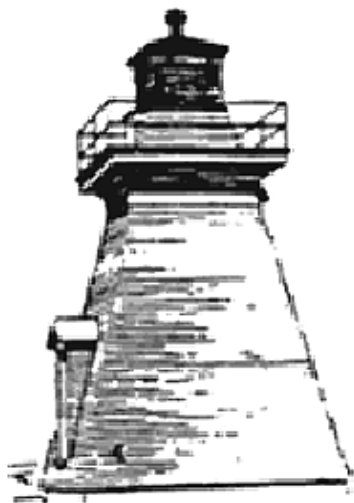


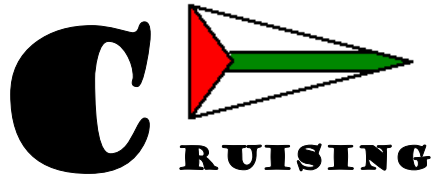


# THE MAINSHEET

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**2009**

Finally, we are into the cruising season, with the Iceberg Cruise to DYC in recent memory. Our first cruise to Port Dalhousie was well attended. We had 10 boats and 3 cars venture over and the weather was beautiful...not exactly an Iceberg cruise...more like a tropical one.

I'd like to remind everyone that it's time to sign up for

## **The Patriot Cruise**



Proudly display the flag of your nation of origin as you join your fellow sailors and make some new friends on our cruise to.....

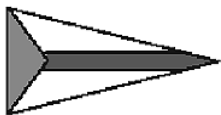
## **The Royal Canadian Yacht Club**

**July 4/5<sup>th</sup> weekend**

Those who wish may arrive at RCYC on Friday July 3rd.

Just ask Barb to add your name to the list in the office and specify departure date.

Garry Brown (Toucan)  
Cruise Director



# Shark World Championship 2009

*August 22 – 28*

## Update and Highlights



There is plenty of action and hard work going behind the scenes right now. Our Organizing Committee has been working day and night to ensure that our club's hosting of the 2009 Shark Worlds is presented as a top notch event. What have we been up to?

- √ We are working with the Mayor's office to coordinate parking around the club.
- √ We have confirmed that Great Lakes Brewery is our official beer sponsor for the event.
- √ We have 19 boats registered so far – which is great!
- √ We have confirmed billeting for our Jury members.
- √ Preliminary Sailing Instructions are completed, and have been sent to ISCA for approval
- √ Many people have signed up with Donna Genge to volunteer
- √ Dave Shantz has stepped up to fill the role of Operations and Logistics Coordinator
- √ Thanks to Tom Purser for volunteering "Caper" as a loan boat.
- √ The Lord Mayor Gary Burrows has agreed to make and serve his special "punch" at "The Lord Mayor's Masquerade Happy Hour" (taking place on the Thursday).
- √ Announcing the "Designer's Cup" – the main and jib fleet for the Shark Worlds

## What We Still Need Help With

1. If you, your company or someone you know is interested in **sponsoring** the 2009 Shark Worlds, please let us know. This event is a huge undertaking, and it presents a significant cost to host an event of this magnitude. We appreciate donations of gifts, prizes, sponsorship of meals, beverages, items for skippers' packages (and of course cash) etc. In return, we offer various advertising and promotion opportunities.

One of the many opportunities for sponsorship includes sponsoring one of our daily happy hours – for around \$1000, you or your company can have the event named after you. For example: Rick Sherk's Tequila Limbo Happy Hour. **For more information, contact [jinnie@sharkworlds2009.com](mailto:jinnie@sharkworlds2009.com)**

2. **Volunteers** are needed in a number of areas. **Contact Donna Genge for more information and to volunteer at:**

[volunteer@sharkworlds2009.com](mailto:volunteer@sharkworlds2009.com)

3. **Loaner Boats** are still required for our European competitors. If you have a Shark, and are not planning to race it at this regatta, we would greatly appreciate the use of your boat. If you are interested in lending us your boat, please email Hugh Bogusat at [charters@sharkworlds2009.com](mailto:charters@sharkworlds2009.com)

4. **Spectator Boats** are needed Sunday – Friday. If you have a boat that can handle five or more people, then we need you! If you are available for any period of time during the week, please let us know at [jinnie@sharkworlds2009.com](mailto:jinnie@sharkworlds2009.com)

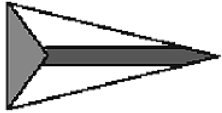
5. **Historical Information and Photos** needed. Since this regatta marks the 50<sup>th</sup> Anniversary of the Shark, we are planning to have a Shark History display. Send your old Shark photos or information to [info@sharkworlds2009.com](mailto:info@sharkworlds2009.com) or drop off at the club office. We will return any original photos or documents to you.

