

Telltales

June Edition 2017



Something a little different this time. Instead of the Directors reporting here are several articles submitted by members.



Bill Reynolds

Sanitizing your water system

Potable water systems require periodic maintenance to deliver a consistent flow of fresh water. Sanitation is recommended prior to spring commissioning.

1. Multiply the capacity of the tank by 0.26. the result is the number of ounces of bleach needed to sanitize the tank.
2. Fill the tank $\frac{1}{4}$ full of water. Add the bleach. Fill the tank to full capacity.
3. Open all faucets until water comes out.
4. Leave the system for at least 1 hour.
5. Drain the system by running water through all faucets (hot and cold).
6. Refill tank and run all faucets again to purge the system of bleach.

From Jabsco manual.



You may have noticed ash logs along the west side of the harbour and up the hill. These logs are free for the taking by HYC members. Please be mindful of water lines and other member's property. As always when moving logs or using a chain saw " play safe".



A MEMBER PROFILE

HANS & JOAN JUFFERMANS

by Frank Belchamber

Hans was born in Holland. His family came to Canada and settled in Lefroy when he was 12 years old.

Joan was born and raised in Pennsylvania and was still living there when she met Hans. They

married in 1975, and a year later their sailing “career” began with a Siren 17 in Nesbitt’s Marina on Cook’s Bay. From the start, they were active members of CBYC.

On May 1, 1977, they were sailing downwind in a brisk breeze. In an attempt to make the boat faster than it was designed to be, they were flying two headsails wing and wing. It got a bit unsteady when the brisk breeze turned into “blowing like crazy”. They wanted to change course, so Hans moved forward to bring the second jib down. It was perhaps not the best idea. The weight shift forward was enough to bring the rudder out of the water and the unexpected happened very quickly. Fortunately, Hans and Joan are both good swimmers. With the sails in the water, it was easier to remove the 2nd jib and stuff it in the cuddy. A power boat came along and lifted the mast head clear of the

water to let the wind pop their boat back upright. Later, back into dry clothes in the marina, Hans was telling the story with great enthusiasm when he backed off the end of the dock, wet again.

They were originally faced with the choice between a boat and a swimming pool. Hans didn't want to fence the yard, so the boat won. As it turned out, they could have it all - go sailing and swimming at the same time! Joan was not amused, and announced that they needed a boat that "would not tip over".

Hence the Tanzer 7.5, purchased as hull and deck, ready for finishing. The interior liner had bunks, sink and icebox moulded in. Nothing else. No sails, no electronics. Hans worked on it over the winter, ready for spring 1978.

The Siren had never ventured beyond Fox Island. They sailed the

Tanzer all over the lake. They had a glorious time with it and had no problems. In the summer of 1979 they went to Georgian Bay with 4 other boats. They had never anchored before. The first boat in had no problems, demonstrating how easy it is. The rest of the crews had a lot of “fun” deciphering hand signals and various other gestures, but they somehow managed. Joan was shocked to learn, after lunch, that they were sailing somewhere else in the afternoon and they would have to do it all over again at the end of the day. They did get used to it, and went to Georgian Bay 8 or 9 years in a row.



In 1979 they also moved their boat to Hawkestone, along with the Charlesleys, Fitzgeralds, and Boyes. The club did not have many of its current features at that time. There were no steel walls, only hemlock shoring and docks donated by a member. There was no electricity at the slips, and no showers. The north groyne was built in 1980. The south groyne went in 6 or 8 years later, when Hans was property manager. The current steel piling was installed in 1990, while Hans again was property manager. Over the

years, Hans was on the board 3 times, and Joan was on twice. Joan was the first woman Commodore, in 1991. Joan has always enjoyed racing. In their Tanzer 7.5, she was the first woman to win the single-handed race, much to the very vocal dismay of several veteran racers. They bought a CS33 in 1981. It had vibration issues that could not be resolved, so CS replaced it with a new CS33 in 1983. The new boat was delivered to Georgian Bay during their annual cruise. It was a busy day, moving out of the one boat and into the other before continuing the cruise. In 1986 or 87, they bought a CS36 Merlin. Over the next few years, Hans was busy building his business and also building a new house in Kleinburg. He travelled extensively on business and found that he did not have enough time to look after his boat the way he wanted. He sold the boat in 1989 and dropped out of sailing.


They always kept their memberships active, and Joan never missed a sailpast or AGM.

As the business became easier to manage over the years, they once again looked to sailing and HYC. In 2008 they bought “Devocean”, a Beneteau First 310. It was designed primarily as a club racing boat, and they intended to focus on racing. Times change, however, and in 2013 it was time to buy a cruising boat. They came up with their current “Quo Vadis”, a Beneteau Oceanis 361. Hans has been busily improving it ever since. Joan still misses racing, so she has been crewing for Richard Tielen as helmsman.


Hans claims the “longest continuous membership” at HYC. He has seen Richard Tielen grow from a rambunctious immature child into ...
(but that's the subject of a future

Member Profile)

Hans and Joan currently live in Minesing's "Snow Valley Highlands" area, just north of Barrie. Their winter home is in Arizona, where they enjoy off-road Jeeping in the desert mountains.



A friendly reminder that now the boats are in and the masts are up there is No Parking on the west side of the work bridge, between walking bridge and launch ramp or north of washroom to mast rack. .





A friend of mine, George Todd, I met on our Caribbean trip, just sent me this email on a sailboat sinking on the Silver Banks southeast of the Turks and Caicos and north of the Dominican Republic. Kim and I navigated these waters leaving the Silver Banks to the north of our float plan.

