



Flotilla

April 2008

News and views from the Outer Harbour Centreboard Club (www.sailohcc.ca)

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2008 OHCC Executive

		Work	Home	Fax
Commodore	Ralph Drake	(416) 449-0399	(416) 496-0325	(416) 449-0103
Vice Commodore	Peter Brayshaw		(905) 632-8586	
Rear Commodore	Bernie Bieber	(416) 576-4772		
Secretary	Alan Hall		(416) 323-0770	
Membership	Doug Gordon		(416) 694-8221	
Treasurer	Peter Suchanek	(416) 458-9199	(416) 545-0832	
Newsletter	Ken Elliott	(416) 363-2974		
Property (Grounds)	Bob Fahy		(416) 265-3321	
Property (Boats)	Rick Needham		(416) 365-7360	
Yardmaster	John Kiwi Reynolds		(416) 766-9987	

Thanks for the contributions in this issue:
Bernie Bieber,
Peter Brayshaw,
Jurgen Braunohler,
Ralph Drake, Ross King
and John Martin.

Deadline for the next issue:
Thursday, 19 June.

The address is at the top of this page, and the entire editorial staff would be really grateful to hear from you on time — if not before. If you send an e-mail to writeme@kenelliott.ca back it up with a phone call: (416) 363-2974

Commodore's Comments

I DO hope you all had an enjoyable winter and that you are looking forward to our new sailing season. Once again we have created a full sailing program with many varied activities that will help to improve your sailing skills and enjoyment. Our season will commence on 19 April, 2008 and will continue throughout the year until 18 October.

This year's events include the following:

- Tuesday Night Spring/Summer Racing and Feasts start on 6 May.
- Albacore Friday Nights will start 23 May.
- Albacore Toronto Harbour Masters series will start on 25 May.
- Three Regattas: the Club, Albacore and 505.
- Two OHCC Sunday sailing events – Kiwi's Extravaganza and Dufferin Bell Buoy.
- OHCC/TSCC Youth and Adult Sailing Programs, July and August 2008.
- OHCC/TSCC Optimist and White Sail children's Learn to Sail Programs that will start on 30 June (session 1) to 18 August.

All OHCC races this year will follow the exact protocol in accordance with the Canadian Yachting Association Racing Rules of Sailing. Please read **Starting Races** on page 3 in this issue of *Flotilla* for further details. John Martin will rig our new committee boat with halyards that will be used to hoist the race start flags.

Peter Brayshaw has volunteered to make a custom race course signboard that will be installed

on our new committee boat. The course numbers on our new signboard will be larger, brighter and more visible.

Rick Needham has volunteered to install a new marine radio on our rescue boat. All OHCC motor boats will then be equipped with marine radios that have tracking beacons, are able to communicate with each other, and also with the Toronto Marine Unit in an emergency. I encourage all members to learn how to operate these radios by taking a educational course : **Permits**, page 4.

Our new committee boat is equipped with a swimming platform and ladder. Climbing back aboard will now be quite easy to do.

Frank Whittington will try to arrange the building of a new washroom stair and platform for our ladies' and men's washroom. Your help is needed to assemble and install the pre-fabricated components. This work will start at 9 AM on Saturday 3 May and should be completed on the same day if we have enough volunteers. Contact me at 416 496-0325 to confirm your participation.

According to the Multis' Commodore, their boats will be launched on Sunday, 11 May.

I look forward to seeing everyone at Docks-In on Saturday, 19 April at 9:00 AM. The Wine and Cheese/Spring General Meeting event is scheduled for 26 April at 7:00 in the evening. All prospective new members are welcome to attend this event.

We have put together a great program for the this year, and look forward to another enjoyable sailing season on the waters of the Outer Harbour.

Ralph Drake, Commodore

Contenders



HI EVERYONE. I am writing on behalf of the Canadian *Contender* fleet. As you may know, this year we're hosting the Contender Worlds up in Kingston (from 16 - 23 August, 2008), and we're seeking your support to make this an unforgettable event.

