



# Flotilla

October 2012

News and views from the Outer Harbour Centreboard Club ( [www.sailohcc.ca](http://www.sailohcc.ca) )

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Thanks for the contributions in this issue: Peter Brayshaw, Jurgen Braunohler, Ralph Drake, Stephanie Mah, Adam Nicholson, Angus Ross, Dave Ross and Jennifer Zelmer

Deadline for the next issue:

**Thursday, 13 December.**

The address is at the top of this page, and fer heaven's sake, git yer stuff in on time — or before!

If you send an e-mail story to [writeme@kenelliott.ca](mailto:writeme@kenelliott.ca)

please back it up with a call to: (416) 363-2974

## 2012 OHCC Executive

|                    |                         | Work           | Home           | email                       |
|--------------------|-------------------------|----------------|----------------|-----------------------------|
| Commodore          | Ralph Drake             | (416) 449-0399 | (416) 496-0325 | rdrake@drake-associates.ca  |
| Vice Commodore     | Peter Brayshaw          |                | (905) 632-8586 | pnbbrayshaw@hotmail.com     |
| Rear Commodore     | Adam Nicholson          |                | (416) 402-1911 | adam_nicholson1@yahoo.ca    |
| Secretary          | Alan Hall               | (416) 571-9105 | (416) 323-0770 | alan.hall@sympatico.ca      |
| Membership         | Katy and David Molyneux |                | (416) 487-9572 | djm@integrapro.com          |
| Treasurer          | Peter Suchanek          | (416) 458-9199 | (416) 545-0832 | peter@heinkeandsuchanek.com |
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| Property (Grounds) | Bob Fahy                |                | (416) 265-3321 | bvfahy@aei.ca               |
| Property (Boats)   | Peter Hale              |                | (416) 533-8292 | peter.hale@opg.com          |
| Yardmaster         | Dave Ross               |                | (416)-953-6646 | dave7ross@gmail.com         |
|                    | Clubhouse               | (416) 465-1234 |                |                             |

## Commodore's Comments

ONCE again, we completed another 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 once again near capacity.

Volunteer efforts with respect to maintaining OHCC facilities were very good this year. We will implement next year the Volunteer Fair and signup methods utilized this year.

Volunteering will be discussed at our AGM, and the 2012/2013 executive will be fine tuning the program for next year.

The Gardening crew did an excellent job this year. The healthy, robust, colorful plants help to improve the overall ambiance of our tranquil facility.

The OHSF Junior Sailing Program was a great success this year. Youngsters from many different backgrounds were taught how to sail, or improve their skills during July and August. Personal thanks to Alan Hall, Don Haddow, the Martins and all those that helped to prepare equipment and program for the season.

And the instructors did an excellent job in teaching these young people, whose ages ranged from eight to 17 years.

On Saturday, October 13, we will take the docks out of the water, dismantle them and clean them. Then the water lines will be drained and the property will be cleaned up. Starts at 9:00 AM.

Later that day, there will be an AGM, when a new OHCC Executive will be elected.

OHCC yard clean-up is planned for Saturday November 17, starting 9 AM.

The 40th OHCC Annual Dinner Dance will be held at The National Yacht Club on Saturday November 10, 2012. 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:

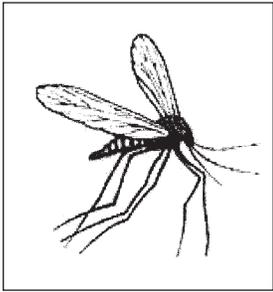
- At Docks-Out on October 13, 2012
- By Mail: Outer Harbour Centreboard Club, C/O Ralph Drake, 63 Havenbrook Blvd. T.H. #6 Toronto, Ontario M2J 1A7
- By Telephone: John Reynolds 416 766-9987 or Ralph Drake 416 496-0325.

Cheques should be payable to The Outer Harbour Centreboard Club and must be received by October 30, 2012 to ensure your attendance.

