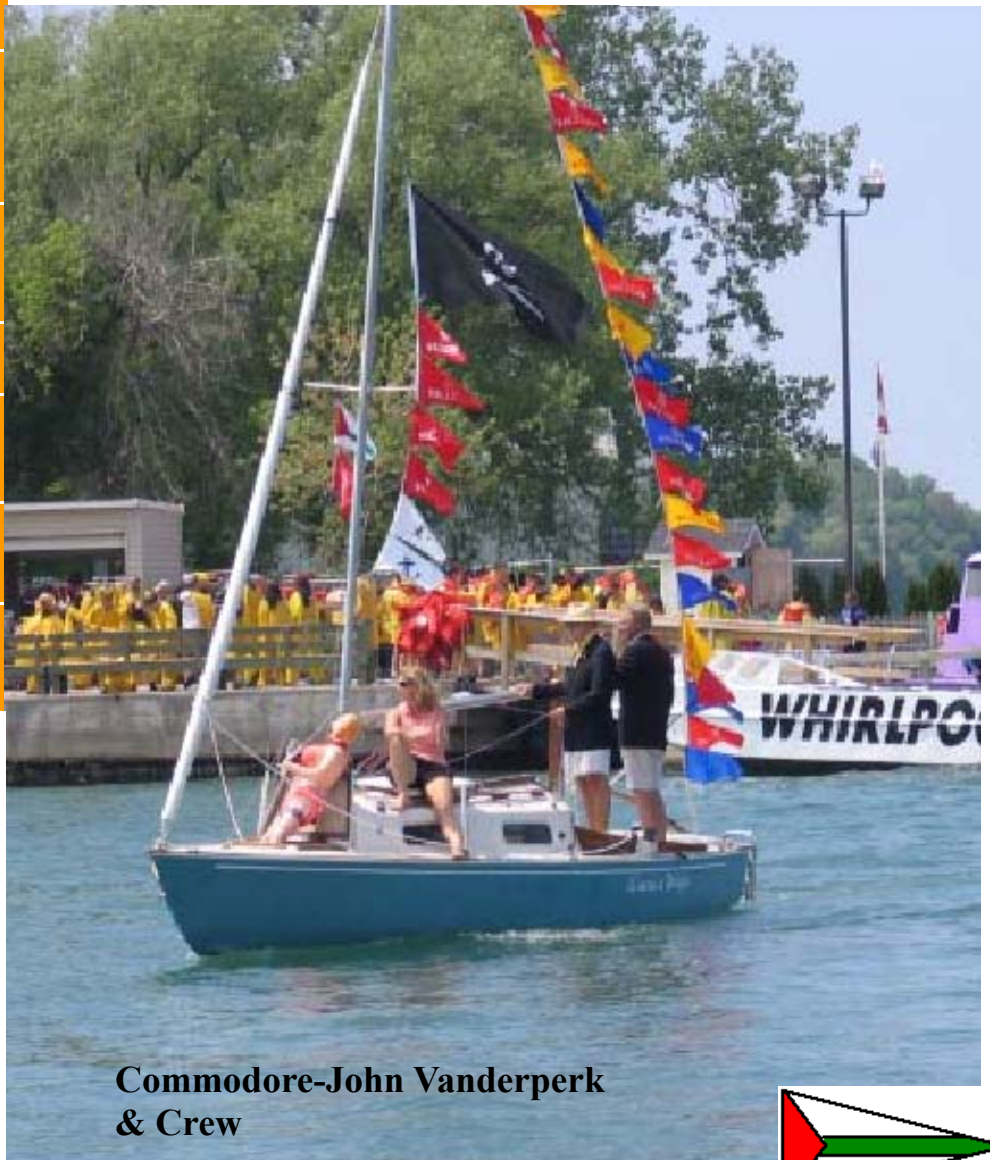




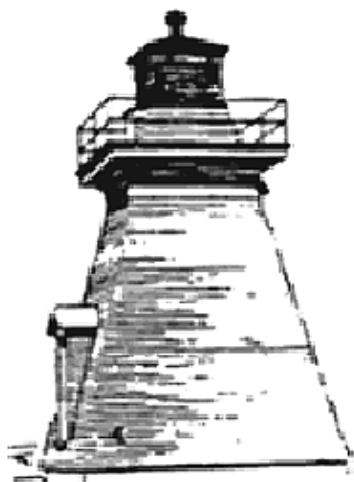
THE MAINSHEET

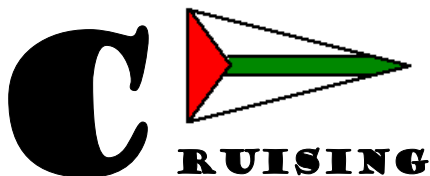
MARCH/ APRIL 2009

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Commodore-John Vanderperk
& Crew





2009

In recent years there has been a surge in interest for club organized cruising, amongst our membership. While, at various times throughout the sailing season, many of our members have and will continue to cruise on their own, participation in organized cruises is increasing.

