

From: Bob Wercholz June 13, 2018 (905-639-9742)

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To: CLERK'S OFFICE

SUBJECT: DOCUMENTATION FOR PRINTING & DISTRIBUTION FOR MY DELEGATION  
TO COUNCIL ON MONDAY JUNE 18, 2018

THANK YOU

B. Wercholz

**Bob Wercholo**

**From:** "Bob Wercholo" [REDACTED]  
**Date:** Wednesday, June 13, 2018 9:55 AM  
**To:** "Ridge James" <James.Ridge@burlington.ca>; "Goldring Rick" <Rick.Goldring@burlington.ca>; "Craven Rick" <rick.craven@burlington.ca>; "Meed-Ward Marianne" <marianne.meedward@burlington.ca>; "Taylor John" <john.taylor@burlington.ca>; "Dennison Jack" <jack.dennison@burlington.ca>; "Sharman Paul" <paul.sharman@burlington.ca>; "Lancaster Blair" <blair.lancaster@burlington.ca>  
**Cc:** "Hordyk Debbie" <debbie.hordyk@burlington.ca>  
**Subject:** LPMA/BS&BC/AS Floating Wave Break

**Revision 1**

*Dear City Manager, Mayor & Members of Council.*

*I am forwarding this Email to each of you regarding the decision Council made at the June 4, 2018 COW meeting for the referenced subject.*

*On May 14, 2018, I spent time meeting with Councillor Craven at LPMA. I followed up with written detailed information to confirm our discussion. I also gave Councillor Craven my approval to pass this information on to the rest of council. Judging by the fact it was not discussed in the COW meeting, I can only assume the information was not passed along.*

*My proposal presents a **3rd Factual and Detailed Option**, which I assume was not discussed or considered by Council. The **3rd Option** is outlined in my "Without Prejudice" Letter dated May 22, 2018. You can readily see the involvement that 17 Rotary Clubs have made to Able Sail, one of the best programs for people with disabilities in the Golden Horseshoe area. I would hope this **3rd Option** would, at the very least, be worthy of discussion.*

*The additional consideration I am submitting, is for Council to consider a motion to delay the June 18, 2018 decision on this topic until a new Council is sworn in. The new Council should have the opportunity to discuss this very controversial issue, instead of being "saddled" with a decision approving the expenditure of Millions of dollars, prior to being elected.*

*I will be submitting the following **by hand** to the City of Burlington, since I intend to request a delegation, for the June 18, 2018 Council meeting. The correspondence will be submitted to the Clerk's Office before noon today.*

- 1) Correspondence fro Jan Verkevissor date June 25, 2009.*
- 2) Correspondence from Hugh McCully dated Sept. 25, 2009.*
- 3) Bob Wercholo Biography dated July 2016.*
- 4) Correspondence (Craven/Wercholo) on COW meeting May 10, 2018.*
- 5) Correspondence (Craven/Wercholo) dated May 11, 2018.*
- 6) Correspondence with attachments (Craven/Wercholo) dated May 14, 2018.*

6/13/2018

- 7) *Correspondence (Craven/Wercholz) "Without Prejudice" dated May 22, 2018.*
- 8) *Correspondence Updates (Craven/Wercholz) dated May 22, 2018.*
- 9) *Scanned copies of correspondence between Kropf/Wercholz dated November 18, 2017.*
- 10) *Rotary Basin & John Hansen Memorial Docks by Wercholz dated May 2008.*

*Thank you for considering my submission.*

*Best Regards.....Bob*

Point 1

**From:** <jan.varkevisser@sdwrint1.dofasco.ca>  
**Date:** Thursday, June 25, 2009 12:00 PM  
**To:** [REDACTED]

**Subject:** RE: BSBC and Able Sail

To start off the requirements, at a high level it should include requirements and statements of use of all the stakeholders, including the public's.

Some points to consider:

1. Wheel chair accessibility
2. Dock configuration
3. Minimum required water depth at dock side, further erosion and possible water levels over time
4. Equipment to be mounted or stored on the docks and location of the equipment
5. Security needs if any
6. Safety equipment, e.g. life ring
7. Use of space plan, e.g. how will the Able Sailors use the dock (instruction, boat rides, camp days, BBQs), Dinghy and Cat sailors, Sail School, the public (kayaks, etc)
8. Short term requirements as well as some longer (5-10 year) requirements

It is as important to state what is required and what will not be required.  
 This can all be tied in with the committee looking at the long term plan for BS&BC.

Cheers,

Jan

**From:** Don Bingley [REDACTED]  
**Sent:** Thursday, June 25, 2009 11:14 AM  
**To:** Varkevisser, Jan; Munro, Ian and Ingrid; McCully, Hugh; Coombs, Geoff; Smith, Fred; Bingley, Don; Gravelle Colleen; Wercholo, Bob; Hewson, Barry; Pirie, Paul; Kretz, Joan; Kretz, Larry; Coombs, Kim; Taylor, Phil; Urquhart, Sarah; Hewson, Sean; "Board Group"@sdwrint1.dofasco.ca  
**Subject:** BSBC and Able Sail

It was a very productive meeting last night generating fruitful discussions. After the meeting some board members had their first look at the south dock area and gained some appreciation of the problems involved with the proposed. That too was very enlightening.

Of those not supporting the motion, a common denominator was the lack of any plan from which a consultant could work.

Hugh tells me this morning that the COB are most willing for BS&BC to meet with these

consultants. The window for this is approximately 2 weeks. For us to get our member's moneys worth it is imperative a list of criteria be developed so the consultants have something to work with.

That then is the next logical step.

Cheers!

Don

Point 2.

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**From:** "Bob Wercholz" [REDACTED]  
**Date:** Friday, September 25, 2009 6:11 AM  
**To:** "Hugh McCully" [REDACTED]  
**Subject:** Re: Talking points

Well done. Make copies for everyone.

----- Original Message -----

**From:** "Hugh McCully" [REDACTED]  
**To:** "Bob Wercholz" [REDACTED]  
**Sent:** Thursday, September 24, 2009 9:19 PM  
**Subject:** Talking points

How's this for a start?

=====

During the 2009 Joint Venture talks, the City assumed responsibility for the South ramp.

The existing East dock, built by the Club will be lost during the rebuilding of the South ramp.

A new East dock will be required.

A group of BSBC people (Fred Smith, Don Bingley, Nico Jacklein, Head Instructor, Barry Hewson, Paul Pirie, Bob Wercholz, Hugh McCully) consulted on the design requirements for a new East dock.

The result of their discussions resulted in a design that would benefit the Sail School, the dinghy sailors, the cat sailors and Able Sail.

- width between docks to allow cats and dinghies to round up when docking
- space for Sail School boats or inflatables
- access for wheelchairs
- steel pipe floating docks that would stay in the water year round.

These design ideas were shared with the City's representative and the

City's design consultant during meetings and at an on-site consultation.

These ideas for a new East dock were incorporated into the design of the whole South ramp area.

The go ahead was given by the Board to pursue the project and explore funding sources.

Nothing could be or would be done without outsourced funding. With Able Sail a part of a funding proposal, it is felt that funding will be easier to access.

On completion, the new docks would have wheelchair access. With close proximity of the new dock to the Sail School, integration of young Able Sailors into regular Sail School instructional programs would be possible. Adults would similarly be integrated into the Adult Sail Training program.

