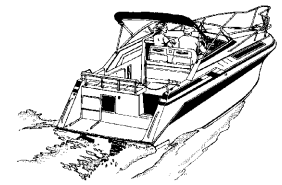


Collins Mixer

Collins Bay Yacht Club Newsletter



Upcoming Events

- Jul 28th Simcoe Island Race
- Aug 4th-6th Civic Holiday Cruise
- Aug 11th Pancake Breakfast, Anniversary Regatta
- Aug 12th Pigeon Island Race
- Sep 1st-3rd Waupoos Cruise

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COMMODORE'S CORNER

AUGUST 2012

EYC is over but the compliments are still flowing in. Throughout the weekend, I was approached by several members of other clubs complimenting on how great the marina staff were, how well organized the registration booth was, how wonderful the T-Shirts were and so on. It made me very proud to be a part of such a great organization. To all of the people who spent countless hours making this event a huge success I would like to extend a sincere thank you on behalf of the Bird Ship crew and the entire executive.

For those of you who didn't get a chance to volunteer for EYC, fear not! We have a pancake breakfast in August and I'm sure our social chair would love a few extra sets of hands. Being that hand-attaching surgeries aren't in the budget for 2012, we'd like to recruit whole people to come and help us setup the clubhouse, cook sausages, collect money, brew coffee and make this event a great success as well.

Just in case you didn't already have enough reasons to visit the Collins Bay Marina website (www.collinsbaymarina.com) Gerry and Lori have given you one more. After much anticipation, the camera in the west yard is once again broadcasting! Those of us in the east yard are eagerly awaiting the return of the East camera and I've heard that good things are coming soon.

During the EYC awards ceremony, we observed a minute of silence to mourn the loss of a great friend to many in attendance and to sailing in general. Allan Nye Scott passed away last week after a long life on the water winning trophies and in the yard building and working on boats. Over his long career at Nye Yachts, he built Alberg 22s, Alberg 29s, Alberg 34s and Contessas. He was well known as a skipper of R-Boats in Toronto and the Bay of Quinte. His first boat was a wooden R called Diana and in recent years he built a fiberglass version called Diana of Hastings which has recently moved back to Toronto to continue racing at the National Yacht Club. Nathan Bresett has continued this long legacy and repairs fiberglass boats in Foxboro Ontario. There will be a celebration of life at the Bay of Quinte Yacht Club on Sunday, July 22 from 2-4pm. All are welcome. Rather than flowers, a fund is being setup in Allan's name to support sailing in the area.

Owen Bird, CBYC Commodore

A profile was done of Allen Nye Scott by Chris Verra in Goo-doldboat.com Issue 55—July/Aug 2007. To read the profile go to http://navalmarinearchive.com/pdf/allan_nye_scott_sm.pdf

Collins Bay Marina News

- EYC was a huge success, with over 50 boats registered! Gerry and I were very proud to be a part of such a time honored event! Bill Visser and all the volunteers did a fantastic job pulling this event together.
- Collins Bay Marina is now on Face book. "Like" us to keep in touch or find out about upcoming events at the marina.
- The sailing school is underway and it is nice to see all the children laughing and having such a good time. They are collecting beer and wine cans/bottles to help support their club, please drop off your recyclables in the new sailing school blue bins.
- We are happy to report that the camera at the marina is broadcasting again. Check it out on the website.
- A friendly reminder-please contact us to sign out your slip when you will be away so we can accept reciprocal boaters!
- With this hot, humid weather, we hope you all stay hydrated and cool and are enjoying time on the lake 😊

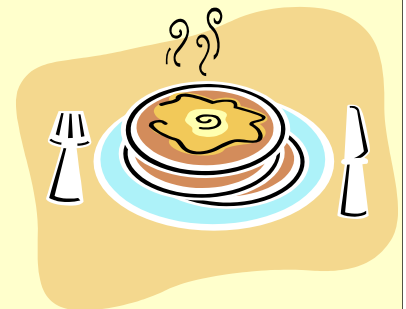


SOCIAL

The club was busy over the weekend with the much anticipated and hugely successful Eastern Yachting Circuit. It was great to see so many members stationed around volunteering and helping out. The water was busy and picture perfect anywhere you looked. The racing was fun and competitive, and smiles could be seen from boat to boat. The bands added a welcome social aspect to the event and helped liven up the party as people gathered on the dance floor.

CBYC social events cooled down in July as many members are out and about enjoying this beautiful sunshine. However, we are back at it in August with the Pancake Breakfast. This fun and popular event and it will take place August 11th and I hope to see you all in the clubhouse bright and early.

The event runs from 8:00-10:00am before the Anniversary Regatta. Tickets can be purchased at the door for \$5.50 and includes 3 pancakes, 3 sausages, coffee, and a cup of orange juice.



Volunteers are needed to make this event a success. I need people to sell tickets, mix batter, flip cakes, BBQ sausages, serve plates and of course set up before hand and clean afterwards. If you haven't volunteered this year, or are interested in helping, please contact me social-cbyc@collinsbaymarina.com or 613-767-4185

Have a great sailing season,

Carissa Bird
CBYC Social Chair

Eastern Yachting Circuit - 2012



The Oxford dictionary describes Regatta as a noun, meaning “a meeting for boat or yacht races”. Many years ago a dear (now departed) friend of mine, Roger Tattersall enlightened me to the concept that Regatta is really a state of mind – an activity that is performed – as in “we shall commit Regatta”.

We have recently presented the Eastern Yachting Circuit 2012 Annual Regatta. Once again, new standards have been set. We had 56 boats registered – a new high and also had three days of fantastic racing. Our event ran smoothly or at least that’s what the competitors saw. We had a few moments behind the scenes, but all in all everyone had a great time.

