



Flotilla

January 2010

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

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Property (Boats)	Peter Hale		(416) 533-8292	
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Thanks for the contributions in this issue:
 Peter Brayshaw,
 Jurgen Braunohler,
 George Cruikshank,
 Ralph Drake,
 and Peter Suchanek

Deadline for the next issue:
Wednesday, 17 March.
 The address is at the top of this page, and the entire editorial staff here would be quite ecstatic 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

I HOPE that everyone had an enjoyable Christmas and a great holiday season. I would like to thank everyone who contributed their time and efforts to our club's successful program for last year.

On October 17, last year, our floating docks were hauled out and stored on dry land until next season. A significant turnout by our members ensured that the yard was reconfigured and cleaned up for the winter.

The OHCC Annual General Meeting was held after Docks-Out to inform members of various matters: membership, finances and so on — and to elect the OHCC 2010 Executive. Last year's executive, except for the position of Property (Boats), was unanimously re-elected. It was Peter Hale who took on the responsibility of our club boats for the coming year.

We offer special thanks to Rick Needham for his contribution on our executive and in looking after the boats this past year.

Our clubhouse is now boarded up and all equipment is stored and winterized.

The 37th OHCC Annual Dinner Dance was held at The National Yacht Club last November. Our Rear Commodore, Bernie Bieber, once again did an excellent job presenting the yearly awards, and John Reynolds also helped with the event.

We will continue to offer a full learn-to-sail program for children and teens, by working in conjunction with the Toronto Sailing and Canoe Club. We will be able to provide these learning

sessions all summer for youngsters from seven years to seventeen years of age. The Children/Youth camps will range from Learn to Sail, White Sail and right up to Gold Sail. If you are interested, please contact Secretary, Alan Hall (416) 571-9105 for further details.

Our Executive met on December 8, 2009 to start planning the 2010 season. We will continue to work on next year's program through the winter to determine what improvements would be necessary to maintain the high standard of our club's grounds, its facilities and its programs. Those programs and the infrastructure maintenance can only be achieved through volunteer commitment by all of our members.

Think ahead to Docks-In next April, and look forward to another great year of sailing.

Ralph Drake, Commodore

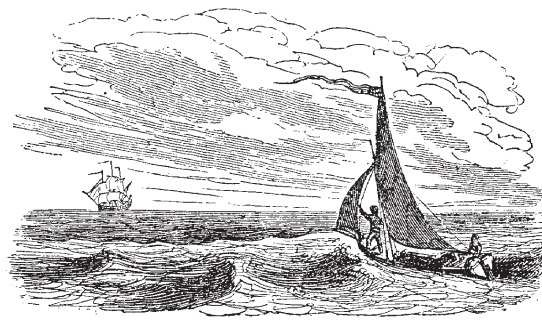


Illustration: George Cruikshank



Vice Commodore's report

THE matters of lease and municipal taxes are handled by the Outer Harbour Sailing Federation (OHSF), which effectively is our landlord. The representation on the committee of the OHSF is provided by our Commodore, Vice-Commodore and Secretary. At the next meeting of this committee, one of the major items for discussion will be the Municipal Tax Assessment. MAPAC (a government agency) had increased the land valuation for the complete parcel covering from Mooredale to Multihulls, from \$6,527,000 to \$136,926,000, an increase of 2,000%. The Council of Commodores (of which we and the OHSF are members) and the City of Toronto have had discussions with MAPAC which has led to a reduction in assessment of approximately \$127,000,000, but more importantly the non-exempt portion (on which we and the actual taxes are based) has been reinstated/set at \$726,000 (it was originally \$468,000) therefore the actual tax increase that we/OHSF pay will only rise by approximately 55%.

