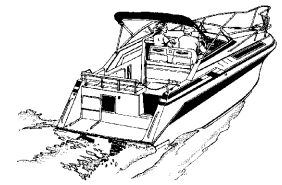


Collins Mixer

Collins Bay Yacht Club

Newsletter



Upcoming Events

- Nov 10th Year-End Banquet
- Nov 18th AGM
- Dec 1st Christmas Dinner

In This Issue

Marina News	2
Social	3
Past Commodore	4
Waupoos Cruise	5-8
Race Update	9
Adventures of Mor' Childs Play	10-14
Marine Tips	15
Sailing in France	16-18
Advertising	19, 21
Executive	20

177

COMMODORE'S CORNER

OCTOBER 2012



The days are shortening, the leaves are changing and the Marina crane is in full swing – yes it's fall once again. As I write this article, a quick check of the Marina webcam shows many people busily preparing and fewer boats in the water every day.

The final race of the year was held on the last weekend in September and the weather was a huge improvement from the first race of the season. One of our crew was even wearing shorts for a brief time on a long spinnaker run from H43 to K1. Results from the whole season are available online. Now that the racing season has completed, it's time to bring in the marks in for the year – Please contact Dave Deplanche if you are able to help out.

The chili-fest was a great success once again this year. Although the racers didn't need the same warming that they typically do after a Frostbite race, the food was great and everyone pitched in to help put together a great spread.

For many years, Barry Elvidge has volunteered and successfully run nearly all of the Club's races; and even better yet, has brought his own boat – Barney. Barry, thanks again for a great season! I don't think we missed a single race due to weather all summer.

In August, Barry's Brother in Law, Don McLean, donated his Tanzer 22 to the club to act as a dedicated Committee Boat for the years to come. Barry has been working on outfitting this boat and it will now store all of the club's racing equipment, keeping it secure, out of the elements and readily available for the acting race committee. We will be adding the Club's name and logo to the boat but are **looking for suggestions on a name.** **Please forward your suggestions to Dave DePlanché.**

I would like to sincerely thank [Moore Marina](#) (Desoronto), Starboard Tack Sailing Services (Belleville) and [Kingston Yacht Sales](#) for volunteering to provide valuations of the donated boat. With these evaluations, your executive worked closely with the Canadian Yachting Association to get a charitable receipt for Don in exchange for his very generous donation. This club is able to take advantage of these programs through the backing of our sponsors and supporters as well as the volunteering of our executive and club members. Please remember to support those who support our club.

Once boats are out, I look forward to seeing everyone at the year-end Banquet on November the 10th and the AGM on November 18th. Please note that these two events will not be held on the same weekend to respect Remembrance Day.

Cheers to one final fall sail and an uneventful fall lift out,

Owen, Bird, CBYC Commodore

Marina News

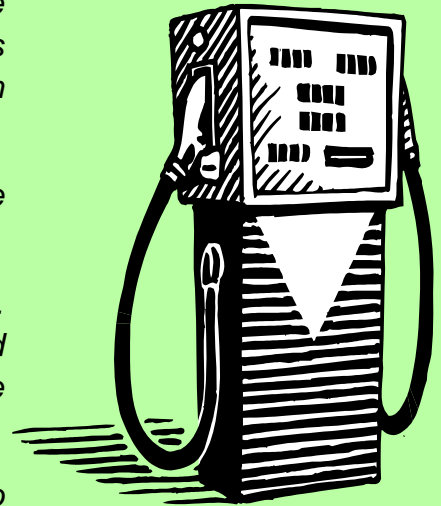
After the marina is all finished hauling out the boats and before the spring, we will be replacing the old underground fuel lines as well as the dispenser at the fuel dock. The regulations implemented in 2007, are required by the TSSA.

The existing underground lines will be replaced with a new double wall, pressurized system that will help detect and prevent leaks.

The old lines will be dug out, replaced with the new lines and sand. A new fuel dispenser that will have premium fuel on one side and diesel on the other side will be installed as well. We anticipate the work to be completed in about two weeks time.

Because we will need to dig up the break wall, we have opted to store all the masts on the lawn this season.

Gerry and Lori Buzzi



10% DISCOUNT ON BOAT LETTERING

for all Collins Bay Yacht Club members

superiorprinting

Directsigns

we also provide top quality printing and graphic design

613.546.5977

info@superiorprintingcentre.com

www.superiorprintingcentre.com

In order to receive the 10% discount you must provide proof of your Collins Bay Yacht Club membership. This discount expires December 31, 2012. Our install service will only be provided until October 31, 2012, some conditions apply. Please call us for any further questions or information.

SOCIAL



The ChiliFest is my favorite event! So many people contribute to make this event a success and it practically runs itself. People crowd in the clubhouse, conversations are easy and this is a purely social event with no other agenda. The clubhouse smells great and is lined with hot food. Many people bring their own bowls and everyone can take home their own leftovers making cleanup fairly hassle free.

This year the Frost Bite racers had a dry day with sunshine, but after a long race and cool breeze, everyone was happy to warm up with chili. The variety of food was impressive and everything got two thumbs up. The Chili Potluck offered an array of delicious food including chili of all heats and meats, buns, meatballs, salads and dessert. The clubhouse was packed and people were happy :)



Upcoming Social Events:



The **CBYC Annual Banquet** is Saturday November 10th at the Senior Staff Mess, RMC Kingston. Tickets are now available for purchase at the Marina Office for \$40 a person. Doors open at 6pm for cocktails and dinner is served at 7:00pm.

This year our meal will be accompanied by smooth sax dinner music to add a touch of class. Note: The SSM coordinator requires our final number in advance so he can purchase food and hire staff. **Tickets must be purchased by November 1st to guarantee a seat.**

The **Christmas Dinner** will be held at Renaissance Event Venue again this year. The event is on December 1st in the Lower Salon. A cash bar is open for cocktails at 6:30 and dinner will be served at 7:00pm. Meal orders will be taken at the table. This is a beautiful venue with delicious food and an inviting atmosphere. Plan to celebrate the holidays with you fellow CBYC member this December. Tickets are \$36. and will be available at the Marina next week.

