

# SIGNAL

BRONTE HARBOUR YACHT CLUB



APRIL 2016 NEWSLETTER

Thank you  
Maris and Nina  
for helping make our  
Irish Night a  
huge success!

# SIGNAL

is published monthly by the Bronte Harbour Yacht Club. Deadline for submissions is the last day of each month. Email [signal@bhyc.on.ca](mailto:signal@bhyc.on.ca)

**The SIGNAL**  
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Tuesday 16:00 - 20:00  
Wednesday 16:00-22:00  
Thursday 16:00-20:00  
Friday 16:00-20:30  
Saturday 13:00-19:00  
Sunday 15:00 -19:00

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## Notice of Meeting Bronte Harbour Yacht Club

Purpose: Spring Meeting  
Date: Tuesday April 19th 2016  
Place: Bronte Harbour Yacht Club  
Time: 19:30 hours



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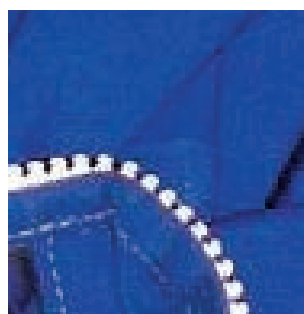


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## Your help is appreciated

There is no question now; launch is just around the corner – less than 30 days as I write this article. Let's hope Mother Nature will smile upon us and give us a few relatively dry and warm days to complete our prelaunch chores.

In my last articles, I raised the need to become involved in the club. There is much satisfaction to derive from helping out. There are still some positions available in the directors standing committees. Again if you want more information, please do not hesitate to call or email me.

The one area where much help is needed is the **race committee**. We have one of the best club racing programs. Only being an occasional racer, I have spent the better part of the last 20 years on the race committee. It is quite an experience as you learn the rules of racing and observe various strategies used by some of the best racers at this end of the lake. Participation on the race committee could be compared to being a hockey referee or baseball umpire; you get to participate in a sport from a different angle in a sport you love.

I would like to remind members who have not yet confirm their agreement to receive **club notification by email** to do so soonest. By agreeing, you will be receiving all club communications in a timely basis and save the club a fair amount in postal expenses; everyone is a winner.

In closing, please mark your calendar the **Spring Meeting** will be held on Tuesday April 19th 2016. Attendance will be a great opportunity to get updates on directors' short term plans for bringing stability to the club so we may address long term planning. As previously mentioned, as a club we are facing some obstacles and it is critical the membership be kept abreast of what your board is planning for meeting these challenges. See you around the club.

*Richard*

commodore@bhyc.on.ca 289 242 1406

## New membership stickers

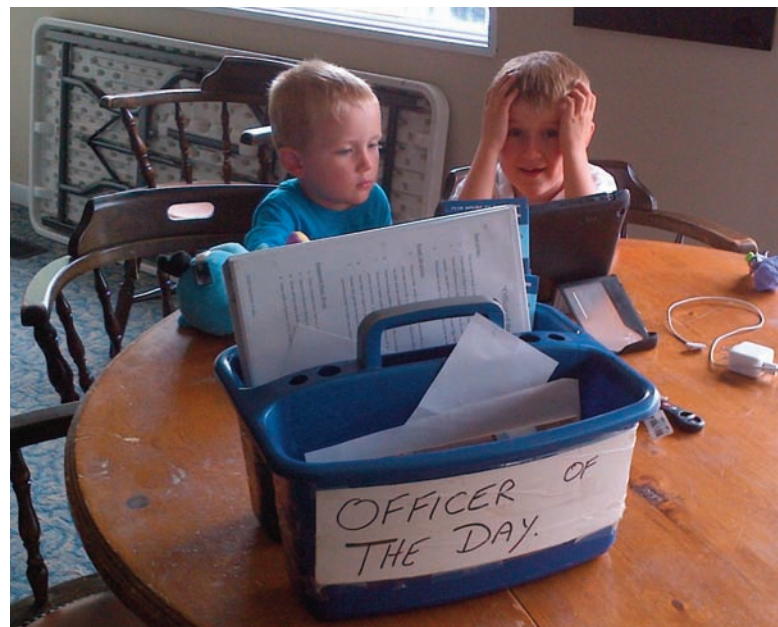
This year we will be issuing new membership stickers that are to be placed on the right/front side of your POS cards. This will reduce us to a 1 card system, instead of the former 2 card (POS and membership card) system. If you are a husband and wife team, and have 2 POS cards, and/or 2 memberships, just let us know, we'll have an extra sticker printed as required.



