



Flotilla

April 2012

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 and Adam Nicholson

Deadline for the next issue:

Thursday, 14 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

2012 OHCC Executive

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Commodore's Comments

I HOPE that 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 increase your enjoyment.

Our season will start on 14 April and will continue throughout the season until 13 October; (further, in fact: there's the Commodore's Ball in early November, and yard cleanup two weeks later). This year's sailing events will include the following:

- Tuesday Night Spring/Summer Racing and Feast starting on 1 May
- Albacore Friday Nights will start on 4 May
- Albacore Toronto Harbour Masters series will commence on May 21
- Three Regattas – OHCC, Albacore Open and 505/Contender
- Three OHCC sailing events – the Bell Buoy Tune-Up, Round the Finn and the Dufferin Bell Buoy
- OHCC/TSCC Optimist and 420 Children's and Youth Sailing Programs are available during July-August for beginners to experts. Please refer to Alan Hall's article on page 4 for more information.

This year we are trying to get our facility in shipshape condition by having a Volunteer Fair after

Docks-In. We will set up several volunteer stations in the clubhouse to answer questions, and assign tasks to our members. The event will start after the docks are in the water, and it should take about an hour.

The weekend of 12th and 13th May has been scheduled for facility repair and improvements, and to reconfigure our site for summer dry-sail lots. Many volunteers are needed to get the clubhouse, the grounds and the committee boats ready for the season. Work crews will start at 9 am and continue to 4 pm each day. We are hoping that all work will be completed over that weekend, thereby ensuring that all of us can fully enjoy the season of sailing. Please sign up at Docks-In (on 14 April) to participate on the weekend of 12 May or 13th.

The TMCC (the Multihulls) will be launched on the Saturday of that weekend — the 12th.

I look forward to seeing everyone at Docks-In on Saturday, 14th of April at 9:00 am.

The Wine and Cheese/Spring General Meeting event is scheduled for 21 April, at 7:00 pm. All prospective new members are welcome to attend this event.

We have put together a good program for the year 2012 and we look forward to another enjoyable sailing season on the great waters of the Outer Harbour. **Ralph Drake, Commodore**



The Run

THIS is the third 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.

When your young, geriatric editor gets his act together, perhaps these articles might be posted on our website. Furthermore, it is hoped that the comments below that talk about tides will be treated with some forbearance by our readers; those Brits sail in the salt water ocean, fer heaven's sake!

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.

FAST downwind sailing is all about picking the right gybe on the downwind leg and that thinking process has to start a long way before you reach the windward mark. Plan ahead for the gybe you want to be on, as this may affect your final approach to the mark. If you can, set as many of the control lines ready for the downwind leg in advance. This will give you time to sail away from the mark, concentrating on sail trimming and direction and not spending all the time with your head in the boat.

If the wind has shifted to the port side of the course as you approach the mark, then you will want to sail downwind, away from the mark on that side (i.e. starboard gybe), and vice versa.

From then onwards, you have to spot for any change in wind direction, which might mean gybing for advantage. It is more difficult to spot a wind direction change because you will probably be sailing a range of courses between dead run and broad reach to maximise speed, but you can see wind on the water more easily.

As the gusts come through, you have to sail as

much as possible in the strongest wind by gybing into and sailing down with them. Keep a good lookout because, again, one good gybe that takes you into stronger gusts may get you a number of places by the leeward mark.

There are other factors influencing your decision on direction. The tide will often be decisive; you shouldn't want to sail in tide or current that is flowing against you! Your near competitors may influence your decision and it is always important to stay in touch with them, unless you can be sure of an advantage. In competitive fleets you will often find that a number of helmsmen will spot a downwind shift or gust all at the same time and gybe together.

When the wind is not steady you must concentrate on maintaining good boat speed to the leeward mark and this may not be a straight line course. Boats sail faster as you sail increasingly onto a broad reach from a run, so by heading up a few degrees, the boat speed can be increased and then you can gently resume your original course. When sailing into a gust, you can often get best VMG (Velocity Made Good) by bearing away or sailing square to the mark. Different boats have different downwind characteristics. A 505 has always been a good square-running boat, even in the strongest conditions, but in a Fireball you may have to sail up a little so as not to dig the bow in.

Do not leave it too late to plan your approach to the leeward mark. If there are few boats around then you can opt for the fastest course, with minimum of gybes, but if you are in pack then it may pay to gybe onto the inside, so that you can gain overlaps as you get to the mark. This may even mean reaching up to pass behind the transoms of right-of-way boats, but hopefully it will pay off later.

