	Adriatic	Macwestern 22	(416)265-9643
13	Baker	Susan	La Querida II	Northern 29	(416)465-1944
14	Smit	Peter	Smitten	Shark	(416)293-5865
15	Komac	John	Misty Blue	Holman 20	(647)521-0524
16	Van Ierssel	Marcus	Jabberwock	C&C Viking 28	(416)979-7811
17	Tywoniak	Marek	Petecuy	Tanzer 26	(905)898-7442
18	Pereira	J.Eduardo	Genvive	Tanzer 26	(416)465-4092
19	Melnikov	Vladimir	Ariadna	Hunter 31	(905)619-1893
20	Satenstein	Jeff	Airisto	CS 22	(416)755-7749
21	Lauzis	Alfred	Nils Zirgs	Nordica 20	(416)242-3292
22	Osborne	Martin	True Blue	Halman 20	(416)755-8437
23	Ignatenko	Sergei	Odyssey	Bristol 30	(416)739-0876
24	George	Kate	Someday	Grampian 26	(519)745-2312
25	Danciu	Ted	Slow Dancer	C&C MK I	(416)489-2104
26	Birkenheier	Phil	Gemini	Alberg 30	(416)284-0361
27	Phillips	Joseph	Zig Zag	Alberg 22	(416)467-8579
				C&C Redline	
28	Dohn	Chris		25	(905)274-0640
29	Mallon	Newman	Illusions	CS 22	(416)285-0911
30	Lowe	Tom	Pavane	Nordica 20	(905)524-3077
31	Pyle	Robert	Navair	C&C25 MK1	(416)691-9284

Members List 2010 cont'd

32	Rockett	Eden	Itchy II	Shark 24	(416)778-4927
33	Jones	Scott		Abbott 22	(416)652-0949
34	Wallace	Jay	Seranada II	CS 27	(416)579-3900
35	Kirkwood	Tim	Serenity Now	Tanzer 22	(416)406-2192
36	Chalmers	James	Reprieve	Northern 24	(647)225-1250
37	Barlow	Alison	Solaris	Kirby 25	(416)778-0004
38	Woods	Kevin	Nah-Meh	Shark 24	(416)778-1169
40	Unsworth	Neal	Mistaya	Viking 28	(416)698-7563
41	Krzewinski	Wojciech	Ursus	Viking 28	(905)813-9416
42	Smith	Timothy	No Frills	Paceship 26	(647)477-5700
43	Clements	Paul	Sin Nombre	CAL 27	(416)521-9707
44	Kent	Fredrick	The Answer V	Alberg 30	(416)766-5063
45	Speed	Chris	Silver	Hughes 31	(416)423-4002
46	Mandel	Sandy	Summer Love	Shark 24	(416)489-4883
47	Stec	Anna	Capstan	Columbia 26	(905)827-1029
48	Bohlender	Keith	Iceland	Tanzer 22	(416)465-9060
49	Terry	Chris	24 Karat	C&C 30 MK1	(416)686-6613
50	MacKay	Paul	Kea	Allied Chance 30	(416)244-0149
51	Kimmerle	David and Diane	Indian Summer	Bolger Schooner	416224-2675
52	Wiebe	Daryl Andrew/	The Shark	Shark 24	(416)698-0011
53	Ireton/Janeway	Mark	Salacious	C&C 34	(905)306-9543
54	Hickman	Robert	Red Cherry	Shark 24	(416)361-6226
55	Byard	Malcolm		Grampian 26	(416)737-7387
56	Durward	Stewart	Blue Cloud	Northern 29	(416)990-6710
57	Robbins	Michael	Sadie	Kirby 1/2	(416)465-9724
58	Derlick	Martin	Sans Regret	Grampian 30	9056606009
59	Nahshunov	Alan	Ah-Me-Go	Tanzer 22	(647)591-2402
60	Serdynski	Miroslaw	Atria	Pearson 26	(905)455-3852
61	Bilyk	Rafal	Aquaholic	Seafarer 33.9	416560-7550
62	Snoyer	Edward	Picasso Moon	Paceship PY26	(416)224-5533
63	Korneluk	Boleslaw	Patricia	Rhodes 27	(416)536-9695
64	Girdauskas	Eugene	Audra	1946/40	(416)536-9695
				Hughes 38	(416)762-0660

