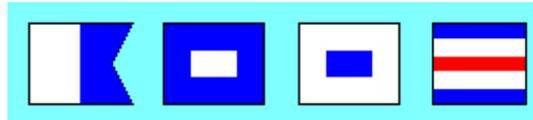


# the Mooring Line

*The Newsletter of the Aquatic Park Sailing Club*



**Volume 1 Issue 3**  
**Spring 2011**

*Special points of interest:*

- **Commodore's message**
- **Cruising the Thousand Islands**
- **Jazz at APSC**
- **...and much more**



**Dinghies waiting patiently**

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## Editor's Note

Ice is off the bay. Daylight lasts longer, and robins have returned. These are harbingers of spring, but my true test is if it's warm enough to allow fiberglass resin to set outside. This past weekend proves it. By the time you read this, our docks will be in and our sailing season officially under way. Boatyards are bustling with prep activity: masking tape, overalls, and bottom paint everywhere.

APSC members can look forward to another exciting sailing season. This year our club faces some administrative challenges ( see commodore's message), but the resourcefulness and resilience of APSC members have been tested before and have been proven worthy. May these current trials be addressed in the same fashion.

As an incentive, this issue features Phil Birkenheier's extensive cruising guide to the Thousand Islands. Packed with tips, lore, and anecdotes, it's printed in its entirety for the benefit of members who may be venturing further over the course of the season.

Member John Hollands gives us a glimpse of yet more distant horizons with his entry, too.

## Our 2011 Executive Board

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As well, you'll read Keith Bohlender's account ( with pics) of the formation of the APSC Jazz Band and its premiere performance in February, which was well attended and widely acclaimed.

Race Director John Toews has included this year's itinerary. Start polishing the bottom.

To conclude, we wish every member a satisfying and happy season, and include a reminder to be responsible regarding all aspects of our club's activities.

## Commodore's Message by Mike Robbins

This year has proven to be a busier off season schedule for our club than most. Added to the perennial operational tasks like putting together a budget, sending out and receiving membership renewals and applications, putting together the social calendar, assessing house and ground needs for the year, etc, the club has pushed back on a sizable property tax assessment, and started discussions with stakeholders in the transition of Spit operations from the Conservation Authority to the City of Toronto.

There has already been a certain amount of communication to the membership on the tax front, so I trust that you are all reasonably up to speed on that issue. So a quick word on the transition of Spit Operations from TRCA to the City, and what it means for the club and its members.

As it stands at the time of writing these words, it appears we will be entering into a license agreement with the City for the year 2012, this after paying rent to the TRCA for the last 35 years or so. The club will be starting to talk with the Parks and Recreation department over the next couple of months to see what, if any, material changes the City might have in mind for us in terms of rent and how we interface with the rest of the park. While I don't have any concrete details for you all at this point other than the general time-

line, I'd like to address the second point: how we interface with the rest of Tommy Thomson Park.

Mostly, the general membership experiences park operations through the use of the shuttle van, and it is through this point of contact that the rest of park users and park staff experience our general membership. It has been so ever since there was a shuttle van, and so it will be forever.

It is with some dismay that I receive increasing and more insistent complaints of displays of rowdy drunkenness by club members on the shuttle van. Over the years, the club has come under increasing scrutiny and pressure with regards to its consumption of alcohol; each turn of the ratchet is occasioned by some such display. Every year, the club pushes back on the scrutiny and pressure, at the same time pleading with the membership to be more observant that we exist in a public world where certain forms of behaviour aren't tolerated, and are not legal.

This year in particular, as the Club begins discussion with what would appear to be its new landlords, acts of public drunkenness are all the more painful for us all. Our organization is centered around recreation, which in turn is a release from the stress and grind of our daily lives. No-one, least of all me, relishes



Commodore Mike Robbins

playing the heavy role here.

However, APSC has over the years demonstrated it can and will protect its interests through the expulsion of members whose misbehaviour puts club operations in jeopardy.

I'm sure most of us recognize the above -mentioned behaviour falls within this category, and will work together as a community to ensure that everybody understands the need for civility.

