



Flotilla

October 2010

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

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

Deadline for the next issue: **Wednesday, 15 December.**
The address is at the top of this page, and the entire editorial staff here would be really amused 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

WE completed another very successful sailing program this past summer. I would like to thank the many members who volunteered and participated at our club this year. Our club facilities and programs are gradually improving each year, and membership once again is at capacity.

John Martin, Alistair Martin, Alan Hall again organized and implemented a rewarding junior sailing program this season, and ten Navy League cadets took part in the OHCC/TSCC learn-to-sail program.

Angus Ross solved the problem of providing a quick response emergency boat with suitable docking facility. He, with Frank Whittington and other volunteers, helped to complete the new seawall dock. The Duxx rescue boat can be launched in less than two minutes by a person who knows the procedure.

OHCC had an open house for the Navy League Sea Cadets to introduce them to our programs and facilities. The League expressed a desire to integrate some of their programs with OHCC. Further discussions are planned to take place later this year to discuss how we can complement our programs in the future.

And again we were able to complete many improvement projects this year. The volunteer efforts this year were outstanding, and they are greatly appreciated. Holly Benison with her dad,

Peter, did wonders in the parking area. They have installed and watered lots of new plants, and, for heaven's sake, continue to clean up the endemic trash — although the last effort doesn't last beyond a couple of days. Nick Lewis and family de-weeded the overgrown concrete boxes in the parking area, thus enabling more trees, veggies and wildflower seeds to be planted.

On Saturday, 16th October, we'll be taking our docks out of the water; and later we'll be electing a new OHCC Executive. Dismantling and cleaning docks, draining water lines and property cleanup and so on, will start at 9:00 AM.

The 38th OHCC Annual Dinner Dance will be held at The National Yacht Club on Saturday, 6th November. That club is one of the oldest in Toronto and it has an excellent dining room that overlooks the Toronto Islands. Tickets are \$ 45.00 each and can be purchased as follows:

- a) At Docks-Out on 16th October;
- b) 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 made payable to The Outer Harbour Centreboard Club and must be received by 1st November, to ensure your attendance.

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

Ralph Drake, Commodore



2010 Youth Sailing Program Report

Now that the sailing season is over it is time to reflect on the success of our program and how it has expanded with the help of our tireless members.

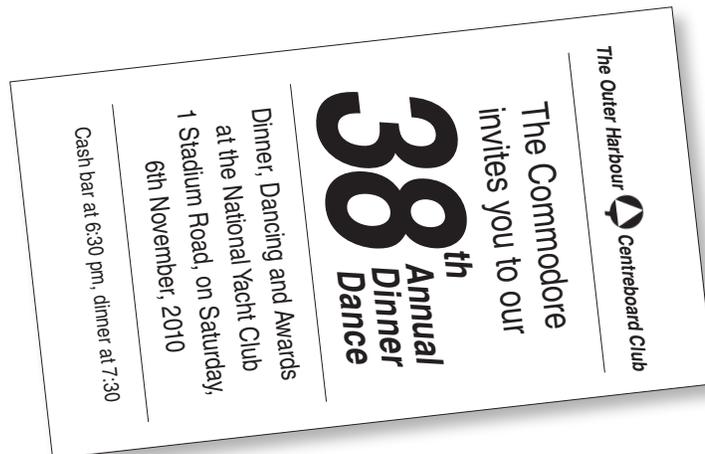
First we had a 61% increase in students over last year. In 2009 we had 13 children ranging in age from seven to 13 in *Optis* and White Sail I and II. This year we had 21 students including eight Navy League Cadets for a total of 24 weeks of sailing instruction.

Our thanks are due to John and Alistair Martin for organizing the *Opti* fleet, and to all the volunteers who helped. Special recognition should be given to Kiwi Reynolds and Frank Whittington for introducing the Navy League Cadets to the program. With Ralph Drake's leadership, our club raised money through sponsorships and

donations, to offset 50% of the cost for Navy League Cadets to take sailing lessons. The Navy League Cadet Corp Enterprise #29 agreed to offer the program to their cadets since it provides them with proper naval training which includes WSI training on dry land. Naturally they were eager to get cadets out on the water. We invited officers, cadets and their families out on a social sail in August; this was a huge success, with happy faces all round.

The efforts of OHCC and the Navy League Cadet Corp have resulted in the beginnings of a mutually beneficial relationship which we are only starting to explore. I would like to thank everyone for their support, and I look forward to an even better 2011.