Keep a good lookout ahead, because boats ahead may be on the windward leg as you approach the mark and both distances and angles can change rapidly.

Good speed can only come from working closely with the crew. Most of the crew's time should be concentrated on sail setting, which is really vital, whilst the helm watches for shifts, gusts and tactical changes. 

Those beautiful dumpsters: the one on the left is just inside the Multi's double gate. Check first, before you trundle over there, that there is enough space for your junk. The other, on the right, is over by St James Town clubhouse.

And at that time of the year, there may, just may, be another mighty dumpster parked out on the roadway.



Staff photo

Update Sailing

I HAVE been working with the executive of our club and the Navy League Cadets (NLC) to determine if we can offer sailing lessons in the Outer Harbour to supplement our *Opti* program at TSCC.

The developments on the Navy League side are that we formed a joint OHCC and Navy League Committee. You may recall (see January issue of *Flotilla*) that NLC Enterprise appointed Bain Chin as their Parents' Representative, and that Bain and I met with the executive officers of several Toronto/GTA cadet corps.

All were interested, all needed our continued support, and they in turn are going to promote sailing and to encourage parents to send their kids to the camp. There are several things we are doing to encourage parents to decide to send their kids. We are holding a car wash on 26 May, and a sailing day orientation on 17 June and we

are planning with TMCC a Friday night cadet rigging and sailing theory program throughout the season.

This sailing committee is now looking at how to build a sailing ladder for young people in the City of Toronto. We are looking for volunteers to help in all areas, especially with the business plan, instructors, cash flow projects, and management of risk. All are welcome.

Update Web Site

I have been working with the membership committee to build a framework for interaction through the club web site. Suggestion boxes, discussion threads and renewal of membership online are some of the features planned.

Volunteers to help with the ongoing evolution of our online community are needed.

alan.hall@sympatico.ca

Vice Commodore's Report

IN THE previous issue of *Flotilla* (January, page two) I provided the background to the formation of the Stakeholders' Committee by Waterfront Toronto (WT) and the City of Toronto (the City). Application for membership was refused for OHCC and our neighbouring clubs, but membership was accepted for the Outer Harbour Sailing Federation (OHSF — our landlord), along with thirty-eight other community groups, some as far away as Weston.

At the first meeting of the Stakeholders, the opening/introductory presentation of OHSF was cut short by the moderator, and the second meeting was spent in trying to identify sources of funding to cover the cost of the Don/Keating Channel Flood Control System at an approximate cost of \$700 million. This is the key to development of the Portlands — China was suggested as a source of funding.

With the Stakeholders apparent lack of interest in the needs of the boating community, the

Ontario Sailing Association (represented there by our member, Stephanie Mah) and OHSF made arrangements for a special meeting with representatives of WT, the City, OHCC and our neighbouring clubs.

The meeting was held on 8th March and information revealed that there was a lack of money to proceed with the Lake Ontario Park plan in the foreseeable future, although the plan was still valid. In the meanwhile, the City will present to our landlord, (OHSF) and to two neighbouring clubs draft/revised leases within two weeks. Therefore, depending on the terms of the lease, and so on, there is a possibility that the seven years of lease negotiations, may at last be coming to an end.

A further meeting of the Stakeholders was to be held on 21st March, followed by a public meeting, with the final Portland's Business and Implementation Plan to be presented to the City Council in July.

Peter Brayshaw

Thorns

DOWN at the end of our double-gate roadway, there is a black composter; and some olive trees popped up either side of it a couple of years ago. Where they came from, no one knows; maybe the dicky-birds brought them in. Those plants are called *Oleasters*, or Russian Olives. There are several other names, some of which are quite

unsuitable for family reading here. And yet, some people find these shrubs to be decorative, while others see them as a nasty, invasive blight on the landscape. Anyhow, we got olive trees down there, and members are warned that them little shrubs should be approached with great care: they got inch-long spikes (that's two point five centimetres) that will cause great discomfort and damage to both flesh and clothing. **the ed.**

Brig Petty Officer

by Jurgen Braunohler

TO DARE the risk of failure is the essence of living. Success means pride of accomplishment, followed by responsibilities of command. Then too, confronting failure means learning to have the guts to forge ahead when things don't go as expected. Braving rough seas has always been the seaman's way. Here then, on the eve of the 50th Anniversary of Toronto Brigantine, is a story of one of the best youth sail training programs that provide excitement and adventure, as well as the spirit to take on life!

