

THE MAINSHEET

Mississauga Sailing Club Newsletter - November 2012



Commodore's Comments by Norm Rippon

The closing of the sailing season certainly didn't signal the end of work being done around the Club. Under Dave Daniel's steady guidance, several work teams raised the garage off its foundation, effectively lifting the roofline of the building. The two small garage doors were replaced with a single, specially fabricated one—allowing us to easily store both of our committee boats. As I write this, the building is being re-clad with siding to make it waterproof.

Bruce Buckingham has worked tirelessly to equip the new committee boat with all of the racing equipment needed such as flags, lines, kellicks, etc. He also installed the safety equipment (lights, horns, loud hailers, and CB radio) that will allow "MSC Guardian" to live up to its name. We also asked Bruce to update some of the equipment on the old boat, "Rubber Ducky," so that it possesses the same functionality as the new craft.

I would like to remind you that the purchase of the new committee boat was made possible by a grant to

us by the Trillium Foundation of Ontario. We have asked our MPP Charles Sousa to briefly attend our Annual AGM to receive our official "Thank You" on behalf of the Foundation.

Elections for executive positions will be held at the AGM in January. My position, that of Commodore, is open. Donna Gallant has kindly volunteered to allow her name to stand for this position. This leaves the position of Secretary vacant. Liz McCormack has agreed to toss her hat into the ring for that job! After two years of hard work and dedication "above and beyond," Glen Storey has decided to step down from the position of Facilities Officer, leaving a vacancy. Please consider volunteering for this position (or for that matter, contesting for the position of Commodore or Secretary if so inclined.)

At our last Executive meeting we received a delegation from the team that is planning the World Wayfarer Championships to be held at our club next August. As you know from previous

newsletters, we have been working hard to build our capacity to host this event, and, if our performance during the major events of this year's intensely busy summer is any indicator, we are well equipped to handle this next challenge!

Finally, a reminder to all members to lower your masts before the snow flies and to secure your boat and trailer with the concrete anchors provided. It is VERY important to cover your boat well so that no racoons can over-winter in it. Besides damaging your boat, the racoons will "multiply" leaving us with an even larger population in spring.



This summer we waged a losing battle with masked marauders and now believe that we need to be more proactive in preventing the ringtails from feeling *even more* at home on our property this coming spring!

2012 MSC Executive Board

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Please let me know if you have any content or pictures that you would like us to consider for future publication in our newsletter.



Join the MSC Facebook Group Page today!

Treasurer's Report by Ron Williams

At the February 2012 executive meeting a motion was passed changing the status of all CREW members.

Motion: Effective November 1, 2012, crew members will be required to perform 5 work hours for the Club as part of their annual membership requirements (or pay \$15 per hour in lieu) and, further, that such work hours must include volunteering at least one "on the water" sailing event, be it a racing, cruising or regatta event.

The idea of having CREW members perform work hours was discussed at the January AGM. The outcome of the discussion was positive so the executive has moved ahead to implement this change effective with the new membership season – November 1, 2012 to October 31, 2013. The By-Laws will be revised at the January 2013 AGM.

The change in the invoicing for CREW members will not happen until November 2013, when I send out the

following years invoices for membership. At this date, I would include the 5 work hours on the invoice for each CREW member. If you worked the hours you would deduct the \$15 per hour that you performed and pay the balance. If you did not do the 5 work hours during the membership year Nov 1, 2012 to Oct 31, 2013, then you would pay your CREW membership fee (plus HST) and the \$75 for the 5 work hours (no HST).

The executive have seen a number of CREW members performing work hours this summer and feel that they should see a benefit for helping out at MSC. We are grateful for the dedication of the CREW members and want to encourage more to become active in the events at MSC.

As of November 5th everyone should have received their membership and storage renewal invoice by email. If you have not please contact me and verify your email address. The payment of your invoice is due by December 27th so I can get all the payments



into the bank by December 29th. You can pay by credit card on

our web site or mail a cheque to the club. If you drop off the payment at the club you can place it in the black mail box on the fence or on the mail slot on the office door inside the club. My last pick up at MSC will be Thursday December 27th. A late payment fee of \$30 will be applied to overdue accounts on January 2nd. A second late payment fee of \$20 will be applied to overdue accounts on March 1st.

Deduct any work hours, at \$15 per hour (no HST), that you performed that I did not list as a credit on your invoice. Send in your signed work hours card with your cheque or mail it to the club if you pay by credit card or scan and email it to me. I must see the signed work hour card to be able to issue a credit to your account.

Before and After 2012 by Anthony Faga



New in 2012!



Facilities Update by Glen Storey

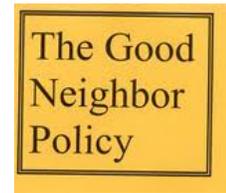
Our docks came out at the end of October without a hitch thanks to the volunteers that showed up; even though the weather was inclement. The covers on the roof shelters were not taken down the same day as they were wet and everyone was cold.

With the onset of high winds from hurricane Sandy the following week it was decided that the shelter covers had to come down immediately or we might lose them. I don't think you will ever see those covers come down faster than they were brought down that day! We were like a well oiled machine that would make any J105 skipper proud to have us on their crew. We dowsed that Spinnaker ...I mean shelter cover in one smooth motion under pretty extreme conditions, and had it stowed away in double quick time! My thank to Norm and Bruce with their assistance.