Thanks to all of our volunteers who have been working so diligently to make this the best regatta of the year. We will keep you all posted via the Mainsheet and emails about our progress, updates, and requests for help. If you have any questions, please feel free to contact me at [jinnie@sharkworlds2009.com](mailto:jinnie@sharkworlds2009.com) or give me a call at (905) 351-9499.

Jinnie Gordon

*2009 Shark World Championship Regatta Chair*

*Celebrating 50 Years of the Shark*



## -Letter from the Editors

### 2009 Boating Season



Well, the 2009 Boating Season is off to a great start.....

The Commodore's Ball was held at the Doubletree Fallsview Resort on Saturday, April 18th. A great time was had by all. Thank you to Barb Wells, and Debbie and Russ Hodgkinson –Social Director (Penguin) for all their hard work.

The Pig Roast held on May 9th was a sold out event. Thanks again to Barb, Ed and the Hodgkinsons for all of their time and efforts. Thank you also to all those that helped set up, serve and clean up.

Just a reminder, that we still have lots of great activities planned for the 2009 season. Cruises and Social Functions.. Get your tickets early before they are sold out. Shark Worlds in August should be a wonderful event. They are still looking for volunteers to help in various areas.

See you on the water!

-kb

Kathy Brown		Maureen Dodd
Toucan	&	Euphoria
905-468-5848		905-468-4810
toucansail@hotmail.com		maureen@doddsgreenhouses.ca



### A BIG GREEN THUMBS UP!



Saturday, May 23<sup>rd</sup> a dedicated group of ladies and gentlemen planters gathered to beautify the NOLSC grounds with lovely flowers grown especially for us at Dodd's Greenhouses (thanks, Colin and Maureen!). Their hard work will be appreciated by all for the rest of the season, we hope, so should any of you pass a planter that looks dry, feel free to administer some TLC. Many thanks to:

Donna Genge, Pearl Mitchell, Donna Stewart, Howard and Kathryn Nesbitt, John Sheppard, Claire Tiel, Claude and Gayle Mathe, Judy Brandow, Dave Sommerville, Henry Van Atte, Jeff and Ruth Goodman and Dave DeBoy.

Thanks, also, to Ed and Corey and Lindsay for their assistance and advice.

- Rick Corvino

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When: every Saturday night 9:00 pm - 11:30 ish - no cover



## THE COMMODORE COMMENTS...

While walking through the sailing club the last couple of weeks, one cannot help but notice the activity associated with the annual ritual of "Spring Launch". The cars and vans parked around the yard with their trunks and hatch-backs open, their springs and shocks groaning at the extra weight of a multitude of cleaning and waxing products stored within. The clinking of aluminum ladders, the whirl of power buffers and execution of last minute repairs, is apparent everywhere you turn. All of these things are necessary for a successful spring launch, but even more important however is the camaraderie that takes place during this time. The lending of a tool, the giving and receiving of advice, the "do you remember" stories, guarantees turning a 5 hr. boat cleanup into an 8 hr. boat cleanup. I believe you couldn't have it, nor would you want it, any other way.

The 2009 boating season promises to be an exciting one with cruises and events planned and the Club's hosting of the Niagara Cup Regatta in July and the Shark Worlds in August. So have fun and get involved.

