



# NEW HORIZONS

THE ROYAL HAMILTON YACHT CLUB (ESTABLISHED 1888) INC.



May 2010

## Commodore's Report

What a wonderful sight, seeing boats back in the water. In my last report I had challenged the Sharks to get their boats in the water, but I see Colin and Diane Brown's Swan beat you all! By the time you read this there will be many more boats in the water, and it won't be long until our racing starts up again.

V.C. Yachting, George Tinsley, has made many subtle changes for our club racing to improve courses, scoring, registration, and more. Remember, if you have not been registered you will not be scored. V.C. Pool and Grounds, Chris McCormack, has hired all his Life Guards, and if the weather holds, he's hoping the pool will be open by Sail Past! He has lots of plans to make the pool area even more enjoyable. Work on the gardens has also started. Chris is looking for lots of volunteers to get the pool ready and help with the gardening. Please, if you can spare even a few hours give Chris a call.

V.C. Sail and Power Boat Training, D'Arcy Wilson, has done a lot of work on our sailing school programs. Hiring is also complete and registrations are coming in. This area has been particularly challenging: pulling all that was needed to be done together, and D'Arcy and his sailing committee need to be commended for all the work they have put in. Our sailing school is a very important part of our club. D'Arcy could also really use help from anyone who can give him a hand. Whether it is being a committee member, or a volunteer to get the Sailing School boats ready for the first classes, D'Arcy could really use your help.

V.C. Social, Wendy Johncox, along with help from Martin Lipp, Robin Perry and the RHYC staff put on a fabulous Commodores Ball this year. The theme this year was "A Celebration of Leadership." At this event we not only recognized the huge contribution of all our Past Commodores over the past 122 years, but also formally recognized all our Past Presidents who helped lead us out of bankruptcy about 25 year ago to mold RHYC into the wonderful club it is today. A special plaque was put together with the expert help of Marv Downs and Colin Jacobs and presented to the Club as a token of our sincere appreciation. Martin Lipp accepted the plaque on behalf of all the previous Past Presidents.

V.C. Docks and Boats, Colin Jacobs, has been very busy getting the Committee Boat the *Harry Penny* back in the water with a new engine. Also a lot of work has been done on the front dock as well as Cayuga pier. Thanks to GM Ron, Steve, Martin Lipp and Paul Boleantu who have begun work on replacing the front dock deck boards. Thanks also to Morgan Wellans for sourcing the lumber at a very competitive price.

Past Commodore Rodger Metcalfe received some news on our application to use the defaced blue ensign. The Canadian Heraldic Authority has finally been given approval ([continued on page 2](#))



*Invite your friends to the RHYC, the new visitor's dock is ready and waiting!*

## Our New Visitor's Dock

Our new decking for the visitor's dock and Admiral's Row is certified by the Forest Stewardship Council. FSC is a forest certification and labeling system for paper and wood products that come from responsibly managed forests, and verified recycled sources. Under FSC certification, forests are certified against a set of strict environmental and social standards, and fibre from certified forests is tracked all the way to the consumer through the chain of custody certification system. The end result is products in the marketplace carrying the FSC 'check-tree' logo.

Our FSC product was purchased from a Burlington lumber wholesaler.

Colin Jacobs

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## SOCIAL COMMITTEE NEWS

Pub Nights will end the first week of May as Club sailing events take over. The activities of the Social Committee will be winding down as members get busy sailing and boating.

Saturday, June 19th will be our last event with the EGO Cup challenge between the President and the Commodore. There will be lots of silly games and races between the two. Come out and support your favourite. The zaniness will continue with the annual Sips on Slips – drinks and appetizers on participating boats. Who will be the most creative? May the 'Blender Wars' begin!!!

Vacancy notice! Having been in this role for several years, I have made a hard decision: I will not be continuing as Vice Commodore of Social in the Fall. If you are interested in this position or want to know more about this VC role, please contact me.

Wendy Johncox  
Vice Commodore  
Social and Entertainment



*Fun and follies were had again at this year's Member Appreciation Night held in March.*

## Commodore's Report *(continued from page 1)*

from the British Admiralty to use the defaced blue ensign. According to Rodger, "This is a long tedious process that has taken many twists and turns and a great deal of persuasion by the Canadian Heraldic Authority." We are now waiting for the artist's signature and approval on the contract to be able to fly the ensign at the Club and use it by members on their vessels. There is still work to be done, which we have no means of speeding up, but at least we know there is progress being made.

I look forward to seeing you all around the Club and on the water.

