



October 2017

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

Flotilla

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WITH THANKS TO

Peter Benison, Paul Lampert, Harold Murray, Mike Smitts, Peter Suchanek, and Jennifer Zelmer

NEXT ISSUE

This is the last issue of Flotilla since the club will be emphasizing different modes of communicating with members that have been tested over the last year, including email e-blasts and social media. Please take advantage of these tools for sharing your club-related news.

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Commodore's Corner

By Peter Suchanek

Our extended summer, or perhaps more appropriately, displaced summer is over. This was a remarkably unusual sweep of weather. Once again, we cannot thank our members enough for all the strategy and support that helped us maneuver through the high-water months from April to July. All your insightful input contributed to the onsite modifications needed to maintain our infrastructure and keep us sailing.

It was terrific to see so many members out on Saturday, October 14, 2017 for Yard Reconfiguration, Docks Out and the AGM 2017. Thanks to Kiwi for leading the charge in yard reconfiguration and to Roger Martin, Mike Smitts, Joel Magnan, Peter Martin, and all the Contenders who took charge of Docks Out. And very special acknowledgement to Peter Hale, Manager, Marine

Property, who was kept hopping throughout the season by the continually changing marine situation affecting our power boats, marine rail and docks.

It was a busy AGM this year. Topics discussed included:

1) Boat spot maintenance/grass cutting

There remain a small number of members who do not maintain the grass in the area and around their boats despite repeated requests from the club to do so. We have always said that if a member is unable to cut the grass or maintain the area around a boat due to physical or health reasons and is unable to arrange for someone else to do the work, please let us know. Likewise, if a member is away for an extended period and unable to have someone uphold the area, again, please let us know. We will gladly pitch-in. However, ignoring repeated requests to cut the grass will no longer be acceptable.

At the AGM, considerable input was received on the subject. The consensus is that, initially a minimum \$50.00 fine should be imposed for a failure to respond to request from the club to maintain the area around a boat. Continued failure by the member to act or respond would result in a suspension of membership with the offender no longer being permitted to renew with the club and being asked to remove his/her boat from OHCC property.

We really don't want to get the point of the expelling any member, but serving our OHCC community requires us to address the boat spot maintenance issue directly. Honestly, it is only a short walk to the shed for the lawn mower from anywhere on the OHCC, so fulfilling the membership responsibility to maintain a boat spot should not be difficult. If there is a specific circumstance preventing you from completing the maintenance requirement around your boat, please let the Yardmaster know and then keep him updated. The Yardmaster is only a keyboard tap away; yardmaster@sailohcc.ca

2) Washroom locks

This is a weird one but shouldn't be. There are locks with codes on the washroom doors. The main reason is to keep non-OHCC members out of our washroom. In your membership fee, you pay for washroom maintenance, cleaning, soap, paper, structural repairs, pump outs, etc. Over the years, we have

garnered a pretty good idea about how much paper, soap, etc is used by our members as well as how many pump outs are required to accommodate our use per season. However, when individuals not from our club use the facilities on mass, it leaves us/you short. This season we received quite a few reports of non-OHCC members using OHCC toilets, sometimes coming in throngs. A lot of this activity is from the nearby clubs. Apart from the burden placed on OHCC members paying for the extra use, which in effect subsidizes the outside community, our members also expressed concerns about the consequential lack of cleanliness, privacy, and security.

Next season, OHCC members will be issued a new washroom code. Please keep it private and only for the use of our members, family and guests. There should be ample port-a-potties along the north shore to serve the rest of the Regatta Road neighbourhood.

3) Flotilla

This is a very difficult subject for me, personally, because I enjoy the ditties that appear in this magazine. *Flotilla* is published 4 times annually. It takes a great deal of work. In past, Ken Elliot carried the mantle for the running the magazine. Nowadays, Jennifer Zelmer is the editor. In recent years, content submissions have declined and acquiring submissions in a timely manner is a growing difficulty. Even the current edition is late to press. Moreover, we have surveyed the membership. Many admit to not reading it.

All this suggests that our members do not value *Flotilla* in a manner that they once did. We live in age where communication is almost immediate, and expectations are the same.

At the last OHCC executive meeting, we voted to discontinue *Flotilla* in its current form. Our plan is to reconfigure the delivery of *Flotilla* more in keeping with the communication style of our times. We will put a heavier emphasis into social media and communicate with the membership in a manner that is more immediate and relevant. This may, in fact, bring life to many of the subjects covered in *Flotilla* that have been missed, ignored, or undervalued. To help

us, we have created a Communications Officer/Leader position and will put effort into communication delivery through social media. All our members have email or some form of electronic communication. To help with the transition, as OHCC news/information/stories are released we can send out links via email. All that will be necessary is click on the link and the information should open for you. Our optimism is that rather than waiting for a *Flotilla* every three months, we will maintain more regular and continuous communication with the OHCC membership.