Sailor's courage. Those words were on my mind as I lay in a bunk aboard the brigantine *Playfair*. Although they are words I have always thought of when faced with fear or adversity, my thoughts were of early explorers. As *Playfair* shifted uneasily in her Toronto berth that winter night, a fresh breeze and waves broke up the ice, and chunks of it banged noisily against her steel hull. Then, as the heavy vessel loudly crunched the ice against the pier, I dreamed of all the ships that had sought a way through the Arctic's Northwest Passage. At the age of 17, I too, was daring the fates with my ambition to become a Petty Officer.

As I came on deck the next day, the dawn light revealed our ship encrusted with ice and the harbourfront under a pristine powder cake of snow. My regular morning jog was the first order of business: to say I was gung-ho is putting it mildly. The rate of Petty Officer was one grade above that of seaman, basically a deck officer to work alongside with and supervise the crew,

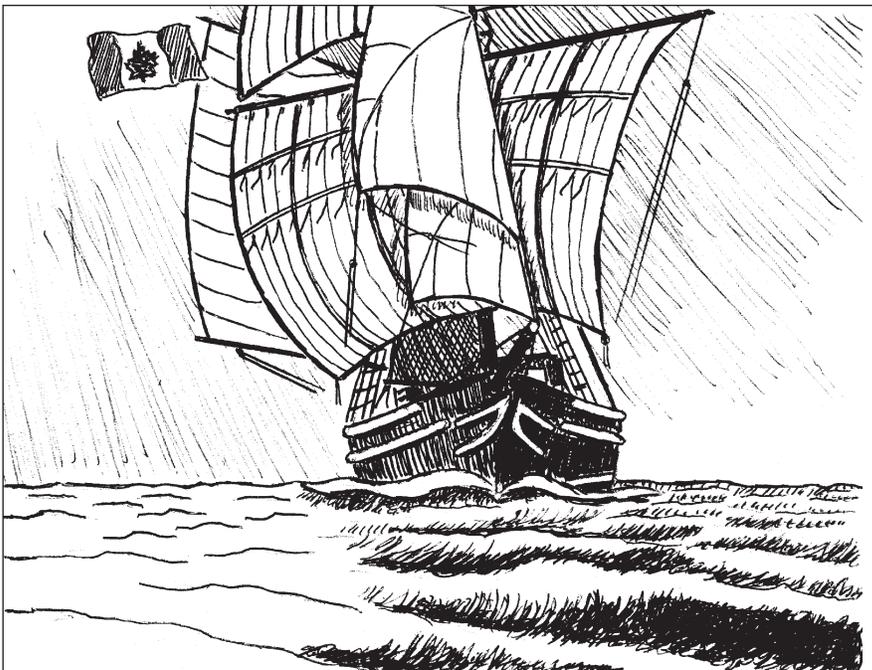
dealing with minor discipline problems in the process. Just the night before, we had our weekly Friday seamanship class and had watched in delight as a young girl had yanked three lads off their feet in a demonstration of the power and use of block and tackle.

Training continued in the practical, hands-on maintenance work every weekend aboard *Pathfinder*, *Playfair* and the cutter *Trident II*, as well as on our smaller vessels like the shallop and the three P-boats: 22-foot sailing lifeboats. There was also a long list of PO proficiency requirements, that included: 12 days sailing for 500 miles, including experience of heavy weather; able to take charge of deck work; and knowledge of rules of the road, anchoring, compass work, sailing, knots and splices and even the lead line to take soundings, among other things. It made us feel like Cape Horn veterans.

There was, however, more to it than learning all the ropes (there were nearly 60 of them around the deck). Initiative and leadership skills also required attention. It was with this in mind that I sailed on *Playfair* for the first time during a weekend Petty Officers' Training Cruise in May of 1975, headed eastwards to Newcastle. Although there was little wind, the Friday evening night watch was bitterly cold. Then we ran aground in the entrances to Newcastle and Port Darlington, before berthing in Oshawa Saturday night for shore leave. Of practice there was plenty, especially for prospective POs, as they got in the swing of things aloft, at the helm, handling mooring lines and one who took soundings with the lead line.

