



# NEW HORIZONS

THE ROYAL HAMILTON YACHT CLUB (ESTABLISHED 1888) INC.



April 2010

## Commodore's Report

You might even see the odd boat back on the water by the time you read this report....How about it Eric?..... You haven't sailed your Shark for a whole three months now! Jan 1-April 1

With the spring come all the jobs that go with it. Your Bridge continues to work very hard to make 2010 one of the very best in recent memory. We are all volunteers and would love you to get involved in any way you can with one of our many committees. It will be a great year, it will be even better if you get involved! Please contact VC Chris McCormack if you can help with the pool or grounds. If you're interested in helping get the Harry Penny ready for our races, or getting the awning back up, fixing the flag pole, or making sure all the docks are ready to go, please contact VC Colin Jacobs. VC D'Arcy Wilson will also need lots of help getting our "junior fleet" ready for the coming season. VC George Tinsley has introduced a number of subtle but important and timely changes to make our club races even better. Again, he will need help with race marks and more to be ready for the first race of the year. VC Wendy Johncox has lots of great social events lined up and can always use help on her committee to come up with new and exciting ideas.

It was great seeing so many members out for the AGM. It is gratifying to see the RHYC doing much better financially. We have loads of opportunities and some challenges as we head into the year. There is still a lot going on with the Waterfront trail, but we are well represented by Martin Lipp and his committee. Thank you Martin!

By the time you read this we will have had our Second Annual Member Appreciation Night. This is a great opportunity to introduce new friends, new ideas and new ways to help our club grow. Please support this initiative.

Again, there will be lots to do to get our club back into the full boating swing again. Please get involved. Who knows you may meet some new friends and have a great time! Please, if you have any issues or concern bring them to the Manger or a member of the Board or Bridge. If we can't get you an answer we will direct you to the appropriate individual.

I look forward to seeing you all around the Club.

Russ Perry  
Commodore



Photo by Onnig Cavoukian

## Sail & Powerboat Training: Getting Ready

With this great spring-like weather, how can one resist the thought of getting the boats ready for sailing? The ice is gone, the sun is out and the spring winds are here! But... before you head out on the water, here are a few tips to help you get ready for this summer's sailing school season:

1. **Personal Floatation Device (PFD) / Life Vest** – a requirement for all sailing school students and staff near or on the water. The PFD must be sized for the wearer and must also be Canadian Coast Guard approved. The PFD is not to be confused with a "Buoyancy Aid" that is popular amongst other water sports. Although these 'aids' can be cheaper, they do not do the same job and do not meet the same standards. Do not get trapped by this appealing cost saving measure. Your child's life could depend upon the advantages of a PFD/Life vest versus a Buoyancy Aid. Additionally, the popular inflatable PFD's are not allowed for sailing school students or staff. These devices require regular maintenance and are more for adult use.

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## The “Rude Dude” himself turns 60!

Cam Perry was born in Shepperton, England on Feb 17, 1950. He came to Canada in 1958 with his big brother Russ and long time RHYC members, Tony and Dorrie Perry. His sister, Melda, came along later and started in our sailing school under the direction of Hugh Brown (Colin and Cindy’s father) in 1959. Cam made the rank of “Senior Skipper,” which is similar to today’s gold program. He built and almost finished a boat similar to a Thunder Bird, although he sold it when he fell in love and married “Patty.” Through the years Cam was a RHYC club racer with Ken and Rosemary Wilderspin (Sue Wilson’s father and D’Arcy Wilson’s father-in-law) on board their C&C 35 Blue Blazer. Cam and his father bought a Challenger 23 and then the Hughes 29 Brigstar that they enjoyed for both cruising and racing. You may also remember Cam racing with his brother Russ on his C&C 27 Idle Time. They won many races back then! Cam’s son, Tony, followed in the Perry family tradition and sailed in the RHYC junior sailing program and did very well. We all can’t wait to introduce Cam’s 2-year-old granddaughter, Kendra, to RHYC as well.

