



NEW HORIZONS

THE ROYAL HAMILTON YACHT CLUB (ESTABLISHED 1888) INC.



October 2011

Commodore's Report

What a fabulous summer we have had. The highlight certainly had to be the Mobility Cup. If you missed this, you missed a wonderful regatta. It got underway with our opening Ceremonies, officiated by Lieutenant Governor David Onley. It featured the Burlington Teen Tour Band, the Pipes and Drum of the Firefighters, and the Orpheus Male Choir singing a song especially written for the event. Such an honour brought me to tears, it was so emotional.

Not to be outdone, the racing was superb. The wind gods took a little while to fill in each morning, but by noon they were a beautiful 8-10 knots.

I can't express enough my sincere thanks to our over 200 volunteers who helped make this all happen. A year and a half of planning paid off, and I think the event has set a new standard for the Mobility Cup.

Our cruising fleet has been busy with trips to Oakville, the National and Ashbridges. Many thanks to Ric and Debbie McQuinn for organizing these wonderful excursions.

Club Racing has also been great with the Fogh Boorman and Cornish Hen. Again thank you to all the volunteers who make this happen. Our last regatta of the season will be our annual Turkey Regatta to be held on Oct 8th.

With the season quickly winding down and many of our staff head back to school, I also want to say a special thank you to all our summer pool staff, sailing school, and wait staff who help make this year absolutely great. I would be remiss not also mentioning our full time staff for the wonderful job they do day in and day out to look after our members. As you are all aware, Ron Philp has moved on, leaving his position as General Manager at the RHYC. It has been my absolute pleasure working with Ron. He contributed much to the ongoing improvements at our club. Ron, "good luck and fair winds," we look forward to you dropping in and seeing us from time to time.

In the interim, please contact myself or Richard Herrington as we oversee daily Club matters during this period of transition.

Lara has started to plan our social event for the coming fall, winter and next year. If you have not filled in your "survey" yet please do so. We want to hear from you.

I look forward to seeing you all at the Club!

Russ Perry
-Commodore



Dock action at this year's Mobility Cup Championship.
(Photo courtesy of Barrie Erskine)

Mobility Cup Highlights

Mobility Cup took over the club from August 29 to September 2. There were five participants from the RHYC Able Sail Program attending. This included Brian Wice, Helen Dam, Kyle Todd and Stuart Mazza in the Martin fleet and Cam Perry in the 2.4m North American Championships. The following are some thoughts from volunteers and participants.

Rob Mazza

Anyway you measure it Mobility cup was a gigantic success for RHYC and BS&BC, and for all those who took part. We handled 72 participants in 26 Martin 16s, 11 Access Liberty dinghies, and 16 2.4s, racing multiple races everyday for a week in Gold and Silver fleets on different courses, with complete boat exchanges happening mid day every day. The dock crews had to do 96 lift assisted transfers everyday to get the competitors into their boats and out on the water and out of their boats to lift new participants in for the afternoon racing. It was a mammoth undertaking, and would not have happened without the leadership and calm determination of Jenny Hill. On a more personal level, Mobility Cup was a family affair for the Mazzas, with our whole involvement initiated by Stuart when he went on line and registered in July, and signed up his Dad as a companion, and his Mom as a dock volunteer, and enlisted his brother to sail with him in the practice races organized by *(continued on page 8)*

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New Horizons

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Please note there will not
be a September Issue.

The deadline for the
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Shellbacks Spring Series

“Port Credit 175 Years Old. The Birth, Death and Re-birth of a Port” neatly summarizes Richard Collins’s talk. Like previous historians in the Shellbacks series, Richard has a vast knowledge of his local area and a great enthusiasm for his subject. Richard’s interest in local history started in Gravenhurst where he was involved in the restoration of the Segwun, an old coal-burning ship that had been derelict for 40 years and is now a day-cruising ship there. Richard writes a weekly history column in “The Booster” and is a lifetime member of the Mississauga Historical Society.