Sincerely John Vanderperk



## NOLSC SOCIAL CALENDAR



June 7, 2009 – Sail Past

July 11, 2009 – Steak BBQ/Niagara Cup

*Tickets purchased in advance-price TBA*

August 15, 2009 – Corn Roast

*Tickets purchased in advance-price TBA*

October 17, 2009 – Tom Turkey

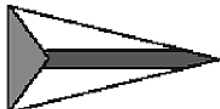
*Tickets purchased in advance-price TBA*



## *In Memoriam....*

### **Faber, Frank**

It is with great sadness the we inform you of Frank Faber's passing (Symunye). After a battle with cancer, Frank died peacefully at home with his family. He will be greatly missed at the club by all those that knew him. Our sincere condolences to his family.



## The Ride to Conquer Cancer



The Ride to Conquer Cancer – Mary Blom and Kirby Bowe

Thank you to the editors Kathy and Maureen for allotting some space in the Mainsheet !

This event is a 2 day 200km cycling challenge taking place on June 13-14. We will start at Exhibition grounds early Saturday morning and finish Sunday afternoon at the top of Niagara Falls. I am positive there will be a giant double Rainbow as we cross the finish line. This challenge encompasses many things. First of all – how do you personally raise \$5,000? That is a challenge in itself! Then there is the challenge of getting in shape and getting some riding time in. To quote a famous poet – Oliver Wendell Holmes “ When in doubt, do it “ . So we are doing it!

Last year was the inaugural event which attracted over 2,500 riders and raised 14 million dollars. I am very much looking forward to this amazing experience, Kirby did the ride last year and signed up at the finish line to do it all again this year! He met so many great people, many that have won the battle over cancer, like the gal who was the last rider to finish on the Saturday that had lost a leg to cancer. Those moments are pure inspiration and make the challenge of fundraising and riding seem very small indeed.

It is wonderful to see the energy of positive forces at work. Once you start talking to friends, family and coworkers, people will ask to help either through donations, helping with fundraising, spreading the word, publishing articles, hosting pig roasts – you name it. Our main fund raiser will be a Pig Roast and Party hosted by Maureen and Colin Dodd on Saturday June 6<sup>th</sup>. We have a poster at the main gate and have been spreading the word at Sunday racing. Dave Rourke and band – WASTED TIME will be donating their precious TIME to play and entertain us and Mike Dodd will also be performing his solo act. It will be a great way to kick off the summer and raise some dollars for this worthy cause. If you would like to attend please call my cell # at 905-401-9102.

The money raised will benefit Princess Margaret, one of the top 5 cancer research centres in the world. The dollars go toward three key areas: Programs - for treatment and research, Platforms - advanced research such as molecular profiling and biomarker identification. People – supporting the leading scientists and clinicians with their vision and work.

Please visit the website to see the videos and pictures and also to sponsor our ride!

[www.conquercancer.ca/goto/mary.blom](http://www.conquercancer.ca/goto/mary.blom)

[www.conquercancer.ca/goto/kirby.bowe09](http://www.conquercancer.ca/goto/kirby.bowe09)

Life is full of challenges, opportunities and possibilites. My favourite quote seems like a god way to wrap up this article :

To reach a port we must sail, sometimes with the wind, and sometimes against it.  
But we must not drift or lie at anchor.

**Oliver Wendell Holmes**



# Ed-ifications



A different time is upon us. Economic upheaval, the likes we have never seen. Having said that, NOLSC is as solvent as ever. A very healthy waiting list is currently on file, (my apologies to all who could not be accommodated) and all docks are occupied for 2009. Several new boats will be docking at the club this year in the river front area.

Welcome to all who are new. If you have a docking request or concern, please contact me.

Bring on the season!!!!

Ed

## *Junior Sailing News*

### Junior Sailing News

Members should know that we offer adult sailing lessons on Tuesday evening from 6 until 9 PM. The lessons are taught by the same CYA certified instructors who teach the Juniors. The fee is \$275 for 8 lessons. Boat handling as well as sailing theory is taught. Sailing is done in our 420 dinghies with monthly sails on big boats. It's a great way for crew or regular guests to learn the sport.

Thanks to Barb, Mark Schantz and Lauren McCullough, we have our schedules set and enrollment nearly complete in the first week of May. There are only a few spots left in the Junior program.

This year we will have a 14 member race team. These are all candidates for Silver and Gold levels, the highest offered by CYA. It's a testament to our instructors that so many kids stay in the program and desire to attain the highest skill levels of our sport.

