

Flotilla

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Thanks for the contributions in this issue:
Bernie Bieber, Ken Browne, Peter Brayshaw, Jurgen Braunohler, Ralph Drake, Doug Molson and Lee Smolin

Deadline for the next issue:

Thursday, 18 December

The address is at the top of this page and the entire editorial staff would be, frankly, quite astonished to hear from you on time — or even before. If you send an e-mail story to writeme@kenelliott.ca back it up with a phone call: (416) 363-2974

2008 OHCC Executive

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Commodore	Ralph Drake	(416) 449-0399	(416) 496-0325	(416) 449-0103
Vice Commodore	Peter Brayshaw		(905) 632-8586	
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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	

Commodore's Comments

WE EXPERIENCED an unusual spring/summer weather pattern this year, but we still had a very good sailing season.

The appearance of our facilities and property has been improved greatly. This is mainly due to the fantastic efforts made by our members to keep their boats properly covered and in good condition. Most members kept their storage lots tidy — free of weeds and grass. Ken Browne, with the help of other members, did a great job replacing the ground yard markers.

Projects completed this year were:

- a new weather station;
- new starting race flags;
- a new race course signage board for next year;
- new washroom deck and stairs;
- a heavy duty mast rack;
- the clubhouse deck and railings were cleaned and refinished.

I encourage our new members to participate in these programs and to volunteer in helping us to maintain our facilities. Your ongoing participation will ensure that we can continue our recreational small boat activities and programs. The Outer Harbour is one of the best protected water areas in Southern Ontario.

The OHCC membership reached maximum capacity this year! What an accomplishment!

John and Alistair Martin again organized and implemented another successful junior sailing program. By working with Toronto Sailing and

Canoe Club we were able to offer courses in July and August at all skill levels.

Congratulations to Neil Smith who competed in the Contender World Championships this year and retained Canadian Champion Title. Our Contender fleet contributed to hosting the event in Kingston, Ontario.

Congratulations to OHCC Albacore sailors who took six of the top 10 places in the Friday Night Albacore Series races. Well done!

On **Saturday, 18 October**, we will be taking our docks out of the water and will be electing a new OHCC Executive. We start dismantling and cleaning docks, draining water lines and having a property cleanup, at 9:00 AM.

The 36th OHCC Annual Dinner Dance will be held at Ashbridges Bay Yacht Club on **Saturday, 15 November**. Many members who attended last year's event commented to me that they'd had a very enjoyable evening. Tickets cost \$ 45.00 each and can be purchased as follows:

- at Docks-Out on 18 October;
- by mail to Outer Harbour Centreboard Club, c/o Ralph Drake, 63 Havenbrook Blvd. T.H. #6, Toronto, Ontario M2J 1A7.
- by telephone to John Reynolds: 416 766-9987
Ralph Drake: 416 496-0325.

Cheques should be made payable to The Outer Harbour Centreboard Club and must be received by **8 November** to ensure your attendance.

I look forward to seeing you at Docks-Out and the Annual General Meeting.

Ralph Drake, Commodore



Vice Commodore's Report

THE nearby soccer and (now) lacrosse fields, plus the adjacent parking, have been declared open officially, and the black barrier is down.

This project of Waterfront Toronto (WT) is eighteen months behind schedule, which is said to be due to issues of land-contamination.

Many of our members who read the *Toronto Star* will have learned of WT's delays in their projects. At present, we have some information about this, from communication between WT (our landlord) and the Outer Harbour Sailing Federation representative, Lee Smolin (who is a member of our club). But we should caution that we do not have the whole picture.

It appears that WT has made a list of priority projects to be developed over the next five years, and most of the Lake Ontario Park project is not on this list. If true, this means that the plans involving our club and other members of the Outer Harbour Sailing Federation will not be implemented for at least five years. The dates for the Stakeholders' and Public Meetings, originally

tentatively scheduled for September/the fall, to consider the Lake Ontario Park Plan, have not been announced.

The deferment, though it may leave our club undisturbed for five years or perhaps ever, is a mixed blessing. The Master Plan for Lake Ontario Park, which has been the subject of negotiations over the last year, does have us staying roughly in our present location. It accepts the principle that, during the sailing season, our property will extend to the water, and includes the docks and ramps. These remain ours to build and maintain.

