



Flotilla

April 2011

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

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Thanks for the contributions in this issue: Peter Brayshaw, Jurgen Braunohler, Ralph Drake, Alan Hall, Ian Pinnell and Angus Ross

Deadline for the next issue: **Wednesday, 15 June.**
The address is at the top of this page, and fer heaven's sake, git yer stuff in on time — or before!
If you send an e-mail story to writeme@kenelliott.ca please back it up with a call to: (416) 363-2974

2011 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) 571-9105	(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) Peter Hale		(416) 533-8292	
Yardmaster John Kiwi Reynolds		(416) 766-9987	
Clubhouse	(416) 465-1234		

Commodore's Comments

I HOPE everyone had an enjoyable winter and that you are looking forward to starting a 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 April 9 and will continue throughout the year to October 15. This year's events will include the following:

- Tuesday Night Spring/Summer Racing and Feast, commencing May 3;
- Albacore Friday Nights will start on May 6;
- Albacore Toronto Harbour Masters series will commence on May 29;
- Three Regattas: OHCC, Albacore Open and 505/Contender;
- Three OHCC Sunday sailing events : Bell Buoy Tune-Up, Round the Finn, Dufferin Bell Buoy;
- OHCC/TSCC Optimist and 420 Children's and Youth Sailing Programs are available all season from July to August, and from beginner to expert.

This year we are trying to get our facility in shipshape condition by organizing work parties to complete the following work over the weekend of May 14th and 15th:

- Apply clear stain on the deck and picnic tables;
- Paint washroom building exterior walls;
- Install wood trim and complete painting in the Men's Change Room;

- Property cleanup, landscape pruning, prepare planting beds (but don't disturb the bulbs).

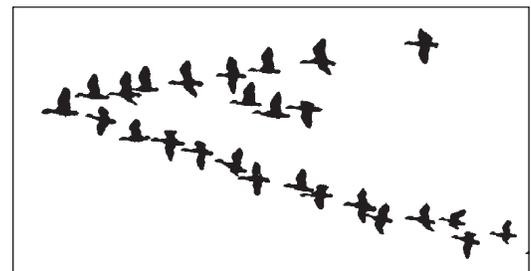
Many volunteers are required to complete this work. Work crews will start at 9 am and continue to 4 pm each day. We are hoping that all work will be completed over this weekend, thereby ensuring that all of us can fully enjoy the season of sailing. Please contact John Reynolds at 416 766-9987 to confirm your participation.

The TMCC (multi-hulls) will be launched into water on Saturday May 7.

I look forward to seeing everyone at Docks-In on Saturday, April 9th at 9:00 am.

The Wine and Cheese/Spring General Meeting event is scheduled for April 23rd at 7:00 pm. All prospective new members are welcome to attend this event.

We have put together a fine program for the coming year and we look forward to yet another enjoyable sailing season on the great waters of the Outer Harbour. **Ralph Drake, Commodore**



Drawing: Roger Tory Peterson



Vice Commodore's Report

THE Outer Harbour Sailing Federation (OHSF) has to date, still not been successful in obtaining a formal, written lease. Apparently this matter it is not a priority for the City. In the meanwhile, our landlord, the OHSF, continues to pay, as defined in a draft lease, the licence fees (ground rent) of \$10.4M of which \$3.0M is our club's share. In both fiscal 2010 and 2011, municipal taxes will not be paid, as the 2009 increased assessment and the consequent increased tax payment, since negotiated downwards, have resulted in a credit tax balance. Our total share of OHSF expenditures covering licence fees, garbage collection, handicap toilet, insurance and contributions to the OHSF's (free to disadvantaged) Youth Sailing Program, will amount to \$7.4M in 2011 compared with \$6.8M in 2010.

We owe a BIG THANK YOU to our member Lee Smolin, who has resigned as OHSF's Vice Commodore, Facility. He spent many years in negotiation with Waterfront Toronto and the City concerning lease matters. Yet, with our member Alan Hall as Secretary and our Commodore plus myself as Federation Representatives, we are still in a position to influence the Federation's agenda.