The fees that OHSF levied on our club last year, based on our proportionate occupancy of the OHSF lands, was \$7,503 to cover insurance, water (area), license, land license (rent), garbage, etc, but of this amount only \$644 represents taxes and a 55% increase will only amount to \$354, which can likely be handled within the existing budget/fee structure. The OHCC committee's view is that this increase should be accepted. But there could be unknown facets that may be divulged at the January OHSF Meeting. These could cause the Property Assessment Appeal Process to continue, so for the moment the final outcome is not known though it looks promising. At this meeting an update of the property lease negotiations will also be provided.

Neighbours

In the previous issue of *Flotilla* we reported on the proposed Light Rapid Transit (Tram) **Maintenance Facility** to be built on a 22 acre (green) site on the SE corner of Lakeshore and Leslie. The City and the Port Authority have now reached agreement and we can expect the facility to become operational in 2012. The noise from the facility should not be a problem due to the

prevailing winds; the only detriment is the loss of the site of twenty-two green acres.

Soil Management — WaterfrontToronto (WT) are in the midst of an Environmental Assessment to turn the Strada lands on Unwin, immediately to the North of us, into a temporary dump for contaminated landfill (to 2020 perhaps) removed from other nearby WT properties. When enough fill has been accumulated, it is planned to build a facility to "clean" it. A "worldwide competition" will be held to design and operate the facility. The WT representative, when questioned, was vague on the cleaning process, except he assured me that any liquid discharge would not be dumped into the Unwin drainage ditch or into the Ship Channel. When he was questioned about the effect of heavy trucks ruining what was left of the Unwin road surface, plus the road flooding problems, he was similarly vague on remedial action, except to state these problems were under consideration.

The Spit — Toronto Regional Conservation Authority indicate that the dumping of fill will continue for two years, then the area will be left to naturalize. However, the lagoons will still be used to accommodate Don River dredging fill.

Lake Ontario Park (LOP) — due to budget constraints WaterfrontToronto do not appear at present to be actively pursuing the 2008 LOP plans for our area. It may be years before the dunes are built immediately to the North of our site, and the Hanlan Boat Club relocated to the Marina. It appears WT are more concerned with the Queen's Quay re-alignment, the new Sugar Beach Park(ette) at the foot of Jarvis, and in building "Wave Decks" (for which they have won design awards). They are also interested in opening a "Social Media Newsroom."

A further pre-occupation for WT and their LOP plans is the Ashbridges Bay/Coatsworth Cut area, where an environmental assessment has indicated higher than forecast costs, with the Transect now delayed until alternatives are considered and/or further estimates received. However, all this may change now that Toronto has been awarded the Pan-American Games.

Well, this is all the news up to the time of writing, so all that is left for me to do, is to wish all our members a very Happy New Year with good and safe sailing. **Peter Brayshaw**



Fogh Marine Ontario Sailing Ski Day

On Friday, February 19, 2010
at Craighleith Ski Club, Collingwood.
Ski Day Tickets \$125 + GST each
Raffle Tickets \$50 each or 3 for \$125
Join us for a day of food and fun, and help raise

funds for the development of sailing in Ontario!

Order your tickets and raffle tickets today by contacting: Shauna Carlidge at 1-888-672-7245 ext. 221 or info@ontariosailing.ca or you can download the Registration Form.