Carissa Bird, CBYC Social Chair



Adventure Sailing

Three sailors trying to make their way through the Northwest Passage using the most northerly route possible, going north of Devon Island and through McClure Strait north of Banks Island, reached their goal this past August 2012. Their sailboat, Belzebug II, is a Monsun 31 built in Sweden by Hallberg-Rassy in 1976. They made it through extreme ice conditions — at times the strait was 40 to 50 per cent filled with ice. See their webpage along with a blog, pictures and video of their progress at (belzebug2.com)

A Fable for Our Times

Once upon a time in a land far away there was an organization that depended on its members to shoulder their responsibility and help to direct, organize and execute the activities and events desired by the members of the organization.

To this end, every year the word went out that members were needed to do their part to make each year a success. One day, it became apparent that many members were waiting for other members to step up and do the work that should be spread around to make a more balanced approach to the year's activities.

As the years progressed many of the usual members who volunteered their time and efforts became overburdened and began to try to gain some distance from the organization. Now the organization itself began to wither and die.

Collins Bay Yacht Club is not about to wither and die as it is a too vibrant organization for that but we must make sure that we spread the work around to avoid the inevitable "burn out" suffered in other organizations.

As your Past Commodore, my only duty aside from providing my usual wise and relevant counsel to this board, is to also assemble a slate of directors for the coming year. At this point I have three positions that still require a candidate for next year's board. These positions include the:

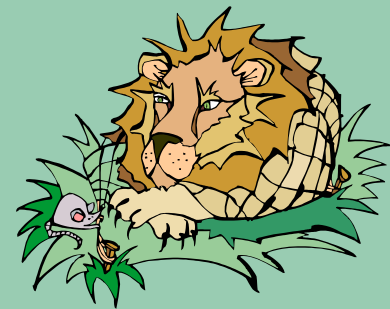
- Social Chair
- Cruise Co-ordinator
- House Chair.

All positions would benefit greatly by having a sub-committee to help with the activities in each area. Please give careful consideration to volunteering for one of these positions for the coming year in order that you can give back to your club for the enjoyment that you have received from it.

To paraphrase someone we all know, "Ask not what your club can do for you. Ask what you can do for your club"!

Please let me know which position would suit you by calling me at 613 766-2812

Lionel Redford, Past Commodore



New Race Committee Boat for CBYC

Many thanks to Don McLean for the donation of a Tanzer 22 to the club to act as a dedicated race committee boat. To fully equip this boat, the club is looking for donations of:

- life jackets
- a first aid kit
- binoculars
- a 5 kg Bruce Anchor and a bow roller to store the anchor
- a board to display the course and a support to hold the flags

If you are able to assist in any way, please contact Barry Elvidge at 613-389-4473

Waupoos Labour Day Weekend 2012

Oh gosh! Another great Waupoos weekend is over! It is probably one weekend of the whole year that I know what I will be doing – sailing (hopefully), having a delicious potluck dinner, pillaging an item from the ever popular Chinese auction, and the highlight of the weekend, the fantastic catered dinner, followed by dancing the evening away with an amazing band, “Six Feet Under”.

This year’s Labour Day Cruise lived up to my expectations and appeared also to do that for other club members present. Freyja sailed most of the way very comfortably, with a light wind on the stern quarter.



Clarence and Barb Hood, “Rebel Yell”

The **Chinese Auction** took place Sunday morning. It is always fun to try to decide which oddly wrapped parcel holds the most sought after items. And then some strategy might land you the item you desire. For those who might be reading this and just have not made it out on this cruise, a brief explanation of the Chinese Auction follows. Each person or boat may bring an item or group of items. They then pick a random numbered paper. This will be the order of choosing a gift. If you bring a gift you may choose one. You may also take some one else’s chosen gift who then may pick another wrapped gift. Each item passes though three hands at most. The lucky third person keeps it. The wrapped items are varied. They can be new, be unwanted items on your boat, or even what you got at a previous Chinese Auction. You never know what you’ll find. Past-Past Commodore Lionel; is a very accomplished and entertaining auctioneer. Hopefully we can entice him to continue in the position. Maybe chocolate cake Lionel, if carrot cake is in short supply. The rest of Sunday was free.

Saturday evening began with a **Wine and Cheese Tasting** sponsored by Waupoos Marina. Three wine samples were provided by Delgatto Winery located about 10 km east of Waupoos. The wine was good and could be ordered for a reasonable cost. It was then delivered just before dinner. Cheese samples, a little skimpy, but very tasty were provided by The County Cheese Company located behind the Blue Moose Café. This was mostly sheep milk cheese from Quebec. This was a new feature provided by the marina at no cost to the Club. The potluck dinner was excellent as always. Some old favourites were there, such as carrot cake for Past Commodore Lionel! Members then separated for their own parties and a good time was had by all.



Lionel, our Past Commodore wins water-wings and a new hat at the Chinese Auction



Lunch at the Winery

Some members met for lunch. Several great spots are within walking distance. New this year was a lunch menu at the Blue Moose Café. Others went for walk or a drive enjoying the great weather. And some just relaxed, in anticipation of an evening of dancing. It was a wonderfully relaxing day no matter what you chose to do.

The catered dinner by Linda May was excellent. The food was abundant, flavourful and locally sourced. We started with appetizers – meat balls, crackers and cheese, pickles and spicy gazpacho. Fresh spinach, basil and tomato salad with a variety of toppings came next. Next was the hot meal - roast beef, smoked pork, mashed herb potatoes, gravy, corn, peas and carrots plus buns, horseradish and apple sauce. It was all delicious. Dessert was simple but refreshing, a rhubarb-apple crisp with vanilla ice cream that tasted like homemade.

Just before the dancing began we had fun with Boating Bloopers. Everyone was encouraged to write a short story about an incident that had happened to them, and submit this by Saturday evening. These incidents were judged by a very experienced “aw-shit” team led by Dennis Reed. This was an entertaining way to learn from the experiences of others. Most people would agree that while these incidents are occurring they are not at all amusing but looking back on them is a learning experience. And the stories become part of the sailing adventure. Three “winners” were awarded prizes of bottles of wine donated by Dennis Reed.

The dancing began at dusk. The band, “Six Feet Under”, played as always an amazing medley of tunes. They sang and played as we danced the evening away. This group puts together an entertaining evening with music that is easy for everyone to dance to. Requests are taken, and if they know it they will play it. This year there was an awesome moon rise during the first break. A deep orange harvest moon began to rise seemingly from the waters of Prince Edward Bay. As it rose it produced a knife edge path that eventually extended right into the waters of the marina. The dancers thinned out for awhile. Some people probably wanted to have a romantic interlude on their boats before hitting the sack for an early morning rise. But then a new group of dancers arrived with an ensuing re-energization of the evening. The dancing continued with much hooting and hollering. The evening ended with a long encore by the band that included some exceptional guitar and drum instrumentals.

