



Flotilla

January 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	
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Property (Boats)	Rick Needham	(416) 365-7360	
Yardmaster	John Kiwi Reynolds (416) 766-9987		
	Clubhouse (416) 465-1234		

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

Deadline for the next issue:
Thursday, 19 March.

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 — or even 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 everyone had a very Merry Christmas and a happy holiday season.

Again this past season, we had a fine year of sailing, and with our membership reaching full capacity. I would like to thank everyone who contributed their time and efforts to our club's successful programs for 2008.

The Docks-Out event was well attended as usual and the work was completed expeditiously. Our clubhouse and other buildings are now boarded up and all the equipment is stored and winterized. After Docks-Out we held the OHCC Annual General Meeting that included the election of the OHCC 2009 Executive. The previous Executive was unanimously re-elected, each person agreeing to stay on for another term.

The 36th OHCC Annual Dinner Dance was held at Ashbridges Bay Yacht Club for the conclusion of the 2008 season. Bernie Bieber (Rear Commodore) did an excellent job presenting the yearly awards and I would also like to thank Kiwi for assisting with ticket sales.

I would like to welcome all the new members and associate members who have joined our club this past year. We hope that you will always feel at home at OHCC and enjoy the time spent.

We will continue to offer a full learn-to-sail program for children and teenagers by working

in conjunction with Toronto Sailing and Canoe Club. We will be able to provide learn-to-sail programs all summer long for youngsters from seven years to seventeen years of age. The Kids/Youth camps will range from Learn to Sail, White Sail up to Gold Sail. Contact Alan Hall, 416 571-9105 for further details.

Our Executive has already started planning for the 2009 OHCC events. Our sailing programs and facility improvements can be accomplished only by the help from our many volunteers. Please give some thought on where your interests and skills might contribute towards maintaining and improving the club's buildings, grounds and activities.

