



Flotilla

July 2009

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

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2009 OHCC Executive

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Commodore	Ralph Drake	(416) 449-0399	(416) 496-0325	(416) 449-0103
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Treasurer	Peter Suchanek	(416) 458-9199	(416) 545-0832	
Newsletter	Ken Elliott	(416) 363-2974		
Property (Grounds)	Bob Fahy		(416) 265-3321	
Property (Boats)	Rick Needham		(416) 365-7360	
Yardmaster	John Kiwi Reynolds		(416) 766-9987	
	Clubhouse	(416) 465-1234		

Thanks for the contributions in this issue:
Bernie Bieber,
Jurgen Braunohler,
Ralph Drake,
Stephanie Mah,
and Doug Molson

Deadline for the next issue:

Thursday, 17 September.

The new(ish) address is at the top of this page and the entire editorial staff would be, quite frankly, stunned to hear from you on time — or 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

THE new **SuperDuxx** Rescue Boat has arrived but has not been commissioned yet. We need to build the finger dock extension to moor it, modify the new launch device, and to change the rope barrier before we use the boat for club events.

Our membership is very nearly at maximum capacity and I expect we will have a membership waiting list by the end of this season.

Our new — and improved — OHCC website is nearly complete. This will be more informative for all members.

OHCC now has a club burgee! Anyone interested in buying one for their dinghy or for other display, can contact John Reynolds. They are \$16.00 each including taxes.

The Weather Seminar sponsored by Ontario Sailing was very informative; those who attended got a better understanding of predicting the weather through observation of current conditions. Approximately 20 people took part and passed the test for the Port Authority Power Boat Instruction.

The *Albacore* Open on Lake will be held on Saturday July 4. Registration desk opens at 9:00 AM with coffee and muffins being served. Three or four races are being planned, weather permitting. Dinner and award of prizes will occur after races. Cost \$ 60.00 per boat.

The *Optimist* and White Sail Children's "not for profit" Learn-to-Sail Programs will be starting soon and will continue to mid-August. The

weekly program runs from 9 AM to 4 PM, Monday to Friday, with early drop off and late pick up available. An optional daily lunch program is also available this season. Contact Allan Hall (416) 694-8221 or call John Martin at 1 (519) 822-1955 for further information.

We continue a pro-active approach to reduce areas where mosquitoes will breed, and thus help to reduce the spread of the West Nile Virus. Each member is responsible in keeping the grass cut short on their assigned boat storage lot and allowing no standing water to collect in the boat hull.

The 37TH Annual Dinner Dance and Awards Presentation will be held at the National Yacht Club on Saturday November 7, 2009. Tickets are available now at a cost of \$45.00 per person. Please contact me at (416) 496-0325 or John Reynolds at (416) 766-9987 to purchase tickets.

Ralph Drake, Commodore



I'm racing – don't hit me!

THE world of property/casualty insurance (in which I have laboured for some four decades) is rumoured to have a nasty tendency to put things in small print, buried deep inside a contract, and you only find out about them when you want to put in a claim. Although this isn't entirely true, I bet that most of you haven't read (and understood) your insurance policies, preferring – like most of us – to assume that things are covered. But how does this affect the sailing you do at OHCC?

One of the items to fill in on your membership form/renewal is the details of your insurance coverage to ensure that you have third party liability protection in the event of a sailing accident. Many members put down their coverage as being under their homeowners/tenants policy rather than having a specific boat insurance. While this is usually OK, there are two significant elements of the property and liability sections of these policies that could cause problems if you have a boating accident and injure somebody.

You are covered if you are out for a pleasure cruise but NOT if you are RACING! The standard wording in these policies is generally along the lines of: "We do not insure boat(s) and motor(s) while operated in an official race or speed test" (for coverage on the boat itself), or: "We do not insure the use or operation of any watercraft, whether owned by you or not, while it is (. . .) used in any race or speed test" — for third party liability coverage.

On a specific boat policy, such as Skippers

Plan, both the boat and any liability arising out of its use are covered when you are racing. This means that if you are in an incident during a Tuesday night race and you injure your crew (unintentionally!) or someone in another boat, you will have to pick up the cost of any lawsuits and judgments, as well as the cost of repairing the other boat, if you are covered as part of your **property policy**, while the insurer will pick up these costs if you are covered under a **boat policy**.