Russ Perry  
Commodore

## *New Horizons*

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

The deadline for the June 2010 New  
Horizons Issue is **May 15**.

Please submit articles to:  
info@sonyadelaatphotography.com.

For advertising and inquiries,  
contact Ron Philp  
email: sail@rhyc.ca

Editor: Sonya de Laat

## *The Royal Hamilton Yacht Club*

### 2010 Bridge Of Flag Officers

#### **Commodore**

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commodore@rhyc.ca

#### **Vice Commodore Yachting**

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#### **Vice Commodore Docks & Boats**

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#### **Vice Commodore Pool & Grounds**

Chris McCormack  
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#### **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

#### **President (ex-officio)**

Len Verhey  
president@rhyc.ca

### 2010 Board of Directors

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Martin Lipp  
pastpresident@rhyc.on.ca

### **General Manager**

Ron Philp  
sail@rhyc.ca

## Sail & Powerboat Training:

The past month has just flown by as we have been planning to get the sailing school ready for the upcoming season. With registrations well underway and clinics starting, we are now preparing to get the physical part of the school ready.

A Silver/Gold team meeting was held on April 10th with the parents of Silver & Gold level sailors and this season's coach, Emily Hill. This meeting was followed by one for the Opti Race and Development Team with Opti racers' parents and their coach for the upcoming season, Mark Ostapiak.

The sailing school is going through some personnel changes. Recently, Jordan Gile, Supervisor Sail and Power Boat Training, submitted his resignation from RHYC. Jordan has done a good job for us at the Club and at the sailing school in particular. We wish him the best of luck in the future. In the short term, a transition team will be set up to help get the school ready for our commitments that start May 7th with the OSA Learn to Sail (LTS) Coaching Clinic.

The transition team will not be on site full-time until the 3rd of May. Therefore we are calling upon all volunteers to help get the sailing school ready for the summer. There are many jobs that need to be done including getting boats off the trailers and onto racks, removing the Optis from the second floor winter storage area, getting coach boats up and running, getting the Sharks ready, rigging the dinghies, and more. I encourage everyone to participate in at least one of our work parties to help the Sail Training Committee volunteers complete the preparations.

Last year, the sailing school acquired two used Laser hulls for training from the Hamilton Port Authority. One of the hulls is in good enough shape to allow a student to learn to single-hand race. We would like to fit it out as such. If you have, or know of anyone, who has a "gently" used radial sail (or sails), a lower radial mast section, or other used Laser parts for donation or purchase, please let us know.

Hope to see you at one of our work parties!!

Yours aye,

D'Arcy Wilson



*A serene RHYC scene following one of the only blasts of snow this winter.*

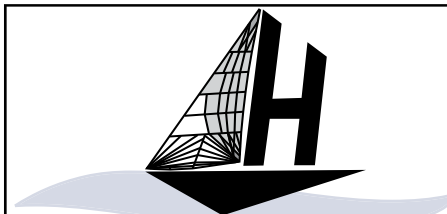


Interesting and thought-provoking luncheons to come:

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

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

If you plan on attending any of these events, and like to write a review for the New Horizon's newsletter (it can be short and sweet, or long and detailed), please contact Lois Reynolds or the newsletter editor, Sonya de Laat.



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## Sailpast

June 5th, 2010

Show your colours and enjoy an afternoon with Commodore Russ Perry. Details to follow.

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*The work must be completed and invoiced before July 1, 2010*

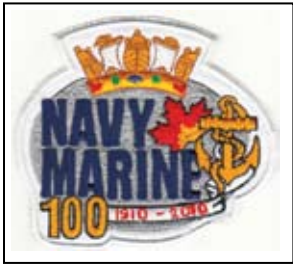
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## Royal Canadian Naval/ Maritime Command 100th Anniversary -Trivia

Last month's skill testing Naval question:  
**When stepping aboard, or departing  
from a commissioned naval vessel, it is  
customary to do this?**

### The answer is:

As a member of the Canadian Forces, all Canadian military and naval personnel are required to halt at the edge of the ship (traditionally marked with a small thin brass strip) and if in uniform, salute the quarterdeck. If the naval or military person is in civilian clothing and wishes to cross onto the quarterdeck, that individual is required to momentarily come to attention, remove their hat (men only, if wearing one) at the brass strip and then proceed onboard.

### This month's Naval skill testing question is:

There is talk recently in naval and military circles that in recognition of the 100th Anniversary of the RCN/Canadian Forces (Maritime Command) that the Canadian Government will restore the "Executive Curl" to the naval uniform. In addition it is also talked about restoring the "Colours" to the rank rings. It was a tradition for many years in the RN and RCN (other commonwealth navies) that distinctive colour stripes would be placed between the gold rank rings. The coloured stripe denoting the part of the naval service (i.e., function) of the wearer. In the future you may see an officer wearing these colours, can you match the colour to their naval function?