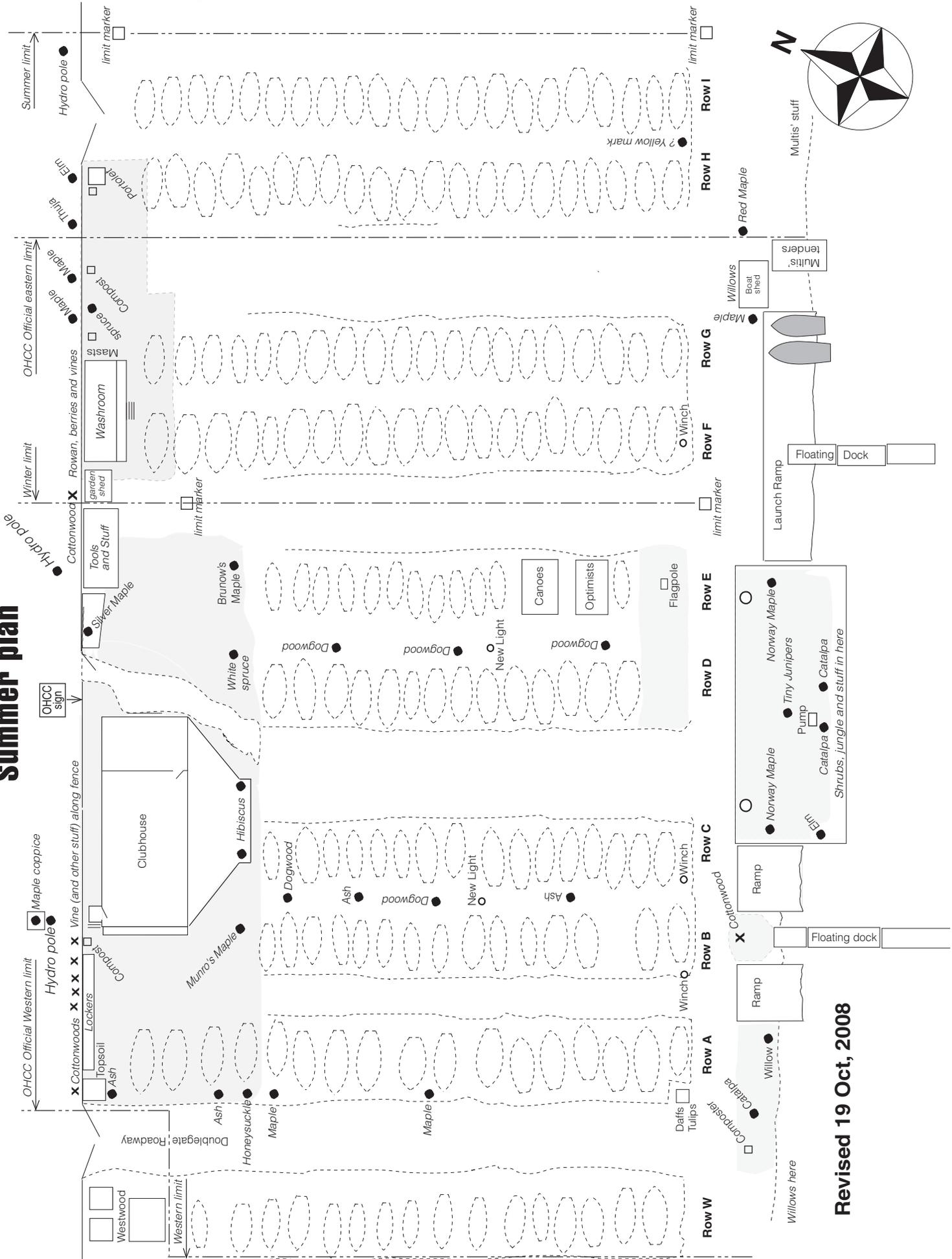
Ralph Drake, Commodore



Illustration: L. Ciennell



Summer plan



Revised 19 Oct, 2008

Berth Marker Saga

By Ken Browne

A Saga? What's to know about Berth Markers? Why do I need to know? Well, this could be a reaction by any old member (say one of a couple of years), so I'm writing this for the NEW member who doesn't know why or where or what, but has been assigned some sort of location where to put his boat and dolly.

A little scenario is worthwhile: the new member comes down to join us mid-summer; gets assigned to a particular location in, say, Row H. As far as he knows, his boat could stay there all year, because he elected to pay for winter storage. Little does he know that sometime in the fall, he gets turfed out of his spot, and jammed (and I mean jammed) into a vacant space in some aisle to the west. The explanation is that our club has a deal with our neighbours to the east (the Multihulls). We get to use, in summer, part of their property because we dry-sail, that is, we keep our boats on land.

The Multihulls, in summer, are nicely moored in the bay to the east of us. Come haul-out time, they get lifted ashore and use part of our OHCC area. In winter, those vessels rest in cradles, right over to our big tool shed area. Take a walk from that shed down Row E and you will notice two square yellow slabs delineating the Multi's western winter limit. To the east, by Row I, you will see similar squares, limiting our eastern summer limit.

(Here, you can take a pause for a coffee, supper or whatever; this is just too exciting to absorb all at once.)

In an attempt to attain some semblance of order, many years ago we nailed some small aluminum plates, painted yellow, so that you, the new member, would know where to park your boat. Being new, you didn't recognize that one plate looks like the next — and you merely took an open location.

But the plot thickens: the multihull launch day in any particular year could be really wet (and it often was) and the mobile crane and its heavy load often managed to hide or even relocate the plates. So you, the new member, had a hard time finding anything. Membership secretary, Doug

Gordon, had to spend considerable time checking whether you were in the right spot — or even if you were still a member. Doug had a hard enough time convincing folks (old as well as new) to affix their boat stickers to their transoms.

Enough frivolity! We have progressed. Rows H and I now have red markers with numbers on top in white. You have no excuse! Rows F and G have the 5, 10, 15 and 20TH done in concrete so you'll have to ad-lib if your spot is in between.

Yes, the crane will adjust them but with less damage. Yes, we'll finish the other rows someday. Kiwi Reynolds and I are committed!

You still with me?

A comment or two about your berth: this wonderful marker that you now recognize, is the center line of your boat's parking area, not a corner. Please try to aim your boat/dolly in line with it. You have a space seven feet six inches wide by twenty feet long. (This size does not apply to row E as it was originally laid out for smaller boats.) Do try to stay within your area; it's a neighbourly thing to do.

You might even like to landscape your spot by putting down small patio stones under the wheels. It almost guarantees easy and accurate parking.

That's it for now but please stay tuned for the sequel to all this: the pleasures of Docks-In next April and Docks-Out in October following.

LOCKIT and stickit: in the interest of keeping everything in our club safe, sound and secure, it is a matter of utmost importance that all gate and door locks should be scrambled immediately after opening. For obvious reasons, to leave them displaying our secret combination numbers might have unfortunate consequences later in the season. It's happened in the past.