There are some other differences between coverages on a property policy and a specific boat policy that you might be unaware of. The limit for a boat under your property policy is usually fairly low – typically \$2,000 – unless you have asked for a higher value, and the amount that gets paid after a loss is usually that of depreciated value. Under your boat policy, it is a stated amount or replacement cost, whichever lesser.

The deductible under your property policy is also likely to be higher. (My 505 is covered for \$9,999 with a \$100 deductible and \$1 million of liability protection for a total premium of just over \$150). On the other hand, your boat policy probably has a warranted laid-up period from 1st November to 1st April so if you sail very late in the season you are doing it without insurance — which is why I always put my 505 away on 31st October!

There are a number of insurers offering specific boat policies for dinghies, and most of them are at very reasonable cost. Check out your own policy and, if you intend to race, make sure you've got the proper protection! **Angus Ross**



On sale now

TICKETS for our great annual prize-giving bash in November are on sale now. If you want to get ahead of the last-minute rush, please see, or phone Ralph Drake: (416-496-0325) or John Kiwi Reynolds: (416-766-9987).

Toronto Harbour, 1834

By Jurgen Braunohler

WITH a thunderous gallop, the horse-drawn sleighs rushed onto the harbour ice. It was March 6th, 1834, the day the Town of York became the City of Toronto. Amidst the ringing of bells, barking dogs, crowds and a playing band, a bonfire raged on shore near the mouth of the Don River, surrounded by merry-makers. No-one noticed the fisherman who quietly took it all in. His father had fished the boisterous North Sea in England before emigrating to Canada. Life wasn't much better here, but it was a new day both for him and the place that would become known as "The Queen City of the Lake."


By summer, Toronto Harbour was alive with shipping. One fine morning, a crowd had gathered at the Gooderham and Worts windmill near the mouth of the Don. There, surveyors peered through instruments to establish the "windmill line," the southern limit for the city's wharves. A side-wheel steamer could be seen backing out from Cooper's Wharf and also the first "island" ferry, powered by horses on treadmills, small private boats and large log rafts. All this too, was noted by our fisherman as he sailed out in his small boat, close hauled. A topsail schooner passed close astern, bound for Montreal with a cargo of flour.

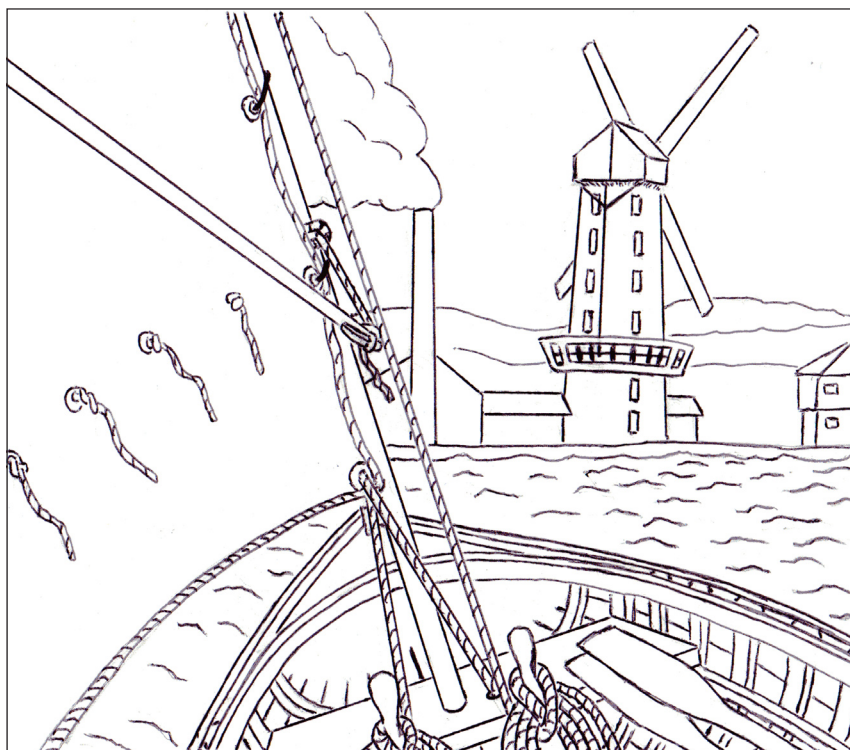
At a close glance, life in Toronto was rough, and that year had seen another devastating out-

break of cholera among a population of 9,000, and even the elite waded in the city's muddy streets. Crowds of newcomers were crammed into disease-ridden immigrant sheds along the lakeshore, and sometimes the boilers of the ships that brought them blew up in the harbour. The water was foul and weed-choked. Street-thugs menaced dockside visitors. Storms were a real threat to all vessels in an age before weather forecasts, especially for the fishermen who worked under sail and oar in all conditions and sometimes perished in the vast lake.

