

**Telltales  
Christmas Edition  
2016**



***Time spent holding tiller and sheets is time where the stresses and worries of every day life are completely absent from my mind.***



## **President's Scuttlebut**

Seasons Greetings from the President

As we grow ever closer to the holiday season, I want to extend greeting to you all and wish you well in 2017.

Our boats are all blanketed by snow in what has the earmarks of a traditional Christmas in the snow belt of Ontario but as we approach the winter solstice, days will soon begin to get longer and it will seem like no-time until we are all together again at the Club.

Your Board is busy with the business of the Club and making plans for another great sailing and socializing year at HYC and the celebration of the 150 anniversary of this wonderful country that we call home.

Regardless of your spiritual beliefs, this should be a time of peace and joy in all our lives and Sophie and I hope that this is true for you.

Thanks

Stan



**A quiz throughout to hone your knowledge  
of seamanship terms**

### **Bow**

1) Gesture from the helmsman as he crosses the finish line first. 2) Part of the boat that no one should have to work on. 3) Best part of the ship to ram another with. 4) Front part of catamarans often found underwater. 5) What you do after performing an outstanding docking maneuver.

### **Boat**

True or False

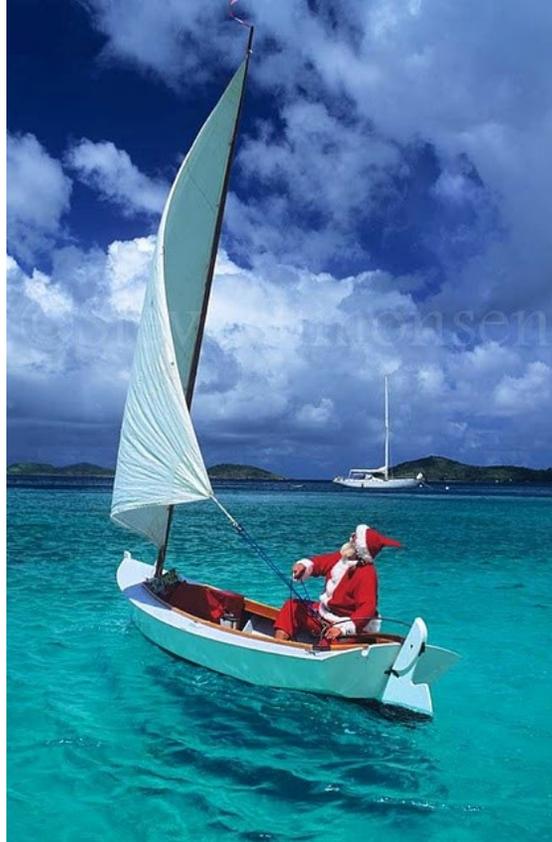
Break Out Another Thousand



## **Commodore's Command Post**

Well the boats are tucked in for their long winter nap, and Sailors are dreaming of hearing sails slap. Wish lists of winches new halyards and blocks, have all been sent out so pull out the stops. Fear not for spring will soon be here, but in meantime enjoy some good Christmas Cheer, with friends family and a wink in your eye.  
All the best to your Families from ours,

David Lawrence  
Commodore



## Treasurer's Tidings

A quote from Moby Dick to all you sailors

"Whenever I find myself growing grim about the mouth; whenever it is a damp November in my soul; and especially whenever it requires a strong moral principle to prevent me from methodically knocking people's hats off -- then, I account it high time to get to sea. There is nothing surprising in this. If they but knew it, almost all men in their degree cherish very nearly the same feelings towards the ocean with me."

Happy Holidays to all our sailors and first mates. Blessings  
Susan

### Halyard

- 1) Something that only breaks or jams when you're winning.
- 2) Measurement according to Hal.

### Jack Lines

`Hey baby, want to go sailing?



## The Bill-ge Report

**Heading south? You Need to Know About User Activated Fog Horns**

For a century or more, mariners navigating the rugged east coast have depended on sound signals installed at often remote lighthouses to help them avoid dangers in poor visibility. The mournful call of the fog horn is as much a part of the down east soundscape as the cry of the seagull. Soon it will be up to the mariners themselves to turn on most of those sound signals.

