



# TELLTALES

HYC NEWSLETTER

## Communications

by [Bob Guenther](#)



Being my first Telltales of both the New Year and as the Communications Director, I'd like to wish all members and friends health, happiness and great sailing in this New Year 2014. Sitting here in the condo overlooking the ice fishing huts on a frozen white Kempenfelt Bay, I can't help but let the mind wander to the warmth of summer past and the season soon to be upon us. For all you members in the warmth of Florida & Arizona that may have forgotten, frozen white means ice and snow both of which we have a ton of both (hope the envy doesn't show too much)!

An HYC member once asked whether we are a sailing club with some social activity or whether HYC is a Social Club with some sailing adventures. In looking back on 2013, I'm beginning to believe we are both.

What a busy season we had! Where do we start?

A new website and email communications was started in January and as the season started became more up to date than the newsletters. This could not have ever happened without all the Members the input. Richard for "[Richard's Racing Report](#)", the Social Director & Event Conveners for keeping the [HYC Calendar](#) full & up to date, the Membership & Harbourmaster for an up to date

[Members Listing](#), and all the Members & Directors who posted [Blogs](#) on the site. With the input and help of Bernice we added a [site map](#) to help in making the site more accessible. Feedback and acceptance was not only incredible but awesome! The challenge in 2014 will be to further expand member's input/participation. Stay tuned.

Although a chilly 2013 spring, there was a flurry of activity at the club as members readied their boats in April for launch, cradle storage and general property maintenance in May. June started with a huge bang that included Sail Past, the start of the Friday nite beer can races, in water boat show, Art Gallery showing, Children's Invitational Sail Day, and Lobsterfest. Moving into the July the beer can races continued and the Social Director managed to fit in a pig roast and a drop the hook weekend. In August our largest social activity, Beef BBQ, was hosted leading into HYC's first ever Labour Day Regatta and corn roast. September & October were busy with lift outs, winterizing the club for the winter, cleanup and the Commodore's Ball at Georgian College that included the best buffet dinner ever. Be sure to check out the website [www.HawkestoneYachtClub.com](http://www.HawkestoneYachtClub.com) for the 2014 Calendar. It promises to be another fun filled season for all.

In closing, please continue to send your feedback. What you would like to see in? How we can provide even better communications between our members. Blog articles of your HYC or sailing adventures. The sky's the limit.

Happy New Year and Great Sailing in 2014.

## Presidents Message

by [Bill Reynolds](#)



2013 was a good year for HYC...

We had three boats from the harbour prep and leave for long term cruising in the Caribbean. So far these intrepid sailors are doing well. Our Sailpast was blessed with good winds and a great turn-out. Our Friday Beer Can Racing was well attended and the debriefing sessions were full of good spirits and camaraderie. Social events went off without a hitch and members, families and friends were treated to good weather excellent food and fine company.

Despite the concern created by a large number of empty slips through May and June things turned out well with what appears to be a record number of applicants and new members joining our Club. Our debt is paid off and we are building up a reserve fund to cover future dredging and repairs to the harbour walls.

This year, the Board is developing a Strategic Plan. It will enable the Club to look forward and make decisions that meet our future needs and aspirations. We will seek input from the membership in this process which will help the Board take a proactive approach to planning, budgeting and decision making. We will build on our strengths and analyse our needs so, as we move forward, HYC will continue to thrive and be an exemplary sailing community.

## Social

by [Bob Hesser](#)



Our 2014 Social Calendar is looking exciting with the old favourites, recently added successes and some new twists. What is also encouraging is the level of involvement of Convenors that have stepped up to take on these Social Events; some of them as new to the Event and some as new members of HYC; well done and THANKS!

Heading into our fourth summer 2014 at HYC, Rosalind and I have enjoyed all that our beautiful Club has to offer but maybe especially the level of camaraderie & fellowship from the members. The combination of great everyday socializing and the fun scheduled events make Hawkestone a great place to be part of. We really were not thinking about sailing again, 3 years ago, but we are sure glad that Robinsons bought Beachcomber and introduced us to the oasis that is HYC. We connected with Louis and Rika Coort right away and have enjoyed three great years on their boat. Our thoughts are with Rika and the family and we remember Louis saying that their boat "Take Time, fits me like a wooden shoe".

After our first year we said "this is the quickest that we have met 70 plus (number of people; not their ages) welcoming people that we call friends"...and on top of that there is beautiful nature and of course; sailing. There is an older demographic here and that has led to another observation of sailors; either "Sailing helps people stay young or young minded, adventurous people are attracted to Sailing"; a bit of both we think and that is what we have learnt and been inspired by from the members at HYC. We are thankful and feel very fortunate.

