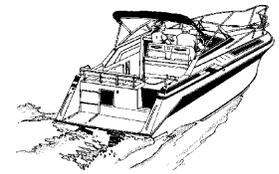


Collins Mixer

Collins Bay Yacht Club Newsletter



Upcoming Events

- **July 31 - Aug 2**
Civic Holiday Cruise
- **Aug 5**
End: Summer Race Series
- **Aug 12**
Start: Fall Race Series
- **Aug 14**
0800-1000 Pancake Breakfast
Anniversary Regatta
Chateaubriand BBQ
- **Aug 15**
Pigeon Island Race
- **Sep 4-6**
Labour Day Cruise - Waupoos

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COMMODORE'S CORNER

July 2010

Well the Canada Day cruise and the US cruise are now done deals and both were a great success as the attendees raved about the fun and camaraderie enjoyed by all. The fireworks at Fort Henry were spectacular as usual and the grandkids had a wonderful time being entertained on Cabernet by Ina and Joanie. Our two boys came back to Naiad IV saying "We'll be back next year"! Hum.

Jacques and Glenda once again did a bang-up job organising the US cruise with stops at Clayton, Cape

Vincent, Henderson Harbour and Sacketts. It was a blast!

When you read this, the season will be on the wane as we head into August but we still have plenty of racing to look forward to as the regular Thursday series will still be progressing and the August long weekend cruise will have taken place. The Waupoos cruise will be on the agenda for Labour Day weekend and that is something to enjoy with our friends at Kingston Yacht Club.

I hope you are enjoying this summer as the weather is certainly better than last year

as the clear sailing days are considerably more prevalent and the wind is sometimes more convenient!

Its time for trashence. What boat should I pick on today? Well I'm having trouble as I keep thinking of the beautiful lines of the Douglas, the graceful sheer, the upturned nose, and the rich teak that requires countless coats of varnish. Well enough of this reverie as I must get down to the marina and lay on another coat of varnish on the exterior.

Fair winds,
Lionel

MARK YOUR CALENDARS!

August Civic Holiday Cruise

July 31 to August 2

Volunteer Cruise Captains: Dennis Reed and Gary Logan

Where to: **Saturday July 31** – BBQ at Dennis and Norma Reed's lovely home near Lyon's Island (sample the best of the County)

Sunday August 1 – "Omelette in a bag" breakfast on shore, then challenge race around to Hay Bay and join Crystal and Lee Baker at their home for a pot-luck dinner

Optional August 2 – Sail to Sandy Cove, swing on the hook and share Happy Hour together

Want to join: Limit of 15 boats (approx. 30 participants).

Cost is \$18. per person (BBQ pork chops, fresh corn, omelette breakfast + prizes and fun activities) Sign up and prepayment at the Marina Office before July 28

What to bring: Details will be on the CBYC website before the event:

http://www.collinsbaymarina.com/cbyc/PDF/cruise_2009.pdf

Need more info: Call Dennis Reed at 613-373-0288 or Gary Logan 613-634- 1308

Commodore	Lionel Redford	<i>Naiad IV</i>	(613) 766-2812
Vice Commodore	Paul Loyst	<i>Pattio' Paul</i>	(613) 389-0093
Past Commodore	Claudia Stevenson	<i>Tamara C</i>	(613) 634-4035
Secretary	Richard White	<i>Orgueil</i>	(613) 354-6051
Treasurer	David Wilby	<i>Offliction</i>	(613) 634-1900
Fleet Captain	Dave Sansom	<i>Dream Haze</i>	(613) 634-7815
Membership	Mike Miles	<i>Ondine II</i>	(613) 389-0428
Social Chair	Pat Redford	<i>Naiad IV</i>	(613) 766-2812
Clubhouse	Lee Baker	<i>Pendragon</i>	(613) 373-2889
Race	Keith Davies		(613) 531-0475
Cruise Coordinator	Marilyn Sykes	<i>Day Dreams</i>	(613) 832-0468
Sailing School Director	Ed Billing	<i>Prospero</i>	(613) 389-9868
Newsletter	Hans Mertins	<i>Moondance</i>	(613) 258-0355
<i>Sub Committees:</i>			
Regalia	Crystal Baker	<i>Pendragon</i>	(613) 373-2889
Historian	Judy Adams	<i>Aslan</i>	(613) 389-1812
Sailing School			
Administrator	<i>vacant</i>		
Webmaster	Geoff Roulet	<i>Jeanne</i>	(613) 531-3348



Sarah, one of CBYC's younger members asleep at the helm!

Socially speaking...

Summer is going too fast! I can't believe we're starting to plan our August and Sept activities.

Our next social function will be a pancake breakfast on Aug. 14 followed by the racers Chateaubriand BBQ after the CBYC Anniversary Regatta. I'll need helpers for the breakfast so let me know if you want to flip pancakes!

Watch out for details on the Chateaubriand BBQ, they'll be coming out soon.

Pat

MARK YOUR CALENDARS!

WAUPOOS EXTRAVAGANZA

Sept 4, 5 & 6

Details will be available in early August!

Docks available for the first

24 CBYC Boats to sign up

Cost: \$35. per person + docking fees

Come and defend CBYC's honour in the CBYC / KYC Race Challenge on Sept 6!

Fire

Rideau Marina on the east side of the Cataraqui River suffered a major fire the afternoon of Saturday July 17. This sight of their maintenance shop in flames is a reminder to all of us to treat our mixtures of fibreglass, gasoline and propane with a great deal of respect. While it may not be a common occurrence, fibreglass fires are a fearful experience to witness.

Fuelling a boat is a vastly more dangerous event than pulling in to a service station and topping up your vehicle. The regulations concerning smoking, no one on board and the use of blowers are common sense precautions for our own protection. Every skipper is responsible for his or her crew and guests and has to think safety first.