There will be three reciprocal, club cruises for the 2009 sailing season. These events, involve a coordinated boat for boat reciprocal visit to another club.

In addition to these confirmed cruises there are tentative plans for three organized "flotillas", this sailing season, one of which is an intended trip to Wilson, NY for the Labour Day weekend.

These organized excursions ("flotillas") are **NOT** boat for boat.

Details will be posted in advance.

Cruising events are a great opportunity to socialize with other members and broaden our social circles, in relaxed, friendly surroundings. So, this season, leave the day to day cares behind, to cruise with your fellow sailors and enjoy some of the wonderful facilities offered by other clubs.

Garry Brown (*Toucan*)

Cruise Director

Confirmed Reciprocal (Boat for Boat) Cruises

Iceberg Cruise

Hosts: Garry and Kathy Brown (*Toucan*)

Theme: Take this short and sweet shakedown cruise as an opportunity to blow the dust off your sails and re-gain your sea legs.

Destination: Dalhousie Yacht Club

Date: Weekend of May 23rd/24th

Patriot Cruise

Hosts: Garry and Kathy Brown (*Toucan*)

Theme: Express your loyalty and/or heritage. Display the colours of your nation of origin.

Destination: The Royal Canadian Yacht Club

Date: Weekend of July 4th/5th

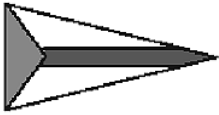
Reggae Cruise

Hosts: Dave and Shirley Bruce (*Serenity Now*)

Theme: Enjoy a weekend on "island time". Take it easy mon!

Destination: The Oakville Club

Date: Weekend of August 1st/2nd



Shark World Championship 2009

August 22 – 28

Update and Highlights



Your 2009 Shark Worlds Organizing Committee has been keeping quite busy these past few months, with many meetings and bookings taking place. What have we been up to?

- We have met with the Mayor, who is eager for the town to show support for our event. Will work with us on parking, tourism, fundraising, licensing, signage and advertising, and other things as needed.
- We have received verbal confirmation of sponsorship of \$5-10,000 from a local business, as well as some sponsorship prizes from a number of sources.
- Have attended 2008 Shark Worlds sponsorship thank-you reception at RHYC February 28 and the Canadian Shark Class Association AGM on February 22 to promote event
- Website is up and running at www.sharkworlds2009.com
- International Jury is selected and confirmed – headed by Leo Reise
- Notice of Race complete and posted on website
- Meals are planned and booking almost complete, trophy design prototyped and approved, tent (includes tables, chairs, floor, stage, lights, podium, etc) is booked. Entertainment for Opening Ceremonies booked.
- Coordination of tourism and accommodation with NOTL Chamber of Commerce initiated and in effect

What We Still Need Help With

1. If you, your company or someone you know is interested in **sponsoring** the 2009 Shark Worlds, please let us know. This event is a huge undertaking, and it presents a significant cost to host an event of this magnitude. We appreciate donations of gifts, prizes, sponsorship of meals, beverages, items for skippers' packages (and of course cash) etc. In return, we offer various advertising and promotion opportunities. **For more information, contact** sponsorship@sharkworlds2009.com

2. **Volunteers** are needed in a number of areas. We need folks to help with meals, bar, clean-up, registration, measurement, sponsorship, and many other jobs. Also required are people to help pick up loaner boats from other Southern Ontario Clubs (trailer hitch required), and people to pick up some of our Jury Judges from the Buffalo Airport. If you are available for any job for the week, a day, a couple hours – we can sure use the help! **Contact Donna Genge for more information and to volunteer at:** volunteer@sharkworlds2009.com

3. We require **billeting** for our five international judges (and possible their spouses). This is best suited for folks who live in the town area (even better if you live near the club), and would work especially well if you're also competing. The judges will receive their meals at the boat club with the competitors – so you don't have to worry about feeding them!

