



Flotilla

July 2008

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

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Thanks for the contributions in this here issue:
 Thomas Bewick, Bernie Bieber, Peter Brayshaw, Jurgen Braunohler, Ralph Drake, Doug Molson and Roger Tory Peterson

Deadline for the next issue:

Thursday, 18 September

The address is at the top of this page and the entire editorial staff would be frankly astonished 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

SUMMER is finally here after a long and cold spring. Lake Ontario water is higher and cooler than normal. My wooden *Albacore* boat repair work is nearly complete and I expect to be on the water shortly.

Our mast rack was destroyed in early spring due to ice-heave then melting, followed by a severe storm with very high winds. Ken Browne (designer and builder of the original gadget), with the help of Frank Whittington, rebuilt a much stronger one.

So far this year, Bob Fahy seems to have succeeded in controlling birds that enjoy sitting on and fouling our docks. This task has been a challenge for us for many years, with many failed attempts to discourage our feathered friends.

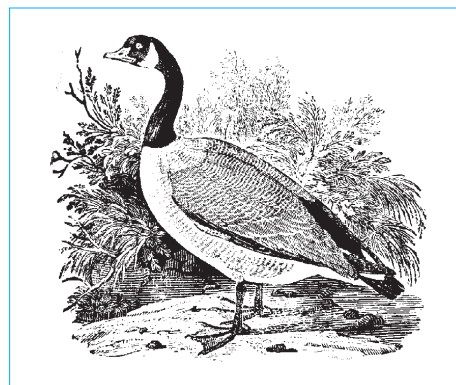
The Optimist and White Sail Children's not-for-profit Learn to Sail Programs will be starting soon and will continue to 18 August, 2008. The weekly program runs from 9 AM to 4 PM, Monday to Friday, with early drop off and late pick up available. An optional daily lunch program is also available this season. Contact Allan Hall (416) 694-8221 or call John Martin at 1 (519) 822-1955 for further information.

The washroom stairs and deck, built recently by high school students, look great. Frank Whittington did a splendid job coordinating all the work.

Once again we are taking a pro-active approach to reduce areas where mosquitoes will breed and therefore helping to prevent the spread of West Nile Virus. Each member is responsible in keeping the grass cut short on their assigned boat storage lot and allowing no water to collect in their boat hulls.

The 36th Annual Dinner Dance and Awards Presentation will be held at Ashbridges Bay Yacht Club on Saturday, 15 November, 2008. Tickets are available now at a cost of \$45.00 per person. Please contact me at (416) 496-0325 or John Reynolds (416) 766-9987 to buy them.

Ralph Drake, Commodore



Engraving: Thomas Bewick



Rear Commodore

By a Certain Member

I HAD the chance, as an esteemed member of the Outer Harbour Centreboard Club, to interview our Rear Commodore and to talk to him about race management.

Member: Hi Bernie. Please let me ask you some questions about race management.

Rear: Of course, feel free to ask.

Member: How is it coming along with the sign-out procedure for every race?

Rear: It is getting better, race by race, and our members seem to have become used to it.

Member: Many members don't like to sign out and they expressed their dislike of the procedure. Also, they do not see the benefit or reason for it. Will you please explain?

Rear: Well, where shall we begin? There are so many reasons. First and foremost, it was an executive decision and I, as the enforcer, seem to be in hot water. But this aside, it's mainly for safety and insurance reasons as well as for processing

and results-keeping.

Member: So what difference will it make in the race results if a member doesn't sign out?

Rear: It is unlikely that the race committee will restrict you from the race even if they are supposed to do so. However, when I get the results and you are not listed on the sheet — it's a DNS.

Member: But, but, but? What can a sailor do when he/she is kinda late and the committee boat has already left with the sign-out sheet?

Rear: He/she can approach the committee on the water and ask them to list him/her on the sheet.