In discussions with Danny McCoy of Disabled Sailing Association of Ontario, Eric Cartlidge of Ontario Sailing, and Sarah Urquhart Instructor Evaluator with Ontario Sailing and former Ontario Sailing Able Sail Coach, all of them stressed the importance of the integration of Able Sailors into regular instructional programs.

The present Able Sail arrangements do not permit integration as seamlessly.=

## Point 3

### Bob Wercholz Biography Update July 2016

Hamilton born & raised. Married to Linda for 49 years - 3 daughters & 5 wonderful grandchildren.

- Former Owner/President of Wercholz Canada Inc (WCI) for 32 years before retiring 16 years ago. WCI specialized in Highway bridge specialty products. WCI also designed, manufactured & installed steel pipe floating docks for the marine industry.
- Past Director of Able Sail for BS&BC.
- Past President of Rotary Club of Burlington. Recipient of Paul Harris Fellow.
- Former Member & Director of Burlington Chamber of Commerce in the early 80's
- Member of ORBA, CFIB.(Ont. Road Builders Ass'n./Can. Federation Independent Business
- Chair of OBJMA (Ont. Bridge Joint Mfg's. Ass'n)
- Vice-Chair Community Policing in Township of Tay for 3 years
- Chaired TCCOP system (similar to AMBER Alert) in Township of Tay.
- Chaired VCARS with OPP in North Simcoe (Victims Crisis Referral System)
- Served a 3 year Term on Township of Tay Council.
- Recipient of Ontario Crime Control Certificate of Excellence for work in Township of Tay in both capacities as a Volunteer and Councillor from OPP & Provincial Government.
- Member of CAVEAT - (Founded by Priscilla DeVilliers).



- Started FMLAF (French Mahaffy Legal Assistance Fund) in 1995 - raised \$ 365K for the families Legal Costs relative to the infamous Paul Bernardo Videotapes. Supported by CAVEAT, French/Mahaffy families.
- Retired Junior/Senior A Hockey Referee - (Rejected NHL offer in 72)
- Yacht Broker for Angus Yachts of Toronto (1Yr)
- Co-Chair Rotary Mobility Cup 2011 for Disabled people.
- Volunteer of the Year 2012 for Burlington Accessibility Awards

Point 4

To: Rick Craven, Councillor Ward 1

From: Bob Wercholz, Past Director Able Sail

#### COW Meeting May 10, 2018

##### Purpose of our May 14, 2018 Meeting

- a) To propose a viable alternate solution to the current situation as it relates to the Able Sail (AS) Program and the advantages will benefit all Parties, including the City of Burlington (COB).
- b) To outline the facts on how AS operates and the terms which LPMA/BS&BC mandated for the program.

##### Background

- a) The writer was the first Director of AS (2004) under the auspices of BS&BC. I was advised that I had to raise funds and prepare a plan to make AS a viable operation. If the necessary funding could not be raised (\$20 K), the program would not proceed.
- b) LPMA/BS&BC have never contributed any "direct funds" to the AS program.

#### COW Meeting May 10, 2018

- a) The COW meeting "infuriated the writer", since it was very clear that LPMA/BS&BC were "holding the City hostage" by stating that AS would collapse without having a proper break wall. LPMA are taking credit for something they have contributed little.
- b) LPMA/BS&BC have been misleading Council and COB in their on-going efforts "to receive free Money" to enable them to continue operating the marina.

#### AS Plan 2004 - 2009

- a) AS required a budget of \$20 K to operate and the plan to raise this money began in earnest. The 4 Rotary Clubs responded positively to AS's request for help by providing funds, as well as volunteers to assist. Funds were to provide, a new boat (James H. Parker), as well as Marin 16's, safety boats, equipment (Hoyer lifts) and new sails for the day to day sailing classes. Two 40' containers were purchased for storage. The containers are located in COB's North storage yard.
- b) Private Corporations and individuals made numerous donations. The Ontario Gov't. contributed wages to hire qualified students, who had sailing certificates, to teach and assist people with disabilities.
- c) I arranged to meet with Peggy Lei (COB) and Milo Sturm (Shore Plan Eng'g.) in early 2008. The purpose was to determine if AS could be moved to the West Basin. The reasoning behind this was to "incorporate AS into the Sailing School" where all of the sailors could be together. Shore Plan prepared some concept drawings, which you were shown.
- d) We recognized how difficult it was for the AS sailors to get to and from the AS docks. Getting to the "Porta Potty" in the Marina was difficult, as well as disgusting. People in the marina, as well as the general public, were using these portable washrooms. About 4 years ago, LPMA/BS&BC/AS jointly rented one Accessible "Porta Potty" which was placed in the storage yard for the sailing school...a long distance from the AS docks.
- e) Jim Casey, the current Director of AS has done a magnificent job for AS. Jim was instrumental in achieving a "Not for Profit" status for AS. This allows AS to issue Charitable Receipts for donations. It has also benefitted AS in the request for financial assistance.

- a) RMC 2011 was a major undertaking which took 1-1/2 years to put together, under Honorary Chair, Don Green of RHYC. The Co-Chairs were Laurel Thompson of RHYC and Bob Wercholz representing BS&BC. This event had 75 AS sailors attend from Canada, USA, Britain, Netherlands and Australia. We had 300 Volunteers assisting us for this one week sailing regatta at RHYC. The **NET Proceeds of \$120,000** were divided equally to RHYC/BS&BC for their respective AS programs.
- b) The Funds received by AS resulted in the purchase of brand new steel pipe floating docks (**\$36 K**) along with many other capital equipment purchases. The 17 Rotary Clubs who were involved as major sponsors and supporters of the RMC 2011 NEVER received true recognition from LPMA/BS&BC for their efforts. RHYC were very professional and supportive to the Rotary Clubs.
- c) As a note, the RMC 2011 were awarded two prestigious awards in the Sailing World:
  - 1) Ontario Regatta of the Year by the Ontario Sailing Association
  - 2) Canadian Sailing Regatta of the Year by Canadian Yachting

The RMC 2011 Committee of 25 members have never received any formal recognition for the magnificent job they did.

### **General Comments**

- a) With reference to the writer's meeting with Peggy Lei and Milo Sturm, the proposal of leaving steel pipe floating docks in the West Basin. was discussed. The steel pipe docks are designed to stay in the water, on a yearly basis.

- b) The proposals to leave the new Floating steel docks which were purchased after RMC 2011 and moving AS to the West Basin, were flatly rejected by LPMA. AS a result, LPMA/BS&BC have been lifting the AS docks in and out of the water since 2011. The damage LPMA needlessly caused to these docks in 6 years, is the worst I have ever witnessed. The writer has manufactured and installed steel pipe floating docks. They have remained in the water for 25 years and are still functioning perfectly.
- c) The AODA requirements for LPMA/BS&BC are inadequate and are not anywhere close to what must be complied with by 2025, I believe. This problem must be addressed for the immediate future.
- d) The Public Pier at LPMA is being used by LPMA/BS&BC to not only store docks but also to allow for the repair of the current pipe break wall. The area being used has increased dramatically over the past couple of years. The public are finding it more difficult to use this facility and the stench from the Zebra mussels is significant.
- e) Some will find my comments harsh, but it is important to start thinking **"out of the box"**. Look at the positive aspect of what can be achieved. All it takes is some ingenuity. Proper planning and cooperation will **"Make It Work!"** The writer has always believed in the fundamental principle that any arrangement which is reached **"Must Benefit All Concerned"**. As the Past Director of AS, I trust this can be achieved.

