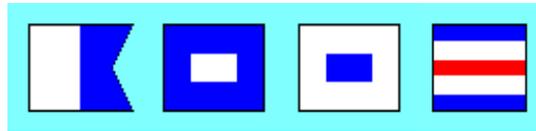


the Mooring Line

The Newsletter of the Aquatic Park Sailing Club



Volume 1 Issue 6
Summer 2012



Alison W. and The Amazing Flying Nelson

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Editor's Note

“ A boat, by God, it's just a gleamin'
beautiful creation.
And when you pull the sail up on a boat,
you've got a
little bit of really somethin' God-given.
Man, it goes
bleetin' off like a bird wing, you know,
and there's
nothin' else like it.”

This quote is from Clark Mills, designer of the Optimist pram, and in my opinion it captures some of the endless fascination of the pursuit of sailing. We've been lucky this summer; record temperatures and sunshine have resulted in days and weeks of splendid sailing opportunities. Whether you raced, cruised, or lounged on the deck, chances are you were able to do more of it this year than just about any other in recent memory.

APSC members are in an enviable position to capitalize on summer's offerings. Blessed with a perfectly sheltered mooring with close proximity to Toronto's amenities, it's no surprise that on any given weekend we have several visitors anchoring in the bay, joining us to savour the beauty and solitude of what may be considered Toronto's best kept secret.

This issue is a celebration of sorts of the varied activities at APSC. There are messages from the Commodore and Duty Officer updating members on improvements and such. As well, you'll read about Josef Huzar's ambitious upgrade to his sloop *Sedliska* and benefit from the experience of John Hollands regarding his boat's encounter with lightning. Alexei Pashkevic gives us a very nice photo essay detailing his family trip to the 1000 Islands, and I've related the events of a racing weekend among the Albergers, a rare sailing tribe, not a communicable disease (on second thought....)

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And then there were the parties, the success of which surpasses the limits of written communication.

All of this, and sailing, too! So says Olin Stephens, one of the deans of sailboat designers, and a fitting caption to another APSC summer.



Commodore's Message: Mike Robbins

Hello everyone and welcome to Autumn 2012.

Another great season is just starting to wrap up with the usual satisfying memories of sailing, sun, and hanging out. But what made this season especially different than other seasons was the running of our own shuttle cart service. I think everyone would agree that it has been a big success.

The logistics of running a service like this are large for a small organization like ours. To everybody (almost literally everybody!) who pitched in to make it happen, a big hats off.

And looking forward to the same level of self-governance and commitment for next year and beyond.



Breezin' Up– Winslow Homer

The Cart: Brian Lumley

This is the first year of the golf cart shuttle. For the previous 35 years we have been serviced by a shuttle supplied by the TRCA. This year the TRCA turned the park over to the City of Toronto who will not supply a shuttle, so we were left on our own.

The APSC Executive Board went over several options, such as renting a bus to do two runs at 0900 and two runs at 1700, to buying a van and driving it ourselves. After a series of debates around accessibility, insurance and repair considerations, the bus and van ideas were dropped.

Four passenger bicycles were considered but they were too heavy for the hill and a real chore to pedal solo, so they were deemed impractical. This left the golf cart, an idea spearheaded by Chris Terry, as the final solution and it looks to me like it is a real winner.

As Duty Officer it is my responsibility to organize the drivers for the cart. I am very happy to say that we have always had a driver for it. Club members are pulling together and making the cart work. I am also very happy to report that I have heard no real complaints about the cart. Several members have driven more than once just because they enjoyed driving it. The cart is where we APSC members

get a chance to get to know each other a little better and tell our tales.

One thing we need to remember is that it is a golf cart and is very lightly built. The suspension and steering have connector rods and shocks that are about the size of my index finger. This means easy does it on all the bumps and the gravel road. All the speed bumps and the road down to the club must be crawled over, especially the new narrow mean speed bumps. As Mike our Commodore was pointing out to me, it was much like driving a tractor with a load; you don't want to dump what you are carrying nor do you want to break an axle. Always remember if the cart breaks down we don't know how long it will take to get it fixed. If the racks are bouncing you are going too fast.

We are not allowed to give rides to anybody but our club members. This rule comes from two directions; 1) the TRCA does not want us transporting people and 2) our insurance covers our members and guests only. This does not stop us from being "Good Samaritans" if somebody is injured and needs a ride. If it is serious 911 should be called and the injured person should be taken away in an ambulance.



Duty Officer Brian Lumley

APSC Dominates the 2012 Syronelle Series: Jeff Willis

You may have noticed that the APSC fleet includes several of the well-known 60's era cruiser-racers, the Alberg 30. June marks a very special event for Great Lakes Alberg Association members—the annual Syronelle Regatta.

