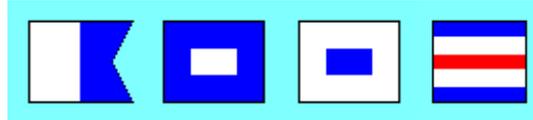




the Mooring Line

The Newsletter of the Aquatic Park Sailing Club



Volume 1 Issue 4
Summer/Fall 2011



Sophie (20 months) in command at
APSC's annual pig roast/barbecue

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Editor's Note

It's now the end of the season, and all that time spent scrubbing, sanding, and applying paint paid off. Whether you were charging for the finish line, setting off for a trip across the lake, or lounging on deck with a favourite libation, it was the season to maximize enjoyment of one of life's great pleasures- sailing.

This issue offers a celebration of sorts of the activities at our club. You'll find useful articles and some general reminders to help make our time in our already unique and beautiful setting even more enjoyable.

Commodore Mike Robbins' article about our current tax challenge will bring you up to date on latest developments.

Also, member Seamus Caulfield has submitted an article in memoriam of former club member Joe Oggy, whose passing last year left a large vacancy. Seamus' article notes some of the details of Joe's remarkable life and his enduring contributions to APSC.

Many have contributed to make this a successful season so far, but special thanks go to our intrepid Social Director Hazel Robinson for planning and executing some epic festivities and for providing photo-documentation to boot!

Our 2011 Executive Board

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secretary@aquaticpark.com

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Thanks to her for the front cover photo of another memorable pig roast.

Additionally, there is a photo collage in memory of a much-beloved member and former commodore who sadly perished in a boating mishap. Here's to you, Paul.

Commodore's Message by Mike Robbins

As most of you know, APSC is facing a serious challenge with a taxation assessment levied by the Municipal Property Assessment Corporation (MPAC). Several new developments have transpired over the recent months. Without going into all the details, our tax assessment has been based on not only the land we occupy but also the expanse of water of our mooring field. As a result, the assessment is in the realm of the astronomical; far beyond what the club is able to pay.

After careful consideration by the executive, and acting upon some wise council, it was decided that we would begin to make instalments on a much reduced figure based only on our land acreage, while initiating an appeal. These much more modest payments of \$2000 each have been remitted and accepted so far. Members determined that this was a more proactive way to go about negotiations, rather than simply defaulting and appearing sullenly uncooperative. The fact that our payments have been accepted and cheques cashed is encouraging in itself.

Our club is not alone in these tax assessments. Almost all boat clubs across Toronto's waterfront have had their as-

sessments adjusted, although most of their situations are not comparable to ours. However, the north shore dinghy clubs-Westwood, Mooredale, etc.-stand as one example. They successfully appealed to have their assessments re-evaluated so as to include only their land lot, and subsequently won a much reduced tax rate. We are endeavouring to follow their precedent. As yet, although negotiations are reportedly taking place between City of Toronto officials and MPAC regarding our situation, nothing has been stated formally. We feel we have several factors in our favour to bring about a successful outcome: we don't have exclusive occupation of the site; the water itself is not our property although the mooring balls are; and the embayments and docks are pretty much available to the public. As such, since we can't claim exclusivity of occupancy, we feel that we shouldn't be taxed as if we do. Although we feel our arguments are strong, there are no guarantees that our appeal will be accepted.

I appreciate that this situation represents much anxiety for APSC members, as the future of the club hangs in the balance of the decision. I can assure members that executive members and I are doing all



Commodore Mike Robbins

we can to bring about a favourable decision, and I appeal to all members to stay the course; we hope for the best but are prepared to meet the challenge of an adverse judgement and go forward if required taking any and all necessary measures.

Reciprocal Club News from Kate George

Our reciprocal arrangements have been in place once again for another season.

Reciprocal arrangements are a great way to see new parts of the lake (and beyond) for a reasonable cost.