Mississauga tribes owned the land on both sides of the river we now know as the Credit. Around 1810, the Mississauga sold the land, but kept a 1 mile swath on both sides of the river because it was a source of salmon and sacred in their culture. About this time, French fur traders wanted to trade with the Mississauga for beaver pelts, and the Natives requested guns in return. A deal was struck whereby the French would supply the guns and trust the Natives to supply the beaver pelts the following year - therefore, “on credit” - and that’s how the Credit River got its name! Amazing!

Settlers kept moving into the area and in 1837, British investors convinced the Mississauga to invest in a harbour. By 1842, it had become a thriving port for grain and timber. Only York, now Toronto, was busier. Eventually 6 paddle wheel passenger ships were commuting daily between Toronto, Port Credit and Hamilton in addition to the freight traffic. Then tragedy struck. In 1865, fire wiped out the harbour and later that same year The Great Western Railway opened. The new Niagara Falls to Windsor rail traffic with a spur line between Hamilton and Toronto revolutionized transportation. The Port Credit marine business was destroyed. A few years later, the Mississauga sold their remaining riverside land.

In the 1880’s, “stone-hooking” brought some prosperity. This involved using a rake to lift large slabs of thin layers of hard shale rock out of shallow water into low sided boats. These hard shale slabs were shipped to Hamilton and Toronto and used for cladding on large buildings. Hamilton’s old city hall, post office and TH&B station were examples that unfortunately are no longer with us. Dwindling supplies of shallow water shale, along with the invention of reinforced concrete destroyed this business. In the 1950’s to 1970’s, government and private industry made vain attempts to revive the failed port. However, from 1995 on to the present, the port has become a thriving centre for recreational boating. In addition, salmon have been re-introduced into the Credit River and recreational fishing along with charter boats have become big business.

This was a fascinating presentation. We owe a debt of thanks to enthusiasts like Richard Collins for their efforts to keep a record of the past.

Matt Jelly: Our Own Backyard

Matt Jelly is a 22-year-old community advocate, an artist and is art director for H magazine. In “Our Own Backyard” he describes his discovery of toxic wastes in North Hamilton that

made headlines in The Spectator in 2010 and his continuing advocacy to make Hamilton a better place. Matt Jelly was born in Hamilton. His parents were proud Hamiltonians and cared deeply about the city. Matt is in the same mould.

Matt started the “Bylaw Crawl” in 2010 in an effort to document the condition of central Hamilton’s derelict buildings and how the City’s bylaws were being applied. The Bylaw Crawl started as a heritage issue. The first project was the Lister Building. It was completely neglected, with many broken windows, infested with vermin and used as a roost by pigeons. The bylaws are supposed to look after this. Matt gave a presentation to city council about the responsibility of owners to look after their properties. To him, the Lister Building was a symbol of Hamilton’s decay, and now one of resurrection as it is renewed.

His heritage focus gained an additional mandate when Matt and his group found a dilapidated property on Hess Street North with a break in the fence allowing free access to anyone including children. There were hundreds of drums of chemical waste. The group subsequently found two more sites containing large numbers of abandoned drums containing unknown substances including electroplating chemicals, along with pits containing coal tar. These properties were also as accessible to the public. Information was reported to The Spec who published it, and to the Ministry Of The Environment (MOE), and to City Hall. Matt is continually frustrated by the length of time it takes for officialdom to respond, but remedial steps are being taken. Matt feels that Hamilton’s legacy of not applying the bylaws is changing to a more proactive approach. However, he says that it is much easier to force a home owner to do remedial work on his property than the owners of large buildings or abandoned industrial sites. They can refuse an order and use the courts for years to stall action. In some cases the property may have had several consecutive owners and no one wants to accept responsibility. In a few cases, it is very difficult to find the owner’s identity or business location.

Matt Jelly deserves to be congratulated for his mission to make Hamilton a safer and more attractive place. His newest is the Trash Crawl which cleans areas in the city of trash and illegal dumping. He says we need to focus on the entire city to change its image.

