



Flotilla

October 2014

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

Executive	1
Commodore	1
Rear Commodore	2
Yardmaster.....	2
Schedule.....	2
Vice Commodore	3
Schooner <i>Nancy</i>	4
Farewell	5

2014 OHCC Executive		Work	Home	email
Commodore	Ralph Drake	(416) 449-0399	(416) 496-0325	rdrake@drake-associates.ca
Vice Commodore	Alan Hall	(416) 571-9105	(416) 323-0770	alan.hall@sympatico.ca
Rear Commodore	Adam Nicholson		(416) 402-1911	adam_nicholson1@yahoo.ca
Secretary	Ron Duffy	(416) 480-8373	(416) 269-6742	ronaldsduffy@gmail.com
Membership	Katy and David Molyneux		(416) 487-9572	djm@integrapro.com
Treasurer	Peter Suchanek	(416) 458-9199	(416) 545-0832	peter@heinkeandsuchanek.com
Property (Grounds)	Ted Mallett	(416) 222-8130	(416) 486-0515	ted@mallett.ca
Property (Boats)	Roger Martin	(416) 421-6845	(416) 485-2169	roger@unicell.com
Yardmaster	Peter Benison	(416) 912-0781	(416) 698-4482	peter@peterbenison.com
Volunteer Director	Chris Hutny	(416) 952-3562	(416) 703-9605	chrishutny@yahoo.com
Newsletter	Jennifer Zelmer	(416) 489-1905		jzelmer@infoway-inforoute.ca
Clubhouse		(416) 465-1234		

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

Deadline for the next issue: **Wednesday, 17th December.** Postal address is at the top of this page, and please get your story in here on time. By email, send to jzelmer@infoway-inforoute.ca

Commodore's Comments

DESPITE the frequent poor weather conditions, our summer has been a great success. I would like to thank all those who volunteered and participated at our club this year. Our facilities and programs are in good shape and membership is once again near capacity.

The Gardening crew did an excellent job. The healthy, colorful plants contributed to the overall ambiance of our tranquil facility.

The "Get-Into-Sailing-Day" held at our club on Sunday, June 22 went well. The event was hosted by OHCC together with Ontario Sailing, Fogh Marine and Sailing Fanatics. Over 60 people had an on-the-water-sailing experience with a highly qualified helm. The event was free of charge and included light refreshments.

The OHSF Junior Watersport Program was a great success. Kids from diversified backgrounds were taught how to sail, windsurf and row during July/August. Personal thanks to Alan Hall and the Martins and all those that helped to prepare equipment and program for the season. The instructors did an excellent job teaching over 30 kids each day. Over 200 youngsters, ranged in age from eight to 17 years, attended the camp.

The development of custom computer software for the OHCC website is under way. The following programs will be ready for next season: online membership renewal by each member, including provision to pay by Visa or Master Card; online member volunteer task sign-up and tracking program; online regatta sign-up by participants.

Those who attended the OHCC 2ND Annual

Back-to-School Regatta this year enjoyed ten to twelve knot breezes, lots of sun, some nice swell, great view of the airshow, followed by a truly amazing dinner. Fourteen dinghies were out that day parents with their children, grandparents with their grandchildren and husbands and wives.

On Saturday, October 18, 2014 we will be taking our docks out of the water. We will commence work at 9 AM to dismantle, clean and stack the docks, also we will also reconfigure the yard and facility for the winter. The OHCC Annual General Meeting will be held after the work is completed, in order to review the 2014 season and elect the new OHCC Executive.

The OHCC yard clean-up is scheduled for Saturday, November 15, at 9 AM.

The 42nd OHCC End-of-Season-get-together and awards night will be held at P. J. O'Brien's Irish Pub on Saturday October 25, at 7 PM. This charming pub is located at 39 Colborne Street, near King and Yonge in downtown Toronto. Outdoor parking is available just across the street. Food will be provided in our reserved party area. Tickets cost \$25.00 each and can be purchased as follows:

- a) At Docks-Out (and AGM) on October 18.
- b) By mail to: The OHCC, c/o John Reynolds, 62 Haney Avenue, Toronto, ON, M6N 2E5.
- c) By Telephone to: Katy at 416 487-9572. or to Judith at 416 545-0832, or Ralph 416 805-3800

Cheques should be payable to The Outer Harbour Centreboard Club and must be received by October 18, 2014 to ensure your attendance.