Red	Engineer Branch Officer
White	Medical Branch Officer

No stripe	Electrical Branch Officer
Green	"Executive" Branch (Command) Officer
Purple	Supply Officer / Logistics Branch Officer

Answer coming in the next edition.

D'Arcy Wilson  
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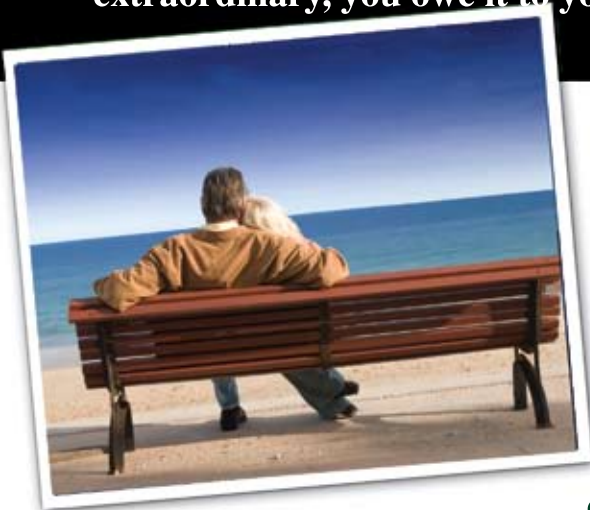
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## From the Office – General Manager’s Report

A flurry of activity around the club over the last month or so - where do we start?

April began with a film crew from the TV show “Connor Undercover” coming on board and renting out the facilities on several different occasions. The club brought in around \$4000 in revenues, and the pothole outside the front entrance parking area was filled in at the same time as part of the deal!

The visitors dock received a much needed makeover and all the dock boards were replaced; water and hydro will also be updated. There have been fender boards put along the face of the visitors dock as well to prevent fenders from getting covered with creosote. Visiting members should enjoy the changes!

Admirals Row is getting the same makeover and will be finished by the first week in May. The Board will review the cost of doing the inner basin walkway as well this spring. The cost of the repairs would be around \$3000.

Cayuga dock has had some work done on it over the last 3 weeks or so. Some structural work has been completed, along with some general cleanup. Also, all the water taps on the dock systems will have their washers replaced in the next month or so. This will see a savings on the clubs water bill going forward.

The Board of Directors passed a motion at April’s BOD meeting stating that all dock boxes have to be placed in the dry sail area and removed from the walkways around the club. With the renovations on the docks, this allows repairs to be conducted without any obstacles.

Commodore Penny was launched last week, and has two functional motors! Work has also been started on the interior to make it more functional. The vessel will be ready come the first week of May.

Jordan Giles has left the employ of the RHYC for greener pastures. We wish him well in his future endeavours! We are currently looking for his replacement.

The summer dining menu will be out the first week of May. Keep an eye out for more great daily specials!

The new RHYC roster will be in production in the next few weeks with publication in time for Sailpast.

Most of the work done to the RHYC over the last few months has been done by club volunteers. I am humbled by the amount of time and energy given by some of the members to the club. Their efforts benefit all the membership and guests. Moe work is still to be done so if you would like to donate a few hours, please contact me directly.

Ron Philp  
General Manager



Lasar, Laser Radical, Finn, 470, 49er, 420, Star, Laser II, Byte, Byte CII, 29er, Optimist (no Green fleet)

Get your boats ready for the

## Lilac Regatta

May 29<sup>th</sup> and 30<sup>th</sup> 2010

Visit <http://www.rhyc.on.ca/neqregattas.htm> for more details!

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## Sonya de Laat \* Photographer

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## Club Donation

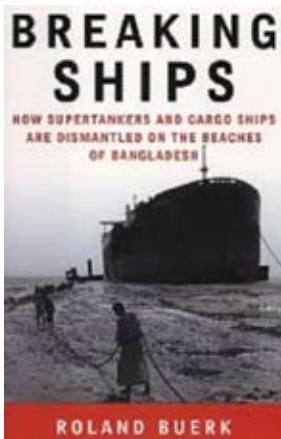
Harbour Yachts Inc. will donate 10% of their commission from the sale of any RHYC member’s boat, to the RHYC Sail Training Program.