Rideau Marina Fire

Ethanol in Gasoline

We are advised that beginning this September, regular gasoline delivered to the Kingston area by pipeline will contain ethanol. There are a number of potential problems with ethanol in the marine environment including damage to fibreglass tanks, phase separation and dissolved sludge entering engines or clogging filters. We can avoid the ethanol fuel by switching to premium gas and are surveying our customers to see whether they favour the change, even with the need for a higher price. Your comments and opinions are most welcome.

Nonsuch Rendezvous



Nonsuch Rendezvous Gathering

Many thanks to all of you who signed out of your slips to accommodate the Nonsuch Rendezvous. They had a most enjoyable day under the trees.

Birds

We continue to look for ways to keep the bird population out of the marina including a Border Collie patrol and grass plantings. Last year we tried a small scale spraying with garlic oil and it seemed to be effective so we are expanding the use this year. If the lawns remind you of Caesar salad, it is not your

imagination playing tricks on you.

Hope that you are enjoying this fine season of boating!

Hub, Miche, Landon and Mya



Has anyone checked on Hub's hiring practices?

From Day Dreams:

Our Canada Day Cruise was a great success. And, for once, the weather forecaster got it right! Jacques Levesque (Commotion/Miranda) and Lionel Redford (Naiad IV) provided the entertainment at the impromptu kick off dinner party in the Club House on June 30.

On July 1, 10 boats went to the Kingston Inner Harbour, some to participate in the Red and White parade, others to relax on board, or sit in the many out door cafes for the afternoon. There were three official Happy Hours: RUS II, Cabernet (with the Kids and the Grandkids) and Day Dreams. I would rather let them tell you about the event.

**From RUS II:**

The sail over to the Kingston Inner Harbour on Canada Day was great with a mostly quartering breeze and good speed. A number of us were lined up for the 10:00h bridge opening with "Raymoni" coming like a bat out of hell to make it as well. The breeze in the anchorage was up and down and with 20 ft of water under the keel we stayed on board until after lunch to make sure we had a good anchor set. We dinked in to the weed infested dinghy dock for a walk about after lunch and then, under a threatening sky that turned out to be more threat than delivery, we headed back to enjoy Happy Hour on our boat, RUS II.

Judy and Alison from "Aslan" arrived courtesy of a tow from Barb and Clarence of "Rebel Yell". Barb and Clarence



then went to join the folks on "Day Dreams". Giles and Betty from "Raymoni" came aboard and we had the pleasure of making the acquaintance of Roger and Satomi, the (relatively) new owners of "Pipedream". It was a lovely get-together. The afternoon

was enlivened by the extra 365 or so kg causing RUS II to slowly drag toward the bridge. With Giles at the helm and Skipper Jim on the anchor chain we moved up out of harms way into less water and a better set. With food and refreshments down to meagre portions and no more excitement to be had, folks set off for



their boat around 19:00h while we settled in for the fireworks display shortly after 22:00h that evening. All in all, it was a very enjoyable day.

The next morning the boats left in ones, twos and groups between 06:00h and 10:00h, with "Raymoni" and "RUS II" the last to leave. We could have tacked home into a building breeze on the nose but we took



the easy way out and motored. A lovely well attended time. Thank you very much to Marilyn and Robert from "Day Dreams" for the time and effort they put into making the outing a success.

From Gibwanasi:

This is the second year CBYC has hosted a children's activity during the traditional "Happy Hour" on Canada Day. Eight young skippers gathered on Cabernet for an afternoon of games, contests and food and fun. Ina, Joan and Jean led them



in bubble blowing challenges, drawing contests and games including poker. The small guests ranging in ages 4.5 to 12 noshed on pizza, Canada Day cupcakes and other treats.



By 18:00 parents/grandparents dinghied over and collected their sated and excited grandchildren, clutching goodie bags and blowing kisses as they bade farewell to their newfound friends. All had a safe, fun time and we want to say thank you to the crew on Cabernet who provided the venue!

Meanwhile back on Day Dreams, Grandpa Bob remarked that from Moon Shadow's perspective, the Canada Day Cruise is the official start of the season and his grandkids really look forward to it. Grandma Pat (Naiad IV) has already promised their grandkids that they can come again, next year.

Kids and Grandkids

Moon Shadow: Evan, Rachael and Kian

Dream Haze: Emily and Andrew

Naiad IV: Chance and Quintin

Cabernet: Evie



Participants: Aslan, Cabernet, Day Dreams, Dream Haze, Moon Shadow, Naiad IV, Pipedream, Raymoni, Rebel Yell X, RUS II.

Race Information

Anniversary Regatta Pigeon Island Race

Sat/Sun, Aug 14th/15th 2010

Please mark your calendars for this, the next major event of the racing schedule, commencing on Saturday with a skipper's breakfast from 8 - 10 am, course racing during the late morning and afternoon, to be followed by a scrumptious Chateaubriand Dinner around 6:00. Tickets for this will cost \$12 and can be picked up from the Marina office. Hot-dogs, hamburgers and soft drinks for children will be free.

This year, to keep costs to a minimum, the dinner will be self-catered, and volunteers would be much appreciated to help with the purchase and preparation of food. Please help out if you can. A sign-up sheet has been posted in the clubhouse on the race notice board.

Further details to follow

Keith Davies



Cabernet and Dream Haze snuck out a day early partly because the weather was good and partly because Capt'n Salty would have jumped aboard if he knew we were leaving with the rest of the fleet on Saturday. Skipper Norm and Ina Ballast had guests aboard, Denise and Michel Pettigrew, who have a home in Deep River and sometimes live there. When we got out to the entrance to Collins Bay at mid-morning the south-westerly was pushing 10 to 15 knots. Great reach past Kingston harbour and down the River. Having started in blue and fairly clear skies, by Howe Island the sky was overcast and thunder could be heard in the distance. We rolled into our destination of Breaky Bay about 3PM, anchored, swam, and were deep into Happy Hour on Cabernet, when the rain started. As it became more persistent, we retreated to our boat and allowed the rain, with little wind to accompany it, to lull us to sleep.

