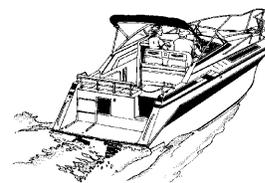


Collins Mixer

Collins Bay Yacht Club Newsletter



Upcoming Events

- **Apr 28th** Coffee House
- **May 5th** Wine & Cheese
- **July 12,13,14** EYC

In This Issue

Advertising	2
Executive	3
EYC at CBYC	4
Social	6
CYA & CWF	7-8
Sailing School	9
Mid-Winter Cruise	10
Bytown Brigantine	11-13
Leeward Islands & BVI Cruise	14-15
Spring Maintenance	16
Reciprocals	16
Advertising	17

171

COMMODORE'S CORNER

APR 2012



Spring is just around the corner and while it hasn't been as gruelling a winter as we often face in eastern-Ontario, I know we're all excited to get back down to the club for another season.

For dedicated skippers and crew, the season starts in early April with winter-cover removals, bottom preparations and hull cleaning and buffing. For those a little less hard-core, the season starts in early May and for some of my crew, it starts the day after the boat has launched and mast is stepped – whenever that turns out to be!

Whenever you season officially starts, 2012 is stacking up to be an exciting year for CBYC from the junior sailing dock, to the race course to, the cruise calendar.

Phil has spent a lot of time this winter researching and haggling to get the club a great deal on a fleet of Topper boats for the junior program. These boats will be more durable and fun to sail and will replace the aging fleet of Hunter 14s that have seen several great seasons in the White Sail (introductory) program.

The Eastern Yachting Circuit is coming to town July 12, 13 and 14th for three exciting days of racing and social events. If you haven't yet nailed down your cruising get-away dates and don't mind sharing your dock with racers from neighbouring clubs, please plan to be away during EYC so that we can accommodate all participants. Better yet, why not stick around and help out the organizing committee; they're planning a lot of fun events and could definitely use a few extra sets of hands.

On the cruise calendar, you will see that a new fun race / cruise to Kerr Bay has been added to the list. We hope to see racers and cruisers on the line as we have a fun race down to Kerr Bay for lunch and then back to the club for a lobster boil. Cruisers, you can count on a friendly start line; after all, the racers will be looking for a comfortable seat during lunch as cushions and back rests are often few and far between on CBYC racing boats.

The first Coffee House of the season is scheduled for April 28th. I look forward to seeing many of you there.

Owen Bird
Commodore

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Secretary	Claudia Stevenson	<i>Tamara C</i>	(613) 634-4035
Treasurer	Bob White	<i>MoonShadow</i>	(613) 634-0223
Fleet Captain	Jacques Levesque	Miranda	(613) 692-4778
Membership	Mike Miles	<i>Ondine II</i>	(613) 389-0428
Social Chair	Carissa Bird	<i>Bird Ship</i>	(613) 767-4185
Clubhouse	John & Ruth Abbott	<i>Anemone</i>	(613) 545-0311
Race Chair	Dave DePlanche	<i>Lei Line</i>	(613) 384-4669
Cruise Coordinator	Jim Gough	<i>Rus II</i>	(613) 821-1378
Sailing School Director	Phil Morris	<i>Wavelength</i>	(613) 881-0199
Newsletter	Glenda Levesque	<i>Miranda</i>	(613) 692-4778
Webmaster	Geoff Roulet	<i>Jeannie</i>	(613) 531-3348
Regalia	Crystal Baker	<i>Pendragon</i>	(613) 373-2889

Sub Committees:

Sailing School

Operations	James Colburn		(613) 766-0467
Administrator	Crystal Baker	<i>Pendragon</i>	(613) 373-2889
Clubhouse Historian	Judy Adams	<i>Aslan</i>	(613) 389-1812

NEW CBC "LAND & SEA" EPISODES

"*Pirates and Privateers*" is a half hour documentary about the exciting history of piracy and privateering in Atlantic Canada. It introduces the viewer to several notorious pirates who pillaged Atlantic Canada, and explains how the business of privateering was practiced. The film was broadcast on CBC TV's "**Land and Sea**" in March 2012. To view the broadcast check out <http://www.cbc.ca/landandsea/2012/03/pirates-and-privateers.html>



"*Rum Running*"—In the 1920's and 30's - many sailors in Nova Scotia did the unthinkable - they stopped fishing and became international smugglers. They took liquor into the United States during Prohibition. The February 2012 episode of "**Land and Sea**" tells the dramatic story of Rum Running during that time period.