In such a case it will be important for that sailor to make sure after the race that all the data such as the skipper's name, the boat class, the sail number and the club the sailor belongs to are mentioned in readable writing.

Very important: please be aware that any missing data can cause a DNS.

Member: Thank you for this interview.

Rear: You are very welcome.



GooseGone

MOST yacht clubs and waterfront properties have a major problem with Canada Geese guano. There is now a simple solution that perhaps could be used on our site. Alex Milne Associates Ltd (an environmental marine group partly owned by the Ontario government) has the answer: spray the trees, shrubs, flower beds, fences, buildings and grass areas with *MOSQUITO-Less*.

This all-natural garlic-oil formula chases flies, mosquitoes and ticks off the property for up to six weeks. They buzz off instantly. It's like putting an invisible net over the entire property.

It's a simple solution to the mosquito *and* other problems — with one product.

It meets Health Canada and MNR natural product criteria. And no permits are required.

Best news of all: as this stuff makes the grass bitter, the Canada Geese will also take off!



On sale now

TICKETS for our great annual prize-giving bash in November are on sale now. If you want to get ahead of the last-minute rush, please see, or phone Ralph Drake: (416-496-0325) or John Kiwi Reynolds: (416-766-9987).

Doris

From friends

Last April, we lost one of our most active and best-loved members. At the end of April, Doris Browne died when hiking the Ganaraska Trail.

from the Toronto Star, 3rd May, 2008:

BROWNE, Doris (née **Eddy**) — 1936-2008. While hiking the Ganaraska Wilderness Trail on Saturday, 26 April, Doris suffered a massive and fatal heart attack. She died while enjoying one of her favourite outdoor pastimes. Survived by her husband of 54 years, Ken Browne of Toronto, and daughters Laura and Joan, and four grandchildren, and brother George. An avid skier and Albacore sailor for the last 30 years, Doris will be remembered by members of OHCC and the crowd at Blue Mountain.

Doris was an outdoors person. She loved sailing, hiking, skiing and canoeing, and she passed away while doing what she just loved.

A celebration of her life was held at the Old Mill Inn on 11 May, and some 200 hundred friends, family, sailors, skiers, hikers showed up.



Photo: Archives

Ross K. writes: *When we think of Doris, we think of Doris and Ken. They were such incredible partners. They did everything together – from sailing to skiing to hiking to re-shingling the roof of their house to building their chalet in Collingwood. They did it together.*

Doris loved to sew – from sailing hats, to dingy suits, to boat covers, to ski suits. She sewed them all in a professional manner.

She cooked the dinners and Ken did the clean-up. They shared the tasks. She was a super wife, a great mother to her two daughters, a loving grandmother to her four grandchildren, and a friend to many, many people.

They don't make people like Doris anymore it seems. She was always the first to pitch in, quietly and efficiently offering to help out or volunteer to make something. She always did it with a smile on her face and a nice laugh in her voice. She was genuinely interested in others and offered them encouraging words.

We all know that the world is a better place for having known Doris and for the things that she did to make it better.

Doris was a very good friend over the past twenty years. We will all miss her. God bless her in her new hiking environment.

Judy L. writes: *Doris always was there in our club to lend a helping hand to anyone. She did so much for OHCC and its organization, apart from being the secretary for many years. She was always part of the tidy-up team; famous for her maneuvering of the antiquated lawn mower. She was efficient, always helpful and had a very kind heart. Of course she was A HELL OF A CREW. Pound for pound she was one tough lady.*

Teresa M. writes: *Doris was a wonderful woman, married to her high school sweetie (Ken) for 52 years, they sailed together at OHCC, rarely missing a club race. She skied in the winter and hiked in between seasons, sometimes carrying a pack that I'm sure weighed more than she did. Doris amazed me as a person and as a friend; she believed in finding good in everyone; she always had a smile that could brighten even the dullest day; she was truly a fair and competitive sport (she never clefted her jib!) and she even taught me to take an interest in poetry. I know I will miss her but I also know she has taught me lessons I will never forget.*

Peter D. writes: *Jill and I have long regarded Doris and Ken as two of our dearest friends. I particularly remember some adventures into downhill skiing when Doris acted as my personal instructor while Ken coached Jill. Her constant refrain of "attack, attack, attack the hill" was far more effective than any other advice I received. I also remember when she wanted a trip out in our 470. She wasn't satisfied until she had flown the spinnaker from the trapeze in a very strong wind.*

And, from all the members of Outer Harbour Centreboard Club: Doris, we'll miss you.

