



# NEW HORIZONS

THE ROYAL HAMILTON YACHT CLUB (ESTABLISHED 1888) INC.



February 2010

## Commodore's Report

What a whirlwind of activities we have had around the Club the last little while. We are starting our year with a new manager, a newly refurbished club, and great expectations for 2010. I would be remiss if I did not wish each and every one of you a great 2010. On a sadder note we lost two long-time members lately: Wilf Gerofsky and Bill Ormond. Our condolences go out to their friends and family. They will be missed.

Late last year, we had some fabulous work parties out putting all our sail training boats away, and getting the grounds & pool, and patio all tucked away for the winter. Thanks to all that helped.

Special thanks have to go out to Wendy and all her Christmas elves who decorated the Club so beautifully for Christmas. For all of those who missed the New Years Eve dinner/dance and the New Year's Day levee... boy did you miss a wonderful time! We sold out the New Years Eve dinner/dance, and the Club was packed the next day for the levee. Not to be outdone, Erik Beese took his Shark out for a New Years Day Cruise!!

As you know, our club was closed for the first two weeks of January. For those who haven't seen the changes yet, they are fabulous. Thanks to all who gave of their time and talent to help make this all happen. Special mention has to go to Chris Grabiec for making this happen and to Murray and Laurel Thompson for leading the merry group of volunteers to get the job done.

The RHYC also had volunteers at the Toronto International Boat Show, extolling our sail training and advantages of membership at our great club. Again thanks to all the volunteers who helped out.

I look forward to seeing you all around the Club. Great plans are underway for our sailing season, sail training, pool & grounds, and docks & boats. The Harry Penny now has its engine rebuilt and will be ready to go next spring. Wendy has some great activities planned for Pub Nights, as well as the not-to-be-missed Commodore's Ball.

After you read this, you will have missed our grand reopening scheduled for January 21. What a great night of nights with the reopening of the Club, Pasta Night, Derek Hatfield Night, and Meet Our New GM Ron Philp Night.

Russ Perry  
Commodore

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The reopening night's guest of honour, Derek Hatfield, receiving thanks from Len Verhey, President, and Commodore Russ Perry.

## Club Renovations Completed in Record Time!

While some will bemoan the closing of the Club for three weeks in January, the end result of the hard work by a crack-team of volunteers, under the guidance of Murray and Laurel Thompson, certainly makes the closing worthwhile. With the direction of the Planning and Facilities Committee chaired by Chris Grabiec, new ceiling tiles, paint colour, overhead lighting and a brand new floor were selected and installed. Instrumental in making it all come together and completing the job on time were the following: Murray Thompson, Laurel Thompson, Marv Downs, Neil Hagan, Paul Boleantu, Pete Stevenson, Carol Boleantu, Sarah Nelson, Tom Nelson, Chuck Sweet, Janina Vanderpost, Jane Perry, Colin Jacobs, John Tee, Leo Reise, Martin Lipp, Bill Cheek and Jim Yates. Kitchen renovations were completed by Larry Howe, Andrew Howe and staff members Paul Hanula, John Tulloch and Mike Annis. Clean up crew included Peggy Purdy, Hayley Purdy and Erica Gordon-Brown. A great effort by all concerned!

Don't wait for spring! come down and see the wonderful new-look for the lounge area. Enjoy your renewed club and the best winter view of the harbour.

Colin Jacobs

## SOCIAL COMMITTEE NEWS – February/March 2010

The Children's Christmas Party was a great success with many little ones visiting with Santa. A few were scared of the old guy, but most enjoyed sitting on his lap and getting their pictures taken by adoring family members.

New Year's Eve was a wonderful. We had a sold out crowd and Phil Whiting's seven piece band were amazing. There was lots of Blues and Rock 'n' Roll - great for dancing. We are already talking to him about New Year's 2010.

The Club closed for renovations in January and re-opened on Thursday, January 21, 2010 for Pub Night with a spaghetti dinner and a presentation from Derek Hatfield on Spirit of Canada. Pub Nights will continue on Thursdays with special events on February 11th – Mardi Gras, March 11th – Poker Night (maximum 30 people), and March 18th – Beach Party. Details will follow.

