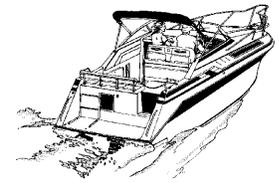


Collins Mixer

Collins Bay Yacht Club Newsletter



Upcoming Events

- Sept 1st-3rd
Waupoos Cruise
- Sept 15 Amherst Is-
land Pursuit Race
- Sept 29th Chili
Dinner

In This Issue

Marina News	2
Waupoos Cruise	3,4
Social	4
Racing News	5-7
US Cruise	8-11
Race— LYRA	12-14
Adventures of Mor' Childs Play	15-17
Civic Holiday Cruise	17-19
Advertising	20, 23
Executive	21
Amherst Island Pursuit Race	22

176

COMMODORE'S CORNER

SEPTEMBER 2012

Well it had to end sometime. We had a great stretch of sunny and warm weather – so long in fact that many lawns just gave up. But, now with fall in sight, the rain has returned and green is once again becoming a part of our lawn's colour pallet.

With the shorter fall days, there are fewer hours to fit in Thursday Night Races but you won't find many skippers complaining about this season of racing. No races were cancelled due to lack of wind, many nights saw two races and a few times there was even time for a third. We certainly learned our lesson on Bird Ship in the summer series. Early in the afternoon the weather was looking cool, wet and calm so we decided to bail early on a Thursday night race. The next day when Bill posted the results we saw that we had been bumped from 2nd to 4th because they had fit in three races! Luckily for us, there was one Thursday left in the Summer Series (which coincidentally also saw three races) so we were able to take our position back.

Carissa ran a great pancake breakfast before the anniversary regatta and volunteers turned out in droves to help collect money, flip pancakes, cook sausages and clean up. The next event on the social calendar will be the chili dinner on September 29th – I look forward to seeing you there.

Though we all know that snow will start to fly before we know it, there are still plenty of chances to get out racing, cruising or just to relax and have a glass of wine on the boat on a Friday night so enjoy it. Before long we'll be counting down the days to spring launch so let's make the best of what we've got left of this season on the water to get us through to the next one.



Fair Winds,
Owen Bird
CBYC
Commodore



Marina News

It's hard to believe that a year has gone by: it sure has been memorable for all of us!

Since taking over the marina on August 10th, we hit the ground running! We have met some amazing people that we are happy to call friends. It has been quite the adventure for us since leaving Thunder Bay, a lot of work and a lot to learn, but we are so grateful for everyone's patience, kindness and help this past year. We hope we are living up to your expectations!

Haul-out

We are now gearing up for haul out, after a beautiful, hot summer! We hope everyone had time to enjoy great sailing adventures. You can find our haul out schedule on our website or stop by the office to schedule your time. We will be offering a special haul-out date the first week of September for anyone who is travelling to Croatia and would like to haul out before they go. See Lori at the marina office.

Future Dream

Gerry is now a certified sailor! You may find him in the winter enjoying sailing in the BVI's someday!



Ladder Storage

Gerry has also been busy organizing the east yard and building a new rack to store your ladders. Please do not store your ladder locked to your cradle, and place them in the new rack. The marina has purchased a hydraulic trailer in order to move boats in the yard. This will help keep the yard organized and safe.



Wi-Fi

The Wi-Fi and camera are up and running, thanks to Owen! For a number of seasons now, the Collins Bay Marina has been providing free internet access to customers which has been a great way to send and receive emails, get weather forecasts etc while on your boat. To extend range, this spring we purchased a more powerful outdoor antenna. The network signal is sent both from the house, which covers an area around the front porch and from a centrally located light pole which should cover most docks. The WiFi Network also has a brand new router and dedicated modem and the bandwidth isn't shared with any of the other business applications. To ensure that there will be enough bandwidth for all connected users, we have limited network to 100 simultaneous connections.



Even with all of these measures, some people are finding that they are having trouble connecting at peak times. The reason for this is the huge increase in the number of devices that are trying to connect. Where in the past you had to open your laptop and specifically request a connection, now smart phones detect the open network as soon as you pull into the parking lot and many customers have setup their devices to connect automatically. So that there are enough addresses available for everyone, we would like to ask you to please connect to the network only when you intend on using it. Rather than having your phone and iPad sitting in your bag taking up two connections, please make a concerted effort to only connect when you either need to send or receive something.

Gerry and Lori Buzzi

Waupoos Labour Day Weekend - 2012

(Saturday Sept. 1st – Monday Sept. 3rd)



Time is again rapidly approaching for one of the most popular events on the CBYC Calendar: “ **The Labor Day Weekend at Waupoos Marina**” culminating in the BBQ Dinner Dance on Sunday evening.



Reservations and payments for the BBQ Dinner and Dance must have been made at the Marina Office **prior to Saturday 25th August.**

Cost:

- BBQ Dinner and Dance \$39.00 per Adult. Children under 10 yrs. FREE
- Waupoos Marina has given us a special reduced rate for two nights Sat 1st and Sun. 2nd of \$1.35 per foot payable to the Marina on arrival after 12:00 noon on Sat. Just say the magic words “I’m with CBYC.” Please ensure that you provide complete details of boat length, draft when booking, to help Rick at Waupoos with slip allocation.
- Waupoos Marina advises that they can accommodate up to 25 boats at slips and there are also some moorings. Those wishing to anchor out or come by land yacht are very welcome. BBQ /Dance tickets must have been paid for at our marina office **prior to Saturday 25th Aug.**

Again we will be using the outside caterer from last year’s event. By popular demand the band headed by Drew Ackerman will be retuning with his time tested repertoire of favourites and golden oldies.

Itinerary:

- **Sat. Sept 1st. Happy Hour, Potluck Dinner, and “Boating Bloopers”.** For those who rise early from the afternoon nap, at 5:00 pm bring an appetizer to share. Potluck dinner will start at 6:00 pm. ***Bring a casserole, salad or dessert to share, don’t forget your dishes, utensils and of course your favorite drinks.*** Dinner to be followed by “Boating Bloopers”. Deposit your “boating blooper” in the box prior to the pot luck dinner.

