



Flotilla

July 2010

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

Executive	1
Commodore	1
Frank Dye	2
Youth Sail	2
Vice Commodore	3
Awards Ticket	3
Race Tips	4
Garden	4
The Great Tea Race	5
Schedule	6

Thanks for the contributions in this issue: Peter Brayshaw, Jurgen Braunohler, Ralph Drake, Alan Hall, Ian Pinnell, Angus Ross and Chris Tattersall

Deadline for the next issue: **Wednesday, 15 September.**

The address is at the top of this page, and the entire editorial staff here would be in transports of delight to hear from you on time — or before. If you send an e-mail story to writeme@kenelliott.ca please back it up with a call to: (416) 363-2974

2010 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)	Peter Hale		(416) 533-8292	
Yardmaster	John Kiwi Reynolds		(416) 766-9987	
	Clubhouse	(416) 465-1234		

Commodore's Comments

THE OHCC weekend work party in mid-May was a great success. All the major projects we had planned were completed, including a great deal of the yard work and some gardening. We installed new draining trenches on rows A and W to help relieve the spring water build-up in those areas. As a result of this, some members will encounter a thin layer of soil on their lots due to this drainage work. That soil can be raked off and stockpiled, under the plastic, on the east side of the driveway entrance gate.

The new seawall dock has been built at the Danforth Tech, and was coordinated by Frank Whittington with the students of the school's woodworking department. Installation is expected this month.

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

OHCC now has a club burgee! Anybody who is interested in purchasing one (it's suitable for display on your dinghy at all times), can contact John Reynolds (416) 766-9987. They will be sold for \$20.00 each, including taxes.

The seminar *Predicting the Winds in the Outer Harbour* sponsored by Ontario Sailing was very informative. Those that attended gained a better understanding of predicting the weather and

winds through observation of data and current conditions.

The *Albacore* Open on Lake will be held on Saturday, 3 July. Registration desk opens at 9:00 in the morning, with coffee and muffins being served. Three or four races are being planned, weather permitting. Dinner and award of prizes will occur after races. The fee will be \$65.00 per two-person crew.

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 daily, Monday to Friday, with early drop off and late pick up available. An optional daily lunch program is also available this season. Contact Alan Hall (416) 571-9105, or his e-mail: alan.hall@sympatico.ca for additional information.

Again we are taking a pro-active approach to reduce the areas where mosquitoes will breed, and thereby help to lessen the spread of the West Nile Virus. All of our members are responsible in keeping the grass cut short on their assigned boat storage lots and to have no standing water in their boat hulls.

The 38th Annual Dinner Dance and Awards Presentation will be held at National Yacht Club on Saturday, 6 November. Tickets are available now at a cost of \$45.00 per person. Contact me at (416) 496-0325 or John Reynolds (416) 766-9987 to purchase them. **Ralph Drake, Commodore**



Farewell, Frank Dye

(born 1928, died Sunday, 16 May, 2010)

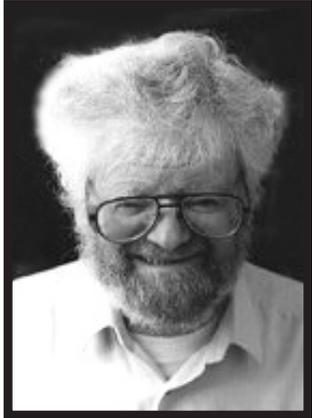
W48

ALL Wayfarer sailors, all dinghy sailors, in fact any sailors anywhere in the world, knew of and admired Frank Dye. Sometimes with a crew, mostly by himself, he had taken his dinghy to Iceland, Norway, Denmark, Sweden, Europe, the Mediterranean, the Persian Gulf. . . .

The early eighties saw him and his wife Margaret, cruising around Florida in a new freighted-in Proctor Special; the following years, he single-handed bit by bit up the United States east coast — to New York, then Maine, across the Fundy and up to Halifax. That was during the summers; he always went back Over 'Ome in the fall to continue his chilly, winter cruising out of East Anglia.

In May, 1991, he returned to Nova Scotia, retrieved his dinghy from storage near Lunenburg and sailed round the Bras d'Or Lakes, then back through the Canso and across to PEI. The rest of that summer was spent communing with Baie des Chaleurs in New Brunswick. (All this is single-handed, you understand.)

