



NEW HORIZONS

THE ROYAL HAMILTON YACHT CLUB (ESTABLISHED 1888) INC.



March 2010

Commodore's Report

As my good friend Kyle Bengert told me the other day... "only 45 more sleeps until the boat goes back in the water!"

Your Bridge is working very hard to make 2010 one of the very best in recent memory. Please come out and support the Club and get involved with all the fun times. V.C. Wendy Johncock has a great social plan put together. If it is a Pub Night or the Commodores Ball, there is something for everyone. V.C. George Tinsley has worked very hard with his committee and counter part at BS&BC to improve the racing and scoring for our Tuesday and Thursday night racing. V.C. Colin Jacobs and Kathy Dyer have been very busy helping with the decorations and de-cluttering of the Club. Colin has also arranged to have the Harry Penny operate with two engines this year, as well as get some of our docks repaired. V.C. Chris McCormack is looking for volunteers to help with the pool and grounds. He is planning to put together a strong committee to make sure our pool is ready to go as soon as the weather cooperates. V.C. D'Arcy Wilson has been very involved with our Sail Training program and many of the classes are already starting to fill up.

It will be a great year. It will be even better if you get involved!

By the time you get this, our Annual General Meeting will have been concluded. It is gratifying to see the RHYC doing so well financially. With all that is going on with the Waterfront trail, Junior Sail, and Membership initiatives, the AGM is your opportunity to hear, ask questions and help wherever you can. Please if you have any issues or concerns bring them to the Manager or a member of the Board or Bridge. If we can't get you an answer we will direct you to the appropriate individual.

If some of you have not come down to the Club since the renovations you will be pleasantly surprised. The whole club has a new fresh look. Also with the kitchen being totally refurbished, Chef Larry has created some outstanding meals.

With only 45 more sleeps, there will be lots to do to get our club back into full boating swing again. Please join in the activities, you'll meet some new friends and have a great time!

I look forward to seeing you all around the Club.

Russ Perry
Commodore



Photo by Onnig Cavoukian

Sailing and Power Boat Training Committee Report: The RHYC Sail Training Community

A number of months ago the combined RHYC Board and Bridge members proudly presented the RHYC Vision and Mission statements. If you have not read the statements, I recommend that you do so. Expressed are some very challenging goals.

One focal point of these statements is the recognition and commitment for RHYC to be an integral part of the community. The members of the SPBT Committee contribute to fulfill this obligation by offering structured and competent practical and theoretical instruction in sail and power boating. We do this primarily through our Youth Sail training programs for young sailors of all capabilities. In addition we provide a wide variety of adult sailing and cruising courses (afloat and ashore) that will help prepare that "novice" boat skipper for the challenges of owning and operating a boat with confidence and skill. *(continued on page 10)*

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SOCIAL COMMITTEE NEWS – March 2010

The Mardi Gras Pub Night held on February 11th was great with about 35 people in attendance. Thanks to Chef Larry for the Chicken Creole, to Colin Jacobs for the music and to all those who got up and danced.

Pub Nights will continue on Thursdays with special events on **March 11th – Poker Night** (maximum 30 people), and **March 18th – Beach Party**. Poker night will require a pre-registration to reserve a spot. A registration fee of \$20.00 will be collected at the door the night of the event. Half of the pot will be donated to the sailing school; the other half will go to the winner.

The **St. Patrick's Day Kitchen Party** will be held on **March 13th** with entertainment by John Janisse. Then there is the **Children's Easter Egg Hunt** which will take place on **March 27th** at 10:00 am.

Also, don't forget to mark your calendars for the **Commodore's Ball** taking place **April 24th**.

Wendy Johncox
Vice Commodore
Social and Entertainment

The Royal Hamilton Yacht Club

Council Of Flag Officers

Commodore

Russell A. Perry
commodore@rhyc.ca

Vice Commodore Yachting

George Tinsley
vcyachting@rhyc.ca

Vice Commodore Docks & Boats

Colin Jacobs
vcdocks@rhyc.ca

Vice Commodore Pool & Grounds

Chris McCormack
vcgrounds@rhyc.ca

Vice Commodore Sail Training

D'Arcy Wilson
vcsailtraining@rhyc.ca

Vice Commodore Social

Wendy Johncox
vcsocial@rhyc.ca

Past Commodore

Rodger Metcalfe
pastcom@rhyc.ca

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president@rhyc.ca

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vicepresident@rhyc.ca

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(Finance Committee)
Richard Herrington
treasurer@rhyc.ca

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Stephen Hill
secretary@rhyc.ca

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membership@rhyc.ca

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Martin Lipp
pastpresident@rhyc.on.ca

General Manager

Ron Philp
sail@rhyc.ca



New Horizons

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The deadline for the
April 2010 New
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March 15.