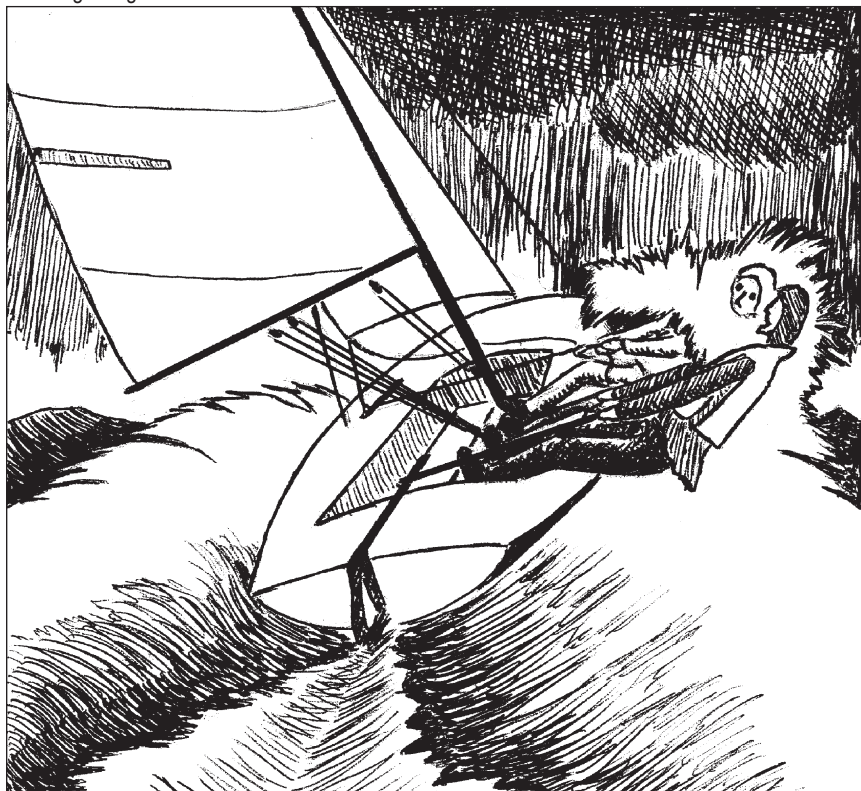
Silver Ho!

By Jurgen Braunoehler

THERE was tension aboard the *Flipper Scow* class dinghy, nose to nose with two leading rivals in this 1975 sailing class race. Converging on the windward mark at the head of the fleet, the three duelled for supremacy in the moderate to breezy conditions. Scooting across the path of the oncoming starboard tack boat, a roll-tack put the rival in her wind shadow, then caught the other boat tacking around the buoy and stole her wind too. That skipper then erred and ran right over the inflatable race mark. Winning the race marked the end of a three week course for the Canadian Yachting Association Silver Level VI standard, at a school named Sail Ontario, then in Toronto's Outer Harbour. This is the story of that journey.

My discovery of this sailing school took place at the newly opened Ontario Place in 1971. Against the backdrop of an overcast sky and a strong wind, I saw fleets of *Petrel* and *Flipper* Class dinghies scudding and planing about all over the place. Begun by the recently formed Ontario Sailing Association, it was the first school of its kind, the result of sailing exchange programs during the 1967 centennial celebrations that brought about nation-wide proficiency standards. The following year I enrolled as a student to take my CYA Standard One under the old Star System, so named after the star one could sew onto one's badge for each of the four

Drawing: Jurgen Braunoehler



standards attained.

By the time of the Silver Sail course, three years later, things had changed. I had finished the White Sail standard as well as Bronze IV and V, since the new Learn to Sail standards were introduced in 1973. That was the year the school was relocated to the Outer Harbour.

Now the coach boat bore down on us with a loud hailer and instructions to overcome a bad leeward position. "Ease sheets and power through it," was the command, as we surged ahead of a duelling fleet. Three weeks of hard work: learning racing rules, good mark-roundings, duelling tactics, sail-trim, planing and surfing in heavy weather produced results — and a Silver certificate. We definitely left the competition in our wake.

Nowadays, there is once again a change taking place. The new Competency Based Education Training (CBET) program for coaches is in the process of being implemented for all sports, including sailing. Among other things, prospective coaches will take a Fundamental Course as well as another one for their qualification level. All of this is part of the new Long Term Sailor Development (LTSD) framework, of which the Silver Standard remains part, for the time being, but along with the other sailing standards that will be reviewed in a few years and may even be split into two parts. A "Wet Feet" program for 5 to 7 year olds is also being explored.