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

Ralph Drake, Commodore

Rear Commodore's Report

WITH the 2014 racing season wrapping up, it is time to reflect back on the sailing season. While the weather didn't cooperate as much as we had hoped, we made do with what we had.

On September 13th, OHCC held the Club Championships, a free regatta open to all members, and it included burgers after racing. While rain threatened a cold and wet day for the racers in the morning, it stopped just before racing and allowed us to get five races in, while winds slowly built up throughout the afternoon from about three to 12 knots. With nine boats coming out to race, it was JJ and Tracy Hall who won the regatta in their *Snipe*! Thank you to all who came out to race! Here are the results:

Club Championships

1. JJ Hall	1-1-2-1-3 = 8
2. Peter Hale	2-3-1-7-1 = 14
3. George Roth	3-4-3-4-2 = 16
4. Frank Whittington	4-2-5-3-4 = 18
5. Francisco Perez	5-5-6-2-5 = 23
6. Rick Needham	6-6-4-5-7 = 28
7. Peter Suchanek	7-8-7-6-6 = 34
8. Todd Gonsalves	9-7-9-8- DNS = 42
9. Ron Duffy	8-9-8-9-DNF = 43

Profound thanks to all the Race Committees and to the volunteers who helped out this summer. Without you, there wouldn't be a club.

The year's awards will be announced at the End-of-Season Party on October 25th!

I wish you Fair Winds! **Adam Nicholson**

From the Yardmaster

WITH another sailing season nearing an end, our thoughts turn to preparing the club for winter. If you have not yet done so, please put on your 2014 stickers...especially if it indicates winter storage. It's a busy time for the volunteers to configure the yard for winter and if you have an out of date sticker, it creates a lot of confusion.

Sadly, many members do not cover or drain their boats properly or cut the grass. West Nile virus has been identified in Toronto and we must all do our part to help out. Next year, we will try to have student grass cutters and for an extra charge, you can have someone do this chore for

you if you wish.

A final note: placing a mast and boom in the mast rack requires you to clearly identify your the spars, and to tie them there securely. Winds can be heavy in winter; and if the spars are untied, they can create damage to others in the rack as well as to Multi Hull boats stored nearby. If your mast does not meet these requirements, it will be put on the rack behind the clubhouse.

All the volunteers would appreciate your consideration....

I do hope you have a great winter season. See you next year. **Peter Benison**

2014 OHCC Race and Events Schedule (end-of-season)

Date	Event	Responsibility	Start
Oct 13 (Monday)	Harbour Masters	JJ Hall/Stephanie Mah	1:00 pm
Oct 13 (Monday)	Canadian Thanksgiving		
Oct 18 (Saturday)	Docks Out/AGM	Ralph/Adam/Roger M.	9:00 am
Oct 19 (Sunday)	Multihull winter yard configuration		
Oct 25 (Saturday)	End-Of-Season/Get Together/Awards Night	Adam Nicholson	7:00 pm
Nov 11 (Tuesday)	Remembrance Day		
Nov 15 (Saturday)	OHCC Yard Clean Up	Ted Mallett	9:00 am

Vice Commodore's Report

WE HAD a successful 2014 season for the OHSF Water Sports Camp having received lots of positive feedback from kids, agencies and parents. A total of 256 children went sailing this summer, of which 86 participated for free (67 weeks of sailing) and 170 paid (180 weeks of sailing).

The 'No Fare' kids who were from Native Child Family Services (28), Cabbagetown Youth

Centre (38), and West Scarborough Community Centre (20) sailed the equivalent of 67 weeks. The 170 'Full Fare' kids sailed the equivalent of 180 weeks. Of these 119 were full day and 51 were half day combination sailors e.g. (rowing, soccer and windsurfing).