Please submit articles to:
info@sonyadelaatphotog-
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For advertising
and inquiries,
contact Ron Philp
email: sail@rhyc.ca

Editor: Sonya de Laat

2010 Member Appreciation Night

Thursday, March 25th
6:30 pm start



Please call or email
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ext 224 or
membership@rhyc.ca

This Special Event
is to say thanks for
your continued sup-
port 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 mem-
bers and plans for
the future. This year
we continue the fun
so please come,
enjoy a complimen-
tary drink, some
snacks and meet
& greet your Board
and Bridge mem-
bers. Registration is
required so please
RSVP by phone or
email.



Bob Williamson, a local history enthusiast, has often enlightened the Shellback luncheon group with talks covering many aspects of Hamilton's past. On Jan. 21, on his fifteenth visit to Shellbacks he appeared as "Commander Williamson" to give us a look at "Humour in Uniform." Bob who was the Commanding Officer of HMCS Star from 1985-88, was also a cadet in the University Naval Training Division (UNTD) at McMaster University, and has remained active as a Naval Reservist.

The UNTD was conceived in 1942 to be a recruiting arm of the Navy in Canada's universities. The young cadets were affectionately called "the Untidies." Out of his experiences, Bob wrote Spindrift: Untidy tales of officer cadets.

Bob entertained Shellbacks with some of these memories which included a rescue operation drill encountering a resident skunk, and a war canoe race in Bermuda where one of the team members jumped in the water to cool off only to notice a "northern pike" which turned out to be a barracuda.

Yukon River Quest - June 24 to 28, 2009

Donna Reise is a cancer survivor and as such has been involved with the "Knot-A-Breast" team of dragon boat racers for several years. Last June, she took another huge step and became involved in the Yukon River Quest, the world's longest annual marathon canoe race – and a marathon it was! Three women from Hamilton teamed up with women from London, Burlington/Oakville and the Yukon to make up their 8 member team. Six of the racers had a practice run on the Grand River in three canoes. This was Donna's first experience in a canoe!

The Yukon River Quest goes from Whitehorse to Dawson City, on the Yukon River. It is a distance of 740 kilometers and takes four days. There are only two stops and they are mandatory rest stops: one is 7 hours in length, the other is 3 hours.

The boat the team raced on the Yukon was a 10 person boat called a Voyager Canoe which they christened Yukon Yahoo. When they got their boat it was "bare bones" and many modifications were made with foam padding, seats and trusty old duct tape. They had to go through a vigorous safety inspection and pack lots of warm, dry clothing, plus extra gear. For an hour, the day before their race, they had their only practice as a team in their canoe.

Along the route, there were 10 check points to keep track of the racers. If racers got into trouble anywhere other than these check points, they had to be prepared to spend 24 to 48 hours

before help could arrive. Conditions were trying, to say the very least. Even if it never became really dark, the nights in particular were very hard. Donna said she had never ever experienced such incredible cold. Even though she knew she had to stay hydrated, she didn't even want to drink her water because it was so cold.

They took rest periods in turn, although Donna said she felt it was better to paddle than rest because of the cold. During the night, one of their team members developed hypothermia and was hallucinating. They pulled in to the 260 km check point where the teammate received assistance, and as a result was now out of the race. Six paddlers continued to paddle the canoe on to Carmacks, at the 325 km check point, which was the first mandatory rest stop. Volunteers there provided very welcome hot food, and other supplies.

Only 50% of the starters completed the race to the finish line in Dawson City, a good indication of how grueling the race is. Donna says she is not repeating the marathon this year but said that the river is calling so we may have the pleasure of another Shellbacks talk.

Coming Speakers -

February 18 – Bill Manson "The Real North End"

March 4 – Sandra Stokes "Morris Boat Works"

March 18 – Evie Auchinvole "Early Black Settlements and Stewart Memorial Church"

April 1 – Margaret Houghton "More Hamilton Firsts"

Dates and events to note:

March 13th, 2010

St Patrick's Day Kitchen Party

March 25th, 2010

Membership Appreciation Event

April 24th, 2010

Annual Commodore's Ball



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Want to Sail to Bermuda with me?