To view the episode go to: <http://www.cbc.ca/landandsea/2012/02/rum-runners.html>



EYC is Coming to CBYC

The annually Eastern Yachting Circuit (EYC) Regatta will be held at Collins Bay Yacht Club this summer from Thursday July 12th through Saturday July 14th. This event will see us hosting about 40 boats from around the east end of Lake Ontario as they compete in a Distance Race on Thursday and then do up to five Course Races on Friday and Saturday. Think of it as a club weekend cruise race on one day followed by two days of club evening races. In fact, the club's Anniversary Regatta weekend grew from when we hosted EYC in 2004.

The origins of the EYC Regatta go back to the days when society and family roles were different. Back then, the family would pile on to the boat and spend the first part of the family vacation cruising to the regatta destination, then spend the second half of the week doing some racing. The original intent was that the whole family would then race together. Mom got the family time, and Dad was able to get his racing fix in. Moving to how things are now, we see that it's no longer just Dad who wants to do the racing. There are a lot of Moms out there who are just as if not more competitive than their spouses. And other boats come without the family, but with a serious crew. So, over the years the event has grown from a family gathering to what is now one of the premier events of the racing season for Eastern Lake Ontario.

To keep this going as a great event with good fun for all, we will be hosting the event along with some social and dining support. This will keep the competitors here enjoying our wonderful club location, reforming and making new relationships and have a little friendly competition.



How can you as a CBYC member help? There are several ways. We will need people to help with the planning of the event, and to be on-site during the event helping everything run smoothly. This includes parking, security (babysitting the cars and stuff while competitors are on the water) and yard support – which include being the on-site representative for and services or deliveries that may occur. Race committee will be needed. Spending the day on the water helping run the races is a great way to spend the day. Prior to the event we will need some help in gathering sponsors and selling advertising space. Someone who can set up the program book for printing would be helpful. If you are planning a cruise away, this would be a great time to go as we could use your dock spot for competitors.

Sponsorship leads should be sent to Bill Visser at bvisser1@cogeco.ca. If you want to volunteer, let me know at the same email address.

The 2004 EYC event was our first Regatta. We set new expectations on attendance and quality. We have a reputation to uphold.

Working together we can make this happen!

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5HP	15"	in-motor	\$ 1,870.00	9%	\$ 1,709.00
5HP	20"	in-motor	\$ 1,894.00	9%	\$ 1,726.00
6HP	15"	in-motor	\$ 1,923.00	9%	\$ 1,746.00
6HP	20"	in-motor	\$ 1,953.00	10%	\$ 1,767.00
6HP	15"	Remote	\$ 2,003.00	10%	\$ 1,802.00
6HP	20"	Remote	\$ 2,031.00	10%	\$ 1,822.00
6HP *	25"	Remote	\$ 2,060.00	11%	\$ 1,842.00
8HP	15"	Remote	\$ 2,381.00	13%	\$ 2,067.00
8HP	20"	Remote	\$ 2,401.00	13%	\$ 2,081.00
8HP **	20"	Remote	\$ 2,717.00	15%	\$ 2,302.00
9.8HP	15"	Remote	\$ 2,633.00	15%	\$ 2,243.00
9.8HP	20"	Remote	\$ 2,656.00	15%	\$ 2,259.00
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First Coffee House of the Year

Hello members! The mild weather is arriving early this year and I'm sure you are all excited for the sailing season at Collins Bay.

The first social event is a *Coffee House on Saturday April 28* in the club house. Stop in to warm up, mingle and support the event. There will be many treats and of course, hot coffee.

The Coffee House is the perfect event to welcome sailors back. Hopefully the Coffee Shop will be paired with many people working in the yard getting boats prepared and eagerly anticipating the sailing season.

Join us between **10:00am – 1:00pm in the Club House!** If weather permits, you can enjoy your coffee on the rooftop deck and take in the fresh spring air.

New members are encouraged to join us!

If you would like to volunteer as a baker for this event, please contact Carissa Bird at social-cbyc@collinsbaymarina.com or 613-767-4185



Save the Date for the 2012 Wine and Cheese on May 5th.



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WATER MATTERS - Wade Luzny, CEO-EVP of Canadian Wildlife Federation, and Paddy Boyd, Executive Director of the Canadian Yachting Association, have signed a Memorandum of Understanding recognizing their shared interest in the health of lakes and oceans.