“Boating Bloopers” – All attendee boaters must (please) submit a description of a boating mishap that they willingly, or unwillingly, caused. Identify skipper and boat name on the description. These “bloopers” will be read, without attribution, and judged by an august and very select panel of “Blooper-knowledgeable” skippers, mates and admirals. Judges Panel to be chaired by Dennis Reed. Winner, or winners, may or may not be awarded very special prizes. Timing of presentation and award(s) to be announced.

- **Sunday Sept. 2nd**

10:30 AM - “Chinese Auction” hosted by Past Commodore Lionel

Bring a wrapped nautical gift per boat (new or previously loved) to exchange.

Sunday lunch - Popular choices are: The Cider Co., Duke of Marysburgh or the Waupoos Winery.

6:00 PM - BBQ-Dance catered by “*Celebrations by Linda May*” www.celebrationsbylindamay.com

Bring your own Dishes, Utensils, Glasses and favorite libation.

Jugs of Water, Dessert dishes and coffee/tea mugs will be provided.

Smoked salmon and cream cheese canapés and other finger foods will be served for the cocktail hour.

The main meal will be a choice of roast beef or pork and a potato casserole which Linda May feels will be a big hit. Side dishes will be corn on the cob with peas and carrots and pearl onions. There will also be a salad bar and good artisan breads with herb butter. Dessert will follow.

Dance the evening and some of those calories away or simply tap your toes and listen to the music of “**Drew Ackerman and his band**”.

- **Mon. Sept 3rd**. Depart Waupoos Marina.



SOCIAL

The **Pancake Breakfast** on April 11th was a big success. Sales were great as we saw many people filter through the clubhouse. As always Bob's butcher provided very tasty sausages and members appreciated real maple syrup.

The social events depend on volunteers and they did a great job for this event! Special thanks to *Lei Line* who had their whole crew working the event. Other volunteers included Isabelle Garand, Susan Knapp, Jeanine Buttle, Caroline Nash, Sue and Keith Davies, Jean Boulay, Crystal and Lee Baker and Owen Bird. Also thanks to the anonymous volunteer who left all the pancake fixings in the clubhouse on Friday night!

There is leftover syrup that can be used next year =>

Carissa Bird, Social Chair



Race Update

Here's is this month's rule question:

If a boat touches a mark, is it a one-turn or a two-turn penalty?

Answer at the end of the article...

Now, by the numbers... Specifically **153**, **91**, **7**, **14**. And **41**. And **0**. Don't forget **0**. And another **0**. Any guesses?

The first four are from the RRS. There are **153** pages and **91** rules in **7** parts. With multiple parts to rules. Lots of multiple parts to rules. And exceptions, and references to other rules... Can't we simplify this? There are also **14** Appendices, and I'll be referring to the Scoring Appendix A when I get to the Anniversary Regatta results.

CBYC has had **41** races so far this year, excluding the races hosted by other organizations. And we still have five weeks of weeknight racing to go, and the Frostbite Chase Race. EYC added 6 to the total so far, but we are running more races than normal this year. Part of the reason for that is the first **0** on the list. We have had **0** races cancelled for too little (or too much) wind. I have probably just jinxed the race fleet, but that is just superstition, right? The final **0** is about the amount of profit the club will see from the Anniversary Regatta Steak dinner. I hope nobody had plans for the money from that event!

Okay. On to the race results... The summer series is complete of course, and the winner from PHRF 1 is the Investors Group consortium. It seems to be a theme, as another multi-owner boat won the summer series in PHRF 2; The Baron. Again. Anyone want to buy into part of a sailboat? In the NFS division, the difference between 1st and 2nd was 0.1. Say what? It's those damn 'average' points for regatta participation. Congrats to Whistler for 1st in NFS.

Before I get to the distance race results, note that:

The Amherst Island Pursuit Race & Able Sail Kingston Regatta annual event is scheduled for Saturday 15 Sept 2012. I hope to see all of you there. More details here:

http://www.pridemarine.com/index.cfm?page=racing_amherst_info

The Simcoe Island Race was held on 28 July. And the wind was backwards. We were flying chutes down to K9 from K8, and tack, tack tacking through the Simcoe channel. Then a chute run from K3 back to Collins Bay. Weird. The top three in PHRF 1 were O'Naturel, Synergy, and Investors Group. And Investors Group was raced single-handed. That's just crazy.

In PHRF 2, it was the Baron, Lei Line, and Yer Out taking the top three spots. And in NFS, Horizon Dancer gets the yellow pennant. Congrats to all racers!

Now, for some unknown reason, the race fleet is tagged with organizing a steak dinner during the Anniversary Regatta, which was held on August 11th. This was a great event by the way, and the food was awesome... But does the club know that the race fleet is actually racing all day? It makes it just slightly more difficult to arrange when we're actually out on the water all day... I'm just saying.

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The results for this day of short course racing are a little tricky to explain for PHRF 1. As I announced during the dinner, I had no idea who won between Investors Group and O'Naturel. Until I read Appendix A to the Racing Rules of Sailing. Specifically A8.1 and 8.2. Both these boats had two 1sts and two 2nds for the day of racing. And there is one drop. Hmmm... That doesn't help.

Appendix A8.2 states that:

If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.



Close Finish Anniversary Regatta—Investors Group & O'Naturel

So this means that Investors Group wins the Anniversary Regatta for PHRF 1. In PHRF 2, even though the Baron let Lei Line win one of the 4 races, the Baron still wins overall! And in NFS, it's Horizon Dancer in 1st.