In order to make the show run smoothly it takes a team. I would like to thank the team of people that helped make this all go so well. To Tony who not only headed up the Regalia team (and sold off all of the stock by walking the docks!) but he also lent his boat Sea Jay III to serve as the Race Committee Boat. It was certainly a pleasure to work on her! And to Barry, Jean, Lyle, along with Dave, Sarah, Andrew and Ian who helped out on the Race Committee at various times throughout the weekend. To Robin and Sue, who along with John placed the marks for the competitors to sail around. To Julie, who helped set up the contact with sponsors and advertisers. To Geoff who had to work his butt off in the wee hours at the last minute to get the Program ready. To Helen, who was the most amazing Registrar I have ever had the pleasure to work with – no one got away with anything at registration – no one to chase down afterwards, no ‘errors’ in the registration form allowed. To Bruce, who after racing hard all day then sat down in a hot, stuffy clubhouse and crunched out the results. To Carm and Dan, who headed up the Parking and Security teams respectively – they worked hard in the background to keep us all safe and in line. To Hub, who coordinated the site services, exploiting his knowledge to help make this an easier experience for Gerry and Lori. To Gerry and Lori who were our gracious hosts – allowing us to trample their grass, deal with waves of boats and all of the extra load that the staff had to deal with to haul away the garbage and help keep the site clean and safe. To Owen, who set up the web site and put up with the inane requests made with little lead time to keep up ahead of the curve. To Malcolm, Ann, Mike, Hans, Al, David, Leslie. To Ross Tellier – our Judge who came from Quebec to help out (and we only had one protest for him to hear). To Keith for looking after the money. To Geoff and Rob, who took a lot of photos and drove the media boat respectively. By the way, a lot of great shots can be found at www.photoone.smugmug.com/sports/sailing/EYC-Collins-Bay-2012.



And to all of the others who I forgot to name – a great big thank you for making EYC 2012 the best event in years.

With your help, we have
“Committed Regatta!”

Bill Visser

EYC 2012

(Photo courtesy of
Geoff Webster
www.photoone.smugmug.com)

EYC FROM COMMODORE/ COMPETITOR'S EYES

I had an interesting perspective on EYC this year as the Commodore of the host club, a supporter of the marina, an attendee at several planning meetings, a fund-raiser and finally as a competitor. Taking a step back from all of the other roles, I would like to share with you my experiences in this event as a competitor.

From the get-go, information on the website was clear and the registration process went smoothly. When we arrived to register on Wednesday, volunteers had done an amazing job keeping everything organized. Regatta packages had a good mix of goodies, information and even a few snacks.

One of the things that we noticed the most throughout the event was the timing. Both skippers meetings that had been planned for 9:30am started on-time with precision. The first one actually took us a bit by surprise so when we were pulling into the parking lot at 9:28, we had to double-time it so we didn't miss anything. I'm sure Bill would have liked to chat before the start of the meeting but we locked eyes within the first few minutes and without a hitch, he called me up to give the Commodore's welcome and get everything rolling.

Through the event, our crew referred back to the EYC Program which had great information and a good mix of details and adverts. All amendments were clearly announced at the skippers meeting, posted on the message board and provided to skippers in hard copy. Every day there was a signal promptly at 11am. Whether it was the start of the first sequence or an AP flag to let us know that things would be delayed, we were always kept in the know.

The decisions weren't always easy for the Race Committee but we were impressed with the RC and the mark boat. I've never been to an event with 5 PHRF divisions and a white sail fleet so I can't even imagine the complexity of the starts and finishes – not to mention sorting out all of the different EYC trophies! Great job! On the last day of racing, there was a major wind-shift after some fleets had started. Rather than continue starting fleets into a highly favoured line and course, the RC abandoned the current race and postponed subsequent starts so that they could reposition and bang off quality races in water that was free of obstructions.

The awards ceremony was well attended and a number of competitors grabbed the mic without a second thought to thank the Marina, Club and Organizing Committee for running such a great event.

The bands were amazing; food was hot and drinks always cold. It made me proud to be a member of CBYC and a dedicated patron of the Collins Bay Marina.

Although I've been specifically asked not to, I want to give a huge shout-out to Bill Visser. From complications with liquor licenses to building permits for tents, issues with fillable online forms to chasing down sponsors, Bill has done an amazing job rallying a big team of volunteers to make this event the success that it has been. Before I had a chance to swat three mosquitos away while watching the band on Friday night, Bill was even there with a can of bug-spray.

Bill, this event could never have happened if it hadn't been for you.

My sincerest thanks,

Owen Bird
CBYC Commodore



The last Race update included rule 14 from the RRS...

Rule 1.1 is even *more* important than rule 14, and it applies even during a race:

Speaking of rules, I have put 10 blank copies of the RRS Protest forms in the clubhouse Race Protest box, on the shelf by the TV. Feel free to let them yellow with age.

A boat or competitor shall give all possible help to any person or vessel in danger.

The Spring Series is complete, as is the LPC and the prestigious inaugural KBRCLB (Kerr Bay Race Cruise Lobster Boil). There will be a separate article on this event, from a racer's perspective...

In PHRF 2, The Baron takes the yellow flag for the Spring Series by a 1 point margin over Bird Ship. Yer Out will be claiming the red flag for this series. Congrats to The Baron! In PHRF 1, O'Naturel won out over Old School and Investors Group in the tough PHRF 1 division. In the PHRF-NFS division, Whistler pulled out the win by a single point.

The LPC was held on 23 June, and it was supposed to start 15 minutes after the KBRCLB started. However, there was a little issue with getting the flags and marks out of Barney and onto Whistler, and the resolution involved the permanent modification to Barney's main hatch lock. (I'll get you a new lock, Barry!).