Robbie Burns night was a success with approximately 70 people attending. We dedicated the night to Gwen Myatt who successfully organized the event for many years. Thanks to all the members who helped out – especially Tom Nelson who organized the band and Leslie Hynd who ran the Player Piano.

The Social Committee will also be presenting the Murder Mystery night – Wartime Woes – February 27th, and the St. Patrick's Day Kitchen Party with John Janisse on March 13th. Watch for further information on all our events!

Wendy Johncox  
Vice Commodore  
Social and Entertainment

## *New Horizons*

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

The deadline for the March 2010 New Horizons Issue is **February 15.**

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

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Laurel and Murray Thompson receive many thanks from Commodore Russ Perry for their coordination and help in the renovations, with Bill Cheek cheering on



Shellbacks will not be the same without our chairman Past Commodore Bob Thompson, who passed away on November 23. A member of Shellbacks since the beginning in the 1980's, he followed Dr. Overend as chairman and again took on the chairman's job a second time following Gwen Myatt's passing. We will miss Bob and we all extend our sympathies to his wife Janet and their children.

Our speaker at Bob's last meeting was Susan Lamont from Citi Kidz. City Kidz is an inner-city charity that was founded in 1993 at Hess St. School in Hamilton by Todd Bender. It is a non-profit organization that tries to inspire children to dream and believe that they are created for a purpose; it now helps 1750 kids in Hamilton. Hamilton has one of the highest poverty rates in Canada with 1 in 4 children at or below the poverty line.

Susan Lamont, on staff at City Kidz, explained that volunteers drive their 15 buses each week to pick up kids to go to the City Kidz Sherman Playhouse where there are special performances to celebrate birthdays or other special days. Volunteers also make sure that every family is visited each week and, where necessary, help with food or needed resources. Day camps and overnight camps are held in the summer, and during the year 594 kids (plus their families) attended a Tiger Cat training day and football game.

Susan finished her talk showing us slides of one of City Kidz's Christmas parties at the Sherman Playhouse.

Our next speaker was Therese Charbonneau, Senior Conservator for the City of Hamilton. She is responsible for the maintenance and preservation of public art and monuments for the City. At present, it is her department that is responsible for the restoration of the Birks Clock. Built in 1930 it became a landmark to all Hamiltonians. It hung on the corner of King and James outside the Birks store located in a building owned by Canada Life. It was designed by Kruger Gray, was 17 feet high, and had jousting knights that went around every 15 minutes. Previous repairs to the clock had done considerable damage and it now requires about \$300,000 to restore it with the proper gilding, colours and mechanical workings including the jousting knights. *(continued from page 6)*



Murray Thompson rightfully smiles as the fruits of his and other volunteers' labour begins to take shape.

## 2010 Member Appreciation Night

Thursday, March 25th  
6:30 pm start



Please call or email  
905-528-8464 ext 224  
or membership @rhyc.ca

This Special Event is to say thanks for your continued support of this club and to share our good news! "Hammer Time Tonight Show" last year was a great success, we had fun and heard some great news about this club, our members and plans for the future. This year we continue the fun so please come, enjoy a complimentary drink, some snacks and meet & greet your Board and Bridge members. Registration is required so please RSVP by phone or email.



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## Sail and Powerboat Training

With the Christmas holidays over, we turned our attention to the Toronto Boat Show. The school is shared a booth with the Adventure Sailing to complete each others' programs. I hope that you have been able to stop by the booth at the far east end of the Main Hall. Inquiries into the programs were good. Hopefully these will turn into registrations. Thanks goes to Ray Kirkham and Jordan Gile for organizing and setting up the booth. Also thanks to all the volunteers who spend some time manning the booth for us. With the boat show over we will be moving onto planning for the summer school opening. The first of many, many tasks is hiring our school staff.

A Hiring Committee has been formed and has started the interviewing process for our 2010 school staff. We are looking forward to having an excellent and very capable staff this summer to provide the high level of instruction that RHYC is known for.