Birds and stuff

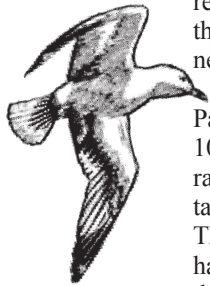


From the Editor

ONCE upon a time, like fifty or so years ago, the federal governments of Canada and the United States, together with the Province of Ontario and New York State, were encouraged to take action regarding the near demise of cormorants in Lake Ontario. Their populations in the Great Lakes had declined dramatically, primarily because of toxic contaminants such as DDT; so the wildlife societies were getting a bit antsy. Thus those birds became A Protected Species, and heaven help anyone who shot, poisoned or otherwise tangled with them critters.

The result was that *Phalacrocorax auritus* (those of the double crest) saw a slow but sure resurgence in our lake. After all, they got here before we did and had been devastated, not only by toxic chemicals, but by actions of commercial and sport fishers together with a general animosity due to their dark and creepy mien.

Each spring they come up from their winters in Florida and the Gulf of Mexico, and they start recolonizing the Tommy Thompson Park. Now they threaten to push out the terns, herons and near-permanent ringbill gulls.



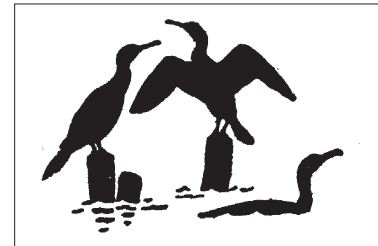
That colony of ringbills on the Leslie Spit Park increased from 20 pairs in the early '70s to 100,000 in the late '90s — and what a raucous racket *they* made! But now the cormorants are taking over — there are 12,000 pairs of them. Their guano is doing considerable damage to the habitat and trees; but most of those trees are just the rotten old cottonwoods — weed-trees *par excellence*, so who really cares?

Many do care! A struggle of a Darwinian survival nature is taking place, but it's not only between those birds and trees: there's competition among the varied groups that have a stake in wildlife welfare: the birders, the tree-huggers, the wild-animal lovers and various levels of government and, of course, Waterfront Toronto — all being monitored warily by the Metro Conservation Authority that is trying to keep everyone and everything happy — including the birds.

The Toronto Region Conservation Authority has established a Cormorant Advisory Group of stakeholders and experts: conservationists, academics and interest groups from across the spectrum. This group has reviewed the status of the area's cormorant colony in the context of the overall management goal for the Park in order to maintain a balance between diverse natural habitats and other park uses — and its users. The conclusion is that steps should be taken to manage wisely the coexistence of a healthy, thriving cormorant colony with the maintenance of the other qualities and resources of the Park. Techniques being discussed for different areas include: active intervention such as deterrence; habitat improvements; egg oiling. Or — here's a really neat government trick: **doing nothing!** For the cormorant cuddlers out there, be advised that lethal culling or the removal of active nests are not being considered.

It's true that they do look a bit sinister, foreboding, especially when standing on a buoy and further un-nerving a sailor about to gybe. These are the birds that zip across the sky, flapping fast like ducks; or dive from the surface to forage under water; and then stand up straight to dry off with their sails outstretched. Due to some evolution oversight, they don't come equipped with water-repellent oil ducts, so they have to evaporate moisture before they go a-fishing again.

