



Kingston Yacht Club  
Community Club 2010



# Members' Manual & Guidelines



# Kingston Yacht Club Community Club 2010



## Community Club Program

Enjoy quality sailing in the Kingston area without owning a boat. Community Club (CC) members have access to the Club's fleet of Shark sailboats. Routinely maintained and properly equipped, these boats offer the key to budget sailing in the Kingston area. Shark sailboats are 24 feet long. Known for their seaworthiness and versatility, Shark sailboats have crossed the Atlantic and Canadian sailors have wintered in the tropics aboard their Sharks.

Partaking of the Community Club Program is a separate privilege of membership within the KYC. Beyond the annual fee for membership, those wishing to join the Community Club are assessed an additional annual contribution for the care and maintenance of the fleet. For the 2010 season, the CC contribution is \$305 (GST included).

The requirements for club members to participate in the program are:

- Already be a full member of the Kingston Yacht Club
- Demonstrate sailing ability by completing an orientation sail with a KYC instructor to become familiar with the boat and for the instructor to evaluate the individual's ability.
- Obey the rules and procedures of the Kingston Yacht Club.

To apply, prospective members must complete the Community Club Application form (available from the office & website) and return it along with payment. This is a very popular program and access may be limited.

For additional information contact:

*Kingston Yacht Club Office*  
1 Maitland Street  
Kingston, ON  
K7L 2V3  
[office@kingstonyachtclub.com](mailto:office@kingstonyachtclub.com)  
[www.kingstonyachtclub.com](http://www.kingstonyachtclub.com)

## The Shark Fleet

The KYC has one of the largest fleet of Sharks on Lake Ontario, which includes the seven owned by the Club and several member-owned vessels.

Specifications:

LOA 24ft  
LWL 20ft  
Beam 6ft 10in  
Draught 3ft 2in

## History

The Community Club Program was the brain-child of KYC member Don Ruddy, a six-time Shark World Champion. Started as an extension to the Adult Learn to Sail program, the intent was to offer graduating members continuing access to the Club's Shark fleet and to enhance the efforts to increase membership in the KYC. The Program began with two Shark boats owned by the club. Two additional boats were acquired that year, with one other being donated by the estate of a club member. In each of 2001 and 2002 one Shark was purchased, for a total in 2002 of seven. The program is basing its membership at approximately 10 members per boat. This is not a rigid rule, but one that will be monitored to ensure that there are sufficient boats available for membership demand. The CC has grown significantly since its inception in 2000.

The CC fleet of Sharks is shared with the Adult Learn to Sail Program, as are the maintenance, fuel and mooring costs (paid to the KYC.) A portion of the annual budget also goes to hiring a Fleet Bosun to maintain and clean the boats. Those wishing to enjoy the benefits of the CC must first be members of the KYC and also pay an additional annual contribution for the care and maintenance of the fleet.

## Activities

Social activities and training events may be planned for CC members from time to time. Please check the web page or the KYC Log for details of planned events. Members are urged to participate at Haul-Out and Launch days to help maintain the boats.



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## Insurance

The CC Program boats are insured by the KYC. It is a commercial policy carrying a \$1,500.00 deductible. In the event of serious damage, the operator (Skipper) at fault is liable for up to \$1,500.00 in damages.

## Reservation Procedure

Boats may be reserved up to seven days in advance, but members may only make one reservation at a time per time-slot. Another reservation may be made as soon as the first is completed.

The list of reservations for any current week is posted on the bulletin-board outside the office. Boats may be reserved by adding your name to the list if a boat is available. A reservation may also be made by calling the KYC office during business hours, Monday to Friday. In the event of a long weekend, the reservation sheet will be available on the Friday before.

For race-nights (Tuesdays and Thursdays), the reservation list is laid out such that, members wishing to crew and looking for a Skipper may insert their names in the spaces provided. Skippers looking for crew may leave the spaces blank, with the hope other members will sign on. On race nights, the Community Club fleet is not reserved exclusively for racing and members may signed out boats for just cruising.