The fishermen were at the bottom of the social and economic order, especially those employed by masters with a streak of cruelty. But our fisherman was among those who had independence and fought to keep it. Working with nets and lines, they brought in trout and whitefish from the open lake daily, as well as salmon caught at night in Toronto Bay in the days before refrigeration. The waterfront itself was noisy and bustling with people, the din of the fish market and vessels under construction. The sandy headland (the future islands) was quiet by comparison, visited by picnickers, hunters and native Indians. The fishermen, who still sailed from the mainland, had only just begun to take an interest in settling there.

One day, the distant rumble of thunder heralded the approach of trouble and an ominous swell ran up from the sou'west. Our fisherman, now off Gibraltar Point's lighthouse, knew all too well what this meant, so he hauled in his nets and set a course for home. The growing blackness spelled grave danger. He unshipped the wooden sprit that held up the peak of the sail, which was folded to a smaller size. Boats then were more manageable, with sails that could be "scandalized" in this fashion, and they had short masts that could be lowered inside a boat for easy rowing. As he surfed through the harbour's western and only entrance, a schooner followed him, with her crew aloft to furl the tops'l; and her boomless foresail was brailled in against the mast.

By 1842, the Toronto Regatta was a yearly event. September 5th of that year (although described as "a bit blowy for the oarsmen") was perfect for the occasion and drew a huge crowd. The packed steamer *City of Toronto* was anchored a short distance from the wharves. Our fisherman found himself pulling oars in the hotly contested four-oared heat, but the show was stolen by the sailing race which may well have featured the 22-ton cutter *Dart*, one of the finest yachts in Toronto. The sailing prize however, was claimed by the *Lapwing* in her victory over the *Belle Louise*. Thus began the popularity of sailboat racing that rivaled other sports. In 1850, the Toronto Boat Club was founded, future birthplace of the Royal Canadian Yacht Club and the Queen City Yacht Club. 



Drawing: Jurgen Braunohler

Rear Commodore

AHOY fellow sailors. The season started off well. The breezy winds and pleasant temperatures made it very enjoyable to sail the races. Even the sign-out routine improved — to a certain degree.

However, I have to stress it again: it is in your own interest to sign out with your full name and sail number. If you rely on the race committee (they are volunteers, and on duty only once a year), you take the risk of your race results not getting acknowledged.

There is a similar risk if you carry the same sail number as another competitor in the same fleet. Are you sure the race committee will be able to separate the skippers when a bunch of boats approach the finish line at the same time?

Furthermore, as was mentioned at the AGM, several sailors have new boats and/or new sails with different sail numbers, and they didn't report

those new sail numbers to Doug Gordon or to me. Just imagine that you didn't sign out; the race committee will later forward to me a class and sail numbers that don't match any of the names on my list!

In the January issue of this newsletter, I mentioned the possibility of organizing some coaching in order to fine-tune your sailing skills and race strategies. Unfortunately those classes didn't materialize. Sailors are very busy during the summer and John Curtis, for instance, is booked solidly for this and next year. Adam Nicholson tried to make it possible but all his available days conflicted with club regattas or *Albacore* events.

In other news, Adam is in Denmark to compete at the *Finn* Worlds. As well, Stephanie and Neil are also going to Denmark to compete at the *Contender* Worlds. As OHCC members we are proud to have world class sailors among us.

See you on the water.

Bernie Bieber



Contenders

This article came from Stephanie some months ago. For reasons of space, it had to be bumped from the April issue. Apologies.

HOPE everyone had a happy winter and that no one froze to death. This note of thanks is coming a bit late, but better late than never.

As most of you probably know, Kingston hosted the 2008 *Contender* Worlds, which welcomed thirty-four sailors from all corners of the globe. It was an exciting week of racing and social events, and it wouldn't have happened without the help of several sponsors — including OHCC — and the time and donations given by individuals, again including OHCC members and their partners. Of note, our treasurer, Peter Suchanek, made the trek up to Kingston to help ensure we all got around the cans safely (if not always quickly).