## A HYC Poem

### The Social Club with a Sailing Problem?

At **Sailpast** our Commodore will brave the lakes motion,  
Agile like a cat, Hans is Poetry in Devocean

They say that size doesn't matter at the **In Water Boat Show**  
But this year Commodore Hans, will have a special glow

At the **Invitational Children's Sailing Day** all attending find it neat  
And then George gives Gwen flowers; it is oh so sweet

This year Paul & Joanne have taken on **Lobsterfest**  
Adding a live steel drum player, will make it the best

Our friends at Lagoon City host the **LCYC Pig Roast**  
With the music and spread, they have reason to boast

For Ron & Cheryl, anchoring out is not a new look  
They run a cool weekend event, called **Drop the Hook**

The 2014 **Beef BBQ & Beach Party** will have a live band,  
Last year a great event, thanks all, Gord & Joanne.

The **Labour Day Regatta** has morphed from "Captain Ron"  
The creative energy from Frank & Pat make this "da bomb"

The **Commodores Ball**, the last Social event of the Year  
With a live band, we celebrate and give a big cheer!

There are also the Lift In/lift out and Spring and Fall work Parties;  
thanks to those Convenors as well; thanks to all for their hard work  
and dedication to all of the events; if you would like to get involved,  
it would be greatly appreciated; let us know.

[Check the HYC Calendar on our website for continuing updates.](#)

Happy Sailing

[Bob Hesser](#)

## Collision Regulation Penalties

by [Bill Reynolds](#)

A British skipper who argued that the large tanker Hanne Knutsen had sounded its horn to indicate it was to turn to starboard but then did not carry out leaving him in a dangerous position in front of the nevertheless been found guilty of contravening regulations.

Roland Wilson, a Royal Navy officer who was in sailing yacht which collided with an 869 ft oil tanker Cowes Week sailing regatta in the Solent has been three counts of contravening the regulations. He failing to keep a proper lookout and two counts of impeding the passage of a vessel following a five-day trial at Southampton Magistrates' Court.



the maneuver, vessel, has maritime

charge of a 33 foot during Britain's found guilty of was convicted of

*He was fined £3,000, ordered to pay a victim surcharge of £15, and made to pay costs of £100,056.68.*

In passing sentence, Judge Anthony Calloway said, 'This was not some Saturday afternoon jaunt by some inadequate vessel crewed by inexperienced, clueless and foolhardy people who frankly have no business being on the water at all. The yacht took a decision, and as I find the wrong decision, to sail towards the problem into the path of the tanker across a narrow channel. It should have kept clear and in the worst event used her engine.'

Captain Jeremy Smart, Head of Enforcement with the Maritime and Coastguard Agency (MCA) said, 'This case should serve as a reminder to all who use the water that a good lookout, a full appraisal of the situation and early action is essential to avoid incidents like this occurring.'

## Commodore



by [Hans Juffermans](#)

It's a new year with some new board members, some old ones, and some old members with new portfolios. I am one of the latter. Social has been passed on to a worthy successor, and I have moved to the position of Commodore.

As your Commodore for the 2014 season, I want to wish all the members and their families a very good new year. May it be healthy for all of us and full of sunny, wind-filled sailing days.

I am particularly excited to be your Commodore as this year is the 40<sup>th</sup> anniversary of Hawkestone Yacht Club. We have some special things planned to celebrate over the course of the season. Those of you who attended the AGM will recall the cost of the tickets for the Commodore's Ball will be included as part of your yearly fees. To kick off this tradition your Board has arranged to have a live band play for the dance. It will be the band that played at Lagoon City's pork roast last year. Anyone from HYC that heard them there will tell you they did a good job. The Board got so carried away with celebrating the 40<sup>th</sup> anniversary that they hired the same band to play at the annual beef barbeque in August. Mark your calendars and plan on attending both events!

So on these bone chilling winter days when the boats are covered in more snow than they've seen in several years, look ahead and plan to attend as many of the events as you can in the coming sailing season. Start your social year by attending the annual kick-off at Sailpast on Saturday, May 31<sup>st</sup>.

In closing I hope everyone had a wonderful holiday season, and especially hope that Wiarthon Willy and Punxsutawney Phil do NOT see their shadows on February 2<sup>nd</sup> so that we can enjoy an early spring.

PS: I also have it from an inside source that HYC tee shirts and other goodies will go on sale early season with a tribute to the anniversary.

## Flare Requirements Being Questioned

by [Bill Reynolds](#)

Transport Canada is currently reviewing the requirements for pyrotechnics on pleasure boats. Letting off flares has always been the action of last resort for sailors in distress. With the wide variety of communications tools available to boaters, the requirement for flares may be redundant. The number of flares required on boats and the need for flares at all in certain waters are under consideration in Ottawa.

Now the Royal Yachting Association is insisting that no persuasive and rescue benefits that cannot be provided by modern technology.

Certainly Flares have their use in a VHF radio and where help would take hours if not days. I am sure that most long range cruisers would agree that they require these safety devices. However, it may be different in remote location where no-one has from the setting off of an EPIRB high population areas such as Lake Ontario or Lake Simcoe.