4. **Loaner Boats** are required for our European competitors. If you have a Shark, and are not planning to race it at this regatta, we would greatly appreciate the use of your boat. Competitors who use a loaner boat are prohibited to make any modifications without the express consent of the owner, and must return the boat in the same condition as they received it. In addition, competitors using a loaner boat are required to be boat owners, and carry boat insurance. They will bring their own sails with them to use on your boat. If you are interested in lending us your boat, please email Hugh Bogusat at charters@sharkworlds2009.com

5. **Spectator Boats** are needed Sunday – Friday. If you have a boat that can handle five or more people, then we need you! If you are available for any period of time during the week, please let us know at jinnie@sharkworlds2009.com

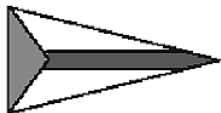
6. **Historical Information and Photos** needed. Since this regatta marks the 50th Anniversary of the Shark, we are planning to have a Shark History display. Send your old Shark photos or information to info@sharkworlds2009.com or drop off at the club office. We will return any original photos or documents to you.

Thanks to all of our volunteers who have been working so diligently to make this the best regatta of the year. We will keep you all posted via the Mainsheet and emails about our progress, updates, and requests for help. If you have any questions, please feel free to contact me at jinnie@sharkworlds2009.com

Jinnie Gordon

2009 Shark World Championship Regatta Chair

Celebrating 50 Years of the Shark



-Letter from the Editors



Is it Spring Yet???



Happy New Year!

We hope that everyone has enjoyed the winter break. Don't worry - spring is in the air!

It won't be long before our boats are back in the water and we are enjoying sunny skies and warm breezes at the club.

There is so much to look forward to at the Club this year. To start, we will kick off the new season at the Commodore's Ball on April 18 at the Double Tree in Niagara Falls. As always, The Commodore's Ball is a great way to reacquaint yourself with fellow members and have a great time. Don't let the title of this event scare you off. It is a very relaxed evening with good food and good times. Make sure to buy your tickets from Barb at the office before they are sold out. Hope to see you there!

For more information about exciting social events coming up this year, see page six for our social calendar.

See you at the Club!

-MO

Looking forward to another terrific boating season. Soon the buds on the trees will be blooming and the birds will be singing. Along with the sounds of buffers and water hoses as we ready our boats for another summer. A lot of exciting things taking place this year. A New Commodore and Shark World 2009. Happy boating!

-kb

Kathy Brown

Toucan

905-468-5848

toucansail@hotmail.com

&

Maureen Dodd

Euphoria

905-468-4810

maureen@doddsgreenhouses.ca



NOLSC Rosters...

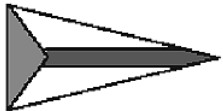
Included with this issue of the Mainsheet!

Please check your information carefully to ensure it is correct.

"If there are any corrections, additions or omissions we do apologize and please let us know so the appropriate changes can be made immediately in our files for future printing.

Also, at any time there are changes to anyone's contact information please let us know immediately as it would be helpful in order to keep our records current and up to date."

Please Contact Barb in the office.



THE COMMODORE COMMENTS...

It was late November 1989, while walking through "Woolco" (now Walmart), I ran into Walter Petrick, he asked me if I sailed, I said 'no', he then said if you want to learn, be at my boat on Wednesday June 5th, 1990, no later than 5:30 pm. When I showed up on that date and time, all Walter said was "I was wondering if you would show".

So began my new favourite pastime. In 1991, I started racing with Chris Bowron on 'Afternoon Delight' and have been racing in the Shark fleet ever since. In 1999 Liz and I purchased The 'Metamorphosis', a "Koopmans 33", from a friend and started sailing her out of NOLSC the following year.

In 2002, I was asked to join the board and served as Social Director for the following three years, the last four years, I served as VC of Operations.

I feel honoured to be your Commodore and will strive to be worthy of this position.

On behalf of the board of directors I would like to thank outgoing Commodore Howard Nesbitt for his years of service to the club and I wish him and Kathryn many years of good health and good times, both on the water and off.

I wish everyone in our club a happy and safe boating season and hope to see you on the water.

Sincerely John Vanderperk

Niagara-on-the-Lake Sailing Club

Cordially invites it's members and their guests to come and celebrate

The Commodore's Ball

Saturday April 18th, 2009

At

Doubletree Fallsvieiw Resort & Spa by Hilton

Cocktails @ 6:00pm Dinner @ 7:00 pm

Tickets are \$35.00 per person purchased in advance at the office

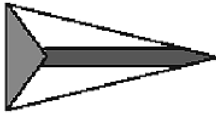
This includes a sensational buffet including a wide variety of appetizers; hot entrees; a lovely selection of Desserts with

Starbucks Coffee and Tea

Dance the night away with "Spirit of Sound"

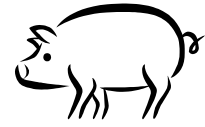
Rooms available upon request – member rate \$139.00/night