## Officer of the Day

If any of you are looking for a good way to fulfill your volunteer commitment this season, the Officer of the Day program is a great way to whittle away your hours. Keep in mind, the majority of your day will be spent monitoring the club frequency on a portable handheld radio. So if you have a big project to tackle on your boat this summer, sign up for Officer of the Day. You can tackle your brightwork and chip away at your volunteer hours concurrently. Also, tending to a BHYC visitor is a welcome break/distraction from sanding!

Looking for an easier way to fulfill your volunteer obligation? Have your minions do it on your behalf.



*It helps to have minions*



## Welcome Spring!

Many thanks to **Brian Miller, Dave Platt, Dennis Giokas** and **Adrian Hanley** for their time and interesting presentation.

This month will be all about preparation for the new racing season. As I mentioned before, we are moving to an online only registration process. Many of you already registered for OnTheWater activities, but if you missed it, please re-register online. It is a prerequisite for all the other events we organize. The link is available on website.

Club Series Registration will open from April 11 to April 30. Fee remains same as last year, \$200 with PHRF certificate, \$170 without (tax is not included).

The common theme in all my articles was race management, the need for new race committee volunteers and lack of volunteers. So far this year 5 people contacted me and expressed their intent to volunteer. Many thanks to you all.

In the last couple of years I have regularly participated in race committee, first as an assistant and then as a race officer. The attrition rate is pretty high and we don't see many new faces replacing the ones that are leaving. We tried with our On-Call program last year but had limited success...this year we are going to borrow some ideas from the past and implement them for the future.

## ***"The Best Labour Day Weekend On Lake Ontario"***

*– September 3rd and 4th, 2016!*

### **Planning for Bronte Rocks 2016 is officially underway!!**

In spite of Mother Nature's confusion this winter/spring, sailing season is coming – and quickly! Before you know it we'll be racing and summer will get into high gear. Please put Rocks into your calendar and plan to attend!

We have a number of new members on our committee this year and we're working on lots of great ideas to make this the best ever.

As always, we can use YOUR help!

**Sponsorship** – do you have any contacts that would sponsor Rocks this year? Do you have a business that would benefit from the added visibility? We are looking for sponsorship both monetarily and "in kind". Perhaps they/you would consider sponsoring part of the weekend – the tent, a meal, the music....

We will have Sponsor packages available shortly and we'd be happy to discuss opportunities with you.

## The RC Skipper Program!

It is a mandatory program for all skippers registered for Club Series Racing and can be described with one sentence:

**Each skipper is responsible to organize ONE club series race!**

It is a hybrid program where racing skippers and race committee volunteers will work together to manage racing. It is limited only to club series racing.

More information will be available about the program by the time you read this on our new website area that should provide improved access to all relevant racing information.

### **Dates to remember in April:**

Thursday April 14 - 18:30-20:00

#### **Club Series Racing Registration Night**

- This is an opportunity to discuss the RC Skipper program or any other questions you might have.

Wednesday April 27 - 18:30-20:00

#### **Race Committee Volunteer Night**

- For volunteers and skippers, we will talk about how a race is run and what is happening on the water

I do hope to see you there. If you have any suggestions or questions, please do not hesitate to contact me.

[rcsail@bhyc.on.ca](mailto:rcsail@bhyc.on.ca)



### **Volunteering**

– there's always lots of opportunity for you to get involved – and earn Work Party hours! We will post sign up sheets as we get closer to the event, but let one of us know if there's something you're interested in helping with.

Within the next couple of weeks the Rocks website will be up and running and we'll keep you updated with notices on the BHYC home page.