We're expecting competitors from all over the world — the UK, Europe, the USA, and Australia, and although we can't guarantee big winds, we're hoping that we'll be able to demonstrate some true Canadian hospitality by making the rest of the regatta something to remember. This, of course, means we need some funds, and we're asking for your help in this department. This event has qualified for the CYA Financial Assistance Program, which means any contributions over \$25 will be given a donation receipt. If you would like to make a contribution,

download the form from the CYA site here: <http://sailing.ca/about/bylawspolicies/policies/fap/index.asp> (then scroll down and use #2 form. Or you could call Neil or me. Please note on the form that you would like to have the donation directed to the *Canadian Contender Association Go to the Worlds*.

Also, if you want to watch some world class racing (and in my case, capsizing), we would be happy to see if we can get you on a crash boat.

OHCC and the Canadian Contender fleet have had a long and close relationship of mutual support, and we hope to be able to continue to promote our great little club at the Worlds — and all the Worlds to come.

If you would like to find out more about a sponsorship opportunity, please contact me, Stephanie (stephanie.mah@gmail.com) or Neil (contenderkc62@yahoo.com) at any time for a copy of our promotional materials.

Thanks everyone, and see you on the water!
Stephanie Mah

Contender Worlds Donation Form

(More blank forms will be left in the OHCC clubhouse)

The Executive Director,
The Canadian Yachting Association,
Portsmouth Olympic Harbour,
53 Yonge Street,
Kingston, Ontario,
K7M 6G4

I would like to make a donation to the Canadian Yachting Association to be directed to:
The Canadian Contender Association Go to the Worlds.

Enclosed find cheque (or credit card number) in the amount of \$.....

(Donations of \$25 or more will be issued an official tax receipt.)

Signed..... Date.....

My complete mailing address is as follows:

Name:

Address:

.....

.....

Credit Card Info: Master Card #..... or Visa #..... Expiry Date.....

Rear Commodore

AHOY fellow Sailors! I had made arrangements with a friend to get my boat's deck finished but I wasn't able to get it out of my neighbour's garage because of the snow that reached up to my knees. As I write this, it's still snowing and the weather man said something about thirty centimeters! It's already *March* for #@&% 's sake!

But let's do our best to keep our blood pressures down, and to look forward to better weather and a new sailing season. You will find the race committee listings on page 6. I am asking active race participants to do race committee duty just once during the season.

I went through the '07 race results and picked the high scorers. Sailors involved with other races like Harbour Master, Nationals, or Worlds, and/or

other duties all got a break from race committee.

In several meetings, the OHCC executive talked about the signing-in forms for the club races, and finally made the following irrevocable decisions:

1. Every race participant (helmsman only) *has* to sign in with his or her name, boat class and sail number.

2. There also will be a second sign-in sheet for sailors from the other clubs. Sailors from those other clubs who have *not* signed in will be asked to leave the race area. (This is very important for insurance purposes.)

3. If you are late and the committee boat has left already, you might take a chance and approach them to list you onto the sheet. However, please be aware: they don't *have* to list you, and if you show up *during* the start sequence they most definitely will not! **Bernie Bieber**

Starting Tuesday and Thursday Night Races

To comply with Part 3, Rule 26 of the International Sailing Federation "Racing Rules of Sailing for 2005 – 2008" we will be using flag signals instead of the white, blue and red shapes this season

The flags will be flown above the bimini of the committee boat. The sequence is:

Warning signal

5 minutes prior to start: class flag numeral **0** hoisted with one sound signal;

Preparatory signal

4 minutes prior to start: warning flag **P** hoisted with one sound signal;

1 minute prior to start: warning flag **P** lowered with one sound signal;

Start Signal

START class flag numeral **0** lowered with one sound signal.

The only other flags to worry about are:

Individual recall flag **X** (blue cross on white background) plus one sound signal. Boats are premature starters. The flag flies for four minutes or until all premature starters have restarted, whichever is the sooner. Do not expect a hail!

General recall. Blue and yellow pennant with two sound signals. The start is cancelled and a restart will be made going through the usual sequence.