NOLSC SOCIAL CALENDAR – 2009

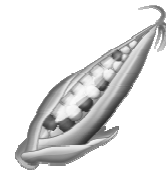
April 18th, 2009 – Commodore's Ball
 Doubletree Resort Lodge & Spa Fallsview
Tickets \$35.00/person purchased in advance



May 9, 2009 – Pig Roast
Tickets purchased in advance-price TBA

June 7, 2009 – Sail Past

July 11, 2009 – Steak BBQ/Niagara Cup
Tickets purchased in advance-price TBA



August 15, 2009 – Corn Roast
Tickets purchased in advance-price TBA



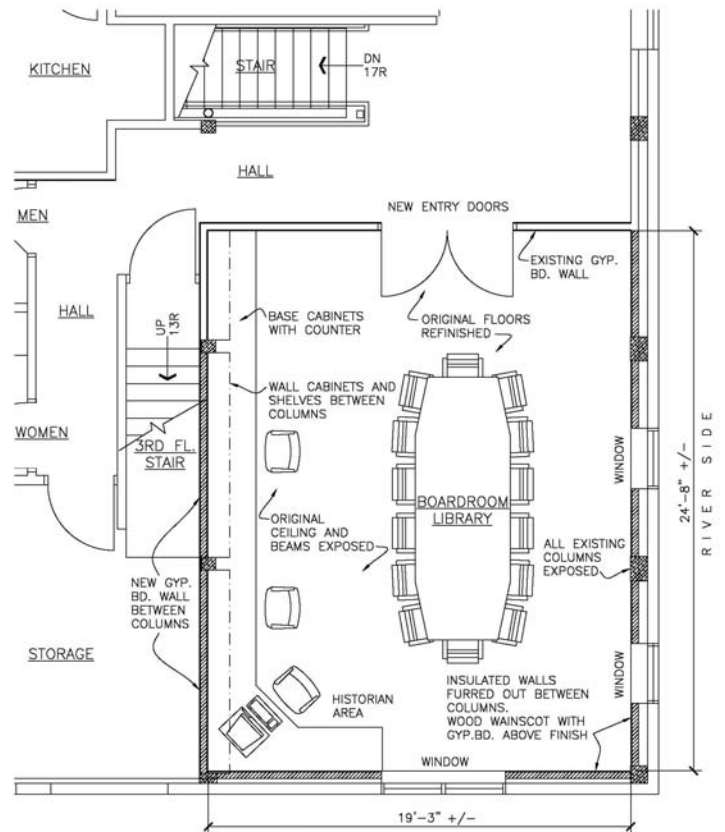
October 17, 2009 – Tom Turkey
Tickets purchased in advance-price TBA

Long Range Planning

Below is a schematic plan of the Boardroom/Library proposed for the Clubhouse. This room layout is an idea only and will be further developed as we hear from members and review donated furniture.

Please provide any comments you may have to David DeBoy
ddeboy@adelphia.net

Comments can also be presented at the Spring AGM.



NIAGARA-ON-THE-LAKE SAILING CLUB
 CLUBHOUSE RENOVATIONS
 D W DeBoy Architect 2-18-09

SECOND FLOOR PLAN
 Schematic Design





Ed-ifications



Once again all small furry ground dwelling rodents are telling us to brace for more winter. What do they know? It's going to be 11c this week, at least for one day. Too cold for too long I say. I still think my idea to "dome" the slip should be considered. You know, like the sky dome in T.O. retractable roof and all. Boats stay in year round at the dock and can be enjoyed 12 months of the year! Remember, no sailing within the basin as per club policy. Open the roof around the 1st of April and away we go!

The 2009 season is close which will include the Shark World's. Exciting to say the least. With all the uncertainty in the world to day, we are anxious to see how it affects our industry and more specifically, NOLSC. Please respond to the dock billing in a timely fashion. We need to know dock availability, even sooner than years past, in order to assure a full slip again this year. Communication with the office is very important re: you're intentions for '09.

See you in the yard soon.

Ed

Junior Sailing News

Preparations are underway for another season. Mark Schantz is returning. He and Lauren McCullough will head up our team of instructors. We'll be holding interviews in March to insure all our positions are filled.

Barb Wells has come up with a plan to hold registrations at the club. There will be three sessions, race team, White Sail II through Bronze V and new students. This will allow us to know exactly how many students we will have in each level. We'll be able to plan our needs for instructors and boats and determine how many new students we can accept. Barb and I will be available for each of the sessions. We'll be announcing the dates soon.

Erin Sauder has designed the T shirts. We have learned to get as much of the preparation out of the way before the staff gets involved with launching.