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## Duty Officer's Message from Brian Lumley

It is that time again to get your boat ready for launch and for you skippers to sign up for Duty Officer. May is almost filled but there are plenty of days available the rest of the season. Remember Duty Officer is worth 4 work hours and we are all obliged by club membership contract to do it, APSC Rules & Regs article 10. Log into <http://www.aquaticpark.com/calendar/DO/2011/5> to check out the calendar and find a day you would like to be D/O.

Thanks for participating in your club.



Duty Officer Brian Lumley

## IRC Fleet Update

Recently, there has been a lot of interest in IRC, especially on Lake Ontario where the IRC fleet has soared to over 70 boats, with more than 25 boats scheduled to be measured this Spring.

This increased attention to IRC is not only because the majority of handicap weekend racing in the area is now raced under IRC, but also because many sailors are gearing up to enter the highly anticipated 2011 IRC Canadian Championship at LYRA (July 29-31) and the 2011 IRC North American Championship at the Royal Canadian Yacht Club (August 11-14).

Over the past couple of months our measurers have been pleasantly overwhelmed by the number of IRC rating certificate inquiries they have received and the amount of enthusiasm local sailors have expressed about the upcoming IRC sailing season. In light of this, we have produced a Q&A document that will answer some frequently asked questions for those who are interested in getting an IRC certificate

Contact the Lake Ontario IRC Executive Committee to download a Q and A PDF document with more details.

## Cruising to the Thousand Islands by Phil Birkenheier

Now that the boats are getting ready to launch and the weather is getting warmer, it's time to think of sailing destinations for the coming season. For me, other than racing, the three week cruise to the Islands was the sailing highlight for sure. Sandi and I left Toronto (Aquatic Park Sailing Club) on August 5<sup>th</sup> figuring that this was the best time to go – the summer rush is over in the Islands, the weather is still sort of nice, and we had the time. Unless you are the hearty sailor types and want to sail overnight to Kingston say, there are several places you can stop along the way. We were fortunate to have a good northerly wind and no waves so the first day was a fantastic sail to around Oshawa and a bit of a motor to Newcastle.

Newcastle is a well protected little harbour with a bit of a restaurant (beer, burgers and the like); the docks are not that great, but there is fuel available if you get there early enough or plan on leaving later in the morning. The entrance is a sort of narrow and you have to stay to the left side on entering because the water is a bit shallow, probably from silting up of the stream that runs out of the harbour. If you draw much more than say 5 feet, you really should check ahead

for depth information.

We left early the next morning and with some sailing, but mostly motoring, and a really long day, we got to the east end of the Murray Canal and anchored in the lee of Indian Island. If you are not in a hurry, you can stop at Cobourg or on a government dock just inside Presquile Bay. On the third day we planned to get to Picton, but after a stop at the Municipal Harbour in Bellville for fuel and ice, it started to really rain so we pulled in to an anchorage at North Port in Big Bay. This rather large bay is relatively deep close to the west shore so you can get good protection from the westerlies, but the weeds are really thick. Pulling the anchor the next day was a chore with lots of weed to get off the anchor rode. When the anchor was finally up the ball of weed was really big so I figured to clear it off as we motored along. Bad decision. As I pulled the weeds off they sort of drifted along and under the boat to the point that Sandi called out to me that the boat was no longer moving as it should be. The weeds had fouled the prop so it was on with the diving mask and armed with the fishing knife, I went under the boat to clear the weeds off the prop.

Next stop was Picton where we stayed at the Prince Edward Yacht Club. The Club has a few reciprocals, some on a dock and a few on a mooring, either of

which is a reasonable cost (\$20m to \$25 range).



## Cruising to the Thousand Islands by Phil Birkenheier

There are also some Municipal docks which the Club manages for the Municipality and the cost for these is sort of in the \$45 per night range, so getting there early is a good thing. There is a small cruising club just across the bay from PEYC and the cost is something like \$20 per night if there is a slip available. It means a bit of a longer walk into town but not all that serious. If you plan on staying for a few days you should really check out the events going on in town. On the way home we managed to snare two tickets to a concert in the local theatre, part of the Picton Jazz Festival. We also, through a friend of mine, managed to get a car for a day and drove around to Wapoose on South Bay and a few of the wineries in that area. We also visited the Black Creek Cheese shop, and nearby to that there is a small Maritime Museum that is worth a visit as well. A really great way to spend a day in the County.