Partnership Launched for Aquatic Stewardship

The Canadian Wildlife Federation and Canadian Yachting Association have signed a Memorandum of Understanding recognizing their shared interest in the health of lakes and oceans and the special connection sailors have to habitats and wildlife.

“This is a watershed moment for aquatic stewardship and I’m honoured to sit at the helm with the Canadian Yachting Association,” said Wade Luzny, CEO-Executive Vice President of the Canadian Wildlife Federation. “By participating in sailing events, conducting public lectures, creating an online community of sail-

ors, and supporting water education ambassadors, CWF and its partners inspire experiential learning about responsible boating and racing, marine and fresh water wildlife in distress, environmental hazards, aquatic wildlife and best practices.”

The MoU was signed at the preview night for the Toronto International Boat Show Jan. 13 at the Direct Energy Centre. Several Olympic athletes were in attendance.

“CYA and CWF have several commonly held goals and objectives,” said Paddy Boyd, Executive Director of the Canadian Yachting Association. “By partnering on wildlife, environmental and conservation leadership, we will achieve a greater capacity for public education.”

CWF, through its Sail for Wildlife program, is a keen supporter of sailing through their partnership with the 2012 Transat Quebec Saint-Malo. The Transat is the only continuous west-to-east offshore double-handed race in the world. The race promotes the ports of Québec City and Saint-Malo, France and showcases the challenging St. Lawrence River. The MoU will allow CYA and CWF to develop further partnerships in this area.

Continued Page 8



Nautical Humor

A recreational boater, a tugboat crewman, and an old salt sailor went into a bar and each ordered a beer. Each found a fly in their beer.

The recreational boater looked in his beer and said, "hey bartender I have a fly in my beer. Give me another beer."

The tugboat crewman looked in his beer, found the fly, reached in and picked it out and continued drinking.

The old salt sailor looked in his beer, saw the fly, grabbed it by the wings, shook it over the glass and yelled, "Spit it out, Spit it out!"



CWF also provided signed copies of the best-selling children's book *Larry the Loon* to members of the yachting association. This beautifully illustrated and true story has become a national best-seller, with proceeds dedicated to CWF for conservation programs. The success of this project demonstrates what we can achieve when we become aware that we share our space with marine wildlife, Luzny said.

About the Canadian Wildlife Federation

The Canadian Wildlife Federation is dedicated to fostering awareness and appreciation of our natural world. By spreading knowledge of human impacts on the environment, sponsoring research, developing and delivering education programs, promoting the sustainable use of natural resources, recommending changes to policy and co-operating with like-minded partners, CWF encourages a future in which Canadians can live in harmony with nature. For more information visit CanadianWildlifeFederation.ca.

About the Canadian Yachting Association

Founded in 1931, the Canadian Yachting Association is the National Sports Organisation (NSO) for the sport of sailing in Canada. CYA's main activities are training, high performance and regulation of the sport. CYA is a federation of clubs and organisations throughout Canada, partnering in the appropriate development and management of the sport of sailing and associated activities. CYA's mission is to be a world class sporting organization – developing sailing to its full potential in Canada. For more information visit Sailing.ca.

Contact:

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Sailor's Hornpipe

Sailors from the Royal Navy are believed to have invented the dance, as an exercise. Due to the small space that the dance required, and no need for a partner, the dance was popular on-board ship.

It is likely that the Sailor's Hornpipe was originally performed on the wet deck of a ship, in bare feet. Accompaniment may have been the music of a tin whistle or a squeezebox. Samuel Pepys referred to it in his diary as "The Jig of the Ship" and Captain Cook, who took a piper on at least one voyage, is noted to have ordered his men to dance the hornpipe in order to keep them in good health.

To listen to the "*Sailor's Hornpipe*", check out the video: <http://www.youtube.com/watch?v=8Tfy6MZtGTE> or, for the children in us, view this Disney Version of *Sailing, Sailing* and the *Sailor's Hornpipe* <http://www.youtube.com/watch?feature=endscreen&NR=1&v=sRP9rvo8CZQ>

NEW FOR SAILING SCHOOL

Collins Bay Yacht Club Sailing School offers an exciting new programme for both youth 8-17 and adults this Summer. Collins Bay provides safe sheltered waters for beginners and more challenging conditions near its mouth for advanced sailors.

New for this year, we are adopting the new Canadian Yachting Association CANSail system which allows sailors to progress and consolidate key skills before adding more complex ones. Both new sailors and those certified under the old white sail/bronze sail system join CANSail at an appropriate level.