Anniversary Regatta Course Racing —August 11, 2012



Spinnaker Duel - Lei Line and The Baron



Rounding the leeward mark: Horizon Dancer, O'Naturel and Investors Group

Pigeon Island Race



And then we racers are not smart enough to take the next day off... We go out into the lake on a race around Pigeon Island in howling winds and big waves. The term 'island' is loosely applied here... It's a rock with a lighthouse and some tricky shoals. But, we are racers, and out we go in winds starting at about 10 knots. I can guarantee they got higher than that during the race... Several boats broke their personal best speed records, including the Baron, Synergy, and Lei Line. And that is without flying a spinnaker. It was a fantastic high speed run from Pigeon Island back to the bay. The beat from MH4 to the west side of Pigeon was a not lot

of fun into the big waves of Lake Ontario, but everyone survived. Investors Group takes the yellow pennant for PHRF 1; O'Naturél was second, and Happy Puppy third. In PHRF 2, the Baron came in 1st. I'm starting to detect a theme here...

The fall series is underway, with 4 races completed in two weeks. The winds have indeed been favourable this season, and I hope this continues.

There is a discussion about a race committee boat started on the CBYC Racers Facebook page, and I encourage everyone to chime in with their views and ideas.

I'd also like to welcome Ygraine to PHRF 2 racing. She's a Tanzer 25, and started racing with us August 16th.

And back to the rules:

If a boat touches a mark, it's a one-turn penalty. See Rule 44.1.

Dave DePlanché
CBYC Race Chair



The Crew of Synergy—James Colburn and sons

SALTY'S CHRONICLES

AN ADVENTURE IN U.S. WATERS

The following material constitutes the Chronicles of Capt'n Salty, concerning the adventures of the a flotilla of fine yachts and esteemed crews from the Collins Bay Yacht Club in U.S. waters and to ports on the South and Easterly reaches of Lake Ontario during the period of July 11th to July 21st, in year 2012 of the current era.

AN IMPROMPTU BEGINNING

I was hanging around C Dock at Collins Bay Marina waiting for Skipper Dave to show up for the Happy Hour cum Skipper's Meeting that was advertized to occur at 4 bells of the first dog watch on the Wednesday evening. He finally arrives, just a bit late as usual, and rushes for the dock, not C Dock, but B Dock. I jump in m'dory to check out the action, rowing quickly over to Rus II where Jim and Krys Gough are loading provisions; and I hear Skipper Dave speaking vigorously, "They've all left; they've started the cruise without us! The Skipper's meeting is cancelled. This is not part of my schedule!" I chuckled quietly, knowing Skipper Dave is a bit of a "keep to the schedule" type of guy. I had wondered why Norm and Ina Pothier had finished polishing Cabernet and cast off their lines a couple of hours ago, followed by Romie and Geoff on Beluga V, and Marilyn Sykes and Robert van Dyk aboard Day Dreams.

"They told me that the a big storm of EYC sailors has already arrived and are looking for slips for their boats; the clubhouse we were planning to use for Happy Hour is being used for EYC registration, and the racers plan to get real noisy tonight; so we are anchoring in Kerr Bay for tonight! I haven't been able to review all the schedule with them, and review all the rules Skipper Norm and I have developed, they won't know what to do!" a concerned Skipper Dave managed to gasp. "Slow down, Dave", interjects Jim, "They are all capable and experienced cruisers and we will probably pass them by on the way to Waupoos Island tomorrow. Then we could have our Skipper's Meeting and Happy Hour on one of the boats at anchor tomorrow evening." And that's the way it happened.

Jim and Kris were off early Thursday morning, followed by Jim and Judy Barton on Second Wind and Skipper Dave and Admiral Jan Sansom on Dream Haze. And me, I was already on board and safely stowed in the guest stateroom, ready to take notes. What a beautiful day!

As we passed the Kerr Point Shoal, Skipper Dave noted the pastel blue hull and fresh brown dodger and bimini of Beluga V nosed up to the marker buoy, with the crew in the process of stowing the anchor. "Jolly," says Dave, "They must have spent the early morning fishing! I wonder if they caught anything." I kept my thoughts to myself but wondered if anything else was caught.

After the Amherst Island Gap the sails were deployed and a great sail ensued. Skimming past the Rock, and traversing the north entrance to Waupoos Island, a relaxed team arrived at our anchorage on the north side of the island. With Cabernet securely anchored, and the need for space to have the Skipper's meeting, Skipper Dave was quick to accept the offer of rafting with Cabernet.

WAUPOOS ISLAND

So, the meeting finally took place to cover what was designed as a 20 minute review of the itinerary, the specific plan for Friday's crossing to Sodus Bay, and any safety concerns. But this meeting involved the whole flotilla crew. Two hours later everyone dispersed to their respective vessels for supper, already full of more (information) than they needed.

As an aside, Skipper Dave did ask Geoff what they were having for supper. "Cod," Geoff exclaimed, "We are going to enjoy a good fish supper!" "So the fishing this morning was successful," says Dave. "Yup," says Geoff, "Worked out

well!” Well, poor old Skipper Dave may have been taken in, but this old codger can’t be as easily fooled!

SODUS BAY

Off at half past sunrise on Friday, weather looking great. No wind in the early morning so motored past the east end of Long Point, and kept on motoring and motor-sailing southward, all boats arriving at the Sodus Bay Yacht Club before 4PM. The Dock Master and his crew were there to help us dock, having expected us. After signing in to the Club, the first major piece of business was an orientation stroll down the main street to the US Customs video-phone, where we all lined up and gave the very pleasant officer our critical information. No hiding your real age in this line-up!

The Yacht Club manager had prepared a table for 12 in the dining room for a cleaned and spiffy looking flotilla of sailors, and a great welcome supper was enjoyed. The Commodore joined the table to especially welcome us. The flotilla celebrated the memorable sunrise, the uneventful crossing, smooth entry into the country, and a welcoming yacht club; just a great start to the cruise!

Skipper Dave couldn’t help himself. He asked Romie what they enjoyed for supper. “The Halibut,” she replied, “We really do enjoy fish!” He wondered if there was such a disease called the “Beluga Syndrome”?

He also wondered why there had been some VHF reception anomalies while traversing the lake. Some transmissions could be clearly heard from places such as Waupoos and Endymion out in the middle of the lake, but Second Wind couldn’t hear a thing 500 ft away. Skipper Jimmy did admit to having a restful trip.

