



# NEW HORIZONS

THE ROYAL HAMILTON YACHT CLUB (ESTABLISHED 1888) INC.



April 2011

## Commodore's Report

This winter has seemed to last for ever, but with April upon us we will start to see boats go back in the water.

Plans are all in place for our sailing school and our pool this year with all the coaches and life guards ready to go.

With the approval of the capital levy, the rest of the RHYC will be seeing further upgrades. If, for some reason, you have not been to the club since the New Year, or been down for our "Two can Dine" evening, you just won't believe how great both are. We continue to have a club we can all be very proud of!

I have to say special thanks to Past Commodore Don Green who has worked tirelessly in helping our two co-chairs Laurel Thompson (RHYC) and Bob Wercholz (BS&BC) in the fundraising and organization of the Rotary Mobility Cup being held at RHYC and running from August 29 to September 2, 2011. Leading up to this, we will be holding our first fundraising event called "Ports of Call" to be held on April 21, 2011. Here are the details:

### Ports of Call Fundraiser for the Rotary Mobility Cup

April 21, 2011

To be held at St. Luke's Parish Hall  
1382 Ontario Street, Burlington, ON L7S 1G1  
Proceeds benefit the Rotary Mobility Cup 2011 and the more than 60 sailors with physical disabilities from around the world who will be taking part.

The event is an 'around the world' appetizer venue. We will have complimentary wine and beer tasting, live music, special entertainment, as well as a very special auction. Please do not miss this. It all starts at 7:00. Ticket are only \$75.00 and are available from Laurel, Don, Colin, or myself.

Please come out and support this fabulous event.

Also in support of our Able Sail programs at both BS&BC and RHYC, the Mayors' Challenge will take place on July 9 starting at 1p.m. The event will be a best of three match-race by our own Mayor Bob Bratina and Burlington's Mayor Rick Golding. Stand by for more details: This not-to-be-missed event will be a BLAST!!

I look forward to seeing you all at the Club.

Russ Perry  
Commodore



### It's a Culinary Voyage!

Tell your friends! Grab your best guy or gal! And head off to St. Luke's Parish Hall in Burlington on April 21 for the swellest, food, fun and music evening of the year!

It's a Culinary Voyage through some of the best restaurants in Burlington and featuring RHYC's own chefs in support of the Rotary Mobility Cup.

There's a fabulous live auction, music by Hot Buttered Soul - Burlington's hottest band - along with food and more food and it's all included for the low price of \$75 with all proceeds going to support the over 60 sailors with physical disabilities coming to RHYC in August.

You can get your tickets (and there's only 200 available in Hamilton and Burlington, cash or SOF) from Colin Jacobs, Laurel Thompson or the RHYC office.

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## President's Report

Comedian Mitch Hedberg tells a funny joke about people who say, "This is a picture of me when I was younger." By definition every picture of you is when you were younger. Have you ever taken a picture of yourself when you were older? I am always amazed when a brilliant flash of the obvious hits you between the eyes. The world doesn't change, the available information doesn't change, but something does change: your internal perception.

April is preparation season around the RHYC. I enjoy spending time in the boat yard working on my boat. It gives me a chance to do tasks that modern life rarely affords us. Simply buffing and polishing the boat gives us time to think about things that are important to us. (It also makes you reconsider why those extra 3 feet were so important to you.) Being in the yard also affords us the opportunity to spend time with fellow boaters. Among other things, we discuss boating problems and to work out solutions. A lot of time is spent just talking. Fellow boaters are a wealth of information and knowledge, maybe the boat yard was the original internet, a place where you go to research, investigate and find solutions.

Our club is ready for another exciting sailing season. Volunteers and staff have worked hard throughout the winter to prepare. The RHYC offers many great benefits to the yachting community. We are a small, but special piece of the worldwide web of yachting clubs. Our piece is special because we are located on one of the best bays on Lake Ontario and the member community makes RHYC special. I am constantly amazed how willing fellow members are to help out and share their knowledge. This brilliant flash of the obvious was certainly apparent to the members who built our club. It may not be as apparent to new members or people looking to join our community, but is something we can promote by continuing the tradition. The sense of fellowship at RHYC is one of the greatest benefits we can offer the boating community.

Be safe as you work on your boat.