Today we all know Cam as the courageous skipper of Rude Dude. After he was hit with a debilitating stroke 16 years ago, Cam continued to crew with his brother Russ on his CS 30 Magic. They did many Club races and many “Youngstown’s” together. Cam’s champion spirit and burning desire to compete on his own lead to his latest boat, the Martin 16. He has won many Martin 16 regattas and championships including the Bell Mobility Cup, which features competitors from all over Canada. He won second last year losing out by only one point! Assisted by the generosity of Stephanie Farrell, he purchased Rude Dude and towed the boat to Florida to compete in the Martin 16 North American Championships, twice. He did very well despite getting severely sunburned on both occasions.

Congratulations, Cam, on turning 60! RHYC is proud of your many accomplishments and we look forward to hearing about your next great adventure.

Robin Perry

## SOCIAL COMMITTEE NEWS

The St. Patrick’s Day Kitchen Party was held on March 13th with entertainment by John Janisse. This event was very well attended, thanks for coming out! Everyone had fun and... mmmm... we had a delicious dinner too.

Dust off those Easter baskets! The Children’s Easter Egg Hunt will take place on April 3rd at 10:00 am. Send me an email if you plan on attending.

Thursday Pub Nights continue until the end of April, then the Club Race season begins and the sailors take over.

Don’t forget to reserve your spot: The annual Commodore’s Ball will be entertained this year by The Marc Anthony Band on Saturday, April 24th. See you there!

Wendy Johncox  
Vice Commodore  
Social and Entertainment



The birthday boy himself, celebrating with family, friends and good food.

## *The Royal Hamilton Yacht Club*

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sail@rhyc.ca



**Bill Manson** returned with another interesting presentation. His topic this time was "The Real NorthEnd." Bill described this area as being from Queen Street to Wellington Street. In the 1800's, this area by the bay was known as Port Hamilton.

Much of the area beside Bay Street as we now know it was underwater. The area where the Yacht Club now sits, was covered with water 8 feet deep. The park area near the HMCS Haida, was the garbage dump for the city of Hamilton. It has long since been covered over and is now called Eastwood Park. Further east along the shoreline were swamp-lands with mosquitos, not suitable for shipping.

In this area known as Port Hamilton, boat building and wharves lined the shoreline. Bill described some of the businesses in the area: the rolling mill, the glass works, the cotton factory, the churches, the hotels, the schools and the passenger ships that visited the docks. He also discussed the number of people employed in various businesses such as ice harvesting (pre-refrigeration) and how the railway and their wharves, made a difference in the development of the area.

From 1874 to 1972, Morris Boat Works operated on Wentworth Street North. Sandra Stokes, whose father was Jack Morris (3rd generation), told us of some of the history of the company. She had an amazing story to tell which included a lot of research from the old ledgers of the company. Over the years, many boats were built at the boat yard including dinghies, police boats for Hamilton and Toronto, large yachts, row boats and sailboats including the sailboat classes the Rainbow and the M!. The old records of the company listed a three seater row boat for \$25.00 and oars for 2.00. Sandra also told of her father's early relationship with Ben Kerr and Kerr's boat, the Pollywog. This boat could carry 100 cases of whisky at 40 knots, a speed which enabled him to outrun the American Coast Guard. More of this story is available in the book Whisky and Ice.

Arson in the 1960's hurt Morris Boat works and many of the old patterns were lost. Sandra had helped in the shop herself and told how leftover pieces of wood from the boat building were used to make duck decoys. Because of the quality of the workmanship they have become very expensive.

Join us for lunch. Members and Friends Welcome.

Coming Speakers include -

April 1 – Margaret Houghton "More Hamilton Firsts"

April 15 – Graham Crawford "Renewal of James Street North"

May 6 – Harish Shroff & Barb Edwards "Egypt and the Holy Land Tours"

May 20 – Paul Henderson "Toronto Harbour's Western Gap"

## *New Horizons*

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

The deadline for the April 2010 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@rhyc.ca](mailto:sail@rhyc.ca)

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## Sail and Powerboat Training *(continued from page 1)*

If you have any questions about the type or brand of PFD to purchase for your child, please contact Jordan or myself before your sailing school session starts.

2. **Sunscreen** – Please put a tube or bottle into your child's day bag for use while at the school. There are many brands and types out there and many views as to the strength to use. Remember the sun is only part of the cause of "sun burn," and on sunny days the water can reflect the sun, enhancing the effects of the sun's rays and concentrate them onto the skin.