4) OHCC Vacancies

A few weeks ago, I sent out an email asking for members to fill three vacancies; recording secretary, communications officer, and volunteer coordinator. I am pleased to report that Jeff Schwartz (WASP sailor) has stepped forward into the role of recording secretary. As well, Stephanie Mah (Contender/Albacore/I14) along with Karen Barker (Laser) will take on the Communications challenge. Now, all we require is someone to lend us a hand as

Farewell to Yardmaster Benison

By Peter Suchanek

Four seasons ago, Peter Benison succeeded Dave Ross as Yardmaster, OHCC. Perhaps because Peter gave us notice over a year ago of his intention to step down as Yardmaster, his tour seems far longer than four years.

The day to day, week to week oversight of the OHCC yard is a considerable responsibility. Since I joined the OHCC 18 seasons ago, our club has been blessed with truly remarkable yardmasters: Frank Whittington, John "Kiwi" Reynolds, Dave Ross, and Peter Benison. The dedication to our club of these men is in a class all its own. A good yardmaster can be compared to a good referee ... one rarely notices a good referee like one rarely notices the steadfast, behind the scene efforts of a dedicated yardmaster. The club could crumble without them.

Assuredly, it is no simple task to maintain order over 174 dinghies and boat spots, dollies, trailers, storage bins, and lockers amid flat tires, no tires, broken axles, mud, tall grass, boats in the wrong spots, boats with outdated stickers, boats with wrong stickers,

Volunteer Coordinator. Please contact me or Katy Molyneux membership@sailohcc.ca if you might be interested in the VC role.

5) OHCC Executive 2018

An immense "thank you" to all the 2017 executive for their hard, conscientious work toward the club's well-being.

The 2018 Executive is listed above. Our big hope is that the weather next season will be less frenetic than what we just experienced. There is little doubt, though, that next season's challenges will be as interesting as ever.

6) Pub Night – Saturday, November 11, 2017

This year's Pub Night will be at the Pilot Tavern, 22 Cumberland St. in Yorkville. It's a short walk from Yonge-Bloor and Bloor-Bay subway stations. As well, there's Green P parking a few doors away. The evening will run from 7:30 onward. Hope to see many of you there!

boats with no stickers, boats that don't belong to OHCC members, boats with flourishing flora, boats with deceased fauna ... the list is longer and even more bizarre. It is the yardmaster who creates normalcy in this ecosphere of changing nuttiness.



Peter has been a tower of strength and commitment to the OHCC as yardmaster. Peter has vigilantly watched over, maintained the OHCC yard, and made things happen out there! With love and affection, Peter earned the nickname "pitbull" among the OHCC executive because he cares so deeply about our club and is so committed to its survival and growth.

If you see Peter B. in the yard, shake his hand and let him know you appreciate his efforts, even if he did have to nudge you once to cut your grass or put your sticker on your boat. Peter's intentions have always

come from a good, devoted place and we were lucky to have him.

Thanks for everything, Peter!

The Outer Harbour: How Clean is Our Water?

By Harold Murray and Paul Lampert

Many people have different ideas about how clean the Outer Harbour water is, as well as about possible sources of contamination. Despite the humble origins of our club lands and surrounding environment (the fact that we are located on landfill of dubious quality, historical industrial activities and leached chemicals in nearby areas), we play in a remarkable little paradise of protected waterfront.

Luckily, we do not disturb our soils or the lake bottom in the normal course of our activities. And since we do not (usually or intentionally) drink the water in any quantity, our first concern is water quality related to the risk of bacterial infection, which is generally measured with bacterial counts.

The City of Toronto conducts daily tests in summer, but only for the water at public beaches (Cherry Beach being the closest). They do not test in the Outer Harbour itself or in the areas around our docks. They do not do any testing in the Inner Harbour.

So, is safe to go in the water? To capsized, to swim from our boats or even off of the end of our dock? That is the question. This summer, we took some of the first real steps to find out.

Through a partnership between Lake Ontario Waterkeeper (LOW) and members of OHSF member clubs, we collected and tested water samples weekly in ten locations from late July until early September. Our first meeting with LOW and volunteers from other clubs was arranged by Laura Hetherington (Mooredale Sailing Club) in July. Sampling teams were organized and scheduled on Tuesday afternoons for the rest of the summer. LOW,

experienced in the business of water testing, provided all of the equipment, supplied sample bottles, and trained us on proper scientific collection and data recording techniques during the first few sessions.

About a dozen volunteers representing most of the OHSF clubs participated on one or more of the testing days. Samples taken in the Outer Harbour were done from power boats provided by participating clubs, including the OHCC Whaler. (Thanks to Peter Suchanek and Peter Hale for making this possible.) In fact, OHCC pulled above its weight on this endeavour with sampling team co-ordination and powerboat driving for 3 of the 7 sampling days done by OHCC members.

