



Flotilla

October 2009

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

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Thanks for the contributions in this issue:
Bernie Bieber, Peter Brayshaw, Jurgen Braunohler, Ralph Drake, Albrecht Dürer, Dover Press and Doug Molson

Deadline for the next issue:
Thursday, 17 December.
The new address is at the top of this page and the entire editorial staff would be enormously grateful to hear from you on time — or before. If you send an e-mail story to write@kenelliott.ca back it up with a phone call: (416) 363-2974

2009 OHCC Executive	Work	Home	Fax
Commodore	Ralph Drake	(416) 449-0399	(416) 496-0325 (416) 449-0103
Vice Commodore	Peter Brayshaw		(905) 632-8586
Rear Commodore	Bernie Bieber		(416) 576-4772
Secretary	Alan Hall	(416) 571-9105	(416) 323-0770
Membership	Doug Gordon		(416) 694-8221
Treasurer	Peter Suchanek	(416) 458-9199	(416) 545-0832
Newsletter	Ken Elliott	(416) 363-2974	
Property (Grounds)	Bob Fahy		(416) 265-3321
Property (Boats)	Rick Needham		(416) 365-7360
Yardmaster	John Kiwi Reynolds		(416) 766-9987
	Clubhouse	(416) 465-1234	

Commodore's Comments

ONCE again we have enjoyed a successful season, and I would like to thank all those members who volunteered for work, and participated in the events at our club this year. The club's facilities and programs are improving each year and the membership is at capacity.

John Martin, Alistair Martin and Alan Hall again organized and implemented a successful junior sailing program for this year.

The OHCC winch team retrofitted the western set of winches and should complete the eastern ones by the end of this year. Thank you, Peter Suchanek and son, and John Reynolds, Alan Hall and Charles Wakefield for your efforts in breaking through the concrete rubble and hard clay to install those new winch posts.

The Triumph committee boat and the Boston Whaler are now equipped with marine radios, and the committee boat is now fitted with GPS water chart and water depth equipment.

Grant McNeill, our club's underwater diver, replaced some shackles on our docks this year and surveyed the water at our docks and marine railway for underwater obstructions. We need to relocate an underwater boulder near the committee boat marine railway sometime in the near future.

We still have several incomplete projects that will carry over to spring next year. Volunteer efforts were sporadic and sparse this year, due to busy schedules of our volunteer network. We

are looking for members to repair drywall, and to install ceramic flooring, wood trim and doing some painting and so on.

On Saturday, 17th October, we will be getting our docks out of the water. We will be taking them apart and cleaning them, then draining all water lines and making a property cleanup etc, starting at 9:00 in the morning. (Pray for good weather.) Immediately after that we will be electing a new OHCC Executive. Anyone want to volunteer for one of the positions?

The 37th OHCC Annual Dinner Dance will be held at The National Yacht Club on Saturday 7th November, 2009. The National Yacht Club is one of the oldest clubs in Toronto with an excellent dining room overlooking the Toronto Islands. Tickets cost \$45.00 each and they can be purchased as follows:

- a) At Docks-Out on October 17, 2009;
- b) By mail: The Outer Harbour Centreboard Club c/o Ralph Drake, 63 Havenbrook Blvd. T.H. #6, Toronto, Ontario M2J 1A7;
- c) By telephone: John Reynolds 416 766-9987 or Ralph Drake 416 496-0325.

Cheques should be payable to The Outer Harbour Centreboard Club and must be received by 1st November, 2009 to ensure your attendance.

I look forward to seeing you at Docks-Out and at the Annual General Meeting.

Ralph Drake, Commodore



Vice Commodore's report

Lease

The neverendum of the lease negotiations continues and we, or to be more correct, the Outer Harbour Sailing Federation (OHSF) from whom we effectively sub-lease, are still without a satisfactory and executed lease. However, thanks to our Commodore, it is reported that Waterfront Toronto, at a recent meeting with the City, Parks and Recreation Department, verbally advised that there is no objection to the City entering into a five-year lease, without the contentious six month termination-or-vacate clause. The Federation continues to pursue the matter. In the meanwhile the intended lease payments are paid to date.