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

**Ralph Drake, Commodore**

## Mosquito!



**T**HE West Nile Virus (WNV) has made a strong comeback to the Toronto area. As of mid-August, there were several confirmed cases in humans. Health care professionals are preparing for more. It is a nasty disease that can lead to inflammation of the brain, brain lining, spinal cord lining or in mild cases, flu-like symptoms.

Safety is a key value at OHCC and preventing the spread of WNV is a priority. Thanks to our Commodore and Vice Commodore, a mosquito catcher, located near the clubhouse, was installed and has been working overtime all summer. In addition, it is every boat owner's responsibility to prevent standing water in their boats.

Note that two species of mosquito (*Culex tarsalis* and *Culex restuans*) prefer to breed in man-made standing water, and can carry the virus. There were at least a dozen dinghies in the yard with standing water. It is unacceptable that a few boat owners are putting all other OHCC members at risk of WNV.

To help prevent the spread of WNV at our club, please report to me any instances of standing water in boats (in strict confidence of course): [dave7ross@gmail.com](mailto:dave7ross@gmail.com) or 416-953-6646. Please include the berth ID of the offender (see sticker on transom) or some other method of identification. I will then confirm the case, and contact the boat owner for rectification.

Thanks for your help.

**Dave Ross, Yard Master**

## Contender

By Stephanie Mah

**I**T'S NOT yet over, but it's safe to declare that 2012 was a year that was bullet-riddled with events, all back-dropped by Europe's circling of the economic toilet and bravely or obstinately refusing to go down. On May 18, 2012, Facebook went public in one of the most anticipated IPOs of the decade, and swiftly fell flat on its pixelated ass, proving that a website fueled by narcissism does not pay. For three weeks of the summer, the World held its collective breath as the finest athletes and scientists from around the planet strived for athletic and narcotic excellence. On July 4, 2012, CERN discovered the Higgs Boson, which had been as elusive as a good idea in the government. On August 6, 2012, the Curiosity Rover survived its seven minutes of terror descent and

has been successfully transmitting images of Arizona back to earth ever since. And on **August 4, 2012, Frank Whittington**, sailor, cyclist, father, husband, boyfriend, teacher, retired MI6, poet and woodworker, turned 70.

Anyone who has been a member of the Outer Harbour Centreboard Club has no doubt come into contact with this fine fellow, who embodies the best qualities of the human spirit. His volunteerism, candor, gentle wit, and even-keeled nature have made him one of our little club's most popular members. But enough about David Harris — back to Frank.

Our Frankie is a man's man — he would not be caught dead sipping a triple latte with just a hint of foam and whisper of cinnamon. There is no problem with wood that Frankie cannot fix, no fool that Frankie will suffer, no room that Frankie could not clear, and no person Frankie will not help. I cannot accurately speak about the debt that OHCC owes to Frank for all the work he has done, not just because it predates me, but because Frank just does it without being asked. There is probably not an inch of our club that he hasn't made better. I can, however, speak of the debt that the Canadian Contender class owes to Frank. He has fixed our boats, loaned out his boat, sawzelled the junkers, competed with us, beat us, lost to us, encouraged us, and there are no signs he's going to stop — and if he ever tried, we'd kill him.

**Happy 70th Mr. Whittington!**



Photos: Tina/Mike Agrell and Abby McInnes



## Shellbacks

**T**HE SHELLBACK Club was started in 1934 by a group of local sailors interested in meeting during the winter for fellowship and to replay the sailing events of the previous summer.

The Club continues to meet every week from mid October to mid April for lunch and to hear speakers talk about various nautical topics and maritime adventures.

There are no annual or membership fees or other requirements. To become a Shellback (Toronto version) only requires attendance at lunch and participating in singing a shanty.

### Shellbacks:

Most are or were active sailors and belong to local yacht clubs. Attendance is in the order of 40 to 60 each week, depending on the topic, the weather, winter vacations etc. There are no reservation or attendance requirements so one is never quite certain how many will attend. Dress is a mix of shirt-and-tie and smart-casual.

