

Hawkestone Yacht Club



Ahoy Sailors

Can you believe that winter? I'm thinking that the upcoming summer has to be the best on record just to make up for what was endured the last four months! On a brighter note with April here, the club is reawakening for this our 40th anniversary season and another Telltales.

To our new members, who may be reading their first Telltales and to all the members taking the time to read our newsletter, welcome to the spring edition of Telltales. We hope you enjoy it.

Although long, the winter didn't stop our members from getting together for a couple of Pub Nights, which I'm told were well attended, a brief visit from Jorge & Kim, and your board has been quite busy with a number of projects. As you will see, this season will be another busy one for our members. Again, I wonder whether HYC is a sailing club with great member programs or a fantastic social club with sailing?

Some activity favourites back this year include the Ladies Sailing Training, Beer Can Racing, Lobsterfest and Beef BBQ with some minor tweaks but bigger and better (more on that in the Social portion). Also on this year's agenda:

- New clothing, mugs, glasses, ect., all with our 40th Anniversary logo;
- Commodore's changes to the year-end ball;
- Large number of new members joining the HYC family either late last year or over the winter;
- Fond farewells to our retiring members;

Enough already. Happy Birthday HYC and on with the season!

Happy sailing

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President's Update

Bill Reynolds

I'm going to the boat this afternoon. This is only the second day this March that I have been able to work on pre-launch preparations. Normally by this time I would have the tarp off and be well on the way to having Gale Force ready. It has been a long, cold winter!

The Board has been working hard all winter preparing a Strategic Plan for the Club. We will be presenting the plan to the membership at a special meeting in the near future. The plan establishes goals based on a vision and mission statement of the Club. With a plan in place, we ensure that our activities as a Board are focused and that this Board and future Boards will stay on track as initiatives and projects are proposed and approved. We will invite feedback from our members to ensure that the plan we propose meets your needs.

The spring special meeting is necessary to address some issues in our bylaws. We have learned that the Not-For-Profit act that is being proposed by the Legislature will create problems for the Club unless we make some changes before the legislation is passed. A complete explanation will be sent out before the end of April. I

hope most of our members are able to attend so we can make some minor adjustments to the bylaws and head off possible problems that this legislation will create.

I attended a pretrial hearing in November to deal with the ongoing lawsuit with Patten and Carter. This time we were before Justice MacKinnon. He was a no-nonsense judge who was forthright in his prediction that the plaintiffs had a weak case but that with the right judge they might prevail. He strongly urged us to settle. The plaintiffs and the insurer agreed. He gave instructions that settlement papers were to be drawn up and signed off by the end of the month. Unfortunately the plaintiffs have not signed off. Our lawyer is arranging for a meeting with Justice MacKinnon to resolve the issue. I will let you know once we have a settlement.

Finally, I want to thank Dave and Diane Lawrence for organizing the two Pub Nights that helped get us through the winter. It was great to see everyone in such a warm, friendly environment.



Commodore's Report

Hans Juffermans

The days are getting longer yet the snow is slow to melt. The calendar says we are into our second week of spring, but someone forgot to tell Mother Nature. Will there still be ice in the harbour on May 3rd? While we can't control the evolving season, as a boat owner most of us are preparing for that best of days when the hull hits the water. We may or may not have the time and right temperatures to paint the bottoms or wax the hull, but even if those chores don't get done, we will be able to enjoy the feeling of decks beneath our feet come the first weekend of May.

Even with all the preparations for lift-in you are busy with, I would like to take some time to look forward to this season as a whole. Many of you are aware that Hawkestone Yacht Club will be celebrating a special anniversary this year. It was 40 years ago that a few forward looking men with lake water in their veins put together the means to transform a mud-walled harbour into a welcoming port for sailors and their boats. I won't bore you with the details of the evolution of that port here; you can stop by slip #29 for those stories this summer. If you enjoy HYC as much as I do, then plan to take part in as many of the activities as possible this year.