Neighbours: Waterfront Toronto (WT) continues to devote its attention to building enhancements to the water's edge of the Inner Harbour and we have not observed any announcements relating to the Lake Ontario Park, the plans of which caused us so much effort to rein in the planner's more extreme ideas. However, with WT's recent request for proposals to design, develop and build the Pan Am Athlete's Village on the West Don

lands, we can expect to see trucks rolling down Cherry Street and impacting the road bed on Unwin on their way to the Unwin Soil Washing Plant in late 2011 or 2012.

The City, despite the opposition of many local residents to the TTC Storage and Maintenance (Tram) Barns at Leslie/Lakeshore, is going ahead. Members accessing the club via Leslie can soon expect to encounter heavy truck traffic in connection with the new buildings.

The Portlands Energy Centre (Power Station/PEC) is exceeding its allowable carbon monoxide levels due to many "cold starts." The total emissions on average are within limits, but at peak start up times the limits are exceeded. PEC states pollution controls are unnecessary and too expensive. Apparently the Ministry of Environment will not press for reductions, and across the Province there are similar plants. Any of our members who feel strongly about this issue should attend the PEC Community Liaison meeting on April 26th, from 7 to 9 pm at the Queen East Presbyterian Church at Queen and Carlaw.

The film studios just north of the Ship Channel now appear to be controlled by Pinewood Shepperton PCL, a U.K. company. They have published a project to encourage the building of permanent streets and residences, in the style of parts of other American cities, that is brownstone building etc. These residences will be leased or purchased by the public, but the exteriors would be used as background for film production. If and when this development proceeds, it will not affect us in any way, but the interesting part is the construction of a promenade, similar to a seaside, to be built on the north side of the Ship Channel, which will enhance the general area.

Peter Brayshaw

Gardeneering

THOSE of our members who live in real houses no doubt have their own compost systems. But those who inhabit apartments or condos: what do they do with that lovely kitchen waste? Chuck it over the balcony rail? Toronto, at the moment, has a few (but an increasing number) of such comfort stations. Some are at the St. Lawrence Market — useful in winter when it's difficult to get down to the club.

If it's just occurred to you that those banana skins, orange peels and broccoli bits are a useful recyclable commodity, and you wonder how to go about it, pack the stuff in a plastic bag and shove it in the freezer. Keep it there, fruz solid, until it interferes with the preservation of less important items like ice cream and sides of beef, then hoist it down to the club where there are

four (and a half) compost boxes all ready and waiting for your eco-contribution.

There's one at the end of the double gate roadway, another at the angle of the lockers, and the others just to the east of the washroom trailer. You may have to throw out the garbage with which those precious boxes have been sullied during the previous days: paint cans, duct tape, bottles, coffee cups and so on. That's par for the course; just press ahead and keep our old planet alive for a few more minutes. **The Ed.Gardner**



Mouse Musings

*Wee, sleekit, cowrin', tim'rous beastie,
Why do tha try to spoil our feastie?
We hae puddings, meat and toppings
All tha leaves is bluidy droppings!*

(Wi' apologies tae Robbie Burns)

Steel engraving : Ryall after Naismith



THE OHCC clubhouse, like many cottages, has wild visitors — most of whom stay outside. Mice, however, come into the club and clean up remaining food particles, leaving in return small droppings on the counter, in drawers, and anywhere they wander. It's almost impossible to keep them out — a mouse needs only a tiny gap to squeeze through and they can climb vertical surfaces quite easily. Although they come into the clubhouse throughout the year, the worst time for them is towards the fall when they are looking for both a food supply to stash away for the winter and a sheltered place to stay.

