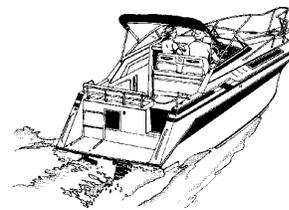


Collins Mixer

Collins Bay Yacht Club Newsletter



Upcoming Events

- Sail Past
June 6
- Amherst Island Race
June 13
- St. Jean Baptiste
June 20
- Long Point Challenge
June 27

Also see

<http://collinsbaymarina.com/cbyc/social/>

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JUNE 2015

Collins Bay Yacht Club Celebrates Thirty Fifth Anniversary

PAGE 10 KINGSTON THIS WEEK WEDNESDAY, SEPTEMBER 10, 1980

First event for new club



All sailboats welcome in club's first race.

The area's newest yacht club is less than a month old but is already staging its first sailing event.

"We just got around to calling ourselves a club last week," says Bob Wright, Collins Bay Yacht Club president. "We have about 10 or 12 members. We haven't had any membership registration yet because we don't have any funds."

The club, which operates from the Collins Bay Marina, will hold a sailboat race from that site to Pigeon Island and back on Saturday, Sept. 13. The qualifications for entry are simple—a sailboat of some kind and \$5 registration fee.

Entries will be handicapped according to class, Wright says, and three trophies will be

awarded. There is no closing date for entries prior to the race.

"It's for any kind of boat that wants to

enter," the club president explains. "It's a 24-mile course and it should take from four to eight hours, depending on the winds."

For an additional \$2, participants may take part in a post-race barbecue.

Contributed by
Judy Adams
Club Archivist

Though off to a slow start, the docks are filling with boats, masts are being put up and sails are going on. This is being written in mid May so by the time you read it, summer should be in full swing with great sailing.

The launch season has had a couple of social events already, the latest being the Wine and Cheese, and we thank, Chris MacLachlan for her stellar efforts, plus the efforts of all those who helped prepare and clean up.

We have also had a couple of organizational changes this spring. After a very successful 2014 Sailing School Season, James and Heidi Colburn have stepped down from the positions of Sailing School Director and Sailing School Administrator. We thank James and Heidi for their great efforts and wish them luck in their new endeavors. Gary Logan and Crystal Baker have stepped up to fill the positions of Director and Administrator respectively.

In addition to maintaining the Sailing School Program, we will also be continuing the Friday night race program. Janice Wilby has agreed to offer a short talk each Friday night on the finer points of race tuning and strategy. ABLE Sail has asked CBYC for a donation to help maintain their organization and support the work that they do to make sailing available to people with disabilities. To support this, we will be asking people to pay \$2 per boat for the Friday night races, the proceeds will go to ABLE Sail.

A few things to note;

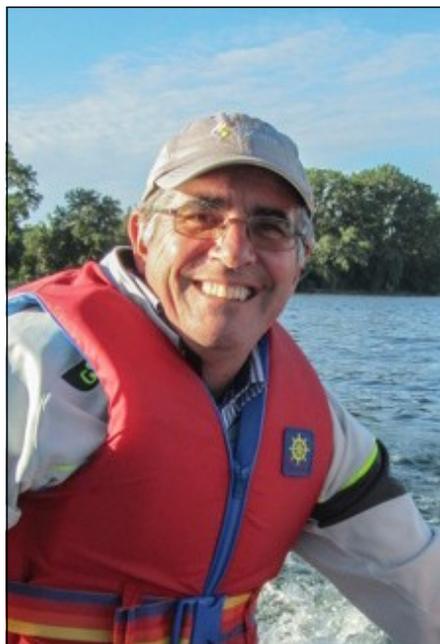
Launch this year was made easier for the marina crew by people parking in the lot or on Coverdale during launch days. This was really appreciated and we thank you for the consideration.

The dreaded airport expansion seems to be on people's mind again. The expansion is not the top priority for the funding agencies – i.e. the City of Kingston - who want another bridge before a bigger airport, or the Federal or Provincial Governments who also have other agenda items to satisfy before the airport is enlarged. Prior to moving to Kingston, Chris and I did a bit of research into the proposed, yet unfunded, expansion plan. It involved an expansion to the terminal to manage higher capacity aircraft, and an extension to the runways, also to cater to higher capacity aircraft such as the Bombardier Q-400, or Boeing 737. The expansion would require no additional land as it was all planned to be within the current airfield. The effect to the marina might be more noise, but no expropriation was suggested. So rest easy for a while, this certainly does not appear to be imminent.