We were off early Saturday morning to Cape Vincent for Customs check-in and provisioning. Why provisioning was necessary on the second day out seems a bit strange but wine by the box at some extraordinary discount was enough to overcome the need to anchor, dinghy ashore, and join the parade at the French Festival. Our business complete, genoas were unrolled and a moderate sou-westerly gently wafted us down the south side of Carleton Island to Clayton where most of the Collins Bay Yacht Club fleet were assembled. The north side of the Municipal Dock was lined with helping hands to assist our docking, and with the swell from many boats in the harbour, help was appreciated to allow time to get fenders well positioned and springs in place.



After the total fleet was in dock, the cruise meeting began, with Jacques Levesque reviewing the itinerary and options for the evening and next day. The main event was a great talk by Norm Wagner, Clayton's Town Historian, who told



stories about the Thousand Island Region and Clayton. It turns out that if Jacques Levesque had lived in Clayton way back when, he would have been named Jack Bishop! And Historian Wagner's Great-great-great Grandfather had to swim across the harbour to get to work with his clothes held over his head to keep them dry! Yeah... Right! While I was pondering Capt'n Salty's potential appreciation of the stories, Marilyn Sykes was trying to get someone to volunteer to do the Cruise write-up, and damned if Salty doesn't start waving from behind her, and Admiral Jan says, "Sure Skipper Dave will do it, and Capt'n Salty can help!" At that moment I knew I was scuppered and must appear to graciously accept. I don't remember Happy Hour.

It was the great company and the seafood linguine on the deck of the Riverside Restaurant watching the sunset, that finally overcame the shock of Capt'n Salty's surprise arrival, and I decided that I must make the best of it (or possibly get even).

Having heard of the rock and roll possibilities while docked in Clayton Harbour, I did not expect the quiet night that ensued, but decided that this was a good omen, and that Saltys powers were intact.

Sunday was warm and sunny, which suggested an appropriately leisurely start, and the Marine Museum seemed the right place to start, being adjacent to the Municipal Dock. While I had been to the museum before, I had not toured the houseboat La Duchesse, made for George Boldt in 1903. With two stories above the waterline and 106 feet in length, Capt'n Salty quickly expounded, "This has to be your new Clubhouse! This has to be the ultimate Party Boat! Look at all the kitchen space for Social Chair Pat to organize the food and drinks. Commodore Lionel could have his own boardroom for meetings, while the racers could be making a mess on the barbeque deck. Hub could rent out space for folks to live on the water, instead of building the condos he fondly talks about. If we parked it at the end of D dock, the airport could extend the runway, and the navigation lights could be on the top deck."

The only way I could stop the continuous barrage of ideas congered up in Salty's mind was to suggest we jump in the

triple cockpit mahogany replica Chris-Craft runabout with some of our cruise companions and roar off down the river in 1930's splendour. This was a classy, smooth, and fast way to experience the Thousand Islands with the purr from the Chevy V8 pushing us easily at 30 to 35 MPH. Salty had quieted down by the time we got to the Museum Docks so he must have been impressed. I certainly didn't want to reopen the Houseboat discussion, but you know, if we had a couple of million or so... maybe...



The excitement of the museum led us on to O'Brian's Bar where the operating credo, as expressed on the waitresses t-shirts, is "Tastefully Tacky, But Not Refined". This was the big screen venue for the World Cup Final between Spain and Holland. Luckily when we joined the crowd there was still no score, but the tense atmosphere was evident. The total crew of Cabernet were spread around one table, Ina and Denise in their Orange shirts, cheering for Ina's country of birth and source of her heritage. The remainder of the room were local Claytonites and their soccer savvy kids cheering for the Spanish. I figured I should join the Dutch table, but Capt'n Salty sort of sat in between the two factions since in his long history he has worked for both countries, but that's another story. So, to make a long story shorter, near the end of the first overtime period, a catastrophe struck and the Dutch supporters began their long trek back to the dock. Ina got out her Dutch Cleanser, only Salty remembered what that was, and proceeded to wash the Tear and Wine stains from Lionel's Orange shirt before returning it. Salty whispered in my ear, "The Commodore wears orange shirts?" I didn't know what to say!

The other avid sports fans went to the weight lifting competition at Channel Marker 225 as participants in the Arm Curl Endurance Event. This is where a goblet with a small sample of wine is lifted from waist level to lip level as many times as possible, while alternating with Hors D' Oeuvres in the other hand, until the competitor can no longer stand or inhibition to buying a case of the real stuff is overcome. Our CBYC Team put up a gallant effort and, at least, returned to dock with little appetite for supper. Sleep came easy that evening knowing that our fleet had successfully improved the Clayton economy.



It was obviously time to move on; so next morning, the Monday sun shining pleasantly, our little flotilla motored out into the St Lawrence River and proceeded westerly toward our Cape Vincent objective. The plan, however, also included an exercise in anchoring and rafting, which was executed with near perfect technique by all involved in a small bay on the east side of Carleton Island. We were rewarded with a swim and lunch and happily continued on our journey, using the northerly route around Carleton Island, some of us started sailing, some quit when 15 knot winds on the nose in the narrow shipping channel became irritating. Capt'n Salty suggested that Dream Haze needed the practise for tomorrow's major sail, so we persisted until most of the fleet had left us in their wake and worry about dock space became of greater importance. But we need not have worried, as a great dock space at Anchor Marina was saved for us. One rule to remember when travelling to multiple marinas and yacht clubs is to bring all possible electrical connectors of size and capacity to combine with others in the team in ingenious ways to keep those batteries charged.



Other boats stayed at the DEC docks and Happy Hour was held in the Park associated with the DEC facilities. The

docks became quiet early tonight.

Tuesday began with overcast skies, but after the line-up completed their pump-outs, and began moving up the river, a fresh sou-westerly had developed and sailing up the river was possible. Thus began five hours of great sailing in 15 knot winds, a couple of tacks, and we were knocking on the entrance to Henderson Harbour.