The World's conditions, unfortunately, weren't typical Kingston. Most days it was relatively light or started strong and lightened up quickly. Since we were out on Foxtrot course — the course furthest away from Portsmouth Harbour — it

was a race in itself to make it out on time, and a few times we had to be towed back in. CORK, as usual, did a great job of running world class races. No complaints were heard about the courses or decisions made by the race committee.

When they weren't racing, sailors enjoyed the sites and hospitality that Kingston had to offer, including a tour and dinner at Fort Henry, a dinner cruise around the Thousand Islands, and dining at the local restaurants (and pubs). Several competitors even stuck around after the Worlds were over to see more of Canada (Neil Smith, for instance, showed the young Germans the best dance clubs in downtown Toronto).

Of course, none of this would have been possible without the generous support that we received from OHCC throughout the process. Our club has always been the foundation of the *Contender* fleet in Canada, and we are grateful that it continued to support our fleet in the running of the 2008 Worlds. We look forward to continuing to race out of our great little club and supporting it in kind.

Thanks again to all.

Stephanie Mah,

2009 Canadian Contender Class President

History: The Contender, a single-handed trapezing dinghy, was invented in 1967 by Australian Ben Lexcen. This little Aussie boat must have had some obvious appeal, because it wasn't very long after its creation that it emerged on various lakes throughout Canada, some 10,000 miles away. By the early 1980s, there were over 67 registered Contenders across Canada, both homemade and imported.

Having already hosted two World Championships in 1981 and 2001, Canada again welcomed

international competitors to Kingston last year.

The RCYC (one of the oldest yacht clubs in Canada) is said to be the club where the first Contender in Canada was imported. KC1 was bought by the Stinson family; then fleets were formed on Lake Simcoe, Trenton and then OHCC.

The first, at Sibbald Point, attracted more and more Contenders (imported and home-made). Members of OHCC would travel to up there to race, and that fleet would then make appearances in Toronto regattas.

Our Outer Harbour provides relatively flat water in most breezes, with access to Lake Ontario for the more adventurous sailor. Interestingly, the first single-handed trapezing boat to sail out of the OHCC was not a Contender. It was a souped-up Flipper, owned by Hans Kofod (KC46, KC63). After seeing the RCYC's Contender, Hans imported his own from Performance Sailcraft, a company in Quebec.

Frank Whittington (KC 47, KC62, CAN 82), when he joined the OHCC in 1973, had been the owner of an Enterprise and Albacore; but he tried out Hans' Contender, and was hooked (literally and figuratively). In 1977, he sold his Albacore and bought KC47 from that Quebec company. Joe Holdenried (KC43) and Konrad Widmaier (KC44) were also OHCC Contender sailors who went the do-it-yourself route. They began to build their boats in October 1975, finished them a year later then launched them in 1977.

The same year Whittington bought KC47, Joe's fame attracted Brock Munro to the fleet. Previously a Thunderbird and Shark sailor at the Ashbridges Bay, Brock had been looking for a single-handed boat to sail, and his teammates told him about Joe sailing the Contender out of OHCC. Brock went to have a look, and Joe took him out for a sail. He recalls of that day: "I was tucked into the cockpit and watched what Joe was doing." When he got back to shore, Hans Kofod offered his boat for Brock to try on his own, and Brock cheerfully remembers that: "I sailed out in into the middle of the harbour, and was flat out on the wire. I got ready to tack, but didn't let the main out enough. I got in, got around the boat — and capsized." Undeterred, Brock ordered his own Rondar Contender from Performance Sailcraft (KC57), and he, Colin Strangeway (KC55), Joe Holdenried (KC43), Hans Kofod, Konrad Widmaier, and Frank Whittington formed the core of the Contender sailors at the OHCC. They would also become instrumental in the organization of the 1981 Contenders Worlds in Toronto.

A sleek and fast little boat like the Contender

was meant to be raced, and from the time it was introduced to Canada, the Canadian Association has held the Canadian Championships (which also became known as the North American Championships in order to encourage American competitors) on an annual basis. The OHCC, Sibbald Point and the Trenton fleets have all taken turns hosting the regatta.

Many of the pioneers of the fleet, including Ian Watson, Brock Munro, and Bert Pike, proved their prowess on the boat by becoming repeat champions, but for the last 20 years, the championship has been dominated by Mike Smits (KC69, CAN80).