Mark Eadson  
RHYC President

## U P C O M I N G E V E N T S

**Commodore's Bash**  
**Saturday, April 9th, 2011**

**Kids Easter Party**  
**Saturday, April 23rd, 2011**

**Easter Brunch**  
**Sunday, April 24th, 2011**

**Mothers Day Brunch**  
**Sunday, May 8th, 2011**

**Fun in the Sun Pool Fundraiser**  
**Saturday, May 14th, 2011**

**RHYC Sailpast**  
**Saturday, June 4th, 2011**

## *New Horizons*

is the newsletter  
of The Royal Hamilton Yacht  
Club (1888) and is published  
ten times per year.

The deadline for the  
May 2011  
New Horizons Issue  
is **April 15**.

Please submit articles to:  
[info@sonyadelaatphotography.com](mailto:info@sonyadelaatphotography.com).

For advertising and inquiries,  
contact Ron Philp  
email: [sail@rhycc.ca](mailto:sail@rhycc.ca)

Editor: Sonya de Laat

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The February 3rd Shellbacks presentation by **Robin McKee** (a self-described “curator of the underground museum”) gave a fascinating look at Hamilton Cemetery and the history that can be derived from its graves, headstones and monuments. Out of his love for this history he conducts free tours at the cemetery. Not only a cemetery, it is also a place that gives insight into the disasters, diseases and tragedies that are part of Hamilton’s past.

For instance, on March 12th, 1857, the wooden train bridge collapse at the site of the present high-level bridge resulted in 59 deaths, including those of several prominent Hamiltonians. At the time the cause of the disaster was attributed to a broken axle on the train. From his research Robin believes it was more likely from the fact that the contractor substituted soft pine for the specified hard oak and the broken axle was a result of the train falling into the Desjardins Canal. He concludes that since the builder was the ex-Prime Minister Sir Alan MacNab perhaps a more convenient cause was found.

Another tragic story was that of a fireman who was killed by a streetcar leaving a wife and 10 children. They were too poor to put an inscription on his gravestone. Robin told this story some time ago to Hamilton’s current fire-chief. The chief was so touched by Robin’s story that he took it upon himself to put a stone with an inscription on the grave. Later, Robin described the Benevolent Societies that helped the poor with the cost of burying their loved ones.

Hamilton victims of the Titanic disaster and the torpedoing of the Lusitania are commemorated here as well. The sinking of the Empress of Ireland in the St. Lawrence River caused the loss of over a thousand lives; Hamiltonians, remembered at this cemetery, were among that number. There is also a section of the cemetery with very few headstones which was a burial place for cholera victims. Another section has a mass grave for 200 Spanish flu victims.

Along with these memories, Robin pointed out that art also has a place in the cemetery. There is a beautiful grieving sculpture in Hamilton Cemetery which is the prototype of the angels on the Vimy Ridge Monument and was made by the same Canadian artist. Robin’s very enjoyable presentation left one with a sense of his deep love for history and his respect and reverence for the people buried in Hamilton Cemetery. He creates living history from this underground museum.

The February 17th Shellbacks presentation by **Steffen Suggett** was an amazingly detailed account of sailing from Hamilton to the Bahamas in his boat ADLIB. Steffen acquired his boat locally in a barter deal for his Kawasaki racing motorcycle. As a young man he had been in the Sea Cadets and perhaps he assumed sailing was safer than racing motorcycles in his retirement years. After overhauling ADLIB, installing a new motor, signing up Susan as his crew and then doing a trial run around Lake Ontario Steffen was ready for a mid-September departure.

Much of the early part of the adventure involved a tranquil and scenic trip motoring through the Oswego canal, Lake Onieda, Erie canal, and then sailing down the Hudson River. Along the way Steffen describes meeting fellow sailors and the camaraderie that existed among them. He mentioned a boat sailed by a rock star. Since Steffen played guitar, he and the rock star got together for jam sessions and partying. *(continued on page 4)*

## 1985 Odyssey 222 Weekend racer for sale!

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## Shellbacks *(continued from page 3)*

He tells an amusing story about Susan deciding she liked the rock star's boat better than ADLIB and jumped ship leaving him crewless. After reaching New York City Steffen enjoyed a five day tour of the area.