Sailpast is coming up on June 6, a gentle reminder to get those boats decorated – meanwhile, the Commodore's barge is still undergoing a windlass installation. If we are still anchored in the bay and the sun is setting, please come and get us, the windlass installation may not be as complete or operational as first thought.

Preparations are underway for another St. Jean Baptiste Celebration and Lobster Boil on June 20th. Mark the date on your calendars and plan to join us for another fun filled social event.

Angus Fergusson (retired meteorologist and current Fleet Captain) has offered to host a workshop on weather and wind forecasting. This will be followed by a three-day cruise to test out those prediction skills. Stay tuned for details and dates



Cheers and have a great summer.....

Al MacLachlan

Commodore

Ethanol – there has been a lot of talk in the marine industry of ethanol free fuel becoming unavailable. If you are not aware, ethanol can cause severe issues to your boats engine such as poor performance and acceleration, difficult starting, increased fuel consumption and poor idling due to carbon deposits in ethanol enriched fuel. We here at Collins Bay Marina, provide premium fuel which DOES NOT contain ethanol. We have confirmed with our fuel supplier that there is NO ETHANOL in the fuel we purchase and provide to you. If you purchase fuel at the neighborhood gas station, there IS ethanol in that fuel, as fuel sold

to cars is a different environment. A vessel’s fuel system is vented to the humid marine atmosphere, exposing the fuel to conditions not faced by automobiles. It is important to protect your investment from the harmful effects of ethanol fuels, which ensures your boat performs reliably each time you are out on the water.



Lori, Gerry, Brittany, Caitlyn, Desiree & Elmo!

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**Kendall:**

This is Kendal's first summer at the marina. She is graduating from Bayridge high school and has been sailing at CBM since 2009 on her family's Columbia sailboat!

**Matt:**

Hi I'm Matt. This is my 7th year working here at the marina. I am a graduate of St Francis Xavier University in Human Kinetics and am currently finishing the Fire Fighting program at St Lawrence college. Looking forward to a great summer!

**Liz:**

Hi my name is Liz, this is my first year at the marina. I go to the University of Guelph-Humber and am taking Kinesiology! I hope everyone has a great summer!

**Paul:**

This is Paul's 7th year at the Marina helping with launch and haul out, and of course, keeping Tony in line.

**Brittany:**

Hi I'm Brittany, this is my fifth summer at the marina. I will be helping Lori in the office again this year!

**Dave:**

This is my 2nd year working with Gerry at CBM, I am looking forward to sailing with Cindy on our 37' Hunter "Patience" as well as racing with Grandpaw! Have a great summer!

**Will:**

Hi my name is Will, this is my first year at Collins Bay Marina. I am attending Queens University next year and I love athletics and the outdoors.

**Tony:**

I've "worked" at CBM since my retirement at 55. I am at the Marina for launch and haulout and this year will be racing on Grandpaw.

**Henry:**

Our crane operator has been a fixture at the Marina for many years (14+) and is a wealth of knowledge for all types of sailboats. Make sure you say hi when you are around the Marina.

**John:**

Hi, I'm John, this is my 2nd summer working at the marina. I'm going into my 4th year studying at Laurentian University. I'm excited to be back at Collins Bay again and can't wait for another awesome summer!

**Lori & Gerry:**

CBYC appreciates the support and good will of the Buzzi family who own and operate Collins Bay Marina.

Shells and Sails

How do you run a Yacht Club, Sailing School or a successful Racing program? At Collins Bay Yacht Club we have had the help of volunteers with skills to build and run the club and it's various activities. We've been at it now for 35 years and been successful in keeping up with trends and keeping the club vibrant. How do we know we are staying current with trends, new and evolving issues? We have had no formal way of staying in touch with new rules and regulations.



Last year we were approached by Lynsey Yates, a former Collins Bay Sailing School graduate and instructor, who was working with a group called Shells and Sails. This is an Ontario Trillium funded organization providing support for Sailing and Rowing Clubs. We joined the organization and completed a review of operations and constitution using the best practice models. We scored very high and made some recommended adjustments to our constitution and sailing school.

The major issue that came to light through our association with them were the new requirements for our remaining a "not for profit" organization. We were helped through a minefield of legal requirements by their lawyer. Although this new requirement was shelved for now by the government, we were in a good position to move forward had it been required.

This year we were advised by them of the changes required by Transport Canada for the sailing school coach boats. Our continued association will ensure that we keep informed of changes affecting our club and best practices for running our Club activities.

Following is an excerpt from the Shells and Sails website that you might find informative.