The policies I spoke of last fall are before the Board for their approval at the March meeting.

Last year we purchased an RS Feva for evaluation as a white sail boat. The instructors graded the Feva based on several categories.

The Pros;

The indestructible plastic hull. It really is. I invite you to examine the gunnel portside at the chain plate. The scuff mark is the result of a T bone hit from a 420 in a race. I would have expected hundreds of dollars in repair had it been a fiberglass boat.

The boat is lightweight and rigs easily. Our young students have an easy time launching and retrieving it.

It is fun to sail. Our students vied to be assigned to the Feva.

The boat sails strong enough for the current we operate in.

Cons;

The boat is tender but the open stern makes it self bailing and not the ten minute process as in a Nutshell. Also, the light weight makes it easily righted.

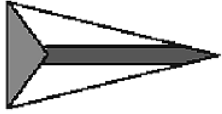
The boat is small. However, our white sail students are also small. Eventually, we should have only two students in our white sail boats. We lose students because they get bored with nothing to do as the third person in a dinghy.

The RS Feva grades out well for our program. The Feva fulfills two important requirements. First, it is inexpensive to purchase, fleet price is about \$5000.00. second the hull really is indestructible and will save us hundreds of dollars in fiberglass repair yearly.

I recommend we begin replacing our white sail fleet with the RS Feva.

Paul Sullivan Director, Junior Sailing

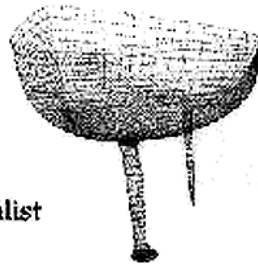




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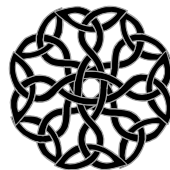
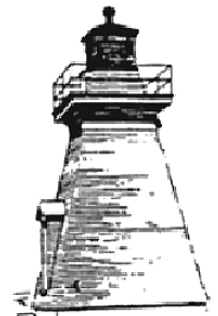


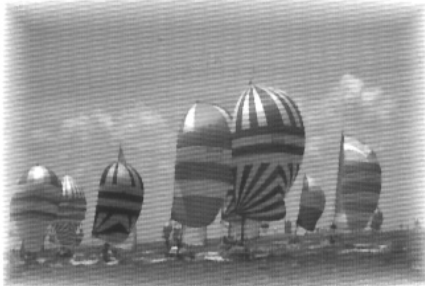
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MURRAY'S

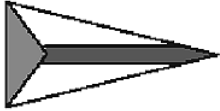
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NOLSC Board of Directors 2009

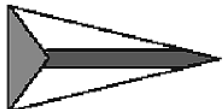
Commodore	John Vanderperk	Metamorphosis	(905) 468-2814
Vice Commodore—Operations	Judy Brandow	Sweetie Punkin	(416) 255-2754
Vice Commodore—House	Rick Corvino	Crow Zone	(905) 468-3429
Vice Commodore—Fleet	Bruce Harper	Tight Squeeze	(905) 468-5447
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Secretary	Rob MacLachlan	Kissing Bridge	(905) 468 1712
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Junior Sailing	Paul Sullivan	Briar Patch	(716) 625-8837
Long Range Planning	David DeBoy	Chasse	(716) 310-1683
Past Commodore	Howard Nesbitt	His 'n Hers	(905) 682-7440
Director at Large	Greg Chapman	Manana	(905) 938-2123

BOARD AFFILIATES

Club Historian	Tom Haines	Therapy Too	(905) 468-2833
Cruise Director	Garry Brown	Toucan	(905) 468-5848
Mainsheet Editors	Kathy Brown	Toucan	(906) 468-5848
	Maureen Dodd	Euphoria	(905) 468-4810

Who's Who?....





Highlights of Board of Directors Meeting

November 10, 2008

-Terry Boulton and John Frank asked the Board of Directors to consider moving the budget date from March to an earlier time so that members would have an opportunity to vote on it at the Fall Annual

General Meeting before the plans are implemented and money is spent.

-it had traditionally been done this way, however it was changed in 1985/1986 in order to transfer major expenses to the next fiscal year.

-The board will take their suggestion under advisement.

-Bill Cavers presented the financial report, the Income Expense Report for Nine Months

Ending October 31, 2008. He said because of emergencies (the outboard motor and the

Hoist \$11,000) the budget is a bit over.

-The estimate to fix the leaking roof on the green boat repair building is \$5,000 and the roof will be fixed.

-Jack Kizlinski, our security guard, is retiring after 16 years

-\$2,250 was received from the sale of the old Nutshells and Lasers.