There were frequent Spring daysails to take out charter parties and I felt my confidence grow as I worked aloft. Ultimately health issues sunk my efforts, but didn't prevent skipping an expedition boat later for Project DARE, as well as leading Sea Scouts and running the Sea Hawks. One good example of initiative and leadership occurred during *Playfair's* first summer training cruise in 1974, Toronto Brigantine's first with a female crew. A heavy squall at night called for all hands on deck and brought swift action from her male officers. What was unexpected was the gung-ho and equally swift reaction of the young girls, as *Playfair* sailed like a race horse, the rail buried in foam. They were clearly future leaders in the making. ▲

Drawing: Jurgen Braunohler



To sail on *Pathfinder* or *Playfair* for youth 13 to 18, contact **Toronto Brigantine Inc.**
Tel: 416-596-7117
E-mail: office@torontobrigantine.org
Website: www.torontobrigantine.org

2012 OHCC Race and Events Schedule

Date	Event	Responsibility	Start
April 14 (Saturday)	Docks In. Everybody Welcome!	Adam Nicholson	9:00 am
April 21 (Saturday)	Wine and Cheese/Spring G.M.	Ralph Drake	7:00 pm
May 1	Spring/Summer Tuesday Race 1	Dave Harris	7:00 pm
May 3	Spring/Summer Thursday Race 1	Ross King	7:00 pm
May 8	Spring/Summer Tuesday Race 2	David Molyneux	7:00 pm
May 10	Spring/Summer Thursday Race 2	Scott Eckert	7:00 pm
May 12	OHCC Facility Repair & Improvement	Ralph Drake	9:00 am
May 12 (Saturday)	Multihulls Launch		
May 13 (Sunday)	OHCC/Multihulls yard configuration	D. Ross/D. Molyneux	9:00 am
May 15	Spring/Summer Tuesday Race 3	Jeff Hall	7:00 pm
May 17	Spring/Summer Thursday Race 3	Adam Nicholson	7:00 pm
May 18	Albacore Friday Night	Gordon Chu	7:00 pm
May 20 (Sunday)	Bell Buoy Tune Up and Social	Rudi Monteforte	2:00 pm
May 21 (Monday)	Victoria Day		
May 22	Spring/Summer Tuesday Race 4	Peter Hale	7:00 pm
May 24	Spring/Summer Thursday Race 4	Richard Clayton	7:00 pm
May 29	Spring/Summer Tuesday Race 5	George Roth	7:00 pm
May 31	Spring/Summer Thursday Race 5	Joshua Chiddy	7:00 pm
June 5	Spring/Summer Tuesday Race 6	Ken Clarke	7:00 pm
June 7	Spring/Summer Thursday Race 6	Paul Stillwell	7:00 pm
June 12	Spring/Summer Tuesday Race 7	Peter Brayshaw	7:00 pm
June 14	Spring/Summer Thursday Race 7	John Morgan	7:00 pm
June 15 (Friday)	Albacore Friday Night	Gordon Chu	7:00 pm
June 16 (Saturday)	Outer Harbour Federation Sail Past	OHSF	11:00 am
June 17 (Sunday)	Navy League Intro to Sailing	Allan Hall	11:00 am
June 19	Spring/Summer Tuesday Race 8	Angus Ross	7:00 pm
June 21	Spring/Summer Thursday Race 8	Mike Agrell	7:00 pm
June 26	Spring/Summer Tuesday Race 9	Abby MacInnes	7:00 pm
June 28	Spring/Summer Thursday Race 9	Doug Gordon	7:00 pm
July 1 (Sunday)	Canada Day		
July 3	Summer/Fall Tuesday Race 1	Bob Fahy	7:00 pm
July 5	Summer/Fall Thursday Race 1	Darwyne Hourie	7:00 pm
July 7 (Saturday)	OHCC Albacore Open (on Lake)	Gord Chu/Ralph Drake	9:00 am
July 10	Summer/Fall Tuesday Race 2	Alan Simpkins	7:00 pm
July 12	Summer/Fall Thursday Race 2	Frank Reid	7:00 pm
July 15 (Sunday)	Club Regatta	Webb/Nicholson	11:00 am
July 17	Summer/Fall Tuesday Race 3	Peter Suchanek	7:00 pm
July 19	Summer/Fall Thursday Race 3	Ted Rosen	7:00 pm
July 22 (Sunday)	Harbour Masters	Gordon Chu	2:00 pm
July 24	Summer/Fall Tuesday Race 4	Frank Whittington	7:00 pm
July 26	Summer/Fall Thursday Race 4	Ted Mallet	7:00 pm
July 31	Summer/Fall Tuesday Race 5	Rick Needham	7:00 pm

More to come in the next issue. A complete schedule is shown in the tool shed window at the club.