Coming Speakers include –

October 6

Sonya DeLaat - “Family Cruising on Lake Erie: It’s All About Child’s Play”

October 20

Evelyn Myrie & Pat Wright - “Issues of Inclusion in Hamilton”

November 3

Dr. John Deadmen - “Battle, Murder and Sudden Death”

November 17

Rob Mazza - “Trillium at the Nyack Boat Club: Cruising the Hudson and Long Island Sound”



- love for the sea (or is it love for his boat?). With little help from the script and directing, the cleverly designed set easily transforms from ship's bow, to inside cabin, to sandy beaches and shores. The two main characters, both played by Boleantu, are a father and son whose opposing interests create an almost unbreacheable rift within their relationship. The main character's passion for being on the water - one that many Members can relate to - developed later in his life, and is not shared by his son who was born by the sea, literally. Ultimately, out of the father's almost sentimental farewell, the audience is left to wonder the possibilities of a reconciliation. Perhaps in a Part II. Over the course of an hour, the audience is exposed to a wide range of emotions connected to the storyline, and also to a sense of awe at the energy and concentration of this talent. The evening's performance began with Boleantu's off-the-wall magic show in which he seems to channel the spirits of classic comics such as Chaplin and the French, Jacques Tati. Not entirely what you'd do for a kid's birthday party, but it made for a fun interlude.

Dinner theatre is a live and well at the RHYC; on with the shows!

Sonya de Laat
New Horizon's Editor

TIRED WAVE STOP: Tall Tale to Large Crowd

The RHYC should bill itself as a premier arts venue if last Friday's dinner theatre performance of Tired Wave Stop is any indication of member turn-out at future events. The sold-out crowd was treated to a powerful one-man-show performed by the Club's own Steve Boleantu, son of Paul and Carol Boleantu. The show, which toured around several Fringe Festivals in north America, is a project Boleantu has worked on for about ten years. It is a quirky father-son tale expertly woven into a tall tale that includes treachery, deceit, mermaids, cannibals, generational conflict, and unapologetic - almost pathologic


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Dispatches from the Jury Boat

By Kathy and Leo

In our experience, having served on protest committees and international juries at events ranging from local regattas to world championships, we have noticed that there are three common errors that sailors make when competing at regattas. Each of these is avoidable and making any one of them can ruin your day, or worse, your entire regatta.

The first one on the list is that many sailors either don't read the notice of race (NoR) and sailing instructions (SIs) carefully enough or don't read them at all. We often say: if you want to keep something secret, hide it in the NoR or SIs!

These documents contain critical information specific to each regatta such as:

- the location of the official notice board and where signals made ashore will be displayed;
- if the turn penalties are replaced by the scoring penalty;
- if Appendix P applies, either in its entirety or if it is modified;
- where to find a protest form and where and when a protest must be delivered;
- if the race committee will communicate by VHF and if so, on what channel; just to name a few.

For example, you have not exonerated yourself if you take a two turns penalty when the SIs say that the scoring penalty applies and you could still be protested and disqualified. Or worse, when the scoring penalty is in effect, not having a yellow flag on the boat to signal that you are taking a penalty. Similarly when Appendix P applies, too many sailors are shocked when they see a "disqualification not excludable" in their scores because they took a turns penalty instead of retiring when they were given a second yellow flag.

The second most common error is failure to read the official notice board. The notice board is the only method the race committee (RC) and protest committee (PC) have to communicate with competitors. Changes to the sailing instructions, notices of protest hearings and scoring are posted on the official notice board. Rarely does a regatta go by without at least one protest being heard with only one party present because the other party did not look

at the notice board and did not see the notice naming them as a party to the protest. As you can imagine, these one sided hearings generally do not result in a decision favouring the missing party.

When is the best time to check the notice board you ask? Any change to the SIs must be posted by a time specified in the SIs and that is usually in the morning, well before the first scheduled warning signal. Notices of protest hearings will be posted no later than the time indicated in the SIs which will be a given number of minutes after the end of protest time. So, generally speaking, having a look at the notice board in the morning and again near the time limit for protest notices will keep you well informed and out of trouble.