Monday morning comes all too early. Everyone heads out on their own time. But the fun still continues with the Moon-dance Challenge. It is a race at your own speed back to Collins Bay. There is a specific start and finish but it is not simply won by the fastest boat. There is an interesting point system involved. This is applied to the information submitted to Marilyn Sykes of Day Dreams. The winner is announced at the Annual Awards Ceremony in November.

The Labour Day Waupoos Weekend Cruise is a great event. There is always something a little different to spice it up. Like anything else, it really is what each cruiser and club member makes it. So come out and give it a try next fall.

Alan and Ruth, “Freyja”

Photos by Marilyn Sykes



*Dennis Reed, Mike Miles and Hans Mertins
Awards presentation during Blooper Contest*

Winning “Boating Bloopers” Entries from the 2012 Waupoos Cruise

Third Place - Mike Miles:

Windlass Trouble in the BVI

This incident occurred a few years ago aboard a 40 foot Beneteau sloop named *Firefly* that we had chartered in the BVI. We arrived a bit late at Jost Van Dyke to find the anchorage very crowded with the wind blowing about 20 knots. We finally found a tight spot in the middle that we thought we could just squeeze into. I was on the bow operating the electric windlass which had about 200 feet of half inch chain plus some nylon rode, and my friend Bruce was on the helm. We were in about 10 feet of water so Bruce asked me to let out no more than 40 feet of chain since we had little room to swing. I pressed the Down button and released it after 40 feet of chain was out but the windlass just kept right on going! Since I couldn't stop it at the bow, someone frantically located the windlass circuit breaker in the aft cabin and we finally stopped it after 150 feet of chain was out. This caused much consternation on the various boats around us who began to question both our competence and sobriety. Fortunately Bruce is a great boat handler so we didn't hit anybody. Since we couldn't trust the windlass control, I suggested that we bring the chain up manually. At this point, another crew member offered to help but plugged the handle into the wrong side of the windlass which opened the clutch so that the rest of our chain went roaring out. The neighbouring boats were now suggesting that we get the hell out of there and go to some other island!



We finally discovered that the rubber cover for the Down button was missing and the charter company had “repaired” it by covering it with tape which caused the Down switch to stick in the on position when pressed. After ripping the tape off, we could finally operate the windlass again but decided to anchor further out since we didn't feel too welcome where we were.

Second Place— Al Lendaruzzi

Aground in the Brothers



Having been told that it was possible to transit Brother's Shoals, I was eager to demonstrate my navigational skills to crew. Being new to the area, we boldly ventured out, headed for Main Duck. Skirting west of KN5, there seemed to be plenty of water on the chart for a 4 foot draft.

It was a beautiful, calm, clear, sunny day, motoring patiently along. Soon the depth sounder was registering lower and lower depths when suddenly bump-bump-bump! We were no longer transiting Brother Shoals. As crew rushed for life jackets nearly crippling themselves in the process, the Skipper calmly decided to put the engine in reverse. No problem, hang on. Hmmm, no movement astern! Giving it more power did not achieve any noticeable movement. Suddenly the engine stopped. Hmmm, now what! Glancing astern, it became obvious that while I was intent on looking ahead I had failed to notice that the previous lengthy tow rope on the dinghy was now somewhat shorter. In fact the Yanmar had attempted to enlist the Zodiac in refloating us by coiling all the line around the propeller and winching the dinghy under our stern. Neither skipper, Yanmar nor Zodiac was successful in refloating us.

Jumping into the water, the rope was cut free from the propeller, the dinghy freed, and crew loaded into the dinghy. The boat was pushed backward by hand and refloated.

Lasting damage: Boat—nil; Skipper's pride—severely damaged and still undergoing repairs.

Winning “Boating Bloopers” Entries from the 2012 Waupoos Cruise**First Place—Paul and Laurie Jones*****We’re Sinking and Forgetting What You’re Wearing***

Well the good ship Three Rivers has amassed 987 nm as of today and will surely break the 1K this season. Our big trip was a circumnavigation of the Lake, including crossing from Big Sodus to Main Duck in 25 kts and 2.5 m seas.

All went without a hitch until the last day leaving Cape Vincent. Within 5 minutes we had engine failure (started to cheat the point at Big Sandy Bay), a leeward shroud came unpinned and after we tacked back out into the lake (20 kts SW), the admiral went below for a bio break and asked the question we all do not want to hear... Paul, why is there water over the floorboards? Well the skipper is no dummy so he responded that that can only mean one thing

.....3R is sinking! Turned out the same skipper had removed the shower pump for some service and the 5/8” hose into the sink set up a nice path into the boat! Skipper had to take credit for that one!

Well, there were a couple of other noteworthy happenings.....

Headed from the western gap of Toronto Harbour to Port Credit Yacht Club in 25 kts/2m seas, Laurie seemingly left the forward hatch open! It is amazing how much water the skipper’s duffel bag of clothes can hold! It paled in comparison however to the memory foam mattress topper that took four days to dry out! Laurie takes credit for that one!



dress himself that morning!

One free night at PCYC..... a great deal, dropping trow in front of the clubhouse and members.....priceless!

In the words of Bob Bitchin “The difference between an ordeal and an adventure is all in your attitude” What an adventure! Who wants to go Sailing?

Not to be outdone, upon arriving at PCYC after a 3hour pounding and finally safely tied up at the visitor’s dock right in front of the clubhouse, the skipper decided to doff his foul weather pants, much to the shock of the helpful PCYC members on the dock and in the bar and even more so the admiral, as the skipper had apparently failed to fully

**QUINTE CANVAS
MANUFACTURING**



2053 Hwy 38

Kingston Ontario K7P 2Y7

1-800-268-4186

613-384-6316

Fax: 613-384-0002

www.topshop.on.ca

www.flagscanada.ca

Email: topshop@kos.net



**Put CYA certification behind your
years of experience.**

- Save money on insurance
- Ensure hassle-free chartering

We can also assist with:

- Easy Charter Holidays
- Flotilla Get-away Vacations

**Programs offered in
Ottawa, Kingston & Caribbean**

1-877-934-7245

www.advantageboating.com

Race Update:

The RRS 2009-2012 expire on December 31st, 2012.

