

Sail and Paddle

Newsletter of the Toronto Sailing & Canoe Club

October 2004

Editor: Al Schönborn



Walk-on Access to Keelboats?

Greetings from the Harbour Master.

Here are some new thoughts on an old subject, the provision of slips to provide walk-on access to keelboats. First, let's review why we don't have them already.

Access: Most of our moorings are on the other side of the navigable channel, and so slips built along the breakwall would still need the services of a water taxi or equivalent.

Cost: The slips are just the half of it. For us to take full advantage of them, they would need to be equipped with electric and water infrastructure. The club would need up-front capital, and the occupants of the slips would be facing a different fee structure than those not served.

The Boulevard Club has consolidated all their slips to the north of the channel, and they have always accepted a higher schedule of fees. This arrangement is working well enough for them that they are now planning a significant expansion, with a pair of floating docks running from the easterly corner of their waterfront, parallel to the breakwall, and extending halfway across the bay between our two clubs. The southerly of the two docks will be massive enough to break the waves, and will only have slips on the sheltered side, while the second dock will have slips on both sides.

This suggests that we consider a symmetric development for our side of the bay, leaving a gap between the two that is aligned with the existing gap in the breakwall. Our two docks would displace 19 of the 24 swing moorings in our half of the bay but provide at least three times that number of slips. Walk-on access would be via our west dock. The southerly of our two docks would be in deeper water than our first row of swing moorings, because it no longer has to allow for the swing, placing the second dock about in line with the second row of swing moorings. This would provide for all but the deepest draft of our present keelboat fleet. Eliminating the moorings along the portion of the breakwall opposite (as BC has done) could allow the whole development to be shifted a little further south.

(The water depth in early October at the furthest swing

mooring is 10 feet. This is where one would enter the channel between the floating docks. At the inner end of this channel, about where the Red Ringer is now moored, the depth is 5 ft. Similarly, the depth for boats approaching slips on the north side of the second dock starts at 7 ft. and diminishes to 4 1/2 ft.)

This still leaves the cost as a stumbling block, but if it is feasible for the Boulevard Club, it is surely worth our consideration. Especially insofar as we can realize considerable economies if we work together. Their experience with floating docks complements our ignorance, and their initiative in securing the necessary planning approvals should smooth the political process.

What do you think?

Fred Black, TSCC Harbourmaster

Reactions thus far:

I think it is worth planting the seed. BC's plan depends on the break wall integrated into their dock being successful. See how well it works for a year or two before figuring out how to build docks like that at TS&CC.

David Allsebrook

Hope, dreams and visions are very good things. In the olden days, madmen espousing wild unbelievable dreams were often the best leaders (as you may know the early cultivation of barley was improperly done and resulted in an associated mildew spore (blight) yielding psychotropic characteristics when burned (it was the source for LSD development and probably the Salem witch trials and the Spanish Inquisition and so forth).

So I say publish. It provides good talking points, and given the success of the BC, people with sufficient funds are available. Also, there is the underlying concern that if the rowing breakwall becomes too onerous on our club, then compensation might result in funds to make the docks feasible. So let's introduce the ideas.

:) Peter Kozak



Uncle Al's Corner...

All in all, it has been a good summer for us at TSCC. The best of the weather has come in August and September, and I hope you have been able to take advantage of it a bit.



Thanks to contributors to this edition: Dave Allsebrook, Fred Black, George Blanchard, Rob Logan, Anna Wharton, and to Annelies Groen who gathered all the materials and sent them on to me.

Update your addresses!!

If you know a member who is not receiving emails from the club, it means we have an old or no email address.

Send new email addresses (or mailing address or phone number) to communications@tssc.net.

Uncle Al (W3854)

The TS&CC Racing Year that was

The 2004 Club Thursday evening racing program from June 10th. to Sept. 16th was successful in spite of vary-

ing numbers of keelboats and dinghies that turned out to participate in the 15 scheduled races run by the TS&CC Committee. Weather conditions resulted in cancellation of 3 races and 1 due to the July 1st holiday and race 14 Dinghy Fleet only. The Boulevard Club Committee under Brian

McLennan ran the tuesday races.