In October '09, as I was pulling our J35 Top Gun out for its annual winter storage my friends Rob and Paul arrived at the marina. Paul asked "Want to sail to Bermuda with me?" The plan was for us to bring Wanderer from Newport, RI to Bermuda where Paul's wife would join him and spend the winter in the Caribbean. Paul's wife had just retired; they sold their house, and were planning to live their dream. The delivery trip sounded wonderful. I told him to e-mail the details, and I would try and arrange my schedule around the timing.

Paul e-mailed me with the details, I shuffled my schedule around, got the O.K. from my wife to go and enjoy, found a cheap flight home from Bermuda, and I was all set. We would leave mid-November, sail for four or five days and get three or four days to explore Bermuda before I had to return. This was shaping up to be a great adventure. The day before I was to leave for the boat, Fred

called to delay because Hurricane Paloma, a category four, was near Cuba. It would not be wise to head out on our 630 mile journey yet. As much as I was disappointed, it did allow me to attend the Annual Awards Night at our club.

Once the hurricane dissipated, I packed my sailing bag, said goodbye to my wife, and drove the eight hours down to Connecticut to meet up with Fred and Paul. Fred, a retired airline pilot, and Paul, a retired banker, had between them lots of sea miles under their belts including a number of Atlantic crossings, and ten trips to Bermuda from Newport. They had spent the day at the boat getting it ready to go. Paul and I were up at six the next morning to pick up provisions and pack the car. I pulled the short straw and got to sit in the back seat with food piled to the roof for the two-hour drive to Newport.

After a longer-than expected water pump refit job, we were finally able to head to sea around noon the next day. It was November 12 and the sea and wind were dead calm. We motored all day and into the night. By the next evening, the wind started to freshen. It was 15, then 20, then 25, and up to 30 knots. Unfortunately, the wind was coming directly off our rum line, and we made little progress forward. The next morning the wind had built to 40 knots with occasional gusts of 45. The seas were very confused, and the ride became very uncomfortable. I was sick all day, and later that day Fred ended up hugging the bucket also.

We were three days out and still over three hundred miles from Bermuda. On the 4th day, the wind again came right off our rum line, and blew from 35 to 40 to 45 to 50 with gusts up to 55 knots. The seas also became huge. *(continued on page 9)*

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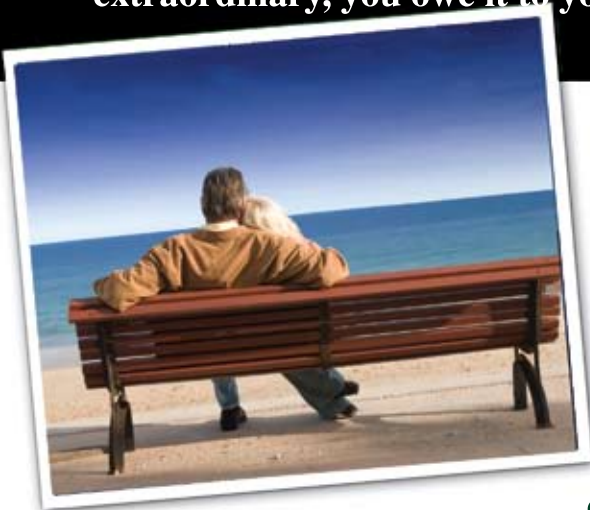
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A new member writes: 'What's with the big green boat in the lounge?'

That 'big green boat' is one of several scale models built by C&C Yachts to test hull shape and performance at the National Research Centre in Ottawa for Don Green's Canada's Cup Campaign. Don Green and Evergreen are an important part of our club's history and of Canada's Cup lore.

In the early 1970s, RHYC member Don Green turned his sights on the Canada's Cup. This beautiful trophy had been hotly contended since 1895 between the Royal Canadian Yacht Club and many American clubs from Chicago to Toledo. In 1978, the Cup was held by the Bayview Yacht Club in Detroit. That summer, Don and his yacht Evergreen challenged the RCYC for the right to contest Bayview for the Cup. After a series of elimination races against the RCYC, Evergreen won the right to challenge for the Canada's Cup.