Exploration of Sodus Point commenced early Saturday, with the walking team at the front of the line. All agreed it was a pleasant and interesting place but the ladies were a bit disappointed. The Guys were content; a beer store, boating supplies, several bars and restaurants. What more do ya’ need? The Girls suggested Shops! Highlights included lunch at Abe’s and a team BBQ supper at the Yacht Club.

On Sunday, some rain and a mixed forecast caused some second thoughts about proceeding to the planned destination of Pultneyville. The scene at late morning



was the congregation of Skippers, each with their computer or smart phone, looking at the same forecast and radar data, pondering whether the “cells” would pass to south or hit us, and whether they would be highly energized or just provide some gentle rain. More and better technology did not appear to make decisions easier. When Skipper Dave finally suggested it was looking good to go, the message from Pultneyville Yacht Club arrived that the dredging barge would be coming early, and entry and docking might be a problem. Decision made, the flotilla stays in Sodus. Off to the Sunday afternoon concert at the Lighthouse Park, The Fairhaven Fire Department Marching Band providing the entertainment.



And it was good entertainment, but I noticed as the afternoon wore on, Skipper Dave grumbling about the lack of rain, and the presence of a nice fresh breeze, “Damn those barge people, anyway! They’ve messed up my whole schedule.” “Easy now”, says Skipper Norm, “Why don’t we try Fairhaven Yacht Club in Little Sodus Bay. Ina and

I were there 12 years ago, might be a nice stop on the way to Oswego. Now, we did get stuck pretty hard on the way out, but trust me I can get us there with no problem. ”

With a new plan, all relaxed with a great supper at the most unassuming pool hall come eclectically decorated five star restaurant; The Bay Street Grill. Romie and Geoff enjoyed their fish; I can't believe I ate the whole rack of lamb!

FAIRHAVEN



Off to Little Sodus Bay on Monday, the 16th, with a very fair wind, north-westerly and building to 12-15 knots; just grand! With the main still up we shot through the double breakwater entrance to Little Sodus Bay and entered a nicely protected bay, and quietly carried on south to the Yacht Club. The Fairhaven Yacht Club had been contacted the afternoon before so were expected and Dieter and his team were there to help us.

And suddenly everyone was hot, so into the water we went from the dock, or the boat. And this pretty much dictated the activity of the flotilla for the next couple of days. Fairhaven Yacht Club is in a quiet spot on the west side of the bay, surrounded by a cottage community, other marinas, and the

town of Fairhaven on the east side about 4-5 km walk around the south of the bay. Fairhaven was obviously a destination since it had a grocery, liquor, ice cream, and special cookie store. “Forget the cookies,” grumbled Skipper Dave, “Let’s check the grocery store for fresh corn! That’s the important stuff.” A relaxing day was concluded with supper from the frig; and by sundown the flotilla had repaired to their boats, chased by a few mosquitoes.

The schedule dictated departure for Oswego on Tuesday, but to Skipper Dave’s chagrin, all the forecasts suggested a warning for gales. So the cookie shop, the hardware store with ice cream, and local corn provided solace to those wishing to move on and another quiet hot day was enjoyed at Fairhaven or in Little Sodus Bay.

OSWEGO



Close-hauled into a brisk 12-15 knot north-easterly on Wednesday morning, July 18th, off to Oswego the flotilla sailed. Passing the historic and picturesque light house at the entrance to Oswego harbor early afternoon, some refueled at the marina on the east side of the river, some proceeded to the Oswego Yacht Club which is also the site of the International (municipal) Marina. Efficient new dockage, clean and well designed clubhouse were evident; and once the formalities with the welcoming yacht club representatives were complete, investigation of the town started. The grocery store was found and all the shops in between. The beginning of the Oswego River /Canal locks was viewed. Prospective restaurants were inspected. But that night was Race Night at

the yacht club, so the BBQ crew was offering Beer and Burgers for supper. We succumbed, and while the racers were working hard, the Collins Bay Flotilla enjoyed the breeze off the lake in the setting sun, telling stories, sipping wine and munching burgers.

When planning a cruise, it is customary to assume the prevailing winds will prevail! Well, that was Skipper Dave and Norm’s assumption when originally planning the cruise. So, here we were at 7 AM heading off from Oswego to get a

jump on the voyage into another north-easterly. It was going to be a long challenging day but Skipper Dave was ecstatic at the prospective return to being "on-schedule".

At 9 AM we were safely redocked at the Oswego Yacht Club. About 5 miles out with the wind at 25 knots and seas at a meter, even Skipper Dave decided the schedule was not that critical. Logic prevailed and all boats in the flotilla turned about and enjoyed a fantastic run back to Oswego surfing down the waves. Now that the gang had had their morning exercise, further investigation of Oswego developed. And, as we came to expect, Romie and Geoff lead the parade again with their order of halibut and chips at The Office that evening. They must have been thrilled with prospect of the Friday Night Fish Fry at Henderson Harbour.



HENDERSON HARBOUR

Subdued north-easterlies allowed us to venture off to Henderson Harbour with confidence but motoring would be the only way to get to our destination in good time. And we did get in at a good time, again being expected by the Dockmaster. All soon realized that a tall cold drink under the willows was the preferred cool relaxation spot at the Club. The Fish Fry was a total success, based on a very broad grin on Jim Gough's face, and with the Beluga V crew similarly sated. Even Admiral Jan decided to overcome her normally reserved demeanor to regale the crew with a number of stories of questionable taste, to the obvious pleasure of almost all of the assemblage. An appropriate way to end another great day!

COLLINS BAY



It was Saturday and everyone seemed in a rush to head home. The flotilla was off the dock by mid-morning in sunny calm conditions on the lake. We motored until crossing the Canadian border, and as the breeze kept picking up, started to raise sails. By the time we were approaching K9, the breeze had hit the 18 -20 knot level, and all boats were in racing form. The flotilla arrived safe and sound at Collins Bay. At the final Pot Luck Banquet, that evening (Romie made some great tuna thingy!) the flotilla crews celebrated the adventure, marveling at the level of hospitality at every yacht club we had visited, at the collaboration displayed when decisions had to be made, at the camaraderie evident throughout the cruise, and even the amazing scheduling skills of Skipper Dave.