Our Social Director is busy working behind the scenes to put on a really special Sailpast. Please note the date **has been changed to May 31st**. We want to make this a memorable Sailpast and have a record number of members attend both the on-the-water part as well as the social get together afterwards.

You will no doubt hear of the several other events planned as you chat with other members while working on your boats in the weeks leading up to Lift In. Check the website for the calendar of events and do your best to attend and help us all celebrate Hawkestone's 40th.

I am honoured and pleased to be your Commodore for this special year in the history of HYC. If there is anything you would like to discuss or bring up, look me up at slip #29. Oh, and don't be looking for Devocean. We have found her good home on Lake Ontario and will be sailing Quo Vadis for several years to come.

Servicing the Winches

By Bill Reynolds

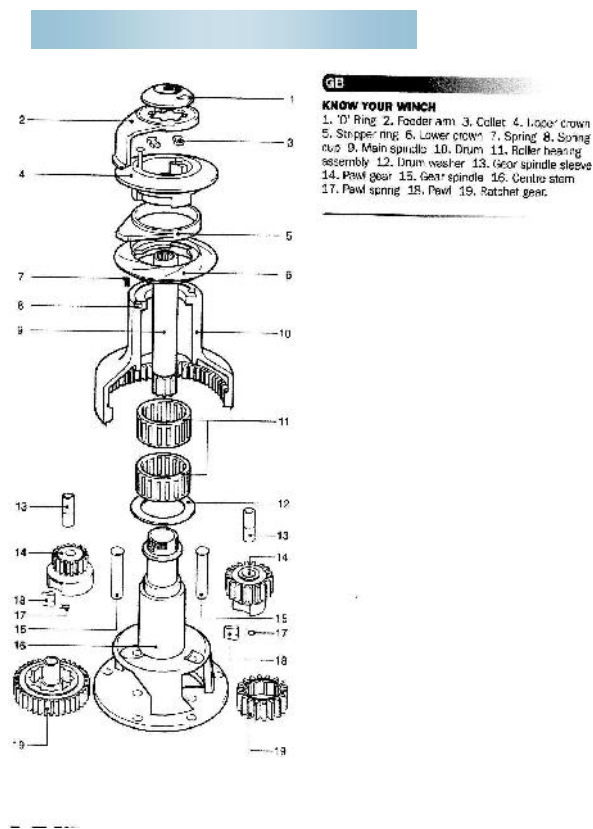
OK guys it is WINCHES this article is about – not wenches!

I saw a video on You Tube in January that peaked my interest in servicing the four cockpit winches on Gale Force. Lewmar has a few videos that show how to take the winch apart for cleaning and lubricating. I figured that after eight years it might be a good time to tackle this chore (Lewmar recommends servicing winches twice during each sailing season and again at winter lay-up but I suspect this is for salt water sailors).

On the warmest day (4 degrees Celsius) of the week in mid-March I went to the boat armed with a wash basin, a baking pan, rags, small brushes, varsol, light machine oil and a tube of Lewmar grease. The winch comes apart fairly easily by spinning the O-ring off the top of the winch. Mine were tight so I used a screwdriver to tap the ring unit until it moved easily. I removed the feeder arm and pulled the collets to allow the drum to come off. Everything was as described in the video. Then I tried to pull the gear spindles. I pried them with a flat blade screw driver until I could grasp the end with my fingers. After much struggling (and essential industrial language) they came up. In the video, the technician pulled them out with his finger nails and had no problem at all!

I discovered a few disconcerting facts when I got the gears out. When the folks at Hunter built the boat they used copious quantities of either 3M 4200 or 5200 sealant on the bottom of the centre stem. Then they assembled the winch while the gunk was still wet and it oozed through all the openings in the centre stem. The lower gears had a lot of this white rubbery goop stuck to them. This had to be scraped out with the screwdriver and a couple of knives. Then the gear spindles wouldn't reseat because the sealant had formed

a bump in the spindle hole. It had to be scraped out with a pointy knife.