Furthermore, after paying your membership fees, you'll get labels for your dinghy and locker. Please stick them on — soonest. That one for the dinghy transom is most important, particularly in the winter, so that weekly visits by our yard master or security team may identify a boat that is in need of care and attention, and the owner is promptly informed. That, too, has happened quite often: in really bad weather, dinghies have been blown off their trailers, or tarps were inundated and collapsed by weight of water or snow. ◀



Children and Youth Sailing Camp

We offer quality affordable *Optimist*, White Sail and Bronze learn-to-sail programs for about \$40 a day, from 9 am to 4 pm, with earlier drop-off and later pickup available. Children must be able to swim. Wait until early February, and visit www.sailohcc.ca for rates and registration forms; or call (416) 571-9105.

Learn life skills, team work and safe boating with certified instructors.

Full day: ages seven to seventeen, during July and August.

Sail programs: White, Bronze, Silver and Gold.

This program is certified by the Canadian

Yachting Association and is sponsored by The Outer Harbour Centreboard Club in conjunction with the Toronto Sailing and Canoe Club.

Vice Commodore's report

THE neverendum saga of Waterfront Toronto (WT) plans for the Lake Ontario Park as it concerns the area around us, continues. Originally, the stakeholders (the Outer Harbour Sailing Federation or OHSF) were to have sight of the final plan, although just an outline, with some of our concerns such as public access, to be left until nearer implementation in five to ten years, but as yet no firm date has been advised. Now, some of the neighbouring clubs: WaterRats and Hanlans, who know from published plans they are going to have to relocate, have individual leases with six-month eviction clauses. The remaining five clubs, of which we are one, located on land covered by one OHSF lease, still do not have a lease as it is hoped to negotiate a renewal without the six-month eviction clause. Meanwhile, we pay rent to the City at \$3,000 per acre, less a 25% discount for lack of services, plus municipal taxes, so we are unlikely to be requested to move.

Unlike the Olympics, Toronto's bid for the 2015 Pan American Games will likely not affect us, as apparently the bid envisages using existing sporting facilities in different cities. It appears Kingston has applied for the sailing site and St. Catharines will likely deal with rowing.

The land to the North of Unwin Avenue was formerly administered by TEDCO on behalf of the City. These management duties have now

been taken over by WT and there is a meeting of the Portlands Action Committee at which Raffi Bedrosyan, Director, Port Lands Development, WT will present the Port Lands Business and Implementation Plan. The meeting will be held on 15th January at the Ralph Thornton Community Centre, 765 Queen Street E. from 7:00 to 9:00 pm and all are welcome. It would be great if a number of our members could attend to demonstrate our interest.

There is a note of an advertisement for our Junior Sailing Program, that is destined for a City parks and Rec's brochure, which appears here on page 3 of *Flotilla*. The specific pricing and the forms mentioned on the web site will not be available until late January/early February. This year, the Portlands Action Committee will assist with the publicity, so we are hoping to increase the number of participants, especially for the seven to ten age category who will use the club's *Optimists*. At present this program is offered in conjunction with Toronto Sailing and Canoe Club and will be held on their premises. We hope that if the numbers can be increased in future years, we can bring the program back to our location. Therefore please tell all your friends about the program and ask them to book through us.

Wishing you great sailing in 2009!

Peter Brayshaw

Fundraiser



THE Seventh Annual Celebration of Sailing fundraising dinner will be held on February 28, 2009 at The Boulevard Club, Toronto. Doors open at 6:00pm with dinner at 7:00pm.

The evening will be a fun-filled time with both a live and silent auction, a great speaker and fabulous door prizes. Live auction items and silent auction items will be provided by both an auction house and supporters from the marine industry. Proceeds from the evening go to support the development of sailing in Ontario.

Ontario Sailing is proud to present **Doug Leigh** as our keynote speaker this year. Mr. Leigh is clearly recognized as Canada's premier skating coach and is internationally acclaimed as a leader in the field. He has coached World Champions and Olympic Medalists Brian Orser and Elvis Stojko, two-time World Bronze Medalist Takeshi Honda and has coached skaters to over 150 National and International Medals. Doug Leigh began the Mariposa School of

Skating (currently in Barrie) in 1973 and has established it as one of the major skating facilities, both in Canada and the world. His coaching success is driven by the motto, "It can be done!"

There will also be a special recognition of 2008 Olympic sailors and coaches from Ontario during the evening. Come to show your support and let them know how proud we are of them!

As a great way to recognize past and present Olympians we will also have information available that night about an exciting book being published entitled *Canada's Olympic Sailing Legacy, Paris 1924 to Beijing 2008*.

