

Flotilla

January 2014

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

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Thanks for the contributions in this issue: Jurgen Braunohler, Ralph Drake, Alan Hall, and Adam Nicholson.

Deadline for the next issue: **Wednesday, 12th March.**
 The address is at the top of this page, and please, please, get yer stuff in on time — or before!
 If you send a story by e-mail to writeme@kenelliott.ca please back it up with a call to: (416) 363-2974

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Commodore's Comments

I HOPE everyone had an enjoyable Christmas and a great holiday season. I would like to thank everyone who contributed their time and efforts to our club's successful program for 2013.

The clubhouse is now closed and our new floating docks are stacked on dry land until next season. The Docks-Out day attendance by our members, combined with the OHCC yard clean-up work party on 17 November ensured that the club was ready for the winter. The OHCC Annual General Meeting was held after Docks Out to update our members on current matters, membership, finances etc, and to elect the new executive. It turned out to be almost the same as last year except for the following changes:

- Allan Hall was elected Vice Commodore
- Peter Benison was Yardmaster (property)
- Ron Duffy was elected Secretary
- Chris Hutney was Volunteer Co-ordinator

Special thanks to Peter Brayshaw, Dave Ross and Don Haddow for their past contributions to our executive.

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

The 41st OHCC End of Season Get-Together and-Awards night was held at PJ O'Brians' Pub in October. Adam Nicholson (Rear Commodore) did an excellent job presenting the yearly awards. The evening was a roaring success.

Our club, working together with the Outer

Harbour Sailing Federation will once again be able offer a full watersport program for kids and youth during the coming season. We will be able to provide learn-to-sail, rowing and windsurfing programs in July and August for youngsters from seven years to 17 years of age. Contact Allan Hall 416 571-9105 for further details.

Our new executive started meeting last November, and we are continuing to plan for the new season right through the winter months, and expect to implement more improvements to maintain the high standard of our club's grounds, facility and programs. These programs and infrastructure-maintenance can be achieved only through volunteer support that is mainly provided by our members.

I look forward to another year of enjoyable sailing.

Ralph Drake, Commodore



Photo: Archives

Vice Commodore's Report

As the new VC I am looking forward to serving the club in my new role. I will attempt to follow in Peter Brayshaw's footsteps and to the best of my ability continue to share news with you that affects the club. I also invite you to not hesitate in contacting me with your thoughts and ideas. There are four topics that are top of mind – the Water Sports Camp, OHSF, Hanlan Boat Club, and the health of our clubs.

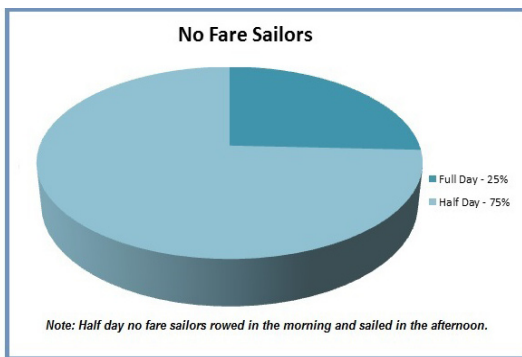
The 2013 OHSF Water Sports Camp ended with a small profit and served 199 kids of which 70 were no fare sailors. We are planning 2014 and with the unanimous support of the Federation will continue the program. We already have a new agency booking for next summer.

2013 Attendance Numbers

- 70 No Fare kids went sailing from 8 community agencies compared to 46 in 2012 – 152% increase which is 24 more than last year.
- 18 (18 sailed a full day for 1 week) + 15 (15 sailed for a second week); 26 sailed full day equivalents (52 sailed for 1/2 a day); for 59 weeks of sailing
- 29 Half Fare soccer kids went sailing
- 14.5 sailed full day equivalents (29 for 1/2 a day): for 14.5 weeks of sailing
- 100 Full Fare kids went sailing compared to 40 in 2012 – 250% increase which is 60 more than last year
- 4 (1 sailed for 4 weeks) + 84 (42 sailed for two weeks); 61 sailed for 1 week: for 145 weeks of sailing
- A total of 218.5 weeks of sailing were provided (59 No Fare + 14.5 Half Fare + 145 Full Fare)

Cost of No Fare to the Federation

In responding to the request to identify costs for the no fare sailing component it became obvious



that this is difficult to isolate because the agencies booked 75% of their placements for a two sport full day program. We taught soccer kids in the morning to balance the day for the instructors. Identifying no fare sailing costs is further complicated by the fact that agencies utilized only 6 of the 9 available weeks to go sailing e.g. (last three weeks of July and August).