Your 2016 Bronte Rocks Committee is:

**Barb Dermott, Cheryl Penman, Jennifer Brooks, Mike Paulson, Graham Beattie, Dusan Davidovic, Mark Hellman, Jim Pollock, Jamie MacCorkindale, Amy Pedersen, Laura Jurasek, Dan Klick, Phil Gelsheimer, Sue Reed.**

If you see any of us around and would like more information, don't hesitate to ask!!  
**- Barb Dermott**





**Alan Smith**  
proud dad



**Meredith Watt**  
ready for  
the foredeck  
on EZE

**KEVIN CORCORAN** *Rear Commodore, Training*

## “And so it begins!”

**A** belated Happy Easter to all! The Junior Learn to Sail program is in motion. The BHYC Junior Race team have already begun to drop off personal boats and unpack for spring training. Weather permitting, and racer willing, on water training will shortly begin. And no this is not an April Fool's joke! Our junior racers are excited to get in the water to begin training and to represent the best junior race club in Ontario, BHYC!

Our summer program is also doing well! In the month of June, we will be offering a Learn to Sail program to a group of young kids who are home schooled. Our classes continue to fill up for programs offered in July and August, thanks to our members who continually refer us to friends and family. So please continue to refer us. Your help is greatly appreciated!

Your help is also needed for another matter. This year, I have been trying hard to gather a **Learn to Sail Committee**. I would like to thank **Mariela Carvallo** who is the only member on the committee so far. But I need more! I am looking for members who would be willing to coordinate and assist with advertising, marketing, trailer and boat maintenance, fundraising, and registrations. If you are at all interested or have any questions, please don't hesitate to call me (905)399-0493 or email me [retraining@bhyc.on.ca](mailto:retraining@bhyc.on.ca). Cheers and see you in the yard!

**DAWN GREVILLE** *Social Director*

## Irish Night huge success!

The Social Committee happily served 55 St. Patrick's dinners to those who attended. One lucky table won the 'Keith's Me I'm Irish' t-shirts for correctly answering all the 'green' questions correctly. **Marge Furness** won a shamrock plant for her Limerick:

*There once was a sailor from Bronte  
Who 'oft liked to sail in Full Monte  
But time to time, alas  
He was caught in-bare-ass  
That brave Bronte sailor's Full Monte*

**Graham Beattie** guessed the number of spearmint leaves in the jar. **Beth Stewart** guessed the Blarney stone weight correctly (donated by **Peter Fuller**). **Mike Paulson** guessed the number of green mints in the jar. A big thank-you to **Cheryl Penman, Christel Bullen, Joan Spares, Gini McKee, Charlene Niziolowski, and Diana Bissonnette** for serving the tables, clean-up etc....

**Launch is Saturday April 30th** –A lunch (Aussie pie, chips, cookies \$8) will be offered. Please pre order.

**Sailpast Saturday May 28**

1200hrs.- Blessing of the fleet with Reverend Gill

1400 hrs.- Sailpast

1800-2200 hrs.- dancing to DJ (rolls/meats/etc. table around 2000 hrs.) \$TBA





IRISH  
NIGHT

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Photo by Sam Spares using Dawn's iPhone

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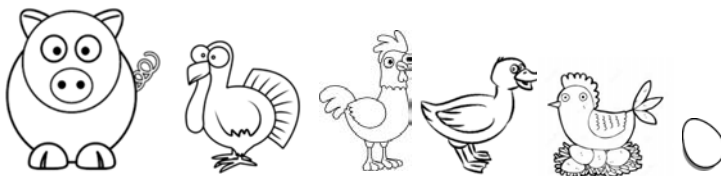
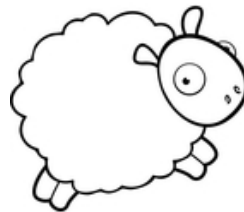
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## PHRF news for 2016

In 2016 we will see the final phase of PHRF-LO's move to more accurate sail measurements. The technologies involved in sail making have advanced dramatically in the last few decades and these changes have led to innovative sail designs that could not be reflected in the simpler PHRF formulas used in the past.