Did you ever wonder what happens when the glass Melita coffee pot half full of coffee jumps off the stove during a tack in 15 knot winds? First, Capt'n Salty apologized for forgetting to put the pot in the sink. We quickly accepted his apology. Second, the pot bounced, sounding like a minor explosion, but... it didn't break. Amazing! Third, the coffee pretty much just disappeared. Finally, a day later when checking the bilge it appears that there is a major leak in the holding tank! Whoops! Capt'n Salty apologized again and suggested, in a hopeful manner, that maybe it was the missing coffee!

Jacques and Glenda, using all their upwind advantage, pulled ahead of the pack and docked at Henderson Harbour first. They had our dock assignments organized as we arrived and all the fleet were safely docked by mid-afternoon. Time for a swim!

After Happy Hour, we joined the Henderson Harbour Yacht Club regular Tuesday evening pot-luck augmented by pulled pork burgers. It was great to meet some of the HHYC members and enjoy their hospitality. A lively Sing-Song followed dessert under the leadership of Cruise Captain Jacques and Commodore Lionel accompanying themselves on guitar. The new member to this reinvented Kingston Trio was Skipper Dave who trailed the leaders by about two notes on what appeared to be an oversized tambourine, with a handle and strings. But the highlight of the evening's performances was the unveiling of Geoff Kelland from Beluga with his impersonation of Mick Jagger moving to that great Rolling Stones hit, SATISFACTION. It is amazing what latent talent lies hidden beneath the serious responsibility of maturity!



It must be Wednesday and we are off to Long Point State Park; but No...the weather forecast suggests north-easterly winds for the next evening, which would not be preferred while anchored in Chaumont Bay. And we were pretty happy with the Henderson Harbour facilities, so the unanimous decision was to stay put for another night. Lee and Crystal on Pendragon were ecstatic; were they worried about their newly painted anchor getting scratched?

But there was a catch! Someone had the great foresight to create a challenge where each boat in the fleet would display their boat-building expertise and race their creations before Happy Hour. All I have to say about this challenge is that I continue to be amazed at how grown men, Skipper Dave included, can rise so quickly to a competition to make toys that will somehow demonstrate their ingenuity and creative ability. There were no women with boats on the starting line!

Happy Hour and a general gathering for suppers at the picnic tables occurred, followed by another Sing-Song, starring tonight, Matilda from Melbourne, who tried to teach the assembled group about didgeridoos, swag men, jumbucks, billibongs, and waltzing. While captivated by the subject, the audience appeared to have reached the limit for learning this evening. Matilda must return at another time to direct a second lesson in this Australian classic. The evening was complete with a dessert of Smores sweetly prepared by Glenda and Jacques.

Thursday's plan was a move around the corner to Sacket's Harbour. Departure was leisurely given the short distance to travel, and some boats needed a bit of help getting out of their tight spaces, but we were all launched by mid-morning. Light winds persuaded most of the fleet to take the direct route, but some of us taking the outer path were met with the briskly rising breeze and reached over to the entrance to Chaumont Bay, then reaching back to Sacket's Harbour and the

Navy Bay Marina. With the arrival of boats nicely spaced and with an efficient Harbourmaster, all boats were docked safely. The work of staying cool was undertaken by all; swimming and relaxing in the breeze and shade, and an early start to Happy Hour were popular.

The formal Happy Hour and Cruise Meeting started the evening, giving enough sustenance to get us to the Lake Ontario Playhouse for dinner. The plan to have a table at stage level was revised to an upper level balcony with one fan. The friendly servers did their best to keep us happy with water and wine and good food, but Skipper Norm was the only one to get the special surprise cooling treatment. Capt'n Salty, having a seat close to the action, explained the scene this way, "Our young waiter arrived with a full tray of drinks, and as he was handing one glass of wine to Matilda of Melbourne, while balancing the tray over Norm's head, Matilda gave him a big smile and her special WINK, and he completely lost all control, the contents of two glasses spilling down Norm's back and the glasses crashing to the floor!" Salty continued, "I can certainly understand the poor boy's loss of composure, Matilda certainly has an enticing smile, but that WINK just melts a man!" Skipper Norm reportedly said later, "It was a rather pleasant shock at the time, but after awhile some of my parts began to stick together!"

The theme of the first of two comedy acts was "LOOK.....on the bright side". This seemed very appropriate, and a whole bunch of laughs later the team wandered back to our respective crafts.

Sacket's Harbour on Friday and we were free to choose our day's adventure. Rain started the entertainment; when it stopped, some headed shopping, so the rain started again. By mid-day dry exploring could commence. Capt'n Salty says to me, "I thought I recognized this place, come-on, let me show you the battleground and tell ya bout the skirmish!" So Skipper Jim and I trudge off to the Battlefield with Salty. We went through the displays, and videos, and the Navy Commanders home, and stopped at the Commemorative to the Battle of Sacket's Harbour. "I was here that day, May 29th, 1813," says Salty. "I was sent over as a break from Nelson's fleet. We were blockading the French ports mostly and I was itchin' for some action. It was here I learned, one more time, about the irony of war. We, the Brits and Canucks, that is, sailed in, dropping our infantry on a little island over there. They attacked, the Yanks defended bravely. Our ships, intending to destroy the Naval Shipbuilding Yard, were caught without wind, so we couldn't get close enough to fire our cannon. Some Yanks thought we were winning, however, and set fire to the stores in the Shipyard, which got out of control. Our infantry retreated and most got back to the boats. The skirmish was over, we had lost the battle but the objective was met and the Yank's Navy on Lake Ontario was kept under control. We lost some good boys that day. Never trust the wind!"

Skippers Jim and Dave returned to the final Happy Hour and Scuttlebutt Time, while Capt'n Salty roamed about the battlefield with his memories. After appetizers, we headed in town to the Tin Pan Galley for more appetizers and a Real Meal. A great place to eat, scallops were great, dessert was too much! There was a lot of sharing going on, assisted by Ina Ballast having been presented with a new and improved Extend-Fork to help in her life goal of sharing food with and from all her table mates. Congratulations Ina!