This shows the interdependency between rowing, windsurfing and sailing. No Fare sailors like rowing!

No Fare kids actual costs to the OHSF

Eighteen who went sailing for a full day + (52 who sailed for 1/2 day) 26 + 15 who returned for a 2 week = 59 in all full days in addition to 145 full fare sailors, plus 14.5 half fare = a total of 218.5 weeks of sailing.

From the Profit and Loss Statement the cost of

the Sailing Program was \$45,646.29. $\$45,646.29 \times 59$ divided by 218.5 = \$12,325.54 which as 6 clubs originally contributed \$12,000 for No Fares, means the full fare and half fare kid's fees are subsidizing the No Fares by \$325.54.

Please get the word out to your friends and families and let them know about the water sports camp.

The Outer Harbour Sailing Federation is an entity that generally our members give little thought to. However, it has been instrumental in being a vehicle for the development of a common position in dealing with Water Front Toronto vis-a-vis Lake Ontario Park and the City of Toronto concerning our lease on public parkland. I only mention it to draw your attention to two positions open e.g. (Secretary, Public Relations and various sub committees connected to the Water Sports Camp). This organization is important to our future because they represent our interest in so far as we are one of the 5 main members of which 3 clubs are Associate members. While we run our own show we are subject to the interests of our neighbours. The Federation meets on average 8 times a year. The next meeting is in January.

Hanlan Boat Club has announced the outcome of their initial discussions with the City of Toronto concerning the replacement of their Quonset huts with a very modern looking boathouse. They met with Water Front Toronto and were reminded that the public needs access to the shore line. Even though the development of the Lake Ontario Park is years away we should not lose sight of the fact that this development proposal is indicative of the changes we are going to witness on the north shore. As Water Front Toronto figures out the environmental impact of diverting the Don River private development is pushing east from Sherbourne and interest in the Don Lands will continue to grow. Take a look at the future of the North Shore and the building project under consideration by our rowing neighbours to the west. Visit www.hanlanboatclub.ca/project

My final topic is the health of our respective clubs. While we are largely thinking about our own club we know many members from the other clubs, race against them and may even have multiple memberships. Though we have had an annual Sail Past, Try-it Shells and Sails Day there is not much more that we do together. While there are Club Regattas open to all and events like JTown's Lobster Fest we largely share the harbour and are often not in touch. I welcome any suggestions people may have concerning lines of communication with other clubs. We depend on each other collectively for parking, water rights and garbage pick-up. Surely we should know more about each other's challenges

Alan Hall

Rear Commodore's Report

WHILE others are skiing or snowboarding or have even escaped winter, your executive starts planning for the next season at OHCC. Back in December, the executive committee and I start looking at the schedule and making any adjustments. If there are dates based on last year's schedule where it would be easier for you to run races, please let me know and I will see what I can do to accommodate your request.

I thought it would be a good idea to write a short piece on tips for racing:

1. **Five Ps** - Proper Preparation Prevents Poor Performance. This can range from getting down to the club early and rigging your boat and checking lines to make sure everything is working and in good shape, to taking those mornings or afternoons to go for a sail and to do a bit of practice.
2. **Communication** – Those of you who race on Tuesday nights may know of a particular boat where the skipper and crew can be heard

yelling at each other from across the bay. I wouldn't recommend that as a good form of communication, but each to their own. It can be as simple as "There is a boat on starboard, three boats lengths away" to "I think I see a forty-five degree windshift twelve boat lengths to windward." This will also help the crew to feel more involved than just pulling the jib sheet.

3. **Expectations** – While we all go out for fun, we can sometimes aspire to win a race; or because we missed that one shift, we lost the race. Some take it hard, and some let it just roll off their shoulders. Set a goal for yourself such as: "I want to have five great tacks this race" or "I will try to tack ahead of the shift."

Working on the small things and perfecting them will help with the overall picture, and in the worst case it will help get you out of trouble in a big fleet racing at that World Championship.

Fair Winds and Good Luck!

Adam Nicholson

Race Results 2013

THE AWARDS were handed out on October 26, 2013. The party was well attended and we had a great band. The prizes (just to list a few) for winners in the top three, ranged from tools, and gift cards from Fogh Marine and other useful sailing- related items.

I would like to thank everyone that ran their Race Committees, and to those that maintain our powerboats for the races: Roger Martin, Stephanie Mah and Rudi Monteforte.