Association of Britain is pressing requirement for seafarers. They have evidence that flares have search and rescue benefits that cannot be provided by modern

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The RYA is pressing the MCA (Maritime & Coastguard Agency) to review the carriage requirement for pyrotechnic flares and to recognise the modern technologies that are now available for distress alerting and locating. 'In today's modern age there is no compelling case to support the mandatory requirement of flares as a practical and useful method of initiating a distress alert and location' says Stuart Carruthers RYA Cruising Manager. 'EPIRBs and GPS linked DSC VHF for distress alerting and signalling lamps or EVDS (Electronic Visual Distress Signals) for final mile location provide mariners with a more effective and far less dangerous means of initiating a distress alert and more importantly a timely response. The RYA has been shown no persuasive evidence that flares have search and rescue benefits that cannot be provided by modern technology. Couple this with the significantly reduced disposal service for flares and the argument for continuing to mandate flares becomes unreasonable and illogical' concludes Stuart.

## Property



by Ron Marsh

Sitting in front of the fire on the first day of 2014 glancing at the outside thermometer that seems unwilling to move above -12 c I can't help dreaming of the warm summer days that seem so far away. The boat show is still a few weeks away and the list of possible upgrades for the upcoming season has been growing. Maybe a trip to look at new boats and equipment will break my case of cabin fever.

The 2013 sailing season I believe was very successful for HYC. We had some great weather for most of our outside events, lots of members making use of the beach and great sailing. The addition of Labour Day Weekend as a Club event was a welcome wind down to the season. We were able to welcome new members this year which I know will add to the Club's continued success. The Club was able to send off three long time members and their first mates to adventures many dream of but few ever bring to reality while the new Club website has allowed us to follow their adventures. The Club was able to get through the year financially in great shape completing dredging and adding aeration to the harbour, grading and expanding the parking lot along with many small projects. Many thanks to all that helped with my requests for expertise and most of all their time to complete the many chores needed to be done around the Property for 2014 is shaping

up to be a busy year. The club house will see a new roof in the April time frame, continued work to the back parking lot and the never ending regular maintenance. I am looking for a team to take on the rebuilding of the board walk in a few areas. I would really like to make improvements around the grounds this season such as brush control, levelling and adding to grass areas and bringing the club house groin back to its previous glory. All of this will not come easy and it can cut into valuable boat time, maybe set aside a few of those dreary days for the Club. Entering the Club this spring if you have not already noticed the main drive is wider as we fixed the culvert that was plugged and lengthened it to help with washouts and easier access for large equipment.

This season will again add new members and boats to harbour and I hope we can all make them feel welcome and fit in as soon as possible. I hope 2014 shapes up to have plenty of warm sunny days and fair winds (a little stronger for Friday nights) so we can all get out to the Club and enjoy the boats, sailing, company of friends and family or simply the peace of HYC.

In closing Linda and I hope everyone had a great Holiday Season and wish everybody all the best for the New Year.

## The Pirate Report

[As reported earlier the HYC Pirate Vessels left Hawkestone in early August for the Caribbean sun and sand.](#) Their goal was to travel through the Trent, crossing Lake Ontario to the forbidden lands of the US of A and then on to the Caribbean Islands.

Journeying through Ontario and across the Great Lake, was mainly uneventful but quite beautiful indeed. They landed in Oswago, NY, and immediately went looking for a communications device to use in the USA. This plan was to stay under the radar and save them from having to take a 2<sup>nd</sup> mortgage on their daughters home if they were to continue paying the dreaded “Rogers Roaming” fees. They managed to get through the confusion of device and plan choice and found what they were looking for.

Continuing on down the Erie Canal, minding their Ps & Qs, one morning out of the blue they were surrounded by US Immigrations, Boarder Patrol and Homeland Security! It looked like a scene out of a 911 movie. Oh what have we done? Who would have thought that a foreign vessel, flying a Canadian flag, would have to report into these agencies each and every day? The smooth talking of Jorge Genth and a number of humble “we’re sorrys” managed to set the record straight and the continued on through New York City and over to the Annapolis Bay.

Once in the Bay, the 2 vessels split up with one, Serenada, making her way to Washington, DC, and the other, CS’ta Time, going to Annapolis where [we caught up with them at the Boat Show](#). After the boat show was over, both boats headed south down the ICW, code named, “The Swamp”.

Leap frogging each other and then meeting each other from time to time, the boats worked their way down the eastern sea board of the USA until finding each other in Port Lauderdale, Florida. With one boat reprovisioned and the other needing supplies, they again split and Serenada made her way to Key Largo while CS’ta Time remained to make new additions to her power systems and stock up on supplies for the trip over to the Bahamas.





January 2014

From time to time, Kind of Magic would join up with the other boats and then managed to mingle with the local natives in their local water holes. A lot of information was gathered and assembled to be used as the continued on the journey.

Kind of Magic was the first to jump the gap to the Bahamas and managed a number of stops in the hidden Cays of the islands in addition to Nassau for a short stop over. After moving on the Exuma Cays, she and her crew have gone in to stealth mode.

Serenada has just made the jump to the Biminis and CC'ta Time is standing by in No Name Harbour, south of Miami, awaiting a weather window. For more on this continuing story, check out their blogs: [CS'ta Time Blog click here..](#) & [Serenada Blog click here..](#) & [Kind of Magic blog here...](#)

Stay tuned for more updates and rumours of possible reports directly from the Pirates themselves?