I thought to share his email with all of you in the hopes of making all of us aware of the importance to not take anything for granted and be proactive while on the water.

Cheers.

Jorge

Greetings fellow Cruisers:

I want to deviate from my usual high school humor for one email to talk to you about safety at sea. Today's email was prompted by comments that a good friend of ours sent us today. Capt Kirk is undergoing mental recovery

after losing his sailboat on the Silver Banks reefs one month ago. Here is the press report.

SAN JUAN, Puerto Rico — A Coast Guard MH-65 Dolphin helicopter crew rescued two boaters from a life raft Thursday morning, after the 62-foot sailing vessel, Ocean Quest, sank in the Silver Banks fishing area, approximately 80 nautical miles north of Puerto Plata, Dominican Republic.

Rescued are Kirk Plender from New Hampshire and John Boone from South Carolina, who reportedly were transiting through the Silver Banks fishing grounds when the Ocean Quest reportedly struck a reef and started taking on water forcing the men to abandon the sailing vessel.

Watchstanders in Coast Guard Sector San Juan received a 406Mhz Emergency Positioning Indicating Radio Beacon alert at 4:29 a.m. Thursday communicating a potential distress. Watchstanders were able to establish satellite phone communications with the operator of the sailing vessel, who reported the sinking of the Ocean Quest and that he and the other boater were safely aboard a life raft with no injuries. A MH-65 Dolphin helicopter from Coast Guard Air Station Borinquen was launched, while the Coast Guard Cutter Heriberto Hernandez was also diverted to locate and recover the boaters.

Upon the arrival of the Coast Guard helicopter on scene, the crew located the life raft, deployed their rescue swimmer and hoisted the two boaters to safety. The survivors were transported to Air Station Borinquen in Aguadilla, Puerto Rico, where they were released following a medical assessment by Emergency Medical Service personnel.

“Having been forced to abandon ship so far from shore could have turned out much worse,” said Lt. Jake Conrad, Air Station Borinquen MH-65 Dolphin helicopter pilot. “It is

indeed a testament to the boaters' preparedness that we were able to conduct a safe rescue so quickly."

Boating Safety Tips:

Boaters are reminded to equip their vessels with safety equipment, be mindful of state boating laws, and be courteous to fellow boaters while operating on the water.

There should be a personal flotation device on the vessel for each person, sized accordingly.

Boaters should have flares and are encouraged to have an Emergency Position Indicating Radio Beacon (EPIRB) with 406 MHz capabilities to enable a faster response by the Coast Guard in the event of an emergency.

Boaters should have an operational marine VHF radio on their boat in order to contact the Coast Guard on channel 16, in the event an emergency. The Coast Guard reminds radio operators that VHF channel 16 is an emergency channel and that improper transmission on channel 16 not only hampers Coast Guard response, but is punishable under federal law.

The Coast Guard strongly recommends that all boaters file a float plan with a friend or family member on land, with an approximate time of return and location to which you will be heading. It is also recommended that you regularly check in with those who are aware of your plan, especially if your plan should change.

Mariners should check current and forecasted weather conditions prior to getting underway, and remain aware of changing conditions once on the water. The National Weather Service broadcasts weather conditions throughout the day on VHF channel WX2. The Coast Guard broadcasts weather conditions on VHF channel 22A. Current weather information and advisories can be found on the National Weather Service website.

George's comments:

If you are thinking that maybe the crew was inexperienced, think again.

Both are Maritime College graduates and have spent their adult lives offshore in boats of all sizes. Capt Kirk had sailed this boat thousands and thousands of miles offshore without an incident. Capt Kirk is one of the most experienced offshore sailors I know. They were on a schedule, left St Thomas early in the season, were battling weather, made a couple of mistakes and ended up on a reef at 2:30 in the morning. It could happen to me.

Here are Capt Kirk's afterthoughts which he would like me to pass along to all of us in the hope that we will be vigilant and learn from his mistakes:

For clarification of the term "voyage plan", they planned to sail from St Thomas to Charleston, SC on the east side of the islands (Turks and Bahamas) When they ran into strong north winds, they changed voyage plans and cracked off to cut through the channel between Turks and the Silver Banks to get on the west side of the islands and continue sailing NW towards Florida.

Capt Kirk's words:

Did not check voyage plan

Changed plan has to be checked

A second crew member has to check voyage plan

Ditch bag has to be loaded prevoyage

Had less then 4 minutes to grab things.

Have important personnel id's, passports, and meds in ditch bag

Have small drill at start of voyage to know who does what

Shit happens, be prepared for it.

Set alarms, depth, etc

Keep chart on large scale all the time, so at a glance you have situational awareness

If you are sailing track by wind angle auto pilot put in max cross track error alarms

Have pfd's for all p.o.b. out and easily accessible

Put boat flares,water,food in ditch bag before departure

Have waterproof bag for all portable communication equipment ready to grab & load

Have lines on bags with clip to attach them to yourself, so you can keep your hands free if you have to swim

Know what your life raft has in it

I need to Smell the trees for a while

Do not get lazy do these things

Prepare for sea, she takes and

and does not forgive

Thank you for the feedback, Capt Kirk. It may save a boat and some lives.

George and Jan Todd

Wildcat

Water faucets labeled "UV treated **well water**" are for potable water use only. Water faucets labeled "lake water" are for washing boats or non potable uses. Our treated water system has a limited volume so use it wisely.





Above photos of days gone by.

Top photo is the old island river wall. Note boats were stored right down to walking bridge and lack of trees.

Lower left is one year later with new stone wall.

Lower right of apparent invasion. Prior to Speedo ban!

Photos submitted by Richard Tielen.

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