The day we left Picton started out with a lot of serious fog so we were delayed until about noon or so. We had planned on being in Kingston but we stopped deep inside Kerr Bay just across from Bath. (Some folks like to stay out near the entrance to the bay because the weeds are not as thick as they are deeper into the bay.)

It was a rather relaxing day but during dinner, I noticed a few dark clouds to the north that seemed to be getting closer. But with steak to eat and wine to drink, who was really worrying about that sort of thing. At one point Sandi turned around and looked at the clouds and asked how quickly they would be on us, and I replied – about 5 minutes. At that point the wind did a serious shift to the north east, which now made us fully exposed, and increased in strength. So it was down with the second anchor and a quick clearing out of the cockpit just in time for the rain to start. But as it is with most storms that come up quickly, they last only for a short time and night was clear and calm. The next stop was Portsmouth Harbour for fuel, ice, water and a head pump out. This is just about the only marina of which I am aware that has fuel in the area so this is almost an obligatory stop. There is also a small convenience store within walking distance at which you can get basic staples if needed. Confederation Basin in Kingston was the next stop. I think we stayed two days here as well as on the way home and during that time we walked around Kingston to see the University and some of the places I lived while attending Queens, went to the market just up from the marina, ate in a few restaurants, one of which was Chez Piggy, almost a basic re-

quirement if you are to eat out anywhere in Kingston, ate ice cream from the White Mountain Ice Cream shop, shopped on Princess Street, including a hardware store that has in it a small but good chandlery, did some grocery shopping at a supermarket a medium walk from the marina, and a visit to the local LCBO for a reup on wine



Navigating the  
Murray Canal

## Thousand Islands Cont'd

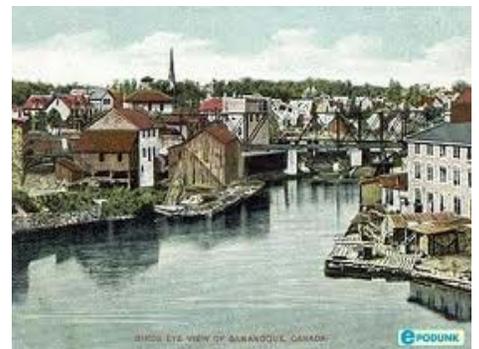
Finally the Islands. My favourite anchorage is in a small cove on the south side of Camelot Island (roughly 44 D 18 M, 76D 07M West). There are three moorings in the cove, but most of the time, unless you are lucky, they are all taken. But not to worry. If you are comfortable in stern anchoring, and your draft is less than say 5 feet, you can drop a stern hook and motor ahead to the shore and tie up to the rocks and be safe in all wind conditions. The entrance is a bit dicey however in that there are rocks a few feet below the surface and not visible in the dark water. You really need to go slowly and stay towards the right side of the entrance, and by entrance I mean the entrance off the main channel south of Camelot and Netley Islands. Do not try to enter along the north side of Netley Island because what looks like a quick way in is over a shoal with about 2 feet of water. While we were there, a rather large boat, a Beneteau 36 I think, probably with a wing keel, entered the cove but in spite of warnings from the folks anchored there went a bit to far west on exiting and hit the rocks. He was going slowly so managed to back off and get out. Another boat on entering also did not heed the shouts and was too far west and really got hung up on a rock. A large powerboat tried to pull him off and only succeeded in pulling the foredeck cleat out of the deck

with a rather loud bang and major recoil of the rope. I sort of got tired of watching the antics so I did not see how they finally got off.