A lot of stuffed sailors waddled happily back to their boats in the dusk.

With the expectation of brisk winds on Saturday morning, with possible deterioration of the weather later in the day, the plan for our return sail to Collins Bay was to depart early. So, at a little after 6, Skipper Bob had his Tiny Tug in service, pushing Moon Shadow's bow about and Mate Jean piloted the boat out of its cozy berth. Then the team went around assisting others out. By 7AM the fleet had exited Sacket's Harbour with great memories!

Now the key decision was how much sail to fly! Let's start with a reef in both Main and Genoa. We can shake them out later if needed. A bit upwind until the first major mark; then a beam reach, or slightly abaft the beam the rest of the way. Winds were 15 to 20 knots, steady. Waves reached an occasional 2 meters, but mostly between 1 and 2 meters. No tack-

ing, no swimming, no flying coffee pots... just a **glorious sail!**

With all boats safely back to the Marina shortly after noon, the cruise could be declared a roaring success. And while any cruise requires the participants to make it a success, the main ingredient for success of this cruise was, without a doubt, the organizing team of Glenda and Jacques Levesque. They obviously spent a pile of time preparing, making reservations, assembling information, considering options and alternatives depending on conditions, and providing a great blend of educational and entertaining activities to enjoy. It was our desire a couple of years ago to reacquaint our Club members with U. S. Destinations. The cruises organized by Glenda and Jacques have been extremely successful in making us feel comfortable in exploring the full east coast of Lake Ontario and its great sailing potential.



Thank You Very Much, Glenda and Jacques, and special thanks to Pat and Lionel for organizing our Happy Hours and Social activities, including the infamous Boat Building Competition

Skipper Dave, Admiral Jan, and Capt'n Salty,
And the rest of the Crew of Dream Haze.

And I feel I can represent the same feeling from all your Cruise-mates of the 2010 CBYC US Cruise:

Marilyn Sykes & Robert Van Dyk of Day Dreams,
Norm & Ina Pothier and their guests Michel & Denise 'Matilda' Pettigrew of Cabernet,
Bob & Jean White of Moon Shadow,
Jim & Judy Barton of Second Wind,
Pat & Lionel Redford of Naiad IV,
Lee & Crystal Baker and their guests Marge & Dale Ward of Pendragon,
Geoff & Romie Kelland of Beluga V.



Once upon a time there was a collection of scientific minds charged with the daunting task of building a sailboat out of various household items such as a J cloth, tongue depressors, straws and a couple of large washers. They could also use items on their boats such as empty water bottles and beer cans. Especially the empty beer cans.

During the US Cruise the skippers and mates were given these elements and in five hours they produced an exciting array of interesting, if not seaworthy, boats that all looked as if they would challenge for the America's Cup.

Second Wind: came up with a vessel that did not include any items other than those provided by the organizers. It didn't win.

Cabernet: came up with a sturdy vessel that was named for Deuterium the heavy water used at nuclear facilities but it didn't win despite very intense scientific input.

Pendragon: had the assistance of a veteran builder from an alien club where this frivolity began. It didn't win.

Day Dreams had a seaworthy vessel that was afraid to venture more than three feet from its builder. This was a mitigating factor as the race covered 50 feet! It didn't win.

Moon Shadow: built a sturdy vessel designed for ramming other vessels however it turned immediately towards shore in an attempt to dry out. It didn't win.

Beluga V: produced a visually stunning vessel that seemed to want to cohabitate with other less desirable crafts. It didn't win.

Commotion: came up with another lovely vessel that immediately developed osmosis as it neared the water. It didn't win.



It didn't win.

Dream Haze: was busily hiding its wing keel up until the last second as the skipper sat huddled in her cockpit scanning the other entries before unveiling her not so sleek lines.

Functionality was the order of the day though as **Dream Haze II** took line honours in a race that only lasted about 2 minutes for this super fast craft to negotiate the course.

Our congratulations to Captain Salty for his design and execution of the perfect boat.



Your Faithless servant,
Bos'n Bob

The weather predictions were “interesting” to say the least, with strong following winds forecast for the start, interspersed with squall lines for the first afternoon, then dying away to nothing on Sunday, followed by another line of squalls Sunday night. We were at the pre-race skippers meeting, having completed six months of preparation, and we were relieved to be spared a forecast of 300 miles of drifting. So how did we get here and how did it go?

Happy Puppy was purchased for this kind of racing. Long distance racing is a special form of sailing that really emphasizes preparation and strategy, rather than boat-for-boat tactics. It also requires learning how to live on the boat while racing – not as easy as it sounds!! The 300 is in fact for us a learning game, setting up for bigger offshore events to come. And learn we did...

The seed for the race was planted last summer, after doing the race on a friend’s boat. We had a blast, but the boat really was not set up for racing, and so we set to work getting *Happy Puppy* ready for her long-distance debut. The first thing was performance: what were her weak points? The boat is fast upwind in anything over 6 knots, but struggles below that, and close reaching in all except heavy conditions because of the small headsail. The answer was a code zero – a close reaching spinnaker that attempts to double as a huge genoa, but which meets the definition of a spinnaker and avoids the rating penalty. Similarly, we had no heavy spinnaker, so a heavy (Danny-proof, my sail maker calls it) spinnaker was also ordered. So with the sails ordered, attention turned to other things...

Numerous changes to the running rigging and electronics were made to correct problems and deficiencies discovered at CORK last year, and new steering was installed to improve helm feel. The biggest effort though was to meet the race safety requirements. The race is rated ORC Category 3, and the boat must therefore meet a stringent set of equipment requirements. In all honesty, we had our sights set higher at Category 1, since this is what is required for Newport-Bermuda, so we probably went overboard in some areas. None-the-less, bringing the boat up to spec required significant effort and many, many trips to Pride Marine ☺. In the end, Hub kindly completed the safety inspection and offered some very sage advice, although I am still not sure if the suggestion of inflatable dolls would improve crew spirit or just cause on-board conflict?!