The RRS 2013-2016 are available now:

[RRS 2013 - 2016](http://www.sailing.org/tools/documents/ISAFRRS20132016Final-[13376].pdf) at [http://www.sailing.org/tools/documents/ISAFRRS20132016Final-\[13376\].pdf](http://www.sailing.org/tools/documents/ISAFRRS20132016Final-[13376].pdf)

CBYC held 48 races this year. If you go back through all the posted results, this is a record breaking year for number of races started. Even if you exclude the 6 EYC races, it's the most races started at CBYC in 'recorded history'. Part of this is due to the fact that no races were cancelled due to weather, which is a first that I can remember at the club. Another reason for the high number of races is that there were many evenings where we could get in multiple races.

It was a great summer for racing, no doubt about that. I'm not aware of any serious damage to any boats, and there were two 'minor' injuries that required medical attention. Both of these were completely accidental, and serve as a reminder that things can happen in a split second, and that there is risk to the sport of sailing that all of us need to keep in mind. You can hardly see the scar on my forehead...

On September 15th, the 12th Annual Amherst Island Pursuit Race & Able Sail Kingston Regatta was held at Loyalist Cove Marina. 24 boats started the pursuit race, and CBYC competitors took 1st place in all three fleets. Congratulations to Investors Group for taking 1st overall, and to Happy Puppy for 3rd overall. Yer Out captured the yellow pennant for PHRF 2, with Synergy taking 2nd place. Horizon Dancer took 1st in the NFS fleet. Well done everyone! It's a great cause, and we had a great day of racing.

The Fall series finished on 20th September in some heavy winds. Before the race, there was a one point difference between 1st and 2nd in PHRF 1, with Investors Group holding the edge over O'Naturel. O'Naturel won the race, with Investors Group in second, putting them into a tie for the Fall series. O'Naturel wins the series based on having more wins in the series. Congratulations to O'Naturel! Old School takes 3rd place for this series.

In PHRF 2, the scores were tight between second and third before the race, with Lei Line slightly ahead of Bird Ship. In order to foster favour with our Commodore, Lei Line allowed Bird Ship to beat them, and jump into second for the series. The Baron captured the yellow pennant in PHRF 2 for the series.

In the NFS fleet, Horizon Dancer won every single race in the Fall series. Breezin' and Whistler finished 2nd and 3rd respectively.

The final race of the season was the Frostbite Chase race, held on 29th September. This race can get a little scary at this time of year... high winds and freezing temperatures often make this race interesting, to say the least. But not this year. A beautiful day, with a steady N wind, and 12 boats entered into the race. Yer Out and Lei Line were neck and neck for half of the race... The J-24s did very well... It came down to a tight finish, with Happy Puppy, O'Naturel, and The Baron taking 1st, 2nd, and 3rd respectively. It was a great way to end the racing season.

Thanks in large part to our Commodore and Barry Elvidge, we now have a new club Race Committee boat. It's a Tanzer 22, and it should us well for years to come. Now we have to name her... And take care of her.

As I order the pennants and get ready for Awards Banquet on 10 November, I'd like to thank the entire race fleet for their participation and help throughout the year. I couldn't have done it without volunteers, and I appreciate how all of you stepped up.

Dave DePlanché
CBYC Race Chair

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 two articles, we have tried to capture information that might be useful for others who are planning a similar trip. Last month (See the September 2012 Mixer) we covered some details on the intensive preparation work completed on our C&C 44 prior to our departure in September 2011. For our final installment we will reveal 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.

The Actual Route

On September 4, three days before our departure date, we found out that the Erie Canal had been badly damaged by Hurricane Irene and was unlikely to open again in 2011. This left us with the following options: defer the trip a year; truck the boat to somewhere on the US east coast; travel up the St. Lawrence past Montreal to the Champlain Canal; or take the St. Lawrence Seaway to Nova Scotia and head down the northeastern US, adding an additional 1500 miles onto the trip south.

The Champlain Canal option was eliminated because our 7' draft wouldn't clear the 6 ½' lock sills. So we quickly decided on the St. Lawrence route. We expected to encounter other cruisers on the same route south, but strangely throughout the entire trip we didn't meet or even hear of another boat that took the same route. However, we did hear about many people who deferred the trip, some who trucked their boats to the east coast, and some that took the Champlain Canal.

The St. Lawrence route worked out very well for us. In addition to the benefit of not having to take down and re-step the mast, we got to see

eastern Canada, and also got into an overnight passage routine that would give us confidence on the long offshore passages to come. As for the progression of passages we completed a very comfortable 48-hour passage from Tadoussac, QC to Riviere-au-Renard, QC in following seas, we had a 30-hour passage across the Gulf of St. Lawrence from Gaspé to Nova Scotia that started in 30 knot winds on the nose and ended in light winds, we had a multi-day passage from Halifax, NS to Cape Cod near Boston that also had some strong weather and large seas, and we also completed an overnight passage from Block Island, RI to Delaware Bay where we covered over 200 miles in 24 hours in winds from 25 to 35 knots. All of these passages were important in building our confidence for taking on the upcoming 1500 mile, 10 to 12 day passage to the Caribbean.



Anchored in the St. Lawrence River east of Montreal behind the home of La Nef des Reves (B dock).



A nice calm day in the Gulf of St. Lawrence between PEI and Nova Scotia

Travelling in a Cruising Rally

For our offshore passage from Hampton, VA to the BVI's we had planned to shadow the Caribbean 1500 Cruising Rally. Once in Hampton we found out that there was another rally called the Salty Dog Rally. This rally consisted of veterans of the Caribbean 1500 who wanted to get to the Caribbean as early as possible in November, and who liked the benefits of offshore daily check-ins and communications but didn't want to pay for Caribbean 1500. We joined this group despite the fact that we were not "Salty," having not done the passage before. But, the group were very supportive and were looking for as many boats to participate as possible.

The rally provided professional weather routing from Chris Parker, individual boat tracking through the Cruiseheimers Net, formal float plans, and daily offshore check-ins via marine SSB. In addition we were able to talk with knowledgeable sailors who had experience with ocean passages and sailing in the Caribbean. The boats did not leave together and we only saw one of the boats in the rally whilst offshore, but being involved in the rally worked out very well and added an extra sense of comfort and safety onto the experience.