Tickets are \$125 per person, with a tax receipt of \$50, and can be purchased by contacting me, Shauna Cartlidge, at 1-888-672-7245 ext. 221 or faxing the Ontario Sailing Ticket Order Form to 1-877-677-7275. We hope to see you there!

Shauna Cartlidge, Ontario Sailing

Rear Commodore

AHOY fellow sailors! Indeed the 2008 sailing season was most remarkable:

All in all we had deplorable wind conditions, and many cancelled races — mostly due to those weird wind conditions. And, sadly, due also to many no-shows on the race committees.

I agree the new battleship isn't easy to handle and it ain't as much fun as sailing. However, as a self-help club, it shouldn't be too much to ask for you to be on race committee just once in the

season; and cutting the grass, supplying food for the Tuesday Nights Feasts, Docks-In and Docks-Out — these are all pleasures included in your yearly membership fee.

When you take a closer look, participation is what our lively club is all about. In a nutshell: please give this Rabbit a break.

Think Spring! I hope to see you all soon on the water — that's to say: in the Committee boat.

Bernie Bieber

2008 Race Results (in brief)

	505	Pos.	Albacore	Pos.	Contender	Pos.	Miscellaneous	Pos.
Spring	Angus Ross	1	Dave Harris	1	Frank Whittington	1	Jim Erven	1
	Mike Agrell	2	Adam Nicholson	2	Neil Smith	2	Doug Gordon	2
	Paul Stillwell	3	Ross King	3	Bernie Bieber	3	Bob Fahy	3
Fall	Angus Ross	1	Dave Harris	1	Frank Whittington	1	Jim Erven	1
	Paul Stillwell	2	George Wilson	2	Neil Smith	2	Doug Gordon	2
	Mike Agrell	3	Ross King	3	Rick Needham	3	Ted Rosen	3
Bell Buoy Tuneup	John Martin	1			Club Championship		Neil Smith	1
	Alan Simpkins	2				Mike Smits	2	
	Roger Martin	3				Roger Martin	3	
Round The Finn	Darwayne Hourie	1			Dufferin Bell Buoy		Neil Smith	1
	Rudi Monteforte	2				Frank Whittington	2	
	Bernie Bieber	3				Alan Simpkins	3	

Five-O-Five *(From the Archives)*

505

THE development of this class began at the IYRU trials in 1953, at La Baule, to find the best possible two-man centreboarder. The *Coronet* showed clearly superior to all competitors.

The Caneton Association, the most important small boat racing body in France, asked the designer of *Coronet*, John Westall, if he could modify her to suit their needs. Reducing the overall length, lightening the hull and modifying it considerably, together with cutting the sail area to fourteen square metres, produced a new design which retained the good features of the larger craft. By a remarkably far-sighted decision,

members of the Caneton Association, at the next AGM in Paris, voted unanimously to adopt the new class, and the *Five-O-Five* was born!

With strong organization already existing in France, the 505 started life on an International basis. It expanded rapidly and in November, 1955 the IYRU accorded it International status. Fleets developed in many parts of the world, most of these are still very active today, and 18 countries have active fleets. By last year, some 8930 boats had been registered worldwide.

Although any material and construction may be used, current boats are now of carbon fibre and epoxy resins. The hull shape is strictly controlled, with minimum weights both for the bare hull and the complete boat in sailing trim. ☐

Sea Cadets

By Jurgen Braunohler

"LEFT!... Left!... Left! Right! Left!"

I held my breath as the column of twenty-one Royal Canadian Sea Cadets halted right in front of me. They were an impressive sight, in their smart blue uniforms and naval caps. With the familiar shrill of a bosun's pipe, they dispersed for a break that would be followed by more lessons on this Tuesday night mid-winter class. In the most comprehensive nautical program ever, the lessons cover everything from knots and navigation to the Pleasure Craft Operator's Card (the power boat license) and knowledge about the Canadian Navy. Moreover, teenagers age 12 to 18 get the training for free, courtesy of the Navy League (with kids as young as nine) and the Department of National Defense.

Before the youngsters, of both genders, can move on to more exciting and adventurous things, they must show an ability to follow orders and focus on the task at hand. This is a safety issue that every sailor and boater must come to terms with and the Sea Cadets waste no time. With the class dispersed, a squad of five fast-marched to the middle of the school gym for rifle drill. In the middle of presenting and shouldering arms (not loaded), the occasional giggles gradually gave way to a calm and rock solid air of professionalism. Every corps, including the Army and Air Cadets, follows this up with leadership training to produce motivated kids who know what they are doing.