Our new course brochure is out listing all of the courses that we have planned to offer this coming year. In this listing you will see all of the familiar courses with some adjustments to our adult program offerings. We encourage all families to consider registering early to secure a spot for their young sailor. We also encourage all sailors to look to upgrading their skills though one of our challenging courses taught by our own volunteers. Should you not see a course that you may be interested in, please contact

myself or Jordan to discuss the requirements that will meet your needs.

In addition to our 4 main youth regattas, Lilac, Fogh Bormann, the Cornish Hen, and the John Farrell regatta (Able Sail) we are glad to be hosting the 2010 Canadian Optimist Championship Regatta being held the 22-26 August. It is a long regatta for the young sailors and many volunteers are needed to help make the regatta a success. I encourage you to get involved where you can. After all, "Regattas are what we do!" at RHYC. Get involved, you will enjoy meeting new people or working with friends.

The committee would like to welcome Ron Philp our new General Manager. Ron brings to us experience in the operations of sailing schools and we look forward to working with Ron to continue to enhance our services and build our youth and adult sailing programs to be the destination for boating and racing training!

I encourage you to support our programs and volunteer at one of our regattas.

D'Arcy Wilson  
VC Sail and Powerboat Training

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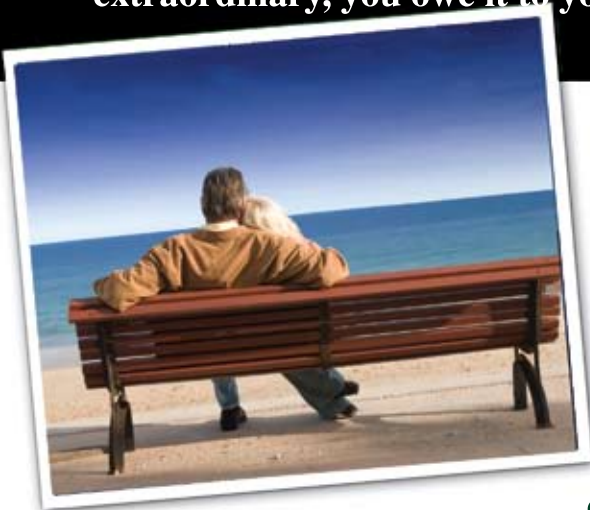
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## The Wilson's Travel to the 2009 Orange Bowl Regatta

Learning from last winter's traveling experiences in which the Wilson family set off from Ancaster - with boat and trailer in tow, in the worst snow storm of 2008 - for the warmer climates of Miami to attend the 2008 Orange Bowl Youth regatta, this year we flew!

We set off from Buffalo arriving in Miami on the 24th of December, 2009 to attend the world's 2nd largest youth regatta, held at the Coral Reef Yacht Club in Coconut Grove, just south of Miami. Competitors come from as far away as Italy, France, Germany, Brazil, Caribbean, Mexico and other far flung destinations of the world such as Vancouver and Hamilton!!

Accompanied by mom (Susan), dad (D'Arcy) and sister (Emma), Iain spent four days competing with some of the best youth sailors in the world. Using December 26th as a training day, he tuned up his chartered Laser and scouted out the competition. It was during this day that the magic of such large youth regatta appears. Iain met up with Violet Stafford and her family (who trained at KYC together with Iain and Ian Hill (RHYC) this past summer) and 3 young sailors from the Cayman Islands who were being coached by Katrina Davis (KYC). Together they formed a self-support group coached by Katrina, that worked and "hanged-out" together for the four days. It is this type of event that all young sailors should try to have during their youth careers as it is in the regatta environment that such friendships are made and enrich the sailing experience.

When we arrived in Miami on the 24th, it was sunny, warm and the winds were 30+ knots right out of the east. The ocean was looking bright and mean with rollers cresting everywhere. These winds moderated to 5 knots by the end of the 26th. The first day of competition saw the fleet struggle to compete in light airs as the northerly winds fought off the SE winds. As the second day began in light air, we all hoped for a sea breeze and some stable air. The breeze came in, but was shifty, giving all the competitors a challenge to race in quickly shifting winds. The winds built over the last 2 days of the regatta, with air temperatures in the high 70's. Despite the first day and half in light airs, Iain was able to craft a 7th place finish out of 24 Laser Full rigs in the fleet, missing a podium position by 2 spots over 12 races. This result "bested" his last year's 14th position.