Neighbours

At a meeting of the Portland's Action Committee (comprising leaders of local citizens and special interest groups), the Toronto Transit Commission made a presentation on the proposed new Light Rapid Transit (LRT or tram) maintenance yard, requiring 22 acres to handle the 204 new and long cars scheduled to come into operation in 2012-2018. The proposed sites are on Eastern Avenue, or the south-east corner of Leslie and Lakeshore (known as Ashbridges and opposite Canadian Tire), or Unwin Avenue to the north of the junction with Regatta Road and adjacent to the disused Herne Generating Station. The local residents are opposed to the Eastern Avenue site; we were informed that the Cherry Street LRT line is 20-25 years away from implementation due to (cost) problems with the bridges. Therefore the Unwin Avenue site is not preferred by the TTC. This leaves the Lakeshore/Leslie site,

which will require a new LRT line up Leslie, to Queen Street. If implemented, the site will be shielded by berms and tree plantings to minimize the visual impact. However, the land is controlled by the Port Authority who have not conceded to the TTC's initial advances, therefore there is a remote possibility that the Unwin site will be eventually selected — as this land is controlled by the City.

Taxes

In common with all other Golden Horseshoe Yacht Clubs, our/OHSF's municipal tax assessment has increased dramatically. The assessment increase, which the City does not support, is being appealed as part of a joint appeal handled by the Council of Commodores. The latter body is holding a meeting the week following this issue of *Flotilla* going to press, therefore at our Annual General Meeting on 17th October, we hope to be able to provide a status report. In the meanwhile our taxes are paid to date, but the appeal process may take up to five years to conclude; the full impact of the increased taxes will be felt at the end of three years, leading to a possible membership fee increase in the future.

Race Course Notice Board – displayed on the Race Management (Committee) Boat.

The board should only be erected/placed on and secured to the stern rail when the boat is at anchor, and removed from the rail at all other times. The board, with its internal storage compartments, is lightly constructed and is not built to withstand the vibration of the boat in transit or people falling against it due to wave motion. Please comply.

Peter Brayshaw



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).

La Salle's Ships

By Jurgen Braunohler

CROWDS of Indians were stunned, as over a hundred canoes and two flatboats arrived carrying four hundred men: the entourage of Louis de Buade, Comte de Frontenac et de Pallau, recently installed as Governor of New France.

Just arrived from Montreal at the future site of Kingston, Frontenac staged a spectacle to win over the Iroquois Indians in a grandiose speech that followed the landing, then wowed them further with the lightning construction of a fort. This was followed by the building of three small, two-masted brigantines to sail the waters of Lake Ontario; one of them was named after the Governor himself. A military man with panache, he befriended another Frenchman who was also to become legendary: La Salle.

Robert Cavalier de la Salle was born in Rouen, France, in 1643 and was enrolled by his wealthy family in a Jesuit school. Denied the mission posting to China he had requested, La Salle resigned, collected all his allowance capital from his family and sailed for Canada. There, the rival Sulpician order was happy to attract a former Jesuit and gave him land near Montreal, several thousand acres.

La Salle brought in settlers and cultivated the land, then sold it back to the Sulpicians for a profit. Only now, his vision of finding a route to China gave way to a plan to build a fur trade empire from the Great Lakes, down

the Mississippi, to the Gulf of Mexico, using Frontenac's 1673 fort as a springboard. The Governor himself became an enthusiastic supporter of this venture.

Five years later, a gale raged one night along the north shore of Lake Ontario. The brigantine *Frontenac* rolled and tossed, anchored several miles out in sixty fathoms of water. It was a moment of grave danger in this late November blow, as recorded by Father Hennepin, whose account would survive to modern times. Aboard was La Salle's advance party, sent to establish a fort and ship building site on the Niagara River. When the wind veered northeast, they ran into the Humber River (the future Toronto) and stayed nearly three weeks, bartering with Iroquois Indians from a nearby village.