The following charts break out the combinations of weekly full day and half day sailors:

2014 No Fare Sailing Composition		2014 Full Fare Sailing Composition	
13	Native Child Family Services Half Day	119	Sailors Full Day
23	Cabbagetown Youth Centre Full Day	12	Windsurfers Half Day
10	West Scarborough Centre Half Day	7	Rowers Half Day
15	Cabbagetown Youth Centre Half Day	32	Soccer Half Day
10	West Scarborough Centre Full Day	170	Total Full Fare Sailors
15	Native Child Family Services Full Day		
86	Total No Fare Sailors		

The following charts compares the number CanSail certificates earned in 2014 vs 2013:

Sail 2014 Season	In Progress	Achieved	Total	Achievement	Sail 2013 Season	In Progress	Achieved	Total	Achievement
Wet Feet	5	122	127	96%	Wet Feet	33	51	84	61%
CS1	12	63	75	84%	CS1	68	17	85	20%
CS2	5	30	35	86%	CS2	20	7	27	26%
CS3	2	7	9	78%	CS3	14	1	15	7%
CS4	1	0	1	0%	Total	135	76	211	36%
	25	222	247	90%					

Hanlan Boat Club and Toronto Windsurfing Club our partners in the Water Sports Camp who are

integral to offering this program hosted weekly no fare and full fare rowers and windsurfers.

2014 No Fare Rowing Composition		2014 Full Fare Rowing Composition	
18	Native Child Family Services Half Day	19	Rowers Half Day
15	Cabbagetown Youth Centre Half Day		
10	West Scarborough Centre Half Day		
20	Cabbagetown Youth Centre Half Day		
63	Total Rowers		
2014 No Fare Windsurfing Composition		2014 Full Fare Windsurfing Composition	
16	Windsurfers Full Day	100	Windsurfers Full Day

The OHCC members contributed time, money and equipment to the program. The *Optis* were in great working order, and two new boats were purchased by the club. The instructors really appreciated the support of our members and the

quality of equipment provided that made this program possible. Thanks also for your tolerance and understanding in sharing our club house, grounds and facilities so that we could deliver a first rate experience for the kids. **Alan Hall**

