



Flotilla

April 2009

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

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2009 OHCC Executive

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Vice Commodore	Peter Brayshaw		(905) 632-8586	
Rear Commodore	Bernie Bieber	(416) 658-6053		
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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	
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Thanks for the contributions in this issue:
Bernie Bieber,
Peter Brayshaw,
Jurgen Braunohler,
Ralph Drake, Colin Field,
Alan Hall, Merv Lumley,
Angus Ross
and Peter Suchanek.

Deadline for the next issue:

Thursday, 18 June.

The new(ish) address is at the top of this page and the entire editorial staff would be, quite frankly, astonished to hear from you on time — if not before.

If you send an e-mail story to writeme@kenelliott.ca

back it up with a phone call: (416) 363-2974

Commodore's Comments

I HOPE that everyone had an enjoyable winter and is 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 19 and will continue throughout the year until October 13. This year's events include the following:

- Tuesday Night Spring/Summer Racing and Feast commencing May 5
- Albacore Friday Nights will commence May 1
- Albacore Toronto Harbour Masters series will commence on May 17
- Two Regattas : OHCC and Albacore Open
- 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 through July and August: from beginner to expert.

Sailing seminars and courses:

Ontario Sailing Association Sailboat/Water Safety and Weather Presentation on May 13
Power Vessel Operator's Permit and Toronto Port Authority Permit on May 23
See newsletter articles for further information.

We expect to have our new and improved club website online by early summer 2009! Up to date current race results and member photos will be able to be posted online. We will also have

detailed information on how our club works that will assist new members better understand our programs, facility and equipment.

This year, we are planning to buy a new, quick-launch rescue boat which will greatly improve our response time to undertake emergency rescue. This boat will also be used to supplement our committee boat for most Lake Ontario open water events and regattas.

Our existing manual launch winches will be overhauled or replaced. Winches will be repositioned to ensure easy launch and retrieval from the water. BBQ's will also be replaced this year.

The Executive decided it was time to replace the floor and wall finish in the Men's Change Room. This work will start at 9 AM on Saturday May 9 and should be completed on the same day if we have a sufficient number of volunteers. Please contact me at 416 496-0325 to confirm your participation.

The TMCC (the multi-hulls) plan to launch their boats on Sunday, May 10.

I look forward to seeing everyone on Docks-In on Saturday the 18th of April at 9:00 AM

The Wine and Cheese/Spring General Meeting event is scheduled on April, 25 at 7:00 PM. All prospective new members are welcome to attend this event.

We have put together a great program for the year 2009 and I look forward to another enjoyable sailing season on the waters of the Outer Harbour.

Ralph Drake, Commodore



Sail safe

ONTARIO Sailing will give a course on boat safety and severe weather with respect to dinghy sailing. The speaker will be Ron Bioanchi, who has extensive public speaking experience and a great deal of knowledge pertaining to weather and boat safety. The course will be held at OHCC clubhouse on Wednesday, May 13, 2009 commencing at 7:00 PM. Please confirm your attendance by contacting Ralph Drake at 416-496-0325 or email: rdrake@drake-associates.ca

Boat Safety and Severe Weather

This course will take two to two-and-a-half hours

Life Jackets - a review; lifejackets vs PFD's; inflatable PFD's; things to consider when choosing a flotation device; Transport Canada approved;

testing a lifejacket or PFD; proper maintenance of a lifejacket or PFD – when to replace it or not use it.

Cold Water Dangers and Hypothermia – what happens in cold water; cold shock; the process of hypothermia; once in the water; survival techniques; planning ahead.

Basic Boat Rescue Techniques – self-rescue techniques; recognition of emergencies; the throw line; emergency towing; man-overboard; getting people out of the water and to safety; applying first aid.

Adverse Weather - Basic understanding and assessing the potential of severe weather and sea conditions; staying informed; getting the weather picture before you go out; the many dangers of cold fronts, warm fronts, thunderstorms and squalls; personal Go-No-Go checklist when venturing out in stormy conditions.