Yours Truly,



Bob Wercholo, Past Director Able Sail

**From:** "Craven, Rick" <Rick.Craven@burlington.ca>  
**Date:** Friday, May 11, 2018 10:33 AM  
**To:** "Bob Wercholo" <[REDACTED]>  
**Subject:** RE: LPMA/Able Sail COW Meeting

Point 5.

Sure thing.  
How about 11am on Monday.  
I will have 30 minutes

**Rick Craven**  
City of Burlington & Region of Halton  
Councillor, Ward One  
905-335-7600 ext. 7587 | [Rick.Craven@burlington.ca](mailto:Rick.Craven@burlington.ca)

#### Connect with Councillor Craven



Subscribe to Councillor Rick Craven's monthly newsletter at [rick.craven@burlington.ca](mailto:rick.craven@burlington.ca)

**From:** Bob Wercholo [mailto:[REDACTED]]  
**Sent:** Friday, May 11, 2018 10:30 AM  
**To:** Craven, Rick  
**Subject:** LPMA/Able Sail COW Meeting  
**Importance:** High

*Good Morning Rick,*

*I am getting back to you relative to yesterday's meeting.*

*In short, I would like to meet with you at the Marina to bring you completely "up to speed" relative to Able Sail. As the first official Director of AS, I was personally very instrumental in setting AS on the course to the success it has achieved.*

*Yesterday's delegations, especially from LPMA/BSBC, relative to AS "collapsing", if the Marina were shut down, were very inaccurate & misleading, in my opinion. I am prepared to discuss this in minute detail.*

*I will not meet you, if any members of LPMA/BS&BC/AS are present, for personal reasons. I am available to meet when convenient.*

*I can be reached at Home: 905-639-9742 or Cell: 905-320-7375. Today is a good day for me, as I am less than 10 minutes from the marina.*

*Thanks & Regards,*

5/11/2018

**Bob Wercholz**

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**From:** "Bob Wercholz" [REDACTED]  
**Date:** Monday, May 14, 2018 12:07 PM  
**To:** "Craven, Rick" <Rick.Craven@burlington.ca>  
**Attach:** COW Meeting May 10, 2018.docx; Henry Pratt - COW Meeting.jpg; Jim Casey - COW Meeting.jpg; Jim Casey 1 - COW Meeting.jpg  
**Subject:** Re: LPMA/Able Sail COW Meeting

Hi Rick,

*Please consider this Email as confirmation of our meeting today.*

*I am attaching a copy of the COW Meeting Points, which you have a copy of, along with scanned copies of Dr. Henry Pratt and Jim Casey.*

*You have my permission to share this information with the members of Council and the City Manager, James Ridge.*

*I look forward to hearing from you.*

*Thanks & Regards,*

*Bob*

**From:** Craven, Rick  
**Sent:** Friday, May 11, 2018 10:33 AM  
**To:** 'Bob Wercholz'  
**Subject:** RE: LPMA/Able Sail COW Meeting

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How about 11am on Monday.  
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**Rick Craven**  
City of Burlington & Region of Halton  
Councillor, Ward One  
905-335-7600 ext. 7587 | Rick.Craven@burlington.ca

**Connect with Councillor Craven**



Subscribe to Councillor Rick Craven's monthly newsletter at [rick.craven@burlington.ca](mailto:rick.craven@burlington.ca)

**From:** Bob Wercholz [mailto:[bwercholz@cogeco.ca](mailto:bwercholz@cogeco.ca)]  
**Sent:** Friday, May 11, 2018 10:30 AM  
**To:** Craven, Rick

**Subject:** LPMA/Able Sail COW Meeting

**Importance:** High

*Good Morning Rick,*

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*In short, I would like to meet with you at the Marina to bring you completely "up to speed" relative to Able Sail. As the first official Director of AS, I was personally very instrumental in setting AS on the course to the success it has achieved.*

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*Thanks & Regards,*

*Bob*

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5/14/2018



## Able Sail Recognized by City of Burlington



**Jim Casey, Bob Wercholz and Don Green**

On May 30<sup>th</sup>, Burlington Able Sail was recognized by the City of Burlington as "*an exemplary, inclusive recreation program*", at their First Annual Burlington Accessibility Awards ceremony. Mayor Rick Goldring and the Honorable David Onley, Lieutenant Governor of Ontario, were at the awards ceremony at the new Burlington Performing Arts Centre along with over a hundred guests. Also receiving awards were Bob Wercholz, as the Accessibility Volunteer of the year, for his untiring dedication to our Able Sail disabled sailing program, being Co-Chair of the 2011 Rotary Mobility Cup and his ongoing fundraising activities through the Burlington and area Rotary Clubs. Don Green of the Royal Hamilton Yacht Club, Honorary Chair of the 2011 Mobility Cup accepted an award recognizing the outstanding success of the Mobility Cup regatta that was co-hosted by RHYC and

BS&BC. In all there were 16 Awards given out by the Burlington Accessibility Advisory Committee as part of National Access Awareness week. A special thanks goes out to Past Commodore Hugh McCully for submitting the nominations for the Advisory's consideration.

Closer to the water, our new Able Sail docks are almost ready to accept the launch of our Martin 16's currently stored in the North Storage yard. The LaSalle

Marina Manager, Collin McKinnon and his summer student (Eric) are now bolting the 3 docks together and devising a ramp to accommodate the differences in flotation level (~6") between the walkway and the elevated Able Sail docks. We hope to have things ready for the boats and the new sun canopy by the 2<sup>nd</sup> week of June. Our program will officially start the first week of July once the 2 managers (Nathan and Matt) have completed their final Grade 12 exams in late June.

( Continued on next page )



This year we will have a 3<sup>rd</sup> Martin 16 in our "fleet", as we will be leasing a boat, with the option to buy from the current owner. This welcome addition will provide more access to the water for our Able Sailors replacing the 3 under-used Liberties we sold to a start-up Wisconsin Able Sail program in late February. This boat will be easily recognizable by its new name "Spellbound", sponsored by Joanna Speller, a physiotherapist and owner of Go Physio in Hamilton.

Joanna is an avid keelboat sailor and jumped at the opportunity to sponsor an Able Sail boat for 2012.

We currently have 22 sailors signed up for the Able Sail program and more are coming in daily. If we exceed 35 people we will consider expanding the program, so that Friday will be another sailing day. Currently it is held on Monday, Wednesday and Thursday, with Tuesday set aside for community groups. We are still in need of additional volunteers, with over 15 people committed to date and others stepping forward as the sailing season quickly approaches. If you would like to participate in our Able Sail program one afternoon a week or even every other week during July and August we would love to

Give me or our Client/Volunteer Coordinator- Lisa Verduyn (905-333-4666) a call if you want to get involved in our program.

Also, if you (or a neighbor) have students at home who need to earn community volunteer credits, all Able Sail hours can be accumulated for High School Graduation. Last year 3 students worked with the program and 2 obtained all the required hours (40) quickly over our 10 week program.

