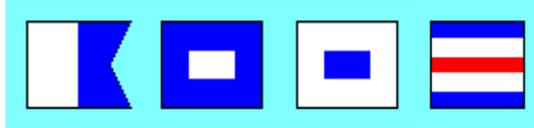


# the Mooring Line

*The Newsletter of the Aquatic Park Sailing Club*



**Volume 1 Issue 7  
Spring 2013**



**Wendy Nicolaidis aloft on the Star Clipper**

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## Editor's Note

Well, winter is finally dwindling and spring is sweeping us away with all the excitement of Saturday afternoon curling on CBC TV. In spite of the protracted inclement weather, intrepid sailors are infesting local boatyards sanding, grinding, scraping, and recoating. And those are just their personal hygiene rituals! It's still too cold for real boatwork. But April and May bring temperatures more conducive to boat-related labour, and AP-SC'ers will once again address themselves to the necessary prep work both on boats and at the club itself. See our back page for docks-in and car access dates.

Our current issue features an update from Commodore Mike on some important club matters. As well, Duty Officer Brian Lumley has some suggestions for care and procedures for our wildly successful club shuttle.

If you're hankering for some far-flung adventure, have a look at Fred Nicolaidis' piece on sailing through the Greek Islands on a square-rigged sailing vessel.

Wearing his Tech Advisor hat, Brian also offers some information about ethanol-blended fuel.

Let's hope 2013 brings us fair winds, pleasant weather, and lots of opportunity to enjoy our wonderful club and its extraordinary members.

## Our 2013 Executive Board

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## Commodore's Message: Mike Robbins

Happy spring everybody! I'd like to welcome you to the 2013 season at Aquatic Park Sailing Club. This summer will in all probability see the resolution of our ongoing property tax issue. At the time of writing this, discussions are going on with MPAC and the City of Toronto, finalizing an agreement that places the assessment and resulting taxes into a more realistic and sustainable framework. I will be able to share the details soon. I can say I am really looking forward to getting this behind us, and concentrating more on what we are supposed to be doing at APSC, which is going sailing!



## The Cart: Brian Lumley

Not much ice around my hull so it must be time to get ready for spring.

Again this year we will be responsible for our transportation to the club. The cart is in the shop for winter storage, spring service and repairs to the horn, signals, and lights. Over all, the cart is holding up very well and is only getting one tenth the use of a similar cart on a golf course.

The cart has no trouble with the loads we make it carry, as long as we make sure everybody is sitting down. The roof is very flexible and at this point it is too weak to be used to carry things.

The suspension system of the cart is very light weight and stiff. It does not ride over bumps smoothly. The cart must be slowed down to a crawl, then take the speed bumps at an angle. We all need to understand the cart does not stand up well to rough use. If the racks are bouncing, you are going too fast.

I feel we are getting good value for our money and we will own the cart in a couple of years, bringing its costs down.

We will be adding a Driver's Log to the Duty Officer Log. Keeping track of any unusual

happenings or events on the spit always leans in our favour.

We may need drivers starting late April. Please sign up for Duty Officer or Driver early to get the weekend that best suits you. You can sign up by emailing me at [duty\\_officer@aquaticpark.com](mailto:duty_officer@aquaticpark.com) I will then enter you into the schedule and calendar on the internet. Or you can sign up on the posted roster on the bulletin board in the clubhouse.



Duty Officer Brian Lumley

### Cart Schedule

Depart APSC	Depart Main Gate
08:50	09:10
09:50	10:10
10:50	11:10
11:50	12:10
12:50	13:10
13:50	14:10
14:50	15:10
15:50	16:10
16:50	17:10
17:30	17:40



## The Cart Continued: Duties and Responsibilities

The golf cart shuttle service is integral to the club's operations. We have had a few mishaps, near misses, and one collision. The cart must be driven RESPONSIBLY and the driver must drive DEFENSIVELY. We are the only motorized vehicle allowed on the spit during park open hours. This is not a right, it is a privilege; because of our past good behaviour, we are allowed to transport our members in a golf cart. That privilege can be revoked in a heartbeat; one serious complaint or incident against us and it will all go away. It is something the club has to take seriously because there may not be a second chance.