Until relatively recently, most lighthouses in the United States were manned either by civilian keepers (often with their families) or by Coast Guard personnel. When frequent fog reduced visibility, the lighthouse crew would activate the station's fog horn as well as ensure that its light was in operation.

In the early 1960s, the Coast Guard replaced virtually all the diaphones with modern diaphragm horns that required smaller, less complex air compressors or could be powered electrically. At about the same time, the Coast Guard began automating lighthouses and eliminating the position of lighthouse keeper, who formerly switched on the fog signals. They were replaced by electronic fog detectors.

The automated detectors project a laser or photo beam out to sea. If fog is present, the beam reflected back to the source off the water droplets in the air and a sensor sent a signal to activate the foghorn.

Last winter, the Coast Guard started replacing existing fog detectors with a new Mariner Radio Activated Sound Signal (MRASS) system that will switch on a fog horn when it is triggered by a VHF radio signal on channel 83A.

According to Lt. David Bourbeau, of the Coast Guard's Northern New England Sector Waterways Management Division, the current technology used for triggering fog horns is at least 30 to 40 years old and required "a lot of battery power." It also had a tendency to fail and, when it did, a fog signal would operate continuously until the problem was fixed. That was a real annoyance for neighbors of shore-based fog horns, and a threat to mariners who rely on the distinctive signal different fog horns produce to help fix their location on the water.

"The MRASS devices will replace aging fog detectors," said Capt. Michael Baroody, commander of Coast Guard Sector Northern New England. "We believe giving the mariner more control is an effective way to enhance the coastal aids-to-navigation system."

The Coast Guard began switching over to the new system in 2009. Since then, MRASS devices have been installed at eight lighthouses in Maine and New Hampshire. Over the next few months, MRASS units will be installed at 17 lighthouses in Maine.

Bill Reynolds,

GaleForce.

### **Can Buoy (Pronounced Can BOY)**

Male sailor with diarrhea.

### **Bulkhead**

1) Uni-sex bathroom. 2) Discomfort suffered by sailors who drink too much. 3)

Boater with a very large cranium.



## **Social Buzz.**

**Hello everyone and welcome to the Christmas season. Hope all is well and for those of you who have left for warmer weather, be safe, enjoy, keep hydrated and don't overdose on vitamin D.**

**Happy to be on board and looking forward to the upcoming sailing/social season.**

Event	Date	Convenor
1 <sup>st</sup> Lift-in/pot luck lunch	April 29	Brenner
2 <sup>nd</sup> Lift-in/pot luck lunch	April 30	
Cradle Moving Work Party	May 6 May 20	
Sail Past	June 3	Brenners
Boat Show and Art Show	June 17	
Children's Sailing Day	T.B.A	Jeffermans + Rogens
Canada Day Celebrations	July 1	
LCYC 'Rib & Chicken' Roast	July 15	
Drop the Hook	Aug. 19 - 20	F Belchamber
Beef BBQ	Aug. 12	P. THOMPSON.
LCYC breakfast	Aug. 13	
Labour Day regatta	Sept. 2 - 4	
Fall Cradle move	Sept. 23	
1 <sup>st</sup> lift out pot luck	Sept. 30	
2 <sup>nd</sup> lift out pot luck	Oct. 1	
3 <sup>rd</sup> lift out pot luck	Oct. 14	Genth
Commodore's ball	Oct. 21	
AGM	Nov. 4	

The social calendar will be my priority in the upcoming month/s which means finalizing dates, events, convenors and volunteers. As you can see there are still quite a few events that need convenors and volunteers. Start planning your work hours. I thank you in advance.

Also if you have any comments or suggestions please send them to me at :

[social@hawkestoneyachtclub.com](mailto:social@hawkestoneyachtclub.com)

Happy Holidays!

Marisa

“Only two sailors, in my experience, never ran aground. One never left port and the other was an atrocious liar.”

– Don Bamford



**Membership  
Mumblings**

It was another great sailing season at HYC again this year. With all our boats snug under their tarps for a long winters nap, dreaming of being on the water again, it is time to prepare for the season that only the bravest of us stay behind to endure. Sure, we could all head South where the only ice you can find is in your drinks, but where is the adventure in that? Applying sunscreen is just not as much fun as trying to get the car door open after an ice storm, or trying to find the newspaper after it snows. I heard someone say that sailing is 95% boredom, and 5% sheer terror.