So, as for me, Capt'n Salty, being a cynical old codger and expecting and usually getting the last word, at least in my mind, I would have to admit that the lake was exciting but friendly, the ports were welcoming and comfortable, the rations were tasty and thirst-quenching, and, yes, I'd stow-away with these folks for another adventure! Any time!

Sail On!

Capt'n Salty

The 2012 North American Championships were held at the Oswego Yacht Club, as a part of LYRA, August 1-5. The Championship included the Freeman Cup (70 mile overnight race) as well as three days of course racing. The following is an article by Scot Mundle of Old School that was submitted to the Olsen Website.

2012 North Americans Report

While the total number of boats competing this year was low, the total mileage delivered has never been better! One boat from Quebec City, another from Charlottetown PEI and three Lake Ontario boats descended upon Oswego, NY for our North American Championships, held in conjunction with the Lake Yacht Racing Association (LYRA) Annual Regatta. The race organizers must be complimented on hosting an spectacular event. Excellent on the water management, great parties and congenial hosts made for a truly wonderful experience.

Historically, our NA's have consisted of both a distance and a series of course races. The LD has always been a 30 mile day race, but this year we had a 74 mile overnigher. This was my first OD overnigher, and it is weird not knowing exactly where all the boats were!

The race began with a three mile beat to Ford Shoal into a 10-12 knot breeze, followed by a 27 mile reach/run to Galloo Shoals. The fleet stayed relatively close, with Panther maintaining a nice little lead. As the sun set, it was difficult to track who

was who, but I believe the rounding order at the leeward mark was Panther, Old School, Surfer Girl with O'Naturel close by, and Ghost closing the fleet.

Now for the upwind slog, 19 miles to the Prince Edward weather buoy in a veering upwind in moderate conditions. We lost Panther in the mess of lights, but we're able to maintain contact with SG and O'Naturel. Sailing upwind with 839 pounds on the rail compared to the 1100 plus of my colleagues was a bit painful, but we elected to keep the #1 so we had some punch through the waves. Some boats went with the blades. We called the layline in the veering wind 9 miles out, and we're only 100 yards short! O'Naturel had to contend with a freighter on the nose, but survived unscathed. At the windward mark, it was Panther, O'Naturel, Old School, Surfer Girl, then Ghost.

Now for the fun... A 25 mile reach back to Oswego in 12-15 knots and building while backing, under a beautiful, bright full moon. The last 10 miles grew increasingly tight, to the point we had to strip down to the #1. The waves were still aft, and we enjoyed some 10 knot surfs. Panther won the race with an elapsed time of 12:23:15. The others were: O'Naturel 12:34:52; Old School 12:46:54; Surfer Girl 12:52:20; Ghost 13:06:06

We had the remainder of Thursday to recover from the race. An excellent impromptu rum party broke out in the evening, which morphed into a margarita party at a local Mexican cantina. \$2.75 margaritas are a dangerous thing. 'nuff said.

Friday saw the beginning of course racing in light and consistently veering wind. Old School was able to capitalize on its light crew weight, and was able to string together three bullets. O'Naturel and Panther usually shared second and third, with Ghost sneaking in one third.

Generous Oswego Yacht Club members Ron and Dianne Palm hosted the entire regatta to a delicious chicken and rib dinner on Friday night. Beer and rum were flowing quite quickly during the party. Juicy from Panther and Les Quebecois made sure everyone was having a great time.

Saturday brought powered up #1 conditions with a bit of lump. Panther sailed consistently fast, posting two firsts and a second, with O'Naturel two seconds and a first. Old School was showing some pain, with Ghost and Surfer Girl mixing it up regularly.

Going into the final day of racing, Old School, Panther and O'Naturel were all tied with nine points in course racing. With the distance race considered, Panther had 10, O'Naturel 11, and Old School 12. What a setup for an exciting final day of racing!

On Saturday night the club threw a great Caribbean themed party, complete with steel drum band, jerk chicken, plantains and plenty of Mount Gay. Seeing the setup for Sunday, I must admit that I did my best to keep my crew away from the party. Didn't quite work out, though.

Sunday's conditions were predicted to be a touch windier than Saturday, with scattered thunderstorms from a quickly approaching front. When the day dawned, the winds were stronger than originally predicted, with

a gusty and building 20-25 knot side-offshore wind. With the presenting conditions and predicted storms, several fleets elected to stay ashore. Not the Olson's though! We had a trophy to win!

There was quiet excitement at the dock. Not too much chit-chat. A bit of rig tuning here and there. Ghost elected to stay ashore to prepare for their long delivery home. We left the dock a bit late, so ran under spinnaker the 2.5 miles to the start area. We saw a couple of other Olsons that were prime targets for fly-by's, so we did. Game on.

The racing on Sunday was very physical. All boats were in full depower mode upwind, with three of the four reefing their mains. Yes, apparently some boats have reef points. O'Naturel, Surfer Girl and Panther were able to control their boats well, but Old School had to go into full depower plus feather mode. Strangely enough, this mode proved to have very similar VMG to the other boats. Panther and Old School were very tight at the first windward mark (I actually forget who was ahead). Old School popped her chute immediately, while Panther delayed for a moment. This gave us (or extended) our lead, and we were enjoying 14-15 knots surfs almost DDW. We saw one immense gust rolling down the course. Once it hit Panther, she immediately fell into a SPEC-TACULAR broach. You have all seen the pictures of the infamous HOOT broach, right? Well, this broach was definitely on par. Bruce Rand on O'Naturel, who was in third place, confirmed that Panther is indeed pink all the way to the bottom of her keel. Unfortunately, Panther had to cut the running rigging to get out of their predicament, letting their chute float away. O'Naturel had to avoid it in the water. From what I understand, there may be video of the incident, but we will see if it is released... The rest of the race was relatively uneventful, with Old School winning, Surfer Girl second, Panther third and O'Naturel fourth.