John Martin

Sail Training

HI EVERYONE: I have decided to try my hand at sailing instruction this season. Although I started sailing when I was young, and took sailing training, I did not really start seriously until eight years ago. At that time I found out how little I really knew about how to make boats move. Through hard work and training I progressed to become Canadian *Contender* Champion twice. I've sailed with some of the best sailors in the world and have been trying to learn from them every chance I get, and I believe there is always more to learn. I am very interested in working with anyone whose passion is sailing; basic skill level is all that is required.

If you are interested in improving, and understanding the following, my training is for you: Boat handling; Boat flow; How sails work; How sails steer you; How weight steers you; How heel affects your boat; How your rudder (brake) works on your boat; Planning moves in your boat; Developing goals for the season; Developing practice schedules.

I will also be organizing a *Contender* training day, and if you are interested in this for other fleets, contact me or our Rear Commodore.

Let me take you out and help you. I will be using state of the art equipment including video analysis, GPS analysis and I promise not to yell at you. I am doing this for the bargain basement price of \$25/hour (I just love sailing) so contact me at contenderkc62@yahoo.com. **Neil Smith**

HeartMend

WHAT to do if you have a heart attack while you are alone? The Johnson City Medical Center staff discovered this trick and did an in-depth study on it in their intensive care unit. It's been incorporated into their advanced cardiac life support and cardio-pulmonary classes.

It really does work and it is called Cough CPR. Please read this — it could save your life!

Let's say that you are sailing solo, or driving home alone, perhaps after a trying day. You're really tired, upset and frustrated. Suddenly you begin experiencing a severe pain in your chest that then radiates out into your arm and up into your jaw. And you are far from a hospital — or anywhere. You don't know if you'll be able to get back. What can you do? Maybe you've been trained in CPR but the guy that taught the course, didn't tell you what to do if it happened

to you. Since many people are alone when they suffer a heart attack, this article seems to be in order. Without help, the person whose heart is beating improperly and who begins to feel faint, has only about ten seconds left before losing consciousness.

However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about very two seconds without letting up until help arrives, or until the heart is felt to be beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims have a chance to get to a hospital.

Thanks to Rochester General Hospital and R.K.

Vice Commodore's Report

A STAKEHOLDERS' Meeting was held by Waterfront Toronto (W.T.) on 21 February last, to deal with the Lake Ontario Park (LOP) including our location, but there is little fresh information as the meeting was mainly for the purpose of obtaining further input from the various groups including the Outer Harbour Sailing Federation (O.H.S.F.). On the positive side, we appear assured of the location that we occupy at present, though we may have to move a few feet. The current LOP design provides for sole access for north shore boat clubs to our waterfront during the sailing season. In the winter, the waterfront will be open to the public by means of a trail *in front* of our club! That will mean the erection of a fence at the south end of the dinghy park, with gates, or possibly a portable fence, which will enhance our security and prevent access to our premises by water.

Publication of the Park Master Plan is scheduled for a Stakeholders' Meeting in April and the OHSF has been promised a view of the plan prior to publication, in order to prepare our comments. At that stage we should gain a clear idea of what is in store for us.

The Master Plan of Lake Ontario Park is still scheduled to be finalized and approved by the WaterFront Toronto Board in spring 2008. However, the schedule appears to be slipping a few months. After approval, design development, construction documentation etc etc, and environmental assessments have to be completed, with actual construction still scheduled to start in 2011 and finished in 2012.

With the proposed transfer of the Toronto Hydroplane Club (fleet) to the Marina, plus the new public launch slipways also to be located in there, an increase in motor-propelled craft in the Outer Harbour is inevitable. The OHSF has suggested to the Port Authority that the North shore of the Outer Harbour be designated motor free and that all motor craft entering and leaving the Marina use a channel marked by buoys. Sailing craft will likely be excluded from this channel. This channel will be routed along the southern edge of the Outer Harbour. The initial plans show a 150-meter wide, buoyed channel, which is far too wide and will allocate part of our race course to the new channel. Negotiations continue to reduce the impact and it is uncertain when or if that plan will be implemented.

