

Signal

Bronte Harbour Yacht Club May 2011 newsletter

Lady Frances



Photo by Grad Dewar

Signal

is published monthly by the Bronte Harbour Yacht Club. Deadline for submissions is the Friday following the third Monday of each month. Send submissions to:

The SIGNAL

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Friday 4pm to 8:30pm
Saturday 12pm to 8pm
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OLD SAILS FOR NEW HOMES

The **Canadian Food for Children** is a charity in Mississauga run by a doctor and a great number of other people, all of whom are volunteers.

They ship old sails to third world countries in Africa, Central and South America, where they are put to good use as roofing, flooring, and windows.

Please leave any old sails (doesn't matter if they are ripped or torn) at BHYC in the Sailing School Office or the downstairs lounge and they will be stored.

Please drop off your sails by Victoria Day May 24.

Thanks for all your contributions.

-Vicky Fuse and Karen Bennett

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Congratulations to all of you who came out and made your voices heard at the Spring General Meeting. There was some good conversation and discussion of the projects and activities all with respect and good intentions. It should be noted that at the SGM the Club voted to donate to the **Mikey Network** (www.mikeynetwork.com) to obtain two public access defibrillators. Thank you to Laura Jurasek and the rest of you who participated in the First Aid training and supported the donation.

We notified you at the end of April that **Phil Langill** resigned as House Director, the Board has created a number of committees to share the responsibility and support the new House Director. This reorganization of the House will lessen the workload of the Director and allow them to focus on the future rather than the daily operations. Thank you to all who have come forward to help and I look forward to working with our new Director.

I met with our local Fire Department for a walk around our property and our facilities. I am happy to report that the inspector found no notable issues or risks and was happy to see we have appropriate fire protection in the kitchen and that we get our extinguishers and systems inspected on a regular basis. One recommendation was for an updated fire plan, if you have experience with this type of plan; please step up and volunteer.

Malcolm Hardie and **Hugh Ramsey** have stepped for-

ward to lead our collection and organization of BHYC Archives. If you have any documents, photographs, or items of interest that could be borrowed or donated they would be really happy to hear from you.

Sailpast is June 4th. This is the formal kickoff of our sailing season and an opportunity to share BHYC with the community as we welcome local dignitaries and **Reverend James Cameron Gill**, our neighbour at Walton United Church. Here's hoping for fair winds and seeing you all out for a great day of events.

Last month, I asked for you all to reach out and provide feedback when you would like to share your thoughts or concerns however it was noted that finding a contact email for the appropriate person is not always easy. We will now include the email of each director with each article.

commodore@bhyc.on.ca



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Kicking off our 2011 Cruising Season

Come out and join the first cruise of the season. We will be cruising to Royal Hamilton Yacht Club on May 21-23. This is our kick off cruise.

The first cruise of the season I try to stay fairly close to Bronte as the weather can be a little iffy and often it is still very cool. Windvain will leave the docks at about noon and will sail into Hamilton. Hopefully we will arrive near the hour or half hour so we do not have too long of a wait for the bridge.

RHYC normally does not let me know what the slip numbers are ahead of time so I will radio them as we get closer to finding out where we will be. When we travel to various clubs the slips they have available are the ones that their members are vacating for the weekend because they too are away; and then any visitor slips they might have. It is very important when you sign up to go on a cruise that you actually come - if your plans change please let me know as someone else could be using the slip that is assigned to your boat. It is also very important that you sign up so that we can let the other club know the number of boats coming so that every one can be accommodated.

I suggest that if you are coming that weekend you have a heater on your boat and bring warm clothes. It can get chilly especially at night.

On Saturday we will have **Happy Hour at about 5:30**. We pick a meeting spot and you bring appetizers and your favourite beverage. Many times the appetizers are so plentiful that you don't need supper. But if you do the yacht club serves dinner and many restaurants are within walking distance.

Sunday, weather permitting we will have a **nature walk**, Coots Paradise is always a great place to walk up to and we have visited the Discovery Centre and the Haida in the past. There is a host of things to do while in Hamilton and it is always great to get off your boat and explore the area you are in. Brewers and Dowers are great places to browse through while you are in Hamilton and are walking distance from the club. I normally try to plan some kind of group activity.

Sunday we will have a **potluck diner at about 6:00pm**, this is where you bring your favourite dish, place settings and favourite beverage. You don't need to tell me what you are bringing, I have never asked and it has always worked out.

I will check and see if RHCY is open for breakfast on the weekend, but Williams Coffee Pub is a short walk and has a great breakfast and coffee for those that don't like to cook on their boat. You are also invited to drop by Windvain in the morning for a Caesar or an "Orange Juice" or coffee with Baileys.