-A plaque will be presented to ATL (Andrews Trucking Ltd.) to thank them for providing a truck for the club's float in the Santa Claus parade.

-The Tom Turkey party was sold out three weeks ahead of time.

-Jinnie Gordon will report on the progress of the plans for the Shark World's at the Annual General Meeting

-Greg Chapman, a prospective board member, will be invited to the next regular meeting.

December 8, 2008

-Raises across the board for the full time staff of 5% for 2009

Bonus' will be similar to last year

-Next meeting **January 12, 2009 at 7 p.m.**

NOLSC Spring General Meeting

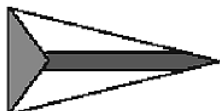
Notice of Meeting

Thursday, March 26, 2009

7:00 p.m.

Niagara-on-the-Lake Sailing Club Clubhouse

Niagara-on-the-Lake, Ontario



SWIM 4 LIFE



CAN YOU HELP?



Jade, age 15, swims Lake Ontario

July 24th 2009

Ontario resident, Jade Scognamillo, will attempt to become the youngest swimmer to cross Lake Ontario following the 52km 'Traditional' route
from Niagara-on-the-Lake to Marilyn Bell Park, Toronto
 in support of The SickKids Foundation to purchase an infant incubator

(Her successful crossing of Lake Erie in 2008 gave her the titles of 'youngest and fastest' and raised \$10 730 of the \$30 000 needed – hopefully a Lake Ontario crossing will help Jade achieve her target!)

Do you have a 30+' sailboat

or

14+' Zodiac/inflatable?

...and be willing to accompany Jade on her swim?

If so, we would love to hear from you!

High media interest in this record swim is anticipated and advertising will be happily provided!

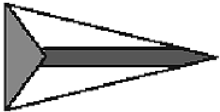
Please contact **Jane Scognamillo** for more details on:

h:905-880-8458, c:647-409-8247

jadeswim4life@gmail.com

www.jadeswim4life.com

Governed and monitored by Solo Swims of Ontario, www.soloswims.com



Tenth Annual Jack Beatty Hospice Memorial Regatta

**A Unique Weekend of Boating & Sailing Fun
Friday, July 10th & Saturday, July 11th 2009**

This year the Niagara River Boat Cruise & Clambake will take place on Friday, July 10th at the Youngstown Yacht Club.

YYC has joined forces with the Niagara on the Lake Sailing Club to plan an international regatta that will serve as the qualifier race for the NHRA National Championship Race. This event will take place the day after the cruise & clambake on Saturday, July 11th on Lake Ontario and will be followed by dinner and awards at the Niagara on the Lake Sailing Club.

Please visit the official website www.niagarahospiceregatta.com for more information about this event.

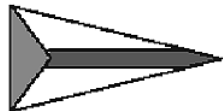
In particular the Hospice Regatta Committee is looking for Skippers to volunteer their time sailing their yachts up the Niagara River with paying Hospice guests on Friday, July 10th. There will be live music both on the water and back at YYC Clubhouse after the cruise. Each participating skipper and their spouse/first mate will be guests at the clambake dinner on Friday evening.

Combining the two well known events, Niagara Hospice Regatta and NOLSC's Niagara Cup, is a benefit to both sailing clubs. It means additional participation at the YYC cruise & clambake on Friday, July 10th, along with an increased number of race participants on Saturday, July 11th at the Niagara Cup.

The proceeds from the Hospice Regatta will provide revenue for Niagara Hospice to use in their work with individuals and families dealing with end-of-life illnesses. Niagara Hospice provides service to over 700 families each year. No individual is denied hospice care regardless of his or her ability to pay. Families who are uninsured can take comfort in the fact that hospice services are available to them. Last year alone Hospice Regatta raised \$31,000 and to date they have raised over \$185,000 for Niagara Hospice.

We look forward to seeing you at this fabulous weekend of boating and sailing fun! This is an exciting and unique opportunity for both the serious race enthusiast and those guests sailing and cruising in support of Hospice.

For more information please visit www.niagarahospiceregatta.com or contact Paul R. Beatty Jr., Chairman of the Jack Beatty Hospice Memorial Regatta (716)745-7827 or at braleyrd@aol.com



NOLSC: OUR FIRST DECADE (1979 - 1988)

By Terry Boulton

As promised in the Fall issue of the Mainsheet, this article summarizes the first 10 years of Club ownership. The source of information is the Mainsheets from this period. Any obvious omission is probably the result of missing Mainsheets as is the case for 1985 where there are only two Mainsheets available - if you have copies of the Mainsheet from the early days, the Club would appreciate having them as they are our primary historical record!