And yet, in this evolutionary struggle between Mother Nature and the rest of us, who will win? We might surmise that, in this sorry scheme of things entire, the birds and the trees are going to battle it out, largely on their own, with, on the human side, a compromise to keep the public and the park-makers satisfied, and to allow us to continue sailing into the foreseeable future on what's left of the Outer Harbour. ♻️



Drawings: Roger Tory Peterson

Furthermore

MEMBERS may have noticed that the classy flora around the club is not quite as prolific as in previous years. We got the usual dandelions and loosestrife and so on, but for the introduced pricey shrubs and even tree saplings — they were all devastated over the winter by the invasive rabbits. They bark-

stripped everything in sight. And that's in spite of plastic and burlap protection installed last October. What with the beavers chomping at the trees down front, the Canada Geese fouling the docks, non-clubbers littering the parking lot, and Trail users pinching flowers from the boxes . . . we got problems.

And yet, on the positive side, some unknown member brought in, installed (and watered) a mature raspberry plant that is now in bloom. Many thanks.

Vice Commodore's report

WATERFRONT Toronto, besides being responsible for the Lake Ontario Park, which includes our premises, is also responsible for the flood control measures being taken at the mouth of the Don River. These, in true



bureaucratic fashion, have been expanded to deal with general planning of the entire area. In a recent design competition, of the four entries, the most expensive and invasive proposal has been selected, and all that is needed is further environmental assessment, plus, of course, large amounts of taxpayers dollars from various levels of Government.

The illustration on the left shows how the Don will be partly diverted to flow through the middle of the Portlands, under Cherry Street and enter the Inner harbour adjacent to the present Chinese Supermarket. The Don will contain marsh lands that will or may prevent some of the pollution reaching the lake. If and when it is finished, the project will form an attractive park area in which to site high priced condos, and to attract more people to the new Lake Ontario Park.

Peter Brayshaw

The proposed plan for the mouth of the Don River and the Portlands (that are immediately north of our site)

More...

WATERFRONT Toronto (WT) has recently announced its latest plan: a large indoor sports complex situated in the area to the North of Unwin Avenue, and bounded by Cherry Street and an extension of Regatta Road — that is the area on the right edge of the illustration above. This complex will contain ice hockey pads, lacrosse and other facilities. At this stage, the facilities for car parking have not been included in the plans. WT was vague on providing details of the organizations and people requesting these new facilities. Nor could they say who was to be responsible for the approximate costs of \$25 million.

Turning to projects more likely to be implemented in the near future, the youth soccer fields adjacent to Regatta Road, once classified as temporary, are now considered permanent. The area between the soccer field and Cherry Street will be developed with an adult soccer field plus a cricket pitch. Additional serious pollution problems have been encountered in this area and have prevented the construction of a parking lot.

At a Stakeholder's meeting last month, WT's plans for the Lake Ontario Park were exhibited; and they continued to show most of the boating clubs in their current positions — with the exception of the Hanlan Boat Club which has been moved to the marina property, and the Water Rats moved to the Hanlan site. However, a large area

for the public was shown along the water's edge and in front of the clubs.

Other developments showed a beach area immediately to the east of the clubs, and the elimination of the canal that was to link the Outer Harbour to Coatsworth Cut/Ashbridges Bay.

The Outer Harbour Sailing Federation has provided a written response and a list of concerns: all our boat clubs need to have sole and unrestricted access to the water's edge during the sailing season; the new beach area will be detrimental to the rowing course; increased launch facilities will lead to an increase of motor boat traffic; the "constructed reefs" for divers are not consistent with safety; fishing from fixed docks should be located away from the launch and sailing areas, etc.