Shells & Sails is a unique partnership Initiative between ROWONTARIO & Ontario Sailing. Funded in part by the Ontario Trillium Association, the purpose of this program is to promote the sports of rowing and sailing in Ontario and increase the participation at ROWONTARIO and Ontario Sailing member clubs. This initiative was designed in response to a growing culture of sport standardization across Canada as well as address common obstacles faced by rowing and sailing clubs to provide better club operational and developmental support, at no cost.

PROGRAM OBJECTIVES

- *To improve the quality and capacity of programs and services at rowing clubs and sailing clubs in Ontario;*
 - *To increase participation opportunities in both rowing and sailing and establish further connections within communities across Ontario;*
 - *To assist clubs in establishing partnership and resource sharing opportunities between sailing and rowing clubs.*

CLUB SUPPORT IS OFFERED TO MEMBER CLUBS BY:

COAST – Access to the online Club Operational Asset & Standards Tool (COAST). This is the rowing and sailing specific standards program divided into three streams: Club Management, Club/Program Development, and Personnel Training/Development.

Resource Bank – Members are given access to our Shells & Sails online resource page to find various templates and documents related to the items in COAST.

Administrative Workshop Series – Any member of a Shells & Sails club will have priority access to our Administrative Workshop Series.

Monthly Newsletters – Information, updates and tips relating to club operations and development.

Community Partnerships – One of the goals of the Shells & Sails program is to help connect every club involved in the program with at least one new community partnership.

Club 2 Club Networking – While not mandatory, the Shells & Sails program will help sailing and rowing clubs in the same region, on the same lake or of the same size share best practices and work together to help promote the sports of rowing and sailing in Ontario.

Shells & Sails Ambassador Program – Shells & Sails will be working with a number of clubs throughout Ontario to develop Shells & Sails Ambassadors who's responsibility will be to help mentor future clubs through the program.

Get Out On The Water - Bringing more awareness to Ontario clubs and organizations through one mass marketed TRY IT day and open house event scheduled for June 20th, 2015. For clubs, the campaign will provide training tools to help you run that successful event. For the public, the campaign will guide participants to their nearest rowing and/or sailing club to try either sport!

Mobile Unit – The Shells & Sails Mobile Team, including certified sailing and rowing coaches, three sailboats and four rowing shells, will travel to Shells & Sails member clubs/communities to co-host promotional Try-It Days. This is a safe, no-cost, way to bring community members to the water to try rowing or sailing for the first time. In addition, the Mobile Team will visit rowing and sailing sites that do not currently have clubs, in hopes to increase community interest in the sport to allow for club development. Check out our News & Events page to see upcoming events!

Shells & Sails Club Promotional Material – Shells & Sails has developed promotional material to recognize your club as a Shells & Sails club and to promote events taking place at your club.

Lee Baker, Past Commodore

CBYC 2015 O J & BUBBLY CEDAR ISLAND 15-18 MAY

So despite the absence of an official Cruise Captain for this event it appears as if CBYC did indeed hold an official OJ & Bubbly, at least unofficially! Those in attendance consisted of Robert and Marilyn on **DAY DREAMS**, Chuck and Karen on **ECLIPSE**, Gary and Carol on **SABRINA IV**, John and Janet on **LUFFIN LIFE** and we were joined by Mike and Walter of **ARIEN C** (not yet commissioned) who arrived via land yacht and dinghy from CFBKYC.

The weather was about what you'd expect for a May Long Weekend, cold fog, low cloud, high cloud, rain, very little wind, and a few hours of hot stinky. There is always a muttonhead around at these events who insists on pushing the calendar a bit and going for a dip in the 50 degree water. We understand that this individual is in recovery from euchnicitosis, evidently not life threatening.



The culinary fare was, as expected five star, and it seems that every course was preceded by some "Sacred Fluid" with OJ & Bubbly as an every morning eye opener. Fare consisted of cheese plates and exotic crackers, pickles & veggies, scoops and litres of dips, lamb chops, pork chops, steak shops, salmon chops, chop chops and of course shish ka bobs! We also had the compulsory campfire and it is believed someone is still trying to figure out the Schmoors Kits which were provided with less than complete recipes.

We had several visitors over the weekend, one notable being an RMC cadet who swam over to Cedar Island in a very revealing triathlete neoprene suite. His ride back to RMC never appeared so he was dinghied back to RMC by our group. One of our party was somewhat struck by this young man's appearance made only more intense when it was

announced that upon arriving at the RMC jetty he pulled off 50 pushups and some incredibly awkward stretches, reminiscent of a pole dancer, your faithful scribe having only seen pictures!