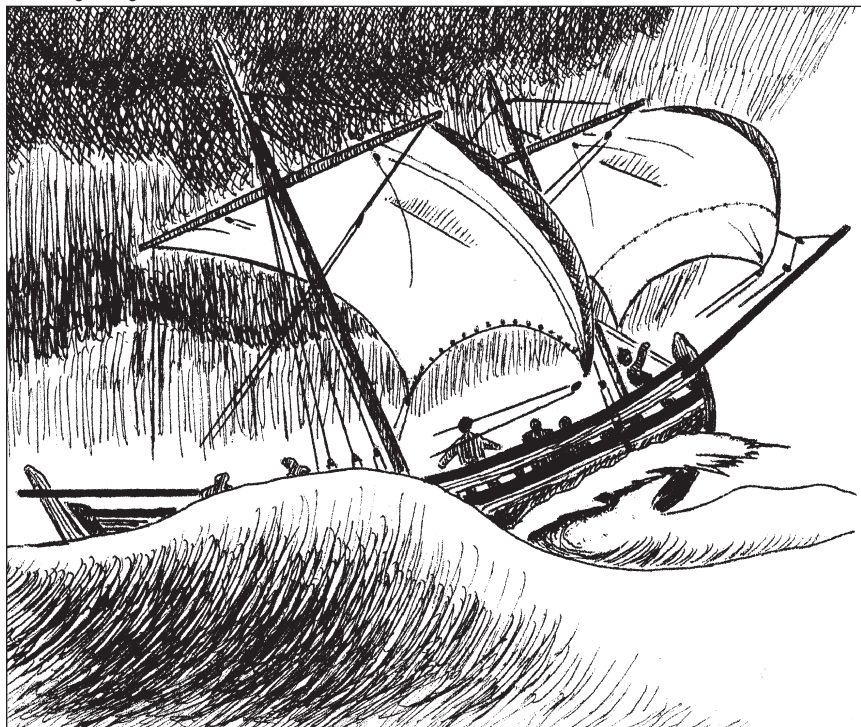
Fair winds brought them to the Niagara River, with the exception of a very rough night part-way over. With the arrival of a second brigantine that brought La Salle, tools and shipbuilding materials (much of it lost when that ship foundered in a gale after arriving at the Niagara), work commenced on a larger vessel above the falls, to bring back fur pelts from Lake Michigan. This was the *Griffon*, a fifty-foot, two-masted ketch and the first sailing vessel on the Upper Great Lakes; she was launched with much ceremony. She worked against the difficult current into Lake Erie and then made a fast passage in good winds to the Detroit River. The year was 1679.

The easy sailing was now over. In the boisterous conditions of Lake Huron, water foamed along the deck as the crew shortened sail. The leadline, as always, was in constant use to take soundings in these unknown waters, bereft of buoys, lighthouses or other navigational aids. Then, in northern Lake Huron, a storm hit. The wooden yards of the square-rigged sails were brought down altogether, while her main topmast was lowered and secured alongside the lower mast as she ran off before the blow. She was lucky not to have been swept onto a lee shore, always and everywhere a menace in the land-surrounded Great Lakes.

After a stop at the Jesuit mission on Mackinac Island, the *Griffon* arrived in Green Bay, Lake Michigan to find a cargo of beaver pelts waiting, thanks to the work of another advance party. La Salle stayed ashore and watched his ship depart for the Niagara — never to be seen again. No one has ever learned what happened to that vessel, although a storm came up after she sailed. La Salle continued to build forts along the Mississippi, then began construction of another ship and sailed to the Gulf of Mexico where he built his last fort. But there, at the age of 43, he was murdered by a mutinous crew.

