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Ron Reid Arrangements

The life of Ronald James Reid, who passed away suddenly in the early morning of July 15, will be celebrated by his wife Cheryl, families and friends Saturday, August 2, at 2pm at the [Barrie Victory Centre](#), 80 Prince William Way, Barrie, ON L4N 0Y9. Pastor Paul McCulloch, currently on holidays, will conduct the service with visitation commencing an hour prior.

The [Jennett Funeral Home](#) is coordinating the services at the church and is accepting all flowers and donations on behalf of the Reid family. Donations in Ron's name for the Heart & Stroke Foundation or charity of your choice can be made directly through Jennett's, (705) 722-6656, or at the church.

July 2014—Summer Issue

Hawkestone members were shocked this month by the news that long-time member Ron Reid, loving husband of Cheryl, passed away from a massive heart attack.

Ron joined HYC in 1998. During those 16 years he served as Harbourmaster and supported the club with many hours of volunteer work, ensuring amongst other things, that we have a functional pump-out station, buoys in the channel, and working outboard for our harbour boat. He has been the go-to guy when trees threatened our roadway, harbour and back lot. He has assisted the Board with his expertise offering advice and assistance whenever the need arose.

Ron was an avid racer, eager to match his boat with others both in LSIS and our home port Beer Can Races. At the same time he had patience with novice boaters and would encourage those of us with less experience to sail for fun and teach us the art and science of sail adjustment. He was an up-beat and positive example to us always having kind words of motivation.

Ron's faith was modeled at our annual Sailpast ceremonies when he was regularly asked to convey the blessing on the fleet. His inspirational talks called upon both Old and New Testament stories that illustrated the special relationship that sailors have with the Almighty. He spoke from the heart and his devotion and sincerity were unmistakable.

We will miss Ron. It was a privilege to know him. Our thought and prayers go out to Cheryl and family.

Bill Reynolds
President, HYC

The Origins of Grog

(A diesel likes its oil like a sailor likes his rum)
Submitted by Bill Reynolds

From the earliest days of sail, men needed liquid during voyages. The most readily available liquids were water and beer. As there was no method of distillation or preservation, water was taken on board and stored in casks, replaced at the end of the voyage or at ports of call. Beer was also stored in casks and the ration. Water quickly developed algae and turned slimy, and beer turned sour, so the custom was to drink the beer before it soured and then turn to water.

Stale water was sweetened to make it more palatable, and was often sweetened with beer or wine. The original ration of beer for seamen was a gallon a day, a significant amount to store over a long voyage. As the British Empire grew and longer voyages became more common, the problem of spoilage and shortages increased.

The origin of grog begins with Vice-Admiral William Penn, father of the founder of Pennsylvania. In 1655, during Penn's campaign for Cromwell in the Indies, Penn arrived in Barbados and captured Jamaica. Unfortunately Jamaica had few stores of beer or wine. Jamaica did, however, have rum. Penn, therefore, began the use of rum as a ration.

In the seventeenth century, an early form of rum was known as "rumbustion." In Elizabeth I's time, privateers and pirates traded in rum, and it was a liquor well-known to sailors. After 1655, as the Indies became an increasingly popular port, the use of rum increased. Although it became common, rum was not part of the "Regulations and Instructions Relating to His Majesty's Service at Sea" until 1731 at which time a half a pint of rum was made equal to the provision of a gallon of beer. In the early days this was specific only to ships in the West Indies, and rum was not diluted.

Vice-Admiral Edward Vernon is known as the father of grog. Vernon was a noted seaman, and victorious at Porto Bello. He was also a constant critic of the Admiralty and a supporter of better conditions aboard ships. He derided pressment and advocated better treatment of sailors. His sailors gave him the name of "Old Grog" because of a waterproof boat cloak he wore. The boat cloak was made of grogam, a thick material which was a combination of silk, mohair and wool. Grogam was often stiffened with gum. By Vernon's time straight rum was commonly issued to sailors aboard ship - and drunkenness and lack of discipline were common problems. On August 21, 1740, Vernon issued an order that rum would thereafter be mixed with water. A quart of water was mixed with a half-pint of rum on deck and in the presence of the Lieutenant of the Watch. Sailors were given two servings a day; one between 10 and 12 AM and the other between 4 and 6 PM. To make it more

palatable it was suggested sugar and lime be added. In 1756 the mixture of water and rum became part of the regulations, and the call to "Up Spirits" sounded aboard Royal Navy ships for more than two centuries thereafter.