The other notable visitor was Nelson, a black and white Newfoundland Dog (is Newfoundland and Labrador now the correct breed?) Carol seemed particularly taken with this vegetarian beast; yes vegetarian as he promptly devoured Chuck and Karen's Caesar salad!!

Departure Monday arrived all too soon but it can be said a good time was had by all!!

*Scribe: John Morrison
Luffin Life*





SAVE THE DATES

June 6th

Sail Past

Hosted by Tammy & Angus Ferguson (Pandion)

June 13th

Amherst Island Race

June 20th

St Jean Baptiste

Hosted by Ghislain Trudel (Pfarr Aweigh) &

Luc Tremblay (Blithe Spirit)

June 27th

Long Point Challenge Race

Come out and play!!!

Volunteer OPPORTUNITIES for each event,

Sign-up sheets in the marina office

Check out the calendar on website

<http://collinsbaymarina.com/cbyc/events-calendar/>

for details

CBYC SAIL PAST

June 6th, 2015

8-10 am

**Pancake Breakfast, \$ 5.50 @ door
captains Sue & Keith Davies**

Skippers' Meeting in the clubhouse

Commodore SAILPAST/COMPETITON

5-9 pm, Potluck/BBQ ON THE LAWN

Captains Tammy and Angus Ferguson

**BYOB...Beverage, salad or side and MEAT (if bbq'ing)
as well as EATING UTENSILS**

**This year we will use the clubhouse BBQs, and potluck everything
-no tickets to buy, no bbq rentals**

sign up to help @ sbrownstevenson@gmail.com



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Safe Boating Awareness Week
Semaine de la sécurité nautique
www.cps-ecp.ca

Saturday June 6th, 10 am -12 pm during sailpast
Pyro-Tech will be present at the marina to offer
fire extinguisher recharge/inspect/test services.

Also KPSS will be coming that day to do courtesy vessel checks.



St-Jean Baptiste

20 Juin

Fêtes du 20 juin 2015 (St-Jean baptiste) et souper de Homards

L'activité se déroulera le 20 juin 2015 à 17 :00 au local de l'association (club) ou à l'extérieur si la température le permet. Tous les membres ainsi que les gens qui ont leur bateau à quai à la marina, sont invités à venir célébrer la fête nationale Québécoise, tant les francophones que les anglophones et les allophones. Il s'agit d'un événement que se déroulera pour la deuxième fois à la marina de Collins Bay. Nous voulons par cet événement rapprocher tous les propriétaires de bateau qui aiment l'aventure du bateau, les francophones, les allophones et les anglophones pour en faire un événement annuel. **Cette année l'événement se voudra multiculturel.** En plus de saluer la fête du Québec **on célébrera également le pays de provenance de tous les participants(tes).** Chacun devra apporter un petit drapeau de son pays, province ou région de son origine. Le comité désire une fête certes pour célébrer le fait francophone mais aussi multiculturel de la Marina. Cet événement annuel multiculturel devrait unir tous les amateurs de voile, bateau moteur... le monde de l'eau tout en améliorant le membership du club.

Programme de l'événement :

- 17 :00 à 17 :15 Rassemblement des membres et de leurs invités au salon des membres, ou sur le site extérieur
- 17 :15 Début de la musique et invitation des participants au deuxième étage pour la levée du drapeau, et discours de circonstance par le responsable
- 17 :25 Légère santé en l'honneur de la fête nationale et de la fête des pays d'origine de tous les participants
- 17 :35 Jeux de questionnaires sur l'histoire de la st-Jean Baptiste dans le monde. Chaque participant recevra sa connaissance de notre histoire, et sur les pays d'origine de nos confères et consoeurs de la marina
- 18 :00 Danse et chants
- 18 :30 Souper au homard pour compléter notre activité.

Les billets seront disponibles à bureau de la marina dès le début de juin. Le prix (à être déterminé) inclura le homard et les accompagnements. Si vous n'aimez pas les fruits de mer vous pourrez cuire votre propre diner sur le poêle BBQ et vous procurer un billet pour les extras seulement.

La date limite pour vous procurer un billet pour le souper est le 13 juin 2015 à 17 :00.

Luc Tremblay, Ghislain Trudel, Lucie Gagnon, Sylvie Desmeule, responsables de l'activité.

St-Jean Baptiste

June 20th

Let's Celebrate the Québec national holiday (St-Jean Baptiste) Together

The festivities will take place on June 20st, 2015 at 17h, at the CBYC Club House or on the Marina lawn, weather permitting. All members are invited to participate. This event will be celebrated, for the second time, at the Collins bay marina. With this event we want both communities, English and French, to become even closer and make it an annual event. This kind of gathering can only benefit everyone participating and help develop a sense of belonging.