Once the massive fleet of Kerr Bay racers was herded towards Amherst Island, the LPC got started, with 6 registered sailboats: Happy Puppy, Aint Miss Behavin, Investors Group, Jeannie, Spankin Mad, and O'ffliction. It was a downwind start in light wind, and we were able to watch the majority of the racers head around to the east of Amherst Island.

Fast-forward to Sunday, 24 June... 22 hours and 50 minutes after the start, Happy Puppy crosses the finish line. After the time corrections were spit out by the magic computer application called Sailwave, Happy Puppy was the overall winner, with Spankin' Mad as second overall (1st in PHRF 2). The top three in PHRF 1 was rounded out by Investors Group and Aint Miss Behavin.

The Summer Series is well underway, and Thursday night racing took a break on the 12th of July because of EYC. I'm sure there will be a couple of separate articles on the success of EYC 2012!

I'd also like to welcome Mango and Horizon Dancer as our most recent additions to racing at CBYC. Synergy should be seen up in PHRF 1 in July, and Ongiara is also returning. Have fun out there!

Dave DePlanché

CBYC Race Chair

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June 21, 2012 and the Amazing Lei Line Crew

On June 21, 2012 one of the crew on The Baron had not raced competitively in over 36 years. Needless to say, the prospect of racing on a new boat was daunting.

For the second race the wind shifted to the south, south west so the race committee set a course of C mark then back to the finish line. The wind speed was about 8 - 9 knots.

We had a great start as we got off the line with good speed and clear air. We started to work our way to the windward mark. Although we got very lucky and capitalised on a couple of wind shifts, about half way there the skipper looked at his watch and said "guys we may not make back it in time". Rule 8.1 of the sailing instructions states that "To constitute a valid race for a fleet, the first boat in the fleet must finish by 20:30 for races held prior to September". We estimated that our windward mark rounding would be at 20:10 which would give us a mere twenty minutes to sail back into Collins Bay. We eventually rounded the windward mark, had an excellent bear away spinnaker hoist, executed a perfect gybe (nice work Al), and set course for the finish line. It was going to be tight. Normally at that time in the evening the wind starts to die, however this evening our prayers to the Goddess of Wind may have been heard. The crew worked hard, trimming, hardening, easing and calling the puffs. The concentration level was off the scale. Our race to the finish was no longer with our competitors but against the clock and the clock is unforgiving.



As we approached the cardinal buoy at the head of the bay, we had four minutes remaining. We looked over and commented on how well Lei Line had performed on the downwind leg. They were gaining on us rapidly. Then we realised that they appeared to be staying well clear of us so as not to disrupt our wind flow, a display of unbelievable sportsmanship! We waved to them in appreciation. We went back to the job at hand, making it over the line. At this point we had trimmed everything that could be trimmed and broke out every trick that could be tried but it still was too close to call. The crew became very quiet as everybody was willing the boat to go faster. At that moment, a chant came across the water from the crew on Lei Line, "Go Baron Go, Go Baron Go, Go Baron Go"! We all started to laugh and cheered them on as well. Our newest racer had never seen or heard anything like it.

The skipper swears he felt the little red boat surge forward with renewed resolve and we crossed the finish line with a scant 30 seconds to spare. What an exciting finish to an incredible race.

To experience this kind of sportsmanship on the water from a competitor was truly inspiring, one the crew on The Baron that night will never forget. Our newest racer saw competition at its best. No matter what, we are all in it together, for the love of the sport, and to support one another.

Three cheers to the crew of Lei Line for their incredible sportsmanlike support that night!

The Baron,

Wayne, Ray, Jim, Henk, Al and Helen

The Kerr Bay Race Cruise Lobster Boil (KBRCLB)**A racer's perspective...**

At the first CBYC executive meeting this year, a new event was proposed that would combine both the racing and cruising fleets into a single event. I know... insanity, right? My pleas and explanations that everything on the water is a race and we already have lots of races planned went unheard, and the inaugural KBRCLB was born.

Okay. Who's going to organize this thing? Obvious question, and apparently an obvious answer; the Race Chair and the Cruise Coordinator! Not being very good with names and positions on the executive, I had an even more obvious question; who is Jim Gough?

With some gentle persuasion from the Social Chair, we ended up near enough to each other to chat about the format and the rules and all the myriad details that go along with planning a social type of event at CBYC. I had no idea it could get so complicated! After all, we were just going to 'race' to Kerr Bay, and come back and eat lobster. How hard could that be?

Once the Social Chair took care of all the hard stuff like printing up tickets and arranging for the lobster and sides, Jim and I could just sit back and enjoy the event, right? Not likely... It seems a social event requires a bunch of volunteers to take care of all the little nitty gritty details. So Jim and I solicited our respective fleets for the much needed help, and soon found out that getting volunteers is much like trying to use a Jedi mind trick on a Toydarian. And then the Social Chair advises the two of us that she will not be attending the event! Time to panic... Carissa seemingly has the ability to make this type of thing look easy!

To sum up the event, we went to Kerr Bay with two boats from the race fleet, and a whole bunch from the 'other' fleet. I say a 'whole bunch' because at any given moment, it wasn't exactly known how many boats were participating. I thought it would be obvious at the skipper's meeting, but only if the skipper's show up and commit to race! Apparently the other fleet doesn't know that ALL races on weekends have a skipper's meeting at 9 am on the day of the race. My bad.

At the skipper's meeting, I showed up with my Timmy's coffee on time, as did Jim. The rest of the skipper's wandered in at various intervals with their Triple Grande Half-Fat Frappachinos, and I went over the rules for the race to Kerr Bay. Bill Visser volunteered to start us 15 minutes in front of the LPC race, and we covered the flag sequence and signals. This is where things really started to fall apart.