If the use of grog was common practice, the mixture was anything but standard. Vernon ordered a quarter of water to a half a pint of rum (four to one), others ordered three to one, and Admiral Keith later issued grog at five to one.

The mixture seamen used for grog was named by compass points. Due North was pure rum and due West water alone. WNW would therefore be one third rum and two thirds water, NW half and half, etc. If a seaman had two "nor-westers," he'd had two glasses of half rum and half water. Dilution of rum into grog did not solve the problem of lack of discipline. In 1823 the Admiralty conducted an experiment cutting the daily rum ration in half, to 1 gill (5 oz). In compensation they issued tea and cocoa, increased pay two shillings a month. In 1824 the experiment became permanent with the added bonus of an increased meat ration. However, as a gill at that time was equal to four double whiskies today, it was still a very strong mix.

In 1850 the Admiralty's Grog Committee, which had been appointed to investigate problems associated with the ration, released a report which confirmed the relationship between drunkenness and discipline problems, and recommended the ration be eliminated altogether. As before, they recommended giving seamen compensation by way of increased pay. However, Effective January 1, 1851, the Admiralty rather than ending the rum ration, merely decreased it. The rum ration became one half gill. Because of the decrease in amount, an effort was made to improve the quality. Rum brokers experimented with blending and blending formulas eventually became closely guarded secrets. Although the American Navy ended the rum ration on September 1, 1862, the ration continued in the Royal Navy. Toward the end of the nineteenth century temperance movements began to change the attitude toward drink. The days of grog slowly came to an end. On January 28, 1970 the "Great Rum Debate" took place in the House of Commons, and July 30, 1970 became "Black Tot Day," the last pipe of "Up Spirits" in the Royal Navy.

(When the Second World War began my father was drafted into the army. He appealed to a local politician (who eventually became my grandfather) to be transferred to the navy. He claimed that this was because he preferred to sleep in a hammock but photographic evidence of the "up spirits" line on deck of his corvette and the big smile on his face shows the grog was part of this decision.)



President's Message

We are almost half way through the sailing season and it has been good so far. We have had great weather (after this winter, no complaints about weather are being tolerated!!). There has been rain during the week but sunshine on the weekends so the grass is green and the special events have been successful.

The best news this summer was the end of our court case. With a settlement signed we have cleared up the last issues of the Club's reorganization. Your Board is working to bring our By-Laws into line with the Not-for-Profit Act. We still need to tweak some sections to ensure a smooth future for the Club. I expect there will be some resolutions to amend the By-Law this November but these changes are simple procedural details that we need to put in place. You will hear more about this as we hammer out the details in Board meetings.

Is it only me or have you noticed the upsurge in spirits at the Club? I'm not talking about Grog. Everyone seems to be enthused with events and the camaraderie is apparent by the impromptu gatherings at picnic tables in the afternoons. This is the spirit that attracts so many visitors and makes HYC the BEST little Club on the Lake.

Thanks to all the volunteers who contribute to the work and ideas that make our Club continue to grow, if not in size, but in enthusiasm, enjoyment, and pleasure. For forty years the members of the Club struggled to make this harbour a great sailing port. We continue their passion every time we get together for fun or for work because we are the Club.

Happy Sailing,
Bill Reynolds



Commodore from Belgium Hans Juffermans

Hello from Belgium and a boat we just happened to see on our recent bike and barge trip with four others from Hawkestone. Don't worry, permission to bring this Quo Vadis into HYC was denied; something about the length and width. Imagine the revenue they are giving up!

In any case by now most of you know we thoroughly enjoyed our trip with the Belchambers and Johnsons. Joan developed a taste for Belgium beers (I always had one.) and we introduced the others to some fine, old, Dutch cheese. We did 7 days of biking and anywhere from 30 to 50 kms per day. We took about 6 or more hours to do the days' trip and it included stops for cappuccino, lunch, and a cold beer in the afternoon. I'm sure our group photographer, Frank, will have some photos for the website if they aren't already posted.

Now on to the business of Hawkestone. Since the last Telltales your Commodore braved the elements to represent our club at the LCYC sailpast on June 14th. It was a blustery day with lumpy seas, but the LCYC Commodore's Bayfield 32 was up to the task. While the anchor buried securely to hold the boat in place, we weren't sure about the safety of the piper. In the end it was decided to also anchor him to the mast with rope. I haven't seen that before but Alan was comfortable with it.

The excitement didn't end there. Several of the boats came close but one cut it a little too close and clipped the side of the Commodore's boat. Thankfully the only damage was a mark to the boat.