There are serious health issues

associated with mouse droppings:

- **Hantavirus.** This deadly virus is carried by certain strains of mice, especially deer mice. People get the infection by breathing dust contaminated with mouse droppings. If you have to clean an area that's been infested with mice, **DON'T** sweep it up in a big cloud of dust. Instead, put on latex gloves, wet the area with detergent or diluted bleach, wipe with damp towels, and then throw out the towels into a double garbage bag.
- **Lymphocytic choriomeningitis (LCM).** This is a virus spread by the common house mouse. The virus can infect the linings of the brain and spinal cord. It's a serious disease, although many people get only mild infections. Mice shed the virus in their urine, saliva, and feces. People get infected by eating contaminated food or by inhaling aerosolized mouse urine or feces. LCM has two phases. The first lasts about a week and begins with fever, loss of appetite, head and muscle aches, nausea, and/or vomiting. There may be other symptoms as well.

The second phase happens just as the first one gets better. It may begin with symptoms of meningitis: fever, headache, and stiff neck. It may also begin with symptoms of encephalitis: sleepiness, confusion, and movement problems. There's no cure, but most people recover completely with supportive treatment. However, some people are left with permanent nerve or brain damage. About 1% of people with LCM die.

Nice, eh? What can we do to prevent anyone becoming sick? Trapping and killing the mice is possible but the little buggers breed quite

quickly! A family of six mice can multiply into a family of 60 in three months. They reach sexual maturity at about four weeks of age, so it's easy to understand how a mouse population can quickly grow out-of-hand, not to mention the fact that they breed year-round. The staggering birth rate is kept under control naturally by predators in the outdoors, but owls, hawks, cats and other hunters are absent from OHCC. The sole natural factor limiting the mouse population in the clubhouse is the limitation of resources such as food. As the average house mouse lives for a year, that means an astounding number of mice can call OHCC home over the course of 365 days.

- A single female produces between five to ten litters each year.

- Each litter consists of five to six young that are able to reproduce after approximately 30 days.

- Mice produce a great number of young, but have a high mortality rate.

The lifespan of a house mouse is approximately 1 year.

So — what do we do? The best way of ensuring no mice is to make certain they have no food, which means cleaning up after Tuesday Night Feasts or after club members bring their own food down. Spray anti-bacterial liquid (we supply Lysol spray) on the surfaces and wipe them down with paper towels. Take garbage out and leave no scraps inside the club. Make sure that utensils, pots, etc. are washed clean and, where possible, put away in closed containers.

If there are mouse droppings, spray and leave for ten minutes then, using rubber gloves, wipe with anti-bacterial liquid and throw the paper towels in the garbage. **DO NOT BRUSH OR VACUUM!**

As far as we know, no-one has become sick from the mouse droppings but the infestation got worse in 2010, and we don't want to risk our members in 2011. Let's aim for:

*Wee, sleekit, cowrin', tim'rous beastie,
We'll nae give thee a feastie
We'll leave nae food for thee and thine
We'll have thee oot in record time!*

Angus Ross



Wood engraving : Thomas Bewick

How To Tackle The First Beat

THIS is the second of several articles written by Ian Pinnell of P&B Sailmakers, Northampton, UK. Our thanks are due to Chris Tattersall for sending them in here.

Pinnell started sailing in Mirrors and Enterprises. He is respected internationally for his sailing prowess and versatility across classes which include 420, 470, Miracle, Enterprise, Fireball, 505, Soling, Mumm 30, Melges 24 and Int14. He has won thirty-five World, European and National championships. He won the 1989 Endeavour Trophy (Champion of Champions) and was 1991 Helmsman of the Year. In 2008 he won the 505 Worlds.

THE FIRST beat is not a place to be greedy or to take big risks. Assuming you have negotiated the start in good shape, your all-consuming task up the first beat is to get to the windward mark first or at least ahead of your principal rivals if it's an important championship.

There are a number of things you should try to do in preparation for the all important first beat and these are carried through before the start so don't be late in the starting area. You should have time to sail a good chunk preferably all of a windward leg. It is worth carrying a time chart and taking compass headings every two minutes up the beat to try and establish a pattern in the local conditions. It is a lot simpler if you can get a 'team-mate' to work up the beat with you so that you can make cross-tacking references. Certainly, though, you should have a clear idea of your route, which will also give you valuable information on where to make your start on the line.

