



Flotilla

October 2011

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

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2011 OHCC Executive	Work	Home	Fax
Commodore Ralph Drake	(416) 449-0399	(416) 496-0325	(416) 449-0103
Vice Commodore Peter Brayshaw		(905) 632-8586	
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Membership Doug Gordon		(416) 694-8221	
Treasurer Peter Suchanek	(416) 458-9199	(416) 545-0832	
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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		

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

Deadline for the next issue:

Wednesday, 14 December.

The address is at the top of this page, and fer heaven's sake, git yer words in 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

Commodore's Comments

Again we had a very successful sailing program. I would like to thank all those members who volunteered and participated at our club this year. Our club facilities and programs are in good shape and membership is at capacity.

The OHCC work party painted the boat shed, the tool shed and the washroom trailer. Thank you, Frank Whittington, Stephanie Mah, Joshua Chiddy, Roger Martin and the Benison family for your efforts.

The Tuesday night feasts were amazing this year. For a mere \$5.00 per meal, we were able to serve up delicious, mainly healthy, three-course meals that included bread, wine and dessert. Angus Ross has organized this program very well and many people have been really innovative in the selection of food.

Volunteer efforts with respect to maintaining our facilities were sporadic and sparse this year, due to busy schedules of our limited volunteer network. We will discuss this matter at our AGM; and the 2011/2012 executive will be tackling this problem in the new year.

On Saturday, 15 October, we will be taking our docks-out of the water and will be electing a new executive. We will start dismantling and cleaning docks, draining water lines and cleaning up the site at 9:00 AM.

The 39th OHCC Annual Dinner Dance will be held at The National Yacht Club on Saturday, on

5 November. The National Yacht Club is one of the oldest clubs in Toronto with an excellent dining room overlooking the Toronto Islands. Tickets cost \$ 50.00 each and can be purchased as follows:

- a) At Docks-Out on 15 October, 2011
- 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 29 October to ensure your attendance.

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

Ralph Drake, Commodore



Holly Benison (right) and her friend, Michelle, paint the tool shed

Photo: Peter Benison



Vice Commodore's Report

Property Maintenance

In my last report, I requested that members place their name on the Activity Duty List, set up by the Commodore and located adjacent to the kitchen. A big thank you to the ten members who agreed to undertake specified duties, and to those who painted the shed and the washrooms. Yet, well over twenty jobs remain unfilled and it is left to some old, long-standing members (who are getting tired) to take up the slack. I am also a member of Brontë Harbour Yacht Club where we had a similar problem. That was solved by: **assessing each member with twenty hours of work a year, at \$20 an hour; "if you don't complete, then you pay up to an extra \$500 per year"** in addition to all other club fees. This is what may happen around here if people do not volunteer their time. We plan to discuss this further at the A.G.M.

Due to exigencies of a late revision, the following has not been edited or proofread:

Mayor Ford's plans for the Portland's, including the area north of Unwin, were released in artist's conceptions showing a densely crowded area with high rise buildings, plus it was completely at odds with Waterfront Toronto's (W.T. long range 15 - 25 years if/when funding available) plans for diverting the River Don into a marsh (to catch the contamination), situated on the site of the Cherry

Street Chinese Supermarket. The marsh was to be bounded by low rise residential buildings. In addition the artist's conceptions showed a mass of buildings on the North side of Unwin, but one of the artist's conceptions stopped short on the north side of Unwin and another from a view point in the north east showed the soccer fields intact, with the Goodman trail diverted through the Tree farm to the north of our premises. This latter view again stopped short of the boating clubs and did not show the shore line, all causing concern that once more our site was under threat. At a public meeting on September 18, organized by Councilor Fletcher to discuss the Portlands, I met with her and was informed that only artist's conceptions existed and there was an absence of specific plans. Since then no doubt all our members are aware the City's Executive Committee amended the Ford Plans to leave the Portlands under the control of W.T., but expedite construction. It therefore appears the present status for our land/premises remains i.e. . No lease but we continue to occupy our site, pay rent plus taxes. It still appears the City has little interest in providing the Outer Harbour Sailing Federation (O.H.S.F.) (our landlord) with a lease, despite years of negotiations and now with issuance of instructions to W T. to speed thing up, there may be changes to the existing W. T. plans .It is the writer's opinion that the status quo will continue to exist, but we must remain vigilant. It may well be that when more information is issued concerning any amendment to the W.T's. plans and if found to negatively impact us, then we may have to recommence the lobbying activities, but at this stage it is too early for the O.H.S.F. to take action or for us to start worrying. **Peter Brayshaw**