This year, we invite each of you to carry a small flag of the country, province or region of your origin. **The organizing committee wants to celebrate the Quebec holiday and also the multicultural heritages of the boaters at Collins Bay.** This annual, multicultural event will unite the sailors and power boaters. The world of water brings everyone together!

Event Program:

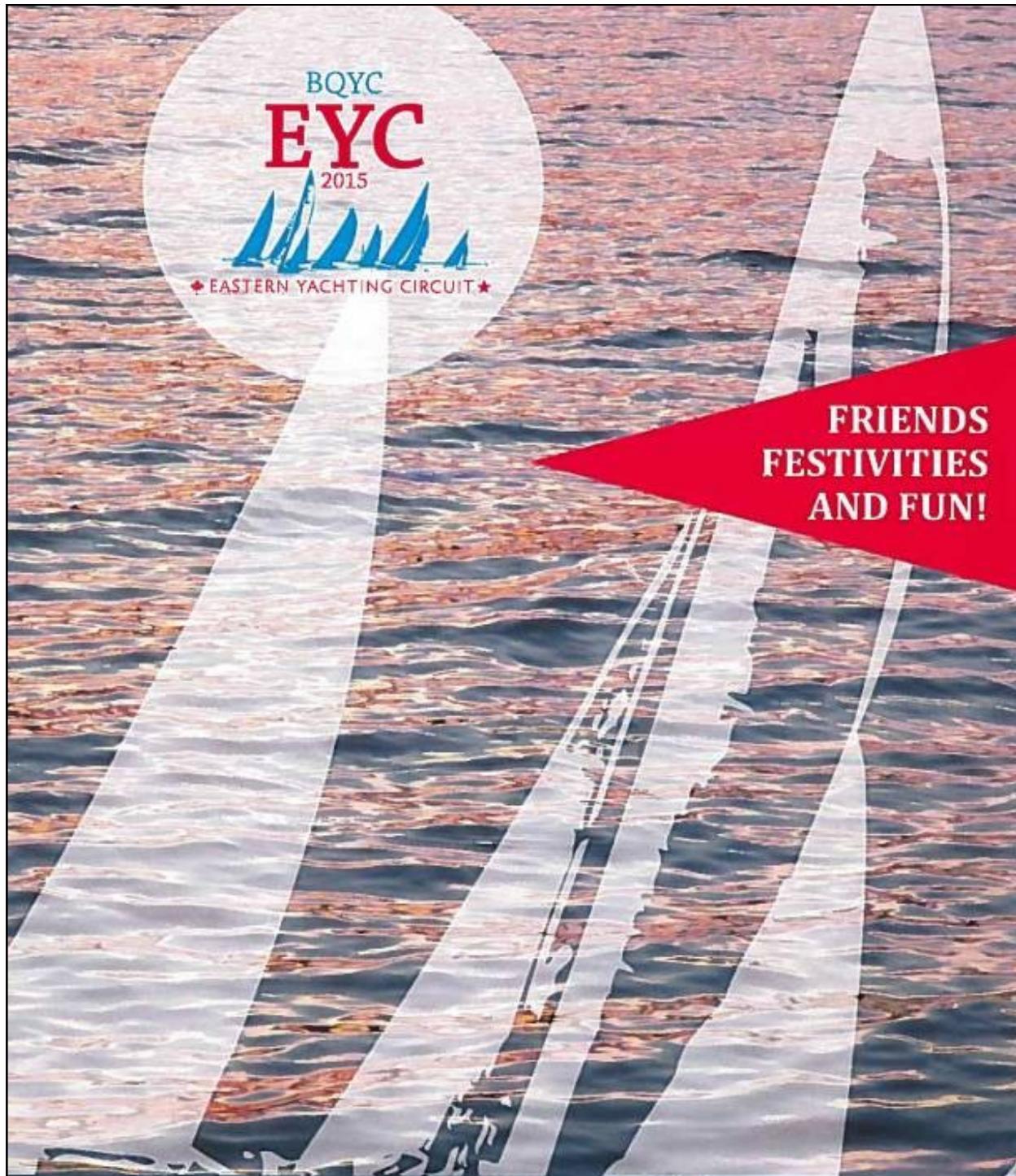
- 17:00 to 17:15 Members and guests gather at the Club House or on the lawn (dependent on the weather).
- 17:15 With the start of the music, all are invited for the raising of the Quebec flag for the second time, followed by a few words from our host, Luc Tremblay.
- 17:25 Toast for the Quebec Holiday and the country of origin of the participants.
- 17:35 Quiz game on the history of the St-John the Baptist in the world. Every participant will receive a questionnaire (20 questions) to complete . The winner will receive a prize to celebrate his or her knowledge of our history.
- 18:00 Dancing and singing.
- 18:30 The second annual supper of lobster will begin on the lawn.