3. **Drinking Water** – Please provide a re-useable water bottle for your child. Sailing is an intense outdoor sport that requires sailors to be well hydrated. A re-usable bottle helps the environment and reduces waste. You are encouraged to discuss the necessity of drinking plenty of water with your child before sailing sessions begin and re-enforce the need for water throughout the day and throughout the session. Water is always available at the Club for topping up bottles.

4. **Clothing** – your child needs to come dressed for any weather. The weather on the Bay has been known to change drastically in a few hours. Synthetic material clothing is best as it "wicks" away perspiration and helps regulate body temperature. Natural fiber clothes tend to retain moisture and not allow the body to dry out. Long sleeve synthetic T-shirts are an excellent sunscreen. To help prevent heat stress, a wide brimmed hat is also recommended. Baseball caps while good for helping see to your front do not provide coverage for your ears and the back of your neck. If your child likes to wear sunglasses then polarized sunglasses are recommended to cut the glare of light reflected off the water.

5. **Food** – Sailing is a high energy, long duration sport that requires the body to be replenished with food and water throughout the day. High energy, quick to digest foods and drinks are best to restore the energy levels in your child's system. Our coaching staff is more than happy to advise you on the best food types for your child based on their activity at the school.

While it is not possible to talk about every preparation required for sailing school, the staff at the school are able to help answer any questions you may have. Now that the great weather is upon us and our thoughts are moving from hockey, skiing, sledding and other winter sports to sailing I hope that this article helps you to start thinking about the items your child will soon need to have a safe, enjoyable and successful sailing summer.

Yours aye,

D'Arcy Wilson  
VC Sail and Powerboat Training

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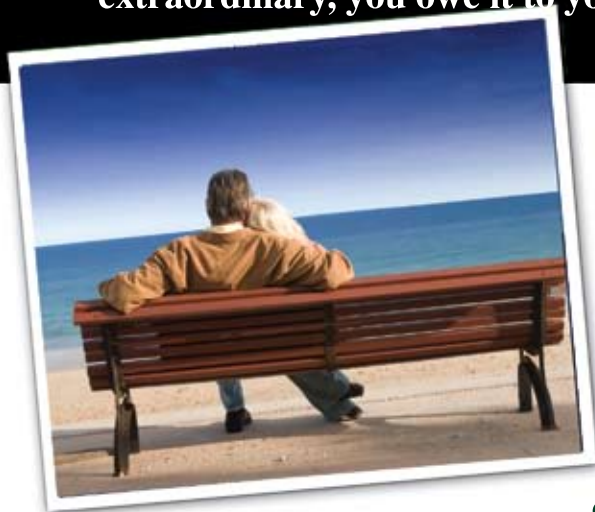
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## NEW! Sailing School Pilot Program: Junior Keel Boat Crew

One of the features of a full-range sailing school is its focus on sailboat racing. The CYA sail training program provides a structured program up to the Gold Level where youth sailors are encouraged to join the RHYC Race Team. But what if you cannot race with the Youth Race Team or are a member but would like to try experiencing the excitement and team work of keel boat racing?

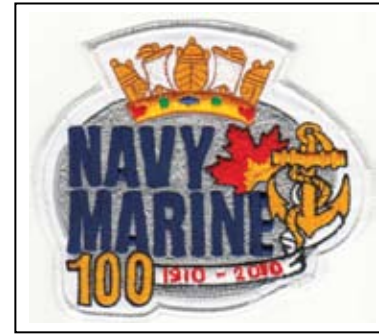
Last summer, our Commodore, Russ Perry, along with some other willing keel boat owners, informally offered to take some of the older teens from the sailing school out to race on Club race nights. The **huge** success of this initiative has led us to try and formalize the program a bit more. The objective of the program is to keep kids and teens sailing whatever the size of boat!!!

If you are a keel boat or Star owner and regular Club racer who would like to participate in helping keep our kids sailing and mentoring them into a new part of the sport, then I ask you to consider this new initiative. Ideally we would like to have at least 3 boat owners participate in this pilot program. I would ask you to contact me or send Jordan an email expressing your interest. Recognizing that these are the youth of the sailing school requires that the owners commit to some expectations of the program such as a no-alcohol policy while the kids are on-board. If owner interest is there, then we will set up a meeting to discuss the program in May and then offer the opportunity to the potential crew in late June.