Two years ago PHRF changed their formulas for spinnaker measurement and many of you had your sails re-measured. Last year we collected a headsail half-width measurement for boats where the largest headsail is under 115%. This now takes into account new headsail designs that incorporate battens and large roaches.

This year PHRF-LO is addressing mainsails. Many new mainsail designs do not fit into the old triangle template. PHRF-LO is therefore requiring additional mainsail measurements, and requiring these measurements for all boats.

We have been collecting this information whenever possible for the last few years, but many of your certificates are still showing the mainsail as unmeasured.

With this change, oversized mainsails will be penalized and undersized mainsails will now be eligible for a ratings benefit. We will be in touch with cer-

A large roach mainsail



tificate holders whose measurement information shows that their rating will change. If your certificate shows your main as unmeasured, please ask your sailmaker to provide the measurements. If this is not possible, we will be holding a mainsail measuring clinic later this month. Watch for an e-mail blast about this.

**Susan Sproule, David Platt and Peter McDougall**

*Your BHYC Club handicappers*

**CHERYL PENMAN** *House Director*

## Club reopens Mondays April 18

After too much toing and froing, we will finally be installing trim around the base of the bar area next week and reinstalling the foot rail!

Thank you to those who offered to help but, in the end, we will have the left over carpet used and put in by the original supplier.

Due to the unpleasant weather forecast over the next 14 days, we will not change the club hours. As of Saturday, April 16 we will open Saturday and Sunday from noon until 8pm and Mondays from 4 - 8pm.

Hopefully the weather will warm up so we can get the work done on our boats.



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## New Members

Please join me in welcoming recent new club members. They may require some help with boat preparation and mast stepping after launch. Offer to assist where you can.

**Robbert Borst**

**Robert Tremblay**

**Brent Morrison**

**Steve Gogo**

**Allen Gilchris**

## 2016 Roster changes

Please email [membership@bhyc.on.ca](mailto:membership@bhyc.on.ca) if you have any **changes or updates** you would like entered.

If you would like to **advertise** in the roster to help support the cost of publication, please contact Mary Ellen Bockler at [publicity@bhyc.on.ca](mailto:publicity@bhyc.on.ca). As in the past, the Roster will be available at Sail Past.

## VIP Week

Our Club's biggest community event every year began in 1977. Once again we are looking for skippers, boats and crew to help on the water, in the clubhouse and at Fifty Point. Email sign-up is the only way. [vip@bhyc.on.ca](mailto:vip@bhyc.on.ca). You will receive a confirmation from **Ole Sigvardt**. Come out and help for our 40th.

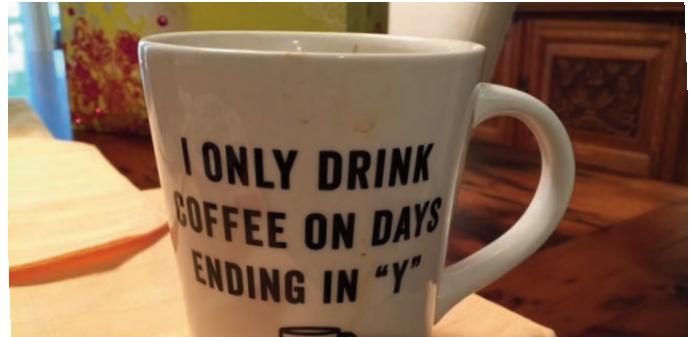


Photo: Renate Weidner





Snow, snow, go away.



Photo: Lorie Gold



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## The Annual Darts Challenge was definitely challenging

**I**ntense drama once again characterized the annual darts challenge between BHYC and Lakeshore Yacht Club. On Sunday, February 21st BHYC hosted the first round of the challenge while LSYC reciprocated on Sunday, March 6th. Four teams from each club vied for the thirty-two game points at stake. As in past tournaments, the game “301” was played at BHYC and the game “cricket”, favoured by LSYC, was played at Lakeshore.