The top three boats' NA Championships points going into the final race, including non-discardable distance race, but one course race dropped:

Old School 13

Panther 13

O'Naturel 13

Kind of tight. In the first race, O'Naturel seemed a touch off the pace upwind, while Panther was very close in speed to Old School. At the time, I did not realize that Panther did not have a spinnaker, so I was very concerned about her. Old School covered Panther for most of the first upwind leg, with O'Naturel not far behind. At the windward mark, we set the chute, and were surprised to see that Panther did not. O'Naturel and Surfer Girl passed her on the downwind. At the leeward mark, the proverbial shit hit the fan for us. We had a somewhat messy rounding, then as the jib was being brought in the starboard car exploded, nearly taking the foredeck's ear off. We tack to starboard in order to repair the damage, then I notice that we have lost two battens in the jib. We tack back to port to cover the others, and our new primary halyard's cover parts. Grinding then lashing it to the winch, we continue on with significant lost distance. O'Naturel and Panther are both quite quick on the next upwind, but we are able to just hold onto our lead. At the windward mark, my foredeck informs me that the spin halyard appears fouled. Quick switch to the secondary. Up goes the chute, which just as quickly drops as the soft shackle on the halyard lets go. CRAP! Secondary halyard at the top of the mast, primary halyard on the still-hoisted jib, spin halyard fouled. I order the jib down, but then the foredeck discovers that the spin halyard is indeed fine. Up it goes, and we are off on a 15 knot screaming (figuratively and literally) run to the finish. O'Naturel finishes second, Surfer Girl third and Panther fourth.

It was a quiet beat back home. Lots of reflection, some congratulations among our crew. The conditions don't really allow anyone to go hang out on the way back, so we

all make our ways home alone. The awards ceremony was a nice event, even with the 60 mile an hour thunderstorm squall that tried to take the party tent and all the trophies away. Everyone retreated to the small interior bar and the tiki bar and marvelled at that power of nature. Once it was over, the awards continued in the bar over several beverages.

I would like to take this moment to thank my new friends from Prince Edward Island, Peter Scott et al on Ghost, for making the trip. It is not often that you find a crew that will deliver their boat 1000 miles each way to race against four other boats. Thanks for making the trip, and we look forward to seeing you next year!

I also welcome new friends from Bronte, ON, Bryan Sims et al on Panther. Even though your boat is pepto-pink, it is very fast, and I am sure you will enjoy many trophies with her. Welcome to the fleet! And to my old friends, Cinquante AKA Surfer Girl...it is always a pleasure sailing with and partying with you guys. You are the life of the party...keep it up! I was a bit disappointed to see all the Coors Light around you guys this year, though!

And of course O'Naturel. They live two docks down from me. We race each other every week and have lots of fun. It is always a pleasure racing against you guys. See you all next year!

			Points	LD	1	2	3	4	5	6	7	8
1	Old School	Mundle	14	3	1	1	1	3	(4)	3	1	1
2	O-Naturel	Rand	16	2	2	3	2	2	2	1	(4)	2
3	Panther	Sims	17	1	(4)	2	3	1	1	2	3	4
4	Surfer Girl	Savard	31	4	(5)	4	4	4	5	5	2	3
5	Ghost	Scott	38	5	3	5	5	5	3	4	(8c)	8c

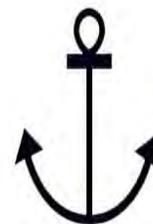


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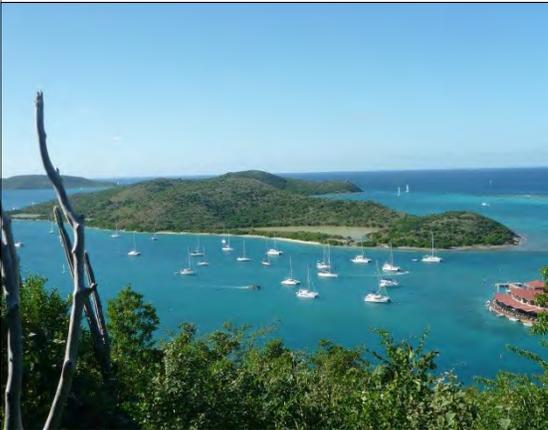


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Mor' Childs Play Spends a Winter in the Caribbean

Our family spent this last winter on our C&C 44 *Mor' Childs Play* in the warm weather and blue waters of the Caribbean Sea. In this article we have tried to capture information that might be useful for others who are planning a similar trip. The information below includes details about the intensive preparation work completed on our C&C 44 prior to our departure in September 2011 and also some of the insight gained through our experiences on board *Mor' Childs Play* from September 2011 until our arrival home in June 2012. Please feel free to check out our travel experiences on our blog located at www.morchildsplay.blogspot.com.

Our Sailing Dream

My wife Terri and I had always dreamed of sailing our own boat to the Caribbean. We decided in December 2010 that the following year would be an ideal opportunity for 3 of our University aged kids Nicole, Sarah and Jamie to share the experience with us. Our eldest son Brooke planned to join us at Christmas in the British Virgin Islands. While Terri and I have sailed and raced since we were in high school in a variety of sailing vessels, including Lasers, Fireballs, Sharks and various keelboats, windsurfers and in the last 6 years kiteboards, neither of us had ever sailed in the ocean. In fact, until we left on this trip neither of us had even seen the blue waters of the Caribbean. Over the last few years we decided that instead of chartering a boat in the Caribbean we would wait to experience the hot sun and tropical waters for the first time on our own boat. But before we could leave there were many books to read, many details to plan, and plenty of updates and changes to make to the boat itself.

Preparation Work

While we had purchased our boat and begun outfitting it with offshore sailing in mind, most of the preparation work was done during the summer of 2012. It's amazing how your mindset changes as soon as you have to prepare for passages of up to 2 weeks at sea in any possible conditions. This factored into many of our equipment choices, which are listed below.