All school profits are re-invested in equipment and, after research and discussions with other clubs, we are replacing our Hunter 140's with Topper Topaz Uno's. These next generation boats provide a stable platform for new sailors but can be rigged as performance sailboats with spinnaker, especially for smaller advanced sailors who have difficulty handling the larger Club 420 sailboat. We have purchased 4 new boats and plan to complete the replacement programme in 2013.

Our experienced and enthusiastic instructor team return for 2012 to provide a high instructor to student ratio exceeding provincial guidelines. We are also supplementing our coach boat fleet and are adding a new centre console coach boat which provides an improved platform for both coaching and boat rescue.

We are very excited about the programme for this Summer and hope your child (or you) can join us. There are a lot more details and registration forms on our website <http://collinsbaymarina.com/cbyc/sailing-school/learn-to-sail/>

Phil Morris
Sailing School Director



Topaz Uno

Ottawa Squadron Mid-Winter Cruise

On Saturday, February 4, Pat Russell and David Ward once again welcomed us into their home for the Ottawa Squadron mid- winter Cruise. As our hosts, they would like to acknowledge the delicious food contributions, once again confirming what good cooks sailors are, and how much we enjoy our food.

This popular event has become a favourite with CBYC members in the Ottawa area. There were 31 cruisers present, as well as 12 heartfelt regrets, including the present Commodore and wife who were on their honeymoon!

As I looked around the bustling rooms, it was interesting to see the past and present owners of *Commotion* and of *Smyril*, as well as various Beneteau, Catalina, C & C, Aloha, Ontario yachts and a Hanse. Much to the delight of our Past Commodore, the owners of our full majestic fleet of Douglasses were in attendance. This was the first club cruise for new members Karen and Colin (*Smyril*) as well as Lori and Raphael (unnamed Hanse 35 "D" dock ... somebody please call Errol Kennedy!). Welcome to CBYC!!!

Our heartfelt thanks to Pat & David for giving us the opportunity to enjoy a mid-winter social. We appreciate all of your planning and organizing to allow us all to share stories from previous sailing seasons and plan for 2012 activities. After such an enjoyable evening, I already have spring fever!

Claudia Stevenson



David Ward and Pat Russell Our Winter Cruise Hosts



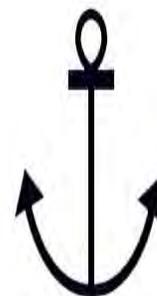
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A Voyage to Remember

By Jason McNaught

Program Director, Bytown Brigantine

As the ship tossed itself up the steep chop building quickly off the coast of Toronto, a number of trainees also found themselves tossing other things into the wind-whipped lake. The voyage started out sunny and warm, as blue skies blanketed the city's harbour amidst a freshening breeze, but soon enough white caps were beginning to form on the waves around us and the clouds began to roll in overhead. We'd already been through a fiercely intense squall on the way in to Toronto, with winds that took our main boom and pushed it so hard our aluminium crutch snapped in two. Now, as if that bit of drama wasn't enough, Mother Nature was gearing up to wallop our ship once again as we flew along the lake, topsail and reefed main pushing us swiftly along.

This was the last trip on the longest voyage Bytown Brigantine ever offered, a full 21-days of sailing, scuba diving and paddling, not to mention a high-school credit in Leadership. It was also the first time the Fair Jeanne, our 110 ft training ship, found herself so chock-a-block full of trainees and crew. Mealtimes on the aft deck began to resemble feeding time at the chicken coop, as everybody struggled to eat, balance and to avoid bumping into one another.

Now, however, by the green shade appearing in scores of tanned faces, it was apparent that no one would be looking forward to mealtime. Trainees clipped themselves on to our large cabin top, stared out at the horizon and covered themselves with blankets, as the wind grew stronger and colder. Those lucky few not feeling the ill effects of sea sickness filled water bottles below deck for those desperately needing hydration above them, dodging flying chairs and debris as they danced along with the rocking ship.

As the sky grew darker, the Captain looked for a safe place to anchor. Off in the distance, a sharp line of clouds was illuminated by the forks of light-



ning shooting down towards the water from a few miles away. We decided to stop for the night in a protected bay, to give the ship (and the exhausted crew) a rest from the madness that still persisted out in the lake. Before long, a suitable place was found and we dropped our hook, a 70lb Danforth, into soft mud a couple of hundred meters offshore.