All of the race equipment was locked up in Barney, and the keys were not on hand. We used the 'master' key available at the Marina, and got the stuff out of Barney and onto Whistler. (I still owe you a new set of locks, Barry!). By this time we were behind schedule, and of course Bill puts up the AP flag. Crap... That's one flag I didn't cover at the skipper's meeting, as I was trying to keep it simple. Rather than try and explain to all of the boats from the other fleet what the AP means, and in an attempt not to hold up the LPC race start, I just herded all of the KBRCLB fleet in the general direction of Kerr Bay. Once everyone was headed in the right general direction, we turned our boat towards Kerr Bay as well. Looking ahead, I could see Simmac II with her chute up and well out in front. Big surprise. I should have outlawed the use of spinnakers at the skipper's meeting.



So we are meandering along in light air, discussing whether we should launch the chute or not, or let the other fleet win. Little did we know what they had up their sleeves. We popped the chute, passed all the Douglas' and Catalinas we could find, and headed for Amherst Island on an aggressive course. All of the other boats got caught in zero wind, and we blew by them all. As we approached the finish line, scanning the horizon for the nearest competitor, what do we see? Is that Ondine II way over there, sneaking in from the far shore, and cruising along at 75 knots? Crap again. Okay, head for the finish line! We can't let them win! But we were no match for Ondine II under a full head of steam, and she crossed the 'line' a boat length ahead of us. I still have no idea where she came from, but congratulations to Mike! Well done. I'm sure we can scare up a big trophy for the Awards Banquet, if we had a budget for such an extravagance. Why aren't you racing your boat?

After drifting around the mouth of Kerr Bay for several hours, the rest of the fleet decided to join us. I'm not sure where our anchor is or how to use it, and this is the part of the event where we needed to rely on those with experience in such matters. All the boats that planned to stay for lunch (again, an unknown quantity) anchored and rafted up for lunch. We had the privilege and honour of tying up with Naiad IV. This was my first opportunity to see this fine vessel up close and down below, and I was impressed. She is a fine piece of work, but I'm not sure why the skipper didn't use all his sails and join us earlier. After clearing up this little misunderstanding and discovering that Naiad IV actually did have all of her sails up, and was racing as fast as possible to Kerr Bay, it was time for lunch.

We were in for another important lesson when on a cruise as compared to a race; it seems that a box of Swiss Cheese crackers and three warm beer does not qualify as lunch. Okay, what did you guys bring? Pasta salad, red wine, and appetizers? Wait... What? Cool. Can we have some? The cruise part was officially started, and we were way out of our element.

We eventually figured out how to disengage ourselves from Naiad IV, and headed back to the marina to get the lobster part of the event underway. Needless to say, the lobster was cooked to perfection, the sides were delicious, and the event was labeled a success! However, I need to pass on some important lessons to the race fleet just in case they ever get the urge to participate in these events in the future:

- Pretend you know how to anchor, but let someone else do it first
- Always ensure the Social Chair will be in attendance
- Bring real food for lunch
- Book a vacation far away
- Get 50 volunteers!

Looking forward to the next one...

Dave DePlanché, CBYC Race Chair

The Kerr Bay Race Cruise Lobster Boil (KBRCLB)*A cruiser's perspective...*

I love sailing! The wind kissing me all over; the heel of the boat; dropping the hook at a favourite anchorage; letting the sun dry the water from my skin after a cool swim; cold beers and good food with friends; gently being rocked to sleep by the waves. I enjoy the camaraderie and helpfulness of fellow sailors on the dock. What is not to love about cruising?

On the other hand, I have a very different impression of racing. It seems like chaos and high risk as expensive boats criss-cross the start line area and then try to edge each other out by applying complex rules to gain an advantage (sounds too much like parliament to me!). Assuming all goes well and no one gets "T-boned" during the start (or later), the stress continues with multiple sail changes, constant adjustments and much strategy debate on whether to "follow the leaders" or head off in another direction to find better wind. To top it off, one gets the impression that the skippers often show their Dr. Jekyll and Mr. Hyde dimensions in the treatment of their crew if things are now going well. It seems like an activity filled with testosterone - great for some, but it did not seem like my cup of tea.

I knew I needed to get rid of these negative impressions of racing and was delighted to participate in the inaugural Racers / Cruisers Fun day. As I understood it, the objective was to provide a venue where cruisers could understand racing; racers experience the fun of cruising and everyone could get to know each other. The event was to be organized by the Race, Cruise and Social Chairs. The racers were to look after the morning by organizing a fun race over to Kerr Bay. Winner had bragging rights. After the race, participants were assigned to a "raft up" of racers and cruisers for lunch and some social time to get to know each other, followed by a gentle sail back to the Marina. The day would end with a lobster party on the lawn. Great concept.

So, let's go through the day and see if the objectives were met.

First, cruisers prefer clear instructions since one cruise can be very different from another and there are no "standard" ways of doing things - in fact variety is the spice of cruising! So the eager cruisers were not aware that the race meetings "always start at 9:00 am". Some last minute communications efforts ensured mostly everybody was aware of the time and location of the briefing and things got underway.

Then, we find out that the Long Island race has been scheduled for the same day, so the majority of the racers would be participating in that race and not the Fun Race. Two races in one day, now these guys are keeners; unfortunately, the majority of racers chose the long distance race over having fun....now what is that all about?