### When:

Every Wednesday, starting this year on October 13, 2012 at 1215 hours. Most people arrive a little earlier to say hello to friends and enjoy a beverage. Speakers should arrive by 1130 to be sure that the electronics are all working.

### Where:

Royal Canadian Yacht Club at 141 St. George Street, just north of the subway station at Bloor. RCYC phone 416.967.7245.

### Meetings:

Each week we introduce newcomers, talk about local and other nautical news (if any), sing a shanty, enjoy lunch and listen to the speaker.

Lunch is usually soup, main course, ice cream and coffee. The nutrition and variety are good and we can accommodate special requirements if advised early.

Cost would be about \$15, with all taxes and charges included. We also contribute each week a couple of dollars to the *Dory*, and at the end of the year offer the funds remaining to a few local charities connected to youth sailing.

Each year we try to arrange a few field trips to local nautical attractions or to boat builders, restorers and so on.

Lunch and Shellback events are intended to be casual, fun events for everybody — and everybody is welcome.

### Beverages:

Beer, wine and other drinks are available at club prices, and credit cards are usual for all payments for those who are not RCYC members.

### Schedule for Speakers:

We try to have speakers committed quite far in advance of the date for presentation, and we would appreciate some early personal background notes as to topic and credentials, like a

small biographical note. The speakers are very special guests and their topics and their bios are the main reasons many Shellbacks attend. So the topic and speaker background information are very important.

### Time Factors:

We start promptly at 1215 hours and plan to have the speaker start at 1245 if we can. This means that the food service continues during the presentation. We ask that speakers prepare for about 45 minutes of content and plan to have time for a few questions after. Some speakers are quite happy to have questions during the talk. Some rather like to stay on course, and would prefer to defer questions until the end of the presentation; it's best to say so at the start.

Usually we have "pipes out" at about 1345.

### Guests:

Speakers sometimes like to invite others to attend and guests are welcome. We usually can handle three, four or five extra people without advance notice. Once in a while speakers have discs or books for sale, and all we ask is that we know in advance so we can plan for suitable space and can announce the sale.

### Fees for Speakers:

The Shellback Club has no source of funds to pay someone to deliver a presentation, although we are pleased to invite speakers and a friend or helper for lunch and a beverage; and we will try to contribute to transportation costs for out-of-town speakers. However, other than these items we are unable to pay speakers.

### Electronic Equipment:

Most speakers now have their material on memory sticks or discs, and they bring a laptop computer. We can supply a screen and projector and connecting cables. If needed, we can provide a laptop computer. Both Mac and Microsoft items are available. Please let us know of any special needs.

### Information Regarding Shellback Events:

Some Shellbacks come to almost all meetings / lunches; some come to many and some only to a few — like any club. The most important factors are the speaker, the topic and advance knowledge of the program.

Shellbacks advise the local boating magazines and yacht clubs who is coming etc.

There is a mail service for those that prefer this type of delivery and all Shellbacks with electronic mail are advised regularly who is coming: the backgrounds and credentials.

Questions? Please contact these people:

Skipper: Jim Taylor (416) 487-2506

Mate: Marjorie Patterson (416) 536-8110

Purser: Alf Jenkins (905) 625-2565.

Shellback email: [iceni.corp@rogers.com](mailto:iceni.corp@rogers.com)

## Duxx Dock Instructions

**T**HE Duxx dock is quite easy to take out of the water at the end of the year and then put back in at the beginning of the following season. Tools needed: a couple of wrenches and a few bodies.