There are other anchorages – like the one between Beaurivage Island (44-18 N, 76 - 11.5 W) and Lindsey Island, or off the south side of Beaurivage, or a small cove in the north side of Endymion Island (44 - 18 N, 76 - 06W) (the holding here is not so good however, being a soft mud bottom, but under most conditions it is OK)., Some folks like the anchorage on the north side of Downie Island (44 - 20N, 76 - 03.5W) but I find the water a bit murky and the area a bit too open. There is an anchorage on the south side of Leek Island (44 - 17.5N, 67 - 09W) that is quite good if you can get in deep enough and as well there is a great beach on the west side of Leek off of which you can anchor for the day.

There is a boat that comes around with ice, milk and bread, and the driver will, for a fee, pick up anything that you need from the grocery store and deliver it to you the next day. The goods are a bit more expensive but it is better than pulling up anchor to get stuff from Gananoque. But at some point you will probably need to get into Gan for supplies. There is a rather large town marina there where you can get a slip if you need to, but there is also a small set of municipal

docks at which you can tie up for three hours while you shop in town. But to get a spot you need to be either very lucky or get there really early in the morning. There used to be a free shuttle to take you into town and back but alas we discovered that it no longer runs. It is however a pleasant walk into town to the supermarket, butcher shop etc. and it can be accomplished easily in three hours. If you have time, there are a few good restaurants in town as well. Just a quick note about the town marina. You can get water, ice, and a pump out, and a hot shower, but not fuel. If you need fuel you need to go to Gordon Marine just east of Gan



Gananoque  
Harbour

## Thousand Islands cont'd

All the while we are in the Islands, lounging about reading swimming eating sleeping etc., I am noticing that the winds are getting stronger and stronger each day. We actually stayed over a day extra to avoid strong west winds but the next day we had to go. In an effort to minimize the winds we went up the Bateau Channel towards Kingston where we hoped to have dinner, but once we got out of the shelter of Howe Island, the winds were very strong and the waves on the lake were over 6 feet and on the nose, so we stopped over on Milton Island. It is a bit shallow in the little bay but for a 4ft-6 draft it is OK. Another layover sailor had a hand held wind measuring device and he clocked the wind at 30 knots. A few days later we were trying to go from Kingston to Picton and got turned back to Kerr Bay by winds and waves at the channel between Amherst Island and the County. On another day we got held up on the government dock just inside Presquile Bay and had to wait for the lake to settle down before we could carry on. The rest of the trip back was OK with even some good sailing!

Just a few tips for the trip:

- 1) I like meat and potatoes so we took a fair amount of meat and to keep it fresh. I had it individually vacuum packed and frozen before we left ( I seem to remember 4 steaks, 4 salmon fillets, 3 packages of hamburger, a pork tenderloin, and two large pork chops). To keep it fresh it needs to be kept very cold which meant for us a separate cooler with extra insulation and lots of ice above and below the meat. Even hamburger meat can be kept nicely for over three weeks this way.
- 2) To assist in anchoring near the islands with the bow or stern tied to a rocky shore, purchase 3, 10 foot lengths of  $\frac{1}{4}$  inch chain and three karabiners of a suitable size. Use the karabiners to form each length of chain into a loop. The loop of chain can be wrapped around a rock and down into the crevices to give a secure attachment to the shore without the possibility of having the rope chafe on the rocks during the night should it blow up. Tie one end of the mooring line to the chain and the other end to the boat in such a way that you can control the position of the boat fore and aft without having to go on shore to adjust the line.
- 3) When you get the water tank filled up, most of the time the dock crew at the marina will do the deed, but make sure that the tank is actually full. When I had the tank filled at Belleville, the dock attendant got to horsing around with the others and when the tank gave a burp she figured that it was full and shut off the wa-

ter. I was busy doing something else and did not check. A few days later the tank was dry and we were not at a marina to get it filled which was somewhat of a problem. Fortunately we had lots of bottled water to tide us over.

- 4) Fill the water tank every chance you can because running out of the stuff is not pleasant.
- 5) Practice stern anchoring because it will come in handy at some point in the Islands, unless you are comfortable in having the rudder next to a rock face.
- 6) I suggest that three weeks is the absolute minimum time for the trip. Anything less and you will get to enjoy only a few days in the Islands, if you get there at all, before you have to leave to get home.