Once past New York City the easy and tranquil conditions quickly changed. Wind and cold and rough seas were the norm. He describes being totally exhausted after almost 24 hours of sailing. Eventually after several difficult days he reached Annapolis and took a 3 week breather. Setting sail again Steffen describes bizarre encounters with a dolphin who leaped out of the water and stared into his eyes and with a shark who tried to sink ADLIB by biting the keel and shaking the boat. The shark's teeth marks are still there.

After a refit for ADLIB in St. Augustine, and after a friend Cal joined Steffen for the final leg, the odyssey continued. But the problems started within a day. Increasingly strong winds and high seas made sailing more and more difficult. The mast blew down, taking out the boom, sails and rigging so they had to cut everything loose. Steffen radioed the US Coast Guard asking for assistance, and was told they would not be reached until 11:30pm. Then ADLIB's motor died and they were adrift. After much delay the Coast Guard finally arrived in the middle of the night and took them in tow. During the tow they endured 50 knot winds and waves that washed over the boat. The hole in the deck left by the mast let several inches of water into the cabin. At one point the bow cleats pulled out. The Coast Guard boat provided

a longer tow line which our adventurers tied to everything on the boat capable of holding a line. Eventually they fell asleep totally exhausted and woke up in the morning when they arrived at Fort Lauderdale. Everyone laughed when Steffen described how his friend Cal stepped onto the dock, walked to the road and how his friend Cal stepped onto the dock, walked to the road and continued on the road with never a backward glance until he disappeared from view not to be heard from for several weeks. Steffen however shipped ADLIB back home, is rebuilding her, and intends to try this odyssey again. Will Cal join him? Stay tuned...

### Coming Speakers -

- March 17 – Vicki and Henk Wondergem “Nepal, an amazingly diverse country that offers something for every one”
- April 7 – Rob Bryson “Parrish & Heimbecker’s Recipe for a Successful 100 years”
- April 21 – Andrew Staples “How I Backpacked the Trans Siberian Railway”
- May 5 – Dennis Toews “A Funny Thing Happened on the way to the Olympics”

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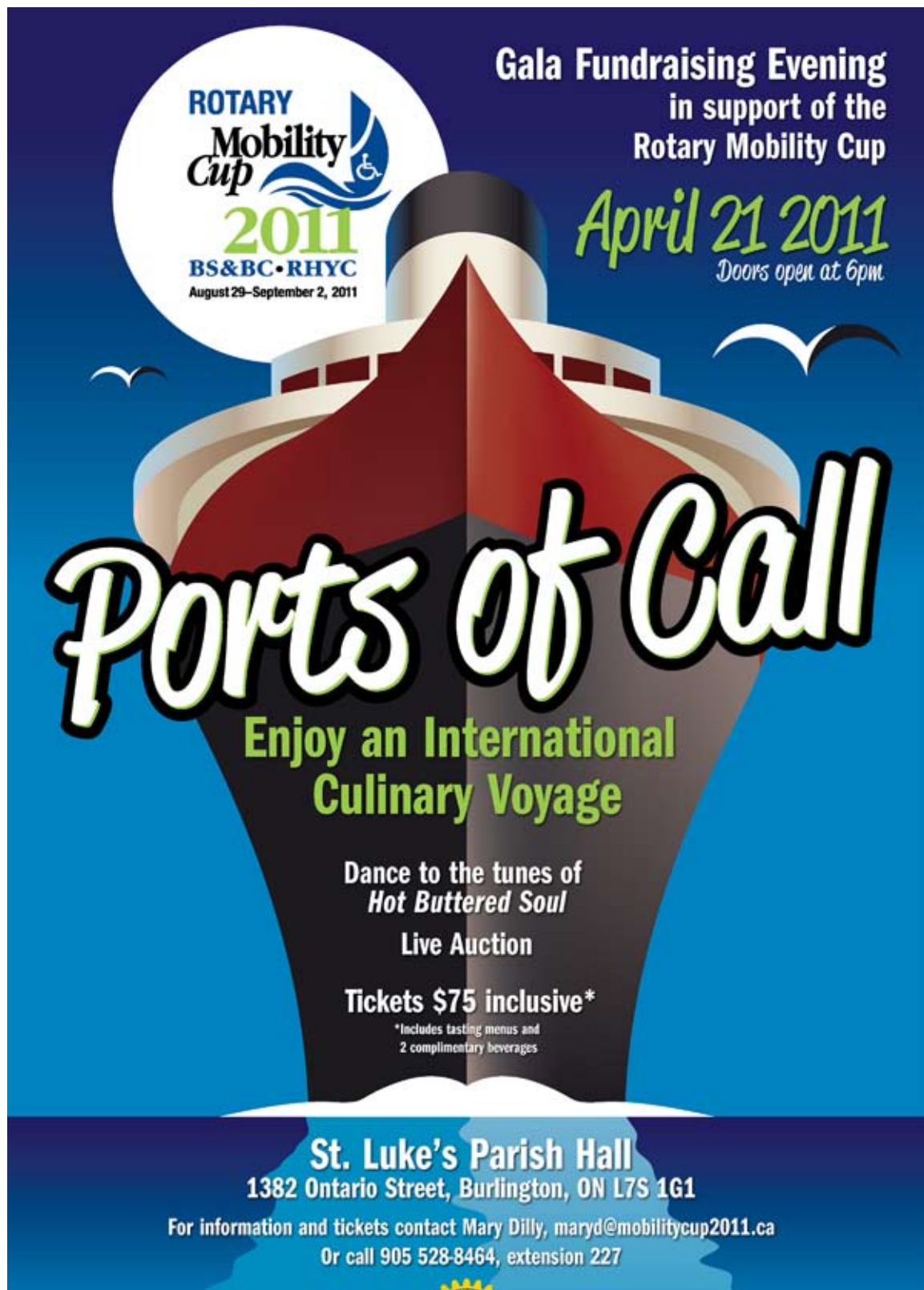
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For information and tickets contact Mary Dilly, [maryd@mobilitycup2011.ca](mailto:maryd@mobilitycup2011.ca)  
Or call 905 528-8464, extension 227