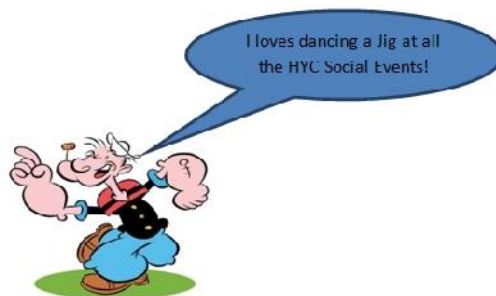
The next issue I had was the old grease. Lewmar demonstrates the application of a LIGHT coating of grease applied with a paint brush in their video. Whoever assembled these winches on the boat went after the moving parts with heavy coatings of grease (probably applied with a grease gun) that filled every cavity. The grease was hard and rubbery. It had to be cleaned off the shafts, pins and gears by soaking them in varsol and wiping them down with brushes and rags. The grease was covering the pawls too, something Lewmar says should not occur. Light oil only is to be applied to the pawls!

“I’m sure that the winches will continue to work as they have for the past eight years, but I feel better knowing that they are properly serviced at last.”

Once the winch parts were thoroughly cleaned and dried, a light coating of grease was applied and the unit was reassembled. While inserting the pawls on the first winch, the springs flipped out. Luckily the tarp was still over the boat. It kept them on board and the two getaway springs were found after a brief search of the deck and cockpit.

I completed the servicing of the four winches (two single-speed and two-speed) in under four hours. The winches turn easily. The guts of each winch look like the workings of a fine watch – shiny brass gears and stainless shafts. This contrasts to the condition in which I found them where you couldn’t see the gears for the gobs of yellow and black grease.

Social Bob



To celebrate the 40 year milestone and to honour all that have enjoyed and worked to make Hawkestone Yacht Club the best little Sailing Club on Lake Simcoe, we are “taking it up a notch”!

During Lobsterfest this year, we will be enjoying the Caribbean vibe of a live Steel Drum musician. We will also be having a Live Band at the Beef BBQ and the Commodores Ball. Remember also that at this year’s Commodores Ball, you buy your tickets up front but then when you arrive, we give your money right back to you. Weird but cool eh?

But wait... there’s more!

To commemorate our 40th Birthday we will also have HYC clothing available with a special HYC logo. and of course there needs to be a Birthday Cake; 40th Birthday Cake at Sailpast, May 31st!

We are entering our 4th year at Hawkestone and understand why it is the best little Sailing Club on Lake Simcoe; yes a beautiful setting but more importantly, members who really care about the Club and their fellow members.

Congratulations to all the HYC Members over the past 40 Years who have worked so hard to build our beautiful Oasis.

***Happy Birthday
Hawkestone Yacht Club
40 Years!***

1974 - 2014

Property Manager

Ron Marsh



HYC is 40 years old and that is as long Linda and I have been together. Linda, like the early members of HYC could see the value in something rough and primitive. Through vision and hard work they were able to mould both into something useful. HYC however, has become a little piece of paradise. In order to remain that little piece of paradise we must continue to be aware of the potential dangers.

CLEANING YOUR BILGE In the past, boaters were advised to add a detergent to their bilge, allowing it to “clean” while underway, and then emptying the bilge into the waterway. Cleaners were believed to alter oils and chemicals, and render them safe for disposal into the water. **This is not the case.** Detergent such as dish soap breaks the oil or fuel into very small bits by surrounding it with molecules of water soluble compounds. When the water soluble compounds are dissolved in water they take the oil with them. This just spreads the oil around and can sink to the bottom and remain there. Contaminated bilge water is a pollutant and should never be released into the waterway – no matter how much detergent has been used.