And lastly, the third most common mistake is waiting too long to decide to protest. What we mean by this is the very first step in having a valid protest is to hail "protest" and then display a red flag if your boat is longer than 6 meters. The rules say that the hail and the display of the flag must be at the first reasonable opportunity for each, which is a very small amount of time, especially for the hail.

And it is not just boat-on-boat breaches of rules that require a hail and flag to get the ball rolling. At a recent event, a boat informed the RC after a race that another boat had not sailed the course properly, expecting them to DSQ that boat. That sailor was very disappointed when he was told that there was nothing the RC or PC could do about it because that incident needed to have a valid protest delivered by a party who saw what happened.

So if you are involved in or see an incident, it is best to protect your right to protest by hailing and displaying the red flag right away. You can always decide later not to follow through with a written protest. And who knows, maybe the other boat will take a penalty! We also strongly suggest you have your red flag (and yellow flag when the scoring penalty is used) attached to the boat and ready to deploy. If a PC hears that a crew member had to go below to find the red flag, chances are your protest will be found invalid. Just think of these flags as being essential equipment, that need to be ready to go at a moment's notice.

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Stuart Mazza being transferred into his Martin
(photo courtesy of the Mazza's)


For more pictures of the event see
<http://www.mobilitycup2011.ca/photo-gallery.html>

October 2011						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1. Pig Roast 6:30 pm
2.	3. CLUB CLOSED	4.	5. Outdoor fitness 7 pm	6. Shellbacks	7.	8. Turkey Regatta
9.	10. CLUB CLOSED	11.	12. Outdoor fitness 7 pm	13. Pilates BSBC & RHYC Awards Night	14.	15. Octoberfest
16.	17. CLUB CLOSED	18.	19. Outdoor fitness 7 pm	20. Election Night TBC Shellbacks	21.	22.
23.	24. CLUB CLOSED	25.	26. Outdoor fitness 7 pm	27. Pilates	28.	29. Adult Halloween Party TBC
30. Kids Halloween Party TBC	31. CLUB CLOSED					

A Special Thank You!

As VC Pool and Grounds, Chris McCormack would like to thank:

- Pool and grounds committee members, including Larry and Wanda Howe for the donation of shrubs Ed and Sandy Jocelyn for the donation of stones and fertilizer Brenda Draper for her countless hours Margaret Jones for her energy,
- The many members of the pool enhancement committee for their successes,
- And especially Kathy Hagan for tireless and loving care



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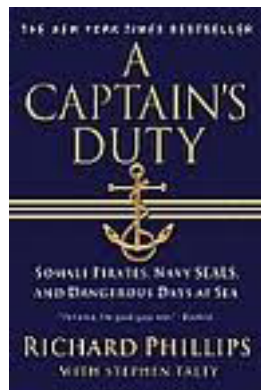
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“A Captain’s Duty”,
by Richard Phillips
with Stephan Talty,
Hyperion, New York, 2010



This is a thriller. Although we know the outcome from CNN (a show down between the US Navy SEALs and the pirate hostage takers), Captain Phillips pumps the reader’s adrenalin. It is the story of Somali pirates, the merchant ship Maersk Alabama, and the US Navy during April 2009. Mostly, it is the story of Phillip’s resolve to save his crew. The first couple of chapters are a wee bit slow as Captain Phillips explains how his upbringing and early life refined his style of crisis management. The excitement picks up when the pirates board. As he plays dumb and manipulates the pirates, we wonder who will be the first to die. He explains how he lures the pirates, one at a time, on a deadly cat and mouse game around the vast labyrinth of the freighter until his crew finally manages to capture the leader. He then explains how he plays tricks on the remaining pirates to weaken their resolve. Nevertheless, we cannot forget the pirates hold the AK-47’s. The Captain explains how he offers himself as hostage to get them off his ship. Once his crew is safe, he describes days of captivity on the life boat. Humiliating and degrading. Then the US Navy shows up with three warships. The standoff continues with mind games, near escapes and torture as Phillips loses grip with reality. Meanwhile, we are kept up to date with the uncertainty and tension on his family back in Vermont. The ending comes just like a roller coaster coming into the station: you will say, “Wow..... that was good.”