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



## Breaking Ships

by Roland Buerk, Chamberlain Bros., New York, 2006



Just in case you have ever wondered, Roland Buerk, a BBC correspondent, walks us through an example of disposing of a supertanker and recycling every single part of it. How? Piece by piece using blowtorch, hammer and chisel. Where? On the beach of Chittagong, Bangladesh. Who? Very poor Bangladeshis wearing plastic flip flops and sometimes sunglasses. Why? To earn a dollar or two per day. Buerk describes how this industry emerged from an accidental grounding back in the 1960's. It has since emerged into a multi-million dollar industry surrounded by support businesses and

infrastructure. His description starts from the of running the Asian Tiger, a 38-thousand ton super tanker, onto the beach and ends when everything is sold. In between he describes the components: plate steel, wire, insulation, furniture, navigation equipment, more steel, fire extinguishers, life jackets, parts, fittings, pipes, glass, still more steel, oil, diesel, ladders, tubing, rubber, magazines, the mammoth bronze propeller, even the pin up calendars. Everything! He describes how it is cut up, removed,

processed, transported and auctioned off. For the workers, it is an opportunity, albeit one fraught with physical danger and hardship. For the owners, it is a fiercely competitive and financially risky business dependent on the world steel prices. And for society, it takes care of a problem, although not with complete world wide environmental or humanitarian approval. At 160 pages "Breaking Ships" is a short, intriguing read.

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## Mother's Day Brunch

*on the waterfront*

Sunday May 9<sup>th</sup> 2010

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## Dispatches from the Jury Boat

By Kathy and Leo

In this issue, we will explore some of the words written in the section of the rules called the “definitions.” Words printed in *italics* or **bold italics** in the rules indicate their meaning is found in the definitions. Many experienced sailors believe they have a good understanding of the rules that govern our sport, only to discover that they may have missed one of the subtleties contained in the definitions.

The rules of Part 2 deal with the rights and obligations of boats when they meet and about half of the definitions come into play in these 14 rules.

The first four basic right-of-way rules contained in Section A of Part 2 speak only to the give-way boat. Most sailors remember these rules by rote:

1. *port* must *keep clear* of *starboard*;
2. *windward* must *keep clear* of *leeward*;
3. *clear astern* must *keep clear* of *clear ahead*; and
4. a boat tacking must *keep clear* of one that is not.

As you can see, from this small extract of four rules there are seven definitions to know and understand. If we use the exact words of each rule, then the number of definitions employed rises to eight because the term *overlap* would have been included.

### 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.

The operational phrase in each of the four rules is “*keep clear*” and understanding the meaning of *keep clear* is paramount to understanding the right-of-way rules. Indeed, the preamble to the Section A rules says a boat has right-of-way (ROW) when another boat is required to

*keep clear* of her. This sounds like a circular argument but is relatively simple – a right-of-way boat is allowed to sail her course without the need to take avoiding action.

In the case of port–starboard, ISAF Case 88 says *keep clear* means something more than just avoiding contact. If a ROW boat has a reasonable apprehension that contact will take place unless she takes avoiding action, then the give-way boat did not *keep clear*.

When considering windward–leeward boats, leeward must be able to change course in either direction without the possibility of contact with windward. If that cannot happen, windward did not *keep clear*.

The next four rules in Part 2 speak mainly to the ROW boat and each rule limits the course she may sail. The definition *keep clear* is included in each rule and the definition *room* appears in three of the four rules.

### Definition-Room

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

The definition of *room* contains both concepts of distance and time, and makes it relative to the “existing conditions.” To provide an understanding of the term “existing conditions,

” ISAF Case 21 contrasts the amount of space a boat would need in two extremes. On a placid lake in light air, a boat will need and be satisfied with relatively little space, where on open water with steep seas, considerably more space will be needed to ensure safety. Case 21 also says that the concept “in a seamanlike way” applies to both boats. The ROW boat must provide enough room so the give-way boat does not have to make extraordinary or abnormal maneuvers to keep clear. A give-way boat is not entitled to complain of insufficient room if she fails to handle her boat with reasonable efficiency.

We have only fully discussed some of the 20 definitions here. Having a firm understanding of all of the definitions will take your game to a higher level and reduce the chances that you will have to test your knowledge in front of a protest committee or jury.



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Navigating Your Markets

## Sweet Ride!

The Yacht Club is looking for donations of bicycles in good working order from the membership that will be offered to guests to use when they visit the RHYC.

Len Verhey has kindly donated 3 bike racks to the Club. One is located by the dry sail area, the other two are on the east side of the clubhouse, and are for both members and guests to use. One of these racks will house the donated club bicycles.

If you have a bicycle to donate, please see Ron Philp for more details.