Teaching a life-long love of sailing

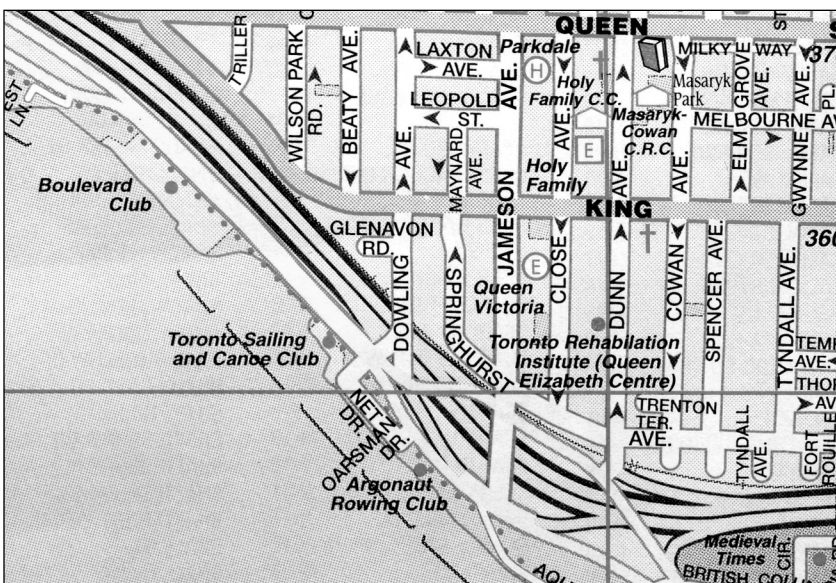
THE Outer Harbour Centreboard Club (OHCC) continues to expand its Youth Sailing Program with the Toronto Sailing and Canoe Club (TSCC). We offer quality affordable *Optimist*, White Sail and Bronze learn-to-sail programs for 7 – 17 year olds for approximately \$40 a day. Children learn life skills while earning CYA White, Bronze and Silver levels including team work and safe boating. Our partnership with TSCC makes it possible for young sailors in the east end of Toronto to graduate to a program of competitive sailing.

The programs are tailored to different age groups and skill levels. The *Optimist* Racing program is designed for youth from 10 to 15 years old who have achieved *Optimist* Skills III or White Sail III level. The Bronze Sail programs are designed for youth from 10 to 17 years old who have completed their White Sail III level. Students learn advanced sailing skills and an introduction to racing in TSCC's fleet of 420's. The Silver Sail VI and Gold Sail VII are eight-week programs designed for youth 15 to 18 years old. Students compete in multiple regattas during the summer. Racing rules and advanced tactics are taught.

OHCC is excited to offer this program to its members as well as to the members of its fellow North Shore clubs. This is our opportunity to develop the potential of our young sailors. It gives access to an excellent youth sail program in a "Development Centre" supported by the Ontario Sailing Association.

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

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Toronto, ON M6K 3C1
(416) 533-5907