## Thousand Islands Cont'd

The following is a list of most of the anchorages and marinas you can use on the way down and back. Check to see which marinas and clubs have reciprocal arrangements to make the trip a bit less expensive.

Any of the clubs in Bluffers  
 Frenchman's Bay YC in Frenchman's Bay  
 Whitby YC or the marina in Whitby Harbour  
 Newcastle Marina in Newcastle Harbour  
 The Marina in Cobourg OR the Cobourg YC which has a few reciprocals. (Give Port Hope a pass because the water depth may be an issue getting into the yacht club.)  
 The government dock just inside Presquile Bay. It is located to port on entering and just a bit north of the big red light. Look for a concrete dock with a roof over it. There are absolutely no amenities or service here and there is a charge if the dock master comes over to see you. One can also anchor anywhere west of the marked channel going through the Bay. There is a small club at the head of the bay. I have never been in there but some folks say it is OK.

Either end of the Murray Canal, or on a low concrete pier about half way through the canal, but I think that these locations might be a bit buggy at night but the middle one is well protected if you are expecting a big blow. No amenities and no charge at either location.  
 Indian Island just east of the east end of the Murray Canal  
 The Municipal Marina in Belleville or at the Bay of Quinte Yacht Club a bit further inside the harbour. Watch the charts and stay in the marked channel getting into the harbour or you might run aground.

A small bay between Mississauga Point and Horse Point just west of Belleville and at the west entrance to Big Bay.

North Port, before you get to Telegraph Narrows.

The bay between Grassy Point and Green Point at the north end of Long Reach

Tuck in behind Witlow Point just inside Hay Bay or go further into the Bay to get in the lee of Ram Island

In between Glen Island and the mainland near the Glenora Ferry  
 Picton Harbour for the yacht club, or cruising club, or municipal docks, or private marina

Prinyer Cove near the east end of the county on Cressy Point

If you want to get this far by going outside from Cobourg, it is a long trip (the last time I did it, it took about 13 hours with a good following wind for most of the trip), and there is no place to stop until you get to a very small cove at the end of Long Point near the False Ducks. Once there you can go directly to the North Channel, or go over to the marina at Wapoose, or anchor in complete solitude in Smiths Bay, or South Bay, or Half Moon Bay or just off the north shore of Wapoose Island

There is a nice marina at Bath, or anchor in Kerr Bay just across the North Channel. If you are in the area and are expecting a northerly blow, you can get into Parrotts Bay on the north shore of North Channel east of Bath.

Portsmouth Harbour and marina

Kingston Yacht Club

The Kingston Marina in Confederation Basin

Brakey Bay on Wolfe Island near the east end.

In the Bateau Channel there is Milton Island just outside the south end. Paradise Yacht Club just inside the south end near Paradise Island and Trident Yacht Club near the north end.

And I haven't even mentioned all the marinas and bays on the American side that one should explore. So go to the Islands and poke your way into all the lovely spots that come to hand while you travel around.

So go to the Islands and poke your way into all the lovely spots that come to hand while you travel around.

## Jazz at APSC by Keith Bohlender

Aquatic Park now has its own Jazz ensemble. The idea began in various discussions that took place after last season's races. Commodore Mike and Andrew Weeber were already well known guitar-totin' troubadours that regularly serenaded club gatherings. Mike began asking around to see if there were other musical folks around. As it turns out, we have quite a little talent pool at APSC. Although, at times the pool does get a little polluted...

Peter Crolly indicated that he had experience on Bass. He plays the stand-up (acoustic) bass, electric bass guitar and a wild looking electric stand-up that looks and sounds very cool. I first remember seeing one played in the prog rock band King Crimson. I was impressed with Peter's playing. He goes way beyond being able to follow chord changes; he can solo with assurance and style. As if that is not enough, Peter also plays Soprano Saxophone and Flute.