The following year, after another nice winter of chilly coastal cruising back home in UK (those Brits give up only in February, to thaw out and to refurbish their dinghies), he returned to our Down East, drove his heap round Gaspé and tried to sail up the St. Lawrence. Fog, tides and winds bouncing off the cliffs all combined to putting a stop, temporarily, to that sort of nonsense. Frank said he liked river sailing, but that one, at some 65 miles across, was a little bit too much. (Everything, please be advised, was against the current, against the prevailing westerlies, with no radar, no motor, no nothin') So he hauled his dinghy out at Matane and loaded it onto a truck for Montréal. And from there he sailed up the river to Ottawa-Hull.



From Ottawa, he continued through the Rideau down to Kingston and, at the end of the season, closed down the rig at Peterborough, a few miles up the Trent Canal. (Anyone who has attempted the charms of those two canal systems, will remember that navigating there has its moments, what with the locks, bridges, trees and all. But alone, and in a dinghy? With no outboard? I mean, this guy was some kind of demon!)

The following year (1993), he sailed the rest of the Trent-Severn system out to Georgian Bay, then up the Small Craft route to Killarney, south to Tobermory, then back up to Little Current, Baie Finn, McGregor Bay and again to Killarney where he left the goods in a barn for the winter. Then he came down to Toronto and convened with the Wayfarer sailors at TSCC and the Outer Harbour.

When meeting him for the first time, Mr. Wayfarer seemed quite unlike someone who had accomplished those extraordinary sailing feats. He was 60-ish, with a stocky, youthful figure, baggy pants with pockets stuffed with notebooks, and a startling shock of thick, white, wiry hair, beard and all, all round an impish, bespectacled face. And the way he talked was like someone merely day-tripping from our club to Toronto Islands. All very low-key and modest. And that's Frank.

At St Nicholas Church, Wells-Next-the-Sea, in Norfolk, there was a very fitting service to celebrate Frank's great achievements. His coffin was draped with the mainsail from his first dinghy, W48, which couldn't have been more perfect for the occasion. The church was full with his family, Wayfarer friends, and the local seafaring community; it was a truly memorable service and a fitting tribute to his life. **The Ed.**

Ocean Crossing Wayfarer, by Frank and Margaret Dye, published by Adlard Coles, 2006.

Sailing to the Edge of Fear, by Frank Dye. Published by Nimbus, 1999.

Last Chance to Book Youth Sailing

RESERVE one or two week *Optimist* 'Learn-to-Sail' for ages seven to 9 and White Sail I, II, and III for ages 10-17 in Session 1: the week of June 28th and Sessions four to nine from July 19th to August 27th.

The program is dedicated to developing the potential of young sailors in a "Development Centre" that is supported by the Ontario Sailing Association. These 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 the fleet of 420s at Toronto Sailing and Canoe Club. 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.

Alan Hall

For additional information:

(416) 571-9105, or alan.hall@sympatico.ca

Vice Commodore's Report

Lease. A meeting has been held between representatives of the Outer Harbour Sailing Federation (OHSF, who is our landlord) and the City to discuss a new licence (or lease). Unfortunately the meeting was inconclusive as the City's representatives did not appear to have been briefed by Waterfront Toronto of the latter's approval that OHSF should be provided with security of tenure. Also, the City claimed the right to the water (water lots) whereas OHSF pays the Port Authority (Federal body) for the right to moor boats and docks. A further meeting will be scheduled after communication between the City and WT.

Neighbours. A third Open House was organized by WT on 16 June to explain the Port Lands Soil Re-cycling Pilot Facility, situated on an 8.2 hectare site at 294 - 348 Unwin. This meeting did not provide much in the way of additional information from the previous meeting and which was reported in the last issue of *Flotilla*.

It was re-emphasized that revitalization of 800 acres of the Toronto waterfront, the Don Lands and Port Lands, depends on the ability to process 2,000,000 cubic metres of contaminated soil. It was also re-affirmed that hazardous and PCB contaminated waste will not be accepted onto the Unwin site. This site is presently being covered with asphalt, a waste water pond is being excavated and the pilot processing (washing) will commence in September and end in November.

A Stakeholder's and Technical Advisory Committee will be set up, on which the Port Lands Action Committee, and the OHSF will be represented. However with all the anticipated

pressure from WT and commercial interests, it is unclear what influence this Advisory Committee will have. In addition, as OHSF does not hold a signed license/lease, it is preferable that our concerns be channeled via the Advisory Committee, rather than by direct negotiation.