Keep it Clean The first rule of thumb is to always keep your bilge clean. If you operate a small open boat, then your bilge (i.e. the hull of your boat) should be kept clean from spills and debris. If you operate a large boat with an inboard engine and enclosed bilge, keeping your engine free of leaks will help keep your bilge clean. You should also use

bilge pillows which are designed to absorb petroleum products and repel water. A bilge pillow, sock or pad will absorb and retain bilge contaminants for later disposal when cleaning your bilge.

Cleaning your Bilge To clean your bilge, choose a bio-bilge or enzyme cleaner. You may also be able to have your bilge “pumped” out at an approved facility, so long as your bilge does not contain any fuel spillage.

To further improve HYC’s commitment to protect the environment the Board has been proactive and approved the setup of a Hazardous Material Spill Station. This station will be located near the boat launch ramp and contain booms, bilge socks, pillows and pads for use in case of a major spill. There will be enough material to surround the largest boat in the harbour or close off the harbour to the lake in the case of a major spill. We will be developing an information package on the use and deployment of materials in the Hazardous Material Spill Station.

Jim and Karen Robinson have offered to have bilge socks, pillows or pads available for the members of HYC. Just drop by Robinson Hardware in Barrie or contact Jim or Karen and they can order and have them in a few days.

Cheers

The last time we reported on our Pirate ships, they had reached the Bahamas.. Now they are scattered throughout the Caribbean... Here's the latest...

Last August, HYC, celebrated the upcoming adventure of 3 member boats, Cs'ta Time, Serenada, Kind of Magic . Over the last eight months they have shared their adventures on their respective blogs but here is some inside information you won't find on their blogs..

In Kim's words:

Biggest thing learned to date -

Patience is truly a virtue. You need it for everything while cruising as nothing (or very little) seems to go according to plan and everything takes sooooo much longer to do on a boat.

Biggest surprise to date -

That Jorge and I are still married! No really, I can't believe how small a 36' boat is when you want to pack EVERYTHING for cruising. Then I can't believe how big a 36' boat is when you need something and have so many cubbyholes to look in. Inevitably what you need will be found in the last one!

Something I didn't anticipate -

How often we check the weather. It dictates everything one does from when you leave, where you go, how long you travel, where you anchor, when you change anchorages, how much (or how little) sleep you get, what you wear (or don't wear), what you eat (whether to cook or not to cook), what boat jobs you do, etc. The three most important things in cruising are weather, weather and weather and in that order!

Best memory to date -

There have been many but I think having the dolphins dancing in our bow wake was the best.

The funniest thing I have experienced -

There here have been many but all after the fact. Things we can definitely laugh at now but weren't so funny at the time!

Who's the better fisherman?



Jorge



Gil

Current status..

Cs'ta Time and Serenada have both made it to the BVIs and Kind of Magic is currently resting up in the Dominican Republic.

Blog sites..

Our friends have travelled a very very large number of nautical miles! They have experienced more than we could even imagine and all three are sharing their travels in their blogs. If you haven't been following their travels, they are a fantastic read. It is extremely interesting/enjoyable to see the different points of views from each crew's writings. Do check them out:

<http://cstatimeodyssey.blogspot.ca/>

<http://www.aboardserenada.blogspot.ca/>

<http://svkindofmagic.blogspot.ca/>

Harbourmaster

Dave Jewett

With just about 2 weeks till “Lift In 2014” and the ice quickly leaving the harbour and Lake, I thought it to be a good time to update you on Launch Weekend.

Preparation: Is your Boat ready?

Yes, there is still snow around the club but it is melting quickly. There have been a number of members already getting their tarps off, bottoms painted and getting prepared. It was great to see the activity starting this weekend around the club. It is always an exciting time to watch the club come to life, especially after the harshest winter in memory!

Work Party Volunteers Needed

We require 4 volunteers for each of the 4 Launch shifts.