Samples were immediately put on ice and taken (rushed would not be too great an exaggeration) to the LOW laboratory on Spadina Avenue where they were cultured and the results read after the required 24 hour incubation period. Both Coliform and E.coli bacteria counts per 100ml water were measured from each sample.

Common standards for water quality are based on E.coli counts. Also, the coliform numbers showed somewhat similar patterns to the E.coli. Accordingly, we've included only E.coli numbers in the table below.

The samples are in two groups of 5, the first representing the Shoreline areas (OHS) near our docks and the second the Outer Harbour itself (OHW). Water testing in Ontario is usually done by collecting 5 samples in one area and then calculating and publishing the geometric mean (Geomean) of those 5 samples.

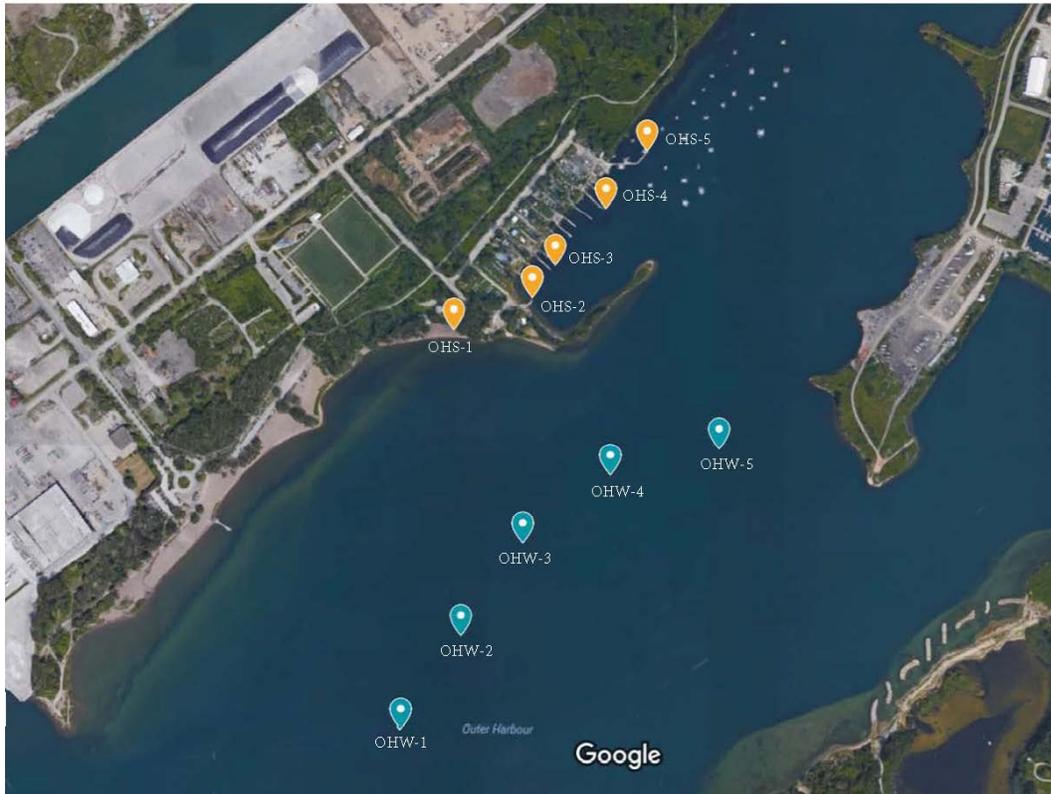


Figure 1: Testing Locations: OHS-1: Windsurfing Club – at shore South of TWSC Clubhouse; 2: Water Rats – End of Dock; 3: Mooredale – End of West (Long) Dock; 4: OHCC Long – End of East (Long) Dock; 5: TMCC – End of Dock East (L-shaped) Dock; EXTRA (one day only): OHCC – West Dock near shore/ramp

Current Ontario provincial standards for primary contact with water, body submerged (swimming or capsizing in a sailboat, kayak or rowing shell) are a maximum of 100 E.coli per 100ml of water. Samples above this level are shown as red in the table below. Again this would typically be tested and evaluated with the collection of 5 water samples at different, nearby locations.

Our samples along the shoreline, although considered close together as defined by the testing standards, do represent a variety of conditions related to water stagnancy. We also observed widely different bacterial concentrations. It is worth noting that in testing situations where only one sample is taken in a designated area instead of 5, the absolute maximum for a single sample is considered to be 400 E.coli per 100ml. As you can see, the higher single results exceeded this threshold too.

What do the results mean?

For the most part, the results were well below provincial standards for swimming. However, the E.coli levels were of concern at several locations.