Alan Hall



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).



The Mighty *Preussen*

By Jurgen Braunohler

SHE was the mighty *Preussen*, (pronounced Proysen) the only ship to be fully square-rigged on all five masts. A hundred years ago, seamen venerated her as “Queen of the Queens of the Seas.” This behemoth was the apex and end of the line for the commercial square-rigger: a lineage that saw its evolution from 19th century East Indiamen to Blackwall Frigates, to racy clipper ships, to simplified Down Easters of Maine and Massachusetts and finally the iron and steel Cape Horners at the turn of the century. The big windjammers would see a final flowering of the age of sail and one more moment of glory.

That glory came in the long distance hauls (without any costly fuelling stops). The economical sailers did brisk business in the Australian wheat and Chilean nitrate trades, training the cadets who became future bridge officers in the bargain.

This was the world of the *Preussen*, as she smashed through Cape Horn seas every year to and from Chile. Built in 1902 for the German Laeisz “P” Line and named for the state of Prussia, the ship had made a dozen such voyages, and one around the world. However, her great speed was also a liability, and it was about to seal her fate.

The *Preussen* was wrecked and became a total loss, although the cargo was salvaged. Little remained of the ship. The resurgent grain trade under sail, begun by Gustav Erikson with his fleet of ships, based at Mariehamn in Finland’s Åland Islands, continued through the 1930s with

crews of cadets. Thereafter, it gradually petered out until it met a sudden end with the sinking and huge loss of life, of the four masted barque *Pamir* in a hurricane in 1957. A sister ship, the *Passat* sits as a museum piece in Travemeunde, Germany while another, the *Peking* is moored on display at the South Street Seaport Museum in New York City. The former *Padua* (renamed *Kruzenshtern*) continues to sail with the Russian Fisheries Fleet. The *Preussen* herself, however, has found resurrection in the building of a replica in 2000, modified to carry passengers. Her name is the *Royal Clipper*.

November 6, 1910 found the *Preussen* scudding down the English Channel in a brisk wind, under Captain Jochim Nissen. A week out of Hamburg, she was bound for Valparaiso with general cargo, including pianos.

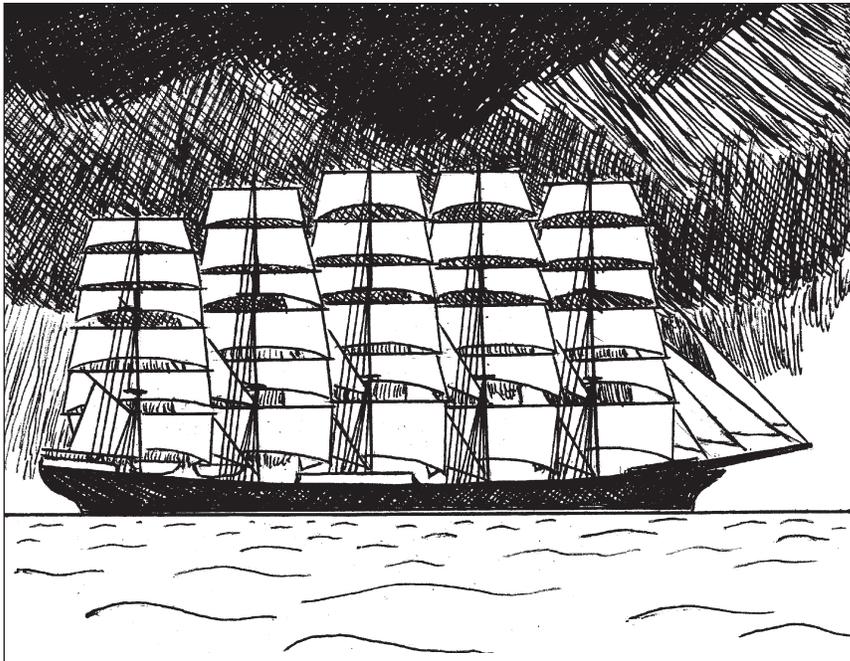
It was just before midnight and foggy. The bridge watch aboard the cross-channel steamer *Brighton* struggled to see anything, when suddenly the lights of the big sailing ship appeared out of the murk. Overconfident in the steamer’s speed, a course was laid to cut across the lumbering *Preussen*’s bow. It was a mistake. They didn’t realize that the sailing vessel was plowing along at a good 16 knots and was hard to handle as well, requiring up to eight men at the helm in heavy weather.