The Canadian/North American Championships have also seen other top-level sailors establish themselves on the Contender, like Joel Magnan (CAN84), and former two-time Olympian Kevin Smith (KC47).

Since the Contender's debut in Canada, the fleet has never, by any definition of the word, been large. More importantly, it has persevered, which is truly remarkable, given that there are currently no licensed builders in North America. Yet the waves of other fleets have come and gone, and the Contender fleet remains intact.

This remarkable endurance is undoubtedly a reflection of the qualities that are common to the men and women who have sailed and continue to sail this challenging dinghy. They are tenacious, dedicated, competitive, self-sufficient, generous, resourceful, ingenuous, and above all have a huge sense of humour — a necessity when the learning process requires so much swimming — if you're lucky enough not to get stuck under the boom.

Although the number of Contender sailors in Canada is small, Neil Smith (the current Canadian Champion and CCA president) is working hard to build the fleet. Already having hosted three Worlds, Canada looks forward to welcome more international competitors in the years to come, and hopefully this will help to revive interest in one of the coolest little boats in Canadian waters.

Stephanie Mah

The Brass Monkey

IN THE olden days, it was necessary to keep a good supply of iron shot near the cannon on war ships. How to prevent them from rolling about the deck was a major problem. The best storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, then resting on nine, then on sixteen. Thus a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was another problem — how to prevent the bottom layer from rolling out from under the others.

The solution was a metal plate with 16 round

dimples, called, for reasons unknown, a Monkey. But if this plate were made of iron, the iron balls quickly rusted to it. This was overcome by making the plates of brass. Hence, Brass Monkeys. Few landlubbers realize that brass contracts far more rapidly than iron when chilled.

Consequently, when the temperature dropped too low, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, quite literally, it was cold enough to freeze the balls off a brass monkey.

*This information came from one of our members. Readers of C.S. Forester and Patrick O'Brian might remember another word: **the shot garland.***

2009 OHCC Race and Events Schedule (continued)

Date	Event	Responsibility	Start
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	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	Alacore Friday Night	Gordon Chu	7:00 pm
August 3 (Monday) Civic Holiday			
Aug 4	Summer/Fall Tuesday Race 5	Rick Needham	7:00 pm
Aug 6	Summer/Fall Thursday Race 5	Bernie Bieber	7:00 pm
Aug 8 (Saturday)	Contender Saturday	Stephanie Mah	11:00 am
Aug 9 (Sunday)	Round the Finn	Kiwi	2:00 pm
Aug 11	Summer/Fall Tuesday Race 6	John Reynolds	7:00 pm
Aug 13	Summer/Fall Thursday Race 6	Heather McNaughton	7:00 pm
Aug 18	Summer/Fall Tuesday Race 7	Roger Martin	6:30 pm
Aug 20	Summer/Fall Thursday Race 7	Jim Erven	6:30 pm
Aug 25	Summer/Fall Tuesday Race 8	Stephanie Mah	6:30 pm
Aug 27	Summer/Fall Thursday Race 8	Joel Magnan	6:30 pm
Sept 1	Summer/Fall Tuesday Race 9	Robert Bartlewski	6:30 pm
Sept 3	Summer/Fall Thursday Race 9	Charles Wakefield	6:30 pm
Sept 4	Albacore Friday Night	Gordon Chu	6:30 pm
Sept 6 (Sunday)	Dufferin Bell Buoy	Angus Ross	2:00 pm
Sept 7 (Monday) Labour Day			
Sept 8	Summer/Fall Tuesday Race 10	Ralph Drake	6:30 pm
Sept 10	Summer/Fall Thursday Race 10	Mike Smits	6:30 pm
Sept 12 (Saturday)	Contender Weekend	Neil Smith	11:00 am
Sept 13 (Sunday)	Contender Weekend	Neil Smith	11:00 am
Sept 13 (Sunday)	Albacore Fall Series	Gordon Chu	2:00 pm
Oct 4 (Sunday)	Octoberfest	Bernie Bieber	1:00 pm
Oct 12 (Monday) Canadian Thanksgiving			
Oct 17 (Saturday)	Docks Out/AGM	Ralph /Bernie	9:00 am
Oct 18 (Sunday)	OHCC/Multihulls winter yard configuration		
Nov 7	Commodore's Ball	Ralph/Bernie	6:30 pm
November 11	Remembrance Day		