The Perils of Having a Fixed Schedule

While we were waiting in Hampton, VA for a weather window to the British Virgin Islands it became clear how important it was to not have a fixed schedule. Most boats in the Caribbean 1500 Rally or the Salty Dog Rally passage had crew onboard who had taken time off work to help with the passage. Most of the crew had return airline tickets from the BVI's. But, travelling to the Caribbean direct in early November means trying to find a weather window with a low probability of tropical storm/hurricane formation. As we experienced, it can take many weeks of waiting to find an acceptable time to leave.

Along with studying the NOAA weather information as well as the GRIBs, we talked to Herb Hilgenberg every day on the marine SSB. Herb has been providing weather routing for boats offshore in the Atlantic from his home near Toronto since 1987. For almost 2 weeks we heard Herb directing boats that had left from the US east coast, mostly from the New York and Rhode Island areas. Many got caught in rough weather because they couldn't wait for a suitable weather window or got unlucky encountering bad weather that ended up in their path. On one memorable daily update Herb told the group of boats caught in Hurricane Sean north of Bermuda that they could expect winds of 55 to 65 knots and

seas of 40 to 50 feet for the next 48 hours. One boat had to heave to 7 times as they battled multiple gales and worse. Three boats set off EPIRBs and were rescued, and sadly one boat had a woman swept overboard.

In the Salty Dog Rally, ten of the boats left 5 days before most of the others. They left when there was a 10% chance that tropical storm Sean could become a hurricane. Sure enough Hurricane Sean ended up directly in their path to the BVIs. Those boats were routed west around the "navigable side" of Sean down the coast of the US. Fortunately they didn't see anything worse than 35 knot winds and 20 foot seas but they did find themselves off the Florida coast directly downwind of their destination and faced with a good deal of upwind sailing in front of them.

These events all highlight the dangers of offshore sailing at that time of year. We were lucky to have the time to wait for a reasonable weather window, but there are no guarantees about avoiding bad weather.

We ended up leaving Hampton on November 11 in strong NW winds with following seas. After 4 days of sailing offshore we ended up within 100 miles of Bermuda with a high pressure ridge between us and our destination. In all that time we had only motored to get out of the marina in Hampton. To get across the ridge would take 48 hours of motoring. Instead of motoring south across the ridge we chose to head to Bermuda, see our first blue water, and wait for a weather window to continue south.

The wind was strong for our 10 days in Bermuda and we left with 25 knot NE winds and very large seas. At that point there was a 20% chance of a tropical storm forming in our path but the view from the weather experts was that even if it formed we could successfully route around it safely.



Raftan behind a wave south of Bermuda



A few days later, dolphins playing in the bow wave in much calmer weather north of the BVI's.

How Much Fuel is Enough?

While we were in Hampton, VA waiting for the long offshore passage to the British Virgin Islands we had a good opportunity to discuss fuel strategy with others. Many people were on a fixed schedule both for leaving time as well as passage duration. The organizer of the Salty Dog Rally owned a Jeanneau 54 and had a strategy of exceeding 5 knots no matter what. If the wind dropped so that boat speed was less than 5 knots, then the engine would be used to drive the boat at 7 knots plus. With this kind of approach for a 1500 mile passage he felt that a fuel range of about 1000 miles was required.

Our C&C 44 has a tank capacity of 50 gallons of diesel fuel. We burn approximately 0.75 gallons per hour whilst motoring at 6 knots. This gives us 400 miles of range. After talking to these cruisers we decided to carry an additional 30 gallons on deck in jerry cans to give an additional 240 miles of range or 640 miles total.

In the future we will carry less fuel on deck. Essentially we don't like motoring and prefer to sail in lighter conditions than many others. Most importantly if you have a boat that sails well, particularly upwind, you can sail in conditions that others motor in. We came across many boats that motor sail upwind in any conditions with the wind forward of the beam. Many cruising boats don't sail well upwind and some need 25 knots of wind to make good progress even downwind. This puts a much larger importance on fuel tankage. Another factor to consider is electrical power generation. With our combined

solar and wind solution we never had to run the engine offshore to charge the batteries. However, many other boats have to run the engine for at least a few hours a day to charge the batteries. For a 10 to 15 day passage this adds up to a good deal of additional fuel.

As a comparison, when we arrived in Bermuda after 5 days at sea we had burned 5 gallons of diesel fuel and 4 gallons of that was in the last 6 hours to get into Bermuda. Many of the boats that left at the same time as us had used $\frac{3}{4}$ of their total fuel capacity to get to Bermuda and arrived a day or two behind us.



Raftan on passage from Bermuda to the British Virgin Islands

Why is the Waterline so high?

We were shocked at how high the waterline was when we were fully loaded with multiple large anchors, full chain anchor rode, full water and diesel tanks, food, spare sails, para anchor with 450' of rode in the bilge, 8 jerry cans on deck with diesel/water/gasoline, 2 complete sets of scuba gear including tanks, 5 sets of snorkelling gear, kiteboarding gear for 5, clothing, and equipment spares. It became especially obvious when we got back from the trip, unloaded the cruising gear off the boat and the waterline came up 3 inches! Our fully loaded GMC Safari van sank low on its springs when we loaded the gear from the boat into the van.

We were travelling with 5 adults aboard. We probably wouldn't change anything other than removing some fuel off the boat if we did it again, but, clearly for 2 people, the additional weight carried aboard could be reduced dramatically.

Caribbean Island Hopping: the Upwind Grind East

Particularly during the months of December, January and February the "Christmas Winds" have a strong influence in the Caribbean. The trade winds are typically stronger during this period and are from the E to ENE. The winds can blow 20 to 25 knots for 24 hours a day for weeks on end. For sailors heading east in the Caribbean this means overnight passages upwind to get to the next island in the island chain as none of the islands are close enough to cover the distance during daylight hours. Our C&C 44 was made for going upwind. It's a very fast boat and we love sailing upwind. But throughout this trip we found that continually battling the strong winds and relatively large seas going east was a grind. On any future trip to the Caribbean we will likely do the 450 NM passage from the BVI's directly to Grenada in one hop after we see a forecast with NE (with as much N as possible). This allows you to get to the extreme SE Caribbean with the true wind on the beam. Once there, island hopping to the N and W is much more relaxing.