Designed and built by C&C Yachts in Niagara-On-The-Lake, Evergreen was very high-tech for the times with a four-spreader rig, a very complex hydraulic system, and a hull built of carbon fibre and epoxy honeycomb. However, high-tech proved to be fragile. During the middle distance race, a big triangle course on Lake St. Clair, Evergreen ran aground and severely damaged her daggerboard and rudder. She was allowed extra time to make repairs.

In the last winner-takes-all race, Evergreen beat the Bayview entry, Agape, on a regular closed course to win the Cup, 4-3. Agape filed a protest that was heard that evening by the protest committee. Don, his crew, and supporters were celebrating at the Bayview Yacht Club bar while waiting for the protest to be heard. It dragged on and on. The protest was finally disallowed at three o'clock the in the morning, and the Cup was awarded to Evergreen.

Evergreen returned to Hamilton on September 30, 1978 to a rousing welcome. Following a motorcade through the streets of Hamilton, Don and his crew sailed Evergreen to the Club's front dock where they were given a hero's welcome including a salute from the navy guns and a fly past by Harvard trainers.

The story of Evergreen was recorded in Doug Hunter's excellent book Against the odds: The incredible story of Evergreen and the Canada's Cup. It is now out of print, but available at the Hamilton Public library.

And now you know the story.

Colin Jacobs



Evergreen



THURSDAY PUB NIGHTS AT RHYC

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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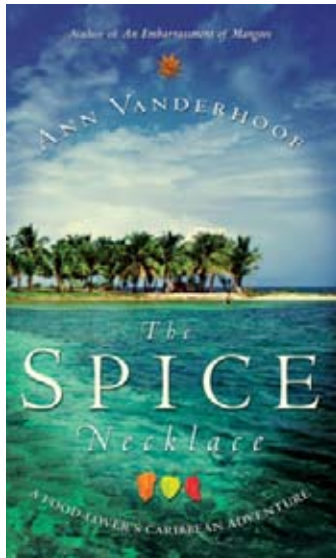
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The Spice Necklace

by Ann Vanderhoof, Doubleday Canada, 2009

Ann's first book, *An Embarrassment of Mangoes*, was a sailing adventure in the Caribbean. In her new book, *The Spice Necklace*, she and her husband, Steve, return for another gastronomic adventure. From the Dominican Republic to Trinidad, Ann and Steve avoid the "yachtie" Caribbean to discover the local people, food, and drink. Each chapter ends with recipes for such delights as conch, crab, plantain, goat, dumplings, breadfruit, and callaloo all laced with spices including oregano, nutmeg, allspice, cloves, sive, cumin, cacao, and, of course, rum. It is easy to settle in with the interesting characters they meet as they blunder over volcanic mountains, through rainforests, and local villages in pursuit of rumored delicacies. They make new friends in every port. They even fish and skin-dive with local fishermen from small island boats. Many readers who sailed there will recognize the places and, for a moment, will be carried back to those memories of pure delight: sitting in the harbour, munching curried roti, gazing at the endless emerald turquoise blue, listening to nothing more than waves wash rhythmically up the beach. Ann's style is humorous and I promise you will laugh as they wrestle with local dialects and customs. - Richard Herrinton



VC Yachting - George Tinsley

I first joined RHYC in 1977 when my family all took an interest in sailing after having moved to the Burlington bay shore. My first boat was a Nordica 20, very stable and slow, probably a good thing, but the need for speed soon had me crewing on Ed Pollock's Viking 28, Lulu. I liked racing so much that I bought my own Viking, Buckeye. Like many of the fleets in those days, the Viking 28s numbered more than 20 boats with the Jocelyn family and past Commodores Harry Penny and Don Barnes among the owners.

I got involved in the Sailing Committee as a fleet rep under VC Alex McAuley, and got an education in how to run a meeting!

As my racing confidence improved, we joined the Golden Horseshoe Yacht Racing Association (GHYRA) which held a series of day and overnight races out on the lake. I was elected to the executive and served for several years with the founder, Doug Gray. This organization is still active and will be presenting a new format for the 2010 season.

For the last nine years I have sailed a 25-footer, Caprice, in Club races and at local regattas.

Over the years my passion has been to race sailboats, and after sailing most of the big races of the Great Lakes for more than 30 years, I have come to appreciate more and more each year what an absolute jewel we have in our club on the Bay!

My goal is to build on the hard work and dedication of past committees and volunteers and to lend my experience and perspective to Commodore Perry and his Bridge to ensure that we offer the very best racing and cruising for our members.