Inevitably, summer comes around and the action moves onto the water, as with the Captain

Kidd Sea Cadets of Elliot Lake last year. With the arrival of the mobile sailing program and its staff and boats from Sudbury, eighteen teenagers met at the cadets' Sail Center on the shore. Soon, eight little Echo Class dinghies tacked their way out to open water and were met by the older cadets who had waded out from the beach. Right into the midst of the bucking dinghies they went, in a show of leadership to help those youngsters who had trouble getting it right: speak of unsnarling a traffic jam.

Aside from the dinghy sailing courses, which are taught to Canadian Yachting Association standards (Sea Cadets can qualify as instructors), there are three other phases to this program: music, physical fitness and gunnery, as well as seamanship. A Cadet is exposed to all of these and may progress from Ordinary to Leading Cadet before becoming a Petty Officer. Sailing and adventure training also take place at the popular summer camps the youngsters attend every year after going through the local program, offering just a taste of the exciting military life.

Perhaps the most illuminating event is the public Annual Review Parade held every June. For it is here that the Cadets are at their best and most numerous: the marching band; the drum line; the semaphore and flag signalers; the awards for those who have achieved; and the events of the past year that may have included an orienteering or shooting competition, a winter survival course, a sailing regatta or visit aboard a warship. All of this highlights the goals of the Sea Cadet program since 1910: *to develop in youth the attributes of leadership, engaged and active citizenship and physical fitness, all within a safe environment that stimulates an interest in the Canadian Forces.*

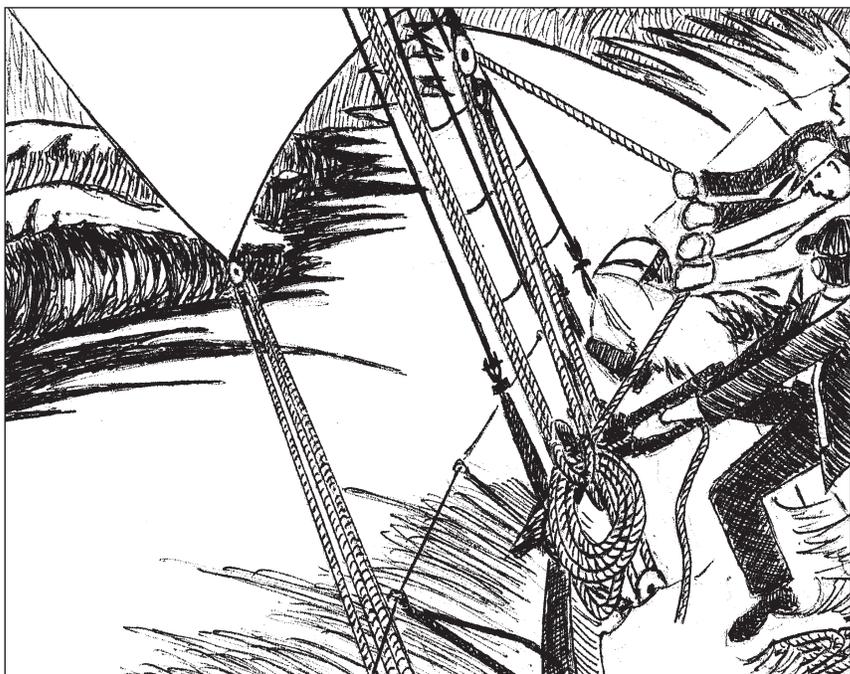
For the young people themselves however, there is the attraction of pure adventure and new friends to share it with. It is perhaps best summed up in the seamanship program or *Bosun's Trade*. Here too they learn to sail, but on bigger vessels: in navy whalers; even large sailing ships. Once, aboard a square-rigger, a group made a spectacular run in blowing weather and learned to hand, to reef and to steer like expert seamen. The experience completely blew them away, but in the emphatic words of the grinning navy veteran who accompanied them: "I have never, ever had nearly so much fun until now!"

For the benefit of the children of OHCC members, the Vanguard Sea Cadets, who celebrated their 50th year in 2008, offer winter classes at HMCS York near the foot of Bathurst Street, and summer sailing in Ashbridges Bay.

Phone number: 635 – 4400, ext. 6315.

Website: www.navyleague.ca

Also try Vanguard Sea Cadets on Internet.



Drawing: Jurgen Braunohler