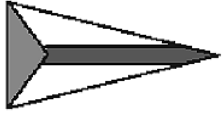
We'll keep you posted on the results from our regattas.

Junior Sailing has benefited greatly from the profits of the barbeques that Bill and Donna Cavers, Rick and Janis Corvino and the crew of Zoom have held at the A frame after the Wednesday races.

They are retiring this year. If anyone wants to continue the barbeques, I'm sure Bill and Donna will give you pointers on how to proceed.

Paul Sullivan  
Director, Junior Sailing.

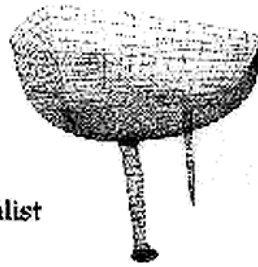




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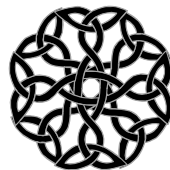
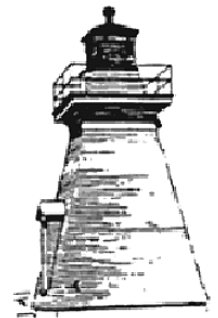
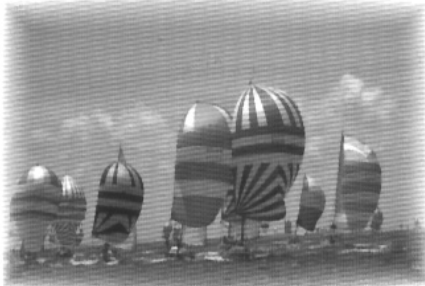


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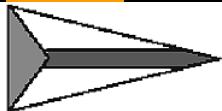
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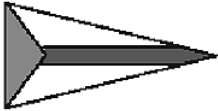
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# NOLSC Board of Directors 2009

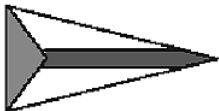
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Vice Commodore—Operations	Judy Brandow	Sweetie Punkin	(416) 255-2754
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Vice Commodore—Fleet	Bruce Harper	Tight Squeeze	(905) 468-5447
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Long Range Planning	David DeBoy	Chasse	(716) 310-1683
Past Commodore	Howard Nesbitt	His 'n Hers	(905) 682-7440
Director at Large	Greg Chapman	Manana	(905) 938-2123

**BOARD AFFILIATES**

Club Historian	Tom Haines	Therapy Too	(905) 468-2833
Cruise Director	Garry Brown	Toucan	(905) 468-5848
Mainsheet Editors	Kathy Brown	Toucan	(906) 468-5848
	Maureen Dodd	Euphoria	(905) 468-4810

***Who's Who?....***





### January 2009

- the financial report, the Income Expense Report for Twelve Months Ending December 31, 2008 and a tentative budget for 2009. Finances for 2008 were on budget.
- the social event schedule was established
- Request for input regarding the possibility of a winter event
- accepted for membership: Ron Dunn (Amaretto) , Jeff Goodman (Landaleigh)
- Associate membership: James Day (Maculusha), Tracey Connell – (Rambunctious)
- Howard Nesbitt recommended the club obtain more information about how a membership unit plan would work. Such a plan would allow either spouse of a membership to vote or hold office.
- volunteers needed to put together the float for the Niagara-on-the-Lake Christmas parade
- John Vanderperk and Ed McIlroy will attend a meeting January 13 organized by the town of Niagara/Niagara Region which is developing a Vision for the Old Town including specific policies for the Dock Area. John and Ed will explain that the Niagara-on-the-Lake Sailing Club is a private facility.

### February 2009

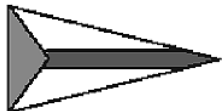
- Roof on building rented to Scotty must be repaired
- A-frame washroom to be modified
- Ministry of Natural Resources contacted about changing the mooring balls to accommodate seasonal rentals.
- Dave Sommerville has been offered the third mooring ball for the 2009 season to accommodate his 65' boat. To be reviewed after 2009 season.
- Sailing Club float came in First Place in the Christmas Parade
- New proposed Junior Sailing Policies for 2009

### March 2009

- A-frame renovations almost complete
- Dodd's greenhouses contacted to supply flowers for Planting Day
- RS Feva to be adopted as White Sail boat of choice for Jr. Sailing, purchased in the future as required.
- Planning drawing to be published in the Mainsheet with open invitation for comments from the membership, and will be presented at the Spring AGM meeting
- King's Point has requested that the Sailing Club adjust the lights on Nelson Street. Ed to look into this and report back to the board.