During Adult Learn to Sail training evenings (Mondays and Wednesdays in June, July and August), the fleet is reserved for the exclusive use of this training program.

The time slots available are as follows:

*Spring: (launch to end of May)*

Morning: 0800 to 1200

Afternoon: 1230 to sunset

*Summer: (June through August)*

Morning: 0800 to 1200

Afternoon: 1230 to 1700

Evening: 1730 to Sunset

*Fall: (September until haul-out)*

Morning: 0800 to 1200

Afternoon: 1230 to sunset

A reservation will be held for one hour, after which time the boat will be available to any Community Club member wishing to sign it out.

Boats may not be signed out beyond sunset or overnight.

## Skipper's Log

On board each CC boat is a folder containing blank "Skipper's Logs." The Skipper is required to complete a Log after each cruise and leave it at the clubhouse. A copy of this Log is included at the end of this Manual.

## Guidelines for Use

The Community Club boats are equipped with charts. Hazards to navigation (shoals) exist in these waters and skippers should familiarize themselves with these charts and shoals before departure. Range of operation of the CC boats is limited to the chart area.

Weather conditions in the Kingston area can be volatile. It is prudent to check forecasts prior to slipping your moorings and to "keep a weather eye", while on the water. Should weather conditions be approaching "small craft" warnings, boats will be prohibited from leaving the dock – a sign to this effect will be prominently displayed on the Shark dock and is to be observed. Respect the wind.

The Community Club Member who books the boat must be on board.

Please wear proper deck shoes. Non-skid soles are best for safety. Do not wear black soles as they leave smudges that are difficult to remove.

Each boat has its own set of equipment, which is not to be removed nor transferred between boats. A check-list is located on the Skipper's Log and must be completed after each cruise.



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Prior to departure:

- Thoroughly check all lines, rigging, sails, etc.
- Ensure all safety equipment is on board and operational
- Have sufficient life-vests for all crew
- Check fuel level, and open fuel cock and tank vent
- Ensure the engine is running smoothly
- Check to ensure that you do not have a foul anchor and that the rode is coiled properly

If equipment is missing or broken, please note it on the Skipper's Log. DO NOT borrow equipment from other boats.

Please leave and enter the harbour under power or paddle.

Bring fenders inboard after leaving the dock.

After use:

- Please ensure that the boats are properly secured
- Place fenders to avoid damage to neighbouring boats
- Properly fold or roll the sails, and attach the mainsail cover
- Coil and tidy lines
- Tie off halyards to prevent noise
- Secure the engine, close the tank air-vent and close the fuel shut-off
- Secure the tiller
- Remove all garbage and clean the boat
- Secure the hatch and companionway cover to avoid rain entering
- Please leave the boat in a condition that you yourself would wish to find it

**Complete the Skipper's Log, noting any mechanical or rigging problems, and file at the clubhouse!**

## Tips for Successful Day Cruising

### Before You Go

Check the weather forecast. Is the wind forecast to increase, decrease or switch direction? Check the engine. Are you familiar with this model? How do you lift if up? Is there enough fuel? Study the chart and know where the shoals are. What do the buoys mean? Going upstream or into harbour, you keep the red buoy on your right? "Red, right, returning."

### Leaving Harbour

Secure all sails and lines on deck so that they don't fall overboard. A trailing line will ultimately become snagged in the prop and kill the engine. Watch for traffic. Cruise boats, sailboats, seadoos – there's lots of traffic by the KYC. A collision is no way to start a cruise! Also, give the floating-dock a wide berth and be watchful for swimmers. Get plenty of sea room offshore before you attempt to raise the sail. How much? Enough to make mistakes in!

**Bring your fenders inboard and stow in the cabin. Nothing distinguishes a novice or sloppy sailor like dangling fenders. It's not pershippity!**

### Underway

Watch 360 degrees. Check the blind spot behind your foresail. A boat on the opposite track may have the same blind spot for you. The skipper must be eternally vigilant. If you have no destination in mind, first sail upwind. Then the course home will be pleasantly downwind. This is very good advice in cool weather. Watch for changes in the wind. The time to reef is when you are asking, "Should I reef?" Respect the wind. Think ahead.