It is true that by our licence agreement we are entitled to a shuttle service, but we are still responsible.

As driver of the cart you are the first person to give way to pedestrians or cyclists on the spit at all times. The only thing we have to prove to them is that we care about their safety and they have no need to fear us. We are an easy going, friendly club that is easy to get along with. We have not received any legitimate complaints so far.

Drivers need to remember that some cyclists and pedestrians simply do not pay attention to rules of the road and ignore some courtesies that make life easier. We have to put up with this on the spit driving the cart, just as we do when we are driving our cars. Remember it is not the majority of the people that act like this.

To protect ourselves as drivers we need to think and drive defensively. Remember that there are no seat belts, and sudden stops and bouncing can throw the passengers around causing fear, panic and injury. During a recent quick stop incident, one of the passengers was thrown forward and injured her arm. This quick stop happened when a cyclist scooted in front of the cart and stopped very abruptly in front of the cart as the driver was making a circle at the pickup point at the gate. The driver was startled, lost his footing, and then had to stop short to prevent a serious collision, throwing his passenger forward into the windshield.

We also need to be very cautious when coming out of our road onto the main pavement. Remember there are cyclists and pedestrians; do not expect them to be watching out for you.

## Sailing the Greek Islands: Fred Nicolaidis

Last year when we went to Greece, we wanted to cruise the Greek Islands, but were not interested in sailing aboard a floating hotel. There are plenty of cruises to choose from, but we wanted to 'sail', not cruise. The options of hiring a sailboat was there, but when you look at the Beaufort winds and the islands we wanted to see, we would be sailing day and night in heavy weather. A good friend of ours who is a travel agent suggested we look at the 'Clipper Cruises.' We learned that we could sign on to cruise aboard a clipper ship with a limited number of passengers designed for people who love to sail, so we booked.

The ship, (not boat, as I was corrected!) we sailed aboard was the 'Star Clipper', a four masted, 360 foot, 2,298 ton, ship designed specifically for sailing. Not like the "cruise ships with masts," this one is built to sail. The ship is limited to 170 passengers, and almost all of them are avid sailors.

The great thing about the captain and the crew is that they encourage you to participate as much or as little as you wish; the only thing that they lock down are the helm and pilot house to bring the ship into port. That is an experience in itself, and pretty much everyone is on deck to watch.

Wendy and I took the Blue Line Ferry service to Piraeus from Mykonos, pretty much a Greek bus service on the water, sailing in 3 to 4 meter seas and 30 - 35 knots of wind, but that's just an everyday thing for these islands. we stayed over in Piraeus and were

ready to meet the Star Clipper the following day.

The 'Star Clipper' is beautiful, but dwarfed next to the massive cruise ships in the harbour. And so with a glass of champagne, we were shown to our cabin- small, but beautifully appointed and efficient.

Our voyage started in the early evening, departing from Athens (Piraeus) Greece, and setting sail for Rhodes, about 100 nautical miles across the Aegean Sea. Winds measured 7 on the Beaufort scale (about 30 - 35 knots) NNE , and seas ranged around 3.5 meters.



## Sailing Greece cont'd

The Captain, Sergej, opts to hoist only 8 of the 16 sails available to him in his sail plan. Prior to departure, he talks to his guests about the sail plan. Many suggest that he hoist the entire sail plan, saying that it's a big ship and can handle the wind and the seas. He responds, "True, but this ship should not heel more than 10 degrees, for comfort and especially to keep the ship and the clients happy." Apparently over 10 degrees and the water systems start to back up, which is not a good thing.

As the dock lines are dropped and we slip out of the harbour, the pageantry of hoisting the sails begins: all hands on deck are watching and listening to the captain as he calls out the hoisting order and orders the helmsman through the gap. To the music of "Chariots of Fire," these massive winches are pulling halyards the size of my leg and a cloud of sails start to work their way up the 226 foot masts. Something to see!

As we start out, Star Clipper slowly slides over to a 6 degree heel- just enough to let you know this is a sailing vessel and there is a windward and leeward side to this ship. On Tangaroa (our C&C) heeling at 15 to 20 degrees feels right, but when you have a 50 foot beam, 10 degrees is a climb to the high side of the boat.