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*Get ready! Get set! The sailing season is almost here. This photo from last year's racing season is to whet your appetites. Club Keelboat Racing Registration is on April 6 and 14!*

## Ontario Marine Operators Association Clean Marine Program

In August 2010, RHYC was evaluated, on behalf of GreenLeaf Environmental Communications Inc., and received a rating of 3 Green Leaf Anchors based on an overall rating of 70%.

This rating confirms commendable performance in several operational and management areas, including Waste Management/reduction, Yard management, and visitor facilities. Several areas were noted for potential performance improvements including waste reduction, equipment and appliances upgrades to more energy efficient models upon replacement, increase in purchase of goods in recyclable containers and/or minimized packaging.

Of immediate improvement this spring are the two large containers beside the Opti shed for disposal of motor oil and anti-freeze. RPM Environment of Oakville placed these and they will be emptied on a regular basis. Please use them! Toxic waste (including old batteries, cans of solvent, bottom paint etc.) must not be left on club property and should be properly disposed of at a local Consumer Recycling Centre located at 27 Olympic Drive in Dundas, 37 Kilbride Road on the mountain or 460 Kenora Avenue in East Hamilton.

Thank you for your cooperation and we look forward to improving our Clean Marine rating in 2011.

Copies of the GreenLeaf Evaluation and Rating Report are available from the Office.

Colin Jacobs  
VC Boats and Docks

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## Dispatches from the Jury Boat

By Kathy and Leo

You have had a good few days at the North Americans. After six races, you are well ahead of your planned finish and the drop race is in effect – you can ditch your OCS. You are pumped going into the last day and the forecast is for your favourite conditions!

In the first race of the day, you have positioned yourself to be inside at the zone to the leeward mark and are closing the gap on your closest rival. You are sure you have the overlap and call “buoy-room.” The rival looks back, his left arm makes an arc and he sites along it and shouts “No way! – No overlap!”

You know he is bluffing. He gives you some space but then hails “protest” and displays his flag. You look around. The nearest boat ahead has rounded the mark is not looking. The boat that gybed off your tail at the top end is five boat-lengths back and having a fight with another boat. You make a snap decision to carry on and do not do two turns. You tell your crew this is winnable in the room – besides – you have never known your rival to protest. You separate and do not see him again.

Near the end of protest time, you check the notice board and find the results but there is a note at the top that says “Protests pending.” Curious, you take a look to see who has a problem only to discover it’s you! Your rival filed her protest!