Tropical Squalls

Our first experience with tropical squalls occurred on the night before making landfall in Bermuda. Within minutes we were shocked to find ourselves in a downpour with 35 knot gusty winds.

In general, tropical squalls are usually short-lived. Most days in the Caribbean there is some isolated squall activity in the morning. In unsettled weather, however, squalls can occur around the clock. On our 130 NM upwind passage from the British Virgin Islands to St. Kitts and Nevis we encountered one squall after another all night long. We dubbed that "The night of a thousand squalls." The worst of the squalls occurred at about 4am when we were between the volcanic islands of Saba and St. Eustatia. That squall packed winds of over 40 knots and had us surfing down waves at 12 to 15 knots for about an hour before the autopilot tiller arm (which is connected directly to the rudder post) broke in half. That was our most significant gear failure of the trip. The crew must constantly be aware of the presence of squalls despite the fact that sometimes they are difficult to see at night. The crew must also be well drilled in how to reduce sail in short order.



A small, refreshing tropical squall that is easy to avoid during the day.

Otto Helm" our Trusty Offshore Helmsman

On any passage the autopilot is a very important member of the crew. We found that 90% of the time when we are offshore we relied on the autopilot to steer the boat. Having a powerful, capable autopilot is critical to having enjoyable passages. On our boat the autopilot does a better job steering the boat in following or beam seas than our crew, particularly at night. The exceptions to this are in very large following seas when the autopilot can't anticipate a large wave or when sailing hard on the wind when sailing to the headsail telltales is clearly the fastest way to make progress.

We replaced the autopilot rudder arm in St. Kitts and decided on the brass unit as opposed to the aluminum unit that we had sheared in two. We also carried a spare linear drive arm that thankfully was not required during the trip. The Raymarine autopilot unit itself performed flawlessly for the entire trip.

The Effects of Salt Water on You and Your Boat

It is amazing how even the best 316 stainless steel can start to rust in saltwater. After talking to professional skippers on the mega yachts that we met down south it became clear that you only need to know what products to use to solve the rust problem.

One common solution is Ospho, which can remove rust stains from fiberglass as well as from the metal itself. We feel our boat is actually in better shape now than when we left because we kept up with on-going maintenance

throughout the trip; although we do have a segment of our radar pole that needs repainting because the Ospho caused the paint to flake off. So the moral of the story here is to keep the Ospho away from painted surfaces.

We did not carry a watermaker aboard. Instead we carried 100 gallons of freshwater in 3 tanks along with 10 gallons on deck. In order to not contaminate your water in your below decks tanks while offshore it is important to vent the tanks inboard. We have a set of valves that we can set to vent inboards whilst offshore or vent overboard when filling the tanks (to not overflow into the bilge). We were surprised how many boats had contaminated water when they arrived in Bermuda due to saltwater getting into their overboard vents while in strong seas. Some of these boats were high-end cruising boats such as Hylas and Island Packets. The only usable water on board these boats was in jerry cans on deck.

We were always able to find freshwater throughout the Caribbean at between \$.10 and \$.30 a gallon. With our crew of 5 aboard we had to bathe and do dishes in saltwater in order to last 3 to 4 weeks between filling the tanks. In the future, a better method of catching rainwater to fill the tanks, or a watermaker would be a nice addition to make life aboard more comfortable.



Anchored in Marigot, St. Martin

For our family the trip was a wonderful experience that really was the opportunity of a lifetime. We believe that all of us learned something about ourselves as well as each other, and these kinds of experiences can only strengthen us. We were fortunate enough to spend almost 10 months exploring some of the most beautiful places on earth as a family.

The long hours of preparation and planning were well worth the effort. We are now in a position where the boat and crew is ready to cruise the world and we look forward to our next adventure.

A trip of this sort is well within the capability of almost any sailor with a well-prepared boat. Best of luck to those of you planning your own trip to paradise!

Fair winds and safe sailing,

Jonathan and Terri Boocock
Mor' Childs Play



Prinyers Cove Marina

Don & Barb Houghton
107 Cressy Bayside Road, RR#4 Picton, ON K0K 2T0
613.476.6835 | barbdon@kos.net



JOHN CLARK

ANDY SOPER

60 RIDEAU STREET, KINGSTON, ONT. K7K 2Z7

FAX: (613) 531-8909

Fuel and Oil Spills

We are fortunate at Collins Bay Yacht Club to have a beautiful base at the Collins Bay Marina, thanks in no small part to Gerry and Lori Buzzi (current Marina Owners) and Hub and Miche Steenbakker (previous Marina Owners). Collins Bay is home to a number of fish species, wildlife, birds as well as a Sailing School where our children sail and swim.

Clean water is especially important to boaters as we can see quite readily the impacts of pollution in the environment.

One important step to ensuring clean water is to prevent fuel and oil spills. This would include:

- 1) Checking all fuel line hoses, clamps and connections on a regular basis and making necessary adjustments and repairs.
- 2) Using an oil change pump to transfer oil to a spill-proof container during oil changes. Wrap a plastic bag or absorbent pad around the oil filter to prevent oil from spilling into the bilge.
- 3) Disposing of used oil properly. The marina has a special tank for disposal of used oil. Please see marina staff for more information.
- 4) Keeping the bilge clean. Use an oil-absorbent pad or pillow in each bilge area to prevent accidental discharge of oily water. Consider using a bioremediation product such as Bio Sok to convert the hydrocarbons into safe compounds.
- 5) Preventing fuel spills by using or installing a device to prevent overboard discharges from your tank vent. The Davis No Spill and the Racor Lifeguard Separator are two methods recommended by West Marine. The Fuel Whistle by Green Marine makes a whistling sound that stops when your tank is full to prevent spills.
- 6) Retiring that 2 stroke outboard. Replace it with newer technology 4 stroke or electric outboards for reduced noise, fumes, fuel consumption and water pollution.

It is in all of our best interests to protect our waterways and do everything possible to preserve their natural beauty for the future and taking these actions moves us closer to these goals.

Reference: The West Advisor 54—Green Boating Tips by West Marine

Winterizing your Boat

Well it is that sad time of year again when we must put our boats away for the winter. West Marine has a series of 5 videos online that cover the steps to properly winterize your boat. The videos titles are:

Winterizing your Boat, Introduction to the 5 Step Process,

Winterizing your Boat Step 1: Cleaning your Boat

Winterizing your Boat Step 2: The Engine and the Lower Unit

Winterizing your Boat Step 3: Freshwater & Waste Systems

Winterizing your Boat Step 4: Cabin & Interior

Winterizing your Boat Step 5: Final Inspection and Proper Covering

The website also includes a handy winterizing checklist to help you ensure that no important perhaps costly steps are missed.