Port Lands Action Committee. A recent meeting, attended by representatives of the Ministry of Environment (MOE) and Toronto Public Health, to provide reports on the Can Roof Environmental Review Tribunal concerning odors and the dust (health) complaints concerning the cement plant adjacent to Leslie (that covers Eastern Marine's boat storage area with dust) was interesting for it provided:

Telephone the MOE at 416-326-3381 during the day or 325-3000 after hours to register an odor complaint (report time of day, wind direction, your location) and a description of the odor. But please do not mention OHCC until we have a license.

To formalize dust complaints call 416-338-7600 the "Health Connections" line.

Leslie/Lakeshore Light Rail Barns. The Toronto City Council have approved the light rail vehicles (trams) running down Leslie to the new storage and maintenance facility (barn). The vehicles will run past 177 homes and the local residents/Councilor Fletcher would have preferred an alternative route along Knox but they appear to have been overruled. To pacify them — and the environmental lobby over the major loss of green space on the corner of Leslie and Lakeshore and its replacement with a (small) parkette — the TTC have arranged a landscape design competition between three well known architectural firms.

Peter Brayshaw

Help Wanted

Volunteer Trim Carpenter to complete the wood trim and electrical panel box in our newly renovated Men's Change Room.

Please call Ralph Drake (416) 496-0325 if you are able to help.

The Outer Harbour Centreboard Club
 The Commodore invites you to our
38th Annual Dinner Dance
 Dinner, Dancing and Awards
 at the National Yacht Club
 1 Stadium Road, on Saturday,
 6th November, 2010
 Cash bar at 6:30 pm, dinner at 7:30



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).

Successful Starts

THIS is the first of several articles written by Ian Pinnell of P&B Sailmakers, Northampton, UK. Our thanks are due to member Chris Tattersall for sending them in here.

Pinnell started sailing in Mirrors and Enterprises. He is respected internationally for his sailing prowess and versatility across classes which include 420, 470, Miracle, Enterprise, Fireball, 505, Soling, Mumm 30, Melges 24 and Int14. He has won thirty-five World, European and National championships. He won the 1989 Endeavour Trophy (Champion of Champions) and was 1991 Helmsman of the Year. In 2008 he won the 505 Worlds.

For Sale

Two-horsepower, two-stroke Yamaha outboard motor, short shaft, 22 lbs

- Manufactured in 2001
- Bought in August, 2006 and used only once
- My cost \$500 (motor and complete service)
- One previous owner
- Fits stern compartment of Wayfrer or CL16
- Custom-made outdoor lockable storage shed (52 inches high, 22 inches wide, and 16 inches deep)
- Asking \$600 for motor and storage shed
- OHCC member Alan Levy: (416) 929-8282, alan@alanlevy.ca

IT SOUNDS so obvious, but the first rule of making the crucially important ‘good start’ is to get out to the start area early — preferably first. This will give you time to track the mean wind and look for any tidal influences.

If it’s a line start, a compass is the quickest, easiest and most accurate way to check line bias. Put the boat head to wind and take a reading, checking this several times to establish a mean direction. Then sail down the line on starboard to take a bearing of the line. Add 90 degrees to this reading. If the result is greater than the wind bearing there is a port end bias. If it is less, the starboard end is favoured.

If the starting area is close to the shore or you are sailing inland, it really pays to get a good transit, in case you lose sight of either end of the line; long lines always have sag in the centre which you may be able to take advantage of.

By the time the five-minute signal is given, you should have made up your mind completely about which end to be, and start as close to it as possible. The only time I’m a little wary of these tactics are when there is a five minute disqualification rule in force and the competition is very

high. In these circumstances we tend to choose a slot a little further away from the pin so that, if we are slightly early, we are more likely to be hidden.

When there is a one-minute, round the ends rule and you are over — you can still get away with a reasonable start by gybing and tacking round the pin.

Get the crew to provide the countdown to give the helm full powers of concentration on positioning the boat. And always make sure before the start that the sails and rig are set and tuned for the conditions prevailing. Boat control and pre-start manoeuvres are vital, and it takes a great deal of practice and experience to always pull off a good start.

The ideal situation to try and create is one in which (with 10 seconds to go) you have created a boat’s length of space to leeward of you by sailing slowly towards the line as close to the wind as possible. With three seconds to go you should have powered off into the leeward space to hit the line at full speed on the gun with your nose clear ahead of the boats above and below you.