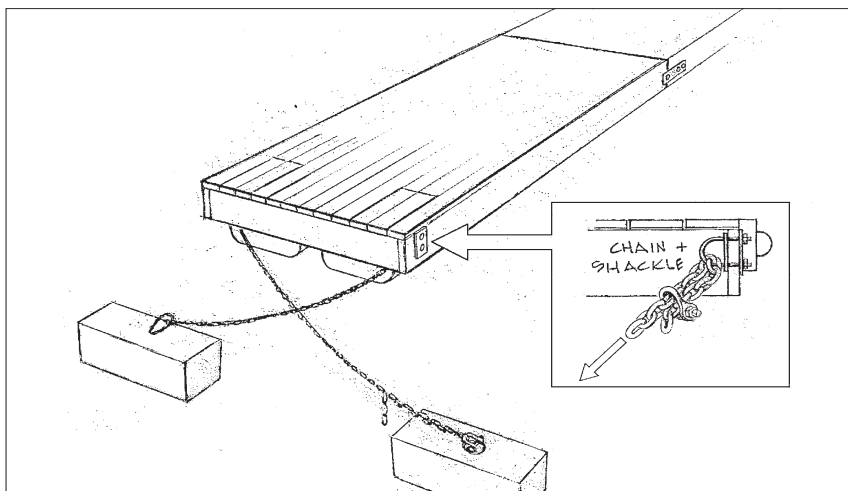


Docks-In, Docks-Out

By Merv Lumley

Ref: Article in April 2005 issue of *Flotilla*, page 5
Dock Anchoring System

1. **Check tangs on docks** and tighten bolts if loose. Remove a portion of the deck and the bumper to access bolts and to tighten nuts. This may have to be done after the docks are in the water as the tangs may not be accessible when the docks are stacked during the winter. Check connector holes for wear. Replace tangs if the connector hole is excessively worn.
2. **Tools required:** Two 1/2-inch ratchets, two 3/4-inch deep sockets, two 3/4-inch box/open end wrenches, four vise grips, two 20-foot lengths of poly rope, 1/2-inch and 9/16-inch wrenches, two fids, two chain-holding devices, 250 feet and 150 feet of rope (control lines during docks-in and docks-out).
3. **Bolts/Nuts/Washers:** 50 1/2-inch by 2-inch s.s. bolts, 50 s.s. nylock nuts, 100 s.s. fender washers, 100 s.s. washers. Replace nylock nuts in 2009 and every two years thereafter.
4. **Chains:** In 2009 add 10 feet of 3/8-inch chain to the east block of the east end dock (the chain is too short).
5. **Which dock to install first?** This depends on wind conditions and available temporary holding points. Always run two ropes (from end and middle of dock) to shore regardless of wind direction or strength.
6. **People required:** One person checks tangs, notes other repairs, and is in charge of the docks-in procedure. One person checks the condition of tires, and adds air if required. One person directs installation of sections of dock. Two per side to install connector bolts. Two to hold temporary anchor ropes to shore. Four to remove tires from anchor chains and to connect chains to docks. Two at centre anchoring points and two at end anchors. Only two people at each anchoring point as the dock sections have little buoyancy at the ends. If there are more than two people at an anchoring point, the dock will sink, making



connecting the chains to the U-bolts difficult. Two people with levers (two-by-fours) to help align holes in tangs. Eighteen to twenty people to safely handle one section of dock. Sections weigh about 800 pounds.

7. **Prepare two jacks** for the west dock and collect concrete blocks to put under jacks. The number and size of jacks depends on water level. The body of a jack is about twelve inches, with ten inch extension (screw adjustment).

8. **Docks In East Dock:** there are nine sixteen-foot sections plus ramp to shore. West Dock: there are eight sixteen-foot sections plus ramp to shore. Place section number 1 in water and tie a rope from the end of the dock to a person on shore; it may need two people under windy conditions. Place section 2 in water. Use fid to align holes in tangs. May require help to manoeuvre dock into position. Clamp tangs with vise grips for safety. Install bolts from inside (threaded end out). Connector consists (from inside out) of bolt/washer/fender washer/tangs/fender washer/washer/nylock nut. Apply anti-seize to threads. Tighten nut snugly then back off so that it is slightly loose. If the nut is too tight, it will slowly loosen and/or loosen the tang bolts. Use 3/4-inch box/end wrench on head of bolt. Use 3/4-inch deep socket on nut (outboard side). Repeat with all sections of the dock. When section 5 is in water, tie a rope to a person on land.

9. **Anchor connections:** On the east dock, anchor points are at the south end of section 1 (end of dock) and the south end of section 5.

West dock anchoring points are the same. Tie poly rope to bitter end of anchor chains for safety. Remove chains from floating tires and pull chains up to U-bolt anchor points. Anchor against the wind. Hook anchor holding devices (1/2-inch pipe with hook) to anchor chains. This takes stress off the chains and makes chain connection to U-bolts easier and safer. Connect chains to U-bolts with shackles (some chains on west dock use bolts). Remove anchor-holding devices and replace trap doors. Install ramps and Jerry's dock. Install jacks on west dock with appropriate blocks so that section 8 is level. Remove all temporary holding ropes. Store tires out of the sun.

10. **During boating season:** Check anchor chains and adjust slack per construction drawings. Remove blocks under jacks as lake level goes down during the summer.

11. **Docks-Out:** Check all eight tires and add air if required. Tires were first used during the winter of '04/'05. Connect 20 feet of poly rope to bitter ends of dock chains (down wind chains first). Tie holding ropes from end and middle of dock to shore. Remove chains and connect to rings on tires. Tires must have valve stem up. Disconnect anchor chains and connecting bolts generally in reverse order of installation. Be careful when lifting and moving sections of docks. ◻

Guidelines for OHCC Tuesday Night Feasts

THE current price for the Tuesday night dinner is \$5 — as it has been for a number of years. Last season, the club had to pick up a significant shortfall over the period. For 2009, if we do not stay within certain price limits, the cost for the dinner will have to increase to \$7 per person — with all the change-handling problems that it involves. The following guidelines are intended to help us keep the best Tuesday-night feast in Toronto at \$5 per person.

1. During the first four weeks of the season, you should count on there being about thirty to forty people for dinner. After that, you should count on about fifty. Look at how many there were at the previous week (we'll show the number on the board) and use that as a guideline. Check the weather forecast, work on the lower end of estimated numbers; if good weather, use a higher range.
2. Try to bring food that can be frozen and used in following weeks if numbers don't pan out. (This works for meat/bread/some desserts.)
3. Before buying for a Tuesday night, check to see what can be used from the fridge/freezer. This is specially true for butter, salad dressing, dessert/ice cream.
4. While we all love fancy and exotic foods, the following is an indication of prices that will help

us to stay within bounds. (I'll review for changes during the season.)