See: <http://www.westmarine.com/webapp/wcs/stores/servlet/WestAdvisorView?langId=-1&storeId=11151&catalogId=10001&page=Winterizing#.UHVjVZV8E>

DO YOU KNOW THE WAY TO SAINT-TROPEZ?

By Wendy & Andrew Hope
(Shimmer, C19)

Dionne Warwick's popular tune comes to mind (with some lyrical license taken of course) as we relate our experiences chartering in the French Riviera this year.

To begin our story, we decided to go through charter broker Ed Hamilton & Co. and signed up for a 2011 Jeanneau 439 from September 1 to 15. We arrived at the Dream Yacht Charter base at Port Pin Rolland only to be told that the boat we had chartered had sunk off the coast of Corsica three months earlier. I'm sure you can imagine our reaction! Apparently, the charterers had been anchored overnight and the wind had come up. They didn't realize that they were dragging on their anchor until they were close to shore so, in survival mode, they jumped off to save themselves and the boat crashed onto the rocks. After inspecting three alternates, we ended up with a 5-year old (and you know that charter boat years are something like dog years) 47 ft. Harmony called Pinta. It was not what we really wanted but it was acceptable. Fortunately, having used a broker with some leverage, we were able, with their intervention, to negotiate a satisfactory partial refund for the inconvenience.

Having recovered from our initial shock and aided by a lovely dinner aboard our first night with Blanc de Blanc champagne, we set out on September 2 with the intention of heading east. However, the weather in that direction was rather inclement so we just went with the flow and followed the sun west to the port of Bandol which is known as France's rosé capital. After a pleasant overnight, and with the weather improving, we resumed our intended course eastwards to Ile Porquerolles, one of the three islands off Hyères, southeast of Toulon. This was a wonderful destination, well worth the visit. We especially enjoyed cycling around the island where there was much to experience including picturesque forts, beaches and vineyards.



St Tropez Harbor, France

The next stop was – yes – Saint-Tropez. The Capitainerie there was very accommodating (they should be at 70 Euros a night) and the facilities excellent. We enjoyed every minute of our stay there. We hiked along the “customs officers trail” from downtown Saint-Tropez, we ate at some of the finest establishments, we strolled through the Quai Saint-Jean and enjoyed the art displays and ogled the mega yachts. If you haven't before, you should make it a point to find your way to Saint-Tropez.

Our next stop was Cannes, which we have dubbed “Cannes-not”. As it turned out, the following week marked the beginning of their Salon Nautique boat show. As a result, there were little white tents everywhere and strict instructions NOT to land your dinghy. We also discovered that the week after that was the boat show in Monaco so there was no room to be had in any of the other ports around, including Nice, which was to be our next stop. Resigned to our fate, we anchored in the bay outside Cannes and took in the view of the famous hotels where the movie-stars stay during the film festival, and consoled ourselves with a bottle of Tattinger champagne and a very tasty dinner aboard.



Pinta at anchor in Cannes

Undaunted, we consulted Rod Heikell's tome-like guidebook (which Andrew lugged with us) and managed to secure a berth at Port Villefranche-sur-Mer, the next town over from Nice. What a wonderful destination it turned out to be. It is a very picturesque town built into the hillside. The Port staff were very friendly and helpful. They even tried to assist us in hiring a rental car but at 600 Euro/day for an Audi Q5 the train proved to be the better and

more pocket friendly option. So, the train it was for our trip to Nice and Monaco, two of the French Riviera's premier destinations. Driving the Corniche will have to wait for a return trip!

After three very enjoyable days of exploring, consuming incredibly delicious meals and absorbing the region's culture, we said good-bye to Villefranche and started the trek back west. I should mention that, up to this point, we had only managed to get in one day of sailing. But things looked up. About an hour out of Villefranche the winds began to build quickly and soon we were moving along quite briskly in about 25-30 knots of air -- woo-hoo! We were so thrilled with the conditions, we lingered out on the water for a few more tacks before we tucked into Saint-Tropez once more at which point we learned from the Capitainerie that we should plan on staying an extra night as a Mistral was forecast for the next day and a half. Having actually experienced the tail-end of a mistral on August 31, we wondered what we were in for now that we were on board. We were assigned a berth which was sheltered by the high wall at the edge of the marina. Mistral is certainly a unique experience. The wind that night was gusting to about 60 knots, the salt spray was coming over the wall in a fine drenching mist and Pinta was groaning and shrieking with alacrity as she strained at her aft mooring lines – and yet the sky was so clear with stars twinkling. Needless to say, we didn't get much sleep and the next day dawned with everything covered in a layer of salt.

Scheduled to get the boat back to the Dream Yacht Charter base by the next day, we continued westwards and made the decision to anchor out in a bay called Anse de Gau. That turned out to be a bad decision as the forecast for the winds and swells was completely wrong! We spent most of the night broadside to the swells, which at some points felt as if they were square. The good news is that our anchor held really well but we had another virtually sleepless night. The next morning, we were all up very early and happily experienced one of the most beautiful sunrises.