905-842-1111

www.harbouryachts.ca

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.

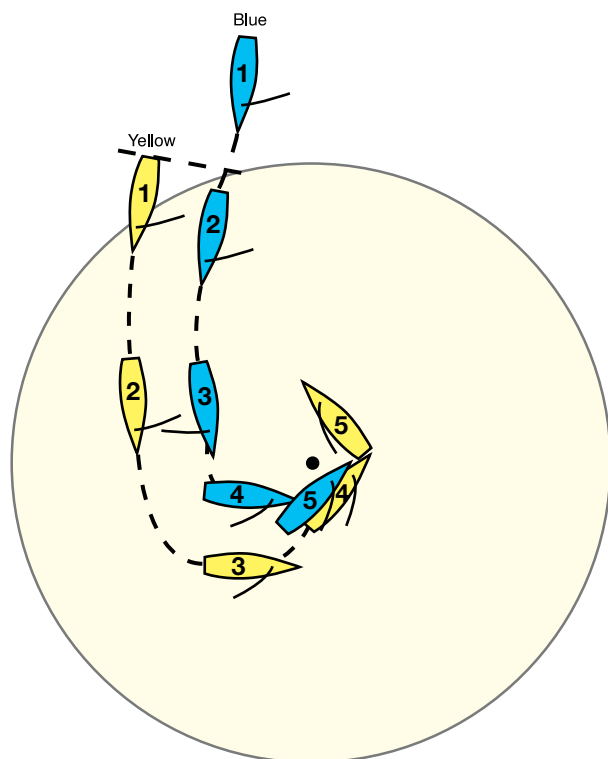
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Dispatches from the Jury Boat

By Kathy and Leo

Two Lasers were on starboard tack approaching the leeward mark to be left to port. Yellow was clear ahead of Blue as she entered the zone. Both gybed and Yellow decided to make a tactical rounding by first swinging wide and then hardening up to pass close by the mark. Blue seeing this space, sails inside Yellow, when Yellow suddenly tacked in front of Blue. Blue narrowly avoided contact and protested Yellow for tacking too close. What rules apply?



In position 1, Yellow is clear ahead and Blue must keep clear according to rule 12 (on the same tack, not overlapped). Yellow's bow is inside the zone, so Blue must now also give Yellow mark-room (rule 18.2(b), mark-room).

Blue must give Yellow room to sail to the mark, which she does from positions 1 to 4. In position 4 Yellow is at the mark and according to the definition Mark-Room, Blue must give Yellow room to sail her proper course while at the mark.

Things get interesting after position 4. Between positions 4 and 5 Yellow luffs, passes head to wind and completes her tack when she is on a close-hauled course on starboard tack in position 5. During this very brief period of time, as the rights and obligations of the two boats change, so do the rules that apply between them.

As Yellow begins to round the mark, Blue is still required to give Yellow mark-room by rule 18.2(b). The moment Yellow passes head to wind everything changes. Yellow is no longer entitled to mark-room because the last sentence of rule 18.2(c) says "If the boat entitled to mark-room passes head to wind or leaves the zone, rule 18.2(b) ceases to apply."

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Want to Sail to Bermuda with me?

(continued from page 4)

Fred estimated they were between 30 and 35 feet. The waves were up to a foot deep over the deck. The wind simply screamed. Trying to sleep was nearly impossible. As the boat came off a wave we were airborne in our bunks. It sounded as if the mast would come through the deck as the bow crashed down into the sea.

On at least three occasions, Fred had to venture out the cockpit to secure the wind generator, the extra Jerry-cans of diesel, a broken topping lift and the Kayak. Although Fred was well tethered, the waves and the wind pounded him. We were very glad when he was back in the cockpit. The seas were still huge, and confused, the wind still above 50 knots.

Having been pretty "ill" over the past two days, Paul and Fred suggested I try to sleep in the aft cabin. I just settled in when all of a sudden the boat lay over on its side, everything came smashing down on me, and water rushed in. I yelled, "Is every one O.K.?" Paul and Fred were both fine. It is at times like this you realize what is important in life. I could only think of my wife, kids and grand kids. Nothing else mattered but being back with them. As I climbed out of my bunk I realized we had about two inches of water in some places on the floor. The whole boat was a mess.