Another significant difference between racers and cruisers became apparent at the start of the meeting. The day had started with heavy overcast skies and storm warnings and there was significant concern about the weather. Cruisers don't like to take chances on the weather so some were uncertain about participating. I can appreciate that this is totally foreign to racers for whom the approach seems to be - we're here, let's race! Fortunately Mike Miles from Ondine II looked at his smart phone and radar map and informed us that the storm was passing south of us and it would be ok to go out - the marvels of online technology!

The briefing included a short summary of the starting sequence of flags and sounds, but I think that many of the cruisers were too shy/embarrassed to admit that this was foreign to them. Many of us seemed to assume we could just tag along with the group rather than "wrangle" for prime positions at the start line. I can see how racers would be totally confounded by this - half the fun seems to be to bear down on someone at the start line!

The race start line reinforced my concept of chaos. The Committee Boat was unfortunately late in setting up due to some technical challenges and many of us were confused by the change in the start line and use of vari-

ous flags. I think cruisers are more auditory in nature and we usually rely on VHF communications to sort things out when things change - change is normal. Perhaps we can combine the methods for the future?



We also had the long distance race group ready to leave at about the same time, using the same start line. Given the confusion, at some point someone appropriately decided to get us cruisers out of the way by use of hand waving and yelling. We eventually got the message and got going. Well sort of.

There was unfortunately very little wind, and it took over two and a half hours to drift over to Kerr Bay. Some of us were ready for longer cruises starting the next day and we have over 500 liters of water / fuel on board. Nobody told

us we should have emptied our water tanks! That combined with lights winds and “comfortable” boats in both configuration and content contributed to some boats taking much longer to get to Kerr Bay than others.

Once at Kerr we started to feel more in our element. No problem anchoring when you have at least 2 anchors, a windlass and long lengths of (heavy) chain. I guess that doesn’t help your speed either eh? Never mind, we had lots of cold drinks and food ready for the extended lunch along with soft cushions, dodgers and biminis, swim “floaties”, etc... I guess cruisers are simply oriented to different priorities - comfort!

After a fabulous lunch together, and for some of us a swim, we had a wonderful reach back to Collins Bay, this time in just over an hour since the wind had come up - better late than never. Now, this is what sailing is all about!

The Lobster Boil was excellent. Dave DePlanche, the Race Chair, had another commitment so delegated his partner Julie Bennett to assist with the organization. The Social Chair was either delivering a boat or attending a wedding, so she wasn’t able to participate directly. The Cruise Chair, Jim Gough, was representing the Executive for this event. Many thanks to the team that brought this all together whether present or not.

Over 30 cruisers including the captain and crew of Lei Line – the only race boat that participated in all aspects of the day - had a fabulous evening. Thanks Lei Line for sharing a fun day with us – no testosterone in that team!

Overall, was the day a success? From a cruiser’s perspective... ABSOLUTELY! Although my perceptions of racing have not changed very much, we will definitely participate again next year. As it turned out, only two race boats joined the six cruisers for the Fun Race. I hope we can get more racers involved next year so that the “great sailing divide” can be reduced and we each benefit from the passions of the others.

Oh, and BTW, Ondine II won the race (did he remove an anchor and drain water tanks?). In any case, congratulations to Mike Myles and Bill Worthy - we are delighted to hear you brag!

Marilyn Sykes and Jacques Levesque





Bill Worthy and Alice



Wayne Nicholson and Rhys



Bill Stevenson



Edward and Carol Nash

Jacques Levesque, Lionel Redford, Bill Worthy and David Ward



(Photos courtesy of Marilyn Sykes)



AUGUST CIVIC HOLIDAY CRUISE

AUGUST 4TH TO AUGUST 6TH

The tradition continues. Dennis Reed and Gary Logan have again volunteered as Cruise Captains for the Civic Holiday Weekend Cruise. Those of you who have attended this cruise in the past know that it is one of the premier cruises of the year, a must on your cruising calendar.

On Saturday, August 4th, Dennis and Norma will host a BBQ, together with Gary and Carol, at their lovely home on the Adolphus Reach, just short of and in from Lyon's Island. The BBQ will include pork chops, corn on the cob, salads and the trimmings. As usual, fun will abound. You just never know what the "Fender Heads" will get up to. There is plenty of anchor room in front of Dennis' or behind Lyon's Island and don't forget your lawn chairs.

On Sunday there is a Pancake and Sausage Breakfast or "breakfast in a bag" (we shall see), followed by a sail to Hay Bay for a Pot-Luck Dinner at the home of Crystal and Lee Baker.

August 6th is a sailor's choice day. Relax on the hook in Hay Bay or pick a destination cruise of your choice.

Last year Dennis and Gary lifted the previous limit of 15 boats and made the cruise open to all CBYC members. The response was so great that they are going to do it again this year. The cost is \$15.00 per person. Sign up at the marina office no later than August 2nd. (They have to order the chops and pick the corn). For further information contact Dennis at 613-373-0288 or Gary at 613-634-1308

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Sailing School Moves In

What started out as an idea put forth by the membership and executive has finally turned into reality. The new sailing school trailer is now operational. This has removed the daily use of the clubhouse by students and instructors of the sailing school. I'm sure you've noticed the difference.

Thanks to the generous donation by Gerry and Lori Buzzi we were able to secure a used construction/office trailer. The unit sat in the east yard into our second Spring of the year. We soon realized that we had taken on more than we bargained for. We had thought a bit of spit and polish on the bright work would be all she needed. This soon changed as we found the roof leaked and the ceiling was sagging. This was followed by Lori's request that we put siding on the trailer to fit in with her house exterior colour rather than a spot of paint. As in any project the admiral always gets her way and as usual it was the right way to go.