We saved the libations until we returned to the clubhouse. There was a social time and then a deli-

cious dinner served before my first mate and I headed home.

While we missed the Lobsterfest because of being away for our trip, I hear it was very much enjoyed by those who attended. It seems the new convenors and new Social Director did a good job. Hats off to you and thanks for your hard work. We promise to be there next year.

Looking ahead I remind you that July brings a number of events. Plan to attend the 'drop the hook' afternoon or perhaps the LCYC annual Pig Roast. That's one you want to attend especially if you haven't done so before. Let's hope for good weather and fair winds to sail across the lake with and we'll see you there.

While it's hard to believe it's mid-July there's still plenty of summer and sailing to come. I look forward to seeing you enjoying your club in the weeks to come or perhaps we'll catch you out on the water as we finally take QuoVadis out and see what she can do.

I'll leave you with the reminder to be sure to get your work hours in and mark them in the book for credit.

Bike & Barge In Belgium & Holland

by Pat and Frank Belchamber

It all started last summer. We were biking along the Midland to Waubaushene bike path when Pat said "This is what biking in Holland must be like - paved paths, dead flat by the water's edge. I can do this." Next time out, over lunch in Barrie after biking the Oro-Medonte rail trail, Joan said "So, do you think we should book a bike tour in Holland?" Pat and I were keen, and Terry and Betty Ann quickly jumped aboard. A few days later, the six of us were booked with Eurosail for this June aboard the converted cargo barge, Fiep, for a 7 day bike-barge tour from Bruges, Belgium, to Amsterdam.

We extended our time there to allow 4 days in the Bruges area before boarding the Fiep, and 5 days afterwards based in Leiden, near Amsterdam. We would do the same thing again. Thanks to the wonderful integrated transportation systems there, it is easy to get around by train, bus and bike. Upon arrival at Amsterdam's Schipol airport, we simply went downstairs to the train station and bought a ticket to Bruges. It's inexpensive: a return inter-city train ticket between Bruges and Brussels, for example, cost 6 euros. An all-day bus pass for the delightful Waterland towns north of Amsterdam costs 10 euros and runs every half hour out of Amsterdam train station. Train and bus tickets are zone priced and allow you to hop on & off within the zone all day. The Dutch and Flemish people are very friendly and helpful. If you appear lost or confused, they will approach you and offer help in excellent English.



BIKES: You can rent bikes anywhere. The locals use bikes for shopping, commuting and general around-town transportation. We remember one woman riding home no-hands with her arms wrapped around the day's groceries. Bike parking lots are always full or overflowing; they are building more. There are more bikes than people in Holland, since many have good road bikes for weekend recreation as well as in-town clunkers. Many commuters have a bike in each lot at both ends of their train ride. Major intersections have traffic lights for bikes as well as cars and pedestrians. Paved bike paths are nearly everywhere, including rural areas. We even rode a bikes-only modern suspension bridge across a major river.



where streets are tight, and in some of the rural villages where lanes are narrow, you will share the road with cars, trucks and pedestrians. It takes some getting used to, but it works. In total, we biked about 350 km. over 9 days. The tour itself was 280 km over 7 days. It may sound like a lot, but do the math and you will see that it is a very relaxed pace. Due to the flat terrain and paved paths, they supply 7-speed cruiser bikes with chain guards and "panier" bags - very civilized. On board the Fiep, we packed our lunches after breakfast for a picnic later.

Our "coffee breaks" were typically in cafes along the way. The coffee is absolutely wonderful, and the pastries divine. So is the local beer. The cafe staff are very friendly but they do not attempt to oversell or to rush you in any way. Sit as long as you wish. To quote the travel guru, Rick Steves, "To enjoy a coffee or beer here, simmering in Dutch good living, is a quintessential European experience."

BOATS: We saw commercial barges plying the rivers, and every type of ship in the big seaport harbours. There are also large numbers of pleasure craft to be seen everywhere. Lots of modern sailboats, trawlers and tugs. Steel hulls are popular in the larger yachts, beautifully made and maintained. There are many gaff-rigged lee boarders that are old former work boats converted to private yachts and lovingly maintained. Modern yachts often have workboat features, like old-style pilot houses. They fit in with the



work boats converted to private yachts. We saw lots of interesting old work boats - sail, steam & diesel - permanently moored as historic sights. Some are available to tour.