To organize such a summary is a challenge. Generally speaking, the format chosen was to organize by topic rather than present the information chronologically. At the least, this will let you select to read what you are particularly interested in if not the whole article. Hopefully you will enjoy learning about this period of our history.

The signing of the Ownership papers on December 29th, 1978 brought about much change. While the Gillinghams became our tenants, they agreed to launch boats that spring and to put in the docks: thereafter it was the Club's responsibility. The store, mechanic's service and new boat sales for Hinterhoeller and C&C were also to be maintained by Gillinghams - by 1984 they were gone. *Murray's Boat Repairs* was retained. All other aspects of the marina such as gas and ice sales, garbage and washroom responsibilities, new boats and membership decisions were the Club's. Prophetically, the January, 1979 Mainsheet states, "In case there's doubt in anyone's mind, if we had not proceeded with this venture, in a year or so we would all be moved elsewhere and the marina gone forever." Within a year, Sheppard's Boat Works on the property next door was purchased by a Toronto Development Company the end result of which we see today.

Our new ownership began with a social event which has become a mainstay, the first Club Cruise which was to RCYC. Also, that summer a "raft up" of 25 boats drifted down the river from Queenston. This was to become an annual event until officialdom decreed that it was illegal for skippers or crew to drink while sailing, *unless aground*. In 1981 the first Sail Past occurred, preceded by a Junior Sailing Regatta in the morning. As the sail past coincided with the Town of Niagara's Bicentennial, the salute was taken from Queen's Park, in the pouring rain, by Commodore Richard Kelly, in the company of the Lord Mayor. To much amusement, several boats found the bottom to be too close to the top. More auspiciously, Elmer Doyle flew trophy flags dating back 50 years. A few years later, the Commodore's Ball became one of the Club's signature events when it was separated from the Awards Ceremony and held at the Victoria Park Restaurant. The terrific social events of today got a good grounding during these early years.

No doubt as a result of hearing about our social calendar, there was a great influx of new members during this period. In May of 1979 the Board decided to accept 25 new members over the next few months so that out of a possible 178 slips available at the time, 153 were held by member, slip priority holders. Six more members were accepted the following year. This influx was accompanied by a need for reconfiguration of the docks and a total realignment of the slips (see the Fall Mainsheet) for 20 of the 31 new boats were over 30 feet. Concurrently, much thought went into redefining the Membership categories during this time an offshoot of which was the "Dry Sailor". George Hinterhoeller, George Greenberger and Eric Rogers, in recognition for their contribution to the Club were each made a Life Member during this time.

Formed to promote sailing and, in particular racing, the Club has never wavered from that objective. In 1982, 107 boats from YYC and NOLSC were registered to race that season, 68 in the Wednesday series. After much lobbying by the International Shark Class Association, the Shark class was recognized by the International Yacht Racing Union, an achievement of great significance to this, the "home of the Shark". Our "home" club hosted the 25th anniversary of the Shark in 1984 (see accompanying photo; page 2) and in 1987 the Shark Worlds; when 60 Sharks competed. In addition, the Provincial Fireball Association Regatta was held at NOLSC during this time.

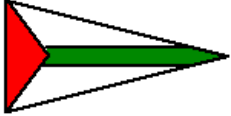
On an individual level, Norm Manson's *Spirit* placed second in the Freeman Cup and won the I.O.R. division twice. Not to be outdone, "Skip" Doyle twice won the Stolze Cup, emblematic of match racing supremacy on Lake Ontario. From there he competed at Detroit and at Chicago where he was Great Lakes Champion, winning the Richardson Cup. Adding to the lore of Niagara racing was Geoff Kendrick who competed in the Newport to Bermuda race. Against 126 entries, *Freight Train* claimed 5th place in their IOR division. She claimed trophies for "first foreign boat to finish" and "first boat under 49 feet to finish". Many other members, too numerous to name, have won against the best on the Lake.

As the Club developed over these years, security became an issue. Now a private club, there was a need to control and protect Club property and that of the members. For the first time, a gate and lock were placed on the launch ramp, the result of, "...rowdiness and drunkenness in the area as well as use and abuse by not members." As well, the new launch well built at this time required more control as public use interfered with the use of the travel lift. Eventually the launch ramp was restricted to members only. In 1980-81 there was a rash of burglaries and vandalism on the waterfront. St. Catharines Boat Club's docks and clubhouse were vandalized and boats cut adrift. In the basin, six motors were stolen from boats on Shark Alley and when these were replaced the vandals came back and stole the six new, replacement motors. New poles and lights were subsequently installed by the river docks and along Nelson Street as well as a security fence. Excessive public use required gate security measures be instituted. Meanwhile, the Town had other ideas about our property. There was a move by the Town to have a bus parking lot created along Nelson Street which the Club contested and in the "Dock Area Plan", approved in principle by Town Council, there was a call, "...for public access to the river through the marina." With the issue of a new "Dock Area Plan" looming, there is a need to be ever vigilant.