Toronto Portlands late news

Councillor Paula Fletcher hosted a meeting on the 18th September, at the Ralph Thornton Centre, to organize opposition to the Ford's Plans for the Portlands and other austerity proposals for the City. She encouraged all participants to voice opposition and to contact their councillors on the Internet at codeblueto.com

After the meeting closed, I had the opportunity to discuss with her the Ford plans for the Portlands, and was advised that an Official Plan has not been published.

All that is known is the artist's versions that were seen in the *Toronto Star*, and those left the impression that all development was to take place north of Unwin.

Peter Brayshaw

AT the moment, it is unclear if the Ford plans for the Portlands will affect the location of our clubs, so we don't plan to take action, only monitor the proceedings. **Dennis Findlay** is a former Chairman of the Portlands Action Committee, and has been very helpful to us in the past. His e-mail below is presented as information to members:

TORONTO has had a long history of making plans for its waterfront with no results — until, in 2001, the three levels of government committed \$500 million each and created a single agency: Waterfront Toronto. This agency was to build infrastructure and public spaces, and to be master developer for the revitalization of the waterfront — a huge project which would take perhaps twenty-five years.

After intensive planning, with full public participation at every stage, many WT projects are already complete, including a public boardwalk, wave decks, Sherbourne Common and Sugar Beach parks, and extensive improvements in Mimico and Port Union. Flood protection of the West Don Lands was crucial to winning the 2015 PanAm Games, as this provides the perfect site for the athletes' village.

WT has partnered with the Toronto and Region Conservation Authority (TRCA) on an environmental

assessment in preparation for development of the part of the port lands called the lower Don. Its aims were to renaturalize the mouth of the river; provide flood protection for the port lands and south Riverdale, and build new communities and recreational space. The resulting award-winning People's Plan is visionary, practical, sustainable and good for the City's economy. The EA was submitted to the provincial Ministry of the Environment in December 2010, after unanimous approval by City Council.

Now the Mayor and his Executive Committee are moving to seize development rights from Waterfront Toronto, putting the People's Plan at risk. All this is being done without public engagement or instructions from Council.

This undemocratic takeover of the project would waste \$19 million of taxpayers' money. It would set back development indefinitely.

Under the WT plan, development of some areas could begin in the next couple of years; the remainder will be subject to market conditions once the flood protection infrastructure, in the form of a wonderful naturalized rivermouth park, is in place.

What can **you** do? See box in margin on left.

On right, is an e-mail from:
dennisfindlay@rogers.com
416-961-8046

What can **you** do? Go to:
<http://codeblueto.com>
Sign the petition, contact your councillors, encourage them to do the right thing. If we follow the mayor's plan, we'll waste time and money. It will slow the process, it will **NOT** speed it.

Lop

THERE are four trees just *outside* the fence, starting at the level of the mast rack and going eastwards to the rarely-used double gate: two maples, a thuja (cedar) and an elm.

The first, a silver maple, planted by a club member some fifteen years ago, needs to be cut back before it tangles with the hydro cables.

The next one, a sugar maple (I think), has to be chopped a bit, too. It suffers from the Dreaded Black Spot, a malady called — *anthracnose*!

A little bit farther to the east is the thuja* (grown from seed in our editorial office) and has been in place for fourteen years. That one suffered some violence seven years ago when

**Thuja*:
Arborvitae,
cupressaceae,
western red-cedar,
northern white-cedar,
wotever.

a naughty, unknown miscreant stripped its greenery, no doubt for Xmas decoration. It just survived but is still struggling. Please leave that one alone.

Next, right near the double gate, is an elm grown from seed twenty years ago, right here in the office. That tree was completely chain-saw zapped, right down to the ground, a few years back! No one in our club or the Multis, or the city detectives, like Richard Ubbens (director of Urban Forestry Services) and his team, could figure out the why the hell or the wherefore. But nature took over and it has become a splendid coppice, and, with care, might live forever. And it is also threatening the overhead wires!