Next on the list was crew. A word to the wise – don’t underestimate the work required in getting a crew together!!!



l-r front row: Dave Wilby, Danny McKindsey, Denise Bienvenu, Tim Clarke; *l-r back row:* Landon Gardner, Hans Mertins, Bill Reid, Brian Larkin, Dirk McLaughlin Nick Cronin.

For *Happy Puppy* we elected to sail with a crew of 10, comprised of two watches of 5. In the end, we had a great team comprised of my sailmaker Denise Bienvenu (Evolution sails), Dave Wilby, Hans Mertins, Tim Clarke, Bill Reid and four great youngsters out of Queens: Nick Cronin, Brian Larkin, Dirk McLaughlin and Landon Gardner. These guys are all out of the Queen’s sailing team, and are becoming regulars on Happy Puppy. Denise and Dave graciously agreed to serve as watch captains, and to keep yours truly honest – a tough job at the best of times.

And then there was handicap ratings. We ultimately decided to enter the boat under IRC-1 so that we could play with the big boys. With the assistance of another

115 owner sailing out of Boulevard Club in Toronto, we were afforded a provisional rating and off we went. As it turned out, this was a great class, with a custom Farr 44, several other 115's, a handful of J/109's and B 40.7's, a Shock 40 and several other interesting and very well sailed boats in a fleet that included a spattering of sailing rock stars.

So after an uneventful delivery (well, almost uneventful, those freighter navigation lights can be confusing as none of them seem to carry the port and starboard lights in the same place!), we arrived on the Thursday afternoon at Boulevard Club, spent a pleasant evening and a much needed shower, alongside Hans Mertins on *Moondance*. Hans had graciously offered to bring down *Moondance* as a crew boat before and after the race, a proposal that was very welcomed by all. On the Friday morning, we powered over to Port Credit where we met the rest of the crew and spent the rest of the day getting the final details in place. We had planned on getting in some practice time, but had seriously under-estimated both the time left to deal with the last details, and the number of boats rafted outside of us (10). I think that we would have caused a small war if we had insisted on getting out of there...



Lesson No. 1: There is never too much time to prepare - arrive two days early to the event site with two crew to look after the details.

Those who have sailed on *Happy Puppy* know that no one will ever starve on board! Food for the week centered on the dinners which were prepared by our housekeeper and included beef bourguignon, chicken Kiev, and veal-stuffed cannelloni. Our youngsters, sent out for the rest of the shopping, picked up the torch and brought back more food than you could shake a stick at. By some miracle, they managed to find storage for all of it, and we were ready to go. I am still not sure if there is any significance to the number of bananas and cucumbers on board, although there was one disturbing conversation on the rail between Hans and Nick involving bananas on the third morning. Maybe Hub's suggestion wasn't far off the mark after all ;-)

Being in one of the fastest classes, our start was late in the sequence, and we got to watch most of the fleet depart under spinnaker in ideal conditions (15 knots westerly). By our start, 1 hour and 5 minutes after the first gun, we had to work our way through the fleet of 198 boats on our way to the first mark at Gibraltar on the west end of the Toronto islands. We arrived at the mark within feet of two other 115's, and after an aggressive charge by the trailing boat which involved some close quarters manoeuvring (the owner of the boat ahead of us insists that we missed their transom by at least two inches!!), Dave gently (!!) convinced the offending boat that they really did owe us some penalty turns. We dropped the chute for a close reach battle and we were off again. The wind gradually freed again, and boats around us started setting chutes. We deferred, noting that they were working harder and not going any faster at these tight angles. By this time the threatened storm cells were making their presence known, and we were surrounded by thunder heads with lots of lightning. The first squall was short lived but intense, and after it cleared numerous boats around us had remnants of spinnakers flying from their mastheads. We were feeling pretty good about ourselves.

The second front cured us of that feeling! It got darker and darker, and we kept looking over our shoulders to see if the wind line was approaching. In the end, it came vertically, without warning – more like a microburst than a classic squall. And come it did, with hail the size of golf balls and driving rain. If you were wondering what those new bumps on Dave's head were, now you know!! The wind was intense – we were measuring 48 knots when the wind instrument literally blew off the masthead, and other boats around us measured up to 67 knots at the peak. Even more surprisingly, this intensity lasted over six minutes. By the end of it all, we were left with one blown up Code 2 and a destroyed leach on the main, and were seriously considering our options. Fortunately, we had our sailmaker aboard as well as lots of sail repair material, and after a two hour sewing session, the main was back up and we were on our way again. It was distressing though to see boat after boat sail through us while we limped on during the repair.

Relatively speaking though, we got off lightly. One boat flipped, another lost her mast, some broke booms, one nearly sunk, and one crew broke three ribs in the storm. A not-so-gentle reminder of how powerful these summer storms can be.



Lesson No. 2: Tools and repair materials are not an option!! Be prepared or your race can end early!

From there, the sail to Main Duck was mostly uneventful and exhilarating sailing, with a new top speed recorded for the Puppy at 16.2 knots along the way. We rounded Main Duck back in the thick of the pack again, then set off on a reaching parade to the Ford Shoal bouy at Oswego. The highlight of my trip was the sail out of Oswego, where we powered upwind in 4 foot seas and 25 knot breeze at speeds ranging from 7.6 to 8.2 knots, passing everything in sight. Quite the amazing feeling to know that we could get such good speed out of the boat!



Unfortunately, the promised wind hole arrived in the late afternoon. As the wind faded, we watched the fleet split into onshore and offshore groups. Being experienced bouy racers, we opted for the conservative middle approach, splitting the two fleets. Besides, we were nicely lifted... And then our watch went off to sleep. Three hours later we awoke to the sound of... nothing. We rose, and the sails were down (really guys!!) and the water was like glass save a left-over swell which had slowly been pushing the boat back towards Oswego. Meanwhile, the boats inshore AND offshore had sailed off into the distance. Discussion with others after the race revealed that ours was a common fate for boats in the middle of the track in this part of the lake.