### April 2009

- Roof materials arrived for Murray's Boat Repair building
- Jr. Sailing registration will be early this year. New brochures have been sent to prior participants
- 3 new picnic tables for junior sailing to be purchased
- Ed to proceed with the list of delinquent boats in the yard and place liens on them in order to get them sold
- On-line community proposal presented by Tim O'Connor was accepted with a board member to over see.

**GEORGE HINTERHOELLER + "THE SHARK" = NOLSC**

By Terry Boulton

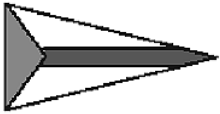
Over the last 50 years, an untold number of articles have been written about "The Shark" and George Hinterhoeller, including two excellent articles by members, Judy Kingsley (see the Shark Worlds web site) and Judy Brandow. Intended to be of particular interest to the NOLSC membership, this article endeavours to show how George and The Shark impacted the birth and success of the Niagara-on-the-Lake Sailing Club. [Please note that all quotes have been taken from George's personal writings/observations - much of this article is George's own story. I wish to thank Nona for access to the family albums and for her patience in answering my many questions.]

Could one go so far as to say that, without The Shark, NOLSC might not exist? The NOLSC marine basin looked quite different in the 1950's. Nona remembers only 2 or 3 sailboats; a Moth, a Lightning and possibly one other. "There was not much demand in the fifties" for sailboats. Old fishing boats and power boats were far more prevalent, particularly with the presence of Shepherd Boats next door. What sailboats did exist were small "day sailers". It was in this environment that George's search for a boat for his own family was to lead to the Shark. He had built a Lightning in 1954, however, after his first sail with his family he declared it too small for Lake Ontario. As a result, in 1958 he designed and built a 22ft. lapstrake boat, *Teeter Totter* - the forerunner to the Shark.

During this same period, the early to mid 50's, another small sailboat had enabled him to start his own business. As George noted, my "... break came when Sandy Edmison ordered a Y-Flyer", a 20 foot day sailer with which, "he promptly won the Canadian Championship." George subsequently, "walked away with ten orders for Y-Flyers" which lead to "...full time business."

By the late 50's, having built 42 Y-Flyers, that market had dried up. George was out of work and about to look for employment when approached by Glen Dickie who wanted him to build him a boat. George was ready, having already envisioned the Shark, the boat he had designed for his family - thus, 50 years ago came the first order for a Shark. Unimpressed with traditional boats of, "...heavy displacement ... with a long overhang and a short waterline, I went on to design a boat for my own use....and since a top speed of 5-6 knots did not excite me at all, I designed a light displacement hull with a planing bottom ....This type of boat would be somewhat slower in light air, [however] it was less important to me than the thrill of excellent, hard weather performance." In order to build a "safe dinghy" for Lake Ontario, the Shark had been born. His "family" boat, George at the helm, won the "Lake Yacht Racing Association, "...with three guns in three races....and clocked the best time in the Freeman cup in 1963".

Cont'd...



## GEORGE HINTERHOELLER + "THE SHARK" = NOLSC

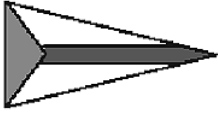
This early stage of development could not have been more attached to Niagara. His first boats were actually built in the living room of the family home on King street, from where they "progressed" to the upstairs in the house eventually to be lowered to the ground through gable doors. That the Hinterhoellers lived in N.O.T.L., that George held such a passion for exciting sailing and the genius to envision the Shark was fortuitous for all local sailors.