WT will have a public meeting in July to look at its latest version of the plans for the Lake Ontario Park, and the Federation is hopeful that our concerns will have been incorporated into the revised plan. However, the scheme for the boating clubs (us) has been moved into Phase Two of the plan, so we are unlikely to see any change in our location for *at least five years*. The date of that meeting is Thursday, 10 July, from 6:00 to 8:00 pm at 11 Polson Street (The Docks). It is suggested that our members attend, wear our yellow shirts and are vocal about our views. **P. B.**

Cruise

From our correspondent in Central America



THIS is just to make all you members of OHCC a bit jealous, and to give you a sense of the sailing down here; this time on the way from Palm Beach in Florida, down to Belize.

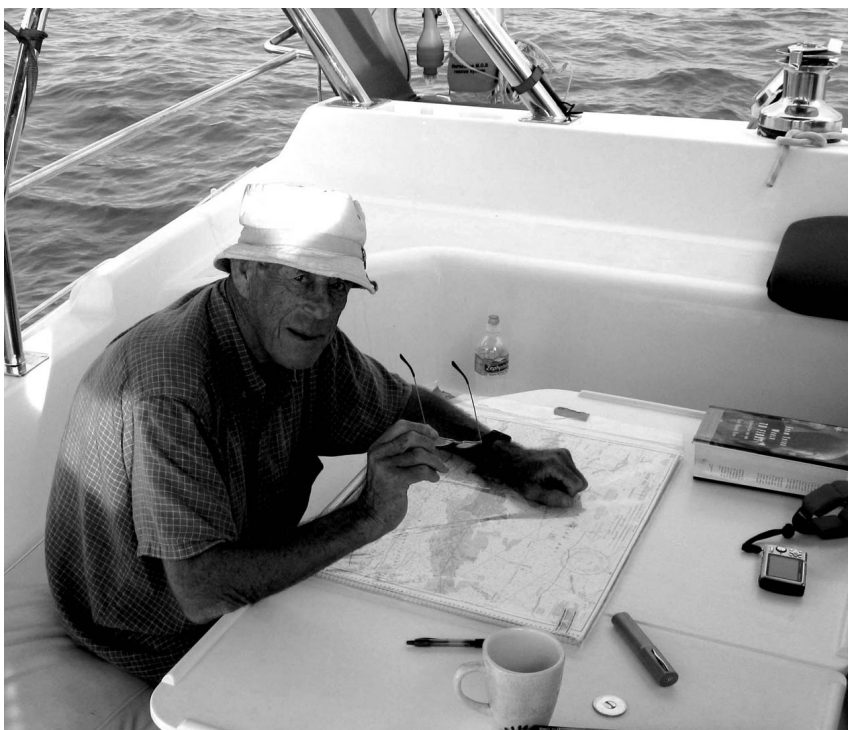
Although we took some photos, there are none showing the catamaran under sail; there was too much else going on to allow us to launch the dinghy for a photo-op from a distance.

Before we departed, Eddie, the owner of this sleek catamaran, had to check, test, and in some cases re-do the work of the contractors who had not completed their tasks to install various additional systems such as navigation sensors and screens, water makers, and power charging controllers.

We also made contact with Belizean Doug Gabourel, who lost an arm while launching his Hobie cat a few years ago, and who was assisting in the rebuilding of a veteran wooden schooner.

In the end, the yard crew, deftly and carefully launched *Mojito* by a giant travel lift and the crew made ready for the off. Food and drinks were loaded in the refrigerator, sunscreen smeared on, and by mid afternoon last Monday, 16 June, we slipped out of the inlet under full sail and down the Florida coast.

The trick there was to stay out of the easterly Gulf Stream, but not too close to the low-lying keys, and off the reef. These new GPS charting



The writer, sans beard, sans beer, sans roll-your-owns but with an real, old-fashioned chart

systems make it appear all too easy for the auto pilot to follow the line on the graphic screen, but I also kept a pencil track on the old fashioned paper chart.

Much of the time we were able to set our Star Spangled Spinnaker, which pushed along very smartly, but when it did collapse, it would return with a mighty noisy crack, which only added to the sense of speed, and gave some doubts as to whether it would hold up for the entire voyage.