Green salad:	40c per person
Other salad:	50c per person
Bread:	40c per person
Meat:	\$2.50 per person
Wine:	\$1.00 per person
Dessert:	60c per person
Total:	\$5.40 per person (this gives some allowance for lower numbers in the early season)

Here are some comments and suggestions:

You should hold off on the exotic spices and ready-prepared meats if the per person price goes well over the suggested budget.

Wine: look at some of the Argentina/Chile/Italian wines as being of good value. Malbec in particular is both tasty and inexpensive. Check the 1.5 litre bottles as they can be very good value. We normally get the equivalent of three 750ml reds and two 750 ml whites, with and extra red if the summer numbers seem to be going high. See the list below of suggested wines.

Carry a lot of \$5 bills and sign up to bring one of the meal items.

Angus Ross

Chief money-collector for Tuesday Night Feasts.

Wine suggestions — and all under \$10 a bottle

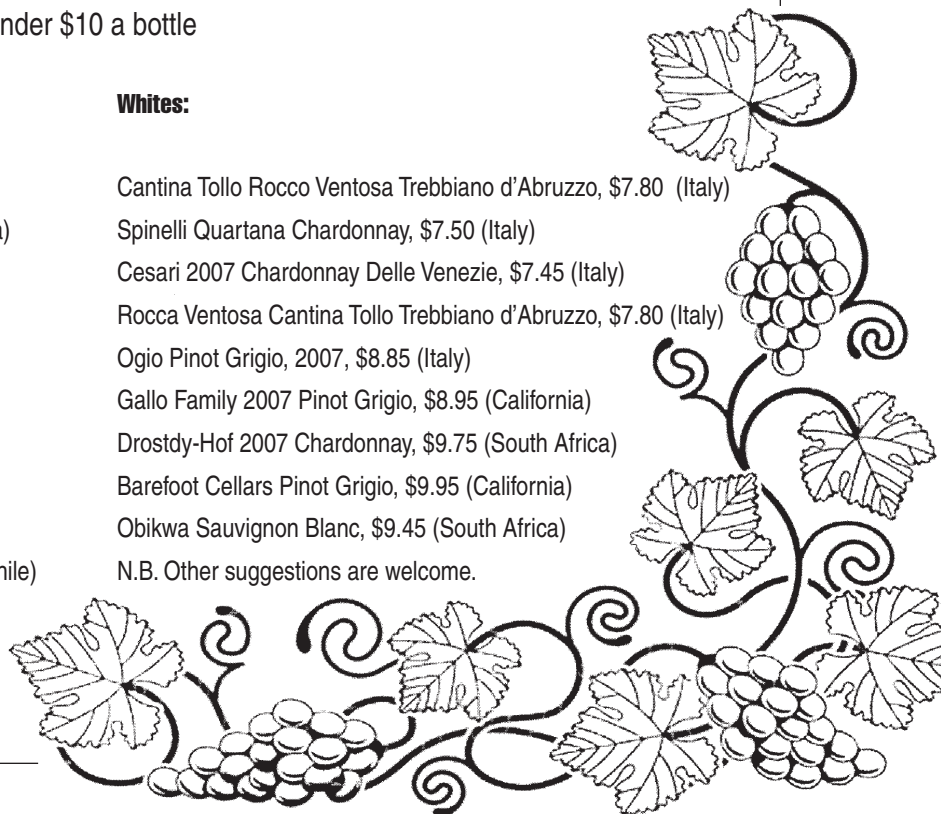
Reds:

Spinelli Montepulciano d'Abruzzo, \$7.50 (Italy)
 Zuccardi Fizion Shiraz Malbec, \$7.45 (Argentina)
 Cesari Merlot, \$7.45 (Italy)
 Citra Sangiovese Terre di Chieti, \$7.45 (Italy)
 Farnese Montepulciano d'Abruzzo, \$7.55 (Italy)
 Alliance Foral Douro, \$8.50, (Portugal)
 Ogio Primitivo, \$8.85 (Italy)
 Santa Julia Malbec, \$9.00 (Argentina)
 Marcus James Malbec, \$9.25 (Argentina)
 Tarapaca Cabernet Sauvignon Merlot, \$9.90 (Chile)
 Mezzomondo Sangiovese Merlot, \$9.80 (Italy)
 Cono Sur Merlot, \$9.95 (Chile)
 Argenta 2007 Malbec, \$9.85 (Argentina)

Whites:

Cantina Tollo Rocco Ventosa Trebbiano d'Abruzzo, \$7.80 (Italy)
 Spinelli Quartana Chardonnay, \$7.50 (Italy)
 Cesari 2007 Chardonnay Delle Venezie, \$7.45 (Italy)
 Rocca Ventosa Cantina Tollo Trebbiano d'Abruzzo, \$7.80 (Italy)
 Ogio Pinot Grigio, 2007, \$8.85 (Italy)
 Gallo Family 2007 Pinot Grigio, \$8.95 (California)
 Drostdy-Hof 2007 Chardonnay, \$9.75 (South Africa)
 Barefoot Cellars Pinot Grigio, \$9.95 (California)
 Obikwa Sauvignon Blanc, \$9.45 (South Africa)

N.B. Other suggestions are welcome.



Rear Commodore

AHOY Fellow Sailors!

As I eagerly await the start of the 2009 sailing season it is my pleasure and my duty to appoint the honourable race committees.

Last year, you might recall, several people designated for race committee on certain evenings failed to appear. Nor did they arrange for a replacement! Nor did they inform anyone else! Thus we had to start far too many races with the help of a rabbit.

In order to encourage you to show up for race duty this year, I decided to increase the **show-up** reward as well as the **no-show** penalty, from one to three points.

As such, a no-show will be rated as last place plus three points. Please remember that after all, it's only once a season you have to do it; and by doing your job and conducting the race it will be rated as a **win** for you, minus three points.

Consequently, there is a SIX point difference for missing a duty or showing up as planned.

This might be the difference between having a trophy in your house — or in someone else's.

Important: if you are *not* able to show up, it's your responsibility to find a replacement; and please don't call me, just look up in your race schedule who is on duty next race, then give a call and ask to swap — easy, isn't it?

Please familiarize yourself with the race schedule and mark the date in your calendar.

2009 will be a very eventful season: we will be starting off with safety training, and then there will be a power vessel operator's permit course in May. Please take advantage of these courses for your safety — and that of your fellow sailors.

Theoretical and practical race training for everybody will be provided in June. This will fine tune your racing skills or maybe just improve your pleasure-cruising knowledge.

Please see the attached race and events schedule to help you plan your summer.

Bernie Bieber

Power Operator's Permit

THE OHCC executive is pleased to announce that again this year the Toronto Port Authority (TPA) has agreed to conduct its Power Vessel Operator's Permit course at the OHCC premises. As many members know, it is a requirement of the Toronto Port Authority that anyone operating a motorized vessel within the boundary of the Port of Toronto must possess a Power Vessel Operator's Permit issued by the TPA. This permit is different from the Pleasure Craft Operator Card required for general motorized vessel operation elsewhere in Canada.

The course will take place on Saturday, May 23, 2009, starting at 10:00AM. There will be a lecture, roughly about an hour in length, followed by a multiple-choice exam and a short, on-water boat operating competency test. The fee is \$20.00 per person, payable on the morning of May 23, 2009. To register, contact me, Peter Suchanek, at 416-458-9199 or suchanek@ca.inter.net.

Marine Radio Operator's course

The committee boat is equipped with a VHF radio. The VHF radio has a Digital Selective Calling (DSC) emergency button that if pressed will dispatch a distress signal to the Canadian Coast Guard immediately initiating search and rescue effects. Last year, efforts to obtain a radio operator's course for OHCC members proved unfruitful. The main difficulty was, ironically, that most radio operator courses are not offered

during the sailing months. As a point for those interested, however, this year the Toronto Power and Sail Squadron will offer the VHF-DSC course for \$85.00 per person (\$65.00 for Power Squadron members) over three evenings: May 4, 12 and 14, 2009 with testing during the third session. The course will be held at Forest Hill Collegiate, 730, Eglinton Avenue, West, Toronto from 7:00-9:30 PM. The Maritime Radio Course teaches emergency radio procedures, as well as everyday operating. The course also prepares one for the Restricted Operator Certificate (Maritime) with DSC Endorsement examination. The ROC(M) is required to operate a VHF radio in Canada.

To register, contact the Toronto Power and Sail Squadron directly by calling 416-405-8146 or go to http://www.torontopowersquadron.org/courses/eng/mar_radio.htm <http://www.torontopowersquadron.org/courses/eng/mar_radio.htm>

Although federal regulations restrict the operation of a marine radio only to persons who hold a maritime radio operator's certificate, familiarity with the VHF radio is important for anyone operating the OHCC's committee boat. On Saturday, May 23, 2009, at approximately 1:00 PM or thereabouts following the PVOP Toronto Port Authority exam, there will be a short demonstration for anyone interested in learning more about the committee boat's VHF radio and the DSC emergency button. It's the red one, encased by a plastic cover.