The 18 cylinder Cummings diesel engine is never shut down. It keeps everything working, from lights to the beer fridge, so they feather the prop to neutral position, and we're sailing - at 8 knots. It's windy but with an 18.5 foot full keel draft, she just cuts easily through the heavy waves of the Aegean.

After our first day at sea, our ports of call were, Rhodes ( Greece), Bodrum, (Turkey) the Dalayan River, (Turkey) Santorini, Hydra, (Greece) and back to Athens, and they each hold their own stories.

While Sergej took command of the ship and the crew, Peter Kissner, the Cruise Director, took command of the guests. Peter is an extremely knowledgeable Bavarian, who has a masters in Political Science and History and is very opinionated. He is so well versed on the 'Star Clipper', Maritime history and the Mediterranean, that some of the passengers got together and bought him a t-shirt that said, "Screw Google -

Ask Peter". He held court every day at 11:00 a.m. to talk about the ship, the ports of call, and the amazing amount of myths and history of the Greek Islands. He certainly kept me entertained.

Day one at sea brings all of the safety checks, starting first thing in the morning with a fire drill and abandon ship exercise. This had become extremely important since the Costa Concordia incident in Italy. Fortunately we had an Estonian Captain, not an Italian one. You'd be surprised at how many people don't know how to put on a life jacket and how many people decided it was not worth attending. They each received notes to let them know how 'important' this was to attend, so we did it again. Second time around, full attendance.

One thing that is the same on this cruise as on others is that there is no lack of food! The food was very great- themed buffets every day to complement the ports that we were visiting and the nationality of the

Every day we received the ship's newsletter, an itinerary outlining the docking and departure time for each port. It also had very useful information about the port of the day. It also had some great little quirky Maritime superstitions, ancient remedies for seasickness, and some fun articles.

Star Clipper holds your passports for safekeeping and supplies you with a credit card sized "limited international passport." This is a good idea, for if by some chance your card is lost, the ship has your real passport to verify that you are a passenger.

As the week went on, the winds calmed down to 10 - 15 kts. and there was an open invitation to climb the mast to the crows' nest. I passed, because I had to take pictures, but Wendy was harnessed in and away she went. Beautiful view.

Every day the crew encouraged us to participate in hauling lines. The rigger taught me how to lash line in a rope and knots seminar. Many passengers were not sailors, but the majority of them were, so when we would set sail, there was always an opinion on the sail plan, from -as Sergej called them - "the experts!" This same group of guys seemed to know it all, but Peter had a way of putting them in their place. (I'll post some more on this in upcoming newsletters.)

The beauty of this cruise is that there are only 170 passengers, unlike the 3780 passengers on the Costa Pacifica (sister ship to the Concordia) which consumed the island of Santorini when we were there. It tripled the population of the island in minutes and you really notice the invasion. The great thing is you get to know almost all of the passengers on the ship before you depart.

This cruise has left us with some wonderful memories of sailing in Greece and we have made some new friends that we stay in touch with. We definitely plan on doing it again.

If you're looking for something different, this is definitely different.

PS - If you suffer from sea-sickness like I do, I suggest Bonine pills. I was amazed at how well they worked for me. They are only available in the US, but are found there at every drug store.

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## Fuel-Ish Concerns: Phase Separation by Brian Lumley

**This is a very short bit of information about a common starting problem. I suggest you go to the internet and look up as much information on this topic as you can if you are having starting problems.**

Phase Separation describes what happens to gasoline containing ethanol when water is present. When gasoline containing even small amounts of ethanol comes in contact with water, either liquid or in the form of humidity; the ethanol will pick-up and absorb some or all of that water. When it reaches a saturation point the ethanol and water will Phase Separate, actually coming out of solution and forming two or three distinct layers in the tank. When this Phase Separation occurs you will have an upper layer of gasoline with a milky layer of ethanol and water below it, and then in many cases a third layer of just water at the bottom.