Some highlights:

- No mid-harbour (“OHW”) results were over 100 E.coli per 100 ml during the testing period this year;
- Some dock/shoreline results showed very high E.coli levels; and
- As anticipated, there appears to be an increased risk following a rainfall (occurred in the days before the Sept. 5 testing). Even modest amounts of rain are enough, particularly around more stagnant water.

Location	25-Jul	1-Aug	8-Aug	15-Aug	22-Aug	29-Aug	5-Sep
OHS-1	17	20	56	2	1300	3	1300
OHS-2	80	9	35	2420	1046	2	1986
OHS-3	16	9	1	548	10	3	548
OHS-4	3	2	1	35	8	2	70
OHS-5	6	36	3	3	7	1	32
OHS-EXTRA	-	-	-	-	-	-	2420
OHS Geomean	13	10	2	49	61	2	444
OHW-1	8	1	4	1	1	1	10
OHW-2	9	1	3	1	6	1	5
OHW-3	12	1	1	1	1	1	6
OHW-4	2	2	3	2	5	1	16
OHW-5	1	3	10	1	3	1	2
OHW Geomean	4	2	3	1	3	1	6

Outer Harbour Water Testing Summer 2017: E.coli per 100 ml water

It is interesting to note that of the dock locations, the OHCC and TMCC docks (sampling points OHS-4 and 5) seem to lie in the sweet spot for water quality, as might be expected since they are closest to the more open water of the Outer Harbour. They tested relatively low, even after the rain which preceded the September 5th sampling.

All is not hunky-dory, however, as the result of the OHS-EXTRA sample shows. This water was taken near the shore at the OHCC West dock on the only testing day that immediately followed days with rain. The photo below shows what the water looked like where the sample was taken. Sometimes when the water looks bad, it really is.



Figure 2: OHS-Extra: photo taken at sampling location near shore and OHCC ramp - Sept 5, 2017.

So, the solution to pollution is dilution? What should we do, based on these results?

Don't Panic! (Keep calm and sail on...) But, the experts suggest that it is best to avoid direct contact with water closer to shore after a rainfall and any time in areas where the water is stagnant: "The rate of gastrointestinal illness is directly related to the amount of exposure and ingestion..." You can read more from the [Toronto Public Health site](#).

It is also important to remember that E.coli typically dies within 24 to 48 hours, so timing is important. You can read more in [this article](#) from Beach Metro News.

Future Work:

This year we had only one testing day when it rained in the 24-72 hour period before the sampling (September 5th). More data would give us a better picture. It would have been really useful to have been sampling in the much rainier period earlier in the summer. One theory is that our primary source of bacterial pollution from the Inner Harbour is through the Eastern Gap. This movement can take some time. You may have seen one of the brown plumes that occasionally appear in the Inner and eventually the Outer Harbour from the Don River after a big rainfall. We did not see one of these during this year's testing period. It should be noted that in the summer of 2016 LOW took two random samples after a rainfall from an area South of the Ratspit (near OHW-4 and OHW-5) which tested high (approximately 950 and 1100 E.coli/100ml), suggesting continued testing even in the Outer Harbour area in future years would be wise.

You can read more about what is happening in the Inner Harbour in [this article](#) from the Toronto Star.

Some further work and analysis of this year's data and the topography and infrastructure of our Outer Harbour 'hood is planned and we can update you with anything significant in a future article.

We would also like to gain a better understanding of the possible source(s) of the bacteria we are measuring.

Interest in the results has been significant, and as a result LOW has been asked to put forward a proposal

to run an extended program next year. This would cover our full season from Docks In to Docks Out. Our experience from this year and the now established network of volunteers will make next year even more efficient. We would also like to create a single channel for immediately communicating test results to all the involved OHSF clubs and their members. Thoughts, suggestions for next year, or offers of volunteer help would be welcomed. "Measuring makes managing possible" – or at least intelligent decisions about our chosen activities.

A big shout-out goes to Matt Flowers and Li Black of [Lake Ontario Waterkeeper](#) for their patience and hard work – they were a real pleasure to work with, and thanks also to the LOW organization for making this partnership possible.



Figure 3: The Waterkeeper Team – Li Black and Matt Flowers (back row - Harold driving Whaler)

Based on our experience with them this summer, we would like to say that they are a community-based organization doing valuable work which is very worthy of our support. All of the work that they did this summer was at no cost to us.

And thanks again to Laura Hetherington at Mooredale for getting this big ball rolling and nudging it along at the right points. It would not have happened without her efforts.

Please contact Harold with any comments or suggestions for next year. Matt Flowers from LOW can be reached at 416-861-1237 or mattf@swimdrinkfish.ca.



Typical sampling process; temperature measured and water conditions observed.