A meeting of the Federation is tentatively scheduled for early spring this year, so hopefully, we will soon learn more. **Peter Brayshaw**

Permits (deadline 25 April)

WE PLAN to arrange two courses in the coming months. One would be for a **Power Vessel Operator's Permit** issued by the Toronto Port Authority (about \$30-\$40). The other would be for a **Radio Operator's Certificate** (costs about \$55 to \$70). Anyone operating the marine radio in the committee boat must be compliant with Industry Canada regulations governing such use.

If anyone is interested in participating in one or both courses, or has a question about them, please contact me at suchanek@istar.ca or by telephone at 416-545-0832. **Peter Suchanek**

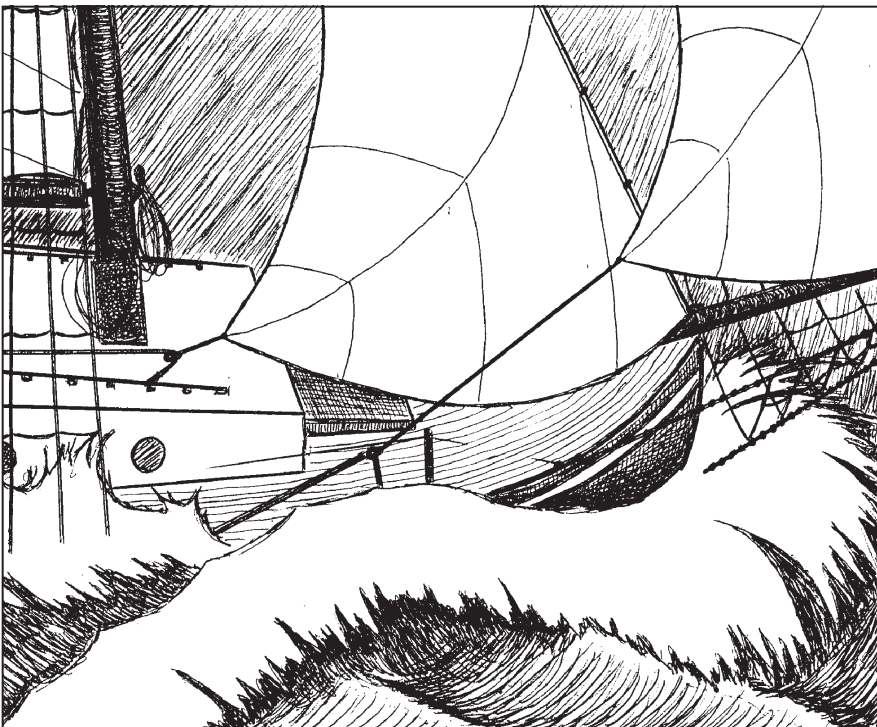
Cutter *Trident*

By Jurgen Braunohler

MY FIRST encounter with the dark green, thirty-seven foot cutter *Trident II*, was when I was a boy at Toronto's waterfront, on an errand with my mother. There, through the bus window, was a vision of the past. If anything is representative of British sea-going vessels and heritage, it is the sailing cutter. I dragged my mother out for a close-up view of the long bowsprit, the three jibs, the triangular topsail above her gaff-rigged main and the "rope ladders" up her single mast, which was stepped farther aft than on a sloop. She was owned by Toronto Brigantine, and gave basic training to the teenage crew of the much larger *Pathfinder*. The steel-hulled *Trident* sank years later in the Atlantic Ocean under another owner, but that was long after I was to have my day aboard her.

Cutters have been around since 1740, and distinguished from the gaff sloops of the day by narrower and deeper hulls, as well as the reefing bowsprits that could be run inboard instead of being fixed in place. The Royal Navy and the Revenue Service of the time used them — as did the smugglers whom they chased.