Additions to the boat in 2012 included: a new autopilot system, Marine SSB radio including counterpoise, new 12V refrigeration, a dripless shaft seal, new shaft coupling, an inner forestay, replacing the rudder shaft bearings, installing a 3rd set of reefing lines, new AGM house batteries, a new alternator, a new regulator, 370W solar panels and an MPPT charge controller, new all wire lifelines, and an AIS transponder. The last addition, just before we left was to modify a carbon fiber spinnaker pole that Dave Wilby had from his old 50' IOR boat. The pole turned out to be invaluable for downwind sailing and it was much more manageable than our aluminum pole as it weighed in at about 25 lbs compared to 40 lbs for the old aluminum pole.

We built up a set of spares after taking into consideration anything that was a candidate to fail or would be required whilst offshore. This included a spare autopilot linear drive arm, hoses for all engine connections and plumbing, spare pumps, an alternator, a regulator, spare jib sheets, halyards, snatch blocks (the list goes on).

In addition to safety harnesses and jacklines (which we have always used on overnight passages) we added a 12' para-anchor and 450' of rode in case we were ever faced with huge breaking seas and a lack of sea room in which we couldn't run downwind. In hindsight we are very thankful that items such as our EPIRBs, satellite phone, life raft, ditch bag

and para anchor haven't yet been needed at sea, but they were all essential elements in the preparation required for offshore sailing.

Sails

We sailed with a set of UK Halsey Tape Drive cruising sails. The mainsail has 3 sets of reef points and full battens. The headsail is a #2 genoa of about 135% with 3 sets of "reef points." When this sail is furled to the reef points there is a new set of carbon fiber tapes to hold the sail shape. This allows us to sail with a very efficient furled sail. The sails have a spectra weave in them so if a rip ever developed it could only rip about 1" before encountering the spectra. Our storm configuration was a triple reefed main and a storm jib on the inner forestay. In addition we carried an asymmetrical spinnaker. We did not carry our storm trysail onboard, instead relying on a triple reefed main. We found that for downwind sailing a wing and wing configuration worked well. With the preventer on hard on the main and the pole locked down with a topping lift and foreguy we could reduce the chafing and banging associated with downwind sailing in large seas.

Over the course of the trip we ended up sailing with a triple reef in the main for most of the offshore passages, particularly when travelling upwind (easterly). Our C&C 44 is a mid 1980s late IOR era boat and is headsail driven, so it's almost always faster to reef the main before reducing the headsail size. For our next trip we will carry a 110% headsail because the 135% was almost always larger than we needed.

Energy Balance

Our solar panels did a good job of charging our batteries during cruising last summer. Clearly the output on cloudy days is not high but it was sufficient for us to cruise and stay at anchor for extended periods without running our engine to charge the house batteries. For offshore passage making we had plenty to learn, however. On one notable passage from Block Island, RI to Cape May, NJ we covered over 200 miles in a 24 hour period and were surfing all night between 10 and 15 knots. But despite our fast progress we ended up having to run the engine in the middle of the night to keep up with the high electrical load from the autopilot, chart-

plotters, navigation lights and sailing instruments in the large seas.

While in Annapolis, Maryland on our way south we made the decision to install a wind generator. This system fulfilled our desire to only use our engine for propulsion and not for charging our batteries. In the Caribbean, a combination of a wind generator and solar panels works very well. At anchor, the boat is always pointing roughly east into the 15 to 20 knot trade winds, 24 hours a day. Solar panels can be positioned to make best use of the strong Caribbean sun and the wind generator provides power all day and night.

Travelling with *Raftan*

We were very fortunate to be able to make the trip down to the Caribbean with Patrice, Julie and their boys on *Raftan*, also from B dock at Collins Bay Marina. *Raftan* is a Tartan 4100 tall rig and the 2 boats were close enough in speed that travelling in company worked very well.

We left Collins Bay with *Raftan* and travelled together all the way to the British Virgin Islands. Once in the Caribbean we split up and did our own exploring, but we were reunited on the way home in New York City for the conclusion of our trip up the Hudson River, Erie Canal and Oswego Canal towards home. It was great travelling with them as our goals were very similar and knowing that they were there for our first few offshore passages was comforting. There were many times when one of us had a part that the other didn't have to facilitate a repair. In addition having someone else to go through the passage planning with was very useful. Finally it was wonderful to share the experience with them and we became very good friends along the way.

The Planned Route

Our original route plan was to leave Collins Bay on September 7th, sail across Lake Ontario to Oswego, NY where we would take the mast down. From there we would go down the Oswego and Erie Canals to the Hudson River. We planned to step the mast in Catskill, NY and proceed down the Hudson River to New York City. From there we would sail in the Atlantic Ocean for the first time while traveling down the New Jersey coast, then head up the Delaware Bay, down the Chesapeake and Delaware Canal and cross the Chesapeake Bay to Anna-

polis MD in time for the Annapolis Boat Show on Oct 7. I should point out that our boat is not ICW (Intra Coastal Waterway) friendly as with a draft of 7' and an air draft of over 65' we are both too deep and too tall for most sections.

The strong easterly trade winds that are prominent in the Caribbean play a strong role in deciding where to leave the US for an offshore passage to the Caribbean. Leaving from further south in the US puts you closer to the Caribbean, but you can expect plenty of upwind sailing. On this route you can island hop on the "Thorny Path" through the Bahamas, Turks & Caicos, Cuba and Puerto Rico, but it can take months to wait for favourable weather for each of the hops and you still face sailing upwind against the strong trade winds.

Another factor to consider is hurricane season. Statistically, November has fewer hurricanes than October, but there are usually a few tropical storms, some of which attain hurricane strength in November. For those who want to get to the Caribbean as early as possible the time to leave is determined by balancing beating the cold weather and succession of LOW pressure systems that move off the US coast with having an acceptable risk that a tropical storm or hurricane won't appear in your path whilst offshore. For this reason most boats sailing from the US directly to the Caribbean leave from Norfolk, VA or Beaufort, NC.

Most of the LOWs off the US travel north of this path and the plan is to get as far east as possible before facing the easterly trade winds and turning south down the so-called I65 (65 degrees west latitude), which takes you from Bermuda to the British Virgin Islands. If the weather co-operates, then the roughly 1500 miles can be covered in 10 to 12 days. We planned on shadowing the Caribbean 1500 cruising rally that was planned to leave from Norfolk, VA to the British Virgin Islands on November 7th.