Physical improvements to the property and acquisitions are so numerous that they can only be listed: the original Cayuga dock was removed and ten new slips introduced; the steel wall along the river was installed; the north-west area of the yard was levelled and stoned; extensive electrical upgrades were completed; the tarp building that sat in the dry-sail area was torn down; the travel lift was purchased allowing for boats to be hauled with their masts up and at the same time extensive improvements on the travel well were completed; a pickup truck, Boston Whaler and The Empress were purchased; the pump-out, Club sign, the ramp and docks in the Jr. Sailing area and docks for Shark Alley and along Nelson Street were replaced; most significant to our social activities, the White Building renovations were completed.

What led to the initial success of NOLSC which led to the enviable position we hold today? We owe everything to those who had the far-reaching vision that enabled the purchase of the basin and to the members who had faith in them. As our history attests, there was a lot to be done which was achieved by an untold number of hours dedicated to the Club by a great number of people who served on committees and the Board, and to volunteers who helped the Club to achieve so much.

The one constant throughout this period, through the ownership by Gillinghams to today, from 1973 to 2009, is Greig Hunter! Ed McIlroy has been with us since 1982, an important "latecomer" himself.



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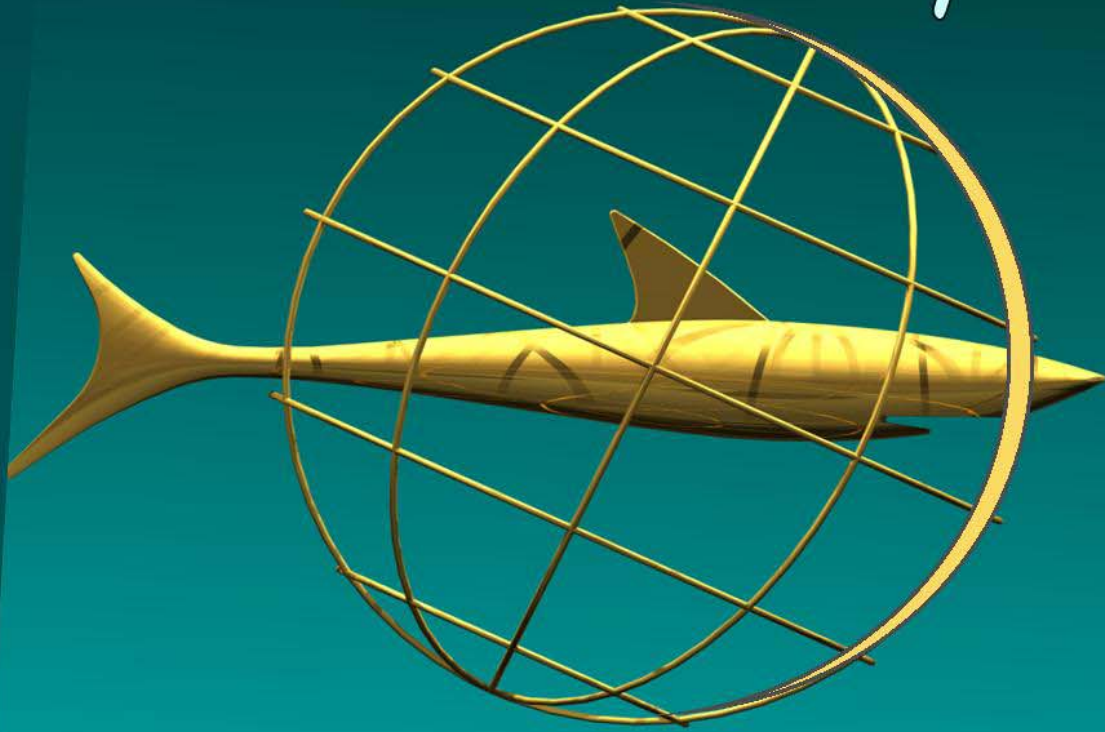


1985 ICE JAM

In 1985 there was an ice jam which extended from the mouth of the river to Queenston. For over a week, an ice breaker barged its way up the river trying to free things up. Although the ice rose to the top of the dock area, it never went over the dock. It did tear out one of the newly installed finger docks on the river. A crane was brought in to raise the other 9 docks above the ice.



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