The roof was waterproofed. We then set about shoring up and straightening the ceiling joists in preparation for clean insulation and new ceiling system. Starting to get warm by now! When the temperature reached 31 degrees plus it was time to do the siding and paint the interior. Many volunteers stepped forward to help while this writer spent a week with family weddings and drinking cold beer at Bar-B-Q's. Sorry I missed out fellas! Pat Redford provided catering to the site during this time.

The trailer was moved by marina staff to its present location in the southwest corner of the property where the final ceiling was installed.

Where's Phil? A question heard many times during this project. It seems he was soldiering on, by himself, creating an artistic set of stairs for the facility. Once the trailer was in place, the instructors, led by Ellie Clark, descended on the trailer like plague of locusts and took over. I think they liked their new place! In a couple of days they had the interior decked out and equipment was being moved in but not before they purchased their big comfy couch. REALLY? They just didn't hang a few hooks. We were shocked to see that **Cataraqui Cabinets**, owned by CJ's father, had donated and installed a beautiful set of cupboards, floor to ceiling. We were in awe!

We were going to leave the floor 'til next year but decided we could not leave it as it was, so we contracted to have it done by a professional. We all wanted to be sailing by then!

The production was completed, on time, and on budget (more or less), and ready for the first sailing School courses in July.



Special thanks to the following who volunteered their time in some really challenging weather:

Lionel and Pat Redford Crystal Baker, Hans Mertins, Michael Ross, Jim Gough, Rick White, Dennis Reed Larry Martin, Gerry Buzzi and his Marina Staff, Ellie Clark and her Instructors

Many, many thanks to **Gerry and Lori Buzzi**, and **Cataraqui Cabinets** (www.cataraquicabinets.ca) for their support of the Sailing School and the Yacht Club.

Lee Baker, Vice Commodore

Board Position	Name	Boat	Telephone
Commodore	Owen Bird	<i>Bird Ship</i>	(613) 767-4185
Vice-Commodore	Lee Baker	<i>Pendragon</i>	(613) 373-2889
Past Commodore	Lionel Redford	<i>Naiad IV</i>	(613) 766-2812
Secretary	Claudia Stevenson	<i>Tamara C</i>	(613) 634-4035
Treasurer	Bob White	<i>MoonShadow</i>	(613) 634-0223
Fleet Captain	Jacques Levesque	<i>Miranda</i>	(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



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2012 Reciprocal Program

Invitations were sent to the following clubs for the 2012 season.

Maximum of 40 clubs – Updated July 23 , 2012

1.	Alexandra YC	Toronto	
2.	Ashbridge's Bay YC	Toronto ON	
3.	Bay of Quinte YC	Belleville ON	
4.	Brockport YC	Brockport NY	
5.	Brockville YC	Brockville ON	
6.	Bronte Harbour YC	Oakville ON	
7.	Burlington Sailing & Boating Club	Burlington ON	
8.	Cathedral Bluffs YC	Scarborough ON	
9.	CFB Kingston	Kingston ON	
10.	CFB Trenton YC	Trenton ON	
11.	Clayton YC	Clayton, NY	(New)
12.	Cobourg YC	Cobourg ON	
13.	Crescent YC	Chaumont NY	
14.	Dalhousie YC	St. Catharines ON	
15.	Etobicoke YC	Etobicoke ON	
16.	Fairhaven YC	Fairhaven NY	
17.	Fifty Point YC	Stoney Creek ON	
18.	Henderson Harbour YC	Manilus NY	
19.	Highland YC (Bluffers Pk)	Scarborough ON	
20.	Kingston YC	Kingston ON	
21.	Mimico Cruising Club	Etobicoke ON	
22.	National Yacht Club (The)	Toronto ON	
23.	Niagara-on-the-Lake Sailing Club	Niagara-on-the-Lake ON	
24.	Oak Orchard YC	Oak Orchard NY	
25.	Oakville Yacht Squadron	Oakville ON	
26.	Oswego YC	Oswego NY	
27.	Port Credit YC	Port Credit	(New)
28.	Presqu'ile Yacht Club	Brighton ON	
29.	Prince Edward YC	Picton ON	
30.	Pultneyville YC	Pultneyville NY	
31.	Queen City YC	Toronto	(New)
32.	Rochester YC	Rochester NY	
33.	Royal Canadian YC (The)	Toronto ON	
34.	Royal Hamilton YC (The)	Hamilton ON	
35.	Smugglers Cove	Niagara on the Lake,On	(New)
36.	Sodus Bay YC	Sodus Point NY	
37.	Toronto Hydroplane and Sailing Club	Toronto	(New)
38.	Tuscarora YC	Wilson NY	
39.	Whitby YC	Whitby ON	
40.	Youngstown YC	Youngstown NY	

Bold* Indicates clubs which have so far extended Reciprocal invitations to CBYC for 2012.
Please refer to the binder in the Clubhouse or the website for the latest updates.



Piranha Potluck

© Eileen Quinn 2001 From "Mean Low Water"

Word is going 'round, it's gonna be tonight
Gonna gather on the beach in the fading light
Anchors have been set, sails have been furled
You know they wouldn't miss it for the world
They sail across the ocean, they could walk across the sea
When they hear a rumour that the food is free
At the potluck, piranha potluck

Get down in the galley, make whatever you wish
Rustle on up a covered dish
Work a little magic with whatever's on the shelf
Serve up something you would never eat yourself
Cook up something tasty, cook up something nice
Something that will complement all those bowls of rice
At the potluck, piranha potluck

Pack up the repellent, the food, the drink
Head for shore in your dink
The water's pretty safe but there's terror on the beach
Where they'll knock you flat with their boarding house reach
When in paradise do as the cruisers do
Leave your china on the boat and your manners too
For the potluck, piranha potluck

Eileen is from Ottawa, has cruised over 40000 nm on their Bayfield 36 and loves to sing about Sailing. Check out some songs from her 5 CD's such as "Please don't make me dock" or "The Anchoring Dance" or "Gotta Regatta" at eileenquinn.com



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CANADA DAY CRUISE

Five boats caught the 9am bridge on Sunday morning, 1st July, and fanned out to claim a spot in the Kingston Harbor anchorage. The last of the 5, *Bay Breeze*, the Island Packet, scraped through thanks to an unusually patient bridge operator. Yes indeed! That Canada Day happy spirit was already evident and it was still only 9 o'clock in the morning.