Beautiful Sunrise Last Day Aboard



Wendy Hope and Debbie Roundell on the Rail

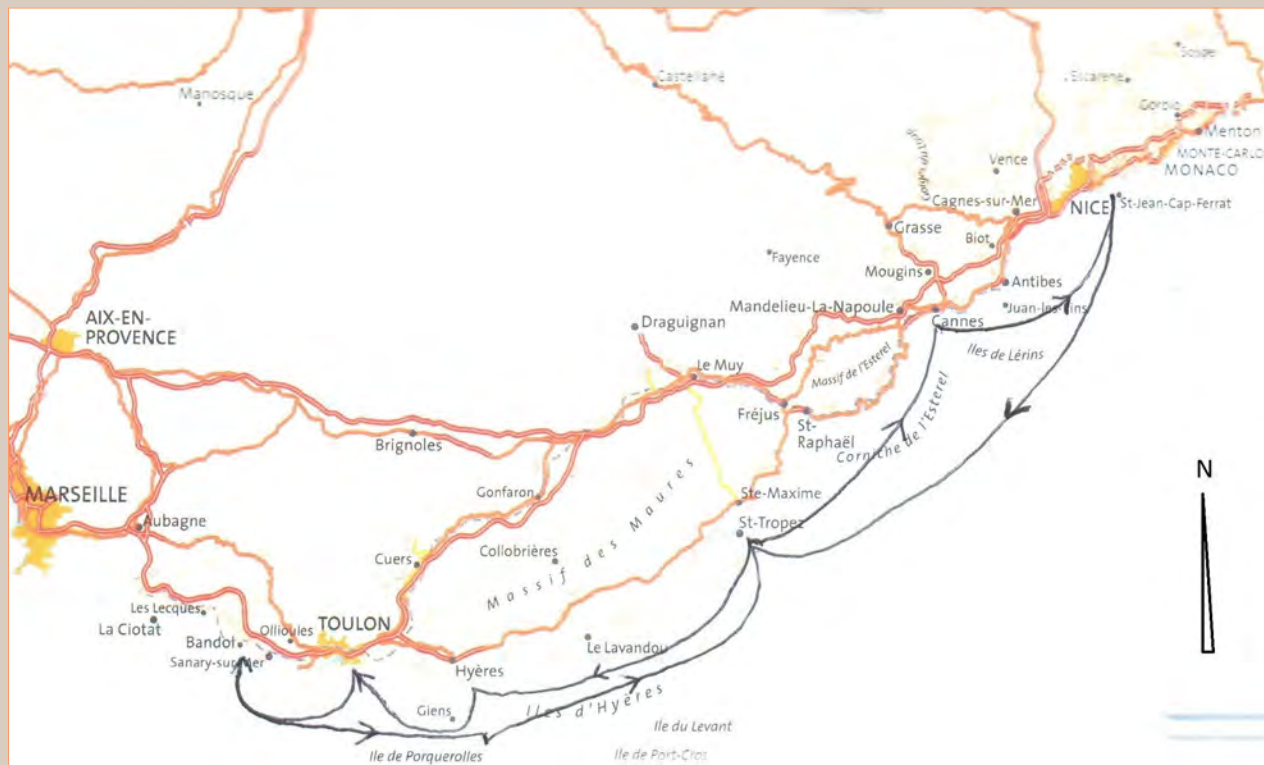


Andrew Hope ready for an Early Start

experienced one of the most beautiful sunrises.

We made it back to Port Pin Rolland without further incident, albeit a bit sluggish. Although we were supposed to spend our last night aboard, we made the unanimous decision to head back to the very comfortable Kyriad Prestige Hotel in La Seyne-sur-Mer.

Overall, our trip was wonderful and memorable for all the right reasons. As the song concludes (well our version anyway) – “Can't wait to get back to Saint-Tropez”.



Map of the Sailing Route in France that Andrew and Wendy Hope took with another couple September 1-15th, 2012

Don't miss the next Mixer when you will read about the fabulous Sailing Trip that some of our Club Members took to Croatia in late September this year.

Dreaming of your next Sailing Vacation?

The **2012 Charter Address Book** is now available from the August edition of the **Cruising World Magazine**.

If you think you might be interested in chartering a sailboat for an upcoming vacation, this directory is an invaluable reference of the various charter companies, their contact information, the size of the fleet, and the services and available amenities.

Check out the directory at: <http://www.sailingworld.com/sites/all/files/attachments/articles/charter-address-book-2012.pdf>

A full service yacht brokerage



KingstonYachtSales.com

BY UNITED CITY YACHTS

WHY LIST YOUR BOAT WITH US?

- ☼ Your yacht actively marketed and professionally advertised at boat shows including the Toronto International Boat Show, the Port Credit Boat show, and our in-water boat show open houses
- ☼ Valuation using actual selling prices of similar yachts and market knowledge
- ☼ We will handle all inquiries, yacht showings, and paperwork
- ☼ Call today to learn more!

Your yacht advertised in:

Boating magazines
 Marinas & marine stores
 Toronto & Kingston offices
 Email campaigns to buyers
 YachtWorld.com
 KingstonYachtSales.com
 TorontoYachtSales.com
 & more!



BUYING?

Let us find the yacht of your dreams at the best possible price! Use our knowledge of the industry and current market conditions to compare yachts on your behalf. As a member of the Yacht Brokers Association of America, we operate under a strict code of ethics and can show you boats listed with other brokerages. Put us to work for you!

www.KingstonYachtSales.com

Contact Adrian Philpot: 613 985 3600 • adrian@kingstonyachtsales.com

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 DePlanché	<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



LEADERS IN WATER
ADSORPTION TECHNOLOGY



2053 Highway 38
Kingston On. K7P 2Y7

Dave Davis
Canadian Distributor

T 800-268-4186
F 613-384-0002

Info@h2outcanada.com
H2outcanada.com
Division of Quinte Canvas



YACHT EQUIPMENT, SWAGING & RIGGING

JANICE & DAVID WILBY
wilby@pridemarine.com
(613) 634-1900

Put a Little Pride in Your Ride

4032 BATH RD. KINGSTON ONTARIO K7M 4Y4

HARKEN • GILL • GARMIN • INTERLUX • RAYMARINE • WEST SYSTEM • GUL
3M • CETOL • BLUE SEA • COLLINITE'S • LEWMAR • WALKER BAY BOATS
SIMRAD • TACKTICK • GARHAUER • LASER & TOPPER BOATS

Harris & Ellis Yachts Ltd.

Power and Sail

Harris & Ellis Yachts Ltd., established in 1976, has remained one of Canada's most recognized and respected brokerage firms. Our reputation for quality listings, product knowledge and integrity is unmatched in the industry.

Specializing in well built and high quality sailing vessels and power yachts, we are uniquely positioned with offices in

Sarnia, GTA, Georgian Bay and Eastern Ontario.

Harris & Ellis Yachts' local representation ensures the best exposure for our brokerage clients. Our knowledge of and access to local listings provides a broad variety of quality vessels.



*Strategically located in Gananoque
in the heart of the 1000 Islands*

Grant and Pat Bowlby

Certified Professional Yacht Brokers

Office/Cell: 613-659-3344 Fax: 1-888-263-1189

email: grantandpat@harrisellis.com

*All of our listings can be viewed online at
www.harrisellis.com*