### Taking out

1. About a third down the dock from the wall, you will find an eyebolt and shackle on each side attached to an eye on a black cube. Unscrew the eyebolt nuts on the West side to take tension off the shackle (leave one nut attached) then undo the shackle (it is a captive pin) and release the black cube.
2. Go to the East side and attach a line through the eye on the cube where the shackle is attached. Unscrew the eyebolt nuts to take tension off the shackle and undo the shackle. Replace any loose nuts on the eyebolts on both sides and tighten until the bolt goes through the outside nut. The entire row of black cubes is now free and can be pulled by the rope (which you didn't let float away) over to the East launch ramp. Rotate the entire row of black cubes 90 degrees to let water flow out. Finally, pull the row of cubes on shore and rotate a further 90 degrees to empty the remaining water.
3. Attach a tow line to one of the eyes on the dock. Undo the black lines attaching the dock to the two wall mounts, and put the lines in the box in the flag shed that contains the Duxx dock equipment. Tow the dock to the East launch ramp. Place two-by-four or two-by-six planks under the front of the dock and, with the help of a

number of others (or a car!), drag the dock up the ramp sliding it on planks. Attach the now empty row of black cubes to the dock with a line.

### Launching

1. Release the row of black cubes from where it is tied onto the dock. Tie a line to each end of the row of black cubes and pull it out along the wooden dock. Rotate the row of cubes so that the side with two holes in each cube is vertical to the water. Allow water to flow into the cubes.
2. Attach a towline to the Duxx dock. Push or lever it into the water and tow/paddle it around the wooden docks to the wall where the two white posts are attached. Tie the dock to the posts with the black lines from the Duxx equipment box in the flag shed. The best way is to make several loose turns round the post and through the end eye of the dock, then wrap the rope a number of times around the loops and tie off.
3. Tow the row of black cubes to the end of the Duxx dock and make sure the side with the two holes in each cube is now on top. This allows water to completely fill the cubes. Push/pull the row of cubes beneath the Duxx dock until each end of the row is at the eyebolt on the dock. Undo the shackle and slacken off the East eyebolt until the pin can go through the eye on the row of black cubes. Fasten the shackle but do not tighten the eyebolt yet. Repeat this procedure on the West eyebolt then tighten both eyebolts until the row of black cubes is firmly attached.

That's it!

**Angus Ross**

## Rear Commodore's Report

**T**OO bad — but our OHCC racing is over for another season, and I feel we had a great year of racing.

Thank you to all those that ran the Race Committees. It is wonderful to see people step up more than once; it is much appreciated by all.

The results will be announced at the Commodore's Ball on November 10th, so I highly recommend that everyone comes out for a fun evening.

On a side note for those of you that don't know, I went to the Finn Gold Cup in May. I

had a great time and not having raced a Finn on the World Circuit in two years I finished 22nd in the UK Nationals and 60th out of 94 in the Finn Gold Cup. The weather conditions were very different than anything we would see on Lake Ontario, with the last day of racing having 15-foot waves and gusts of 35 knots. During the regattas we had a spring tide of five metres or 18 feet. I was racing against some of the best sailors in the world, like Ben Ansile, Zach Railey and Rafael Trujillo, just to name a few.

I look forward to seeing everyone at Docks Out and at the Commodores Ball.

Thanks again for a great Season

**Adam Nicholson, Rear Commodore**



## Look Out! for weed and wasp

Couple of problems that will affect the well-being of our site, not to mention that of our members: at the southern end of Row A, there is a flower bed all overgrown at this time of the year. But, just by the south side of that box is the first sign of a dreaded weed called **Dog Strangling Vine**, or *Black swallow-*

*wort*. It's bad news and should be removed and done in real quick. It will not only strangle your dog but poison it too! It's invasive and will also choke out surrounding plants.

And, on the south side of the roadway, there's a compost box protected by two really prickly olive bushes. Inside that, if you get that far, there's a wasps' nest!

To all gardeners — do have fun.

**The Ed.**

## War of 1812 on the High Seas

By Jurgen Braunohler

**W**ITH a cannon shot, the moment of truth was at hand. When the United States Frigate *Chesapeake* cleared the port of Boston and anchored in its Outer Harbour, her signal was meant for the British warship hove-to just off the coast. The single answering shot was immediate. The next day aboard His Britannic Majesty's Frigate *Shannon*, 38 guns, Captain Phillip Broke had lunch on the quarterdeck with his officers as they watched the American ship prepare for combat. He had planned this moment for years, baited her captain, then lay in wait. Now she was coming out, on this first day of June, 1813. With a final toast and handshakes all around, Broke calmly ordered his crew to battle stations.