1. 4 Saturday morning from 8:00 – 12:00
2. 4 Saturday afternoon 13:00 – 18:00
3. 4 Sunday morning 8:00 – 12:00
4. 4 Sunday afternoon 13:00 – 18:00



Please confirm ASAP to either harbourmaster@hawkestoneyachtclub.com or call me 289-221-7931.

Slip Re-Assignment

With a number of new boats and size upgrades of boats to start the season, it was necessary to move some of the slip assignments around. The website has been updated with all the new members, boat slips, ect. Please check the site, by [clicking here & logging in](#), prior lift in.

Launch Schedule

- Saturday, May 3, 08:00 – Roadway boats & part of the island
- Saturday, May 3, 13:00 – Finish the island and start the back lot
- Sunday, May 4, 08:00 – Back Lot
- Sunday, May 4, 13:00 – Finish remaining boats & rearrange boats that do not launch

There is a pot luck lunch each day at noon. Each member contributes a dish. More details to follow.

Cradle Moving/Storage

There will be a work party the following Saturday, May 10, 08:00, to move & store the cradles in the back lot for the summer. Work party volunteers are required. Let me know if you want to pick up some hours.

Raising your Mast

It is each member's responsibility to have their mast raised or stored off the boat by May 15th. If you require assistance, there are always a number of members at the club that will help you out.

Thank you all for your cooperation and if we all work together, including Mother Nature, I'm sure this year's lift in will be even better than previous ones.

LSIS Overview

Les Galicinski



LSIS (Lake Simcoe Interclub Series) are a series of races organized by a committee which consists of members from each of the yacht clubs around the lake. Currently, David Jewitt represents HYC on the committee. I have been on the committee representing KBYC.

The committee makes up the Lake Simcoe Yachting Association (LSYA) and organizes these races in concert with the host clubs. They issue PHRF-LO (Performance Handicap Rating Fleet - Lake Ontario) certificates, which are the boat handicap certificates for clubs that are not members of PHRF-LO. These PHRF handicap certificates allow boats to race in the LSIS series races. Some clubs, such as BYC and KBYC have their own club handicappers and are members of PHRF-LO directly.

HYC members are welcome to participate in LSIS races, but because HYC is not a member of PHRF-LO, individual skippers must get their PHRF certificates through LSYA which require sail measurements, etc. Boats that have raced before simply renew their certificates each year at a cost of \$25 payable at registration for the first

race of each season.

In addition, there is now a requirement for skippers racing to be members of OSA (Ontario Sailing Association) which oversees the LSYA races. If a club is a member of OSA, its members are automatically members of OSA. However, the cost of a club joining OSA is expensive as they assess \$22 for every boat in the club. For HYC to be a member of OSA would cost the club about \$1400, which is a lot of money given that only a few boats might race in LSIS races. For that reason, KBYC and HYC are not members of OSA. That means that individual skippers who want to race in LSIS must buy an individual membership in OSA at a cost of \$22 per year by joining OSA's Maple Leaf Club.

So, to summarize, anyone from HYC who wants to race in the LSIS series must

1. Buy an individual membership in OSA (\$22)
2. Obtain or renew a PHRF certificate through LSYA (\$25)
3. Register for each race on the race weekend (\$5 per race or \$30 for season).

LSYA uses the money collected to pay for race flags for 1st, 2nd and 3rd place in each division. (Flying Sail, White Sail LOW, White Sail High) as well as trophies and an annual banquet in October at BYC.

Hawkestone Yacht Club

The best sailing club on all of Lake Simcoe and beyond

Final Thoughts

We hope you have enjoyed this issue of Telltales! Like HYC, it is a community effort and is always a struggle to keep finding new material to share. Thank you to all the board members and members who send articles to publish. Please send feedback, new articles and/or what you would like to see to communications@hawkestoneyachtclub.com.

Additional information regarding HYC, can be found on our web site, www.HawkestoneYachtClub.com.

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