If this happens and you try to start the engine you can have one or more of the following problems. If your fuel tank pick-up tube is in the water layer, most likely the engine will fail to start. If the engine is running and suddenly draws water you can have damage from thermal shock or hydro-lock. If the pick-up tube draws the ethanol-water mixture or just ethanol you can have problems where the engine will operate in an extreme lean condition, which can cause significant damage or even catastrophic failure. If the pick-up tube draws the gasoline, it will operate very poorly due to lower octane that is the result of no longer having the ethanol in the fuel.

**Two-Cycle engines have a special problem with ethanol blended fuels.** Two-cycle engines function because the oil added to the fuel bonds to the engine's metal surfaces and provides barrier lubrication to all the parts requiring lubrication. When ethanol is added to the gasoline, it displaces the oil and forms a primary bond with the metal surfaces. This bond provides virtually no lubrication and can result in significantly increased wear and even catastrophic failure in a very short amount of time.

One more concern with ethanol and RFG or ethanol and CVG is that ethanol when mixed with water readily form gums in the fuel system much more quickly than gasoline without ethanol. These gums coat fuel system components including filters, carburetors, injectors, throttle plates; they will then form varnish and carbon deposits in the intake, on valves, and in the combustion chamber. These deposits can coat sensors and plug catalytic converters.

When Phase Separation occurs in fuel tank on a boat, the tank should be completely drained. The tank should be refilled with good fuel and the fuel line purged prior to re-starting the engine.

**In ALL Two-Cycle gasoline engines where there is any possibility that you are using gasoline containing ethanol we strongly suggest using a full synthetic two-cycle oil in the gas.**

I lifted this information from <http://fuelschool.blogspot.ca/2009/02/phase-separation-in-ethanol-blended.html>

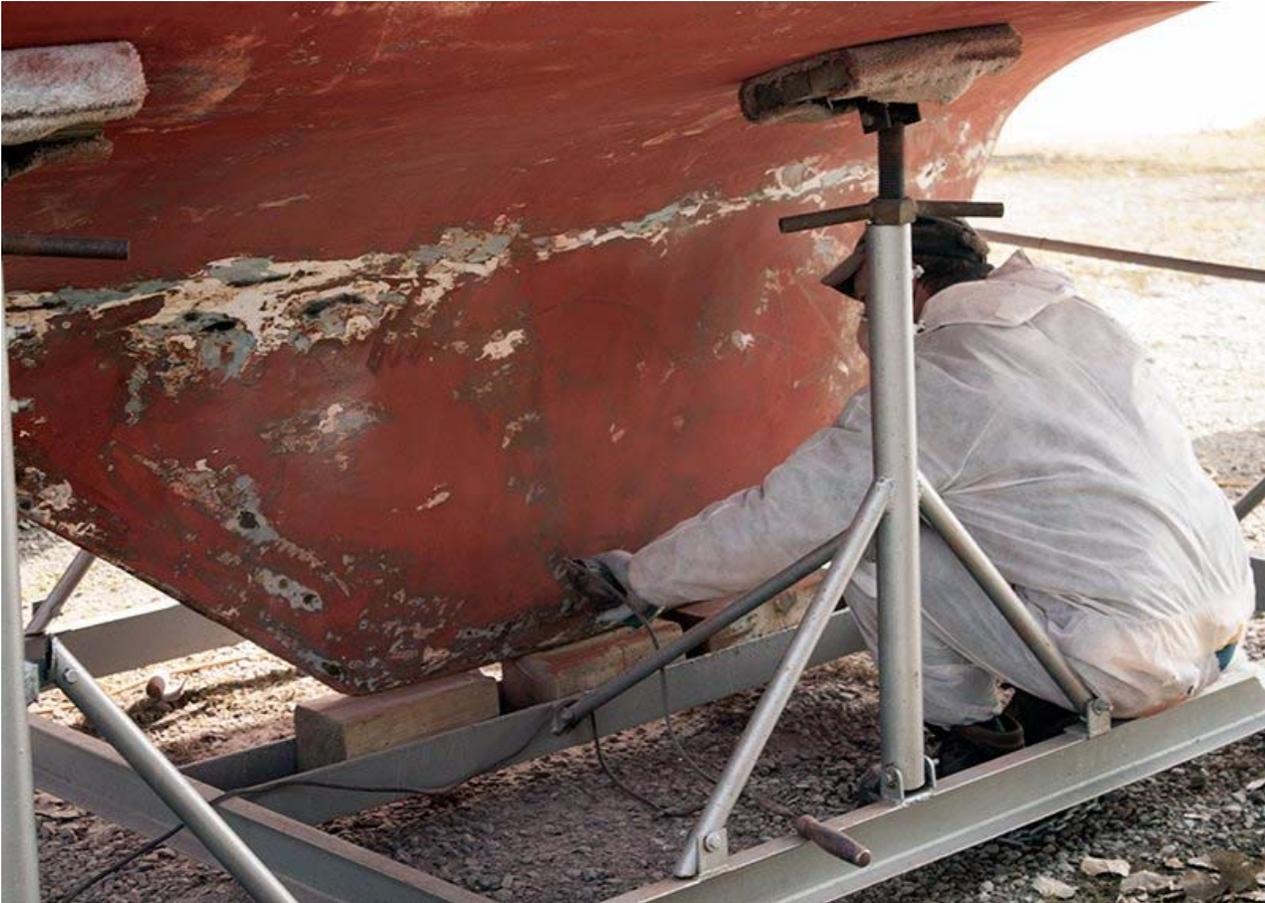
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## Race Results 2012 by John Toews