The term *Cutter* also refers to some oared naval ships' boats with sailing rigs, as well as to modern Coast Guard vessels. But *Trident's* real heritage lies in the British cutter-rigged yachts, coastal workboats and Bristol Channel pilot boats of the 19th century. That heritage came to the Great Lakes in early racing yachts and gave rise to the modern Bermuda-rigged cutter.



Drawing: Jurgen Braunohler

On a blustery day in eastern Lake Ontario's Bay of Quinte, *Trident* was on a cruise around Prince Edward County. I was then 16, and I trooped aboard with my watch at Belleville. With our petty officer, we were one of several groups taking turns in making overnight trips. This was my first cruising adventure. With a terse "Have you sailed before?" I was ordered to take the tiller and we were off. Scudding eastwards on a fast reach under full sail, the rest of the crew took their first climb aloft. After lunch, we were on a run in strong winds, and gybing through the Telegraph Narrows. The chaos for the galley hands washing up below was matched by the action on deck, with three headsails to gybe, the heaving on the mainsheet and fast work on the twin running backstays.

We ran aground on a sandbar in the Napanee River, and nearly broke our backs hauling the cutter free again, after which we put in at Napanee. Enthusiasm grew for mastering the leadline to take soundings. Then it was into the teeth of a stiff breeze with all canvas flying, as we tacked our way down Long Reach towards Lake Ontario. Heeled over with the rail buried deep, we had dinner on deck and, in the juggle of hot food one way and then the other, we scrambled for tacking stations at every command of "*Ready about!*" Sheets were trimmed in by muscle, teamwork and much shouting — no winches here. Astern, a classic Sea Bird yawl designed in 1901 followed in our wake.

At length we dropped anchor in Carnachan Bay, just across from Picton. I took my first climb aloft and, following the petty officer's instructions (a hand for the ship and one for yourself at all times), I reached the masthead — and a world of peace and solitude. But it would not last long. The solitary night-time anchor watch demanded vigilance in the rising wind that rolled the vessel and flung the lantern aloft around. I was ordered to monitor the anchor to ensure it was not dragging. After waking up the next watch, I fell asleep on deck.

Next day, either the ache from the hard planks or the Executive Officer's shouts woke me up, and the ship's company scrubbed decks, polished brass and weighed anchor as *Trident* got underway. We motored into Glenora to rendezvous with the next group of trainees who would sail her to the False Ducks and home to Waupoos Island in Prince Edward Bay.

My group went straight to our traditional *Evolution* survival test before signing aboard the sail-training brigantine *Pathfinder*. During that test, we encountered *Trident* again while sailing an oared P-boat in blowing weather. ◉