If you can not sail over, please come by car and join us either for Happy Hour on Saturday and/or Potluck on Sunday. Give me a call on my cell 416-948-3298 or send

me an email at cetherington@on.aibn.com and I will let you know what dock we are on and keep a look out for you.

If you want to come on the cruise and not participate in the activities that is fine as well, just let me know.

We will be having several reciprocal cruises with clubs this year, where they come to our club and we go to their's. These are restricted to the number of boats we and they can accommodate, so if they have 10 boats coming we would like to have ten boats going.

Our first reciprocal cruise of the year is with **Ashbridges Yacht Club**. We will be cruising to their club and they will be sailing to BHYC on June 11 and 12th. Windvain will be leaving on the Friday and sailing part way down on Friday evening, please let me know if you are interested in doing this as well and I will contact LYC, PCYC, EYC and MCC to see if they have room for boats for one evening.

I have not planned the activities for that weekend yet and am open to suggestions. So please let me know any ideas that you have.

As we don't have a cruising board any more, I will leave a sign up sheet for both cruises on the pole at the club or simply email me at cetherington@on.aibn.com and let me know what cruise you are signing up for, your boat name, length, width, draught and your slip number at BHYC. Also let me know if you will be participating in Happy Hour and Pot luck. If you are coming on the June Cruise to Ashbridges please indicate if you are interested in leaving on the Friday and staying as a group somewhere.

If you are a first time cruiser, please call me if you have any questions. I do try to get into port ahead of the other boats on the cruise, (but those retired people have a tendency to get their ahead of me) to assist finding out what slip number you are in and assist with the docking.

I am still looking for people that would like to run one of the cruise weekends. The locations are all set up you would just have to co-ordinate with the other club and plan the social events for the weekend. I would definitely help you out with anything you needed.

Note: The Cruise to Island Yacht Club has been changed to August as they had a conflict with the June date.

- Cheryl Etherington

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The Peanut Gallery
was buzzing all day



We launched, others sailed

Photos by Grad Dewar



Looking
mighty fine.



ANY SPORT WORTH PLAYING NEEDS TO BE PLAYED RIGHT

by Glenn Freeman



For those of you who are serious racers, there was a very important article about the racing rules that appeared in *Sailing Scuttlebutt*, issue #3302. The article was written by Peter Wilson, a well known and respected Senior Judge and Umpire and if you haven't read it, you should.

From time to time, UK-Halsey Sailmakers publishes articles on the racing rules written by Rob Overton. Rob is the current Chairman of the US Sailing Racing Rules Committee, an International Umpire, a US Senior Judge and a member of the Florida Appeals Committee. We are pleased to publish Rob's thoughts on Peter's article.

In *Scuttlebutt* #3302 Peter Wilson writes an interesting article, "Is the 'Fundamental Principle' Still Relevant?" The Fundamental Principle (which is on the page facing Rule 1 in the *Racing Rules of Sailing*) says "Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire."

It's the last sentence that Peter addresses in his article. He points out that this principle seems to apply less and less, these days, and I think most of us would agree with him. Competitors rarely protest, or, if they're wrong, take voluntary penalties, even for blatant fouls.

This lack of action is, as Peter points out, bad for the sport – it discourages people from learning the rules and frustrates those who abide by the rules when they see others behaving badly on the race course. It's also bad for kids to come to the conclusion (or be taught by their coaches) that it's OK to cheat.

Peter proposed some ideas about what to do to get sailors to re-

spect and follow the Fundamental Principle, but I think there's only one solution: we need to change the culture of competitive sailing. That means we should, as a group, encourage valid protests, strongly encourage sailors to take voluntary penalties, and improve the protest process so it is less rigorous for the protestor and more consistent in the outcome. And we should never encourage or allow our kids, our coaches or our friends to break rules without taking a penalty.

Here are six specific actions we can take:

1. We can all make sure we know the rules of Part 2 of the RRS (When Boats Meet). To follow the Fundamental Principle, we all have to know, while we're racing, what rules apply and whether our boat and the boats around us are obeying them. One big reason for the lack of both protests and penalty turns is that the people involved in incidents are not sure whether they're right or wrong. As the number of protests declines, the apparent need to know the rules reduces. This is a downward spiral that we can reverse simply by spending a little time reading the six pages of Part 2 and figuring out how those rules apply as we sail the course.



If you're interested in learning more about the rules, I suggest you look at the **UK-Halsey Rules Quiz**. You might also look through the **Team Race Call Book** on the ISAF website (<http://sailing.org>). Although that book is about team racing, almost all the calls apply to situations that occur in fleet racing, as well – and when a Call uses any special team-race rule, it warns you at the top of the Call by referencing the appropriate rule from Appendix D.