Use the loppers carefully; in a few years, we're gonna have one hell of a forest down there.

the ed-gardeneerer

Youth Sail

OHCC's Youth Sailing Program develops the potential of young sailors who get access to an excellent youth sailing program in a "Development Centre" supported by the Ontario Sailing Association

As you know, OHCC has been working on multiple fronts to get more kids sailing. We have a core team of volunteers who for years have been refurbishing the *Optis* and ensuring that essentially new boats get launched each season for the sailing school we operate in conjunction with TSCC. Our executive has also worked to expand the program by aligning with the Navy League Cadet corps from Downsview, and by approaching sponsors to subsidize the cost of a week of sailing lessons for each child. This year, we had a total of six students (two were from the corps) participate in seven weeks of sailing. One was a beginner enrolled in *Optis* and the rest enrolled in White Sail I, II or III classes.

A car wash planned to raise money didn't materialize because it took too long to organize volunteers to supervise the cadets. The objective was to have Navy Cadets, Sea Cadets and Air Cadets wash cars to pay for their tuition.

This season, the bookings were done online and now that we have a new web site we can start promoting the school early in the new year through online advertising.

It is my hope that we continue our effort to build the school and widen the outreach started with the cadets. To do that we need more hands on deck to help plan and expand what we are working on. If you want to help us boost the program, please let us know.

Each season, the Outer Harbour Centreboard Club with the Toronto Sailing and Canoe Club, offer Learn-to-Sail programs for youth ages seven to 17, Monday to Friday, from 9:00 AM to 4:00 PM in July and August. **Alan Hall**

Flot.dot.ca

THIS issue of our newsletter shall be the last on paper, and sent to all members by Canada Post. So far, only two requests have been received that ask for paper copies in subsequent issues. And that little chore can be handled with great dedication and considerable expertise.

It's gonna cut down on our expenses quite a bit; only a few copies will be printed, and a couple sent to our outstanding reactionaries; two more will be kept for the archives. The rest will be

taken down to the club, four times a year: like on 1st January, 1st April and so on.

And in those archives, there are paper copies going back almost to the dawn of history. There also are Aldus *PageMaker*/Microsoft *InDesign* copies, as well as PDFs going back almost as far.

On, or before those four dates, a PDF version will go to our WebMeister as it has in the past. Just try our website www.sailohcc.ca and look for *Flotilla* under the menu **About Us**. The old eight-and-a-half by eleven format will remain the same for those who may want to print it out.

And I hope that we don't get repeat of that splendid snafu of ten years ago. **The ed.**

Website Update

IT'S been a great season with lots of good weather and high water. Perhaps too many weeds and not enough wind velocity on some days but overall, hasn't this been a great year? Did you notice that our club website was relaunched with a new look and feel? New functionality included a calendar of events, scrolling messages, and new content such as photos and videos. The goal is to create a meeting place on the web. To achieve that we want to continue to add features and to build up the members-only area of our site.

To do that we need your input, so consider this your personal invitation to get involved in posting content, and participating in the ongoing maintenance of the website. For instance, you could take on the development of content

of a particular class of boat – not all the sailboat models in our club are represented and you might want to update or revise the existing ones.

There are many other possibilities. If you would like to add information about racing or related topics, just approach the executive and we'll set you up with the right tools and access. Do you want to blog about racing or to pass on sailing techniques?

We'd like to build functionality to make it easier to post race results and add the capability to purchase online using services like PayPal. There are endless possibilities to keep connected over the winter through the website, depending on your involvement. So please take a look at www.sailohcc.ca and email us with your ideas and suggestions. We're counting on you to make OHCC's website even better during the coming months. **Alan Hall** (alan.hall@sympatico.ca)

The Famous Tuesday Night Feast

A three-year review

FOR AS long as I've been a member of OHCC, there has been a Tuesday night feast – run, until the end of 2008, by Ken Browne with Doris's able assistance. It is part of the glue that holds the club together as a really welcoming, social place.