There is a possibility of giving the public some access to the water in front of our clubs during the winter, but this is mentioned *only* as a possibility. In addition, the plan contemplates that the clubs on the North Shore as a whole would increase modestly in area.

When or if our segment of the Park is revisited by WT, past experience with that agency's ever-changing personnel and consultants suggests that every aspect of our location may still be open for renegotiation at some future date.

So the time-consuming neverendum continues.

Peter Brayshaw

Rear Commodore

Ahoy Fellow Sailors! Another sadly short sailing season is coming to an end. But it's not over before the fat lady sings; and until then we'll enjoy every sunny warm and windy day like the one — yes there was one: sometime in July wasn't it?

Don't forget, every moment on the water will make the coming winter a little more bearable.

And, as such, I am really looking forward to seeing you all at the **OktoberFest**. I hope you have received (and read) this newsletter in time to cancel all the birthday parties and weddings on

that important date: **October 5th**.

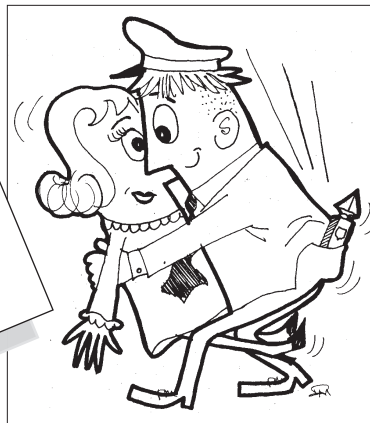
The race course and the start will depend, as usual, on the wind conditions, on what the weather looks like it's going to do, and on the number of contestants who show up.

There may be a nice rabbit start in a stiff breeze under a blue sky and on glistening water.

After the race we'll have boiled, smoked and cooked delights with the appropriate libations. Yum, yum, yum!

Oh, and here's one more spiff (a *bonus* to the purists): there just might be a trophy for this race at the **Commodore's Ball** on **15 November**.

Bernie Bieber



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).

The Nonsuch Ketch

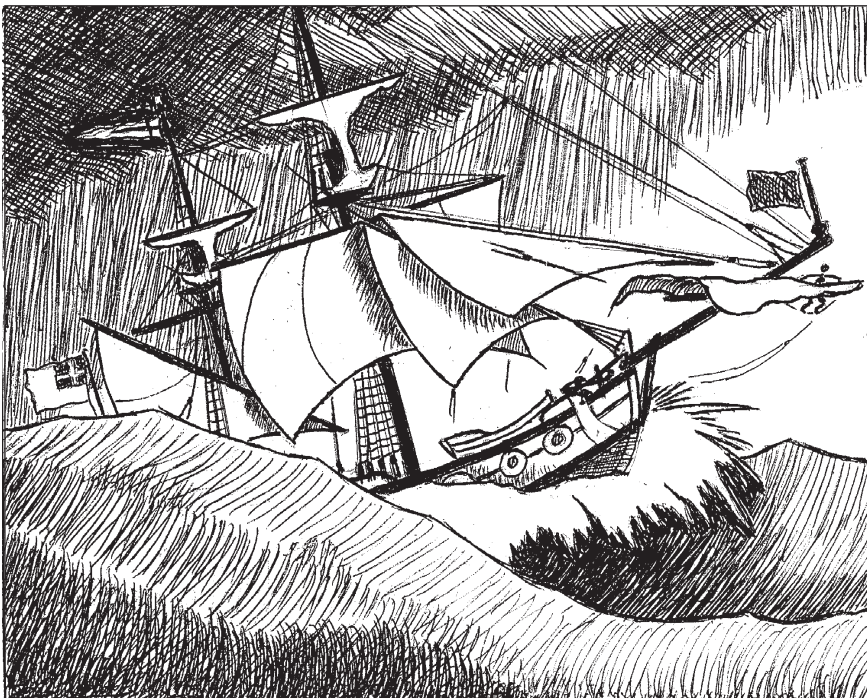
By Jurgen Braunohler

The ketch, with its tall mainmast and short mizzen, was in widespread use by the seventeenth century. It may, in fact, have been the first step in the evolution of the three-masted ship from the single-masted medieval square-rigger. A small, handy vessel, it was common among naval and merchant fleets in European as well as North American waters where it was the ancestor of the Grand Banks fishing schooner. One named the *Gryphon* was the first ship on the Upper Great Lakes in 1679. Here is the story of another well-known ketch.