Many of us flock to HYC every weekend for that last 5% that really makes you feel alive. So, I ask you, why not stay here and do some winter driving in Ontario? If you are up for a challenge, try it during rush hour when it can be 5% boredom and 95% sheer terror. The first snowfall of the season is always the best time for this. For even greater intensity you can try doing on worn summer tires, and don't top up your washer fluid, nothing beats not knowing which squirt will be your last. You can even put off that tune-up until next year because knowing you might not make it to your destination will heighten the feeling of adventure. For those of you heading South just remember, don't try to lick the frost off your mailbox, or you might just miss your flight.

It was a great summer, and let's plan for a great winter too. Please take the time to prepare your cars for the coming season just like we do for our boats. I wish you all a safe and happy winter.

Happy holidays to all,  
Brian Bosman  
HYC Membership/safety



## Communications Corner

Now that Christmas is upon us the sailing season seems far in the past and the new season a long ways away. There is some good news, the boat show is just around the corner.

I am just beginning to settle in as Communications Director and I have much to learn. This will be my second term on the Board and this new office brings a whole new set of challenges. Bob in his tenure in communications has done a huge job to bring the Club into the electronic age with an updated website, WiFi, how internal documents are stored and an infrastructure well established to make an easier transition for a newbie. I have to thank Bob for his help to date and the help I will need in the days to come. Members Neil McLaughlin and Howard Nasgaard have stepped forward and offered their services. Neil has been a big help assisting Bob in the setting up the the Club cameras. We have five cameras that in time members will be able to view various locations around the club on the website in the members section, I've added a few screen shots below to give you an idea what is planned. Neil has also agreed to be our Webmaster and has already implemented some changes to the HYC website. Check it out, Neil would like to hear comments and ideas. Howard has taken on developing a program for race night to quickly provide the results of the race and establish our handicaps for the future races.

This being my first Telltales you may note some awkward design layout, cheesy captions and blunders. Be patient I hope to get better.

In closing Linda and I would like to wish all members and their families a safe and merry Christmas and a happy New Year.

Ron.



05/12/2016 08:05:06 MON

Island View



05/12/2016 08:04:59 MON

Back Lot





**Above are shots from our new cameras. The guys are working on getting the cameras onto the Website under the member's only section.**



### **Why should cruising sailors race.**

(in part from Sail on Simcoe)

Many cruising sailors are never interested in racing, why bother I just want to leisurely cruise around the lake with no destination in mind. When I go racing it is so stressful and not fun at all. I only go out if the weather is right. If I cruise I will only go when I have great conditions.

All of those arguments are valid; I am a sailor that prefers cruising to racing most days. It is great to come out of the harbour and let the wind decide where we are going today. Unfurl the sails set and forget for the next few hours, sit back and relax.

But someday you decide to go out there to explore and find new places across the ocean or down south or even just to a new lake. This is where the problems can start and turn a nice sail into an epic adventure. Sometimes when exploring new areas we tend not to pay attention to wind and the waves as we are too busy looking at the new sights around us. Then, suddenly the wind picks up and the weather starts looking ominous, and we need to do something fairly soon. This is where some cruising sailors may start to get stressed which in turn tends to make us not use all of our brain cells. We then make a minor error in judgment that leads to more until we could be very frightened because we have not experienced this before.

When we are involved in even low level club racing as crew or in our own boat we have many safe learning opportunities. Club racing involves a group of people that you know mostly doing it for the fun. You will not be out of sight of most of the boats; there will be a committee boat close by.

Most racing will not be stopped unless conditions could cause a real problem. This will give you an environment to learn how to handle your boat in less than ideal conditions. It will also teach you the best way to get from point A to B when the wind and waves are not going your way.

When you have had some experience in bad weather it will assist you in making better choices when you do not have a choice.

Club racing is also great to meet other sailors who have been there and done that. I find some great ideas for my boat, talk to people that have cruised where I want to go and generally have a great time with like minded people. Now what could be better than that?

**Ah, yes, that noise when the sail takes the wind, the boat starts to heel and the wash of the water starts down the hull. Try not smiling when that happens.**

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