The first four Sharks were cold molded plywood. Boats constructed in this fashion were very labour intensive and subsequently expensive. It took approximately 130 hours labour to form the hull. Needless to say, that is one of the reasons why there were not many sailboats in the basin at Niagara-on-the-Lake. "Then Bill O'Reilly came along, stated that he liked the design but wanted a fiber glass boat." But George wasn't really interested; he felt that, "...fiber glass is no good....if this is what boatbuilding had come to I wanted no part of it."

Nevertheless, the whole sailboat market, in particular that of Niagara-on-the-Lake, was to change forever when George built his first fiber glass Shark. Having been introduced to Bert Miller from Niagara Falls, who built fiber glass canoes as a hobby, on Bert's invitation one Saturday morning in 1961 George watched as Bert constructed a 16 foot hull: they "...sprayed the gel coat at 8 am. and by 11:30 that morning the job was completed. I was stunned, drove home with my head shaking all the way, called my business partner, Gord Brinsmead, informing him that there was indeed a faster way to build a boat." They, "...took molds off the last cold molded plywood hull and deck" and never looked back. "Commitment to the transition from wood to fiber glass construction had been reached and as a consequence business would explode...." Fiber glass and the advent of the aluminum mast were to revolutionize the industry. Concurrently, so too was the boating scene in Niagara-on-the-Lake changed forever - from 2 or 3 sailing dinghies in the late 1950's to ....

Where most boat designs may be built in the hundreds, the Shark was produced in the thousands: 7 in 1961; 23 in 62; 40 in 63; 680 between 1964 -68. Today the number is over 2500. A myriad of other types and sizes of boat were built in Niagara, many of them of George's design, most of them appearing at our docks. 1964 marked the inception of NOLSC. By 1966, with a membership of 47, there were exactly two power boats, 20 sailboats 20ft. or less. Hinterhoeller boats present: a Niagara 30, 2 HR 28's, an HR27. And the "backbone" of NOLSC? 22 Sharks!

Although the focus of this story is the Shark and its importance to NOLSC, there is another aspect of George's involvement that needs to be told. In the 50's, water skiing was paramount. In 1953/54 George convinced a number of local power boaters that sailing was much more interesting. With George providing the expertise, about 20 Penguin class dinghies were self-constructed for about \$200 each. And then they raced. Desirous of racing against clubs from the United States they needed to be members of a Club and members of the Penguin Association so together they formed the Niagara-on-the-Lake Sailing Club!



**“Sharks”**

GEORGE FINISHES SHARK 1



ONE OF SHARK 2, 3, or 4 -  
do you see any changes?



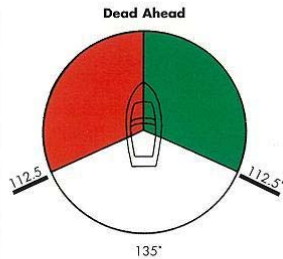


The NRPS Marine Unit recommends that those venturing onto our waterways adhere to the 5 steps to safer boating. The 5 steps include:

1. Wear a lifejacket
2. Don't combine alcohol consumption and boating/water sports
3. Take a recognized safe boating course
4. Have not only the equipment required by law, but also sufficient equipment to address seasonal environmental issues
5. Be aware of the risks posed by cold water emersion.

Canadian Safe Boating Council website [www.csbc.ca](http://www.csbc.ca)

## Rules of the Road



Rules of the Road are governed by the *Collision Regulations*. They spell out which vessel is the **Stand-On Vessel** and which vessel is the **Give-Way Vessel**. Every pleasure boat operator who must give-way to another vessel, that means the operator who has to move, must take "early and substantial action to avoid a collision." The stand-on vessel must "maintain course and speed."

**Overtaking**

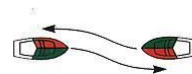
The vessel that wishes to overtake is the Give-Way Vessel. The vessel being overtaken is the Stand-On Vessel. The Stand-On Vessel maintains course and speed. The Give-Way Vessel must take early and substantial action to avoid can overtake Vessel 2, on either side. They will sound the following signals:

In the diagram Vessel 1 is the overtaking or, Give-Way Vessel. It want to pass on your starboard side: One Short Blast  
 Proceed: One Short Blast  
 I want to pass on your Port Side: Two Short Blasts  
 Proceed: Two Short Blasts  
 If either vessel operator is not clear about the intentions of the other vessel operator in any situation, the operator should sound five short blasts.