Around sunset, the wind started moving from the west, and the wind dropped from 50 to 40 to 30 with gusts of 40-45. Day 5, thankfully sailing again FINALLY...we could make progress to Bermuda. The seas with the wind shift created a very uncomfortable ride; the boat rocked 20 degrees from side to side. Paul and Fred tried sleeping on the salon couches that ran across the boat to avoid being thrown out of their bunks. The wind had now dropped to about 12-15 knots and was from right behind. We were back motoring again with the boat still swaying back and forth.

I had a NO CANCEL ticket for a flight out on the 18th at 9:20 in the morning. I knew we would miss the flight. I called my wife, who then called American Airlines. She told a supervisor of our rough crossing, and he agreed to reschedule my flight to the 19th for "compassionate" reasons.

As dawn broke on the 18th, I heard Paul call "Land Ho" We pulled into St George's harbour about noon. We saw a number of boats with ripped sails, bent furlers and ripped dodgers. We got tied up to a mooring, checked-in with customs, and were glad to be ashore. We spent the rest of the afternoon straightening up the boat, and getting it ship shape again. That evening, we went out for dinner, our first meal ashore in seven days. It was early to bed as we needed to get up at five the next morning to catch our flight home. Another gale blew that night, but we were safe and sound on our mooring.

Although we got to the airport on time, mechanical difficulties prevented the plane from leaving that day; the adventure continued.

When we did leave Bermuda the next morning, I saw the reefs of the coast, and a rainbow across the sky. I knew then that the trip was over. We arrived at JFK around midnight and then drove to Fred's house to pick up my car. I left right away for the eight-hour drive home. I had been gone for eleven days; was I ever glad to get home.

As I tell this story to friends, the usual question is "Would you do this again?" My answer is, "Of course I would, but would hope not to see that kind of weather again." I was so happy to be on a great boat with a great crew. As with any trip for me, however, it is nice to be home.

Russ Perry
Commodore

Dispatches from the Jury Boat

(continued from page 8)

From the time Yellow passes head to wind and until she is on a closed-hauled course, Yellow is the give-way boat and must keep clear of Blue (rule 13, while tacking). Blue immediately, but briefly, acquires right of way when Yellow passes head to wind, but does not have to initially give Yellow room to keep clear because she becomes right of way due to Yellow's actions (rule 15, acquiring right of way).

Once Yellow is on a close-hauled course on starboard in position 5, right of way immediately goes back to Yellow because rule 10 (on opposite tacks) requires Blue on port to keep clear. The rules provide Blue with some protection because rule 15 requires Yellow to initially give Blue room to keep clear when she acquires right of way.

Now that we have looked at all the rules that apply, how should Blue's protest be decided?

In our opinion Yellow broke no rules. Between positions 4 and 5, Yellow was the give-way boat for a very short period of time and Blue had no need to take avoiding action until Yellow had again become right-of-way boat on her close-hauled course on starboard. As shown in the diagram, Blue continued to harden up between positions 4 and 5 demonstrating she had no need to take avoiding action whilst Yellow was tacking. In position 5, Yellow acquired right of way when she became close-hauled on starboard and was required to initially give Blue room to keep clear. Blue had room to keep clear by bearing away slightly, which she did. Blue took a risk by sailing into the space between Yellow and the mark, but did manage to keep clear when required, therefore Blue broke no rules and her protest is dismissed.

From the Office – General Manager’s Report

Let me start by saying that it is a privilege to have been selected as the General Manager of RHYC. Over the last few weeks I have met many members here at the Club and have received a very warm welcome from them. The clubhouse, with all its renovations and events over the last month or so, has certainly been a beehive of activity and I am grateful to be a part of it all.

The staff has been great in helping me with the transition. Wally left good tracks to follow making the changeover that much easier. Susan Lower-Vens has also been a tremendous help not only by putting together a transition plan, but also helping implement it. My thanks to her and her team for all the work they have done.

As we go forward, one of the challenges is to reduce the operating costs associated with running the building and grounds. We have begun to review all RHYC expenses and hopefully we will be able to trim some of these back in the near future. Another challenge ahead is to increase our sales, especially in our food and beverage department. With the renovations complete in the kitchen, we now have even better food product going out, and are looking for great things from Larry Beres and his culinary team.

Mark Adams has come on board as Event Coordinator for the Club and will be in charge of booking all club functions, whether it be a pub night, or a wedding for 100 guests. There is an ever increasing demand for private function space in Hamilton, and the RHYC is a great place to host these types of events, though always keeping in mind not to inconvenience the membership. Please give Mark a call at ext. 224 to book your next event.