With one year of eligibility left for Iain at this regatta, we will have to see what next year brings as he plans to head off to start his university career this fall.

D'Arcy Wilson

## Shellbacks *(continued from page 3)*

The clock will hang in the newly restored Hamilton Market, so once again Hamiltonian's will be able to say, "Meet me at the Birks clock." Therese also mentioned the restoration of the Gage Park Fountain and other special historical articles belonging to the City.

We ended 2009 with a wonderful Christmas lunch by Chef Larry, with great music by Jack Packer and Ryan Scott. Jack, on the piano, and Ryan, on the recorder, played many of the old familiar Christmas carols and later we were encouraged to join in singing with them.

We would like to thank Past Commodore Bill Cheek who has graciously agreed to help us as chairman of our upcoming meetings.

### Coming Speakers -

**January 21 – Bob Williamson "Humour in Uniform"**

**February 4 – Donna Reise "Yukon River Quest"**

**February 18 – Bill Manson "The Real North End"**

**March 4 – Sandra Stokes "Morris Boat Works"**

## Valentine's Day

At RHYC

Sweethearts Dinner & Dance

February 13th, 2010



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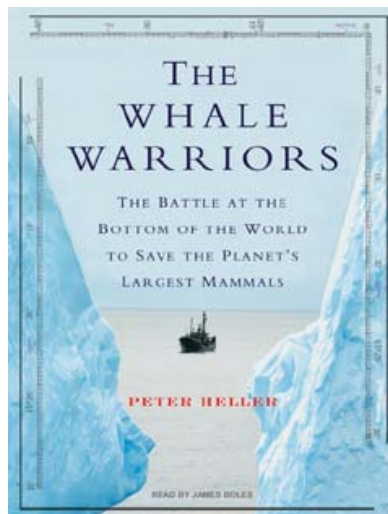


Feeling happy and 'at home' in the newly redesigned Club, members enjoy a laugh at the re-opening.

## The Whale Warriors

by Peter Heller, 2007, New York: Free Press

Peter Heller, writing for National Geographic, sailed aboard the *Farley Mowat* on the 2005 anti-whaling campaign of the Sea Shepherd Conservation Society in the Antarctic, between Australia and South Africa. Captain Paul Watson (Greenpeace co-founder) and his crew of forty-three, are highly motivated activists intent on stopping the whale hunt. Loaded with facts and figures about the cruelty of the hunt, the humanity of the whales, and their looming extinction, from our comfortable armchairs, we sympathize that the Sea Shepherd is acting against *(continued on page 10)*



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## Club Donation

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

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## Dispatches from the Jury Boat

By Kathy and Leo

This issue we take another look at rule 14 (Avoiding Contact). The first thing to know is something every sailor understands – hitting another boat does not improve your position in a race. The second thing is it is one of the most important rules in the book. The ISAF Case Book contains more references to rule 14 than any other rule.

The first part of rule 14 says “A boat shall avoid contact with another boat if reasonably possible.” This means ALL boats, ALL of the time. It is really very simple – don’t hit other boats. Then, the rule makers make it slightly more complicated by adding “if reasonably possible.” One should remember that at some point in time all collisions are avoidable, but it also follows that at some point in time all collisions are inevitable. As a give-way boat, your obligation is obvious – you must keep clear as well as avoid contact. As a right-of-way boat, if you are about to collide with another boat, you must do something if you can!

Rule 14 also says a right-of-way boat or one entitled to room or mark-room must act when “... it is clear that the other boat is not keeping clear or giving room or mark-room.” In other words, a boat with right of way or entitled to some type of room may sail her course with the expectation that the other boat will keep clear or give room, up to the moment that it becomes clear that the other boat is not. At that point she must take some action if she can, but without endangering herself or her crew, another boat, or making the collision worse.

It follows that the words “if reasonably possible” are important in determining if a boat has broken rule 14. A right-of-way boat is not required to act in an unseamanlike manner to avoid another boat.