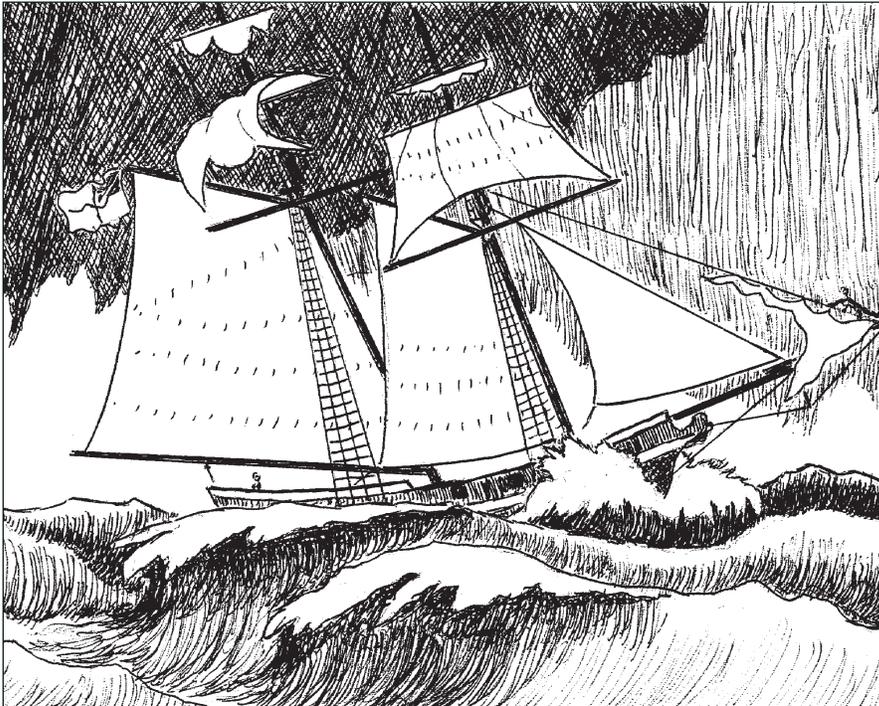
Schooner *Nancy*

by Jurgen Braunohler

THE booming of cannon announced the arrival of the American fleet off the Nottawasaga River, southern Georgian Bay. It was August 13, 1814. At 9 am, bombardment commenced, as cannon balls, heated red-hot in ovens aboard the ships, streaked in low, snapping off the tops of trees. Their target was HMS *Nancy*, a former Northwest Company transport schooner, now in the hands of the Royal Navy. She still carried supplies, brought to her overland on rivers from York (the future Toronto) to the Nottawasaga, for the British fort on Mackinac Island in northern Lake Huron. Starving that fort into submission by destroying the *Nancy*, loaded with cargo just across a narrow peninsula by the Nottawasaga, was why the Americans were there.

After the British capture of Fort Michilimackinac in 1812, plans to retake it were a priority for the U.S. government. Whoever possessed this strategic post, near the juncture of Lake Michigan, Lake Huron and Lake Superior, held the key to the entire northwest. The British were equally determined to keep it, especially after losing Lake Erie, Detroit and all the other western outposts. When an American army came up the Mississippi and took Prairie Du Chien, practically Fort Michilimackinac's "backdoor" in present-day Wisconsin, an experienced officer was sent from there and retook it. Its loss would have opened the door to the American conquest of Lake Winnipeg, eventually even York Factory on Hudson Bay, and Upper Canada.

Drawing: Jurgen Braunohler



Commodore Arthur Sinclair, captain aboard the brig *Niagara* and in command of the American squadron, was determined to capture Fort Michilimackinac. After a fruitless and dangerous search of rock-strewn southeastern Georgian Bay for a rumoured supply depot, he showed up at Mackinac Island for a direct assault. It was a disaster. The fort's commander, Lt. Col. Robert McDouall, had not only strengthened the island's defences, but had sent messages by canoe for reinforcements, and for the *Nancy* to stay put inside the Nottawasaga River. He had also built a secret depot with extra boats and supplies, hidden well upstream from the *Nancy*, for times like this.

Shortly after making sail for Mackinac Island, *Nancy* encountered the canoe and its messenger. Lt. Miller Worsley, the naval officer in command of the schooner, brought her about and headed back, hiding her a couple of miles up the river. But her tall masts gave away her position on that fateful August 13, 1814. As the action was inconclusive however, it resumed the next morning, at closer range. A stalemate developed with the small cannons in the blockhouse Worsley had hurriedly built on the heights, which was broken when landing American troops brought two field howitzers ashore. Outflanked and outgunned, he decided to pull out, after setting fuses to detonate the ship and the blockhouse. First, the *Nancy* erupted in flames. Then the blockhouse blew up. As more internal explosions rocked the *Nancy*, Worsley's party made its escape, unseen in the confusion.

Satisfied he had accomplished his mission, Sinclair took his flagship *Niagara* home to Lake Erie, leaving two armed schooners behind: the *Tigress* and the *Scorpion*. But then there was still the enterprising Worsley, and the cache of boats and rations hidden by McDouall, which the *Nancy*'s crew managed to find. Suddenly, they were back in business, plowing north in a pair of bateaux and a canoe loaded with supplies. En route, they boarded and captured the *Tigress* in a daring night raid. Setting a trap for the unsuspecting *Scorpion* when she anchored nearby, they quietly slipped the *Tigress*'s cable, and by the time anyone noticed something was wrong, the boarding party captured the second ship, too. Lake Huron and Georgian Bay were British once again.