Miscellaneous

1. Spring/Summer/Fall – Jim Erven
2. Spring/Summer – David Molyneux
2. Summer/Fall – Doug Gordon
3. Spring/Summer – Alan Simpkins
3. Summer/Fall – Ron Duffy

Contender

1. Spring/Summer/Fall – Mike Smits
2. Spring/Summer – Peter Hale
2. Summer/Fall – Frank Wittington
3. Spring/Summer – Roger Martin
3. Summer/Fall – Stephanie Mah

505

1. Spring/Summer/Fall – Mike Agrell
2. Spring/ Summer/Fall – Angus Ross
3. Summer/ Fall – Alistair Martin

Albacore

1. Spring/Summer/Fall – David Harris
2. Spring/Summer – JJ Hall
2. Summer/Fall – Ross King
3. Spring/Summer – John Martin
3. Summer/Fall – Ted Mallett

First Overall was **David Harris**



First *Pathfinder* Adventure

by Jurgen Braunohler

A ROARING inferno threatened destruction, during the first night of sail training on Waupoos Island, eastern Lake Ontario. Pandemonium ensued as raw recruits poured out of the barracks, and the chapel bell rang briskly. Finally, the bucket brigade went into action, but it was only a drill. The bonfire had been safely set in a field, yet its size and intensity was enough to put a hint of fear into all hands. A night time emergency is a prospect all sailors might have to face, and for the teenaged recruits, this was the beginning of an intensive tall ship course offered by Toronto Brigantine. After that week on Waupoos, the trainees shipped out for another week aboard the 60 foot brigantine *Pathfinder*, and her sister ship *St. Lawrence II*, on loan from Kingston.

Earlier that afternoon, I had stood on the pier in Prince Edward Bay, and awaited the boat to Waupoos. It was 1973 and at age 16 craved adventure, escape from a sheltered life and was gung-ho to do this. But apprehension set in, just as the point of no return quickly arrived. "Hurry up! I haven't got all day!" the young lad in the beret shouted, as I clambered, duffle bag and all, down the side of the wharf. My jump was timed when his small motorboat had risen on a big swell, and having landed in the bottom, he promptly gunned the engine. We took off and pounded through the chop on a sleigh-ride to the island, spray hitting my back.

That first week went by like a whirlwind,

including the rope climb, the challenging swim test, and even a sailing lifeboat expedition in a P-boat, that ended with a sudden gale as we battled our way home under oars. But the first real fruits of our training came on an overnight trip, aboard the 37 foot cutter *Trident*. It was a thrill to take the helm on a fast reach as we headed east from Belleville on the Bay of Quinte, with a stop at Napanee after running aground, and then south to Glenora in strong winds that heeled us 'til the side decks were buried in foaming water.

After the much anticipated "Evolution", an overnight survival test, I arrived back at base camp in heavy weather in the P-boat. The next day it blew a gale. As we assembled on *Pathfinder's* deck, Mr. Jones the Executive Officer, second in command, stood on the deckhouse roof and addressed us: "You are not sailing for the fun and enjoyment of it, you are sailing for the challenge and adventure of it!" With this we cast off, and promptly ran aground, again. The arduous work of hauling her off, was followed by a wild charge out of Prince Edward Bay, and a rendezvous with the *St. Lawrence II* to transfer over her crew.

The next day we sailed right back up the Napanee River, to Napanee and ran aground twice. I became expert with the use of the lead line to take soundings, as I had no desire to hit bottom again, ever. By evening we were anchored near Deseronto, and my higher education took a new twist: furling sails aloft in the moonlight. Even with a safety harness, I held on for dear life, first on the course yard, then further up on the shaky topsail yard, balanced on my stomach while standing on a quivering footrope. Down on deck, my watch officer shook his head at my nervous antics.

Tacking across Lake Ontario meant night watches and heavy weather that gave me my first bout of seasickness. On our way into Sackets Harbor, New York and shore leave, we drew the attention of a dinghy racing fleet. The rest of the cruise was uneventful, as we headed back to Waupoos, but the last day was memorable for two things: the cook woke us with a foghorn as a practical joke, and my performance aloft improved after blunt words from my exasperated watch officer. My Dad watched from the pier, clearly proud of me as I swung through the rigging, more seasoned now, and destined for yet other great adventures. ♣

For youth who would like to sign up:
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or <<http://www.torontobrigantine.org>>

Drawing: Jurgen Braunohler