Summer is on its way and I have been told from a reliable source that we are going to have a great season ahead at the RHYC! Please drop in and say hello next time you are in the neighborhood.

If you have any suggestions or comments, please feel free to send them via email to my attention.

See you at the Club!

Ron Philp,
General Manager

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Sailing and Power Boat Training Committee Report *(continued from page 1)*

How else does the Sail Training School fulfill this community orientation? Out of the over 300 students, young and old alike, one would think that it is mostly RHYC club members and their families that make up the student population. At one time that was probably very true as the creation of the school arose out of the interest in club member families to learn to sail and eventually race, representing the Club at the many events around the Lake.

However, most recently this is not an accurate reflection of the student demographics. Today, we are seeing that approximately 95% of our students are NOT from RHYC member families but from families living in the greater Hamilton area. Out of just over 300 students, about 290 students come from families that are not members. I point this out to demonstrate that we do fulfill the RHYC mission by providing services to the greater community of Hamilton, Burlington and the surrounding areas. This community involvement is a source of strength for our program and the resultant higher level of competence from our courses in watercraft use (sail or power) on our local waters can only contribute to the safe environment we all need to enjoy on the Bay.

While we hope that our school provides the instruction you seek for yourself and/or your children, the programs can only get stronger by understanding your needs along with your support. The Committee welcomes your involvement in its activities. You do not have to sail, unless you want to of course, because we have many other areas of needs where you can help support the program. Particularly skills we are looking for are in fundraising through government and other organization grants, and fundraising through sailing school activities. If you are handy with your hands, we could use your help with repairing boats, motors and our building. Also, if you would like to learn and then teach others, we could use you.

If you want to see your child race out on the Bay, then you might want to become a volunteer on a race committee boat running the events. Just think of spending the afternoon on the water, the sun shining down, and your camera in hand ready to capture that great photo opportunity of your child during the race. With 4 major youth regattas this summer, there are lots of opportunities to get involved in learning how to be a member of a race committee boat or a safety boat. I encourage you to think about how you might want to get involved. We have the need and lots of opportunities with the rewards of seeing you child sail with confidence and determination.

I invite you to contact Jordan Gile or myself at the Club to talk about how you can get involved. Whether that be ashore, afloat, for your own training or for helping the Committee continue to provide this service and enjoyment to our community.

Yours aye,
D’Arcy Wilson
VC Sail and Powerboat Training

Report on the 29er World Championships Grand Bahamas January 2010

I'm sitting at my desk at school, exactly one month-post regatta. With the snow and -10 temperatures outside, it's hard to believe that a month ago I was sailing in the Caribbean.

We arrived in the Bahamas on December 29th, amid a frenzy of airport security in the wake of the Christmas Day bomb scare. By the time we got to the resort, it was dark, so we didn't even get to see the water. The next morning, Danielle and I and our training partners/roommates Emily and Lauren went running on the beach. The sand was powdery white, and the water very clear and turquoise. If anyone has seen pictures of our turquoise spinnaker, it matched perfectly. We made friends with a stray dog that ran along with us.

The regatta didn't start until January 2nd, so we had planned on spending our first three days training as much as possible. However, Bahamian Customs run on island time, and although our boats were supposed to arrive on the 27th, they still weren't there. Our boats were on a trailer with 8 American ones, which was extremely helpful because they dealt with the Customs people for us. The boats finally arrived on the 30th, but only the hulls. We had to wait until the 31st to get our masts, boards, and other parts. We considered ourselves lucky though, a couple of teams didn't get their boats until the morning of the races.

Once we'd put the boat together, we trained as much as possible. It was a very different venue than we were used to, our training time was very beneficial. The water was very shallow, averaging about 6 feet deep. Because it was so clear, it was very disconcerting! It always looked like we were going to hit bottom. There was also a reef and a sandbar to contend with. Also, it was usually windy, so by the time you noticed that it was getting too shallow; it was hard to turn around in time. We hit the sandbar a couple of times, and the reef once, but luckily didn't do any serious damage. Some of the 49ers hit the reef so hard that their boards sliced into their hulls, and had to be hammered out. One boat was written off completely.



Emily at the helm, with Danielle hiking hard, on the last race day.