We had another successful year of racing and I am taking this chance to publish the results. Quite a few of the Wednesday nights were raced in light air, but only one race had to be abandoned as far as I remember. Some grumbles were heard about “..doing the short course again?” but there really wasn't too much choice. I think almost all the races had committee boats, many of which were repeating from previous years and so have the routine down pretty well. BBQs were held after most Wednesday night races, and the proceeds were sufficient to finance the end of year race banquet. Flags were awarded for 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> of each series at the race dinner, and Overall, Force 10, Full Keel and Bathtub cup trophies and flags were presented at the AGM. Thanks again to Phil for crunching most of the numbers and posting them in a timely manner, Mike for running the results site, and all the people who helped out with committee boat duties, and the race dinner. Cheers to the winners and everyone who helped and participated, and good luck next year under your new “race dude”, Keith Robinson.

### Wednesday Night Races

Series 1	Series 2	Series 3	Overall (Combined fleet)	Full Keel:
Over 200	Over 200	Over 200		2 <sup>nd</sup> The Answer
3 <sup>rd</sup> Gemini	3 <sup>rd</sup> The Shark	3 <sup>rd</sup> Stella Maris	3 <sup>rd</sup> Baby Girl	1 <sup>st</sup> Gemini
2 <sup>nd</sup> Edwina the Seaward	2 <sup>nd</sup> Edwina the Seaward	2 <sup>nd</sup> The Shark	2 <sup>nd</sup> Basketcase	Bath Tub Cup:
1 <sup>st</sup> The Shark	1 <sup>st</sup> Highland Fling	1 <sup>st</sup> Highland Fling	1 <sup>st</sup> The Shark	3 <sup>rd</sup> Stella Maris
		Under 200	Force 10:	2 <sup>nd</sup> Misty Blue
Under 200	Under 200	3 <sup>rd</sup> 24 Karat	3 <sup>rd</sup> The Shark	
3 <sup>rd</sup> 24 Karat	3 <sup>rd</sup> Sadie	2 <sup>nd</sup> Solaris	2 <sup>nd</sup> Basket Case	1 <sup>st</sup> Edwina the Seaward
Karat	2 <sup>nd</sup> Baby Girl	1 <sup>st</sup> Basket Case	1 <sup>st</sup> Highland Fling	
2 <sup>nd</sup> Baby Girl	1 <sup>st</sup> Basket Case			
1 <sup>st</sup> Basket Case				



Martin Osborne getting ready for launch



*The  
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## Upcoming Events

Docks In 2013 is scheduled for April 20th. Please come and help. You will get valuable (and early) work hours. House and grounds will be sending out an email shortly with jobs available in addition to the installation of the docks. Stay tuned.

Car access weekends are April 13-14, 20-21, 27-28. As always, please be mindful of pedestrians, and use your four-way flashers. The speed limit is 40 km/hr.

Sail past: June 8!