Dinner tickets will be available in the Marina Office starting in early June. The price (yet to be determined) will include one lobster and sides. If you do not like seafood, you can bring your own meat to BBQ and purchase a "sides only" ticket.

The deadline for purchasing tickets is Sunday June 13 at 5:00 pm.

Come out, meet other boaters and enjoy the celebration.

Luc Tremblay, Blythe Spirit (D Dock) – your Host for the Event and Ghislain Trudel, etc



JULY 8 TO JULY 11, 2015

JULY 8TH – REGISTRATION

JULY 9TH – MIDDLE DISTANCE RACE

JULY 10TH – COURSE RACING

JULY 11TH – COURSE RACING AND AWARDS

Bay of Quinte Yacht Club, Belleville Ontario www.bqyc.org

To Register Go To: <http://www.bqyc.ca/eyc-2015-2.php>



Wine and Cheese Open House was held in on Saturday May 2 in the clubhouse.

Hosted by: Chris MacLachlan



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Claudia Stevenson, Vice Commodore

I have been a member of CBYC for 35 years and actively involved with yacht club activities for the past 10 years. Currently I am the Vice Commodore and one of my responsibilities includes the Reciprocal program we offer with 40 other clubs and marinas around Lake Ontario. An up-to-date list is posted on our website. Collins Bay Marina generously offers complimentary slips to other clubs on our list, but we must advise them when we are cruising and our slip is available.

If you are interested in visiting one of the clubs on the list, check them out. Detailed information about facilities, depths and reciprocal programs are posted on their websites. Most clubs offer one night free docking, but Prince Edward Yacht Club in Picton charges a nominal fee for the first night and the second night is free.



We do not have an "Officer of the Day" to welcome visitors to Collins Bay Marina. We encourage all members to extend a cordial welcome to visiting boats flying their club burgees.

There is a Reciprocal binder in our clubhouse for reference purposes only. Please DO NOT REMOVE.

Happy cruising!

*Claudia Stevenson, Vice Commodore
Tamara C*

Sue Stevenson, Secretary

Lots have happened since becoming a member of CBYC in July of 2012. When I decided to take basic cruising lessons through Wavelengths in 2012, I had no idea I would be racing, sailing regularly and/or actually owning my own boat. I thought it would be neat just to take the lessons. Then I was hooked. As a brand new person to the sport of sailing, I became an associate member (crewing on race nights), social chair for the 2013, and 2014 terms and then, in 2013, my husband and I bought Legato One, a Tanzer 26, and became full members. I am presently Secretary on the executive committee. I love the racing aspect of the club, the social opportunities available to us and getting to know our boat. I just wish the season was longer!

*Sue Stevenson, Secretary
Legato One*



Ben Rotteveel, Race Chair

We are all looking for a great season of sailing/ racing our boats this year.

I spend my winters in Florida and joined the Venice sailing squadron club.

They have less members than CBYC, but have a very good turnout of boats for their races. Mainly because they mix the racing and cruising boats together.

That is why I would like to introduce a less competitive fleet for the cruisers that want to get involved, but feel somewhat intimidated by the competitiveness of the "hardy" racers.

My proposal is that we call this fleet the cruising fleet.

Special handicaps will be given to skippers that don't feel like unloading a lot of equipment and weight from their boats. i.e. If you have 2 anchors hanging from your bow or have a bimini and dodger up and don't want to fly a spinnaker or have a dinghy hanging from your davits etc. extra points will be awarded to entice cruisers to come out and play every Thursday evening.

They will have a different course to sail than the racing fleet. Most likely a triangular course, so that they will have a upwind, reaching and downwind leg to sail.

No need for a large crew

They will also have their own start and the race committee boat will hail the start time and countdown to the start over the VHF radio. No need to look for signal flags on the committee boat, other than their fleet flag.

I would like to make this very informal and fun for all cruisers to join.

And don't forget that in the past we all get together for refreshments and BBQ at the clubhouse afterwards.

You are requested to bring your own drinks and food however.

Get to know your fellow members and just enjoy an evening of sailing and socializing.