The application to obtain our registered charity status has now been submitted to Revenue Canada and we hope to have this in place by the end of this year. With this new charitable status Able Sail will be able to issue our own charity income

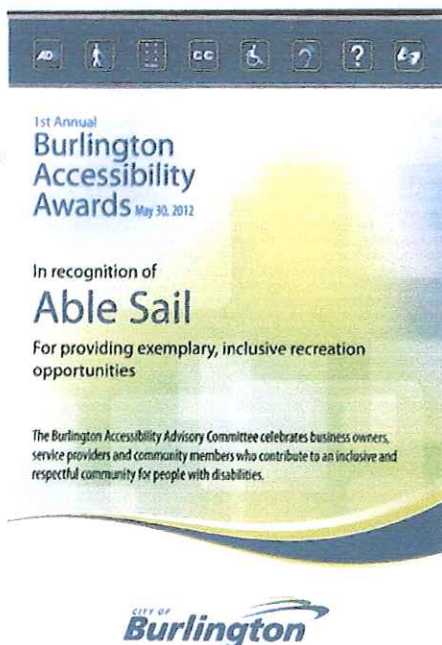
tax receipts, rather than having to go through a third party (Sport IS). This will speed things up and also allow us to approach other Charitable Foundations for additional Able Sail funding that is only available to Registered Charitable Groups.

To wrap up, we will be erecting our new Sun roof on the dock in the next 2 weeks. If you want to help set it up just give me a call. It is worth at least 5 club credits and should be a lot of fun.

See you on the Docks!

Jim Casey

Manager Able Sail 905-575-5332





# Henry Pratt



Prominent Burlington physician turns sudden disability into an amazing opportunity.

By Scott Leslie

**HENRY PRATT** never thought it would happen to him. A respected local physician and a lifetime member of the College of Family Physicians of Canada, he had been operating a successful family practice in downtown Burlington for decades. Henry had it all. That would change forever in the fall of 2007, however, when Henry had a massive stroke.

During the resulting two-month stay at the Joseph Brant Memorial Hospital in Burlington, Henry had a long time to dwell on the full extent of his condition. He was now bedridden, having lost all the strength and coordination in the right side of his body.

Following his stay in hospital, Henry started the long process of getting his life back in order. His hopes were high but progress during the rehabilitation was slow and far from certain. Fortunately, something came along that made Henry's days that much brighter.

Some friends were able to turn Henry on to Burlington Able Sail. Run by the Burlington Sailing & Boating Club in the LaSalle Park Marina in Burlington Bay, Able Sail is a sailing program that uses sailboats specially-designed for disabled sailors. Henry was hooked—and he soon became a regular at Able Sail, even becoming a mentor to many people with various disabilities involved in the program.

Today, at the age of 79, Henry has been able to recover his health substantially. But he's also determined to live his life to the fullest—both on the water and off.

**SL: How did the stroke impact your life initially?**

**HP:** It was devastating at first—I went from being a totally independent person to a totally dependent one. But I soon realized I had to take steps to do whatever was required to try and get myself back to where I was prior to having the stroke. It was a difficult time for me—but I received exceptional and professional help from the staff at Joseph Brant. That really made a big difference.

**SL: What was the prognosis at the time?**

**HP:** The prognosis was guarded for the two months while I was in the hospital. But when I finally returned from the hospital, Cathy West, a retired registered nurse, spent countless hours with me and helped my wife, Betty, with my meals. They both gave me the psychological support I needed to maintain a positive attitude.

**SL: At what point did you get involved with sailing?**

**HP:** My friend Bob Wercholz is a past-director of Able Sail, and convinced me to come out and give it a try. I'd never sailed a boat before—but now I'm usually the first to arrive and the last to leave. If others don't show up for their appointed times, I'll even stay behind to get in some more sailing.



Bob Wercholz (left) and Henry Pratt.

**SL: How do these sailboats operate?**

**HP:** The boats are specially-designed so they won't tip over. The lines are rigged to make it easy for the sailor to control the sails, and the boat is steered with a joystick so a person who may have difficulty using one arm will still be able to control the direction of the boat. For paraplegics, there's a "sip & puff" system where the lines and rudder are connected to a special machine on the boat. The sailor breathes in and out of the straw which controls the sails and rudder.

**SL: What was it about sailing that you found so attractive?**

**HP:** It's called "Freedom & Possibility" because it allows a sailor who may have a disability to compete against able-bodied sailors on a level playing field. Who can tell if a sailor has a disability or not when they're sitting in a boat? It really helped to build my confidence as it went on.

**SL: How has your condition improved since you first had the stroke?**

**HP:** Physically, I've improved to a point where I no longer require a wheelchair, walker or cane. I had great difficulty speaking after stroke—but I've made remarkable progress to the point where my speech is almost perfect. I had to be lifted in and out of the boat when I first started at Able Sail. Now I can step in and out of the boats with a little assistance from our volunteers.

**SL: What role has sailing played in your recovery?**

**HP:** To start, it's really helped me coordinate and strengthen the muscles in my arms and legs. It's also mentally stimulating and challenging to make the boat go fast as well as learning tactical moves to improve your performance. Sailing is always a learning process which makes it most enjoyable.

**SL: I understand you've taken part in several sailing competitions like the 2011 Rotary Mobility Cup. How have you performed in these events so far?**

**HP:** I had some very impressive results to start with, considering I was a first time competitor. I progressed from finishing almost last in the first couple of races to finishing in the top half of my fleet at the end of the competition. Being a part of the competition has been uplifting, rewarding and a lot of fun for me. Winning is the goal—but the smile on everyone's face after a day on the water is the reward. **HWS**

**Bob Wercholz**

---

**From:** "Bob Wercholz" [REDACTED]  
**Date:** Tuesday, May 22, 2018 2:24 PM  
**To:** "Craven, Rick" <Rick.Craven@burlington.ca>  
**Subject:** Re: COW/LPMA Updates

Hi Rick,

**Without Prejudice**

Thank you for your response.

Our meeting was to discuss AS only. For the first time, it is great for me to be advised that moving AS to the West Basin is achievable. Some good points were made relative to your recent discussions.

I previously made the comment for people to "think outside the box". I offer my following comments for consideration.

**A) Close the Marina portion and "Substantially Reduce The Footprint" for BS&BC.**

1. The Marina is not a viable operation and lacks proper facilities et al. LPMA is definitely not a destination point for boaters. LPMA do not have facilities like RHYC or Bronte Outer Harbour, for example.
2. Have LPMA "sell off many of their assets and utilize the funds to put toward a more condensed wave break design, which can stay in the water year round. This would be a very "hard decision" to make. I firmly believe it would be the correct one.

**B) BS&BC, Wave Break & Public Launch Ramp**

1. Have a proper wave break and dockage system designed to "protect the BC&BS boaters and public launch ramp. BS&BC could still operate and run the Sailing School, like they used to do. The new wave break does not have to extend way out into the Bay...it can be reconfigured accordingly. I am sure the cost would be substantially reduced.
2. AS is a "separate" entity which will continue to operate on its own. Yes, BS&BC contribute volunteers, along with the Rotary Clubs and other individuals. There is no reason why this cannot continue for the future.

**C) Dock Designer, Manufacturer & Installer**

I highly recommend Kropf Industries in Parry Sound (Jordan Kropf), who have many designs available to resolve the wind, water and ice issues. Jordan can be reached at 705-378-2453 or E-Mail: [jordan@kropfindustrial.com](mailto:jordan@kropfindustrial.com). They have an excellent brochure which I am sure they would send to you. I have known this firm and Jordan for well over 20 years. Kropf manufactured the AS docks for AS.

There are always solutions to problems. The challenge is to find them and make them happen.