Richard Herrington
RHYC Book Reviewer & Interim GM



RHYC TURKEY REGATTA

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**BSBC & RHYC Awards Night
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Mobility Cup Highlights

Jenny and Steve for RHYC participants on Monday and Wednesday evening during the summer. Mobility Cup was also a family affair for the Hills, with Jenny and Steve, Ted, Emily and Ian all involved.

Mobility Cup was successful because of all the time, effort and leadership applied at an early stage by Don Green and Laurel Thompson in cooperating with BS&BC to coordinate the joint involvement, working with several levels of government (when was the last time you saw two Lieutenant Governors on one podium, and both in wheelchairs!), and organizing all the volunteers into effective teams. As much as this event would not have happened without the volunteers, everyone of us realized very soon that we were getting more out of this than we were putting in. The feeling of enthusiasm and eagerness to get out on the water, and sense of camaraderie and just plain fun permeated the Club for the full week of Mobility Cup. Everyone had ear to ear grins for the full week. What Stuart says he enjoyed most about the event was not so much the sailing, which was great, of course, but just being part of the whole event, especially sailing with four different companions over the four days of Martin 16 racing. And speaking as a sailing companion myself, (the organizers had the good sense to separate this particular father and son team, and Stuart benefited greatly by that decision), my the ability to sail with David, Kyle, Brett and Kaz from Toronto, Hamilton, Quinte, and Halifax was nothing but an honour and a pleasure. These four guys ranged in age from 16 to 56 but shared an often new found love of sailing that allowed them to compete on a equal basis with everyone else in the fleet, no matter what their different abilities. And the word disability was seldom heard over the week of the Mobility Cup. The expression "different abilities" was far more appropriate since none of the participants considered themselves at a disadvantage on the water, especially with their companions there to step in with assistance if required.

Mobility Cup was an extraordinary event, and everyone who took part either as a participant, parent, or volunteer shared that feeling of euphoria which lasts even to this day. It was great fun for all, and what more can you ask of any event than that?

Brain Wice

I show the pictures I was given of the races to everyone who visits. I was very impressed by the organization of the event. I met some awesome people and was very excited to be out there on the water doing my best. The volunteers both with me and on the

dock were amazing and genuinely happy to be involved. I look forward to the next time by which I should be older and more experienced. I am very proud to be a member of the RHYC and applaud all of the hard work from those members involved in putting such an event together.

Jonathan O'Brien

From my perspective Mobility Cup was a success on all fronts, achieving record levels of participants, fundraisers and volunteers. From a volunteer's perspective, the opening days began as an exercise in 'organized chaos'. However, as the week progressed the mobilization of boats and almost 100 lifts per day became more like clockwork. The weather was largely cooperative, allowing for the Race Committee to oversee more races than planned. This allowed for some intense competition between participants with Pierre Richard narrowly edging out his AQVA teammate Marc Villeneuve on the final day. Despite the emotions brought on by the event, all sailors that I interacted with were thrilled with their experiences. Although Mobility Cup was truly for the sailors, I think that all of the volunteers were able to take something special away from the event. I think that I speak for everyone involved when I say that I was thoroughly humbled by the resilience and determination exuded by the competitors.

Bill Hetherington

From the perspective of a retired firefighter and a seven year Canadian Navy seaman, I found myself in the midst of real sailors. My objective was to spend the week helping able sailors. I got the education of a life time. What these sailors accomplish was beyond my wildest expectations. One of my most memorable experiences was meeting a lady from Toronto. She was up by the registration area. She asked me if I would assist her down to the dock area. She took my arm and we walked down to the dock where the Martins were being readied. She said she was hoping to sail in one. I left her at a bench. Later that morning I saw her wiggle out of her legs and put on her leather stumps and maneuver to the boat. The ability of these sailors is breathtaking. Assisting at the loading dock was an honour I will remember always. My nickname on the fire department was "sailor". I am truly humbled.

Anyone interested in being a volunteer for the RHYC Able Sail program should contact Jenny McEwen-Hill at hills@mcmaster.ca or call 905-383-3630.



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