The NOR and SIs had something about protests but you really did not pay attention. That stuff is for the “sea lawyers” – not real sailors. You quickly pull out the SIs and read: “Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or rule 31.1 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3(c) equal to 40% of the number of entries or 50% of the difference between her finishing position and the number of entries, whichever is less. However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire.”

Now you are concerned. You go to the jury desk. What’s the next step? The jury secretary informs you that arbitration is available. What IS that? The secretary explains:

Protest arbitration is a process of resolving protests without the formality of a full protest hearing. Arbitration is simply a short meeting between the sailors involved in a protest and an experienced judge serving as the arbitrator. No witnesses are permitted. All parties must agree to participate, and if any party refuses, arbitration cannot proceed. The sailors tell the arbitrator what happened on the water and the arbitrator offers his opinion about which boat(s), if any, broke a rule. If after that, a boat then believes she has broken a rule, she may agree to accept the scoring penalty and the protestor is allowed to withdraw the protest. And that is the end of it.

The primary purpose of arbitration is to simplify and speed up the protest process for incidents not so complicated to require the full protest hearing process. (*continued on page 12*)

## Ever thought about Dinghy Sailing @ The Royal Hamilton Yacht Club?



Always thought you wanted to try it but never had the time? Well this summer is the right time to get your feet wet.

Register online or Call  
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**Session 1** - Mon. & Wed. 10-3 pm June 6, 8, 13, 15, 20 & 22

**Session 2** - Mon. & Wed. 6 –9 pm July 4, 6, 11, 13, 18 & 20

**Session 3** - Mon. & Wed. 6–9 pm Aug 1, 3, 8, 10, 15 & 17

**Session 4** - Sat & Sun 10-1 pm Aug 6, 7, & 13, 14



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### From the Office

The capital levy is the talk of the town these days at the Club!

The Board of Directors passed a motion at their last meeting to purchase the following items with the monies raised by the capital levy:

First on the list was a defibrillator. This item made sense not only for our aging population, but also because we have many people who use the pool and the (automatic electronic defibrillator) AED was seen as an all-round good safety item to have. Hopefully it will be the best piece of unused equipment the club ever buys! It will be mounted in a special box by the bar.

Second, the inner basin dock planking will be replaced, with work starting in the next two weeks. Cleats will be reattached, and a new water line will be installed going the full length of the dock. We are also going to put in a separate water line to be used once the Club installs an irrigation system for the lawn. This completes the dock work we started last year on Visitor's and Admiral's row.

Third, the ceiling tiles will be replaced in the dining room within several weeks. The lighting will remain the same for this year as it was too costly to change.

Fourth, the front entrance of the RHYC will see a proper handicapped ramp installed allowing easier access to the building. Work on this project will be done before the high season.

Fifth, the pool will have a new solar blanket installed before the beginning of the season. *(continued on page 10)*



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*Can't you almost feel the heat of the summer sun and humidity in that downwind air? Ok, well, maybe not just yet. But it's coming, and so is Club Racing Registration!*

## From the Office *(continued from page 9)*

Sixth, the Club will buy a lawn tractor to cut the grass in the summer allowing us to not hire a landscaping firm this year. This option will pay itself back in two months.

Also, we are in the process of deciding what type of chairs and tables the club needs in the Champions room. Once this is done, we will order the needed stock. There is a 6 to 8 week turnaround time on this. The Champions room will see new tables, chairs, ceiling tiles and décor. We hope to have it all done by the end of May.

These are some of the projects on the list that the RHYC is working on to enhance the member experience. There will be more items ticked-off over the next 6 months or so. The comments have been very positive concerning the renovations to date. As an FYI, we had a client come in enquiring about function facilities just after the bar renovations were finished in January; he was so impressed with the new look of the club that he booked a function for the end of February which saw over \$5000 in revenues come in on a Sunday evening!

On another note, the harbour is almost full and we hope that we will have a wait-list again this season. We had 3 boats tied up to the visitor's dock last September as we had no place to put them – a great problem to have!

A note from the kitchen: As of April 28, the 2-for-1 dining will come to an end for the season. It will start up again in September. The new summer lunch and dinner menu will start as of May 2nd and we will introduce new daily specials for you to enjoy!

We hope you will bring your family and friends down to enjoy the changes at your RHYC.