As many know, the original production of the Alberg 30 was initiated by Great Lakes sailors. The design was also attractive to a group of Chesapeake Bay sailors, who commissioned their own fleet, also built by Whitby Boat works here in Ontario. Naturally, competition between the fleets ensued. And continues....

Our American compadres from the Chesapeake Bay Alberg Association come to participate in a series of races held over a June weekend every year. There's lots of good fun, camaraderie, and socializing, but don't let the casual atmosphere fool you. The racing is competitive and highly skilled. This year's series was comprised of seven Albergs.

This year I was privileged to host a veteran American crew skippered by the redoubtable Harry Gamber. An ex-Navy pilot, 85 year-old Harry assumed the helm of my Alberg 30, Grayling, and immediately had his crew of four souls working as a cohesive unit.

After a few smartly-executed practice tacks, we began the series.

What was even more fun than tagging along as Harry and crew sailed my boat was watching as the Canadian team of Phil Birkenheier (*Gemini*) and Rick Kent (*The Answer*), both APSC members, proceeded to dominate the race series. Phil and Rick are both seasoned skippers and long-time Alberg 30 owners, and they made it very clear that APSC'ers are second to none on the race course.

And their smiles after their triumph in the series lit up the whole club. Congratulations!

Thanks to The Toronto Hydroplane and Sailing Club who graciously offered their facilities to host this year's event.



Skipper Phil Birkenheier and Team *Gemini* en route to victory



Harry Gamber, visiting American skipper, at the starting line.

Extending *Sedliska*:

I had originally built my boat using Bruce Roberts plans for a 25 foot sailboat. I started the project in 1980 and finally completed it four long years later in 1984. The boat was built in my garage in an Oakville subdivision working late evenings after my daughters were in bed and most weekends. Our neighbours were glad to see the end of the project as the resin fumes permeated the neighbourhood despite my best efforts to contain them.

Once we started sailing her, we realized that the cockpit was not large enough for more than two or three people. After I retired, I starting thinking about getting a larger boat, but knew that I would not get much for my current boat since she was home made. On top of that, having built her, I knew every inch of the boat and was sure that no one else could appreciate her as I did. Also, she was a shoal draft design which gave me the flexibility of being able to launch and haul her out of the water on my own. This allowed me to bring her home which not only saved the cost of storage, it also made maintenance easier. After weighing these points, I decided that my best bet would be make the modifications to her beginning with the addition of 4 feet to her stern section.

Once the 2007 sailing season ended, I got to work. I built a mould that would extend the current boat lines by four feet and marked off the new transom. I covered the mould using 1/2 inch foam. This was then covered with fiberglass matting. I ground down four feet of the existing hull before adding on the new extension. Then I bolted the two pieces together with brackets on the inside and joined the extension on with fiberglass. I also made a new rudder and mounted it on the skeg. Before completing the project, I completely rewired the boat,

Josef Huzar

added a new solar charging system and a 1,000 watt inverter.

Once the extension was on, I sprayed the boat with 5 coats of Interlux 2000. This should last quite a few years .

I also designed a pulley system which allows me to raise and lower the mast by myself. I finally relaunched *Sedliska* late in the summer of 2011.

The extended boat behaves very well when under sail. Prior to the addition of the 4 feet, the boat had a heavy weather helm and now is more balanced.



Sedliska under construction (top) and ready for launching (bottom)

When Lightning Strikes:

Last summer in late August, just before heading down the lake for a short cruise, our boat was hit by lightning. We were not on board at the time, and in fact because we have been refitting Spirit VII we were not even sure at the time what caused our starter battery, VHF and GPS to fail....it could have been old age for all we knew. No leaks occurred at any of the through hulls, so all seemed OK except for the inconvenience of replacing the old radios.

We only really confirmed the cause of the failure when she was hauled for winter storage, and Wayne said, "You'd better have a look at this." The gelcoat and epoxy barrier coat covering just the heads of most of the bronze through hull fitting anchor bolts was completely gone – you could see the bolt heads – and there were small spider-web cracks and crazing in the nearby gelcoat too – a sure sign of a lightning strike.

Even though the mast was bonded to a keel bolt of our external lead keel (epoxy covered however) and the electrical system bonded to a bronze grounding plate, the energy decided it was easier to find its way out through our fresh-water plumbing systems.



We pulled the mast to examine the mast head that I'd refitted with a new antenna and cable the previous winter to find the antenna completely missing, soot around its mount, and the cable connector melted inside.

Another problem showed up this season – the new starter battery started to boil and it was the alternator regulator that was not working this time - we hadn't motored enough last season or this to notice until lately.