The War of 1812 ended shortly after, with borders restored to where they had been. But with the defeat of Napoleon in Europe, thousands of British troops and ships were re-deployed to North America. McDouall got the reinforcements he wanted to secure Fort Michilimackinac and Prairie Du Chien, although both places were given to the Americans by the Treaty of Ghent come Christmas. Whatever is left of the schooner is in the Nancy Island Museum, located where she sank. ♻️

Farewell

THIS old editor/designer/wotever of this famous newsletter, *Flotilla*, has decided to call it quits after quite a long time on the job. After the AGM on 18th October, Jennifer Zelmer (whose address is on front page) will be taking over.

To those who plan to write articles, please get your copy to her on time. That makes editors happy. Next deadline is to be December 17.

Furthermore...

FOR the past thirty years, I've been doing this editing job — I was arm-twisted into it at an AGM in October, 1984; the previous editor, Doug Molson, threatened violence if I declined — and I produced my first issue for 1st January, 1985.

Over the years, and bearing in mind the varying number of issues per annum, some 140 editions have been produced. With changing size of membership, nearly 18,000 paper copies have been printed, folded, stuffed into envelopes, labelled, stamped and sealed — and hoisted to the mailbox. (For the last couple of years, of course, we have been fully electronic.) And that's aside from other mailings — and messing with that crazy on-line fiasco of a dozen years ago, about which, more below.

In the early nineteen-eighties we had six issues appearing each year — at irregular intervals. They were subsequently reduced to five, then four: first days of January, April, July and October. That was more efficient and manageable, and printed on recycled paper, colour-coded for the time of year. More importantly, it was cheaper.

Records of costs were started in February, 1992. In those days, each issue (pages prepared on typewriter, stuck down on cardboard flats, and printed by offset lithography) cost from \$200 to \$300 ! That was until 1995, when a Mac was used for pre-camera, with a program then called Aldus PageMaker. Still printed by offset but still cheaper. Then in 1997, even though the original design was retained, the type size and line-spacing were reduced into a two column format, with the material condensed into much less space. Then the repro was changed to first-class photocopy and the costs dropped even more. Up until the last paper issues (with envelopes and stamps), they averaged around \$75 to \$80 each for printing. And — they looked more legible.

Back in 2002, real hi-tech was introduced by a webmeister who designed a site that could be accessed for all sorts of information, including our newsletter. We tried to lower costs even further by having those of our members who were appropriately wired, to receive our newsletter by electronic means, thus saving paper and postage — and giving a healthy boost to the environment.

The fiasco: some strongly persuasive tactics

were used by our digitally-enhanced members. A new, separate e-mail listing was requested so that the newsletter could be sent directly to them.

All this was not easy for a digi-uneasy editor. Our newsletter *Flotilla* on paper was something tangible; but setting up a separate list for those with e-mail addresses, and sending attachments, was another thing. It turned out to be quite disastrous. The best option was to send one version on a PDF file to our new webmeister for him to post on our website for anyone who was interested.

Yet, a couple of issues showed that our efforts to put this newsletter on-line were pretty dismal. Looking back, they seem funny: some members called in to say that although they had somehow received an e-mail attachment, or they could actually access our website but they couldn't open the link to *Flotilla*. Others said that, even if they could see it on screen, they couldn't print it. Then things became even more weird — others pointed out that, while they could print the damn thing, the repro of drawings and halftones wasn't all that good and the titling was jaggy, gna, gna, gna; all sorts of complaints. So, would this office please be so kind as to send them a real old-fashioned paper copy in the real old-fashioned snail mail.

Our commodore cut smartly through all this nonsense by suggesting that the split-run, e-mail list should be forgotten, and tough luck for those who couldn't print from the website. We would thereafter rely, as before, on good old paper and envelopes — and, of course, stamps. Much to the joy of this entire editorial establishment, we were back at page one as it were, with the feel and smell of recycled paper.

Yet the Luddites were whelmed-over for one last time: the dreaded On-Linerie prevailed, costs went down to zero, and we still hoped the effort wasn't going to be wasted: that someone out there was actually going to read *Flotilla*. **Ken E.**



With profound apologies to Albrecht Dürer