As reigning champions, the BHYC sharpshooters had a justifiable amount of confidence going into the first session. In addition, there had been lots of practice for “301” in the weeks leading up to the tournament. The only niggle was being stymied in too many games with doubling out. At the half-way point of the first round, the score was tied. While this result was a bit of a surprise, it was noted that LSYC had sent their “A” team players. Still confident, the BHYC sharpshooters pressed on, racing down the score board in every game only to be thwarted by the bane of doubling out. To the undisguised delight of the LSYC players, they ended the first session with a four game lead.

The final round at LSYC saw excruciatingly close contests in each game. Unfortunately, the darts deities were not on the side of BHYC so the trophy will grace the cabinet at LSYC until next year. Amidst the fierce concentration and fiery enthusiasm, there was an exemplary display of camaraderie and team support. To encourage her team mates, Diana

impishly offered LSYC’s chocolates as a reward for an excellent arrow throw. Statistics are not available to establish the effectiveness of the reward offer, but it certainly brought some much appreciated humour to the afternoon.

Our intrepid BHYC sharp shooters were: **Elsa Beattie, Graham Beattie, Diana Bissonnette, Sandra Brans, Jennifer Brooks, Jenn Constable, Barb Dermot, Grad Dewar, Phil Gelsheimer, Adrian Hanley, John McMullen, Brian Miller, Mike Mills, Cheryl Penman, Nigel Reed, Sue Reed, Sam Spares, Phil Spink and Renate Weidner.**

While BHYC relinquished the darts trophy this year, we were positively the champs in food provisions. We received many compliments on the delicious items and there was very little left over. Huge thanks go to Graham and Elsa for the delicious main course. Grateful thanks go to the volunteer “choppers” – Diana, Nigel and Sue.

There is an intriguing pattern to the number of times each club has won the challenge trophy. LSYC won it for the first three years; then BHYC had it for three years. For next two years LSYC had the trophy followed by two years of winning by BHYC. In the last three times, the trophy has seen-sawed each year. If this pattern continues, it is BHYC’s turn to have the trophy next year. The BHYC sharpshooters are determined to make that happen. In the meantime, looking at this picture of the trophy will have to suffice.

*- Sandra Brans*





## Not so funny...

Towards the end of last summer, just before Labour Day weekend, *Annie's Song* was making her way home from Georgian Bay's North Channel. We had stopped off in Beaverstone Bay to visit friends and were planning to anchor the night at The Bustards, beautiful islands a few miles off the coast in the vicinity of the French River. We stayed more than one night.

Not to get ahead of myself, but the moral of this story is "be prepared." This message is aimed at cruisers primarily, those who decide to venture away from home port and the amenities provided. Racers? Should any mishap occur they can always get towed in when the race is over.

On that eventful day last summer, the wind had died hours before and we had fired up the engine. (If you stick to the small boat channel on The Bay you do a lot of motoring.) The sun was shining and all was well with the world, until I happened to look over the transom and notice that there was a lot of steam and little if any water coming out of the exhaust pipe. A quick look at the temperature gauge confirmed that yes, the engine was running hot. I mean hot. Did I mention that the engine alarm was on the fritz. However, replacing the alarm was on the never diminishing "to do" list and I had deceived myself into thinking that keeping a watchful eye would suffice. Anyway, thank God for Westerbeke and its internal cooling system. No damage appeared to have been done.

So the sails were set and with little if any wind, we ghosted down Gun Barrel Channel on the north side of The Bustards. We found a nice open but protected anchorage and dropped the hook. By this time I had arrived at the obvious. She (the engine – Beth was fine and calm throughout) was getting no water. Logical assumption was that the impeller was shot, maybe as a result of sand and/or weed picked up in shallow waters as we exited Collins Inlet behind Philip Edward Island earlier that day. Inconvenient, but it only meant a slightly longer stay in The Bustards as I replaced the impeller.

Now to the point of this story. I knew there was a spare impeller. I had checked that we had all the essentials before we embarked on the summer cruise. Belts, filters, coolant, oil – and yes, an impeller. There it was, in its pristine, unopened package. No sweat.