Our tour ship, Fiep, is a former commercial barge that once hauled bulk materials all over Holland. It is now superbly configured for bike-barge touring. The owner/ captain, Harry, moved his "fly by wire" wheelhouse to midships to make it accessible to guests while underway. It's just a few steps up from a comfortable deck lounge aft of the wheelhouse that has a canvas roof for sun and rain. It's a great place to socialize in the evening. Forward of the wheelhouse is an indoor lounge with coffee, fruit, snacks and an honour system bar, well stocked and reasonably priced. Dining room and kitchen are below amidships, while guest cabins, 12 in all, are below fore and aft. Rooms are small but well appointed, featuring newly renovated bathrooms with ceramic tile shower stalls. It is a very comfortable and friendly ship.



GARDENS: We loved biking the lanes through residential areas in small towns. It is typical to see mini canals, rather than rough ditches, running between rows of back yard gardens. Gardens are generally a bit smaller than we see here, but the flowers are spectacular. Hydrangeas rule, and they are in brilliant colours. It was common to see homeowners washing windows, painting trim, or gardening. New homes are built with similar styling to the old ones in the area. The roads and canals are free of debris, and it is customary to sweep the sidewalk in front of your home or shop first thing every morning.



The Dutch are masters of small-scale gardening. In the old parts of town, you will see where someone, perhaps a century or two ago, lifted a few rows of cobblestones along the wall of his house to plant vines and flowers. There are container gardens on boats, both commercial and private. There are roof-top and balcony gardens everywhere, very noticeable if you climb the local bell tower for a magnificent panorama.

We climbed several. The steps are old, very steep and tightly spiralled. If they existed here, the lawyers and insurance companies would never allow you to climb them. In Holland, the nice lady down below says, "One must take care." It's worth it. In Edam you end up outside, close to the weather-vane on top, well above the bells. You can see Amsterdam from there, off in the distance, and the famous cheese market down below.



On Wednesday mornings in Edam they dress up the locals in traditional garb for a re-enactment of the way cheese markets used to operate. It's fun to

see, quite lively and clearly it's as much fun to take part as it is to watch. Edam is one of the Waterland towns I mentioned earlier. The bus took us from there to Volendam, a lovely old town that has become popular with tourists but is still charming.

From there we took a ferry to the old former fishing village of Marken. These 3 towns were once on an arm of the sea, but now that sea has been dammed to create a huge freshwater lake. (There are locks to the sea, of course.) It was mid-week but there were sailboats out in large numbers. Very pretty. The marinas are worth a visit.



Would we do it again? Are there windmills in Holland?

Social –Celebrations Continue

Bob Hesser

The atmosphere at HYC is always fun but the mixing of new members (a record for the most turn-over in a single year) with old members is creating a special feeling at the Club on our 40th Birthday. Many new members have taken on significant roles as Social Event Conveners and some longer term members have stepped up to put on some successful and fun events also.

What great events we have had so far...special thanks to Paula Thompson (X2), Craig Stubbs, Randy & Karen Cushing, Alice Bosman, David & Margie Lougheed, Marisa Tielen, Paul & Joanne Grudzien. Of course there has been so much effort key to the success of these get-togethers.

On the days of the Events we have really enjoyed watching the joy on to and danced to the pulsing, reggae music at Lobsterfest. We didn't want Bill (Hulan Pi-erre) was having a great time too. I say a few words but every time he got to the microphone, another great song started and Bill said "oooh, I like this song"...eventually he got to get a few words in. There was a lot of "I like this song" that night.

We can look forward to some more live music at the Beef BBQ and the Commodores Ball this year by a group that plays favourites that I think we all will enjoy also



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Tech Times

had beautiful weather and EAR the Summer of HYC's 40th. I people's faces as they listened gae beat of the Caribbean mu-him to stop and he (Hulan Pi-asked Bill Reynolds if he could started to make his way up to

Just a reminder of the upcoming events and the Conveners.



Upcoming Events

Saturday July 19 th	LCYC Pork Roast	See Stan & Sophie Mathewson for tickets
Saturday July 26 th	Drop The Hook Weekend	Organized by Ron & Cheryl Reid
Saturday August 16 th	Beef BBQ & Beach Party	Conveners Randy & Karen Cushing
Sunday August 17 th	Après Beef Breakfast	Your Hosts, Gary & Donna Dixon
Saturday August 30 th	Labour Day Weekend Regatta	Presented by Frank & Pat Bellchamber
Sunday August 31 st		
Saturday October 25 th	Commodore's Ball	Hosted by Commodore, Hans Juffermans

There are still opportunities to get involved and help is needed and appreciated; either contact the Convener or myself; Bob Hesser (705) 627-9278. Good Sailing and Best wishes to all in enjoying a yearlong Birthday Party at HYC!

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