They also had some cancellations but they ran some very fine races for the competitors.

Mike Codd our TS&CC Race Officer supported by his wife Darlene including their daughter Lilly who blew the whistle for some of the finishing boats, Margaret Buhlman and George B. handled the races aboard Redringer along with Chris Hutny on a few occasions. Kirk MacGregor and Derek Griffiths handled the safety Patrol boats when required.



TSCC once again hosted a very successful Wayfarer Nationals in 2004 Adam Quinan photo

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Fleet Captain Tom Wharton and Mike decided to change from triangles/windward/leeward to only windward /leeward courses for the last 5 races which was quite a success and probably will be use for our future events.

Boulevard Club ran the 15 Tuesday races and they carried out the same course change also.

The results for the Tuesday & Thursday racing will be scored by Robert Logan for the annual awards night to be held November 6. This is a great event to end the 2004 sailing program

and is well supported by an enthusiastic turnout of Skippers and Crews. This event is open to other members as well.

*George Blanchard
Honorary Commodore TS&CC*

AGM coming up at TS&CC

the Annual General Meeting of Senior members will
Monday November 15 at 7:30 PM.



a fond farewell from TSCC's Commodore, David Allsebrook

This is my final *Sail and Paddle* report as Commodore. I will be sad to leave TS&CC, which I first joined as a summer sailing school student in 1970. However, as a Shark sailor, I want to race against other Sharks, and will move to a club with a larger Shark fleet.

Our club is in good shape. In the last 2 years we have replaced the roof and purchased nine 420 sailboats with the help of a Trillium Foundation grant. (Good work Peter Kozak & Robert Logan!) We have a healthy bank balance and senior membership is steady for the first time in years.

We have added two Dragon boat crews, whose enthusiasm is welcome, and whose frequent attendance helps increase bar/kitchen revenues. Some paddlers have taken up sailing as well. A second Dragon boat with two crews wants join the club next year, which would take us comfortably to the capacity of our facilities. The Dragon boaters are careful to schedule practices at times which do not interfere with sailing events. This raises the possibility of keeping the club open every evening during the summer. Canoeing membership is increasing, and has room for further growth thanks to the construction of new canoeing racks by Peter Kozak.

Our sailing school under Jake Starr had a banner year. In addition to increased adult and junior enrollments, we trained ten students, and two supervisors from the Parks Department as a public service. Our relations with the city and with our neighbouring clubs are strong.

Most of the board remains unchanged. Your board has served you well. Please offer the board members your congratulations, support and encouragement.

We are looking to fill the positions of Commodore, and Sailing School Director. Please consider filling one of these positions. Do not be intimidated by either job. The Commodore will be supported by a strong, experienced board who keep things running smoothly. The outgoing director of the Sailing School, Jake Starr, will help the new director, and the exceptionally enterprising and successful team of instructors we had this year will be back next year. This year's amendments to our by-laws have expanded the pool of work hours available, so the work can be delegated and shared. There are many members with skills and enthusiasm who are keen to help, and need only to be asked. Please speak to Peter Kozak about filling one of these positions.

The club reputation remains strong in the sailing community for our regattas and our support of other clubs. Commodore Bussin of the Island Yacht Club particularly thanked TS&CC for our offers of support after fire destroyed the IYC clubhouse this spring.

This year we changed fleet membership bylaws to breathe life into that section of the club. We have a large fleet of boats, offer very low cost sailing, and a great location. Promotion of the fleet memberships, and boat maintenance have been weak in the past. The new structure will permit fleet members to assume responsi-

bility for boat maintenance and fleet promotion and organization. Fleet members be assigned a boat for the season, and will know they have a sound boat to sail because they are responsible for maintaining it. Peter Ayres has kindly offered to help set up the fleet organization next spring. Please help him and the fleet members to build this section of the club into the active sailing and racing section it deserves to be.

Another opportunity for improvement is better management of our member work hours. Adam Killick has kindly volunteered to help coordinate this. Please check the web site for a list of needed jobs, and sign up this fall before the job you want is taken by another member.