To recap what reciprocal arrangements are, each year in the spring, invitations are sent out from sailing clubs to other sailing clubs offering them reciprocal privileges, with the understanding the privileges will be "reciprocated."

Clubs determine 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).

Have a look at the bulletin board in the club house near the kitchen and find a club that you'd fancy visiting and then check out the binder for details.

Keep an eye on the website as well for an updated full listing and map with locations, com-

ing 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; also many are extremely popular or have limited space and require reservations.

Kate George
Communications

Olcott ,NY is just one of many clubs that offer reciprocal privileges



Dog Etiquette at APSC and Tommy Thompson Park

Our lease with the TRCA states that we can bring our dogs to the club area only, before taking them to our boats. At no time are the dogs allowed to run freely in the surrounding area or under any circumstances are we to walk our dogs on the spit. (No dogs are allowed on the spit.)

Please confine walks to within the perimeter of the parking lot only. This means they are not allowed up the lane to the road, or down any paths leading off the parking lot.

We are asked to keep our dogs under control. Remember to stoop and scoop, and please have them leashed or on our boats, especially when food is being served at the club. If possible, keep them quiet, so as not to disturb other members or wildlife.

There are ground-nesting birds and other small wildlife that need to be protected from over-enthusiastic dogs. As well, not all members are dog lovers.

It is a privilege having our dogs with us and one I would like to continue to enjoy, but this privilege can be taken away if abused.

Thank you for your cooperation and happy sailing with your dog.

(With thanks to Wendy Nicolaidis.)



Atomic Four Owners Notice

For all of those boat owners that are powered by Atomic 4 engines; Tangaroa, after 37 years, had a fuel pump leak and I was fortunate enough to find a company in Milton that works on antique cars and boat fuel pumps. A&W Enterprises 905 878 1837, really nice people to deal with.

In both cases you have to deliver the pump and carb to their work shops.

Now that E&C Marine has closed, sharing great finds can only help. I have a spare fuel pump rebuild kit if anyone is in dire need.

-Fred Nicolaidis

Our Joe

by Seamus Caulfield

I met Joe Oggy very soon after joining A.P.S.C. It was summer, 1990, and I was very eager to sail my new boat. Helen and I, as new members, were enjoying the peace and tranquility of the place, as well as meeting new friends. Joe and Hazel were among the first to welcome us.

One beautiful August afternoon, I had planned to sail single-handed for a few hours. I was walking to the dinghy compound, when I heard "Seamus! Wanna a beer?". It was Joe, sitting up on the deck, on his own, in the shade; a Molson Blue in hand. I said "Sure!" and enjoyed a few minutes of conversation. Then Joe said, "Wanna see some interesting photos?" He opened the large white envelope that was beside him, and in a moment, I was looking at amazing photographs of the D-Day Landing on Juno Beach. Joe had been there; he'd run up that beach under heavy machine-gun fire. A Corporal in the Queen's Own Rifles. They had captured their target, but many men had given their lives to accomplish it. "I've just come from the legion.", he said. It would seem as through most of his time is spent there or at our club. It turned out to be just as lovely a day for talking, as for sailing.

Joe was born in Montreal, April 15, 1918; one of 3 boys and 1 girl. The family moved out west when he was quite young, then back east to Port Colborne; eventually living on Niagara St. in Toronto. It was during this time that a feisty red-headed 14-year-old was sent to jail for playing baseball on a Sunday.

Joe attended Central Tech to study in the Mechanical Dept. and had a passion for bicycles. He would find old bikes in the gar-

bage dump and fix them for the poor kids around him. In fact, it was a bicycle that helped get his first job. The owner of a local spinning mill, a Mr. Jackson, would drive past every day. One day, Joe hopped on his bike; rode like the clappers to catch up to this man of stature, and put one foot on the car's running board. Mr. Jackson said: "That's dangerous.". Joe said: "I'm desperate, I need a job". The interview was successful and soon Joe was in the textile business. An uncle, Bill, was a Photo Engraver by trade, and eventually Joe served 7 years apprenticeship and worked for several companies, including Sears. At one point when he was in the Sales Department, customers would be enticed with cold watermelon slices on very hot days. Anything for a sale!