Jeff Willis plays guitar. That statement is, however, woefully inadequate. Jeff is a master of his instrument – not words that I use lightly. He plays a classic "Howard Roberts" electric guitar (those who are in the know, will know). I love listening to Jeff take a solo. He is also fluent in reading changes, but mostly, he just has hundreds of songs memorized! That always blows me away – he's the guy that never needs a sheet of music. Jeff has become our guru. He would never set himself up as a leader – that's not his style. But he is so

knowledgeable that we all look to him for advice. He has also provided us with all of our charts – transpositions and all. Thanks Jeff!

Mike, Andrew and John Toews play rhythm guitar with a lot of heart and verve. John has lately taken to the keyboards, so now we have piano or Hammond B3 at the touch of a button. Chris Terry plays drums. He holds everything together with a swingin' or rockin' beat, depending on what is needed. Chris is a naturally reserved guy, but every once in a while we'll hear a kind of low rumbling from the corner. That'll be Chris. He has a great take on things and he always gives us the good word.

What's a song without a singer? Brian Lumley joined us with his craggy, yet mellifluous tones. Early numbers such as "Nobody Knows The Trouble I've Seen" and "Do Nothing 'til You Hear From Me" added what the group was missing. More recently, we have been joined by the dulcet tones of Paul Scott.

It's been my lifelong pleasure (and income supplement) to play French Horn. I have a steady roster of classical and musical theatre gigs that come my way each year to keep me busy and interested. It's a pretty "classical" type of instrument and that's fine with me. But I'm also a great jazz lover.

The French Horn does exist in Jazz – quite a bit in fact: the great Wil-

lie Ruff played with Lionel Hampton and Miles Davis. Big bands from Stan Kenton to the late, great Rob McConnell used them. Canadian Phil Nimmons loves the sound of French Horns and he includes them in many of his arrangements. I was fortunate enough to play in university in a Jazz ensemble that he directed. It was an eye opener for me. He was, and is, a great gentleman and educator. But would French Horn work in a small ensemble? Uh....no.

I've messed around with trumpet for a number of years, so I thought that I would give it a go for this newly formed group. It's been a lot of fun to play. I may even try a solo one of these, umm, years. I think I have a lot more to learn before anyone wants to hear that!

We met last fall for the first time down at the clubhouse. Sometimes it was a bit slow – much checking and explaining of chords and roadmaps. But we gradually became more fluent. We were developing a repertoire of pieces. We were helped along by lashings of "Jazz Booze", as the nightly bottle was called that one or another member would stand to supplement the personal coolers. As boats were hauled and the weather turned cooler we sometimes practised at a member's home. Chris and, much more often, Mike were

kind enough to take us in. We were getting better – it was time for the world to see.....er, what are we called again?

Mike sent out the word – we were going to have a late winter social down at the club. As the evening approached we were hit with a steady downfall of sleet – rain and snow mixed together. Mostly snow. Oh well, I thought. We’ll probably get about ten people – maybe that’s best for our first show. I was surprised as people just kept coming and coming. We wound up with about sixty people altogether! The pot luck dinner came first. It was a true gourmet feast of edamame filled salads, cheesy potato casseroles, marinated chicken wings, spicy beef fajitas, and on and on. It was all washed down with plenty of beer, wine and, of course, Jazz Booze. The room was warm from the woodstove that had been lit hours earlier. It now seemed to glow cherry red and the heat powered Eco-Fan spun wildly. Comfortable chairs and couches were gathered in close while others lounged over their glasses and candles. We were ready for our debut. We swung our way through our repertoire, ending with a rousing libation-fueled Rainy Day Women. Good Fun!

More recently the ensemble played at the “California” tavern at Pape and Mortimer. Lots of APSC’ers were in attendance and the patrons seemed to enjoy it. But, there is a nagging question that remains unresolved – what do we call this thing?! Suggestions have ranged from the “Aquatic Park Preservation Ensemble” (is that right Mike?) to the “Aquatic Park Jazz Collective”. I’m leaning towards “The Bleary-eyed Jazz Booze Hounds”. Catchy, eh?

We’re hoping to play a part in another club social this season and we hope that you can come out and have a listen. And if you have any suggestions for a name, be sure to let us know.

See you on the water and around the clubhouse.