For those cruisers that would like to get to know what racing is all about, but do not want to take their own boats out yet. It has been suggested by the racers , that anybody that wants to jump on a racing boat first and get a feel for what it is all about, that they can be at the clubhouse on the bench by 5 pm. Every effort will be made to get you on a boat for that night.

Also , the opportunity is there for cruisers to go on the committee boat for that night and learn the sequence of starts etc.

Thank you to Peter Bridgeland and Dave White for helping me put out the marks and help Barry by putting up the mast on the committee boat as well as to the marina for letting us use their work boat.

A very big thanks to Barry for volunteering again this year to go out every Thursday to be part of the race committee with people from different boats.

Every race boat is committed to have at least 2 members off their boat help Barry set the start and finish marks at least once throughout the season.

The schedule for each boat is posted on the website as well as at the clubhouse.

I hope to put more emphasis on fun and mixing the cruising boats with the racing boats.

I look forward to any suggestions that anybody wants to bring to my attention to make this proposal happen.



*Race chair,
Ben Rotteveel*

47 years ago this annual tradition of racing from St Petersburg, Florida to Isla Mujeres, Mexico started. As many as 45 boats used to participate with some skippers having raced in this event as many as 24 times. Due to the increasing costs however, only 15 boats signed up for the 450 kn. mile race.



start. At this time the only spinnaker class boat had passed us, but he completely lost the wind under the second span of the bridge and started to drift towards one of the large supports. He took his spinnaker down and turned on his engine and proceeded to motor for some time to give himself a chance to put up his #1 jib.

We ended up in the main span of the bridge with very little wind and the tidal current against us. It took us about 20 minutes to get into clear air. The boat ahead of us ended up taking himself out of the race a few hours later. He could have turned back to the point where he turned on his engine to start sailing again, but may not have known about that rule.

The wind picked up a little to give us a nice comfortable lead, doing a speed of around 6 knots. That night, however, the wind died completely and we drifted for about 5 hours, making the boat do a few 360's due to lack of helm. We agreed to do 3x3 hour shifts, to give everybody plenty of rest, unless we needed to change sails due to more wind. Well we got what we asked for and a lot more. The wind started to gradually pick up and we put a reef in the main. As the wind kept increasing we changed the headsail from a #1 to a #2 and then to a storm jib with 2 reefs in the main. The winds were about in the 25 knot range with gusts over 30 knots. The waves were at least 10 to 15 ft. high.

As we went down each wave the boat would bury the bow into the next wave with the water washing over the deck up to the companion way. The odd wave would hit us in the cockpit.

We all wore our lifejackets and were tethered onto the jack straps in the cockpit. The temperature was in the 30's Celsius range. All the 5 hatches were leaking badly, which made everything soaking wet down below. It was like a sauna down below with absolutely no ventilation. This race was becoming a survival / endurance race. Sleeping in wet clothing on wet berths and being tossed around was the norm for almost 4 days. We held on to a #2 position for 4 days and followed the rhumb line as much as possible.

There is however a Florida and Loop current to contend with. The currents flow into the Gulf west of Cuba and flow out at the east end of Cuba. Somebody that had raced this race 18 times and won it 14 times, had told the skipper that if the winds keep up, to just follow the rhumb line and don't make allow-

The boat that I sailed on was a PJ43. Formally known as a Serendipity 43 and built as an ocean racing boat in the early 80's. Palmer Johnson bought up the hull and made a cruising boat out of it by adding about 8000 lbs. in cabinetry and extra head etc.

Bruce Anderson of our club accepted the offer to come along. With crew of 6 (incl. the skipper) we left St Petersburg in Tampa Bay on April 24th, with very little wind.