We kept well off the coast of Cuba, so as not to arouse with our banner any anti-American sentiments among that island's many watchful officials.

We sometimes trolled a line, and were able to land some supplements to our diet: a dolphin fish and a black fin tuna.

One evening, just as the sun was going down, we were greeted by a large shoal of dolphins, skipping and dancing just ahead of the bow. Unfortunately, it was too dark to get a picture.

Soon, we were able to bear away and cross the Yucatan channel to Cozumel, and then on southward down the coast, and pass inside the Chinchorro atoll, and it was not much further to Ambergris Caye.

A quick passage through the reef at San Pedro, and past all the familiar cayes, carefully navigating the channel into Cucumber Beach Marina, took us home. There we were met, not only by friends and families but also by the officials of the Belize Customs, Immigration and Health departments, to fill out the "Disratification" and other reports and documents.

Back on dry land, it was a change not to have to anticipate the constant and curious movement of the vessel, as the two hulls ride over different waves. In all, thankfully, it was a safe and uneventful voyage, in which I was able to learn a whole new world of sailing — in luxury! 🍷

John Oliver (ex-Vice Commodore)

Ed's note: John was a very active member of our club. He was on our executive for many years, spending much time lobbying on our behalf at City Hall and in other meetings.

He was a formidable competitor in his 470 (in a gale), and deplored the intransigence of the weather at anything below fifteen knots.

Then, in the 1990s, he was able to acquire an Arlberg 37 (La Jolla). He stayed anchored in the Outer Harbour for weeks while trying to overcome considerable difficulties with the officials of the United States customs. At last he was able to depart for the Inland Waterway and on south to Belize in Central America.

The Albacore Race

By Jurgen Braunohler

IT WAS a typical rush-hour, Friday summer afternoon in Toronto. The skipper arrived late for the club race after a long commute from work on public transit. His crew had fared no better in the traffic jams, enroute to Toronto's Outer Harbour and one of the many dinghy sailing clubs that line its north shore. The odds of making the starting line (all the way in the Inner Harbour) on time, were zero. But the fates reckoned without the spirit with which the racing crew was possessed. Nor did the crew of the little Albacore Class Dinghy have a clue as to what awaited them when they got there.

A lucky break arrived in the form of a chance encounter with a motorboat in the middle of the Outer Harbour, which offered them a tow. A tow, mind you, that might have been just a bit swift for sanity. But the appreciation was there, as the motorboat was finally waved off by the grateful if somewhat bewildered dinghy crew. Once again however, the specter of hopelessness loomed large as it was discovered that the race was already well underway. In fact, the Albacore fleet, made up of boats from several community clubs in the Inner and Outer Harbours, was already on its second leg.

The dogged persistence of our intrepid crew finally paid off half way up the first leg of the triangular race course. There, they crossed tacks with another late starter, a lone Albacore

from one of the Inner Harbour clubs. Battle was joined and what was possibly the most hotly contested, hardest fought race ever would not be remembered by the rest of the fleet that was so far ahead, or by the club community. Only those who saw it would recall the event with speechless wonder.

In strong winds and at maniacal planing speeds, the two craft were seldom more than a boatlength or two apart for all three laps around the course. The hard work in the tight dueling and strenuous hiking as sharp squalls tore across the water exhausted all hands almost to a standstill. No-one had a clear advantage. But the hardest fight came on the final, upwind leg. There, the Race Committee observed the most frantic tacking duel they had seen in some time. It seemed incredible that the flip-flopping masts didn't clobber each boat and crew over the head.

The Inner Harbour Albacore was in the lead after its opponent had made a sloppy mark rounding, in a screaming plane right across the bay. It made every effort to keep the zig-zagging Outer Harbour boat in its windshadow, then erred in staying on one tack just a little too long. This was the chance our intrepid skipper needed and he tacked straight for the finish line, but a bad windshift denied him victory. Now both boats would have to tack for the finish.