*Keith Bohlender, Iceland.*



Thanks to Ruta Gir-dauskas for taking and forwarding pictures

From top left: John Toews, Jeff Willis, Andrew Weeber, Brian Lumley, Keith Bohlender, Mike Robbins, Peter Crolley, Chris Terry ( )

## Cruising the South Pacific by John Hollands

We met Steve and Barb Miller on the beach of TaiOhei on Nuku Hiva in the Marquesas Islands as we dragged our salvaged Optimus out of the breaking surf, dirty laundry now soaked in salt water. We had just arrived aboard our trusty Alberg 30 *Voyager* after a 28 day downwind 'wing-on-wing' passage from the Galapagos, and they from Hawaii aboard their fast Spencer '35 *Cor Leonis*. As usual, we all became best friends in short order and found a breezy patio to swap 'what broke and how I fixed it' and 'favorite offshore recipe' ('eggplant lasagna) stories over a cold pint. It was Mothers Day Fete in French Polynesia and people were everywhere, selling local food, dancing, singing and generally having a great time - as is the daily custom there.

We shared anchorages, meals, stories, philosophies and songs with them and other cruisers from all points east and west as we crossed the beautiful and tranquil South Pacific. Kathryn documented the life and times in her next story 'The Class of '88'.

The Millers had plans to work in NZ and bring baby Gavin

into the world, and we had plans to wait out cyclone season there...we ended up living and working and cruising there for a few years as well...but that's another story! We both departed for Fiji together from the Bay of Islands NZ, and met up here and there as we explored these beautiful 365 islands, they with young son Gavin aboard.

Upon their return to B.C., Steve sold *Cor Leonis* and built *Silas Crosby*, a steel 'Swain 36' (see website above). We kept in touch and visited their home in Comox, B.C. a few times over the years, as we raised our families, worked our jobs, and tried to keep the cruising dream and values alive.

The Millers sailed *Silas Crosby* around Vancouver Island numerous times as well as a few cruises to the Sea of Cortez and home via Hawaii a few times, but tales and pictures of the Eastern S. Pacific beckoned them to a bigger adventure.

Check out their website [www.silascrosby.com](http://www.silascrosby.com) and enjoy some great stories from on and off shore.



## APSC Race Schedule by John Toews

It's time to get geared up for the season and think about what you are going to do this year. One great opportunity the club offers is the Wednesday Night club races and End of Season races. Anyone who is interested in trying their skill is encouraged to participate - all you need to do is show up at the race. Scoring is based on the PHRF (Performance Handicap Racing Fleet) system, which rates your boat according to how well boats of the same type did in the area.

Wednesday night races usually start with a skippers' meeting some time between 6:15 and 6:30 pm, with the first signal of the start sequence sounding at 7 pm. Afterwards the race participants are invited to partake in an informal BBQ (most nights) for a minimal fee.

Here is the 2011 race schedule (subject to cancelations due to weather etc):

**Icebreaker** (exhibition races)  
May 25 and June 1

**Wed Night Series 1**  
June 8, 15, 22 and 29th

**Wed Night Series 2**  
July 6, 13, 20, and 27th

**Wed Night Series 3**  
Aug 3, 10, 17 and 24  
Make up (if needed)  
Aug 31 and Sept 7

**Force 10**  
Sept 10  
**Full Keel**  
Sept 11  
**Bathtub Race**  
> TBD

>  
> **NOTICE TO NON-RACERS:** As usual I am looking for non-racers to volunteer for race committee, which involves using their boat to start and time the races. It's easy and is good for work hours. Anyone who is interested can contact me at:  
**race@aquaticpark.com**  
or call me at **416 829 8418.**  
>



*The  
Newsletter of the Aquatic Park  
Sailing Club*

Contact us:

2255 Queen Street East, Box 337

Toronto, Ontario M4E 1G3

Toronto, Ontario M4E 1G3

Phone: 416-631-3940



## Upcoming Events



Docks In Day– **April 16**

Sail Past– **June 11**, with  
the **Blessing of the  
Boats** beginning at  
11:00 A.M.

Watch this space for fur-  
ther updates from our  
Social Director!