When dawn broke, weary sailors slowly made their way to the main cabin for breakfast. The night had been eventful, filled with roaring thunder and high winds, but now, as the sun peeked through the clouds and the temperature began to rise, appetites grew as the smell of hot, crispy bacon wafted into each cabin. As a dozen or so crew munched down their meals, others gathered near the foredeck and took to the anchor gear. Shouts of 2-6 heave echoed across the still bay, as bright green seaweed fastened itself to the white, 3-strand anchor rode that now made its way through the hawse-pipe.

Teenagers that stood shyly apart from one another on the first day of the voyage now crowded around the helm, chatting amongst themselves and laughing, while being chided by the Captain for distracting the helmsman. The steady rumble of the engine beneath their feet and the faint smell of diesel exhaust pervaded everyone's nostrils before the call, 'Anchor's catted' rang out from the bow and the Captain clicked the ship into gear.



Arms hung around shoulders as Kingston's cityscape came into view, and hands took to preparing fenders for coming alongside. During the first few weeks, the Mate, usually perched on the main cabin top, would begin orchestrating the procedure. "Port side to...coil that bowline...get those heaving lines to the bow and stern...forward and aft springs, please", but today she merely cast a watchful eye as the crew, now well versed in docking took to their duties with pride and purpose.

They came as regular teenagers, uneasy smiles and nervous laughs on the aft deck as their parents watched, shifting from side-to-side, as the crew introduced themselves. It is not an easy thing to jump with both feet into an unfamiliar world filled with unfamiliar challenges. And although we didn't know them, and they didn't know us, it is the nature of our training ships to place trust in those young people that sign aboard; to rely on them and to bestow in them a level of responsibility far greater than they were accustomed to on land.

Looking at this motley crew of teenagers never seems to give the crew any sense of their ability. On land, they look and act a certain way- all products of their environment with their own individual methods of surviving the trials and tribulations being a teenager- but sailing ships don't discriminate by age, they don't care what music one listens to, or how good someone is at sports. Once young people step aboard a sailing ship the only requirement is a willingness to succeed, to work together, and to trust one another. This isn't a question that's asked of them, but rather thrust upon them. No one questions whether a young person has the ability to perform a task- they are told what needs to be done, they are taught how to do it and then they complete the task under careful supervision.

This belief in young people, something that is increasingly uncommon in schools and at home, is one of the most powerful motivators aboard a sailing ship. Teenagers are at first dumbstruck at the thought that they could play an important role in the operation of a sea-going ship, but then, once they see that their role onboard is important and that people are counting on them, its amazing how many young people will go above and beyond to see that the job is done right.

As our participants and crew pack their bags to once again assimilate into their daily lives on land, a few of them break into tears, promising to return next year. It's hard to relay to parents the experience their child has had onboard. When they left, these teenagers may have bickered and whined about cleaning their room and washing their dishes- but for 21 days, the same young people awoke at six each morning, made their bed each day, helped with meals, washed dishes, steered the ship to a strict course, climbed 60 ft in the air to set sails and then finished their homework just after supper, exhausted and longing for bed.

In twenty-one days not an hour of TV, no I-pods, smart phones or junk food...just a really important and demanding job with no pay and a lot of responsibility. And for some odd reason they really liked it. Maybe there is hope for youth after all. For more information about Bytown Brigantine's programs please visit our web site at www.tallshipsadventure.org.

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Leeward Islands and BVI Cruise

Although most of us had sailed in the BVI several times before, we decided to try something a little different this year by chartering a Moorings 50.5 in St. Maarten and sailing it from there to the British Virgin Islands and back again during the first two weeks of February. Our 8 member crew from CBYC consisted of captain Bruce Rand, Ann Connal, Mike Miles, Cathy Trant, Helen MacLeod-Beliveau, Jim Beliveau and Patti and Paul Loyst. Getting to St. Maarten was easy via a nonstop WestJet flight from Toronto.



We really liked the boat which was quite comfortable for 8 people with 5 cabins and 4 electric heads. It also had a generator, air conditioning, 2 large fridges, a microwave, a bow thruster and 3 electric winches. The only things we didn't like on the boat were the lack of a mainsheet traveller and a chart plotter that was awkward to operate. We found that the Imray Eastern Caribbean charting app on an iPad2 had better charts and was easier to use. Fortunately, our crew included some great gourmet cooks so we were able to enjoy excellent meals on board and rarely dined ashore.