While the Westerbeke 21 is a wonderful engine, the placement of the water pump on the engine, and the placement of the engine on the Aloha 32 were designed by sadists. There is the typical access to the engine by way of the lazarette, something that only serves to remind you that you were once slither of girth and more flexible. And as for the location of the water pump low on the engine, leaving one to operate blind, well a small mirror and flashlight help somewhat. Being a contortionist would be better still. And by the way, the engine was still hot.

But I am getting ahead of myself. The sadist, who decided on the placement of the water pump, and specifically the access to the impeller housing, had a cousin, the one who wrote the operating manual and who omitted to mention or show on the diagram that the impeller was held in place by an O-ring. Not that you could ] see it – the cosmetic mirror wasn't that helpful and by now the flashlight was running low. And no, I did not have a set of O-ring pliers. (I do now.)

Meanwhile, during one of my several escapes from the depths of the engine compartment I had been in touch with Wrights' Marina, a day's sail south in Byng Inlet. No sense them sending a mechanic to us (what parts to bring? too costly) so we decided to turn in for the night and continue on our way in the morning.

The morning brought bright sun, and no wind. We weighed anchor and started working our way out of Gun Barrel Channel with the intent of arriving at Byng Inlet later in the day. By early afternoon we had run several miles – back and forth after many tacks. All that we had achieved was to get to the south end of The Bustards, only to end up in yet another bay that was barely a stone's throw from where we had left on the other side. Oh well, the scenery was different.

You become a little fatalistic after a while. No rush, lots of time, lovely sunset. Have a nice supper, another Scotch and continue on our way tomorrow. This is how they did it in bygone years.

The morning left a bit to be desired. No wind (again) and fog. Like not-much-beyond-the-bow-pulpit fog. It finally lifted, a bit, and we ghosted out of the anchorage. By the way, if you are following the small boat channel in Georgian Bay, you can't deviate very far if at all. The many buoys and markers are there for a reason and the myriad of reefs and islets a bit daunting. The new GPS bought at the Boat Show earlier in the year, to replace the old one which had a habit of going to sleep at the most inconvenient time, proved its worth. Very entertaining sailing along by charts and GPS alone, looking for the next mark, only to see it appear a few yards off the port side. I hope it was supposed to be the port side.

By mid-afternoon, the fog lifted, the wind picked up and we had perhaps one of our best sails that summer. We made the entrance to Byng Inlet and were met by my new BMF Graham Lacey, owner of Wright's Marina. He escorted us in and eventually took us in tow (Byng Inlet gets narrow).