Beware of Snake Island! Thanks to the cormorants and lake ice there are no more trees on Snake Island making it hard to see. Always a popular site for running aground, take special precautions when sailing southwest or you may become a yachting statistic!

### Fun places to visit

Simcoe Island anchorage (where the other boats are.) Cedar Island, Government Island Park, General Wolfe Hotel dock, Wolfe Island, watch the buoys in and out. Brown's Bay Inn is shallow late in the season. Milton Island Government Park.



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## **Returning Home to KYC**

Use lots of sea room to drop sails. Secure lines and sails on deck. Fenders out before going into the mooring. Approach the mooring dead slow. Leave the boat tidy. Book another cruise.

## **Skipper's Log**

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## Shark History

There is much information about Sharks available on the web and one may wish to visit the following sites for additional information: [www.shark24.org](http://www.shark24.org) or <http://sailquest.com/shark/>. The following material about Sharks was obtained from the former:

"When George Hinterholler designed the Shark in 1959, he was looking for a boat that would "go like hell when the wind blew." Growing up sailing in Austria's Salzkammergut region, Hinterholler was used to light displacement fin-keelers; fast, responsive and exciting.

The few sailboats he found on Lake Ontario when he immigrated to Canada in 1952 had heavy displacement hulls. They were ponderous and had a bad habit of hoppy-horsing in the rough Lake Ontario chop.

The young boat builder/designer was bored by their performance. Announcing that he could build a boat that would sail circles around the rest, he retired to the shed behind his Niagara-on-the-Lake home and built Teeter Totter, a hard-chined 22-foot sloop made of plywood. It was the forerunner of the Shark. And when the wind blew, it did go like hell. Its designer loved it and so did his friends.

There was an immediate demand for the nimble little boat 35 years ago, so that winter Hinterholler increased the length to 24 feet and began building plywood Sharks in his shed. Hull number 5 was for a customer by the name of Bill O'Reilly who demanded that his boat be built of a substance relatively new to boat building; fibreglass. He even offered to teach Hinterholler how to use it. With fibreglass it took 18 man-hours to produce a hull instead of the 128 hours devoted to a wooden hull, and fibreglass was virtually maintenance free. That made his boat the affordable yacht and Hinterholler and Shark were on their way to International success.

Since then, more than 2,500 Sharks have taken their place in the fleet, both on the North American continent and in Europe. It rapidly became the biggest one-design keelboat fleet on the Great Lakes and today there are active groups on the east and west coasts and in the Montreal and Ottawa areas. About 500 Sharks sail the large lakes of Austria, Switzerland and Germany and the waters off the Swedish archipelago.

There have been changes since Hinterholler first designed it, but they have been cosmetic. The sleek hull, straight stem, and long flat run at the stern, fin keel and spade rudder made it a racer that climbs easily over its bow-wave to achieve speeds in excess of 10 knots. The six-foot beam and doghouse accommodate a V-berth, two quarter-berths with sink, stove and icebox, making it a pocket cruiser with sitting headroom. It draws less than four feet, making it an ideal boat to tuck into anchorages denied deeper draught boats.

The Shark's prompt success was due in no small part to its early racing record. In 1960, Hinterholler crewed for George Steffan, later President of Mirage Yachts, in the Freeman Cup. They cleaned up with three 1sts using brisk 18-knot winds to put a leg between them and their nearest competitor in the race. In the 1963 Freeman Cup the Shark did it again. For small boats, the course was from Niagara-on-the-Lake to Rochester NY, 80 nautical miles along the south shore of Lake Ontario. There were no spinnakers and no genoas on Sharks in those days and the race was sailed with main and working jib only.

"We thought our biggest competition would be the "Thunderbirds," Hinterholler said "but after the first surf, we knew that there would be no contest. We barreled down the course in seven hours and 44 minutes."