Paul, Patti, Mike and Cathy in St. Barts

The Moorings base is located at Oyster Pond on the east side of St. Maarten where it is exposed to the prevailing easterly trade winds and swell. Consequently, it can be a bit tricky getting in and out of the place since you have to follow a narrow channel between two reefs with large surf breaking on both sides. As the guide book says, the approach into Oyster Pond can put hair on your chest. Fortunately, they provide a pilot boat to guide you which makes it easier and we didn't have any problems.

After provisioning the boat the first morning, we had a pleasant afternoon sail to Marigot Bay on the French side of St. Maarten. On the next day, we sailed to the French island of St. Barts which is about 15 miles south. St. Barts is very picturesque and charming but rather expensive since it has become something of a haven for superyachts. We stayed at the main port of Gustavia the first night and then moved to a beautiful marine park at Anse de Colombier the next day to relax before the long passage to the BVI. Rather than go straight to the BVI, we decided to first sail 28 miles southwest to the island of Saba. Saba has a very dramatic appearance since it is only about 2 miles long but 3000 feet high with steep cliffs on all sides. We arrived there at sunset and then gybed to get a broad reach for the next 90 mile leg. We then had a beautiful moonlight sail from Saba to Tortola with about 20 knots of wind. After clearing customs in Sopers Hole and cheeseburgers in paradise at Pusser's Landing,



Superyacht St. Barts

we headed for Cane Garden Bay but decided to go to Jost van Dyke instead due to northerly swells.

The following day we sailed around the west end of Tortola and then had a great windward romp up the Sir Francis Drake channel to Cooper Island. Electric winches are mighty sweet and make beating to windward a breeze. After grabbing the last available mooring ball, we then had a rather happy Happy Hour at the Cooper Island Beach Club. The next morning, we had a short sail over to Trellis Bay to attend their famous full moon party and to rendezvous with Wayne and Leslie Wall and Ray and Bev Shattler from CBYC who had each chartered a boat in Tortola.

After visiting north sound Virgin Gorda, the Baths and Marina Cay, it was time to head back to the Leeward Islands. We reluctantly decided to motor it since we had 75 miles to go with 18 knots of wind right on the nose and 2 m waves. Didn't really need to navigate, just kept pointing her straight into the wind. Saw lots of flying fish and had about 8 dolphins escorting us for a while. We left Marina Cay mid afternoon and arrived at Anguilla at 5 am the next morning.

Anguilla is a low island about 6 miles north of St. Maarten with a spectacular coastline and banks of coral. The people are very friendly. We spent the next morning on a day mooring at an especially beautiful spot called Little Bay where the snorkelling was excellent and then sailed back to Marigot Bay on St. Maarten. We had to return the boat to Oyster Pond by noon the next day but managed one last swimming and snorkelling stop at a pretty little island called Tintamarre on the way. All in all, a wonderful cruise with great sailing weather. We hope to see more of the Leeward Islands next time.



Full Moon Party Trellis Bay



Snorkelling Little Bay, Anguilla




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In 2006 West Marine in the U.S. produced a handy *Spring Boat Prep Guide* including project and product advice and check lists. The areas covered include: Mechanical Maintenance, Preventative Maintenance, Cosmetic Maintenance and Regulatory requirements.

To download a complete version of the Spring Prep Guide go to: <http://www.boatus.com/boattech/SpringPrep2006.pdf>

A Word About Reciprocals

As Vice Commodore one of my responsibilities is managing the reciprocal program.

Earlier this month I completed a review of our current list of reciprocal clubs based on feedback I requested from club members. Comments and recommendations were reviewed at the March Executive meeting with the goal to decide which clubs may be appropriate to add and which are deemed to no longer qualify based on location and the likelihood of use by club members.

We have to keep the number of clubs to no more than 40 at the request of Collins Bay Marina.

Those clubs to which we will no longer be offering reciprocal invitations are: Alexandra YC, Frenchman's Bay YC, Grimsby YC, Olcott YC, Port Hope YC, and Stormont YC.

New clubs to whom we will be extending invitations this year are: Queen City YC, Port Credit YC, Trident YC, Clayton YC, Toronto Hydroplane Club, and Smuggler's Cove YC. These clubs have proven to be hospitable to club members who have visited in the past without a formal reciprocal agreement in place. Once we get acceptance of the reciprocal invitations they will be highlighted on the official list which can be found on our web site and the reciprocal book which is kept in the clubhouse.

Dare I say it looks like an early Spring! See you at the Marina.

Lee Baker
Vice Commodore



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