My insurance broker told me there had been 'quite a few' lightning strike insurance claims last summer, most in August in S. Ontario. Essentially a hot day will cause large masses of moist air to rise into towering cumulonimbus 'anvil' clouds, within which water and ice droplets in constant motion collide forming electrical charges with excess positive near the top and excess negative near the bottom. The difference in electrical potential between the base of the cloud and the ground is suddenly equalized with a sudden transfer of the negative energy to ground...lightning.

I wondered if we were the only boat affected last August, and it appears we were...why? Was it because we are out in a more isolated part of the anchor-

John Hollands

age with a tall mast, or did the external lead keel have something to do with it? After some research I discovered a few reported cases in an old cruising magazine survey and an old Sailing Canada article by Bruce Clark (1985) but very few were assessed for common denominators.

A Nonsuch 30 enroute to Bermuda reported being struck in a thunderstorm just after starting the engine, with minimal damage except a melted masthead windex and alternator regulator

A Pearson 36 reported the expected damage to the VHF radio, antenna and sensitive electronics, but also the steering pedestal had become magnetized, damaging the fuel gauge and sender

An Erikson 29 had extensive damage to all wiring and electronics systems, and that the lightning energy had exited through the knotmeter transducer which cracked and began to leak

One unfortunate vessel, an Irwin 34 with no grounding system, almost sank after the lightning exited the hull through the fiberglass below the waterline, described as looking like a shotgun blast below the waterline

A Florida Columbia 26 was struck twice in 3 years – the first blew out an expensive radio grounding plate, the second exited through the solid bronze grounding plate with minimal damage to the masthead and anemometer sending unit.

The good news was that no one reported any serious personal injuries.

The common denominators that did emerge included;

Lightning strikes occur in 3 main areas in NA: the Great Lakes, Long Island Sound and Florida

Strikes are most likely to occur in the late afternoon and early evening

3 main categories of damage: electronics, electrical systems, and hull, with VHF radios, knotmeters, autopilots damage the most common and expensive

Greatest life-safety risk comes from violent energy exits from through hulls and hull while sailing when the boat can

sink if too far from help
(wow – a close call for us)

One important concept is that the boat's mast does not attract lightning, since a great conductor, water, is almost always closer to the cloud base than your mast. It appears that an alloy mast generally ensures that the boat itself and passengers will not be directly hit themselves since the mast will divert in fact creates a 60 degree zone of protection from its high point.

Some of the recommendations to ensure your boat is as protected as possible include:

- Install a grounding system from the mast to a conductor below the water line with as thick and straight a cable as possible...an external keel works best, or a solid bronze grounding plate of at least 1 square foot. It is suggested that a well grounded mast slowly dissipates the dangerous ion buildup which is the prelude to a lightning strike.

- Interconnect any internal conductors near the grounding cable to the grounding system to avoid side flashes going through the hull or superstructure
- Disconnect the electronics from antennas and power supplies

- Stay inside the boat during thunderstorms and don't touch anything metal or the water system, especially 2 of these simultaneously
- Avoid heading out into a Thunderstorm if possible... you are safer at the mooring and closer to help if needed

I did see an ad recently for what looked like an expensive (\$170) metallic bottle brush to install at the mast head, but there is little evidence to support its usefulness in diverting a lightning strike. Though the likelihood of being struck is low, it is possible and it's prudent to prepare to reduce the damage.

Check your insurance policy for coverage – most include lightning strikes but may have high deductibles.

or low payouts for older equipment. We feel fortunate that we were not aboard and that the damage

was minimal and easily repaired, and are hoping it doesn't strike twice.

APSC Photo Gallery



A random selection of shots of some of our members in action. Clockwise from top left: *Highland Fling*, *S/V Whatnot*, *Espina*, *Indian Summer*, and *Ariadna*



Nascha's Short Cruise to the 1000 Islands: Alexei Pashkevitch



[Nine Mile Point Lighthouse](#) ,built in 1833 on Simco Island . The beginning of Nascha's voyage.



The best way to become one with nature is to feed yourself by its resources. Use everything, waste nothing!



Dawn by Endymion Island.
Good Morning!



The maintenance work never stops, even on holiday!





Northern Pike: 73 cm. Our biggest catch.



All hail breaks loose, testing Alexei's seamanship skills. Needless to say, they were triumphant!



May the wind always be at your back, the sun upon your face, and may the currents take you to your destiny!

The
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Sailing Club

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APSC Harbourmaster Marcus van Ierssel raises the bar for party apparel.



Upcoming Events

Thanksgiving Fest:
Saturday, October 20

Docks Out:
Saturday, October 27