Members' List cont'd

65	Leyzack	Andrew Fred &	Seiche	Hinterhoeler Niag- ara 35	(416)516-8701
66	Nicolaidis	Wendy	Tangaroa	C&C 27 Mk II	(416)693-5467
67	Gerasymovych	Anatoliy	Sterh	C.Wittholz 34	4168399475
68	Crolly	Peter	Parlay	C&C 30 MK 1	(416)429-3712
69	Hebda	Michael	Tosick	Grampian 30	9058384947(
70	MacFarlane	Cathryn	Brigadoon	Grampian 26	(416)944-9118
71	Bourne	Stephen	Lucy	Coronado 25	416-518-2764
72	Clarke	Mark	Blue Goose	Pearson 35	(905)472-0978
73	Piwowarek	Adam Paul &	Tsaritsa	Island Trader	(416)466-2574
74	Mitchell	Becky Brian and	Veritas II	Niagara 35	(905)883-4709
75	Price	Barbara	Stellaris	Alberg 30	416-674-4698
76	Ross	John	Wind Seeker	Grampian 30	(647)290-5018
77	Willis	Jeff	Grayling	Alberg 30	(416)699-4568
78	Gibson	Dan	Freya	Alberg 30	(416)466-9010
79	Veale	Cameron	Sundance	Ontario Yacht 28	(416)786-0304
80	Cotton	Michael	Lady Hawke	Westerly 34	(416)461-5450
81	Brown	Bill	Mewa	Westsail 32	(416)455-4650
82	Knox	Bill	Moonshadow	Contessa 26	416-596-8333
83	Jurkemik	Frank	Wind Lass	C&C 34	(416)728-1769
84	Dickey	David	Quest 4	Hunter Vision 32	(416)465-6652
85	Clements	Darren	Radius	Kelsall Cat 38	416-540-5596
86	Shipman	Travis	Nowe	Mirage 27	(416)435-5339
87	Steven	Peter	Blue Beastie	Shark 24	(416)536-2315
88	Robinson	Keith Craig and	Basketcase	Tomcat Sport 20	(416)690-0566
89	Renouf	Barb	Gemini	Columbia 27	(416)932-3652
90	Thornton	Paul	Chinook	Shark	(905)483-9848
91	Caulfield	Seamus	Glenariff	C&C 24 Custom Cartwright	(416)461-4187
92	Steigenga	Durk	MacIntosh	44	(416)266-0429
93	Gumowski	Walter	Banshee	O'Day 23	(416)626-0614
94	Majcherczyk	Tom	Briseis	S&S 42	(416)696-7030
95	Husar	Jozef	Sedliska	Bruce Roberts 29	(905)875-1533
96	Moore	Bradley R.	Wild Irish Rose	Bruce Roberts	(416)525-9201

Members' List cont'd

	97	Keillor	Warren	Solstice Moon	Norris 50	(416)693-9533
	98	Lumley	Brian	Valcor	Tayana 37	(416)560-1781
	99	Snow	Mark			
	100	Earle	Martin	Tern	Alberg 30	(416)417-8584
DORMANT		Clermont	Gary	Gypsy Wind	Northstar 23	905-884-1312
DORMANT		Tamblyn	Tom	Tomcat	20 Catamaran	905-883-9029
DORMANT		Hidvegi	Leslie			(416)964-7706
DORMANT		Payette	Susan			(905)937-5816
DORMANT		Stevenson	John	Weekender	C&C 29	(416)694-8060
DORMANT		Brouillette	Tom	Davaar III	Controversy 28	(416)465-7742
RACING		McMeekin	Randy	Roz	Hunter 23	(416)383-1736
DORMANT		Graham	Bill			
DORMANT		Lee	Elizabeth	Luv Affair	Beneteau 1st 25	(905)820-8446
DORMANT		Howard		Pogue Ma-	MacGregor	647-722-5649
DORMANT		Wilson/ Worton	Jim/Carol	hore	Venture 26	705-788-0371



*The Newsletter of the Aquatic Park
Sailing Club*

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..and another season begins.....



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