Check out the next issue of the Mixer for the continuing story of the Adventures of Mor' Child's Play.

Civic Holiday Cruise



Whether the weather be fine, or whether the weather be not, whether the weather be cold, or whether the weather be hot, we'll weather the weather, whatever the weather, whether we like it or not.--

Six boats took the above poem as their motto and anchored (actually Luffin Life was moored to a ball) in front of Dennis and Norma Reed's home on the Adolphus Reach, while the remainder of the 36 persons who attended the cruise presumably set the parking brakes on their land yachts against the forecast winds. Those winds held off while we enjoyed a relaxed happy hour(s) overlooking the Reach from the confines of Dennis' and Norma's verdant back yard. Green grass during the summer of 2012! I guess that is just another plus of being beside an ever present supply of water. Later we dined on bbq steak and corn on the cob, which had been picked fresh for the occasion, plus all the fixings. It was a lovely evening. Those that got back to their boats by 22:00 were in time to begin a bit of anchor watch as the wind began to build. Those who took a little longer ashore had a wetter ride but not so wet as to dampen their ardor for blowing their conch horn.





The winds blew strong during the night but the holding was good so no harm, no foul. The next day's morning weather allowed the boat people to make it to shore for blueberry pancakes and sausage. John wielded his spatula like a man possessed. A surprising number of people sailed their land yachts back from safe ports to partake in the morning's feast. Given the weather all decided, much to the relief of the crew of RUS II, to remain at Dennis' and Norma's and forego the anticipated trip to Lee and Crystal Baker's place on Hay Bay. Besides, they were still probably cleaning up after the three times

we stopped there during the Long Distance Cruise last year. The decision made, the boat people repaired to their boats for a rest to let the breakfast settle and the land yacht folks did whatever it is land yacht folks do as such times.

And then the rains came. The first squall line was the strongest and a number of us watched with real concern as a Nonsuch was caught with its sail up in mid channel, approaching a tug and tow. When all three were again visible it appeared that the Nonsuch would come up on the tow cable. It did not. Once their heart rate(s) returned to normal they continued on their way with a story to tell. The first squall was followed by three more, each of decreased intensity and by the time we were due in for our potluck dinner, the rain was an on and off again event. As is always the case on our cruises there was no shortage of food, not to mention the other aspect of dining. Earlier we had been asked to provide imaginative descriptions of various aspects of sailing and prizes were awarded based on the considered opinion of the judges or a spur of the moment decision. All great fun. The only down side of the day was Dennis' announcement that this would be the last Civic Holiday Cruise he would host, at least for a few years. He and Norma, and Garry and Carol Logan, and Lee and Crystal,



together with John and Janet Morrison worked so very hard to make these cruises the great successes they have been. Their hard work and dedication, not to mention the wonderful venues will be so very difficult to replace and I would like to use this accounting to offer my sincere appreciation.

The next day brought moderate weather and fair skies and for those heading back to Collins Bay it was a port tack all the way. A great cruise in the company of lovely people. What more could one ask for.

Jim Gough, Cruise Co-ordinator



2012 AUGUST CRUISE QUESTIONS

1. Give a definition or description for the following:
 - Stem to Gudgeon
 - Between the Devil and the Deep Blue Sea
 - Burdened Vessel
 - PFD
 - Tail
 - VQA
 - Breast Line
2. What % is the current price of wine in Canada made up of taxes?
3. Who is the largest producer of Ice wine in the world?
4. Why are the winds in the Glenora Gap so fluky?
5. Write a short description describing anchoring in Hallowell Mills Cove

Here is a sampling of the answers we received.

1. Definitions:

Stem to Gudgeon

- The term Stem to Gudgeon is misspelled it should be Stem to Curmudgeon
- When the stem of your wine glass is broken you'd be Gudgeoned
- Area between fore and aft often studied in bars

Between the Devil and the Deep Blue Sea

- Forced to walk the plank at the point of the cutlass of the famous pirate Jacques Devil
- Screwed

PFD

- Prevention from Disaster-
- Lionel's adjective for a dumb idea

VQA

- Very Quality Aphrodisiac
- Virgin's Assurance of Protection
- Overpriced Wine
- Vessel Qualitative Analysis most often offered by Lionel

Breast Line

- Are those real?
- Equipment used to steady vessels. Lowers with age.
- Lionel's favorite type of whipping rope

4. Why are the winds in the Glenora Gap so fluky?
 - To make transit of the ferry route exciting
 - Winds gusting down from Lake on the Mountain and ferry skippers swearing at you
5. Anchoring in Hallowell Mills Cove
 - Hallowell's best from the West and least from the East
If North or South stay the Hallowell out
 - Once there was an anchorage, that no one could lament.
It sat just outside lovely Picton, and it had holding like cement.

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**Amherst Island Pursuit Race
 & Able Sail Kingston Regatta**
Saturday, September 15, 2012

Presented by:



General Race Information:

- 26.4 Nautical Mile Course
- Race flags will be awarded in each division
- Open to all lake Ontario sailors including BQYC, CBYC, KYC, & PEYC
- Spinnaker and White Sail Handicaps available
- Cruisers Welcome!
- Photographer will be taking pictures that will be available for download after the event
- Staggered Starts based on PHRF Handicap
- Rendezvous Finish at Loyalist Cove Marina
- Post Race Barbecue & Party with DJ! BYOB, Dinner starts at 5:30 PM.
- Apres-BBQ Campfire.. it might go late!

-- Skipper's Meeting: 9:00 AM -- First Start: 10:00 AM--

Registration Form, Pledge Form, and full info:

www.pridemarine.com/index.cfm?page=racing_amherst_info



Able Sail
Kingston

The 12th Annual Amherst Island Pursuit Race will for the second time run as a fundraiser for our favourite locally-based charity, Able Sail Kingston, which offers recreational and competitive sailing instruction for persons with disabilities. This event is completely run and organized by local volunteers. The 2012 fundraising goal is \$5000.

www.AbleSailKingston.ca

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