Left: GPS used to locate exact sampling points. Right: The team on August 8th – Matt Flowers (LOW), Harold (Nerdmeister, OHCC) Norma Draper (WSC) Paul Lampert (OHCC), Gerry Lazare (WRSC) and Li Black (LOW, behind camera)

Sail Safe: Reflections from Running the Crash / Mark Boat in a Regatta

By Mike Smitts

The 2017 OHCC Albacore regatta was held in mid-July, and I was pleased to help in the new Highfield as one of the mark boats. It was a warm sunny day with a nice, gusty breeze from the north. Frank Whittington and I placed good natured bets on the wind speed – Frank said it was over 20 kts I said it was 15 to 18 kts at best. This was quickly clarified when we were told by the race committee that it is 13 kts gusting to 16 kts, a great breeze for a July weekend in Toronto.

As the wind piped up we were kept busy, and I thought I would share my experiences and perhaps lessons learned with the Club.

Rescue 1

Frank and I noticed a catamaran had capsized out near the channel markers by the lighthouse on the spit. We were some distance away, but we thought

we had better check it out just to make sure all was ok since cats can sometimes be a handful to get upright. It was quickly being blown downwind into the lake with the trampoline acting as a sail. As we motored up to the cat we could see that it was an A cat and there was no crew to be found. All of a sudden, things were getting a lot more serious. We immediately started to motor upwind scanning the waves for the missing sailor. The waves were now starting to whitecap regularly and were approximately 2' from crest to trough making it increasingly difficult to see someone in the water. I was getting very concerned. The cat was moving downwind quite rapidly so we had a fair area to consider in terms of a search. I was just about to ask Frank to call the police to advise them of the situation when we approached a Hobie 14 that was very low in the water and had three people on it. We immediately established that the sailor from the A cat had been rescued by the Hobie. We took him on board as the Hobie was never going to catch the drifting A cat and took him to his boat. He jumped into the water and was able to easily right his boat and with only a broken tiller extension was fine. But this got me thinking - he was wearing a wet suit, a life jacket and a white bandana around his head for sun protection – perfect camouflage in the wind and waves. He would have been extremely difficult to spot in the water. When I was sailing my International 14, one team always wore florescent green baseball caps. It was kind'a cool. Wherever they were on the race course, they were instantly recognizable from a remarkably long distance. You always looked for the green caps. I thought that cap would have been very helpful on that A cat sailor. I wear an old red Mount Gay hat, mostly to hide my ever-increasing bald spot, which is better than nothing, but not nearly as bright. So I guess my lesson learned is: wear something that will make you visible in the water. My old faded yellow life jacket ain't enough. When we were taking the sailor back to his boat he mentioned that he considered tying himself to the boat, as the wind increased, to make sure that he would not get separated from his boat in the event of a capsize. I have very mixed feelings about that approach, especially in a dinghy that does not have the propensity to get blown away nearly as rapidly as a cat.

Rescue 2

This was not really a rescue, more a recovery of flotsam and jetsam. We were hanging around the jibe mark to watch the fun as the Albacores jibed. Three boats capsized, but all were able to right themselves with relative ease. The third boat to capsize took two tries to get the boat upright. After the first roll, things started to come loose. By the time the boat was up and under control again, several things had begun to float away and were at least four boat lengths away and heading madly off in all directions – notably a paddle, a water bottle and the cutest little red duffle bag with a big white albacore A on it. A gentleman never looks in a woman's purse or duffle bag so I certainly did not inspect its contents but ...if it's important - tie it into the boat or onto your person so it won't float away if you find yourself going for an unplanned dip.

Rescue 3

We had finished the regatta, gathered up the marks, and were heading home for the day. As we got close to the Spit, we noticed a turtled boat and quickly recognized it as a 505. There were several boats milling about and the crew, who had grown tired trying to right the boat, were safely aboard a large keelboat nearby. Another small power boat told us that they had called the Harbour Police but they had not yet arrived on the scene.

We took the crew aboard the Highfield – the soft sided pontoons are marvelous. I suggested to Pete Hale, who is totally enamored with his 505, that we support his fellow 505 sailors, right the boat, and sail it back to our Club. Pete was whining about getting his clothes wet so he had his rubber duck carefully place him on the overturned hull. I had no such luck and had to swim to the boat. We were able to quickly right the boat (Pete did get wet as it came upright....there is a God) and we made it back to the Club without issue.

Except for a badly torn jib, the boat was fine. When we sailed the boat home, we did notice that the boat felt sluggish. The reason was very apparent when we checked the flotation tanks once ashore and on its dolly. There was a significant amount of water in the side tanks and bow tank. This may have been an explanation for the difficulty in getting the boat upright.

Time for the old vacuum and soap bubble test to find the leaks. I did that once on my old Contender and flipped the switch incorrectly on the vacuum and rather than blowing the vacuum sucked. The next

thing I knew the hold aft deck had collapsed – but that's a whole other story.

Sail Safe!

Speaking of Safety: New Resources on Electric Shock Drowning

Electric shock drowning (ESD) and the efforts to mitigate hazards associated with electrical equipment in and around bodies of water is a high visibility topic on the National Fire Protection Agency's (NFPA) radar screen. [More information](#) & and [full report](#).