The evening before had seen the now traditional Pizza Party in the club house. Having overindulged with too much Pizza on a very warm evening, some of us older folks were a little sluggish the following morning. Other younger people had managed to dance the evening away with abandon and still be up bright and early for the 7am departure. Ah, the younger generation commeth. This was also evident in the composition of the evening's musical entertainment. Newcomers Chance and Martin joined Lionel and Jacques in the ever-flexible CBYC Guitar Quartet and between the familiar chords of the old favorites strange new tunes could be heard. Was that Led Zeppelin, The Beatles? Hold on to your hats folks. We are entering the 70's. Oh yes, CBYC's musical future is secure.

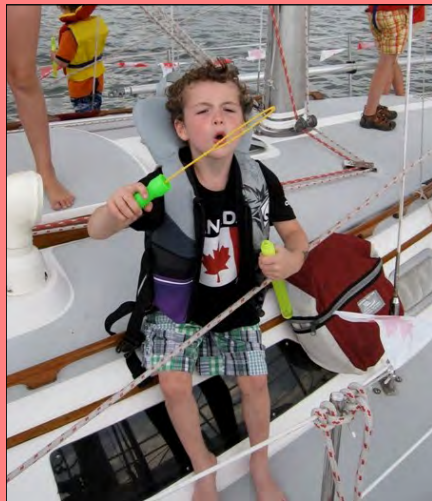


Eleven CBYC boats eventually filled Kingston Harbor for our Canada Day 2012 event. *Rus II*, *Coral Wave*, *Dream Haze*, *Cabernet*, *Day Dreams*, *Moon Shadow*, *Wavelength*, *Raymoni*, *Bay Breeze*, *Miranda* and *Pipedream* all made the short trip. Being the 200 year anniversary of the 1812/1813 war this Canada Day weekend was also full of nostalgia for that event including a frequent re-enactment of the "Flight of Royal George". The *Royal George* was intercepted by the American fleet off the False Ducks and chased through the gap between Amherst Island and Prince Edward County into the North Channel and on into Kingston Harbor where a short naval bombardment took place in 1812. This was all re-enacted off Bath and Centennial Park and then off Kingston itself. Old ships, noise and clouds of powder smoke! (although we never seemed to be in the right place at the right time to see it.)

Many CBYC'ers stood to watch this year's parade in front of City Hall. And what a parade it was! Reminded some of us of how an authentic Canada Day parade should really be. Full of fun, humor and participation by so many local groups. The usual speeches were preceded this year by a wonderful musical rendition of the "Flight of the Royal George" by the Kingston Townsmen Singers. But I suspect by the time the speeches had started some of our group had already sloped off to a watering hole of their choice for lunch.....



Happy Hour started right on the dot of 4 o'clock. Dinghies plied back and forth across the anchorage with cargoes of kids, drink and snacks until everyone was in the right place. The adults (I use the term advisedly) all crammed unnecessarily in *Day Dreams* cockpit and shared stories of past cruises, plans for future cruises and, of course Croatia 2012. The kids took over the rafted *Cabernet* and *Dream Haze*, had a great time, blew bubbles across the anchorage and came home tattooed. (I believe coming home with a tattoo is an established benchmark for how well an evening you had). Fireworks finished the evening with a bang at 10. The night was quiet, as indeed it should be.



Our trip home on Monday morning was a very pleasant beat into a warm Westerly on a bright sunny morning. Just what the doctor ordered to blow away the cobwebs and finish another wonderful Canada Day cruise. I love sailing!

Thanks to everyone who made the weekend such a success.

Roger Hallett

Pipedream



Crew Over Board Techniques

By Jacques Levesque - Fleet Captain

A number of CBYC members (and others) that are planning to go sailing in Croatia this year have taken the International Certificate of Competence training with Phil Morris this summer. It was a terrific refresher for those who already had already undergone CYA training. One component of seamanship that is stressed is dealing with man/crew over board (COB) situations.

All of us hope this never happens, but we should all be aware of what to do in various circumstances if it occurs. We can probably all attest that knowing what to do “in theory” is often very different in practice. Our “on the water” testing with Phil demonstrated this particular point nicely. We all knew what to do “in theory” but it required some practice with the actual boat being used to gain the necessary finesse to execute well in different circumstances.

The following are some of the suggested “best practices” for returning to a COB under power and sail that you can consider as a refresher.

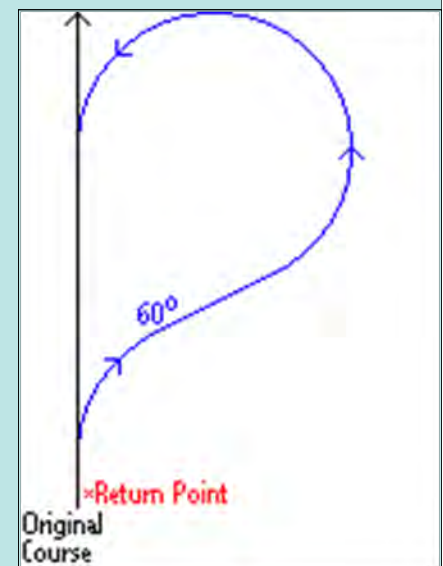
Under Power - The Williamson turn (Wikipedia)

The **Williamson turn** is a maneuver used to bring a ship or boat under power back to a point it previously passed through, often for the purpose of recovering a man overboard. It was named for [John Williamson](#), USNR, who used it in 1943. The Williamson turn is most appropriate at night or in reduced visibility, or if the point can be allowed to go (or already has gone) out of sight, but is still relatively near.