*I am available to meet and discuss further, if you think it would assist the City and Council.*

*Best Regards,*

*Bob*

**from:** Craven, Rick  
**Sent:** Tuesday, May 22, 2018 11:22 AM  
**To:** 'Bob Wercholo'z'  
**Subject:** RE: COW/LPMA Updates

Hi Bob,

Over the past week I have spoken with a variety of folks.

Some staff, some from the sailing club and some from the marina.

The consensus of opinion is that you may be correct about the physical move of the Able Sail program. It could be located in the western basin.

On the other hand, my contacts almost unanimously added that the loss of the wave break would eventually mean the loss of the sailing club which is the primary source of volunteers for the Able Sail program. They insisted that without a strong sailing club the Able Sail program in Burlington would die.

I fully appreciate that this is debatable and I am glad that you have armed me with the alternative point of view. This matter should be resolved soon. Stay tuned!

**Rick Craven**

City of Burlington & Region of Halton

Councillor, Ward One

905-335-7600 ext. 7587 | Rick.Craven@burlington.ca

**From:** Bob Wercholo'z [mailto: ]  
**Sent:** Friday, May 18, 2018 9:46 AM  
**To:** Craven, Rick  
**Subject:** COW/LPMA Updates  
**Importance:** High

*Hello Rick,*

*I took some time to go through my records regarding the proposal I had made for the West Basin amalgamation of AS/Sailing School.*

*Two copies of correspondence are attached.*

*1) June 25, 2009 summary of BS&BC/AS Board meeting, when I was the Director of AS and a member of BS&BC.*

*2) Sept. 25, 2009 copy of correspondence which Hugh McCully, Commodore of BS&BS/AS forwarded to me. I had previously resigned as the Director of AS and as a Member of BS&BC. I was now a Volunteer*

5/22/2018

*only for AS.*

*I am aware that a meeting took place with COB staff/AS/BS&BC/LPMA in 2014 (I believe), regarding the amalgamation proposal mentioned above. I understand there was considerable support but nothing materialized, to my knowledge.*

*Hope the attachments are of assistance.*

*Thanks.....Bob*

This message, including any attachments, is privileged and intended only for the addressee(s) named above. If you are not the intended recipient, you must not read, use or disseminate the information contained in this email/fax. If you have received this email/fax transmission in error, please notify the sender immediately by telephone, fax or email and permanently delete this email from your computer/shred this fax, including any attachments, without making a copy. Access to this email/fax by anyone else is unauthorized. Thank you.

5/22/2018

Point 8

**Bob Wercholo**

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**From:** "Bob Wercholo" [REDACTED]  
**Date:** Friday, May 18, 2018 9:45 AM  
**To:** "Craven Rick" <rick.craven@burlington.ca>  
**Attach:** COW Updated June 25, 2009 documents - LPMA.jpg; COW updated Information - LPMA.jpg; COW updated Information 1 - LPMA.jpg; COW updated 1 June 25, 2009 document.jpg  
**Subject:** COW/LPMA Updates

*Hello Rick,*

*I took some time to go through my records regarding the proposal I had made for the West Basin amalgamation of AS/Sailing School.*

*Two copies of correspondence are attached.*

*1) June 25, 2009 summary of BS&BC/AS Board meeting, when I was the Director of AS and a member of BS&BC.*

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*I am aware that a meeting took place with COB staff/AS/BS&BC/LPMA in 2014 (I believe), regarding the amalgamation proposal mentioned above. I understand there was considerable support but nothing materialized, to my knowledge.*

*Hope the attachments are of assistance.*

*Thanks.....Bob*



Point 9.

**Bob Wercholo**

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**From:** "Bob Wercholo" [REDACTED]  
**Date:** Saturday, November 18, 2017 10:53 AM  
**To:** "Kropf Jordan" <[REDACTED]>  
**Subject:** LaSalle Park Marina (LPMA)- Burlington

Hi Jordan,

It has been a number of years since you supplied the floating docks for the Able Sail program at BS&BC in Burlington.

[REDACTED]

Would you be kind enough to send me 2 copies of your complete brochure as a starter? The City are considering a manufactured wave break system for the marina. LPMA are trying for a rock berm which is extremely expensive.

The wave break will be approximately 1250 LF long in a water depth of at least 33 LF. I am interested in your "sinkable" wave attenuators as described on the Lake Champlain project you completed. I am thinking of a double tube - 30" diameter pipes-maybe 16 LF wide system with wave curtains which can be lowered below the deepest ice in the winter. All pipe connectors must be welded to pipe saddles (not directly to the pipe) and the maximum length of each section will be 60 LF.

My mailing address is:

641 Greenwood Drive, Unit 6,  
Burlington ON L7T 3P2

Home Phone: [REDACTED]

Cell: [REDACTED]

Email: [REDACTED]

Perhaps you could call me early next week and we can discuss further. This project has to go very quickly, since the existing floating breakwall has been removed and is not reusable.

Look forward to hearing from you.

Thanks and Regards,

Bob Wercholo

6/12/2018



**Bob Wercholo**

**From:** "Jordan Kropf" [REDACTED]  
**Date:** Thursday, November 23, 2017 7:55 AM  
**To:** "Bob Wercholo" [REDACTED]  
**Attach:** 12' Box Wave Attenuator Tire Connection No Deck.pdf  
**Subject:** RE: LaSalle Park Marina (LPMA)- Burlington

Good morning Bob,

Thank you for your inquiry about floating breakwaters, and for the information that you have provided. I have worked up some rough numbers for your consideration.

We could supply and install a floating breakwater system with the following specifications:

- 12' wide floating structure x 5' draft
- ¼" wall steel float pipes
- 3/16" wall steel plate box breakwater structure beneath floats
  - o Box has perforations in both vertical walls to diffuse wave energy
  - o Box has solid plate bottom and fills with water to act as ballast against wave energy
- Heavy-duty tire connectors between sections
- Galvanized steel catwalks for service/maintenance
- All steel sandblasted and epoxy coated
- 6 ton concrete anchors with chain
- Ballast chambers that can be flooded to reduce the system to near-neutral buoyancy
  - o Pull-down anchors and chains located below structure to allow for structure to be winched below the surface
  - o Air lines for blowing out ballast chambers with compressed air
  - o No compressor or winch system included
- Supply, delivery, installation