If you are very unfamiliar with the area, there can be a lot to learn from chatting with the locals. In popular venues there may have been a championship the previous week, so it could be worth getting there early enough to talk to outgoing sailors on their experiences.

Back on the race course, play the percentages after the start — usually tacking just to the left or right of centre of the beat, always trying to keep between main rivals and the mark. Off the startline or out of the gate, hang on to a tack until

headed by at least five degrees; anything less is not worth worrying about. You may have to revise this plan if sailors you respect start 'banging the corners,' but it doesn't happen often. Keep an open mind that they just might know something you've missed.

Your crew should play a major role up the beat, acting as your eyes while you apply all your concentration on sailing the boat hard. I reckon 80% of the outcome of the race will be decided during this first twenty minutes or so. And in a good fleet, you're unlikely to recover from screwing it up. The crew must give you a complete picture of rivals' positions, starboard tack boats, compass headings, shifts across the course approach of layline, etc.

If you really have got yourself buried at the start, you must get on to port and into clear air quickly: there's an awful lot of lift to be had off the sails of starboard boats as you duck and weave fast through the fleet. And if the sun really is shining out of your bung hole and you really do get lifted as well, you can still get to the mark in surprisingly good shape!

Unless you've got some very special inside knowledge — or divine intervention — never get onto the layline further than fifteen boat's lengths from the mark. Too many things can go wrong and you just don't need to risk it.

On the other hand, if you find yourself on port, approaching a procession of starboard layline boats the chances are they have overstood and it is worth a well executed lee-bow attack to get round the mark especially if you're in a fast-tacking, fast-accelerating boat like an Enterprise or a Twelve. Don't count on it every time though!

There are a few other things that might influence the way you tackle the first beat. Some courses (for instance where you might have a windward mark under cliffs) need special attention to well known local wind bend.

In very heavy air, too, tack less and wait for bigger shifts, concentrating on developing maximum boat speed and minimizing the times the boat isn't travelling flat out. 

Help! Fast repairs, please

As a time-deprived and over-worked OHCC member, I need help and expertise to put a Laser and a CL-16 (both at OHCC) in good sailing condition by June, otherwise my wife will force me to sell them! Of course, I will pay for your time, beer etc. If you're available and interested, please contact me, John Kervin, at:

john.kervin@utoronto.ca

Sea Venture's Cradle

by Jurgen Braunohler

THE MOOSE sneaked up behind me, while I worked on the boat in Elliot Lake. If I hadn't made an inadvertent loud noise, she might have poked her nose over my shoulder to see what I was doing. But the startled animal, boxed in on three sides by fences, panicked and bucked like a bronco. Suddenly, hooves and broken bits of fence and tree branches flew in every direction as I ducked behind a parked van. She ran off and five minutes later the property owner drove in (nice of the cavalry to arrive). But my comment that a moose had demolished the place was met with looks of disbelief.

That encounter with the moose set the tempo for the first major work on my new boat, the *Sea Venture*. She is a 19-foot, *Mariner* Class sloop with a small cabin and a cast iron centreboard. She was a cheap and lucky find but the hull left much to be desired: a broken through-hull fitting and a hole, a serious gouge, major corrosion and the need of a paint job. This meant building a cradle to elevate the boat high enough to remove the trailer and to get at the damage. It was easier said than done.