Silver Sail graduates have gone on to great things: the Gold Standard, championships, the Olympics, the National Sailing Team. The Quest For Gold Team funds the province's athletes. But what of the younger crowd? The Long Term Athlete Development (LTAD) framework, of which the LTSD is a part, came about over concerns with the decline of physical activity of our youth and athletic performance in many sports. Also a desire to emphasize fun and process of learning over simply winning. In this regard a fellow student at Sail Ontario was ahead of, if not her time, at least of ours

The blow arrived during my Bronze Sail course and its first big seas were mistaken for giant motorboat waves. As we cleared the Water Rats Spit the wind laid us nearly on our beam ends, the side deck buried in racing foam as we luffed into the wind. Then we bore off on a madcap plane, the wave crests obscuring nearby boats. Nearly every dinghy capsized and only three finished the race (well supervised by rescue craft). The winner was skippered by a fit and gutsy teenager named Jane Leuty, a square-rigger veteran of the *Pathfinder*. She also graduated from this course with the Silver Sail standard. She and her crew alone flew a spinnaker on a screaming run to the finish line, in an impressive display of sailing skill. ◀

Operating a Power Vessel in the Toronto Harbour

EFFECTIVE September 15, 2009 all operators of power driven pleasure craft in Canada (e.g. our Committee boat, the whaler or DUX) must hold a “pleasure craft operator card” — and be in possession of it while operating any power-driven vessel. This card is issued after successful completion of the Pleasure Craft Operator test in compliance with the Competency of Operators of Pleasure Craft Regulations of the Canada Shipping Act. This power vessel operator card can be obtained on-line at **BoaterExam.com** or from a variety of other off-line sources, including Ontario Sailing.

In addition, operating a power vessel within the geographic boundary of the Port of Toronto requires a Toronto Port Authority Power Vessel Operators Permit. This permit applies strictly to the port and harbour of Toronto and is controlled and issued by the Toronto Port Authority.

The two cards are mutually exclusive of one another but after September 15, 2009 both are required by anyone who operates any of our club’s power vessels. We understand that in 2010 the “harbies” will be monitoring this vigilantly.

A cloud with a silver lining, however, might soon be scudding across our sky. It was learnt recently that the Toronto Port Authority has

applied to gain an exemption for anyone who possesses the Toronto Port Authority Power Vessel Operator Permit. This would mean that a Port Authority issued permit would have the same force and legitimacy as the Pleasure Craft Operator Card. However, please bear in mind that the Port Authority is only at the stage where it is attempting to gain an exemption and this exemption has not yet been granted.

For those members who do not possess a Port Authority Power Vessel Operator Permit, please note that in recent years the OHCC has arranged for an officer approved by the Toronto Port Authority to conduct the Port’s course and test at the OHCC site. Typically, the course occurs on the Saturday following the Victoria Day weekend. The course covers material similar to that in the Pleasure Craft Operator test but, in fact, is more comprehensive because, to be successful, one must pass both a short written exam and an “on water” boat-handling test. Over thirty-five OHCC members have obtained their Port Authority Power Vessel Permits participating in this event in the past couple of years. Another session is planned for the Spring of 2010. There will be a fee of \$20.00 per person.

Peter Suchanek, Treasurer

Photo: Staff



Mr. Browne

Our old friend, Ken Browne, member for over thirty years, made his final visit to the club back in August last year. He trailed out his famous Albacore *Lickertysplit*, and has now moved up to his pad in Collingwood.

He and his wife, Doris, were extraordinary members of our club: they sailed every race or operated the committee boat. They designed and built new gadgets, and painted everything in sight. They helped and encouraged anyone in need of advice. And, of course, they raked in quite a collection of sail trophies.

But down at the site: our erstwhile security team is in abeyance, if not in complete disappearance. In days of yore, every week during the winter, our dinghies, locks and buildings were checked to see if aught were amiss. If a tarp had collapsed, or if a trailer had divested itself of its load, the owners were alerted. Now, alas, no more. This is due to geriatric laziness and can’t be remedied. So, in the interests of our common weal, perhaps someone with a car, please take an hour or so from time to time during the winter to check our site.