Lesson No. 3: When on the south shore in light winds, PICK A SIDE, don't play the middle!!

After four hours of aimlessly drifting, a light zephyr encouraged us to set the code zero, and we were off!! That is, if you can call 1.0 knots being off... Gradually the wind filled in, and by nightfall, we were rocking along under the A3 at 8-9 knots, and watching the next line of squalls approach. These guys are much harder

to see at night – the sky and the sea blend into one mass of dark foreboding, and the only sign of impending terror is a sudden drop of temperature and a dank, humid odour. Our weather guru Tim was our secret weapon here. Watching the lightning show off to the north, he called the arrival of nastiness well, and we got the A3 down before any damage was done. Two more squalls through the night wrapped up the nastiness, and I count myself lucky to have been off-watch during the worst of it, although I would still like to know who left the hatch open over my berth!!! Waking up to a bucket full of cold water in the face really was a bit rude...

Sunrise on Monday brought light westerly winds, meaning upwind sailing to Niagara. Making hay against the others stuck with us, we were again feeling pretty good about our speed, and we were quickly sailing through



the fleet again. As we neared Niagara though, things started to deteriorate – every tack seemed to put us on a header, and we found ourselves sailing through 120 degrees (our normal tacking angle is 75-80 degrees!!). After a serious amount of head scratching, Bill noticed that the SOG was about 1.5 knots lower than the speed through the water, and looking at the chart, we hypothesised that the Niagara river efflux must turn east, rather than head

straight out into the lake. So that is why the other boats were onshore!! So we bit the bullet and headed into shore and presto! The boat started to move again. Post race discussions told us that the secret here is to sail right up to the 12 foot line at the shore and short tack along the shore until you can shoot the mark at the river entrance. Current speeds are up to 4 knots in places. Ahhh – for a little bit of local knowledge ☺ Once into shore, Bill called a beautiful tack, and we shot offshore with the current.

Lesson No. 4: Stay out of the Niagara current, which is more easterly than you might imagine!!

The final leg proved in many ways to be tactically the most interesting. With most of the fleet heading west, and with nothing to lose, we downloaded the latest GRIBs and ran them through our Expedition routing software. Denise and Bill came up with some incredulous advice – head east, then tack over and straight into Port Credit. Given that we were on the layline for Port Credit at the time, an east turn didn't make any sense, but then again, neither did heading off to the west (we were, after all, on the layline). So we held our course, and then suddenly we were massively headed, right along the predicted optimum track by Expedition!!!! Then right on schedule, we tacked over to starboard, and made a beeline for the finish. As we approached the finish, we were amazed to see that boats that had been on the distant horizon at Niagara were now even with us. The power of routing software was making itself evident to us...



Lesson No. 5: Use your routing software. For next race, we will be subscribing to GRIB file services and using them much more extensively.

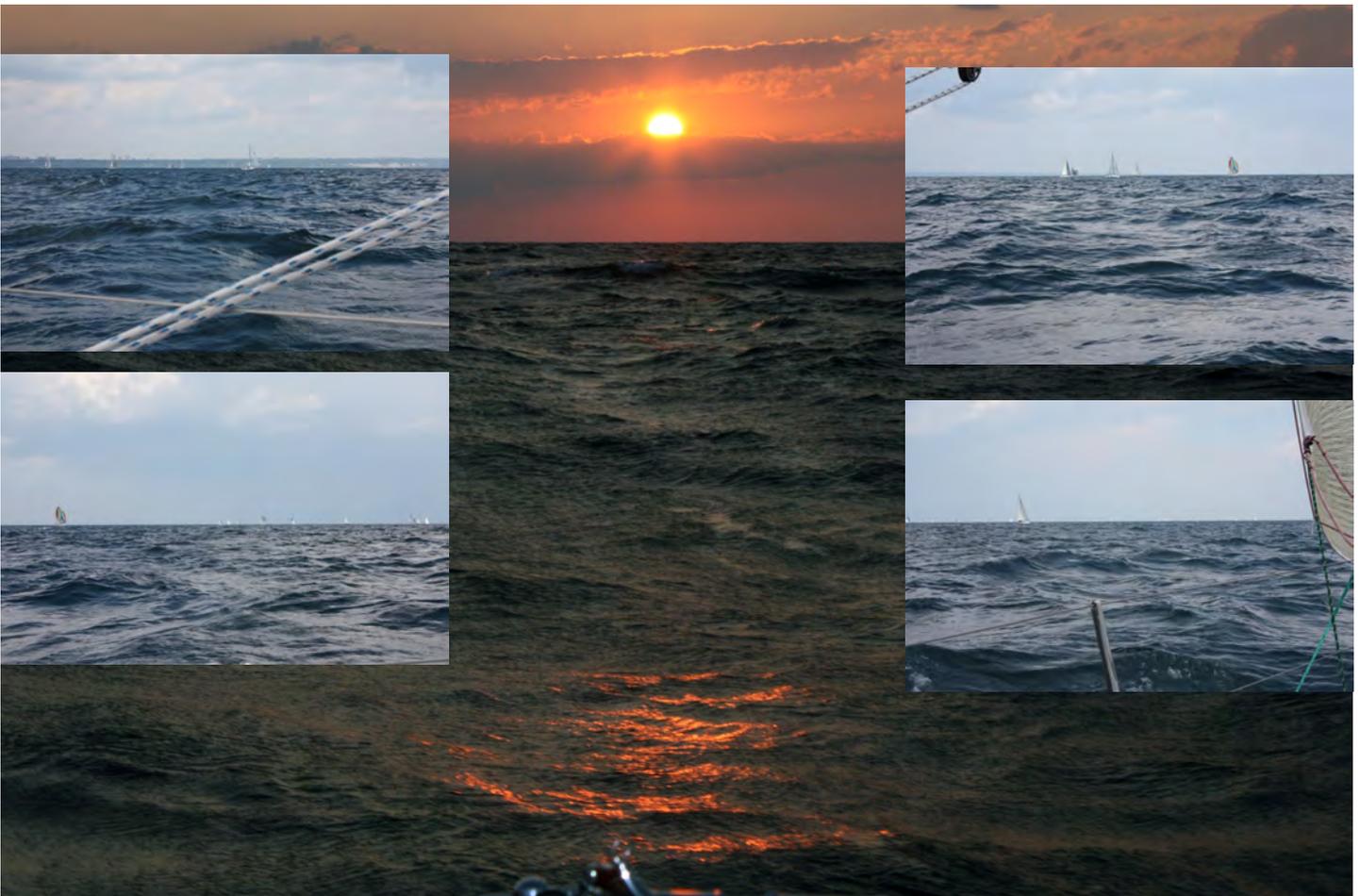
In the end, we finished up just about an hour outside the top boats in our fleet, for an overall position of 15th out of 17 boats, with an elapsed time of 2 days, 4 hours and 30 minutes for 300 nautical miles. Despite this