First things first however. The summer of 2010 was spent cleaning her out, after dealing with another animal visit: a beehive in the

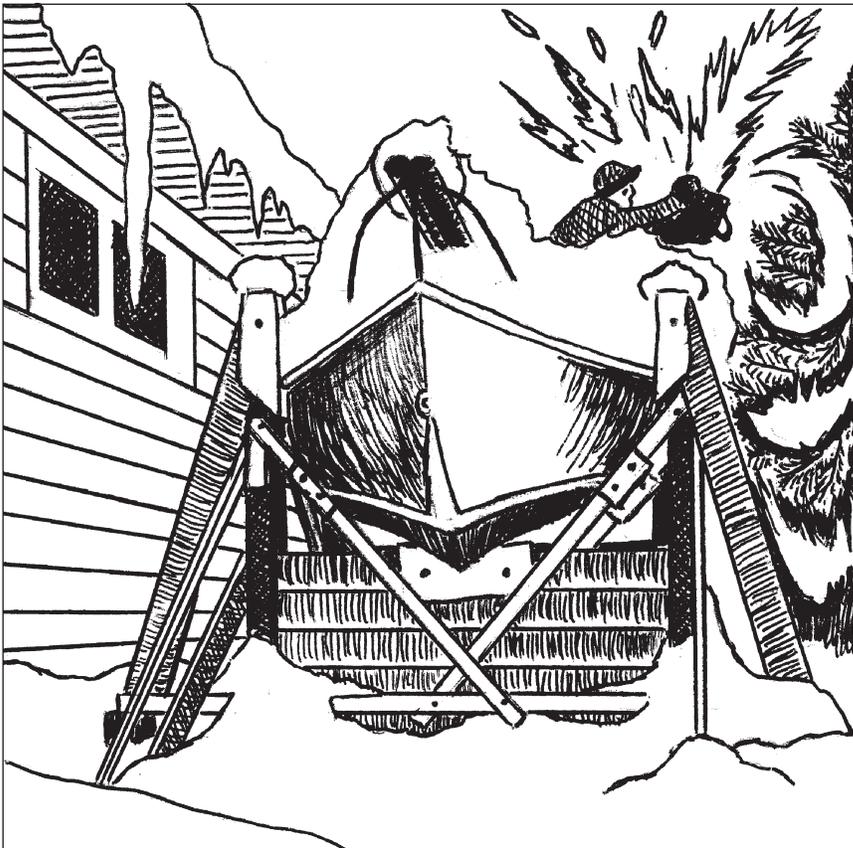
trailer frame. I don't know what it is with boats and animals: my *Bonita* at our club has hosted raccoons, skunks, wasps, even a beaver who tried to chew down the aluminum mast while I slept aboard. Years of filth and mold were removed from *Sea Venture*, in some places nearly deep enough to plant a garden; and with a time limit when the boat has to be moved. But the results were satisfactory when I finally moved aboard and switched on the cabin lights.

The *Mariner* sloops originated in Maryland as the 19-foot *Hurricane* Class — an open dinghy designed by Phillip L. Rhodes after the Second World War. Keels and cuddy cabins were added to create a local one-design, before George O'Day bought the hull-building molds. A gold medal Olympic sailor, George founded the renowned O'Day Company and used the molds to make the popular *Rhodes* 19. Bunk beds and modifications for family cruising later resulted in the *Mariner* Class: a cabin yacht in a dinghy-size hull known as a pocket cruiser (the smallest of these are known as micro cruisers), many with centreboards and all with flotation.

I spent much time in creating several designs for the cradle, before getting it right. Trusting my life under the boat to four wobbly columns of cinderblocks and spindly timbers, simply would not do. Nor could I rely on sufficient funds to buy the right stuff. But I couldn't account for the personalities that reside in Elliot Lake and the now steady stream of human visitors — as opposed to animal ones — who gravitated to the big green ship in the driveway. My kind landlord gave me the old wood from our re-planked back porch, a welcome help. But it was still a lot of work, and time was running out, including the vessel-hoisting process, a major operation if one can't afford a crane.

One night, the local guys showed up to give me a surprise work party, complete with lights, drink and music. Suddenly, I ran my legs off measuring and rushing lumber to the circular saw they brought. Even threaded rod was whisked out of my hands, and with a "here, step on this!" was promptly hand-cut. It could have been a scene straight out of Farley Mowat's novel *The Boat Who Wouldn't Float*. But Mother Nature paid the final visit by unleashing the first major snowstorm just before I finished and was able to cover *Sea Venture* again. My mother approached the boat with a camera, greatly amused by the caricature of the giant snowcone that covered the Skipper and his vessel, madly bailing it overboard in a swirling cloud with a bucket. Laughing, she said: "Isn't that something you're supposed to do during the summer?"