Peter Suchanek

Guess Who

By Colin Field,
Editor of Mountain Life Magazine, Collingwood

THE North Chair at Blue was a quiet place that Wednesday morning. The previous afternoon had been warm and sunny and the snow had taken on the slushy wetness of spring. But when the temperature plummeted overnight, a thick sun crust formed leaving something more like a skating rink than a ski hill.

The only people I meet on such days are those I like to call, with the utmost respect, 'the old-timers.' They know every trail name, every chair lift and every liftie. And they are out there every single day regardless of conditions. As I hiked up from the North parking lot I heard one of these old-timers yelling to no one in particular. "It's too icy," she was screaming. "Icy! It's too icy!" She was standing at the bottom of the hill, waving her poles in warning. She looked unsteady on her skis and was obviously not going up the chair again. It felt like a bad omen. She shook her head at me as I threw down my skis and stepped in anyway. And as I skated to the chair, my blunt edges slipping all over the place, I thought to myself that maybe, just maybe, she was right.

Riding up the lift I nodded to another lady old-timer on my right and tried to spark some conversation about the conditions.

In her matching one-piece maroon suit and a face that was wrinkled with more turns and more

skiing wisdom than I can ever hope to attain, she didn't hesitate: "There's good snow on the edges." Her response baffled me and we rode the rest of the way in silence. On the way down, I realized why the first woman had yelled at me. It was icy! I bombed down Little Devil faster than I should have, trying desperately to hold an edge the whole way down but barely holding on. As I rounded the bend, almost totally out of control, I saw something I couldn't believe: in the corner of my eye, there was the lady I'd ridden up with, making beautiful turns as if she were in buckle-deep powder. And she was ahead of me! Next run down, I skied where I had seen the old-timer in question, but found more of the same. Ice, ice and more ice. And once again, she gracefully beat me down the hill. If there's one thing to learn from the early-morning old-timers of the North Chair, it's that optimism is a state of mind. There are a many reasons not to get out there: frail bones, thin blood, terrible conditions and frigid temperatures. But watching that woman, who must spend more time on skis each year



than many of us have in the past six or seven, I couldn't help but think to myself that she had it made. I can only hope that when my face is as wrinkled as hers I can find the optimism to find fresh snow where there is none. Here's to the North Chair old-timers! 🍎

Vice Commodore's Report

FOR years I've written about the concept of Lake Ontario Park (LOP) which politicians and planners fostered upon us. The seeming endless number of meetings with other stakeholders, consultants paid with tax dollars and a succession of officials of Waterfront Toronto and its predecessor body, all of which had alternative plans for the site which we have occupied for about 40 years. But at last things appear to be headed towards our former years of slumber, for despite still not having a written lease from the City, though we do pay rent, it appears that the North Shore area on which we reside has now been assigned a low priority for re-configuration, with WT assigning its funds and efforts to cleaning up Ashbridges Bay/Coates Cut, a wave deck at Parliament Street, Direct Energy Centres (heating and cooling for new waterfront neighborhoods) and construction along the central waterfront.

The Outer Harbour Sailing Federation (OHSF) is attempting to negotiate a 10 – 20 year lease with the City for our existing site including access

to the water, but there are delays occasioned by communication between WT and the City. I hope, when I next have to write about the LOP or a lease, it will be to announce matters of our location are finalized for the next 10 – 20 years.

The major recreational centre buildings planned by WT for the area bounded by Cherry Street and Regatta Road and North of Unwin are now deemed impractical as a result of site test drilling. The final Portlands Business and Development Plans for the former TEDCO lands North of Unwin have still not been finalized or presented to the Portlands Action Committee, so this area remains in a state of flux.

MPAC, the body that assesses the value of all Ontario properties for municipal tax purposes, has issued new valuations for all the Toronto Yacht Clubs, which if unchallenged, will result in approximately a 700% rise in municipal taxes. Through the Council of Commodores, of which both this club and the OHSF are members, this increase is being challenged, utilizing a lawyer and consultants. OHSF and all the other effected clubs have each allocated \$2,500 towards professional fees/costs.