Most kids do not have a chance to experience big boat racing and this initiative would provide that experience. Let's keep our youth sailing!!

Yours aye,

D'Arcy Wilson  
VC Sail and Powerboat Training



## Royal Canadian Naval/ Maritime Command 100th Anniversary

As an ex-naval officer, I am moved to write about the upcoming 100th Anniversary of the founding of the Royal Canadian Navy. Susan and I were fortunate enough to participate in the 75th anniversary back in 1985 while we were stationed in Victoria. At that time we participated in the Royal Fleet Review and our own little review as we motored around Royal Roads anchorage to see the lights and ships of over 11 different navies who had come to Victoria. As an aside, the following summer we slipped our lines and I departed onboard HMCS SASKATCHEWAN to partake in the reciprocal 75th anniversary celebration of the Royal Australian Navy in Sydney, Australia.

It is the Bridge's intent to contact HMCS STAR to understand how we can support our waterfront neighbours in their celebration of the "Senior Service." We will get back to you on what we can do, but if you have any suggestions please contact me.

And now for the naval skill testing question of the month:

**When stepping aboard, or departing from a commissioned naval vessel, it is customary to do this?** (The answer will appear in next month's edition)

Yours aye,

D'Arcy Wilson  
VC Sail and Powerboat Training



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## Club Donation

Harbour Yachts Inc. will donate 10% of their commission from the sale of any RHYC member's boat, to the RHYC Sail Training Program.

Contact John Haynes [john@Harbouryachts.ca](mailto:john@Harbouryachts.ca)  
Ron Smith [ron@Harbouryachts.ca](mailto:ron@Harbouryachts.ca)



## From the Office – General Manager’s Report

First and foremost I would like to take this opportunity to welcome aboard Steve Micallef as our new building and grounds custodian. He brings to the table a wealth of knowledge concerning the physical plant as well as docks and boats. We will keep him very busy in the upcoming months!

With a small taste of spring just behind us, and April close at hand, we have begun to ramp up the spring projects around the Club.

The patio tables came out of storage last week (wishful thinking!) and a cleanup of the grounds began.

We took a peek at the pool house while the sun was out, and will be giving the change rooms a once over before the pool becomes operational.

Work began on Admiral’s Row last week with much needed repairs to several docks.

A myriad of smaller projects are on the list of things to do for the next month or so, if you are interested in helping out, come on down.

We will be painting the front entrance to the RHYC, fixing up the Junior Sail building, painting various areas inside the Club including the offices, along with doing some work on the visitors dock.

The spring/summer menu will be out within weeks. Look for some new ideas to please your taste buds! We are also looking at bringing some new beer and wine brands on board and we will tell you all about this next month.

On a financial note, the RHYC membership level is holding strong

and function sales are increasing. We hope that these trends continue throughout the year. Slips are getting scarce, and the phrase “wait list” would be one we would like to use this year.

We hope you are enjoying the changes, and if you have any suggestions or comments – please send them my way.

Ron Philp  
General Manager



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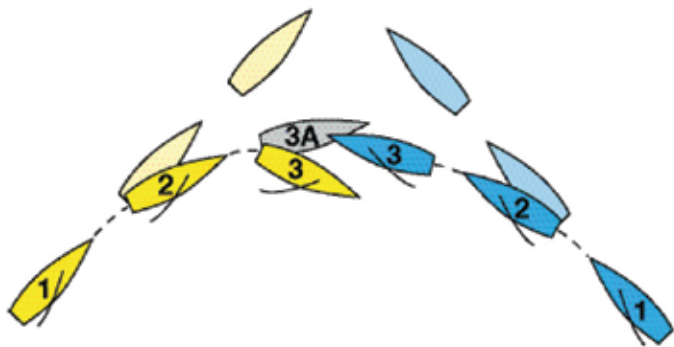
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## Dispatches from the Jury Boat

By Kathy and Leo

Yellow is on port tack sailing the windward leg in 18 knots of wind on a collision course with Blue, on starboard tack. As Yellow converges with Blue, Yellow begins to bear away to pass astern of Blue. Blue also bears away at position 2 and the boats remain on collision courses. To avoid Blue, Yellow bears away sharply, but Blue continues to bear away too. There is contact between the masts and rigging and Yellow's mast is broken. Upon returning to shore, Yellow informs Blue that she is protesting and delivers a written protest. What rules apply?