Drawing: Jurgen Braunohler



2011 OHCC Race and Events Schedule

Date	Event	Responsibility	Start
April 9 (Saturday)	Docks In. Everybody welcome!	Bernie Bieber	9:00 am
April 23 (Saturday)	Wine and Cheese/Spring G.M.	Ralph Drake	7:00 pm
May 3	Spring/Summer Tuesday Race 1	Dave Harris	7:00 pm
May 5	Spring/Summer Thursday Race 1	Ross King	7:00 pm
May 7 (Saturday)	Multihulls launch		
May 8 (Sunday)	OHCC/Multis summer yard configuration		
May 10	Spring/Summer Tuesday Race 2	Marek Balinski	7:00 pm
May 12	Spring/Summer Thursday Race 2	Scott Eckert	7:00 pm
May 14/15 (Sat/Sun)	OHCC Facility Repair and Improvement	Ralph Drake	9:00 am
May 17	Spring/Summer Tuesday Race 3	Jeff Hall	7:00 pm
May 19	Spring/Summer Thursday Race 3	Adam Nicholson	7:00 pm
May 20	Albacore Friday Night	Gordon Chu	7:00 pm
May 22 (Sunday)	Bell Buoy Tune Up and Social	Rudi Monteforti	2:00 pm
May 23 (Monday)	Victoria Day		
May 24	Spring/Summer Tuesday Race 4	Peter Hale	7:00 pm
May 26	Spring/Summer Thursday Race 4	Richard Clayton	7:00 pm
May 31	Spring/Summer Tuesday Race 5	George Roth	7:00 pm
June 2	Spring/Summer Thursday Race 5	Joshua Chiddy	7:00 pm
June 7	Spring/Summer Tuesday Race 6	Ken Clarke	7:00 pm
June 9	Spring/Summer Thursday Race 6	Peter Brayshaw	7:00 pm
June 14	Spring/Summer Tuesday Race 7	Paul Stillwell	7:00 pm
June 16	Spring/Summer Thursday Race 7	Jason Roth	7:00 pm
June 21	Spring/Summer Tuesday Race 8	Angus Ross	7:00 pm
June 23	Spring/Summer Thursday Race 8	Mike Agrell	7:00 pm
June 24 (Friday)	Albacore Friday Night	Gordon Chu	7:00 pm
June 25 (Saturday)	Outer Harbour Federation Sailpast	Scott Brown	TBD
June 28	Spring/Summer Tuesday Race 9	Abby MacInnes	7:00 pm
June 30	Spring/Summer Thursday Race 9	Doug Gordon	7:00 pm
July 1 (Friday)	Canada Day		
July 2 (Saturday)	OHCC Albacore Open (on Lake)	Gordon Chu/Ralph D.	9:00 am
July 5	Summer/Fall Tuesday Race 1	Bob Fahy	7:00 pm
July 7	Summer/Fall Thursday Race 1	Darwyne Hourie	7:00 pm
July 12	Summer/Fall Tuesday Race 2	Alan Simpkins	7:00 pm
July 14	Summer/Fall Thursday Race 2	Frank Reid	7:00 pm
July 17 (Sunday)	Club Regatta	Webb/Bieber	11:00 am
July 19	Summer/Fall Tuesday Race 3	Peter Suchanek	7:00 pm
July 21	Summer/Fall Thursday Race 3	Ted Rosen	7:00 pm
July 24 (Sunday)	Harbour Masters	Gordon Chu	2:00 pm
July 26	Summer/Fall Tuesday Race 4	Frank Whittington	7:00 pm
July 28	Summer/Fall Thursday Race 4	Neil Smith	7:00 pm

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