ATREMENDOUS sea hid her from view as the little ketch *Nonsuch*, under Captain Zachariah Gillam, battled a North Atlantic storm four hundred leagues off the coast of Ireland in 1668. Outward bound from London, England, with the ketch *Eaglet*, for distant James Bay in the Canadian North, two explorers named Pierre Radisson and Sieur des Groseilliers were trying to determine the feasibility of a fur trade into Hudson Bay. The success of this voyage by the *Nonsuch* (the *Eaglet* with Radisson aboard was driven back) resulted in the founding of the Hudson's Bay Company in 1670, a milestone in Canada's history. A replica of the fifty-four foot square rigger would be built three centuries later.

It was in sharp contrast to the fleets of modern boats when that replica of the *Nonsuch* sailed through Toronto Harbour in 1971, with a crowd of enthusiastic youngsters aboard.

But the voyage there had been an adventure.



Drawing: Jurgen Braunohler

Built in England in 1968 to mark anniversaries for Canadian Confederation and three centuries of the Hudson's Bay Company, *Nonsuch* had weathered an English south coast tour, a storm in the Bristol Channel and then shipment by freighter across the Atlantic.

The challenges of bringing a seventeenth century ketch through the canals and locks of the St. Lawrence proved no less daunting, including a few groundings. But the driving force was her skipper, Captain Adrian Small of Brixham, England, once home of the ketch-rigged Brixham trawlers.

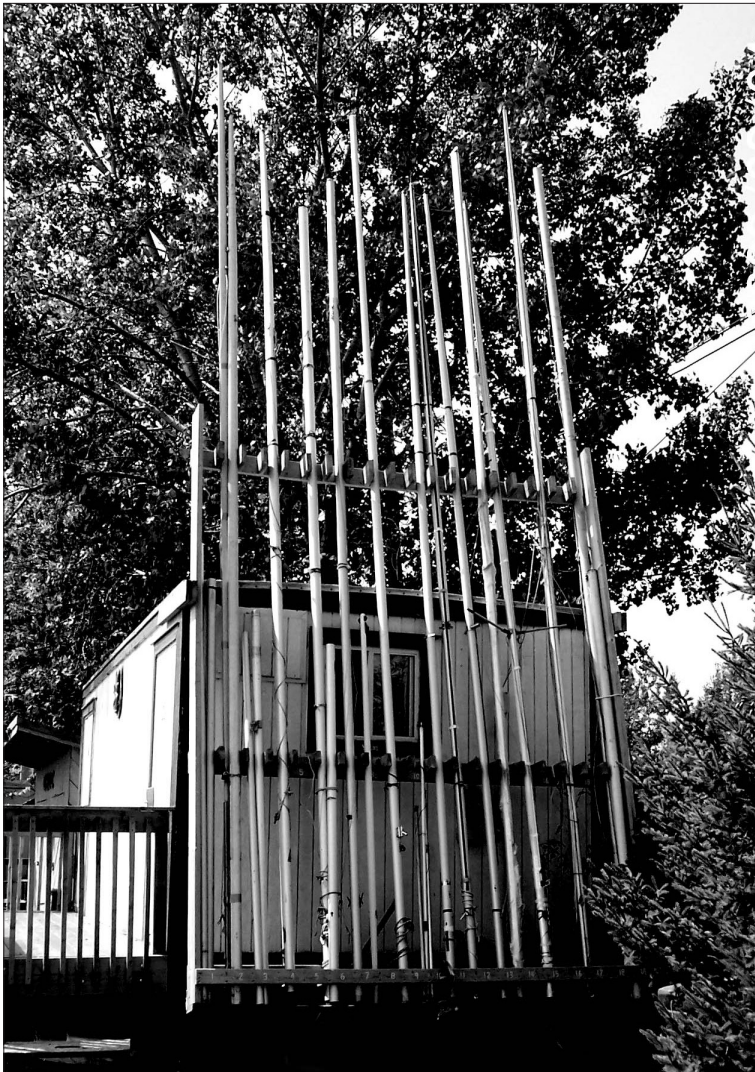
In the wake of a 1970 Lake Ontario squall that had laid her rail right under, a mutiny took place aboard over the demands of her skipper. After the near capsizing and resulting clean-up for the exhausted crew, Captain Small now insisted on laundering and inspection of the crew's underwear (their period garb was part of the ship's gear). The stand-off was only resolved by company headquarters. The normally affable Adrian Small was a traditionalist who had rounded the world on a Cape Horner, sailed the *Mayflower* replica and the ships in the movies *Moby Dick*, *Hawaii* and *Damn the Defiant*. But he was the best man for the job and proved it again during a storm on Lake Michigan that buried the rail, the lower yardarm and kept all hands on deck.