First off, even though Yellow did not hail protest and did not display a red flag at the time of the incident, her protest is valid under rule 61.1(a)(3). This rule allows Yellow to delay informing Blue of her intention to protest because the incident resulted in damage that was obvious to both boats.

When Yellow bore away at position 2, she was keeping clear of Blue as required by rule 10 (port/starboard). Had Blue held her course, Yellow's change of course would have been sufficient for her to keep clear of Blue (position 3A). Blue's change of course at position 2 kept the boats on collision courses causing Yellow to have to immediately change course to continue keeping clear. Blue breaks rule 16.2 (changing course) at position 2.

### Definition-Room

The space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way.

By continuing to change course towards Yellow between position 2 and 3, Blue denied Yellow room to keep clear and breaks rule 16.1. This change of course gave Yellow no avenue of escape – there was nothing that Yellow could have done in a seamanlike way to have kept clear of Blue (see the definition room).

Rule 14 (avoiding contact) also applies in this situation. We have already determined that it was not possible for Yellow to avoid the collision, therefore she did not break rule 14. On the other hand, Blue could easily have avoided the collision and broke rule 14 as a result. Because Blue was a right-of-way boat and

there was damage as a result of the collision, Blue is penalized for breaking rule 14.

Yellow broke rule 10 by failing to keep clear of Blue, but is exonerated under rule 64.1(b) (penalties and exoneration) because Blue's breach of rules 16.2 and 16.1 compelled Yellow to break rule 10.

### Definition-Keep Clear

One boat keeps clear of another if the other can sail her course with no need to take avoiding action and, when the boats are overlapped on the same tack, if the leeward boat can change course in both directions without immediately making contact with the windward boat.

Was Yellow obligated to take some other action such as tacking or gybing to keep clear? ISAF Case 92 says in part: "A keep-clear boat is required to act only in response to what a right-of-way boat is doing at the time, not what the right-of-way boat might do subsequently." Yellow did what she was required to do – keep clear by changing course in such a way that Blue had "no need to take avoiding action" (see the definition keep clear) until Blue changed course in such a way that Yellow was unable to keep clear.

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## President's Message

Hello Fellow Members,

Welcome to this New Year as we all look forward to the snow receding and the water welcoming us to another season of enjoyment by the waters' edge. Boats are being readied, summer sail training registrations have begun and race registrations begin shortly. It will be another exciting year on the water.

In my last article this past December, we had just welcomed the new Board and Bridge for the 2009/2010 year. Russ Perry, our Commodore, has been very busy getting his plans & resources in place and we thank him for the great energy and effort he brings to the team. We have undergone other transitions and have welcomed a new General Manager, Ron Philp, to the Club. Ron has been busy settling into his new role and already we have seen much benefit from his past experience in yacht club management. We would like to thank the Hiring and Transition Committees who donated additional time and effort to this exercise. It was a seamless transition and this is much appreciated. Additionally, regretfully, Chris Grabiec has tendered his resignation as Vice President for personal reasons. We want to extend a special thanks to Chris Grabiec for his contributions on the Board as well as chair of the Planning & Facilities Committee. We have appreciated his vision, effort and time. This has opened up the role of Vice President on the Board Executive, so we have selected and received resounding support for the placement of Christine Green (already Director on the Board) to this role. We look forward to her contributions as Vice President and Chair of the Planning & Facilities Committee. We have also welcomed Mark Easton to the Board filling a Director vacancy left by D'Arcy Wilson's move to the Bridge as Vice Commodore Sail Training. We're glad to have you join the team, Mark. Your Board and Bridge are a strong team which gives me great confidence as we go forward to build further momentum in a bright future for the RHYC.

By now most of you will have come down to the club to see the new lounge renovations. Small finishing touches are still being made and we have received positive reactions from the membership. Again I want to extend a hearty thanks to the team of people who worked tirelessly to make this happen. There were many volunteer hours invested into this renovation and we thank you. The Planning & Facilities Committee is now in the process of compiling a short-term and medium-term plan for further facilities projects. The general manager has provided a short-term 'job list' for things that need attention so that the Committee can provide clear direction on priorities (urgent vs. important) and what can be started now versus those items that will require further Committee involvement. During the summer we will be hearing progress news from this committee and the longer term plans for future facilities projects.