La Salle had claimed the land for the King of France and, as a result, it remains known to this day as Louisiana. ♣

Drawing: Jurgen Braunohler



The Brigantine *Frontenac*, 1678; the first sailing vessel on the Great Lakes

The Newsletter

By the Editor

FOR the past quarter-century, I've been doing this editing job — I was arm-twisted into it at an AGM in October, 1984; the previous editor, Doug Molson, threatened violence if I declined — and I produced my first issue for 1st January, 1985.

Over the years, and bearing in mind the varying number of issues per annum, some 120 editions have been produced. With changing size of membership, some 18,000 copies have been folded, stuffed into envelopes, labelled, stamped and sealed — and hoisted to the mailbox. And that's aside from other mailings — and messing with that crazy on-line fiasco of six years ago, about which, more below.

In the early nineteen-eighties we had six issues appearing each year — at irregular intervals. They were subsequently reduced to five, then four: first days of January, April, July and October. That was much more efficient and manageable, and printed on recycled paper, colour-coded for the time of year. More importantly, it was cheaper.

We started keeping tabs on the costs in February, 1992. In those days, each issue (pages prepared on typewriter, stuck down on cardboard flats, and printed by offset lithography) cost from \$200 to \$300! That was until 1995, when a Mac was used entirely for production, with a program then called Aldus PageMaker. Still printed by offset but still cheaper. Then in 1997, even though Molson's versatile design was retained, the type size and line-spacing were reduced into a two column format, with the material condensed into much less space. Then the reproduction was changed to first-class photocopy and the costs dropped even more. Nowadays, the issues average around \$75 to \$80 each for printing. And, I like to think, they look a bit more legible.

Each issue takes about 35 to 40 hours to edit, knock into shape and get in the post. If this had been a paid job, a hot-shot young designer/editor could have retired by now.

Back in 2002, hi-tech arrived with a webmeister who designed a site that could be accessed for all sorts of information, including our newsletter. We tried to lower costs further by having those of our members who were appropriately wired, to receive our newsletter by electronic means, thus saving paper and postage — and giving a healthy boost to the environment.

The fiasco: some strongly persuasive tactics were used by our digitally-enhanced members. A new, separate e-mail listing was requested so that the newsletter could be sent directly to them.

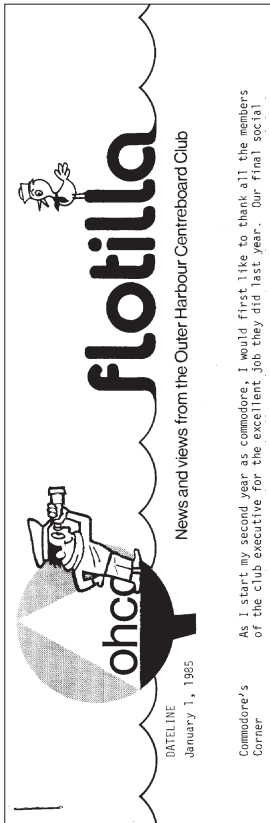
All this was not easy for a digi-uneasy editor. Our newsletter *Flotilla* on paper was something tangible; but setting up a separate list for those

with e-mail addresses, and sending attachments, was another. It turned out to be quite disastrous. The best option was to send one version on a PDF file to our new webmeister for him to post on our website for anyone who was interested.

Yet, a couple of issues showed that our efforts to put this newsletter on-line were pretty dismal. Looking back, they seem funny: some members called in to say that although they had somehow received an e-mail attachment, or they could actually access our website, they couldn't open the link to *Flotilla*. Others said that, even if they could see it on screen, they couldn't print it. Then things became even more weird — others pointed out that, while they could print the damn thing, the repro of drawings and halftone wasn't all that good and the titling was jaggy, gna, gna, gna; all sorts of complaints. So, would this office please be so kind as to send them a real old-fashioned paper copy in the real old-fashioned snail mail.