Gate starts are, of course, very different but the rules about getting out to the area early still apply. It is usually fairly obvious whether starting early or late will pay off but it is sensible to be more reluctant to ‘go for it’ on gates and better to play the fleet and come out of the gate in good shape somewhere near the middle. It is again important to work hard to create the gap to leeward by sailing close hauled, and clip the back of the gate boat as closely as possible, sailing at full speed. Finally, always read the sailing instructions very carefully — with particular regard to the time when the pathfinder is released even if it is obviously right to start late; don’t be greedy! A conservative approach is the most reliable: you won’t win championships by taking risks.

MoreGarden

The lilac down front (in the east corner) needs some uncared-for chopping of the seed-heads. Then there’s lopping of the green shoots at its base. And that takes an athlete to do it: yer hafta get right down to ground level to get at that stuff. Secateurs are in the little toolshed but better bring your own: they’d probably be sharper.

Gardeneering

THOSE of our members who live in real houses no doubt have their own compost system for their gardens. But those who inhabit apartments or condos: what do they do with that lovely kitchen waste? Chuck it over the balcony rail?

Toronto, at the moment, has few (but a growing number) of such comfort stations. Some are at St. Lawrence Market where boxes are kept by the entrances, inside and out — useful in winter when it’s difficult to get down to the club.

If it’s just occurred to you that those banana skins, orange peels and broccoli bits are a useful recyclable commodity, and you wonder how to

go about it, pack the stuff in a plastic bag and shove it in the freezer. Keep it there, frozen solid, until it interferes with the preservation of less important items like ice cream and President’s Choice packages, then hoist it down to the club where there are four (and a half) compost boxes all ready and waiting.

There’s one at the end of the double gate roadway, another at the angle of the lockers, and the others just to the east of the washroom trailer. You may have to throw out the garbage with which those precious boxes have been sullied during the previous days: paint cans, duct tape, bottles, coffee cups and so on. That’s par for the course; just press ahead and keep our old planet alive for a few more minutes. **The Ed.Gardner**

The Great Tea Race

By Jurgen Braunohler

IT WAS 24th May, 1866, in Foochow, China, and a fleet of sixteen clipper ships lay moored in the Pagoda anchorage. Known as the racing greyhounds of the oceans, these three and four-masted windjammers had sailed half way around the world. They had rounded South America's infamous Cape Horn to bring gold seekers to San Francisco, then crossed the Pacific to pick up Chinese tea for markets in Europe, Boston and New York. Now sampans carrying the first harvest approached Foochow from far up the Min River and loading promptly began. Captain John Keay of the 853 ton *Ariel*, anxiously hoped to get away before the monsoon winds blew.

Four days later the *Ariel* and four other ships were under tow for the twenty-five mile trip down the Min to the South China Sea. It was a treacherous river and Captain Keay was unlucky enough to get a slow tugboat that laboured through the swirling currents. The hold was crammed with over six hundred tons of tea, wedged in by two hundred tons of pebbles and a hundred more in scrap iron to compensate for the light weight of the cargo. His frustration grew when a capsized boat and a rescue debacle involving his tug allowed the competing ships to forge ahead. Then an early monsoon greeted him on the open ocean, bringing sudden squalls and wind shifts.

The first leg of the voyage, south to the Sunda Strait had its own perils, for Chinese and Malay pirates sometimes swarmed the clippers. *Ariel* made all haste and reached the strait in

three weeks, where she signalled her presence. The passing of all the ships was then cabled to an excited public in England. Now it was westwards across the Indian Ocean in the strong southeast trades that sent spray across the decks. Captain Keay noted in his log: "Shipping water over all these two days past," as his ship stormed along at breakneck speed. He also broke two of his topmasts, which were repaired on the run, clipper-ship fashion.

A hail from the lookout caught the skipper's attention: they were gaining on another ship ahead. She turned out to be the *City of Bombay*, one of the old East Indiamen of the early 19th century. Those ships had evolved into the cargo-carrying Blackwall Frigates, from which developed the clipper ships that also owed their racy hull designs to the American schooner-rigged Baltimore clippers of the War of 1812. *Ariel* was one of these, and it took no time at all to overhaul the lumbering merchantman from another age, that was gamely doing her best in the boisterous conditions — a mere four hours from first sighting to out-of-sight astern.

Then, after swinging about Mauritius, the course was southward and around South Africa's Cape of Good Hope.

A month later, *Ariel* was at the entrance to the English Channel, reefed down on a stormy night. But when dawn brought clearing weather and a wind shift to the west sou'west, her skipper once again cracked on canvas, only to find he was not alone. The end of the day revealed his competition, the *Taeping*, which had shadowed him since both ships left Foochow together. Then, as bullish mates chased hands aloft in time honoured fashion, both ships set stunsails and smashed through the seas at a scorching fourteen knots up the Channel, to the thrill of spectators ashore and afloat. This race continued throughout the night.