From a personal perspective, Annette and I hope to celebrating our 25th wedding anniversary this coming May. To recognize this milestone in our life we are heading to Italy and Holland for an

extended holiday. We will be away from May 11th until June 5th and hope to bring back many wonderful memories and pictures to share.

I wish you and your families a safe and happy spring season.

Kind Regards,  
Len Verhey

## DATES AND EVENTS TO NOTE:

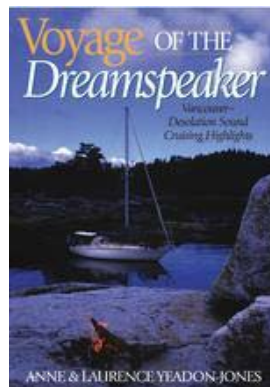
**April 24th, 2010**  
**Annual Commodore's Ball**

**June 5, 2010**  
**Annual Sail Past**

**June 19, 2010**  
**Ego Cup**



## Voyage of the Dreamspeaker: Vancouver-Desolation Sound Cruising Highlights



by Anne & Laurence Yeadon-Jones,  
Harbour Publishing Co. Ltd.,  
Madeira Park, BC, 2003

This is a compilation of Anne and Laurence Yeadon-Jones' adventures up the Strait of Georgia, from Vancouver to Desolation Sound, aboard their 36 foot S&S, *Dreamspeaker*. They have written many cruising guides from first hand experience, and this adventure strings many of their experiences together as a coherent cruise. They start with describing the immediate Vancouver area, lending character to names we all have heard but probably cannot picture: Burrard Bay, The Narrows, Coal Harbour, False Creek, English Bay, the beaches and Stanley Park, home to their yacht club, The Vancouver Rowing Club. They regularly anchor in remote coves, sounds and fiords, swim in fresh water pools, and eat fresh caught oysters and salmon. Along the way we are introduced to many "characters:" owners of marinas, bakeries, cafes, and bistros, "King Karl" and the "flower lady." They describe a veritable cornucopia of a world class cruising ground, complete with the vistas of the BC mountains as a backdrop. Along the way they witness seals, eagles, bears and the annual salmon run. It is impossible to read without researching the logistics of getting your boat to Vancouver to see if it's possible for yourself! By the way did I mention the book also has 144 great pictures and fourteen maps? Apart from an enticing read, *Voyage of the Dreamspeaker* makes a great coffee table book.

Richard Herrington  
RHYC Book Reviewer

## RHYC Anchor History

A reader writes...

...what's with the big anchor at the front of the building?

The large grey anchored anchor at the front of the RHYC comes from the sixty-foot schooner, Aloha, that capsized off Wolf Island in the early part of the nineteenth century.

Captain A.A.F Hodge first learned about the wreck from a young woman diver at the Kingston Yacht Club in early 1965. She was interested in salvaging cutlery, china and glassware aboard the Aloha and offered the ship's wheel and anchor to Captain Hodge in exchange for his help. He readily agreed. Captain Hodge, retired from the Canadian Navy, had recently joined the Canadian Coast Guard and was in command of the ship, the Port Dauphin. Early one morning with the lake calm, Captain Hodge working with his young diver friend, salvaged the artifacts and winched the wheel and anchor aboard his ship. He then returned to Toronto, where the Port Dauphin was based.

Through his friend, Howard Fairclough, Hodge offered the anchor to the RHYC. Commodore Glen Gray was advised and quickly accepted the prized gift. Fairclough invited Commodore Gray, Harry Penny and Archie Hodge to join him for dinner at the posh Albany Club in Toronto. After a lengthy cocktail hour and a sumptuous dinner, the group repaired to the wardroom of the Port Dauphin where drinks supplied by their genial host, Captain Hodge, were consumed in fair quantity and final arrangements were completed for trucking the historic anchor from the deck of the Port Dauphin to the grounds of the RHYC. The truck, appropriated through some mysterious connections known only to Howard Fairclough, arrived in due course, the anchor

was loaded and the following morning the Club owned another historic artifact.

Condensed from From One Hundred Years and Still Sailing by Harry L. Penny



The history of this behemoth anchor is passed on to these professional anchor climbers.



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