Our commodore cut smartly through all this nonsense by suggesting that the split-run, e-mail list should be forgotten, and tough luck for those who couldn't print from the website. We would thereafter rely entirely on good old paper and envelopes — and, of course, stamps. So, much to the joy of this entire editorial establishment, we were back at page one as it were, with the feel and smell of recycled paper, folding and shoving into envelopes and hoping the effort wasn't going to be wasted: someone was actually going to read it.

And unless another member wants to take over the editorship of this here newsletter, I plan to continue for another twenty-five years. ▲



The box above shows a half-sized detail of the first 1985 issue. It was printed on screaming yellow, laid paper. Real classy!

Peter Dalton was Commodore and he mentioned the new board members for the following season: "Doug Molson, after eleven years on the executive, is handing his pen and printing press over to Ken Elliott. Ken needs our help to keep the information flowing. Let's all try to make his job easier by giving him plenty of material to work with."

Ha, fat chance!



Doug Molson, previous editor and cartooner, always waiting for someone out there to send in an article.



Profound apologies to Albrecht Dürer



Now . . . and then Compare this recent springtime photo with the one at top centre on the next page. Both images were taken from about the same place on our site, but many years apart.

Rear Commodore

AHOY fellow sailors. As the season is coming to an end, there are just a few things to talk about: the attendance by the race committees improved a lot, and, in comparison to last year, we had to run fewer rabbit starts.

Thank you all.

Be this as it may: the “Rabbit Start” is a valuable skill for the rabbit as well as for the hunters.

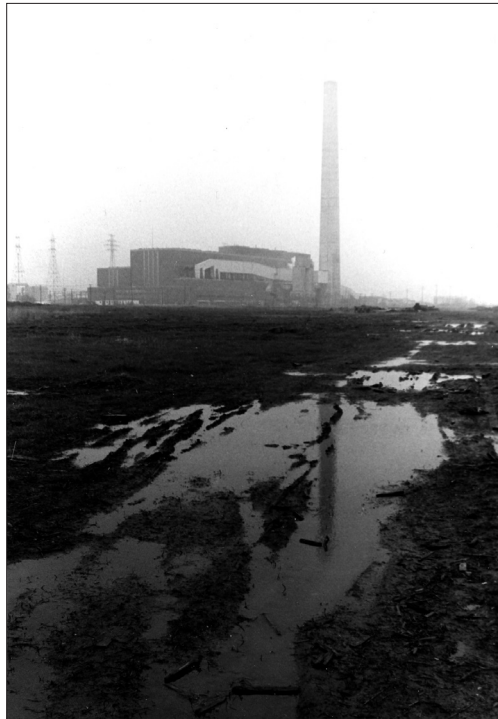
As such, we are going to have one last race to honour Roger the Rabbit on the 4th of October. I hope you all are looking forward to this race which is part of the October Fest — the last feast in the 2009 sailing season.

And I hope to see you all on the water.

Bernie Bieber

2009 Schedule (or what's left of it)

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		



History

THREE score and seven years ago, our forebears brought forth on this site a new club dedicated to the pursuit of happiness on, and sometimes in, the waters of the Outer Harbour.

On 24th March, 1973, the place didn't look

very promising: no trees, no weeds even, but with piles of dredging equipment, mud and misery everywhere. The Toronto Harbour Commission, who had offered the site for free, cleaned it up.

And, shortly after, dinghies were hauled in, races and regattas were organized, and the OHCC enjoyed a very successful first season.



Multis

DURING the last week of October that year, we had a tremendous storm: on Sunday, 28th, when the gale slackened a bit, members were alerted to get down to the club to put their dinghies, if they could be found, back on their trailers.

Our neighbours, the Multihulls, or those of them that had been left on moorings, suffered extraordinary damage: they were blown ashore, stove in, capsized or even sunk!

The second man to the right was Bill Garroway. He launched OHCC, and was our first commodore.