The challenges for the ketch continued. Her 1971 season ended with the six-week ordeal of a 2,000 mile journey by flatbed trailer from Duluth Harbour, Lake Superior to Seattle on the west coast. Small noted, "I am quite sure this second *Nonsuch* has had a more adventuresome life than her predecessor." Little did he know! The following season would be her last and unprecedented in public adoration for the little ship, as she cruised to Victoria and then north to Kitimat and back, a 1,127 mile round trip with good winds. Much of the public attention was due to Captain Small startling the local populations with cannon fire.

The excitements of her last cruise, including a grounding and near shipwreck in the fog, would not be the final note in the *Nonsuch* saga. While work on the ship's permanent home (the Manitoba Museum of Man and Nature in Winnipeg) ran behind schedule (she would be lowered into the unfinished building), U.S. Customs impounded the trucks with the ship's gear and held up the ketch's highway transport from Seattle until all \$245,000 worth of *Nonsuch* was exported back to Canada. In the farce of the century (most of her modern gear had already been sold), the incredulous Hudson's Bay Company cow-towed and two trailers with only the ship's engine, tanks, scrub brushes and other rubbish, supervised by two unwitting customs officers, cleared out for Winnipeg. Captain Gillam would have laughed. ◀



Before . . . (in early April)



. . . and after (in late June)

The Mast Rack

By Ken Browne

BY THE time you read this, sailing will be winding down for the season, and many boats will get trailered home to sleep out the winter in the garage. On the other hand, many will sit in winter storage at the club, usually upside down to fend off most of the inclement weather. The owners of these inverted boats will probably make use of the new and improved mast rack on the east end of the washroom trailer.

Last year, the rack sat on the ground and was inadequately secured to the washroom wall. I suspect the frost lifted the entire unit, levering the brackets out of the wall and thus allowing the whole mess (masts and lumber) to slide southwards and lean against the old railings and one of our neighbour's multihulls. The late winter winds also contributed to the problem.

Fortunately there was no great damage but I had a momentary fit of embarrassment. Enter Bob Fahy! In short order, we had the unit repaired and back in place, sitting on the washroom trailer tongue (where there would be no frost heave) and with a much stronger fastening to the washroom wall. We also added dividers at the top to keep the masts from cascading together.

But (and it's a big BUT) you who use the rack have a responsibility: please make sure you follow the instructions painted on the south side of the rack. There is a rationale:

- Remove the spreaders, or tape them to the mast, thus leaving a bit of space for your neighbour.
 - Tape the shrouds and halyards to the mast.
- Removal from the rack will then be easy without a rat's nest of tangled wire.
- Removal is easy . . . yes, too easy — *anyone* can take your mast away. Lock it to the rack with a chain, bicycle lock or cable; it's your choice.
 - Put your name on your mast: paint, waterproof marker or etching. Identity is important in at least two ways: you will know exactly which one of the many is yours next spring. And, should a problem arise, someone can notify you.

Sometime early in this fall, a rope will be tied across the upper portion of the masts, to battle the windage problem. It will be accessible from the washroom deck. Should you want to remove (or add) a mast, please make sure that the rope is re-tied securely.

Your cooperation will be appreciated by all and you will recognize the convenience come springtime.

(Did I mention that last fall, I regularly removed delinquents masts and spars, and laid them on the ground?)

All this is for a better and safer club. 