He was 21 when the war started and Joe decided that the Army was for him, joining The Royal Canadian Engineers. He soon found himself in 'battle school' in Vernon, BC, where he learned the combat skills that would, in the not-too-distant future, save his life. Before long, it was to Halifax, and on to the 'Lizzie' (The Queen Elizabeth, now a troopship), as part of the convoy that would zig-zag its way across the Atlantic, and to war. One of Joe's big regrets when Hitler was finally defeated was that he did not get ample time to celebrate the war's end in England. "They shipped us home so fast, because they knew that if they let us loose, they would never be able to round us up again".

Hazel was a nurse in Montreal and cared for sick babies. She and Joe married on July 24th, 1948 and immediately left for Toronto. It wasn't long after the Oggy's had taken up residence in the Toronto Island community when their first child, Sandra, was born. The police provided transport across the harbour to the hospital. During these "Island Years", 3 more children were born – Frank, Mike, and Linda. As Hazel says: "Those were great years. The kids loved it!" In 1953, Hazel's namesake came visiting and the hurricane dumped water and fish in their front yard.

Life was good: work in the city/live on the Island.

And so to sailing...Joe's first boat was 'The Wild Irish Rose', a beautiful wooden craft bought for \$2000.00. He was now a member of R.C.Y.C. They, and their island friends, all went to the city on "Chucky Joe's" steel boat to buy groceries on Saturday mornings. Getting around the Island was made easier when Joe built a tandem bicycle for him and the Missus. They still have it.

Then, in 1965, expropriation: their house was taken from them! They were given \$8000.00 for it, and life started once again. Their next home was on Hammersmith in the Beach(es), and eventually Joe Oggy Printing Co. came into being. The family still run the business today.

Hotcakes, a Farr 27, is the boat that Joe brought to our embayment in the mid-70's. There was only a handful of boats and the newly formed Aquatic Park Sailing Club became a major part of his life.

I titled this piece "Our Joe" because I feel he is "Our Joe". He spoke at a City Hall meeting in 1990 when others wanted our Club removed from the Spit, and he asked City Councillors if they were going to "Kick me, a Veteran, off the Spit, like you kicked me off the Island?". Well, we're still here.

I'm proud to have known Joe Oggy, and I'm sure lots of you are too. You only have to be on our dock on a summer's day to hear languages and accents from far and wide, many of them European. We owe a debt to men and women like Joe and Hazel Oggy. When duty called, they were there, and we enjoy our life, with our wonderful club, because of it.

Paul Mitchel: Across the Bar



We miss you, Paul....

Ten Racing Commandments

(1) Port keeps clear of starboard.	(6) If you gain right of way or change course, give the other boat time to keep clear
(2) Windward keeps clear of leeward	(7) The inside boat(s) at the zone around the mark is entitled to room to round the mark
(3) The boat astern keeps clear of the boat ahead	(8) A boat that is backing up or not racing keeps clear
(4) A boat tacking or jibing keeps clear of one that is not	(9) If you have violated a rule, take a penalty
(5) Avoid collisions! The racing rules are defensive to prevent collisions, not offensive racing tactics	(10) It is better to give way than to spend hours in a protest room.

Thanks to the **Marblehead International One Design Association** for these guidelines.



The
Newsletter of the Aquatic Park
Sailing Club

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First day on the water after seven years of major renovation: from member Adam Piwowarek



Upcoming Events

Annual General Meeting:
Thursday, November 24

APSC Christmas Party:
December 10 at The Dominion on
Queen Street East



Armando comes to clear the bay of weeds with his floating haybine. Many thanks!