2008 OHCC Race and Events Schedule

Date	Event	Club	Responsibility	Start
April 19 (Saturday)	Docks In. Everybody welcome!	Rear Comm.	Bernie Bieber	9:00 am
April 26 (Saturday)	Wine and Cheese/Spring G.M.	Commodore	Ralph Drake	7:00 pm
May 6	Spring/Summer Tuesday Race 1	CL14	Ted Rosen	7:00 pm
May 8	Spring/Summer Thursday Race 1	Albacore	Dave Harris	7:00 pm
May 11	OHCC/Multihulls summer yard configuration			
May 13	Spring/Summer Tuesday Race 2	Albacore	Peter Suchanek	7:00 pm
May 15	Spring/Summer Thursday Race 2	Contender	Frank Whittington	7:00 pm
May 19 (Monday)	Victoria Day			
May 20	Spring/Summer Tuesday Race 3	CL16	Doug Gordon	7:00 pm
May 22	Spring/Summer Thursday Race 3	Contender	Rick Needham	7:00 pm
May 23	Albacore Friday Night	Albacore	Gordon Chu	7:00 pm
May 25 (Sunday)	Harbour Master	Albacore	Gordon Chu	11:00 pm
May 27	Spring/Summer Tuesday Race 4	505	Mike Agrell	7:00 pm
May 29	Spring/Summer Thursday Race 4	505	Angus Ross	7:00 pm
May 31 (Saturday)	Contender Saturday	Contender	Neil S./Steph Mah	11:00 am
June 1 (Sunday)	Bell Buoy Tune Up and Social	470	Rudi/Linda	2:00 pm
June 3	Spring/Summer Tuesday Race 5	Albacore	George Roth	7:00 pm
June 5	Spring/Summer Thursday Race 5	Albacore	Scott Eckert	7:00 pm
June 10	Spring/Summer Tuesday Race 6	Misc.	Jim Erven	7:00 pm
June 12	Spring/Summer Thursday Race 6	Albacore	Ken Clarke	7:00 pm
June 17	Spring/Summer Tuesday Race 7	Albacore	Jeff Hall	7:00 pm
June 19	Spring/Summer Thursday Race 7	Albacore	Alan Humphreys	7:00 pm
June 20	Albacore Friday Night	Albacore	Gordon Chu	7:00 pm
June 24	Spring/Summer Tuesday Race 8	505	John Martin	7:00 pm
June 26	Spring/Summer Thursday Race 8	Albacore	Ken Browne	7:00 pm
June 28 (Saturday)	Contender Saturday	Contender	Neil S./Steph Mah	11:00 am
July 1 (Tuesday)	Canada Day			
July 1	Spring/Summer Tuesday Race 9	Albacore	Jason Roth	7:00 pm
July 3	Spring/Summer Thursday Race 9	Albacore	Teresa Miolla	7:00 pm
July 5 (Saturday)	OHCC Albacore Open on Lake	Albacore	Gordon Chu	9:00 am
July 8	Summer/Fall Tuesday Race 1	Wayfarer	Alan Simpkins	7:00 pm
July 10	Summer/Fall Thursday Race 1	Megabyte	Alan Potts	7:00 pm
July 12/13 (Sat/Sun)	505 Regatta	505	Angus Ross	11:00 am
July 15	Summer/Fall Tuesday Race 2	Albacore	Heather MacN.	7:00 pm
July 17	Summer/Fall Thursday Race 2	Finn	John Reynolds	7:00 pm
July 18	Albacore Friday Night	Albacore	Gordon Chu	7:00 pm
July 20 (Sunday)	Contender Sunday	Contender	Neil/Steph	11:00 am
July 22	Summer/Fall Tuesday Race 3	505	Paul Stillwell	7:00 pm
July 24	Summer/Fall Thursday Race 3	Tasar	Bob Fahy	7:00 pm
July 27 (Sunday)	Club Regatta	Wayfarer	Bernie/Derco/Webb	11:00 am
July 29	Summer/Fall Tuesday Race 4	Albacore	George Wilson	7:00 pm
July 31	Summer/Fall Thursday Race 4	Albacore	Kevin Crowley	7:00 pm

More to come in the next issue; a complete list is shown in the tool shed window at the club

YOUTH SAILING PROGRAM

This year the Outer Harbour Centreboard Club (OHCC) and Toronto Sailing and Canoe Club (TSCC), are expanding our junior program. For many years TSCC have had a good junior sailing programme for 8 – 17 year olds; awarding CYA White, Bronze and Silver levels. Most of its pupils come from the west Toronto area. By joining with OHCC/TSCC, young sailors in the east end of Toronto will have access to an enhanced sailing opportunity. TSCC have received extra funding from the Ontario Sailing Association as a “Development Center” for young sailors. It is to the advantage of OHCC to join their program and develop beyond our ‘Opti’ program.

OHCC will not lose its identity in this. We will still take registration, but the courses will be at TSCC (see address below). If one of our sailors sails in a regatta, they would be sailing for OHCC.

This is the way forward for OHCC to develop the young sailor potential we have in the club. It will raise our “flag” as promoting young sailors in east Toronto, and become part of an excellent young sailor program in Toronto. This joint venture takes OHCC’s junior programme far beyond what we could ever offer in the Outer Harbour. OHCC is joining an established junior programme as partners.

For further details please go to our website or contact Alan Hall at alan.hall@sympatico.ca.



Toronto Sailing and Canoe Club

1391 Lake Shore Boulevard West

Toronto, ON M6K 3C1

(416) 533-5907