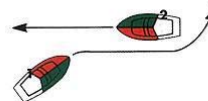
**Danger (Give-Way) Zone**

The green sector on your boat, that sector defined by your green sidelight, is your Danger Zone or your Give-Way Zone. This extends from the centreline on your bow (dead ahead) to 22.5° abaft the starboard beam, or 112.5° from the bow, along your starboard side. When another skipper sees your green light, he has the right of way ... green for go. When you have a boat in your green sector, you must take early and substantial action to avoid collision.



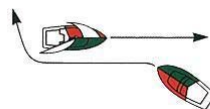
**Meeting: Head On**

In the diagram, two vessels are meeting head-on. Since they both must take action, they will both give one short blast to indicate they will alter their course to Starboard so that they pass Port to Port.



**Meeting: Crossing**

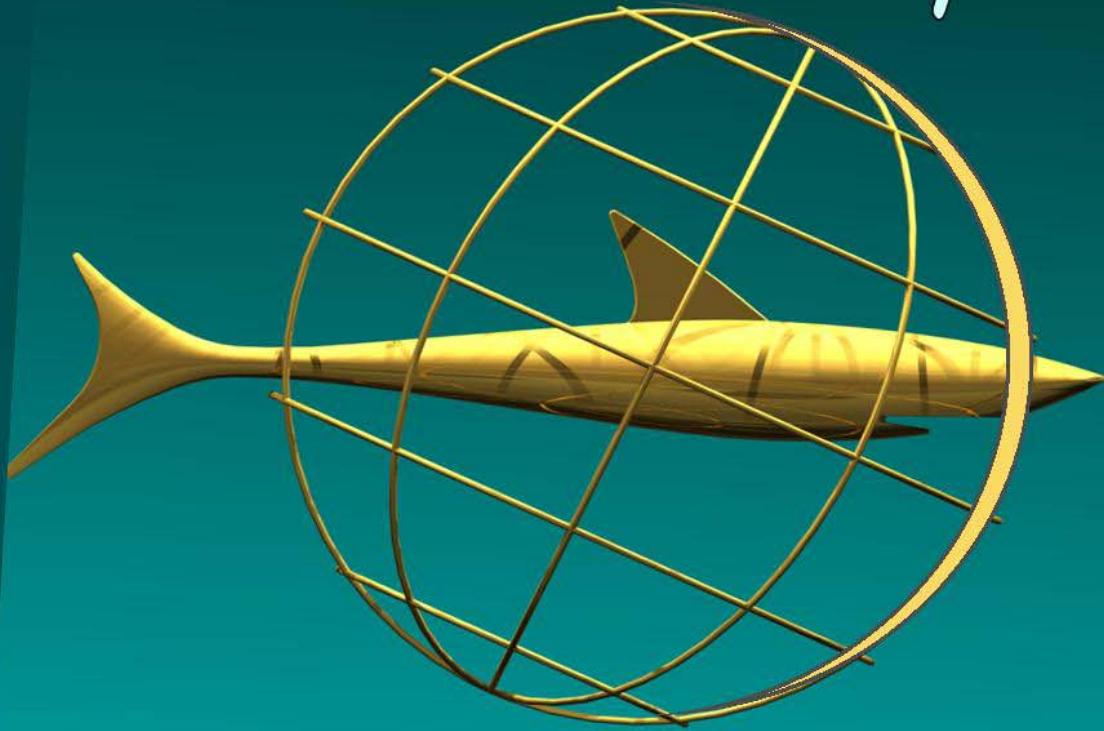
In the diagram, Vessel 1 is the Give-Way Vessel as it has the vessel on the right in its green sector. The Give-Way Vessel must take early and substantial action to avoid crossing in front of the Stand-On Vessel, Vessel 2 so it alters its course to starboard and adjusts its speed appropriately.



**Meeting: Powerboat and Sailboat**

When a sailboat under sail alone, meets a powerboat, the sailboat is the Stand-On Vessel and the powerboat is the Give-Way Vessel. The powerboat must take early and substantial action to keep clear of the sailboat.

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*Shark World Championship*



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**50**

**YEARS**

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