being the worst finish by far of our *Happy Puppy* career, we were very pleased to have been so close despite the challenges that were imposed on us, and which we imposed on ourselves. We know that we have excellent speed, and the tools to do the job right. And we all learned more in two days than you normally do in a full season. And we had a great team, tons of laughter and more stories than you can shake a stick at...

We can't wait until next year, when we plan on spending a month in Toronto to do the Susan B. Hood race (a 130 nm warm-up for the LO-300), the LO-300 and LYRA.

Only one other Collins Bay boat made the trip this year, Martin on his *Liberte 39*. By all accounts they had every bit as much fun as us. It would be great if more CBYC boats could make the trip next year – it is a blast!!!

We were truly blessed with a great team. I would like to thank all who participated in the crew, and especially Dave and Denise who took time off from their sailing businesses to help make this a success (not to mention the great sailmaking and rigging advice!!), and a big extra thanks to Hans who has helped me through the whole process start to finish and was always there to support and help in just about every way possible, as well as keeping me thinking about the planning (definitely not my forté). This could not have happened without the three of you, and I hope we have many more opportunities to sail together.



Inlaid photos taken approximately 1 hour after our start time. The sunset, our 1st night out



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Skippers should check all destinations for limits on boat length, water depths and details of reciprocal offerings before departure. Please refer to the Clubhouse reciprocation binder and club websites for the latest updates.

Bold* Indicates clubs which have responded with reciprocal invitations to CBYC for 2010.

1. Alexandra YC *	Toronto ON	www.ayc.on.ca
2. Ashbridge's Bay YCYC *	Toronto ON	www.abyc.on.ca
3. Bay of Quinte YC *	Belleville ON	www.bqyc.org
4. Brockport YC *	Brockport NY	www.brockportyachtclub.org
5. Brockville YC *	Brockville ON	www.brockvilleyachtclub.com
6. Bronte Harbour YC *	Oakville ON	www.bhyc.on.ca
7. Burlington Sailing & Boating Club*	Burlington ON	www.burlbay.com
8. Cathedral Bluffs YC *	Scarborough ON	www.cbyc.ca
9. CFB Kingston *	Kingston ON	www.cfbkyc.com
10. CFB Trenton YC *	Trenton ON	www.cfbtrentonyc.com
11. Cobourg YC *	Cobourg ON	www.cobourgyachtclub.ca
12. Crescent YC *	Chaumont NY	www.crescentyachtclub.org
13. Dalhousie YC *	St. Catharines ON	http://discoverdyc.com
14. Etobicoke YC *	Etobicoke ON	www.eyc.ca
15. Fairhaven YC *	Fairhaven NY	www.fhyc.org
16. Fifty Point YC *	Stoney Creek ON	www.fpyc.ca
17. Frenchman's Bay YC *	Pickering ON	www.fbyc.ca
18. Grimsby YC *	Grimsby ON	None
19. Henderson Harbour YC *	Manilus NY	www.hendersonharboryc.com
20. Highland YC (Bluffers Pk) *	Scarborough ON	www.highlandyachtclub.ca
21. Kingston YC *	Kingston ON	www.kingstonyachtclub.com
22. Mimico Cruising Club *	Etobicoke ON	www.mimicocruisingclub.com
23. National Yacht Club (The) *	Toronto ON	www.thenyc.com
24. Niagara-on-the-Lake Sailing Club *	Niagara ON	www.niagarasailing.on.ca
25. Oak Orchard YC *	Oak Orchard NY	www.ooyc.org
26. Oakville Yacht Squadron *	Oakville ON	www.oysqn.com
27. Olcott YC *	Olcott NY	www.olcottyachtclub.com
28. Oswego YC *	Oswego NY	www.oswegoyachtclub.org
29. Presqu'ile Yacht Club *	Brighton ON	www.presquileyc.com
30. Port Hope YC *	Port Hope ON	http://porthopeyachtclub.com
31. Prince Edward YC *	Picton ON	www.peyc.reach.net
32. Pultneyville YC *	Pultneyville NY	www.pultneyvilleyachtclub.org
33. Rochester YC *	Rochester NY	www.rochesteryc.com
34. Royal Canadian YC (The)*	Toronto ON	www.rcyc.ca
35. Royal Hamilton YC (The) *	Hamilton ON	www.rhyc.on.ca
36. Sodus Bay YC *	Sodus Point NY	www.sodusbayyc.org
37. Stormont YC *	Cornwall ON	www.stormontyachtclub.ca
38. Tuscarora YC *	Wilson NY	www.tycwilson.com
39. Whitby YC	Whitby ON	www.wyc.ca
40. Youngstown YC *	Youngstown NY	www.yyc.org