Winter Boat Storage

By Peter Hale

This winter there will be a change with how we go about marine boat maintenance and winter storage.

We will be storing the Whaler and RIB on club property. The boats will be shrink wrapped and located in front of the work shed. In past, Georgian Bay Marina looked after our boats. However the company has changed hands and the new owners, with their new pricing rates, have basically told us they do not want our business. The Triumph will be stored at the Inner Harbour yard, behind the T & T Supermarket.

Chatting with the multihull people, they report that the area has been safe for storage in recent years and nothing has gone "missing" over the winter so I don't expect any issues.

All said, it doesn't hurt to be vigilant and here is what you can to help.

If you visit the club during the winter, please keep an eye out for our power boats. If you see anything is out of place, let us know. If you see someone hanging around who looks out place, let them know you've noticed them. You can even introduce yourself and get their name(s). We can easily verify whether they are members or not.

And a final thought, last year, the new owners of Georgian Bay did not bring the boats back clean as in previous years. We will need volunteers to clean up the power boats before they are put back in the water in the spring. It's a straightforward way to earn club hours, so please think about signing up for power boat clean-up when renewing your 2018 membership.

See you Nov 11, pub night!!

Contender North Americans

By Peter Hale

When Stephanie "ordered" me to write 2017 Contender North American wrap up, she said "you won it, you write it". Mike Smits said, "with great accolades comes great responsibility, you write it". When I asked what I should write, I was told (ordered) to write what I did to win. Or as the immortal Pete White said, "with all those f!@#K ups, how'd you win?"

So here goes...

On the Thursday before the regatta, I sacrificed a goat to the winds gods. Ok, I only ate a goat roti, which only goes to prove if you don't like goats you'll never win.

The 2017 edition of the Contender North Americans was a light air one, a lesson in gratification postponement. Normally we join forces with the 505 Canadians, but this year we had a conflict with their Worlds in Annapolis. So we decided to mix it up and

joined forces with one of our neighbouring clubs, the *St Jamestown Sailing Club*. We did an around-Toronto-Island race on day 1 with them and buoy racing on our own on the second day. Both days were light air affairs. Kudos to the gentlemen who traveled to sail with us: Larry Christian (long distance award), Bernie Bieber, and Pete White. For those that couldn't make it, you were missed and you missed a fun time.

Day 1: The Around the Island race brought us light air. We had a short 500m upwind leg in the Outer Harbour and a long downwind to the Centennial Pier for the first race. Sailing back and forth across the Outer Harbour before the start led me to believe there was more wind offshore and when we got to the Island we'd be in the lee of it. The usual suspects, Mike and Roger, rounded the upwind mark 1, 2, myself 2nd from last. I managed to resist sailing a bit hotter angle to catch up and stayed further offshore and down the center of the Outer Harbour compared with the fleet. The only other person who stayed further offshore than myself was a cagey guest skipper on a borrowed boat, Paul Clifford. As a result, Paul crossed first, second for me.

For the second race, again we had a short upwind to the first mark, then downwind round the end of the Island into the Inner Harbour through the Western Gap, dodging ferries and dead spots along the way. I had a bad start and went inshore for the upwind, and rounded the first mark in last place. I couldn't imagine you could lose so much distance in 700m. By the time I rounded, everybody else was in a different postal code. Anyway, I had lots of time to think about that roti, between getting tangled up in the mainsheet, dumping twice, and having to turn back because of a pissed off ferry captain. The only advantage I can think of about dumping in light air is nobody moves that much further away. It is humbling though. Results: Roger 1st, cagey Paul Clifford 2nd and Mike Smits 3rd.

The last race was from the Inner Harbour to mark 0 in front of the Club. Again, a short upwind then onto the

Eastern Gap. I stayed out in the middle of the harbour, while the rest of the fleet played the Bay St/ Yonge St shifts closer to the City. The end result was we all ended up squeezing through the Eastern Gap with about thirty sailing motorhomes from RCYC - all at the same time. The only thing missing was a pissed off ferry captain, but I did manage to find a green marker buoy in the midst of this melee. Luckily it was not counted as course marker. Once out of the eastern gap, it was a downwind/reach to the finish. I stayed in the middle of the Outer Harbour, again thinking there'd be more wind as Roger snuck along the shore. The rest chose the middle route. Results, myself 1st, Roger 2nd, Mike 3rd. After that, we decided it was enough punishment for the day and we settled at the Club for a great homemade meal made by Virginia, Roger's better half.