After the American War of Independence, the rebuilding of the United States Navy began with six big frigates: the 44 gun *Constitution* (still afloat), *United States* and *President*, followed by the *Constellation* and the *Congress*, 38 guns each. Finally came the *Chesapeake*, begun as a 44, but cut short at 36 guns, which left her a beamy vessel with massive timbers for her size.

That naval rebuilding was almost defeated by the peace movement, but for the depredations of Barbary corsairs and the French. The Constitution Class frigates, built of iron-hard American live oak, outclassed the British ones, which suffered alarming losses in that War of 1812.

After four hours sailing, *Shannon* once more hove to and awaited her adversary. A cheer rose from *Chesapeake* as she stood into danger. But her new crew were unprepared, not for the first time on this unlucky ship, mauled by HBM

Frigate *Leopard* in 1807. They had had no time to shake down into a well-drilled team, as any modern racing yacht crew knows. Captain Lawrence had furthermore disobeyed orders in letting his pride draw him into battle. But the *Shannon* was ominously silent. While Broke let him have the favoured windward position, British marines aloft, armed with more deadly rifles instead of muskets, had orders to clear *Chesapeake's* decks. There were swivel cannons loaded with bar shot to cut rigging and other innovations by a Royal Navy captain obsessed with accurate gunnery.

With *Shannon's* first shot, both ships exchanged deafening broadsides and the more lightly built British vessel took the most damage. But *Chesapeake's* upwind position left her decks smoke-free for the hail of sniper fire that left her unmanageable. All her officers were shot, as well as every man sent to the helm. The forward swivel cannon brought down her headsails while the aft gun cut the spanker brails, flinging that sail open, and spinning *Chesapeake* head to wind. Then, while she drifted stern first into the *Shannon*, she was raked, as cannonballs traveling down the length of the ship added more horrors with deadly flying splinters. The wounded Lawrence's words of "don't give up the ship" would be immortalized.

Suddenly, an explosion of powder set off by a grenade on *Chesapeake's* stern, removed any remaining opposition on a deck cleared by bursting grape and canister shot, courtesy of another two improvised cannons on *Shannon's* bow and quarterdeck. Broke led his boarding party onto the *Chesapeake* where they encountered stiff resistance by hands from the lower decks. While British sailors swarmed from yardarm to yardarm aloft to board the American frigate, whose bugler to call up her own boarding party had been shot, the action on deck turned into one of the most vicious hand to hand combats ever. It was over within a quarter hour.

A Royal Navy White Ensign above her Stars and Stripes, *Chesapeake*, accompanied by the victorious *Shannon*, sailed into Halifax on June 6th, manned by a British prize crew that included a native Haligonian proudly at the helm. There, the bodies of Capt. Lawrence and his First Lieutenant were buried with honours. Phillip Broke, nearly killed by a sabre stroke to the head, was immediately retired and honoured for the rest of his life. But the cheers from the throngs that lined the Halifax waterfront were echoed throughout the empire. James Lawrence, tempted into unnecessary battle, in the end gave the British public and their navy the very morale boost they so desperately needed. ◀