2. We can act on what we believe. We can try to sail by the rules, and when we foul, we can do our turns. When a boat fouls us, we can protest and file that protest whether or not we beat that boat in the race. When we see an egregious foul, we can protest the boat that did it, even if we weren't involved in the incident (making sure we immediately hail "protest" if we're close enough for the other boats to hear it, and flying a protest flag if required to do so.) When a friend tells a story at the bar about some incident on the race-course, we can ask, "So, why didn't you do your turns?" Or, "Why didn't you protest?" Or even, "If you saw something that bad, why didn't you protest, even though you weren't involved in the incident?"

I've got to say, here, that I'm not sure what to do about minor and incidental contact. Even though I say we should protest when we're fouled, I admit that many times, while sailing Lasers, I've felt the sail of the boat to windward of me brush against my life jacket, or come in to a leeward mark in light air with 8 or 10 boats rafted up, and never even considered protesting. So I guess I'm saying we should use good judgment, but when we see the kind of behavior that indicates a total disrespect for the rules, we should take action against the perpetrators.

3. We can stop regatta organizers from discouraging protests. When a Principal Race Officer gets up at the skippers' meeting and says "We don't want any protests, here," we should raise our hands to interrupt politely and suggest that what he really meant to say was "Do your turns, and protest those who foul and don't spin."

As part of this action, we need to encourage regatta organizers to appoint protest committees in advance. If judges are not actually at the event, they should be asked to stay on standby, and if they get a call from the event indicating there's a protest to be heard, they should be ready to get to the venue on the double. If there are simply no judges available, the organizers ought to select from each fleet in the regatta a couple of competitors who are known to be savvy to the rules, and ask them to serve for protests not involving their fleets.

4. We can improve training for judges. There are excellent judge seminars conducted by US SAILING, and I encourage sailors and judges alike to attend one. But the United States is a big country and there's a limit to how many of these seminars US SAILING can put on. Local and national protest committee chairmen could present judge seminars at their clubs or at regattas, at least once every season, to help other judges standardize procedures and interpretations of the rules. Such seminars should include mock protest hearings so that judges and prospective judges can get hands-on experience applying the rules.

Whenever possible, we need to get judges out on the water. This will help them make better decisions even if they haven't witnessed an incident because they'll have a better sense of how the boats were handled and how they performed in the existing conditions. Moreover, competitors are more likely to protest fouls if they know that there are judges who may have seen the incident and be able to testify about it.

5. We can make it easier to take a penalty, and easier to protest boats that don't do so when they should. We definitely should experiment with using a single-turn instead of two-turn

penalty, even for fouls inside the zones. (Please send the results of such experiments to rules@ussailing.org.) To make protests easier, we should be sure protest forms are readily available, tell sailors at the skippers' meeting where to submit them, and maybe remove some of the technical requirements for protesting. One idea in this direction is, don't apply rule 61.1(a) (hail and flag requirements) to third-party protests, as long as the third-party protest is made as soon as it's clear that neither boat in the incident is taking a penalty. Then, if somebody sees a clear foul and nobody spins, it's not too late for him to protest. (This would require a sailing instruction, or a change in the RRS.) Maybe we should reconsider the pre-1997 rule that allowed third-party protests when there was contact and it became clear later that neither party was filing a valid protest. Under that rule, once the protest committee established that there was contact, both boats involved were disqualified, and regardless of who was right or wrong in the original incident.

6. We can make protest hearings sooner, faster, surer.

By "sooner" I mean the hearings should be held immediately after racing. As time goes by, a protestor's resolve frequently wanes, and the protest never gets filed. Or, as the parties discuss the incident with their crews and friends, their recollections begin to change, not because they're trying to cheat but because that's human nature. Every little change in the story increases the likelihood that the protest committee will get the answer wrong, and every time they get the answer wrong decreases the chance that people will protest in the future.

Why do we need to wait for 2 hours after the boats are ashore before starting hearings – why don't we instead hear protests as soon as the forms are submitted and the parties have a chance to organize their thoughts? Better yet, why not meet the parties on the dock when they arrive, or even have the mark-boat pick up representatives from the boats involved, before they get home? Then the protest hearing could begin almost immediately. If there is additional evidence the parties or the protest committee think they need, then fine – adjourn the hearing while they get the witnesses they need. But at least get the process started before "story drift" makes it impossible to figure out what happened on the water.

By "faster", I mean arbitration should be used as much as possible, and that clubs should consider using expedited protest committee procedures at their local events. In college sailing, protests are fast, efficient, and in my mind at least, more likely to get the right answer, than the usual protest hearings conducted under rule 63. Many college judges limit presentation of evidence to a couple of minutes. As soon as they've taken the stories of the parties, they decide what the points of disagreement are and only allow questions and evidence on those disputed points. They ban testimony from crew members of parties to the hearing, unless those crew members saw the incident from a substantially different point of view from that of their skipper. (Note: These changes require a sailing instruction similar to ICSA Procedural Rule 35: "The Protest Committee shall take such evidence as it considers necessary to determine the facts of an incident and base its decision on them (Changes RRS 63.6).")