Ron Philp  
General Manager

*Fun in the Sun*  
*Pool Fundraiser*  
**(Help us perk up the pool  
for the kids and our families!)**

*Saturday May 14th, 5pm-12am*

Caribbean Theme, BBQ Dinner,  
Silent Auction, Dancing, Limbo Contest,  
and lots of other fun surprises!  
Contact Jan Graves if you have  
auction items to donate!  
jgraves2@cogeco.ca  
905-635-4355

# NEW HORIZONS

Month	Sun	Mon	Tue	Wed	Thu	Fri	Sat
	27	28 <b>CLOSED</b>	29 <b>CLOSED</b>	30	31	1	2
Apr 2011	3	4 <b>CLOSED</b>	5	6 Keelboat Race Registration / Rules Seminar*	7	8	9 <b>Commodores Ball</b>
	10	11 <b>CLOSED</b>	12	13	14 Keelboat Race Registration*	15	16
	17	18 <b>CLOSED</b>	19	20	21	22	23 <b>Kids Easter Party</b>
	24 <b>Easter Brunch</b>	25 <b>CLOSED</b>	26	27	28	29	30
May 2011	1	2 <b>OPEN MONDAYS</b>	3 <b>OPEN TUESDAYS</b>	4	5	6	7 <b>CLUB CLOSED @ 4pm</b>
	8 <b>Mothers Day Brunch</b>	9	10	11	12	13	14 <b>FUN IN THE SUN RHYC FUNDRAISER</b>
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28 <b>LILAC REGATTA</b>
	29 <b>LILAC REGATTA</b>	30	31	1	2	3	4 <b>SAILPAST</b>
Jun 2011	5	6	7	8	9	10	11

\*For more information contact Vice Commodore Yachting, George Tinsley at [vcyachting@rhyc.ca](mailto:vcyachting@rhyc.ca)

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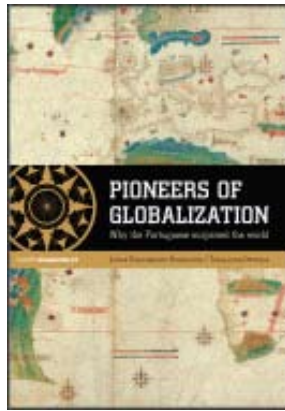


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## Pioneers of Globalization

by Jorge Nascimento Rodrigues, Tessaleno Devezas, Centro Atlantico (Ed.), Famalicao, Portugal, 2007

I found this book on a recent trip to Portugal, in the museum store of Henry the Navigator's academy at Sagres. I was immediately attracted to the book by the Cantino Map on the cover. That map has been the source of much controversy and, naturally, I was intrigued. *Pioneers of Globalization* promised to explain why the great Portuguese voyages of exploration and discovery were possible, and indeed inevitable, given a vortex of circumstances. It argues that because this poor, small sliver of a country clinging to the very edge of Europe was excluded from the Mediterranean trading world, there was no choice except to develop a long distance trading strategy. Prince Henry's scientific commitment to "globalize" Portuguese trade systematically brought together sailors, shipbuilders, astronomers, mathematicians, tool makers, cannon builders, cartographers, ambassadors, and even spies. Hence, the "think tank" that became the famous academy at Sagres. Written in a social science style, the book is presented around socio-economic Kondratieffian wave theory, focusing on the K9 and K10 waves or the Portuguese Long Cycle, LC5. If that does not mean anything to you, do not worry, it is well explained. Although an academic book, it has many interesting side stories. The theses are presented clearly and logically, and specialist terminology is kept to a minimum. *Pioneers of Globalization* is a treasured find for anyone interested in maritime history of the 15th and 16th centuries.



## Dispatches *(continued from page 8)*

However, just in case the protestor is pushing for a DSQ and does not show up for or refuses arbitration, the SIs allow the protestee to take the lesser penalty. If she does, she may not be penalized further (rule 64.1(b)), that is of course, unless the appropriate penalty was retirement.

You agree to arbitration. The arbitrator confirms you both understand the process and then listens to you tell your stories as described above. When you both have finished, he is silent for a few moments then offers this: "In my opinion, the key issue of this incident will be rule 81.2(d). And he reads: 'If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed she did not.' Without an independent witness, the inside boat will have a very difficult case."

Do you take the scoring penalty or go to the hearing and risk a DSQ? It's your decision!

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for 2009-2012

with international judges  
Leo Reise and Kathy Dyer

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