Drawing: Jurgen Braunohler

## Vice Commodore's Report

**The Portlands and Lake Ontario Park**  
Waterfront Toronto (WT) and the City of Toronto (City) held a Stakeholder's Meeting on August 8<sup>th</sup> to reveal the new plans for the Portlands (north of Unwin). The old plan which included diversion of the Don river into a marsh extending into the Inner Harbour and requiring an initial investment in excess of \$600MM for flood protection was found to be impractical during the Environmental Assessment (EA), as there was no source of funding and part of the land (Lafarge Cement Terminal) was privately owned. The new plan will likely receive full City Council approval in October; it envisages development on the western side of Cherry Street, of Cousin's Quay (GFL waste transfer station and boat/automobile storage areas) and Polson's Quay (AT&T supermarket and Dock's entertainment areas) where flood protection can be achieved for \$65MM to be raised from City wide Development Fees. The development will consist of low rise residential with supporting retail and commercial construction. These areas lie in the flight path to Billy Bishop Airport, so high rise is precluded. Transit will be provided by street car along Cherry Street, with a turning circle just north of the lift bridge over the Ship Channel. The salt hills and commercial activities north of Unwin will be retained. A new EA will be commenced after Council approval and likely take 18 months to two years to complete. Assuming the EA is supportive, we may see building activity in three to five years. The remaining segments of the Portlands, (the film studio area, the eastern end portion, the extension of the Don Roadway south to the Ship Channel with a bridge across to link with Unwin and Regatta Road, plus the diversion of the Don River to a large marsh/park area south of Commissioners and into the Inner Harbour, with all the associate flood protection works) may be completed in stages over the next 30 years or longer, as funds/profits become available from the Cousin's and Polson's Quays developments.

At the meeting the only reference to the area south of Unwin, were maps of pedestrian trails on the Tree farm site immediately to the north of OHCC, plus retention of the Martin Goodman Trail. There was no reference on the maps to the area occupied by OHCC or our neighbors, or to the Lake Ontario Park plan (LOP).

The main benefit of attending Stakeholder's Meetings is the chance to talk one on one with WT and City officials. I questioned J. Campbell, C.E.O of WT, "When will the LOP planned construction, south of Unwin begin?" He relied "It will be implemented one truck load at a time". I repeated the question. This time the answer was "We have to get the City approval of a Grade

Plan and then the LOP will be built one truck load at a time." Other people moved in and I lost the opportunity to question further. However the "One truck load at a time" concept is the method of much of the recent development at the Tommy Thompson Park (the Spit) which has been under construction since the 1950's - 1960's, though the formalization of a plan for a park, seems to have solidified during the late 1980's, with construction/dumping still incomplete. It appears to me, that when the Tommy Thompson Park is no longer a destination for dumping City soil, then we may expect some progress on the LOP to the north and east of our site, at an indeterminate future date.

**Lease:** Progress on finalization and signing of the lease between the Outer Harbour Sailing Federation (OHSF and our landlord) continues at a slow pace, but is progressing. It is likely the final version will provide tenure until 2025 with provisions/conditions pertaining to:

- Using 10% of our revenue (some \$5,000) to provide recreational facilities for the public ( OHCC contributes funding to the OHSF's children's free and subsidized sailing programs)
- Public access to the waterfront when not in peak use for boat launching (our interpretation is our sole use from April to October).
- Loan all our facilities to the appropriate bodies if the City is awarded the Olympic Games or a further Pan-American Games.

**Reciprocal Privileges (with other yacht clubs)**

At the recent Council of Commodore's meeting a proposal was made to formalize arrangements between various yacht clubs. At present, most yacht clubs allow a visiting member of another reciprocal club to moor their craft free for one night, plus free use of all other club facilities. While these facilities are mainly used by cruising keel boat owners, they can apply to dinghy launching, or to yachtsmen who are visiting away from home without a boat and want a place to socialize. While most sailors are/were members of yacht clubs, there are increasing numbers who moor their craft at commercial marinas and who are not willing to join or pay sailing club fees, but when away from their home port, avail themselves of other (free) sailing club facilities. It is even reported that a person located at a marina on the south side of the lake for \$50, will provide a burgee and a membership card of an imaginary yacht club, to persons wishing to gain access to reciprocal facilities. Multihulls, next door to OHCC, has and offers reciprocal facilities. Depending on the progress of the proposal, it maybe to the advantage of OHCC to be part of the arrangements, with the result that occasionally, you may see a keel boat moored to the eastern dock for one night (where there is 6 ft depth) and the installation of a hot water system in the washrooms.

**Peter Brayshaw, Vice Commodore**

## From the Yardmaster

IT HAS been just a year since I assumed the role of Yardmaster. Thanks to our Kiwi and Frank, the transition has been smooth and simple. In that first year, I took the opportunity to learn, observe and make minor improvements to the system, and with the help of the membership we managed to keep the yard reasonably organized throughout the 2012 sailing season. However, there is room for improvement, and starting with this note in *Flotilla* I hope to make the yard a better place in 2013.