*(continued on page 9)*



## THURSDAY PUB NIGHTS AT RHYC

February 4, 2010  
Regular Evening

February 11, 2010  
Mardi Gras Theme Night  
Special Menu and Drinks

February 18, 2010  
Regular Evening

February 25, 2010  
Annual General Meeting

March 4, 2010  
Regular Evening

March 11, 2010  
Poker Night  
Kyle Bengert set up for 30 people

March 18, 2010  
Beach Party Theme Night  
Special Menu and Drinks

March 25, 2010  
Marketing and Membership Committee Event

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## Dispatches from the Jury Boat

*(continued from page 8)*

In ISAF Case 99, Port (P) and Starboard (S) were sailing downwind in 20 knots of wind when P broached, lost control and T-boned S. When it became clear to S that P was not keeping clear, the only action S could have taken was to crash gybe, which risked considerable damage to her. This is the equivalent of finding that it was not reasonably possible for S to avoid contact.

ISAF Case 107 illustrates two other important concepts. Between the preparatory and starting signals, P and S were on bow-to-bow collision courses. S was moving slowly and had limited steerage. Neither was aware of the other and they collided. Rule 14 requires a boat to do everything that can be reasonably expected to avoid contact and this includes keeping a lookout. Had the boats been aware of each other, the collision would have been avoided. The Case also points out that an action is not restricted to a change of course or speed. S may not have been able to manoeuvre out of P's way, but hailing was an action she could have taken to alert P of her presence.

Sometimes it is not reasonably possible for a give-way boat to avoid contact. ISAF Case 77 provides an example. Boat B is clear astern of Boat A, who is dousing her spinnaker. Boat A loses control and the spinnaker flies astern and makes contact with B. Because A did not have to take avoiding action, B was keeping clear and as the contact was the exclusive result of A's spinnaker moving unexpectedly out of normal position, it was not reasonably possible for B to avoid contact.

ISAF Case 91 presents a similar, yet significantly different situation. In this case, A's spinnaker had been flying from her masthead for most of the leg and B whose hull was clear astern of A's hull, bore away. In doing so the spinnaker and B's rig came into contact. Although A's spinnaker was not in its normal position, it did not unexpectedly move out of position and B had been aware of it for quite some time. It was exclusively the action of B bearing away that caused the contact. B broke rule 14 because it was reasonably possible for her to avoid contact and she did not.

Rule 14(b) adds a small twist that is uncommon within the rules. A right-of-way boat or one entitled to room or mark-room may break rule 14, but she "... shall not be penalized under rule 14 unless there is contact that causes damage or injury." Rule 14(b) does not exonerate a boat, it just means that a protest committee cannot disqualify her or apply some other penalty when it decides she has broken rule 14.



Mid-renovation mayhem. No wonder the Club was closed.



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## SOCIAL COMMITTEE NEWS: MURDER MYSTERY NIGHT

The Social Committee will be presenting the Murder Mystery night "Wartime Woes" on February 27th, 2010



## BOOK REVIEW *(continued from page 7)*

this atrocity and it becomes apparent that the *Farley Mowat* has not been arrested as "pirates" on the high seas only because society in general agrees that somebody should be doing this. In fact, they are referred to as 'eco-terrorists' due to their extreme techniques including prop fouling, and ramming with "the can opener" blade welded to the bow. As readers, we try to decide if they are misguided adventurers or merely naïve sailors who muddle through survival conditions. The Antarctic portion of the Southern Ocean, with its bergs, flows, fogs, and gales, is described as a place of stunning beauty and at the same time unrelenting challenge. Here, mistakes are fatal. The sea-wise reader squirms to the edge of the chair, recognizing imminent dangers as these inexperienced sailors embark on one misadventure after another. While it is easy to write off the crew as a bunch of miscreant, desultory-reject-extremists without "real" purpose in life, Peter Heller brings them into focus with an understanding of their backgrounds and the seriousness of their purpose.



### Dates and events to note:

**February 13th, 2010**  
RHYC hosts **Sweethearts Dinner & Dance**

**February 25th, 2010**  
**Annual General Meeting**

**February 27th, 2010**  
RHYC hosts **Murder Mystery Night**

**March 13th, 2010**  
RHYC hosts **St Patrick's Day Kitchen Party**

**March 25th, 2010**  
RHYC hosts **Membership Appreciation Event**

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



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