The Outer Harbour boat was well ahead, but downwind of the other Albacore. The Inner Harbour crew stood a chance to win if they tacked upwind for the finish line first, but the opposing skipper had a plan to frustrate this. It involved coming about onto starboard tack and claiming the right of way, forcing the other boat to tack as well or lose the race. However, there was no time, unless they roll tacked very fast...

It was a risky manoeuvre. Heeling a boat sharply — then rolling it violently while tacking (taking care to duck under the boom) is asking for a capsize in blowing weather. The odds were not good and it nearly dumped the Outer Harbour crew right in the drink. They barely recovered, and yelled "Starboard!" in the nick of time, mere boatlengths from the committee boat. But their oncoming opponent was slow to come about for home and, now in a windshadow, literally had the breeze stolen by their rival, who forged ahead a few feet to windward. In a dramatic finish that either vessel could have won, the Race Committee cheering and the frantic fussing with sail trim, the Outer Harbour boat crossed the line one second ahead with a double blast from the committee boat's horn! It had truly been the ultimate race. ♣



Drawing: Jurgen Braunohler

*This story is dedicated
to the memory of
Doris Browne,
OHCC Albacore Enthusiast*

2008 OHCC Race and Events Schedule (continued)

Date	Event	Club	Responsibility	Start
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
August 4 (Monday) Civic Holiday				
Aug 4 (Monday)	Albacore Harbour Master	Albacore	Gordon Chu	11:00 am
Aug 5	Summer/Fall Tuesday Race 5	Tasar	David Molyneux	7:00 pm
Aug 7	Summer/Fall Thursday Race 5	CL16	Frank Reid	7:00 pm
Aug 8	Albacore Friday Night	Albacore	Gordon Chu	7:00 pm
Aug 9 (Saturday)	Contender Saturday	Contender	Neil Smith	11:00 am
Aug 10 (Sunday)	Around the Finn	Finn	Kiwi	2:00 pm
Aug 12	Summer/Fall Tuesday Race 6	CL14	Ted Rosen	7:00 pm
Aug 14	Summer/Fall Thursday Race 6	Albacore	Helmuth Schumann	7:00 pm
Aug 19	Summer/Fall Tuesday Race 7	Albacore	David Droeske	6:30 pm
Aug 21	Summer/Fall Thursday Race 7	Albacore	Richard Clayton	6:30 pm
Aug 26	Summer/Fall Tuesday Race 8	CL16	Darwyne Hourie	6:30 pm
Aug 28	Summer/Fall Thursday Race 8	Albacore	Bob Stiff	6:30 pm
Sept 1 (Monday) Labour Day				
Sept 2	Summer/Fall Tuesday Race 9	Contender	Roger Martin	6:30 pm
Sept 4	Summer/Fall Thursday Race 9	Contender	Joel Magnan	6:30 pm
Sept 5	Albacore Friday Night	Albacore	Gordon Chu	6:30 pm
Sept 7 (Sunday)	Dufferin Bell Buoy	505	Angus Ross	2:00 pm
Sept 9	Summer/Fall Tuesday Race 10	Wayfarer	Bill Brunow	6:30 pm
Sept 11	Summer/Fall Thursday Race 10	Contender	Simon Leung	6:30 pm
Sept 27/28 (Sat/Sun)	Contender Weekend	Contender	Neil Smith	11:00 am
Oct 5 (Sunday)	Octoberfest	Contender	Bernie Bieber	1:00 pm
Oct 13 (Monday) Canadian Thanksgiving				
Oct 18 (Saturday)	Docks Out/AGM	Rear Comm.	Ralph D./Bernie B.	9:00 am
Oct 19 (Sunday)	OHCC/Multihulls winter yard configuration			
November 15	Commodore's Ball	Social	Ralph D./Bernie B.	6:30 pm