We have a particular need for people to help the membership and sailing school directors take phone inquiries during the spring. Answering the phone directly instead of taking voice mails and returning calls should increase our membership and school enrollment. A small team of volunteers could take turns answering calls. Please consider joining this team.

Lease renewal negotiations with the city are progressing slowly. A meeting with the city on October 12 will work towards settling the final language of the lease, applicable to all the renewing clubs. Once that is settled, the city will ask each club to perform specific public services, such as offering a percentage of sailing school positions to underprivileged children, and making the clubhouse available to local civic groups (without charge) for their meetings.

The Toronto Waterfront Development Corporation has received \$15 million towards the construction of a rowing course. It has obtained a consultants report outlining about nine options for the construction of the course. Although the TWDC would not give me a copy of the report, I understand it concludes that a minimally acceptable wall of 860 metres would cost \$20 million or more. Plans are underway to raise the additional funds from the city, the province and private donors. We will seek to persuade the Corporation to build the course so that the end wall crosses in front of TS&CC at an angle, ending just east of the westernmost of the two gaps in front of our club. This would provide new and better shelter across the front of the club, preserve our moorings, and effectively block the gap in front of our east dock. It remains to be seen whether this plan will be adopted. We have asked that the new wall be about six feet high in front of the club, so as to impede the waves while preserving our view of the lake.

Thank you all for your help and support through the past five years I have served on the board. I especially want to thank Derek Griffiths, who does a wonderful job of managing the club, and who applies cheerful good humour and resourcefulness to every situation. It has been a pleasure sailing with all of you.

David Allsebrook

Events at the Club

By the time you read this, haulout will be over and keelboats put away for another winter. I hope those of you who attended the pig roast and dinner after haulout enjoyed the evening. I am interested in any feedback you may have about doing similar events over the next year (including the winter). Our new big screen TV (donated by the Canadian Olympic Classes Regatta committee) should facilitate more socializing. Again, any ideas are welcome.

Our normal fun races (Round the Island and George Webb long distance) were fairly well attended and we had good parties after both. The BBQ after the George Webb race on September 25 was excellent and enjoyed by about 40 people. Thanks to Derek and Laura for organizing a great event on a fine late summer day. Speaking of weather, those of us who race regularly had many excellent evenings in late August and throughout September - with spectacular sunsets and excellent food on the patio.

Our caterer (Leanne) continues to provide good food at very modest cost. Even if you don't race, it's worth a trip to the club on Tuesday or Thursday evening for a meal and some socializing.

We have held a number of private events over the season. These bring in good revenue for the club and extra income for our part-time staff, so please suggest our facility to your friends and family who may be considering an event. Hosted events range from wedding receptions to club meetings to Hallowe'en parties.

Rob Logan, Vice Commodore

Sailing School Banquet

This year Tom and I joined George Blanchard and the instructors for the end of summer sailing school banquet. We shared the enjoyment of watching the youngsters who had taken the chance this summer to learn a new skill - sailing.

The evening included a fine meal (*photo below*) followed by the instructors recapturing the highlights of the season's two sessions. Awards and the special mentions were made for the many age categories and levels. Proud parents beamed as their children came forward for the tangible token of their accomplishments, plus the many "special awards" such as for the young girl who couldn't keep hold of her tiller, for the least willing sailor to ever go afloat and for capsizing king.

Our instructors had trained the troupe well as our TSCC sailing school competed against and beat Etobicoke sailing school. An instructor mentioned how one young boy, after several clear wins, slowed his boat to generously allow his friend the opportunity to experience the feeling of gaining a whistle for first spot.

One mother came to our table to explain how her daughter had travelled with her daily from Oakville to come to our sailing school because she was enjoying it so much. What was clear most of all was the spirit of fun that came from the personal relationships which grew from a very positive and supportive staff at the school.

We congratulate Jake Starr for his dedicated help and especially for his wisdom in hiring such extremely competent instructors as Jon and Orest.

Anna Wharton.



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