In 2009, I succumbed to extreme pressure and agreed to take over the organizing, chasing, harrying, chivvying, collecting, and any other sort of 'ing' related to the post-race meal.

That year, we began the Tuesday night feeding (the feasts start at the beginning of June) four weeks earlier than previous years, and we served burgers, sausages, pate and cheeses, together with appropriate libations. And we continued that the following season, and into 2011, despite the unseasonably cold and wet weather this year. Over the past three seasons, we have served meals on 59 Tuesday evenings to 2,097 people (with many evenings at more than 50 people) and it still remains at \$5 a head. It's the greatest food bargain, bar none, in Toronto!

What has really helped is that people actually stay around the guideline numbers originally put out in 2009 (and updated annually) to try to rein in some of the more extravagant courses. The quantity, quality and diversity of the food hasn't suffered (we had gourmet sausages, thick pork chops, salmon, chicken, etc.) and the wine (thanks to Chile, Argentina, and Italy) has probably improved in quality, and at a lower price. In moments of rashness we have even had steaks and an annual spit-roasted marinated roast beef without running huge deficits!

The "Ross/Reynolds Rule" — no food to be

served until sign-up board complete for next week — was invoked frequently in 2009 but by 2010 people had learned and were generally willing to sign up for the different courses; and in 2011, with a couple of evenings' exceptions, the board was usually filled quickly. It was good to see new members and some of the community club sailors putting their names down on the list.

Despite that, there are still a number of long-time members who seem reluctant to put their names down for anything that requires a bit of work (meat/salads). If you work it out, there are sixteen "feasts" a season with about 40 people on average per night, making 96 items that have to be brought. On average, for regular attendees, that means you should bring each item about once every two years — not exactly an onerous imposition. Maybe in 2012 an allocation system will be included to ensure a more equitable sharing of tasks. You have been warned!

Angus Ross (Cajoler-in-Chief, Tuesday Feasts)



The Weaning Trip

by Jurgen Braunohler

IT WAS a windblown day in late September. Pitching on the rough seas of northern Georgian Bay, our yawl-rigged navy whaler made its way westwards in a strong sou'easter, outward bound from Key Harbour in the far northeast corner of the Bay.

Aboard the craft, I surveyed the scene: there was hardly a cloud in the sky while an endless train of rolling wave crests obscured the horizon. Before me, aside from my two staff, nine weary teenagers (who had been in trouble with the law) struggled with the challenge of a tough wilderness rehabilitation program designed to turn them around. At that moment, however, they were too seasick to care much about anything.

The powerful blasts of wind that morning had sent the *Boomerang*, our 27-foot fibreglass yawl racing along under jib and mizzen. Putting into the Bustard Islands had looked like a good idea,

but with a drop in the wind and continuing good weather, I decided to press on. The crew reefed the boomless main of our lugger, struggling with queasy stomachs and trying to recall slipping reef knots. Then they swayed the yard aloft, the sail snapping explosively in the strong gusts. *Boomerang* heeled under a press of canvas as a foaming bone in her teeth cascaded ahead of us. Now, six miles west of the Bustards, something felt oddly wrong and yet I didn't know what.

As the western custom of leaving home is a rite-of-passage for most young adults, commanding this boat with eleven other crew on week long cruises was a similar turning point for me. I had worked for this privilege, having served for years on Toronto Brigantine sail training vessels, and then earlier that summer as *Boomerang's* second in command.

Descended from the whaleboats once carried by sailing ships to hunt the leviathans of the deep, our whaler was owned by Project DARE, a wilderness camp then run by Ontario's Ministry of Correctional Services. Its program was modelled on the Outward Bound courses that were devised during World War Two – for teaching merchant seamen how to survive if their ships were sunk. Today, the courses remain popular in civil life for teaching coping skills and positive self-motivation by overcoming natural adversity. In the case of our volunteer teenage crew, DARE's strenuous two-month program was their ticket to freedom from training schools and reformatories – providing they did well. The whaler had been bought from the Canadian Navy just for this purpose, and the meaning of DARE's name was: Development through Adventure, Responsibility and Education. It was also my first job after graduation.