Budget Price: \$1,550 per linear foot plus applicable taxes

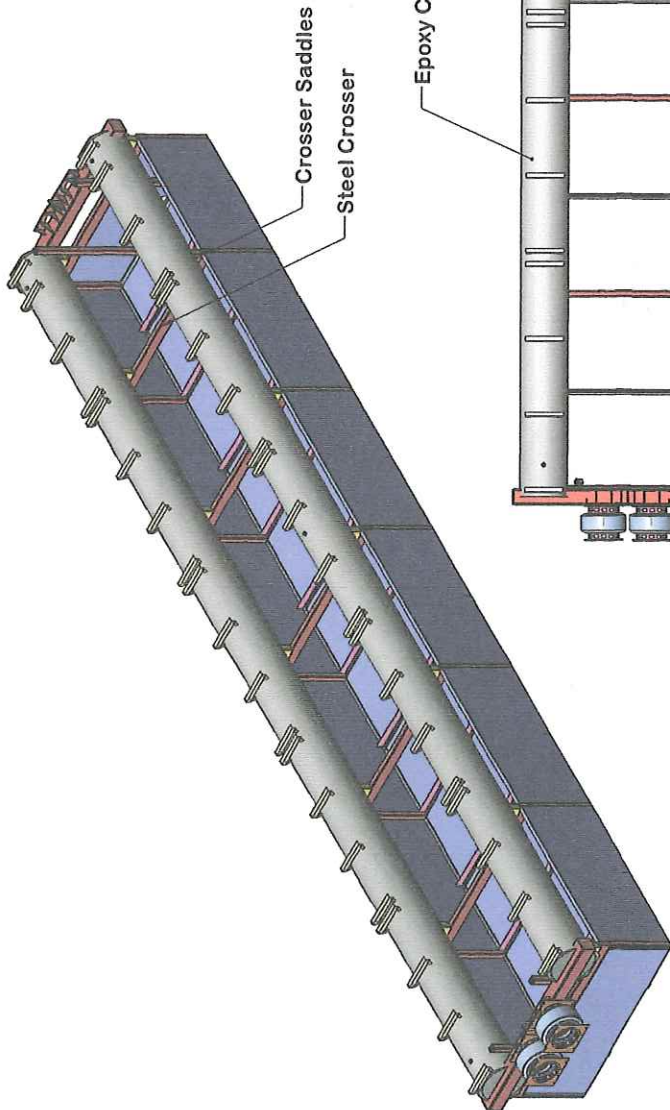
This system would have an estimated service life of 35+ years.

If you have any questions, please don't hesitate to contact me.

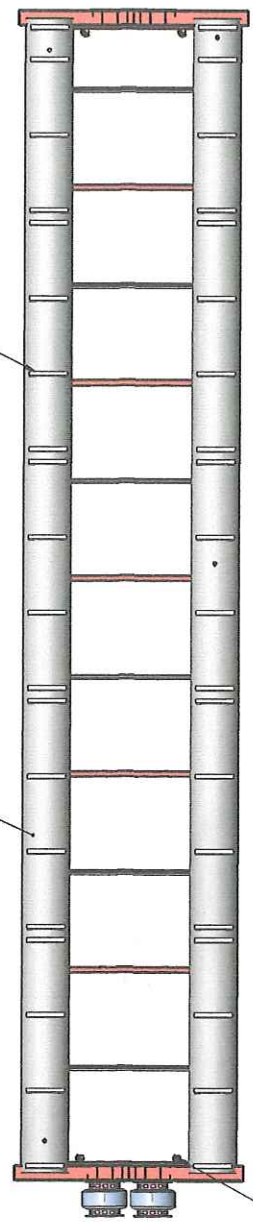
Best regards,

**Jordan Kropf**  
 Marine Sales  
[jordan@kropfindustrial.com](mailto:jordan@kropfindustrial.com)  
 T. 888.480.3777 ext. 238  
 T. 705.378.2453  
 F. 705.378.5068  
[www.kropfindustrial.com](http://www.kropfindustrial.com)

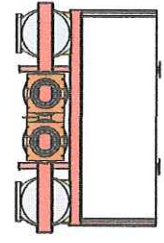




Epoxy Coated With Bar Rust 233



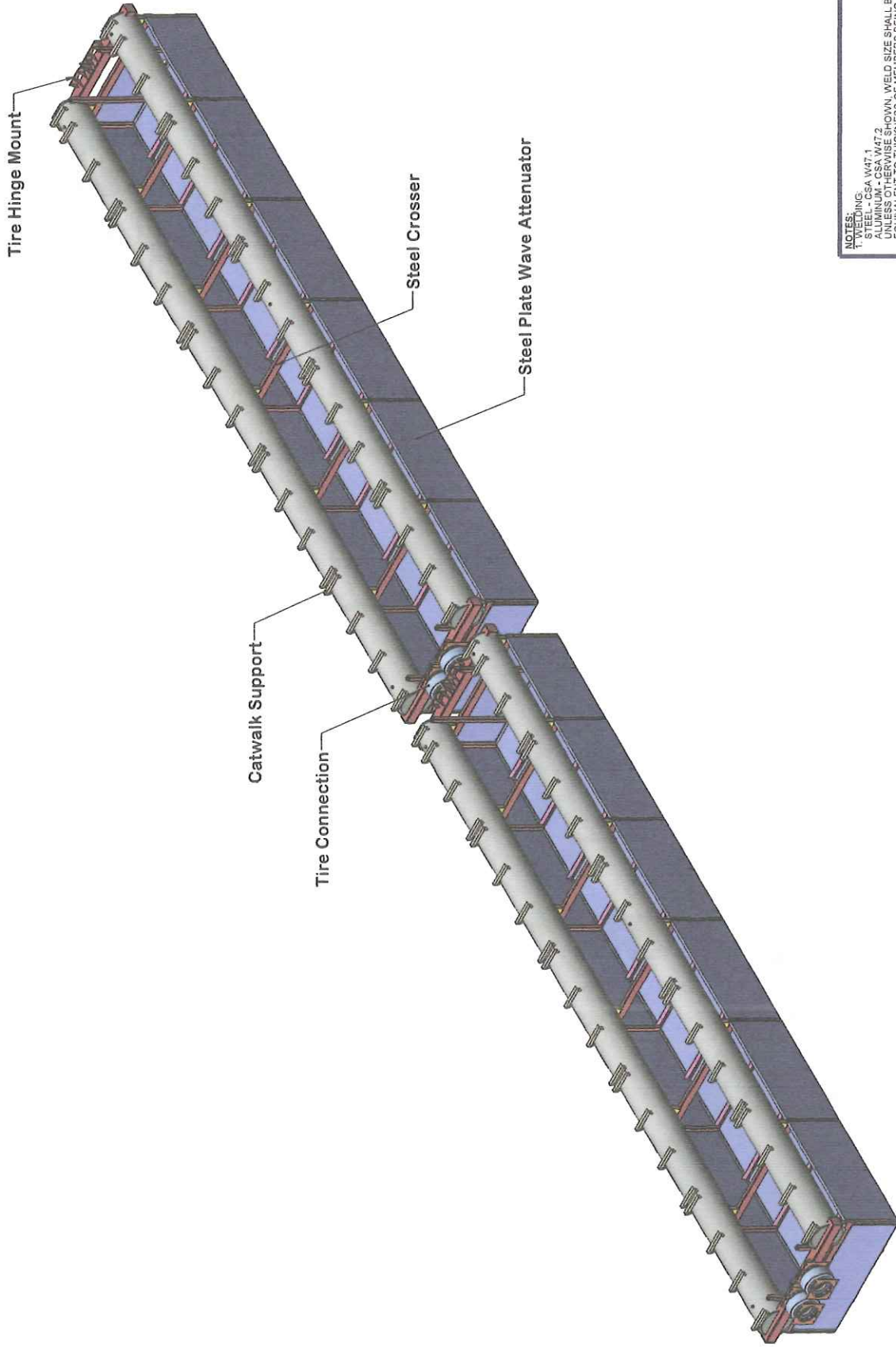
Anchor Chain Tube



Steel Plate Wave Attenuator

NOTES:  
 1. WELDING: 1/2" MIN. THICKNESS  
 2. ALUMINUM - CSA W47.2  
 3. ALUMINUM - CSA W47.2  
 4. UNLESS OTHERWISE SHOWN, WELD SIZE SHALL BE  
 5. EQUIVALENT TO THICKNESS OF MEMBERS BEING JOINED.  
 6. ALL ALUMINUM FUSION JOINTS SHALL BE 6061-T6  
 7. ALL STEEL STRUCTURAL MEMBERS ARE 6061-T6  
 8. UNLESS OTHERWISE SPECIFIED BOM IS STEEL  
 9. SPECIFIED LOADS:

NOTES	PART NUMBER		DRAWINGS		JOB NUMBER	
	12' Box Wave Attenuator Tire Connection No Deck		SCALE		SHEET NUMBER OF	
	30" Pipe Assy		DATE April 7-03		1 2	
	CUSTOMER		DRAWN BY: Mark		REVISION DATE / # : April 7-03	
TITLE A B C SCALE		A DETAIL NUMBER - WHERE DETAIL REQUIRED B SHEET NUMBER - WHERE DETAIL LOCATED C SHEET NUMBER - WHERE DETAIL LOCATED		THIS DRAWING IS THE PROPERTY OF KROPP INDUSTRIA AND IS NOT TO BE COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION		



NOTES:  
 1. WELDING:  
 STEEL - CSA W47.1  
 ALUMINUM - CSA W47.2  
 2. ALL WELDS SHALL BE FULL PENETRATION BUTT JOINTS UNLESS OTHERWISE SHOWN. WELD SIZE SHALL BE 1/4" MINIMUM.  
 3. EQUIVALENT TO THICKNESS OF MEMBERS BEING JOINED.  
 4. ALL ALUMINUM STRUCTURAL MEMBERS ARE 6061-T6  
 5. ALL STEEL STRUCTURAL MEMBERS ARE A36  
 6. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES  
 7. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN FEET  
 8. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN METERS

NOTES	<div><div><div>A</div><div>B</div><div>C</div></div><div>TITLE</div><div>SCALE</div></div> <div>A DETAIL NUMBER - WHERE DETAIL REQUIRED</div> <div>B SHEET NUMBER - WHERE DETAIL REQUIRED</div> <div>C SHEET NUMBER - WHERE DETAIL LOCATED</div>		PART NUMBER	DRAWINGS		12' Box Wave Attenuator Tire Connection No Deck		JOB NUMBER	
	MODEL		SCALE	CHECKED BY:		SHEET NUMBER			
	Box Wave Attenuator		DATE	DATE:		OF			
	CUSTOMER		DRAWN BY:		REVISION DATE / # :		2		
			MS				2		
						THIS DRAWING IS THE PROPERTY OF KROPP INDUSTRIAL AND IS NOT TO BE COPIED OR REPRODUCED WITHOUT WRITTEN PERMISSION			



# Proposed New West Lagoon Dingy Dock Facility

Prepared By R. J. WERCHOWITZ

May 2008

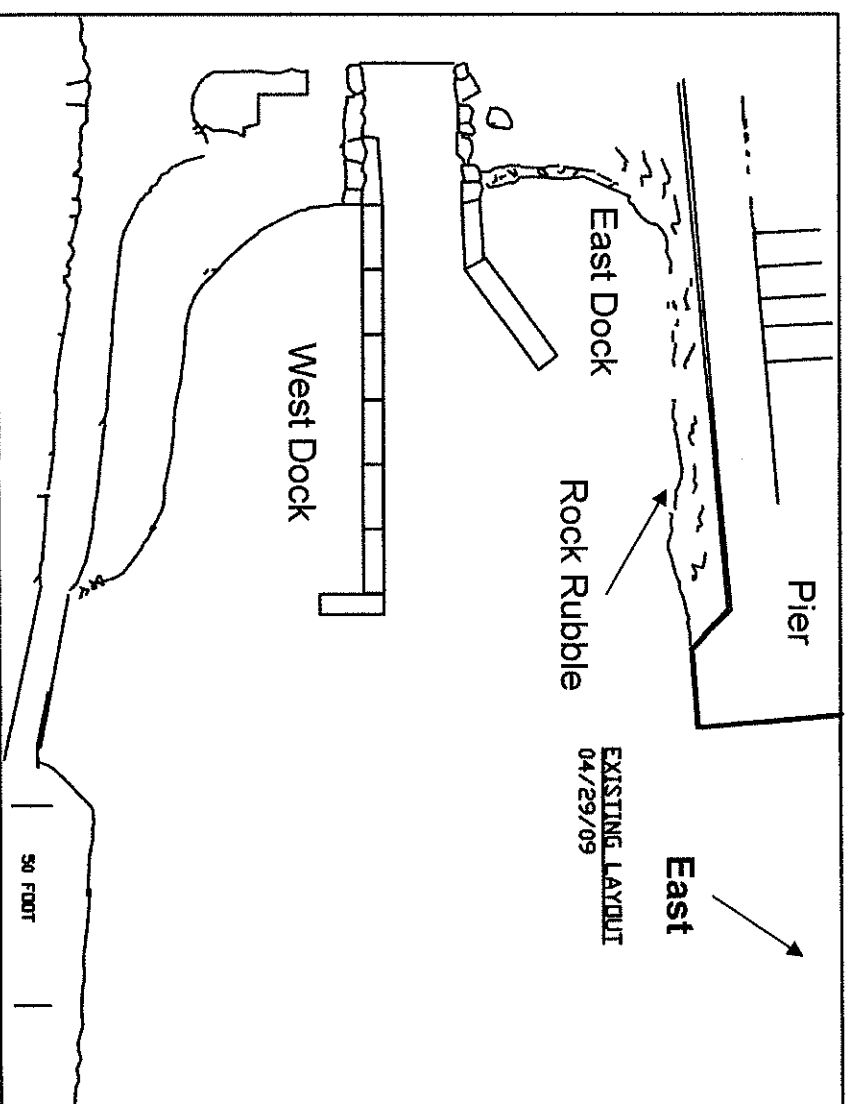
**Rotary Basin & John Hanson  
Memorial Docks**

# **Why Consider a New Able Sail**

## **Dock Facility**

- The Current Able Sail platform in the Marina is small and can only accommodate 2 Hoyha lifts, therefore reduced boat access to Able Sailors.
- Restricted use of current boats due to cramped quarters (both safety and congestion).
- Wheel Chairs and attendants cause traffic congestion on the marina walk ways.
- Suitable Private Wheelchair accessible washroom facilities are not available for Able Sailors.

## Current Dry Sail Dock Facility in West Basin



Handwritten: Wm. A. G. Davis

[illegible][illegible]

# **Proposed Dimensions of Docking Facility**

## **Permanent Installation**

A) **Finger** - 6' Wide x 40' Long - Twin 24" Dia. Steel Pipes

B) **Main Deck** - 20' Wide x 40' Long - Two Twin 24" Dia. Steel Pipes to be bolted together once on site.

C) **Main Deck Five-sided Section** - 40' Long x 10' at one end x 3' at opposite end (with triangle from the 3' to 10' from far end) - Suggesting 3 - 24" Dia Steel Pipes ( 1@40' ; 1@30' ; 1@15' approx. ) ; Section to be bolted to the other Main Dock when on site.

D) **Steel Ramp** from shore to main dock - 30' long x 6' wide c/w railing to prevent wheelchairs from going into water. Ramp will be fixed to shoreline attachment and free end will be on rollers.