The second day was buoy racing in the Outer Harbour, again with light air, but it was reasonably consistent. After sailing back and forth across the harbour before the race, I thought there might be more wind but a knock on the left. Most of the day, I did manage to get decent starts at the pin and stayed left of the fleet. This held true except for one race where the right paid off. Raines Koby, our race officer on the second day, came back with the following observations on what he saw on the course: Roger and I both heel our boat more than the rest in light air; I do the marginal trapezing further forward in the boat than the rest of the fleet. I do that because the Karsten Kraus Contender boat has more of a chine than either the Schappi and Bonezzi hulls, I feel it reduces wetted area. I had my board vertical all day to get helm and played the boom vang almost every time I played the mainsheet, tightening it up a bit when a puff hit when the boat got up to speed.

Last but not least, thanks goes to Stephanie Mah and the volunteers for organizing the fun and making it happen. Beyond that and the goat roti I have no more hints.

The Character of a Man: from the Memorial for Richard Needham (1945-2017)

(Remarks by Peter Suchanek, Sept 9, 2017)

It is my privilege to give you a glimpse into Rick's sailing world for a few moments.

When one hears the word "sailing", it often evokes an image of Lifestyles of the Rich and Famous. Wealth, glamour, 50 foot yachts, fine foods, wines, and exotic destinations. All very enchanting. But that it was not Rick's sailing world. He was a hard-core dinghy sailor. The Outer Harbour Centreboard Club is dinghy sailing club. None of our sailboats are more than 16 feet in length. The sailboats have no engines, no galleys, no bbqs, no bar fridges. These are bare-boned boats that sit on dollies on the shore and get wheeled in and out of the water for sailing. They capsize easily and are whole lot of fun. When a sailor goes over, we call it "going swimming".

Over 20 years ago, Rick became an OHCC member. Prior to then, Rick sailed in Toronto's west end at the Toronto Sailing and Canoe Club. He was in the Albacore fleet. An Albacore is a double-handed sailboat meaning it requires two crew. Peter Brayshaw, past Vice-Commodore, OHCC, recalls Rick sailing

"a very pretty boat, fiberglass, with a wooden deck."

In the mid-1990s, Rick saw the light, switched clubs, and joined us. He also brought with him a boat called a Cape Cod Frostie. This was a wooden boat about 6 feet long, with one sail weighing about 30 lbs that could be carried over ice and sailed in open water, then over ice and back into the water in the middle of winter. Evidently, Rick figured these boats were going to be all the rage. Unfortunately, winter sailing and the Cape Cod Frosties did not catch on in Toronto. Rick abandoned the Frosties idea, sold his pretty Albacore, and purchased a sleek, single-handed 16 foot racing dinghy called a Contender. It has one sail. In higher winds a Contender sailor uses a trapeze and sails the boat while hanging off the side of the boat. A Contender takes considerable nerve, skill and

athleticism to sail and is quite spectacular to watch. Many sailors from our Contender fleet are in attendance this afternoon.

Rick was an accomplished sailor, very respected in the sailing community and competitive. He loved to race his Contender and competed in the Contender World Championships. He was also 3rd, 2nd, and 1st Vice-Commodore of the Canadian Albacore Association in the early 1990s.

Aside from his Contender, Rick also had two other toys he treasured; his Mustang and his Harley motorcycle. We know he adored his car because our clubhouse is on Regatta Road, a dusty, potholed dead end narrow road to the east of Cherry Beach and Rick always had the cleanest car in the parking lot.

As for his Harley, Rick was a former motorcycle racer. He suffered a very serious accident racing that left him in hospital for 6 months. This ended his bike racing career. But that didn't deter his love of bikes. He once brought his motorcycle into his condo to change the oil. Wendy must be quite a tolerant woman.

At first blush it seems a bit incongruous for a motor bike racer to be also involved in competitive dinghy sailboat racing. Combustion engines versus wind-powered energy. However, Rick's love of motorcycle racing offers us a peek into the mental toughness in his mindset. And we need only to turn to an observation from Dave Harris, OHCC Albacore sailor, to shed insight into this link. Dave Harris, the current leader the Albacore racing fleet in Toronto this season, braved a number of long motorbike trips with Rick. They toured to Mt Tremblant, round Lake Ontario, and down through Pennsylvania. Dave recalls, somewhat agonizingly, ☹

"that rain, cold, terrible roads were all taken in stride by a man who was supremely confident on the back of a motorcycle."



“Rain, cold and terrible roads”. A-ha! If we swap “terrible roads” for “waves with whitecaps”, you have what sailing is like on some days. To be a motorbike racer requires mental and physical strength, as does dinghy sailboat racing. Rick brought his “*don’t let it beat ya*” attitude to sailing.

Foul weather conditions never bothered Rick. Rick led by example. His calm disposition and quiet toughness was infectious. Rick was always ready for a challenge.