By now most of our masts are down and boats are covered for winter. A good cover that is tied down tight keeps the weather and animals out. This protects your investment and saves a lot of clean-up work come spring when the covers come off.

It's important that you also secure your boat to your trailer and your trailer to the cement weights that are in the compound. This will prevent your boat from being damaged in the winter winds and more importantly your boat will not damage your neighbour's boat, because it rolled across the compound....you (and your insurance co.) are financially responsible for any damage your boat causes. Some members have left their masts protruding out the back of their boats and from under the covers. It wouldn't take much wind for your boat to shift causing damage to your mast or in the case of boats stored

in the center spaces causing damage to your neighbour behind you. Having your mast inside your boat at the rear makes for a tighter package making it harder for the animals to get in and less likely to cause unnecessary damage. Please be a good neighbour.



Although I'm stepping down as your facilities manager, I'll still be around to help whom ever you elect in my place at the AGM in January. I have been privileged to work with the present executive and have every confidence that the people that have been nominated so far will do an outstanding job if elected.

Racing Update by Bruce Buckingham

Wow! Another sailing season has ended! It seems like we just put our boats in the water. This year saw a larger number of boats participating in both the Thursday and Sunday races.



We had a busy season hosting a number of regattas.



Once again, the Moe Fraser Regatta was a great way to end the sailing season, with twenty-five boats participating. Next year, we hope to see thirty boats on the start line. It seemed like Moe was helping us out with great weather to start off the race. Unfortunately, the

winds died near the end of the race for some boats. I was asked if I could plan for more wind next year! To top the event off, we had over sixty people for dinner. Thanks to all who helped to make this a truly wonderful event!



The winning entry for the name of our new committee boat was revealed at the Moe Fraser – "Guardian". This new boat will be a great asset to our racing program for many years to come. Both boats will be set up identically, so we don't need to transfer things from one boat to the other and we will be able to run two races simultaneously.

Next year's big event will be the Wayfarer Worlds in August. I'll be

working with our Wayfarer members to do some practising before the regatta. This might help get more of our Wayfarer members out to represent the club. Even if you think you might not be a great racer, participating in the Worlds is a great experience that you will never forget.

I would like to thank everyone who helped with the racing program this year. It was great to see that everyone who signed up for race duty followed through. Thanks to Dave Tippet for compiling the race results. Series winners will be announced at the AGM.



The 2013 race schedule will be available at the AGM. See you there!

Membership Update by Franz Bauer

Alas another great summer has come and gone, time does fly when you're having fun!!!

This year has been a great year for new members joining our Club. 18 new members signed up in 2012 and within the first week of November we have had an additional 4 new senior members sign up for 2013. This brings our total membership up to 105. Many of these came with partners who are also very active in our Club's activities.

Due to the increased membership, I have spent some time rearranging the location of a number of sailboats in the compound to maximize the space available. This



has resulted in the realization that space for new members is becoming a premium especially for the smaller dinghies that fit nicely into the 8 foot wide bays. To resolve this issue the Executive in its last meeting passed a motion to no longer allow the storage of dinghies in the Club's compound. This will improve the appearance of our compound and promote the number of active members in our Club. This resulted in 8 members removing their sailboats.

The larger 10 foot wide bays adjacent to the North and South fences are reserved for larger sailboats that require the extra width. These bays are delineated by the vertical fence posts.

In a continued effort to improve the appearance of our Club's

compound the following policy will apply:

- 1) All sailboats shall have their masts up for the summer sailing season by May 31st.
- 2) All sailboats shall have their masts down and secured for winter by November 30th. For those that plan to actively sail with the polar bears their sailboats shall be secured for winter once the ice forms in the bay or access to the bay and compound is blocked by snow.
- 3) All tarpaulins, if used, shall be in good repair and properly attached to the sailboat.
- 4) All sailboats and trailers shall be anchored to concrete blocks and the wheels chocked while not in use. This is to minimize damage during wind storms and micro-burst's.
- 5) All trailers shall be in road worthy condition in case the trailer needs to be moved.
- 6) Each member is responsible to keep their assigned bay clean of debris and weeds. For those with their bay against the fence this also means cutting back the branches and vines that grow through the fence.
- 7) If you are going to remove your sailboat from the compound for more than a week you are required to inform the Membership and Facilities Officer in writing by e-mail.
- 8) If you will be absent from the Club for more than a month you are required to inform the Membership and Facilities Officer in writing by e-mail of the person that you have assigned to look after your sailboat in case of some unforeseen event that needs your attention.
- 9) No member shall move their sailboat to another bay without the writ-

ten permission of the Membership Officer. A current list of Club members and their assigned bay #s is posted on the wall in the Clubhouse garage by the red telephone. This list is in numerical order by bay #.

10) All sailboats when stored in their assigned bay shall be centered as much as possible in the bay as common courtesy to your neighbor.



Club members that do not adhere to the rules will be informed in writing by the Club's Executive. If the Club's policy is persistently not followed the Executive reserves the right to terminate the member's membership with the Club after 3 warnings.

Don't forget to attend the AGM meeting in January, there will be some important issues discussed.



Last but not forgotten, Gary McLroy will be hosting several "Sailors Gathering" through the winter months to keep the Club spirit alive and well. For our new members, this comprises of a buffet breakfast followed by a 2 hour presentation on one or more sailing topics.