I did not regret my decision to press on past the Bustards, as *Boomerang* was behaving well in conditions that were normal for her, if uncomfortable for the crew. We were two days out, having rowed the 2,000 lb boat, loaded with the additional weight of a dozen people, and much camping gear, 14 miles down the Key River on our first day.

But a cloud on the horizon to windward bothered me for some reason, as did the fact that the previously falling wind was now holding steady. To make Beaverstone Bay as planned meant hazarding *Boomerang* farther off-shore than I now wanted in order to skirt the shoals (known as "The Chickens") with sufficient sea room. But this was a push trip and not a holiday cruise. Running for shelter on a mere hunch, when I had told my employer that we would be in Beaverstone Bay that night, might take some explaining. Yet it was a decision I had to make, with some reservations.

Suddenly the fun was gone and the burden



Drawing: Jurgen Braunohler

of responsibility loomed very large. I bore off for the Voyageur Channel on the French River, opting for safety in the face of uncertainty.

Then things became rather busy. In the rising seas I struggled with compass bearings on the leaping whaler. The mizzen had to come in. The helmsman needed supervision. The bailing crew was busy as was the lookout. A youngster vomited while another peed overboard — after I had harnessed him to the boat.

Luckily I had done most of my chartwork in advance and had plans for every contingency, allowing the sea room to carry them out. Now that cloud had turned into a great black squall and the waves were leaden grey. After gybing we made alarming leeway towards the distant but menacing shoals, that had become shrouded in foam.

When at sea, the best time to deal with anything is always **right now**, while you still have the chance. We tacked away instantly. “Ready about!” I shouted while sending hands to start the engine, reluctant to drift in any closer. As she paused, head to wind, the crew dipped the lug – hauling back the mainyard around and abaft the mast onto the other side, and backing the jib. The bow plunged in a deep trough, and a

rogue sea reared level with our main masthead. The engine sputtered to life as we hurtled over this roller and *Boomerang* took the following sea with a smasher, all hands forward vanishing in a cloud of spray. Coming about again much farther out, I made haste for shelter towards an unbroken line of foaming breakers. My piloting was dead-on: the breakers parted to reveal our channel ahead, and in we went. The sky astern was sinister, a black and ominous witch’s brew.

The rest of the six-day cruise was challenging, with more boisterous sailing, an encounter with a bear, and survival training (I did this by marooning the boys in pairs on various islands with only emergency rations). The weather continued cold, rainy and miserable. When the trip ended though, it did so in grand fashion. We came storming into Key Harbour on a lively reach and under full sail. The boys just loved it. Having completed this “Weaning Trip” as it was known, they were well prepared for their survival solos and the “Major Expedition” that they would have to organise themselves. These experiences would change their outlooks on life forever.

In my case, skippering *Boomerang* was also a turning point, and my life would never be quite the same again. 🍷



Fraser Rennie

WE heard in mid-September that Fraser Rennie, who made many friends while he was a member of our club, had passed away suddenly on Saturday, September 10th.

He was only 52!

Fraser was a member of our our club for several years in the late 90s, and for three of them, he was an energetic officer on the executive, looking after our motor boats.

He leaves his wife, Colleen, and three children,

and four grandchildren. Family was extremely important to him, and he was a passionate grandfather who loved and adored his grandchildren.

He was a long-time and active member of the Kinsmen, and a community advocate for many charities and events. And at Keswick, he was an avid sailor and competitor — he died on Lake Simcoe while taking part in his favourite sport.

A memorial service was held at Immaculate Conception Church, Thursday Sept 15, 2011.

2011 OHCC Race and Events Schedule (continued)

Date	Event	Responsibility	Start
Sept 24/25 (Sat/Sun)	505 Regatta + Contenders	Angus Ross	9:00 am
Oct 2 (Sunday)	Oktoberfest	Bernie Bieber	1:00 pm
Oct 10 (Monday)	Canadian Thanksgiving		
Oct 15 (Saturday)	Docks Out/AGM	Ralph D. /Bernie B.	9:00 am
Oct 23 (Sunday)	OHCC/Multihulls winter yard configuration		
Nov 5 (Saturday)	Commodore’s Ball - National YC	Comm./Rear Comm.	6:30 pm
Nov 11 (Friday)	Remembrance Day		