Peter Brayshaw

Survey by Seaboat

By Jurgen Braunohler

ONE has to imagine the scene aboard HMS *Prince Regent* at Kingston, Ontario in 1816 and the animated discussion that took place below decks. Captain William Fitzwilliam Owen, Chief Hydrographer in charge of the Great Lakes Survey, begun the previous year, had arrived in search of an assistant. His prospect, twenty-one-year old Midshipman Henry Wolsey Bayfield, was reluctant. Give up this big, 58-gun frigate and prospects for advancement for the hardships and low pay of a nautical surveyor? Yet *hydrography*, the measurement and charting of earth's surface waters had come into its own after centuries of trials, with the Great Lakes as one of the first major surveys Britain's Royal Navy conducted abroad, after the War of 1812.

Like many boys, Bayfield had joined the navy at nearly age eleven and had seen action in the Napoleonic Wars. The end of that conflict found him serving with the flotilla on Lake Champlain before his transfer to the *Prince Regent*.

Captain Owen was so impressed with the lad's penmanship, neat logbooks and disciplined habits, that he persuaded the young man to become a hydrographer. Henry soon began to learn this trade aboard HMS *Star* that very year as acting lieutenant, during the survey of Lake Ontario and the St. Lawrence River. His arrival was timely, as Owen was suddenly recalled to England the following year, leaving Bayfield in charge.

After two years of charting Lake Erie, the young lieutenant and his assistant, Phillip Collins, sailed to Penetanguishene to begin work on Georgian Bay and Lake Huron. This was arduously done in open boats from the town's

naval base, and tenting ashore under the sails. In Bayfield's words, they had "two boats, not larger than ships' cutters": six-oared craft into which several weeks of supplies went, with no places to re-provision along the way. Hot nights and mosquitoes, freezing autumn weather, strong winds and boisterous conditions marked the four years of that survey, followed by three more on Lake Superior.

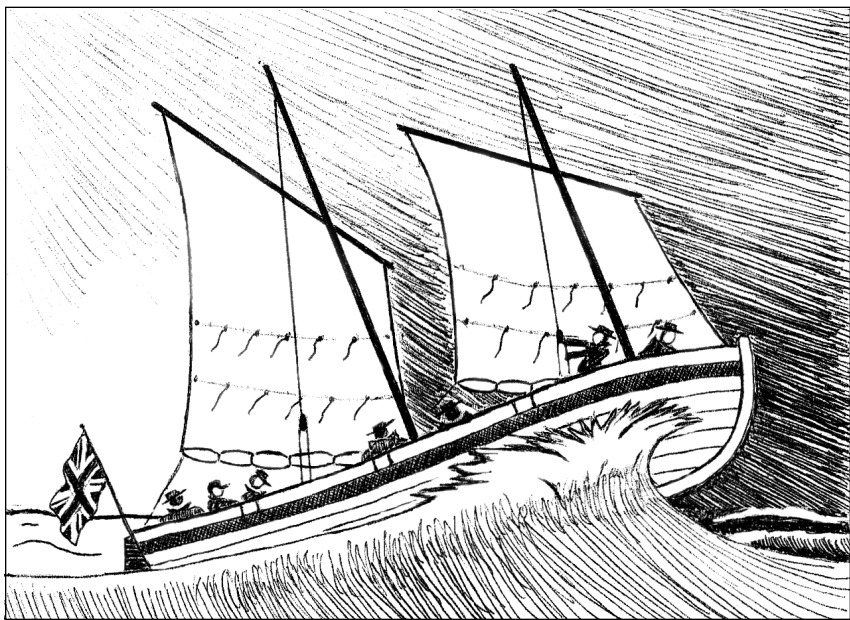
In 1826, Bayfield was promoted to commander and convinced the Admiralty of the need to chart the St. Lawrence River from Montreal to Newfoundland. Few can imagine the fears of captains who navigated the Great Lakes or St. Lawrence at a time without lights, buoys, beacons or charts, especially at night.

Yet in spite of construction of a large schooner, the *Gulnare* for his work, Bayfield still relied on the 25-foot-cutter, even after becoming captain. It was widely considered the seaboat of choice: robust and a good sailer, with a two-masted dipping lug rig that was awkward to handle but easy to stow when shipping oars. With it one could chart shoal waters with polaris, compass and sextant; carry theodolite and tripod ashore; and use the sailor's leadline for sounding the depths.

Things didn't get easier. After an outbreak of cholera in Quebec kept his crew aboard ship, he took the two cutters down the St. Lawrence, loaded with provisions, tents, instruments, leadlines, anchors and cables. Around Anticosti Island, strong winds brought in a heavy swell and fog, even kept them storm-bound for a few days. Bayfield found these boats: "... will bear a very considerable sea in safety if ably managed." Toughened by years of adversity in these craft, and even winter surveying in tents, he lasted better than many of his crew who caused him problems with insubordination, drunkenness and desertion — to say nothing of his pay cuts by the Admiralty.