We'd heard of a couple of teams whose boats were underweight, but since our boat is very old and has had a few repairs, we didn't think we had anything to worry about. However, we discovered that not only was our boat underweight, it was 2.8kg under, the lightest in the regatta, and according to the measurer, "the lightest boat I've ever seen, mate." We had to find 6 lbs of lead to attach to our hull in order to race. Luckily, the Canadian 49er sailors were very helpful, and not only gave us all the lead they had, (we were still 0.2 kilos under and had to make up the extra weight in unnecessary grip tape) but helped us attach it to our hull.

The first day of racing was cold (about 15 degrees) and about 20 knots, shifty from the north. Our course was on the other side of the sandbar so we had to cross it with our boards half-way up. On the way out, I also saw a shark swim underneath our boat. It was a small reef shark, and clearly wanted nothing to do with us, but I almost had a heart attack nonetheless. According to Danielle, I was being a chicken, but in my defence, she didn't see the shark. We had some trouble with our starts, because of the high level of competition of the fleet, but overall we were very happy with the day. The next day was forecasted to be about the same, but with stronger winds. By the end of the first race, it had built to 30 knots, and we were starting to have trouble with our downwinds. We made it through the second race with only a couple of capsizes, and by then the wind was gusting to 40 knots. Neither of us had sailed the boat in that much wind before, and we definitely learned a lot about survival sailing. They called off racing for the day after the 2nd race. The final toll of the day: 4 broken masts, several torn sails, and many sailors unable to finish races. We were happy just to have finished with no damage to our boat.

In the next 3 days, we started to find our footing in the competitive fleet. The 4th day was very light, and although we aren't generally as fast in those conditions, we managed to excel. *(continued on page 11)*



Emily and Danielle coming up to a markrounding at the 29ers Worlds in Bermuda.

Report on the 29er World Championships Grand Bahamas

(continued from page 12)

We had phenomenal starts (even rolling the leaders off the line) and in the 2nd race, rounded the first mark in 2nd place. We learned a lot, and were generally very pleased with our sailing.

The last day was forecasted to be extremely windy (45 knots) so we were a little nervous that morning, and prepared our boat for the worst. It ended up only being 20 knots, so we were a little underpowered for the conditions. It was also the only rainy day of the regatta.

At the end of the regatta, we were in 29th place (out of 35). The fleet was so small because the venue was very difficult to get to for most of the European sailors, so only the really serious people came, meaning it was a very competitive fleet. We were the 6th female team. Our learning curve for this regatta was tremendous, especially because we hadn't sailed together since the summer, and had no coach. We learned a tremendous amount about boat repairs, heavy wind sailing, starting, and teamwork. We've also made tons of new friends from all around the world.

In the future, Danielle and I are not sure what we're going to do. We would like to attend the Worlds in Argentina next winter. In terms of long-term goals, we're going to wait and see which double-handed boat for the 2016 Olympics is chosen. Currently, the only double-handed boat for women in the Olympics is the 470. We've decided to stay in the 29er for financial reasons, and also because the fleet is more competitive in Canada. If a women's skiff is added to the Olympics, we will most likely move into that class and see what happens from there. This summer, we plan to train together as much as possible.

I'd like to sincerely thank the Club and all the members who have supported me once again. My sailing career would not have been possible without your continued support, and we certainly wouldn't have been able to attend this regatta. I am very excited to race in Canada again, and apply all the things we learned. I'm also excited as a coach to be able to pass on this knowledge to others. Special thanks to all who attended my fundraiser, and to my parents, who have supported me since day-1.

Emily Hill



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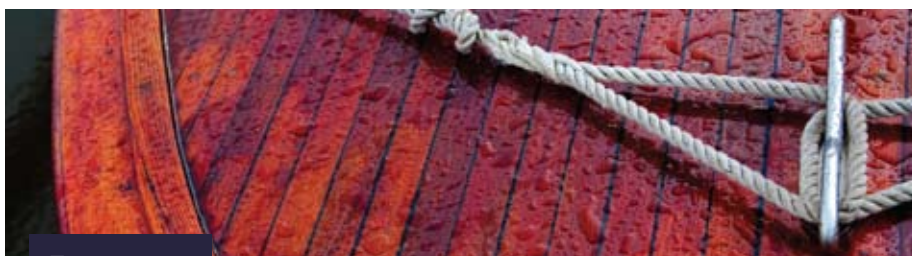
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