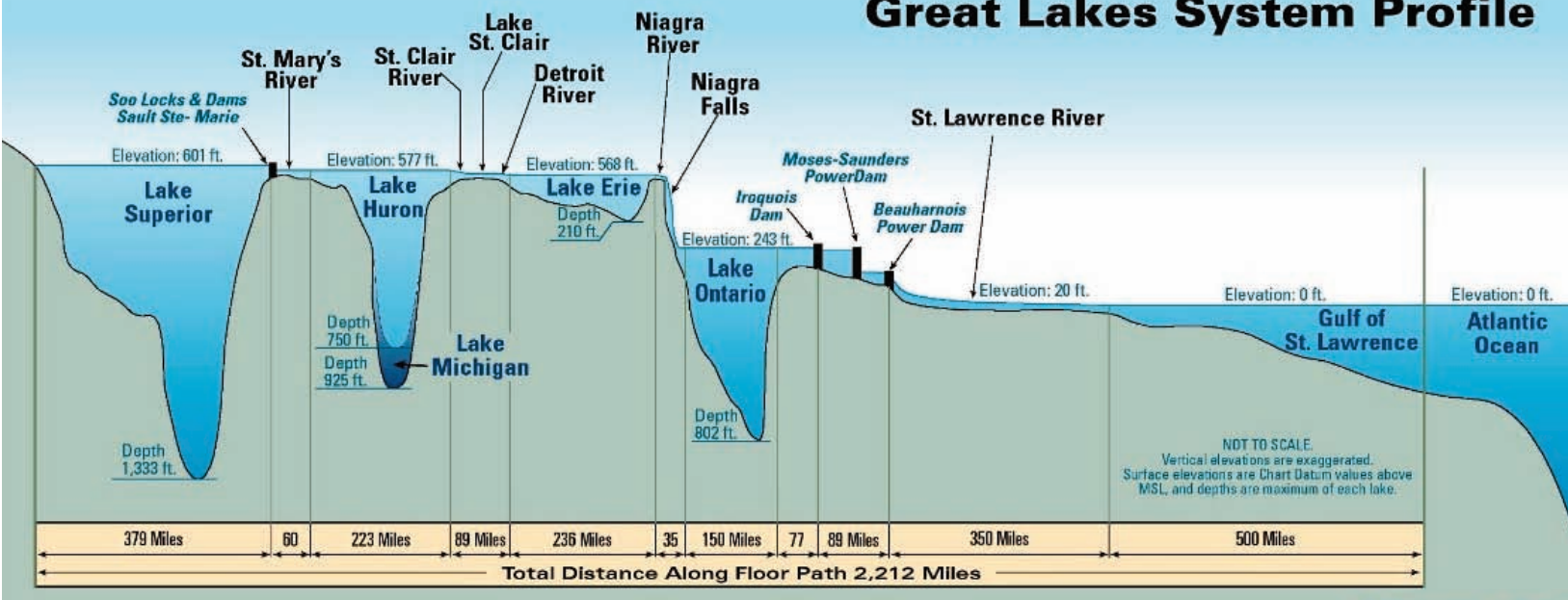
Now to the real lesson learned. Next morning – this is Labour Day Monday, a holiday by the way – Graham spent a few hours down with the engine (he is a bit smaller and younger than me) with the right tools (O-ring pliers included) and replaced the impeller. There wasn't much left of the old one. And incidentally, he had to remove the starter motor to get full access to the impeller shaft.

And the spare impeller that came with *Annie's Song*? It wasn't the right one. Again, the moral of the story? Be prepared. Don't assume the spare parts that came with your lovely boat are the right parts. In the ideal world, take time to practice some of the essentials, whether required or not. Like swapping out filters, flushing the heat exchanger – and making sure you can access and change the impeller. Don't leave 'til tomorrow what should be done today (e.g. the engine alarm). This was the only real mishap in an otherwise thoroughly enjoyable summer. What's more, the event itself was educational. At least that is what I keep telling myself. And as Beth would say, if it gets embellished along the way, that makes for a better story.

**- John McMullen** *Annie's Song*



# Great Lakes System Profile



Thank you Ron Parker for forwarding these 2 graphicd



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# APRIL MAY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3	4	5	6	7	8	9
<i>April</i>		Sip 'n Stitch	Darts 7:15			
10	11	12	13	14	15	16
		Sip 'n Stitch	Darts 7:15	Club Racing Registration Night 7:00 pm	App Night	Club is open Noon to 8pm
17	18	19	20	21	22	23
Club is open Noon to 8pm	Club now open Mondays 4-8pm	Spring Meeting 7:30 pm	Darts 7:15	Sailing Committee Meeting 6:30 pm	App Night	Club is open Noon to 8pm
24	25	26	27	28	29	30
Club is open Noon to 8pm		Sip 'n Stitch	Meeting Race Committee Volunteers 6:30 - 8:00 pm		App Night	<b>LAUNCH DAY!</b>
1	2	3	4	5	6	7
<i>May</i>		Sip 'n Stitch				Icebreaker Race to CCIW and back
8	9	10	11	12	13	14
		First Tuesday Night race		First Thursday Night race		
15	16	17	18	19	20	21
		Tuesday race night		Thursday race night		Club cruise to RHYC
22	23	24	25	26	27	28
Club cruise to RHYC	Victoria Day Club cruise to RHYC	Tuesday race night		Thursday race night		<b>SAILPAST</b> 12:00 Blessing of the Fleet 2:00pm Sailpast

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