By 1856, he had charted most of the Great Lakes and St. Lawrence River, as well as parts of the east coast. The hard-working man showed no signs of quitting and it may have been because of this that he was promoted to rear admiral in 1856, which required him to give up the field work. In 1867, four and a half months after Confederation, he was made a full admiral. Long since married and with six children, Bayfield lived until 1885.

A tragedy three years earlier, the sinking of the steamship *Asia* in a storm on Georgian Bay with the large loss of life, spurred the founding of the Canadian Hydrographic Association. It has continued to update Bayfield's charts on a regular basis for the safety of mariners. 🌀



Drawing: Jurgen Braunohler

2009 OHCC Race and Events Schedule

Date	Event	Responsibility	Start
April 18 (Saturday)	Docks In. Everybody welcome!	Bernie Bieber	9:00 am
April 25 (Saturday)	Wine and Cheese/Spring G.M.	Ralph Drake	7:00 pm
May 5	Spring/Summer Tuesday Race 1	Dave Harris	7:00 pm
May 7	Spring/Summer Thursday Race 1	Ross King	7:00 pm
May 10 (Sunday)	Multihulls launch		
May 12	Spring/Summer Tuesday Race 2	George Wilson	7:00 pm
May 13 (Wednesday)	OSA Boat Safety and Weather Presentation	Ralph Drake	7:00 pm
May 14	Spring/Summer Thursday Race 2	Scott Eckert	7:00 pm
May 18 (Monday)	Victoria Day		
May 19	Spring/Summer Tuesday Race 3	Jeff Hall	7:00 pm
May 21	Spring/Summer Thursday Race 3	Adam Nicholson	7:00 pm
May 22	Albacore Friday Night	Gordon Chu	7:00 pm
May 23 (Saturday)	Power Vessel Operator's Permit	Peter Suchanek	9:00 am
May 24 (Sunday)	Bell Buoy Tune Up and Social	Rudi/Linda	2:00 pm
May 26	Spring/Summer Tuesday Race 4	Ken Browne	7:00 pm
May 28	Spring/Summer Thursday Race 4	George Wilson	7:00 pm
May 30	Contender Saturday	Stephanie Mah	11:00 am
May 31 (Sunday)	Harbour Master Race	Gordon Chu	2:00 pm
June 2	Spring/Summer Tuesday Race 5	George Roth	7:00 pm
June 4	Spring/Summer Thursday Race 5	Joshua Chiddy	7:00 pm
June 9	Spring/Summer Tuesday Race 6	Ken Clarke	7:00 pm
June 11	Spring/Summer Thursday Race 6	Peter Brayshaw	7:00 pm
June 16	Spring/Summer Tuesday Race 7	Paul Stillwell	7:00 pm
June 18	Spring/Summer Thursday Race 7	Jason Roth	7:00 pm
June 20	Contender Saturday	Stephanie Mah	11:00 am
June 23	Spring/Summer Tuesday Race 8	Angus Ross	7:00 pm
June 25	Spring/Summer Thursday Race 8	Mike Agrell	7:00 pm
June 26 (Friday)	Albacore Friday Night	Gordon Chu	7:00 pm
June 30	Spring/Summer Tuesday Race 9	Abby McInnes	7:00 pm
July 1 (Wednesday)	Canada Day		
July 2	Spring/Summer Thursday Race 9	Doug Gordon	7:00 pm
July 4 (Saturday)	OHCC Albacore Open on Lake	Gordon Chu	9:00 am
July 5 (Sunday)	Contender Sunday	Stephanie Mah	11:00 am
July 7	Summer/Fall Tuesday Race 1	Bob Fahy	7:00 pm
July 9	Summer/Fall Thursday Race 1	Darwyne Hourie	7:00 pm
July 14	Summer/Fall Tuesday Race 2	Alan Simpkins	7:00 pm
July 16	Summer/Fall Thursday Race 2	Frank Reid	7:00 pm
July 19 (Sunday)	Club Regatta	Webb/Bieber	11:00 am
July 21	Summer/Fall Tuesday Race 3	Peter Suchanek	7:00 pm
July 23	Summer/Fall Thursday Race 3	Ted Rosen	7:00 pm
July 28	Summer/Fall Tuesday Race 4	Frank Whittington	7:00 pm
July 30	Summer/Fall Thursday Race 4	Neil Smith	7:00 pm
July 31	Albacore Friday Night	Gordon Chu	7:00 pm

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