As a reminder, the Yardmaster's primary responsibility is to ensure that members properly maintain, store and label their boats, dollies and trailers. The following bullets cover off several responsibilities that are required by boat owners, and enforced by the Yardmaster.

- **Boat Stickers:** There is a zero tolerance policy on payment of fees and the placement of stickers. You must have a current OHCC sticker on the transom of your boat. Your name, berth, etc, must be clearly marked. If you do not put a sticker on, we will. If you own a wooden boat and prefer not to place a sticker on the transom, please use an alternative system such as a removable board or secure the sticker to your boat cover.

- **Yard configuration:** It is important that you park your boat in the correct space. A few times a year, the yard will be surveyed and marked up with spray paint on the ground. The centres of the berths will be marked with the IDs. At those times, please get your boat in the correct space. You may be required to rearrange that space slightly. Most spaces are seven and a half feet wide. The exceptions are Row C and Row E, where they are six foot three wide.

- **Trailers:** There is no trailer storage at OHCC. You can store your trailer in your spot with your

boat on top or use a combi system. If your boat is temporarily off site, and you are storing your trailer only in the spot, IT MUST BE CLEARLY MARKED at the tongue with your name and berth ID. All other trailers will be removed at the owner's expense. Furthermore, trailers should not be tongue-locked on yard configuration days. It is dangerous for volunteers to move trailers with the hand dollies when the tongue is locked and does not fit snugly into the ball. If there is a lock on your tongue on yard configuration day, it will be cut off prior to moving.

- **Masts:** During the sailing season, most boats should be stored with their masts up. You are not permitted to store an unstepped mast in your spot. This is a safety issue and enforcement will be strict in 2013.

- **The Mast Rack:** During the sailing season, the mast rack is primarily for sailors who store their boats without the mast stepped (e.g. Lasers). If you use the mast rack, you MUST label your mast with your name and berth number. The OHCC is not responsible for unlabelled masts. The membership coordinators can provide an extra sticker to identify your mast.

- **Standing water:** It is every boat owner's responsibility to prevent standing water in their boat. Mosquitos can breed in standing water. They are not only annoying but also carry and transmit West Nile Virus (WNV), a potentially deadly disease. It is unacceptable that a few boat owners are putting all other OHCC members at risk of WNV. This is a safety issue and enforcement will be strict in 2013.

- **Spot maintenance:** It is your responsibility to keep the grass cut under and around your boat. It is also your responsibility to ensure there is no garbage around your boat.

With your cooperation, I hope that the next season will be even more enjoyable than this one has been.

**Dave Ross, Yardmaster**

## 2012 OHCC Race and Events Schedule (what's left of it)

| Date                   | Event                                     | Responsibility       | Start   |
|------------------------|---|----------------------|---------|
| Sept 29 (Saturday)     | 505 Championship/Contender Regatta        | Angus Ross           | 9:00 am |
| Sept 30 (Sunday)       | 505 Championship/Contender Regatta        | Angus Ross           | 9:00 am |
| Oct 7 (Sunday)         | Octoberfest                               | Bernie Bieber        | 1:00 pm |
| <b>Oct 8 (Monday)</b>  | <b>Canadian Thanksgiving</b>              |                      |         |
| Oct 13 (Saturday)      | Docks Out/AGM                             | Ralph D./Adam N.     | 9:00 am |
| Oct 21 (Sunday)        | OHCC/Multihulls winter yard configuration |                      |         |
| Nov 10 (Saturday)      | Commodore's Ball — National Yacht Club    | Comm. and Rear Comm. | 6:30 pm |
| <b>Nov 11 (Sunday)</b> | <b>Remembrance Day</b>                    |                      |         |
| Nov 17 (Saturday)      | OHCC Yard Clean Up                        | Bob Fahy             | 9:00 am |