With a rending crash and screeching metal, *Brighton* smashed broadside into *Preussen*’s bow, demolishing the bowsprit and forward rigging. Then as further sickening noises came from aloft, the fore topgallant mast crumpled and came crashing down, while hands on deck ran for cover. In spite of her steering difficulties, she did have the unusual ability to tack in a force nine gale, conditions that normally called for a square-rigger to “wear ship” by gybing around instead and heading up on the new tack. Now however, *Preussen* was helpless, unresponsive to her helm. “Stand by your anchor gear!” ordered Captain Nissen.

Off Dungeness the *Preussen*’s luck finally ran out, as the southwesterly piped up to gale force and both of the anchor chains parted. The two labouring tugboats that came to the rescue didn’t have any better luck either and it was in the shallows of Crab Bay near Folkestone that the great ship struck bottom in the surf.

Suddenly a rocket flared their way: it was coastguards on the East Cliff Sands who had shot a rescue line out to them, to pluck everyone off the ship. But the offer was refused, and for the next two days crew and passengers engaged in an heroic but doomed struggle to save the ship, before everyone reached safety ashore. ◉

Drawing: Jurgen Braunohler



Names of the masts (L to R): jigger, mizzen, middle, main, fore.

2010 OHCC Events Schedule (or what's left of it)

Date	Event	Responsibility	Start
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		

Vice Commodore's Report

Lease. We still have no lease for our grounds and clubhouse. As reported previously, an inconclusive meeting was held on 23rd April between the Outer Harbour Sailing Federation (our landlord) and the City Officials. The meeting was inconclusive, for the City Officials were purportedly unaware that Waterfront Toronto had withdrawn their demand for the inclusion of a six-months notice clause in the lease, plus other misconceptions. A further meeting was to be scheduled. As the City had not communicated, a detailed proposal was sent on 30th July by the Federation, clarifying all disputed matters. The City acknowledged this communication on the 5th of August, stating: "Parks staff will have to work this out with you and Waterfront Toronto as they are operational issues for the most part rather than legal ones."

On the 9th August, in the absence of specific date for a meeting, the Federation expressed its willingness to meet again, and received a response indicating an internal meeting by City staff to discuss issues, after which it was indicated the City would contact the Federation. A further "chaser" was sent to the City earlier in September but so far there has been no response. So now you know all I know and we continue to pay taxes plus leasehold rent, but it appears finalization of a lease for the Federation's land is low on the list of City priorities.

Neighbours. The plan for a four-pad hockey arena north of the ship channel has been scrapped and replaced by a glass-enclosed and stacked four-pad arena which will effectively be eight storeys high. The City has approved the new plan, but nobody appears to know how the cost of \$80 million will be funded. If and when it is built, this structure, when lit up at night, should be a very interesting sight.

Garbage. It was disappointing to note that when the Commodore posted a list of jobs to be undertaken by members of our self-help, low cost club, there were no volunteers for many of the jobs. One of the jobs was emptying the garbage bins next to the gate each week and this was to be divided into the 1st, 2nd, 3rd and final weeks of each month. Only two weeks were signed up for, resulting in excessive labour for those who did sign up, compounded by the actions of some members who placed major items such as worn out tarps, broken centreboards, old lifejackets, boxes etc, that completely fill up a garbage container and leaving no room for small items.

These larger items should be placed directly into one of the two dumpsters rented/contracted out by the Federation. One dumpster is east and adjacent to Multihull's gate, the other is west and just past St. Jamestown's site. These dumpsters are emptied when full and paid for by the Federation out of our annual dues.

Ontario Sailing Association. The goal given to Glen Lethbridge, of OSA by the executive, is to raise funds for a separate endowment fund that will be used solely to provide financial assistance to high performance sailors and their coaches, with the objective that for the 2015 Olympics most of the Canadian sailing representatives will originate from Ontario.

\$150,000 is needed and the recently advertised golf tournament is part of this fund-raising aspect. We can expect further appeals to meet this goal.

On a more practical note for OHCC members, OSA has arranged for a 10% discount at Marks Warehouse for OSA members, which, by virtue of our club's contribution, applies to us. The Discount Cards will be located on the cupboard under the windows in our clubhouse and if you need more, telephone OSA: (905) 572-SAIL (7245). Toll Free: (888) 672-SAIL (7245)

Peter Brayshaw