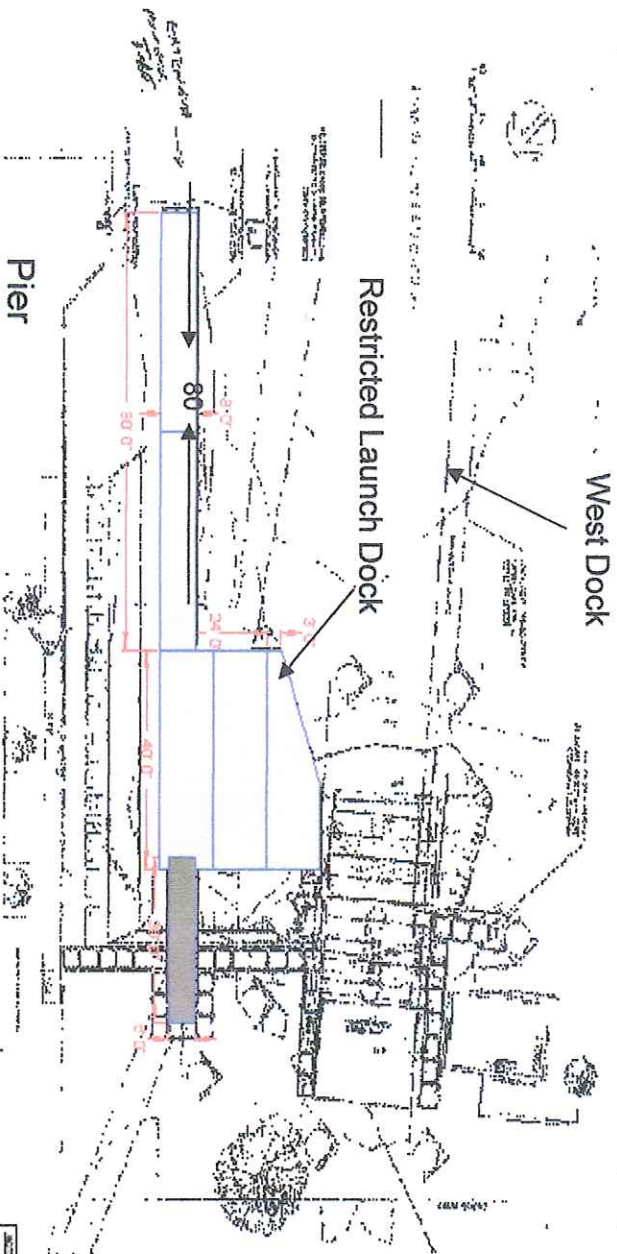
The Freeboard height will be 20" for everything.



# Modified Proposal John Hanson Memorial Dock

*John Hanson Memorial Dock*

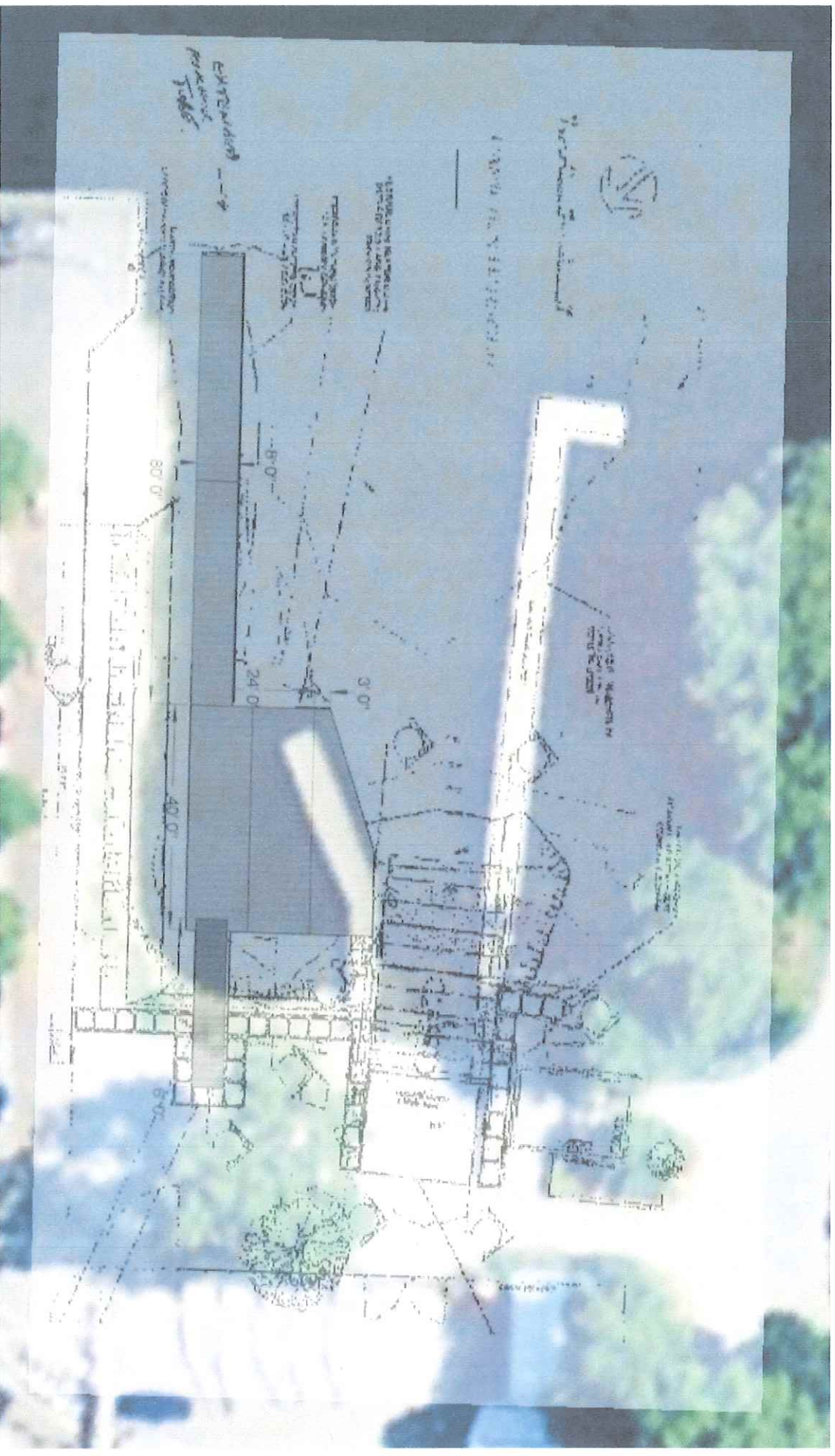
Estimated Cost ~ \$64,000



*Shown Alternative  
shown for fixed and movable  
dock shown at alternative*

PROJECT	TITLE	PROPOSAL	PROPOSED DOCK LAYOUT OPTION "B"	REVISIONS	
A	A. DRAFT LAYOUT	Proposal B Jan 25-10	Burroughs		
B	B. DRAFT LAYOUT	Burroughs	Burroughs		
C	C. DRAFT LAYOUT	Burroughs	Burroughs		

## Satellite Overlay of New System on Existing West Dock System



Provided by David MacTavish



	Required Amount	Amount Completed Date Completed & Initial
2017	\$ 20 Dock Typical Construction	
2018	\$ 19 Dock	

# **What is involved in Shore Work and Dredging**

- Removal of rock outcrops next to pier so docks can be installed
- Rock/Paving improvement around shore wheelchair ramp access point to stabilize the dock access local shoreline.
- Estimated cost ~\$60,000

# ***Questions and Comments***

?????