From a personal perspective, it was out on the water where my wife Judith and I got to know Rick better. Each season, our club holds weekly races and about one regatta per month. Generally, a race lasts between 45 minutes and an hour as the boats navigate around triangular course. After a race begins, the fleet often stretches out. Those with faster boats or who got off to a good start jump ahead. Judith and I sail an Albacore, not at all as pretty as Rick’s was. It was not uncommon for Judith and me along with Rick to find ourselves little bit back in the pack after a start and sailing side by side. After rounding a mark we’d look over and see Rick either a

little ahead or a little behind with a huge smile his face saying something like

“can’t think of any place better than this right now”.

That’d be it. We’d laugh and chit-chat until the next mark rounding when sailing would become all business until we finished the turn, then resume kibitzing. Rick smiled an awful lot out there.

Last August, we had an alarming event. The OHCC annual regatta is normally held the third Sunday in August. The water is warm and winds often consistent. The day featured strong winds from the west and challenging waves a metre or more in height. A number of sailors capsized during the first race but everyone took a big gulp when we saw that Rick had gone swimming too. He was post-diagnosis and post-surgery. Assistance was nearby. However, experienced dinghy sailors develop a tiny mental flaw concurrent to them honing their skills. After a capsize, absent an injury or boat damage, they are reluctant to accept help. The immediate response to an offer of assistance is ‘NO!’ often accompanied by an indignant look.

Rick began trying to right his boat. The wind blew and the waves kept knocking him down. Soon it was clear that Rick was fatiguing. As we were about to go in for a rescue, his boat popped up and Rick climbed in. Rick sailed the boat briefly to allow the automatic bailers to drain the water then, he made the correct decision to retire from racing that day. A number of other boats had already done that.

For many of us, this ordeal was disquieting and made us nervous. After the race, Rick said that he had been a tad frightened after the initial capsizing but settled down. His health problems had left him insecure and uneasy about his physical abilities. The capsizing became kind of a self-test to measure whether he could summon the strength and coordination to flip up the boat and hop aboard on his own terms. He seemed pleased to have accomplished the feat and enjoyed a moment of satisfaction.

‘don’t let it beat ya’

At the OHCC, we are a self-help volunteer club, meaning that the majority of the work is done at our club by our members. Being handy with motors, Rick gravitated to volunteering on the marine equipment side of our club. The OHCC has 3 power boats used for safety and conducting races. For years Rick held the volunteer role of Marine Property Manager in charge of maintaining the power boats as well as the marine rail system. After Rick stepped down as Marine Property Manager, he still freely lent his hands as needed or led marine maintenance projects. If Rick saw an equipment problem, he’d quietly go to his car or home nearby, get out his tool box, and return without fanfare and do the job. Most OHCC members were often unaware there had been a problem or that it had been fixed.

You cannot buy that kind of commitment and character. It comes with the man.

And fitting Rick’s character, he was a bloody-minded when it came to finishing a job. A few summers ago, the water pump for the clubhouse was malfunctioning. It was an extremely vexing challenge for everyone. Rick stayed on the problem for half the summer.

One day I received an email that simply read, ‘water pumped, repaired ... finally.’

‘Don’t let it beat ya’

Rick was also a clever salesman. About ten years ago just before Christmas, Rick came to the OHCC executive meeting with a cheque for \$1000. He said he had just sold a boat we called the KMV. The KMV was our oldest power boat at the time and had fallen into decrepit, mournful condition. The KMV was no longer fit to handle Lake Ontario waves. The OHCC executive was considering junking it. Remember, this was winter. Getting a Grand for this boat? What a score! Rick then told, “There’ll be \$2000 more coming when the fellow picks up the boat in the spring.” Sure enough, Rick had sold it to a fisherman who planned to use it on a small lake and river in cottage country with no waves. The second payment arrived the next April.

Rick was every bit a giving human being. Rick was a deeply loyal friend ready to help a buddy in a time of need or serious ill health, dedicating many hours hanging out and providing support.

Rick’s last time on the water was on the Canada Day Weekend. Stephanie Mah and the Contender fleet organized a boat ride aboard the OHCC committee boat for Wendy and Rick around the Toronto harbour.

Under a great blue sky, calm winds, and sunshine, they enjoyed some robust banter; saw some familiar sailboats and sail clubs; sailed past military and police vessels; and went that to see the Big Yellow Rubber Duck at Harbourfront that weekend. It was a special time.

Peter Hale, our current Marine Property Manager following in Rick’s large foot prints, recently captured the essence of Rick’s character in a short comment. Pete said

“Rick is that gentle, decent, affectionate man that you saw yesterday, who would be the same gentle, decent man today and then, again, tomorrow.”

We miss seeing Rick tinker with his boat; we miss seeing Rick on the water; we miss Rick's fellowship around the club and those big Rick smiles; the "don't let it beat ya" attitude ; we miss Rick's good sense and commitment to the well-being of our club; we miss that gentle, decent, affectionate man Peter Hale described.

Wendy, Mathew, Lai, family and friends, I am very grateful that you allowed me the honour of saying a few words today.