1. Put the rudder over full toward the person (*e.g.*, if the person fell over the starboard side, put the rudder over starboard full).
2. After deviating from the original course by about 60 degrees, shift the rudder full to the opposite side.
3. When heading about 20 degrees short of the reciprocal, put the rudder amidships so that vessel will turn onto the reciprocal course.

Bring the vessel upwind of the person, stop the vessel in the water with the person alongside, well forward of the propellers

Stop the vessel in the water with the person well forward of the propellers.

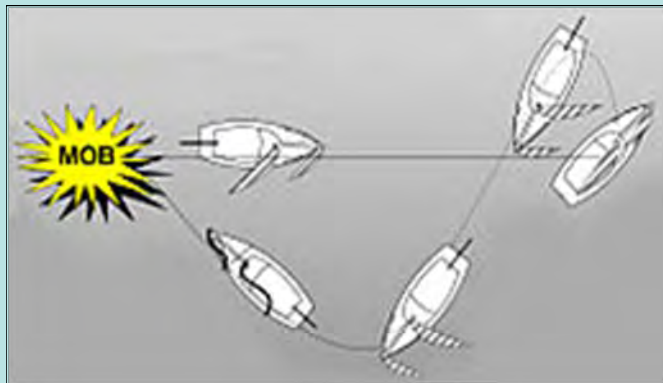


Under Sail - The Quick Turn (Wikipedia)

The **quick turn** is the traditional response to a man overboard emergency on a sailboat. Despite many new approaches, it is still a robust strategy and often the best method. Certainly when the crew is short handed, or when the vessel is in heavy weather, the quick turn method has a lot of merit because it avoids a jibe.

As is shown in the drawing, the quick turn is essentially a figure eight. On a sailboat it consists of the following steps:

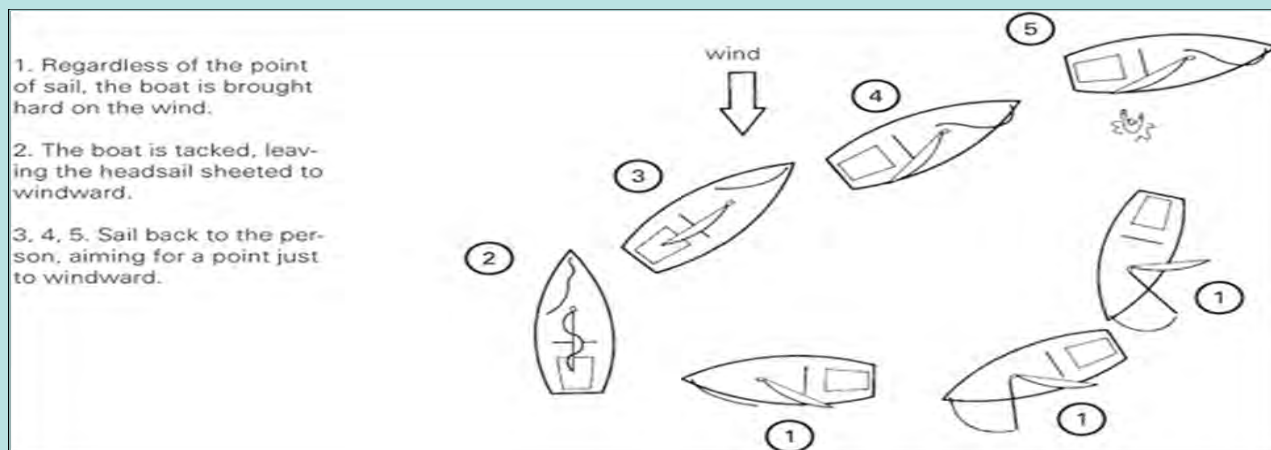
1. Change course to a beam reach and hold for 15 seconds
2. Head into the wind and tack, leave the jib fluttering
3. Veer off until the boat is at a broad reach
4. Turn upwind until the vessel is pointing at the victim; at this point the vessel should be on a close reach.
5. Slacken the mainsail until the vessel comes to a stop with the victim in the lee side of the boat



Under Sail - The Quick-Stop Method (Answers.com)

The **quick-stop method** of rescuing a crew member who has fallen overboard from a sailboat is promoted by the U.S. Naval Academy Sailing Squadron in Annapolis, Maryland. It follows the principle that a fast turn toward the person overboard (no matter how unseaman like a mess it makes of sails and rigging) is the safest rescue technique because it keeps the victim in sight and close to the boat.

As soon as the crew-overboard alarm is sounded, head the boat into the wind and tack. Don't worry about the jib. Let it back—it will fill again on the downwind leg. Head back toward the person in the water and make your approach so that you're on a close reach, aiming for a point just to windward. Furl the jib if you can; otherwise, let it flap freely—and control your approach speed by trimming and easing the mainsail only. When you're alongside the victim, stop the boat by easing out the mainsail until it is flapping just like the jib.



There are apparently differences of opinion regarding whether to have the boat return to the COB to windward or leeward. Suffice to say the key thing is to get back quickly and not hurt the person in the process of picking them up no matter how you do it! Please take the time to practice these technique with your "standard" crew so that you can gauge for yourself if theory and practice truly align. Happy and safe sailing!

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