And by "surer", I mean we should discuss and agree upon basic guidelines on how protests should be decided. Prospective judges, whether certified or not, should read the US SAILING Judges Manual. Protest procedures and principles should be discussed at local rules seminars and judge seminars, with mock protests, questions and answers if possible.

If we do these things, maybe we can put the Fundamental Principle back into sailboat racing. Cheers, *Glenn*

New Members Night May 20th

May is a flurry of activity in the club. Boats have just been launched, masts are going up and our spring rigging routine has our minds focused on events BHYC is hosting on the water. This month is full of events for every boater. Racing has started with Tuesday and Thursday racing in full swing, our kitchen will be open serving its regular racing night specialties, the club cruising program starts off to Royal Hamilton Yacht Club and we will be offering a special evening for new members. Be sure to stop in Friday, May 20th for our **New Members Reception**. It's a great opportunity to meet new members and unwind on a Friday evening.

While we head out on the water you will notice new boats and faces as our membership continues to grow. On behalf of our club I would like to welcome **Frank Urbanski**, skipper of Lady in Red, **Mark Passalent**, a new member of the BHYC Shark Fleet, and returning member **David Smith**, skipper of Game Changer.

membership@bhyc.on.ca

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Trophy Shelving - We would like to install new shelving for our trophies to protect and display our history, if you have a knack for woodwork and want to show it off contact commodore@bhyc.on.ca

Fire Plan - The fire department would like us to update our fire plans to include contact information, location of fire extinguishers, etc, if you have experience with these plans or interested in learning please contact commodore@bhyc.on.ca

Visually Impaired Sailing (VIP) Week

Please e-mail eric-pilon@hotmail.com or osigvardt@cogeco.com. This is our biggest community event each year and we are looking for skippers, boats, crews, help in the clubhouse and at 50 Point, preferably for 5 days or parts thereof. An easy pleasurable way to get your work party hours.

Sailing School

After Launch cleanup we need help preparing the yard and boats for the coming school season. Contact Tom Box at rctraining@bhyc.on.ca

TGIF/TGIS race volunteer

(work party hours apply), contact Natalie Bullard 905-339-9410 or natalie.bullard@century21.ca

Officer of the Day (OOD) one day assignment

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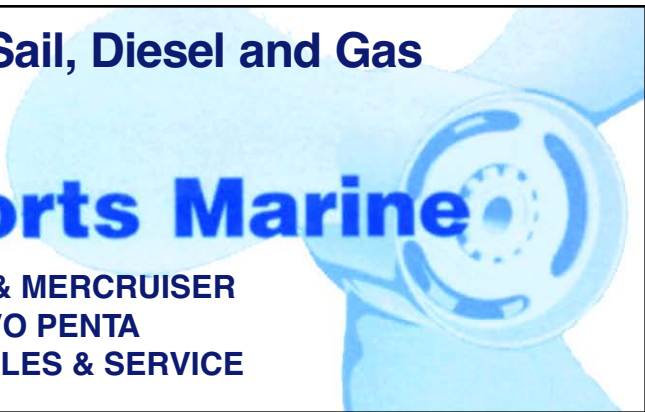
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MAY JUNE

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--|--|-----------------|-------------|-----------------|---|---------------------------------------|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| May | | Race 1.1 | | Race 2.1 | | |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | | Race 1.2 | | Race 2.2 | New Members Reception | BHYC Cruise to RHYC |
| 22 | 23 <i>Victoria Day Last day to drop off used sails</i> | 24 | 25 | 26 | 27 | 28 |
| BHYC Cruise to RHYC | | Race 1.3 | | Race 2.3 | | |
| 29 | 30 | 31 | 1 | 2 | 3 | 4 |
| | | Race 1.4 | June | Race 2.4 | PCYC Susan Hood overnight June 3-4 | Sailpast |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | Race 1.5 | | Race 2.5 | BHYC TGIF Race Warning gun 6:45 Keelboat start 6:50 Dinghy start 6:55 | BHYC reciprocal Cruise to ABYC |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| BHYC Cruise to ABYC | | Race 1.6 | | Race 2.6 | | OTMH Regatta |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | | Race 1.7 | | Race 2.7 | BHYC TGIF Race Keelboat start 6:50 Dinghy start 6:55 | |
| BHYC VIP (Visually Impaired Sailing Week) June 20-24 Skippers, Boats, Crew needed | | | | | | |
| 26 | 27 | 28 | 29 | 30 | 1 <i>Canada Day</i> | 2 |
| | | Race 1.8 | | Race 2.8 | Barangas Race day | July |

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