By four in the morning *Ariel* was hove to off Dungeness Light and fired rockets to signal for the harbour pilot. *Taeping* arrived shortly after and did likewise, but without stopping, hoping to sail further and grab the pilot boat first. Captain Keay thwarted this by coming about and forced the other ship to change course and the two skippers battled each other all the way to London. *Ariel* got there first, but in waiting for the tide, the smaller *Taeping* was able to dock first, setting off a controversy about who really won after a 99 day passage. Of the remaining fleet from Foochow, *Serica* arrived hours later followed within two days by *Fiery Cross* and *Taitsing*, in the most dramatic finish of any clipper ship race in history. ◐

Drawing: Jurgen Braunohler



2010 OHCC Race and Events Schedule (continued)

Date	Event	Responsibility	Start
July 1 (Thursday)	Canada Day		
July 1	Spring/Summer Thursday Race 9	Doug Gordon	7:00 pm
July 3 (Saturday)	OHCC Albacore Open (on Lake)	Gordon Chu/Ralph D.	9:00 am
July 6	Summer/Fall Tuesday Race 1	Bob Fahy	7:00 pm
July 8	Summer/Fall Thursday Race 1	Darwyne Hourie	7:00 pm
July 13	Summer/Fall Tuesday Race 2	Alan Simpkins	7:00 pm
July 15	Summer/Fall Thursday Race 2	Frank Reid	7:00 pm
July 18 (Sunday)	Club Regatta	Webb/Bieber	11:00 am
July 20	Summer/Fall Tuesday Race 3	Peter Suchanek	7:00 pm
July 22	Summer/Fall Thursday Race 3	Ted Rosen	7:00 pm
July 27	Summer/Fall Tuesday Race 4	Frank Whittington	7:00 pm
July 29	Summer/Fall Thursday Race 4	Neil Smith	7:00 pm
July 30	Albacore Friday Night	Gordon Chu	7:00 pm
August 2 (Monday)	Civic Holiday		
Aug 3	Summer/Fall Tuesday Race 5	Rick Needham	7:00 pm
Aug 5	Summer/Fall Thursday Race 5	Bernie Bieber	7:00 pm
Aug 8 (Sunday)	Round the Finn	Kiwi	2:00 pm
Aug 10	Summer/Fall Tuesday Race 6	John Reynolds	7:00 pm
Aug 12	Summer/Fall Thursday Race 6	Heather MacNaughton	7:00 pm
Aug 17	Summer/Fall Tuesday Race 7	Roger Martin	6:30 pm
Aug 19	Summer/Fall Thursday Race 7	Jim Erven	6:30 pm
Aug 22 (Sunday)	Harbour Master	Gordon Chu	2:00 pm
Aug 24	Summer/Fall Tuesday Race 8	Stephanie Mah	6:30 pm
Aug 26	Summer/Fall Thursday Race 8	Joel Magnan	6:30 pm
Aug 31	Summer/Fall Tuesday Race 9	Robert Bartlewski	6:30 pm
Sept 2	Summer/Fall Thursday Race 9	Charles Wakefield	6:30 pm
Sept 3	Albacore Friday Night	Gordon Chu	6:30 pm
Sept 5 (Sunday)	Dufferin Bell Buoy	Angus Ross	2:00 pm
Sept 6 (Monday)	Labour Day		
Sept 7	Summer/Fall Tuesday Race 10	David Provan	6:30 pm
Sept 9	Summer/Fall Thursday Race 10	Mike Smits	6:30 pm
Sept 11/12 (Sat/Sun)	Contender Weekend	Neil Smith	11:00 am
Sept 12 (Sunday)	Albacore Fall Series	Gordon Chu	2:00 pm
Sept 25/26 (Sat/Sun)	505 Regatta + Contenders	Angus Ross	9:00 am
Oct 3 (Sunday)	Octoberfest	Bernie Bieber	1:00 pm
Oct 11 (Monday)	Canadian Thanksgiving		
Oct 16 (Saturday)	Docks Out/AGM	Ralph D. /Bernie B.	9:00 am
Oct 17 (Sunday)	OHCC/Multihulls winter yard configuration		
Nov 6 (Saturday)	Commodore's Ball - National YC	Comm./Rear Comm.	6:30 pm
Nov 11 (Thursday)	Remembrance Day		