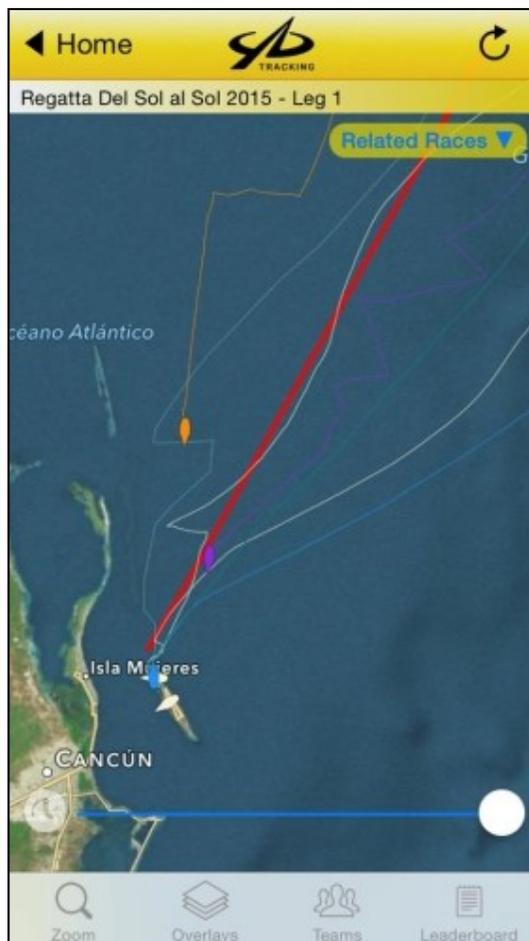
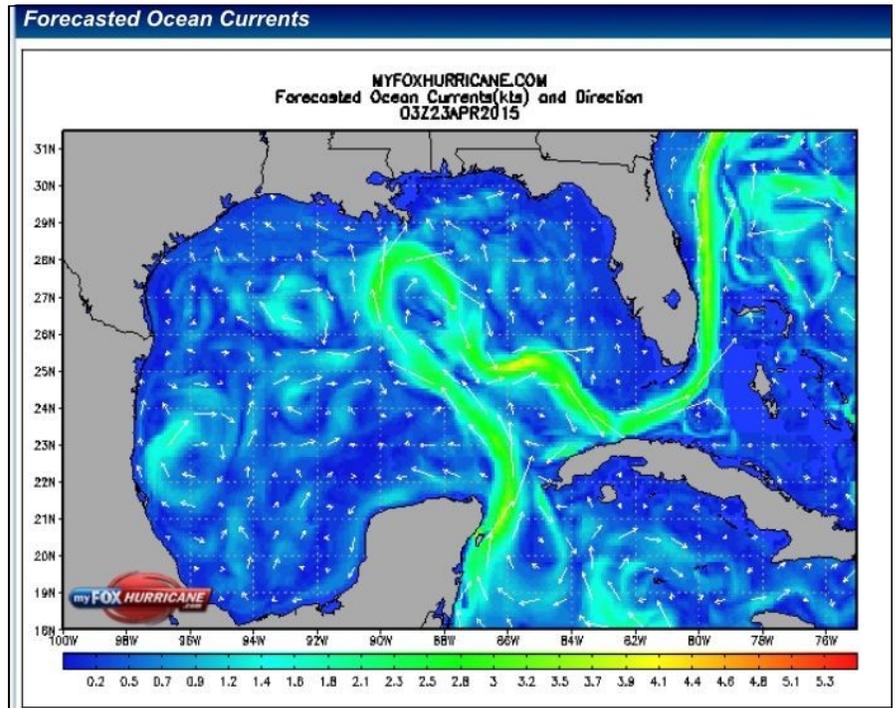
We were first over the start line and held this position up to the Skyway Bridge, about 15 miles away from the



Chris, Bruce, Norm, Bill, Ben, Paul

ances for the 3 knot current that is about 80 miles wide at the west end and 2 knots at the Florida end. The last day however, we started to run out of wind and found ourselves too far north of the loop current of 3 knot and ended up doing about 1.5 knots over the ground.

To make a long story short, it took us 30 hours to do the last 60 miles with the result that we arrived in 4th place. NOAA's National Weather Service forecasts through the shortwave radio could not have been more wrong in their forecasts. We came to the conclusion that they must have chips with all the possible wind directions and wind speeds printed on them, and they throw all the chips up in the air and then, blind folded, pick a wind direction and wind speed chip, and it becomes the forecast for that day. With no internet or cell phone signals to rely on, we really were relying on their forecast.



After having sailed 5 1/2 days and 624 miles we arrived at the finish line and were greeted by the Mexican Coast Guard ship as a finish line. We were then escorted to our slip at the marina. It was then that we learned that a race with about 100 boats off Mobile, Alabama (also on the Gulf) had 6 fatalities due to the same storm that we had experienced. We also learned that out of the 15 boats that left St Petersburg, 4 of them turned around in the storm and 2 others motored in. All boats had trackers on them, so that friends and family could track every move we made as well as update our position in the standings.

Luckily we were able to dry out all the berths cushions in the warm sun for 2 days and send all our clean clothes that we had not yet worn, to the Laundromat to wash all the salt out.

During the race we only had one warm meal the first night and ate crackers, energy bars and cold chunky beef soup straight out of the can. Rather than staying on the boat, we made reservations to stay in a hotel on the beach. A dry bed and good sleep in an air conditioned room was way overdue.

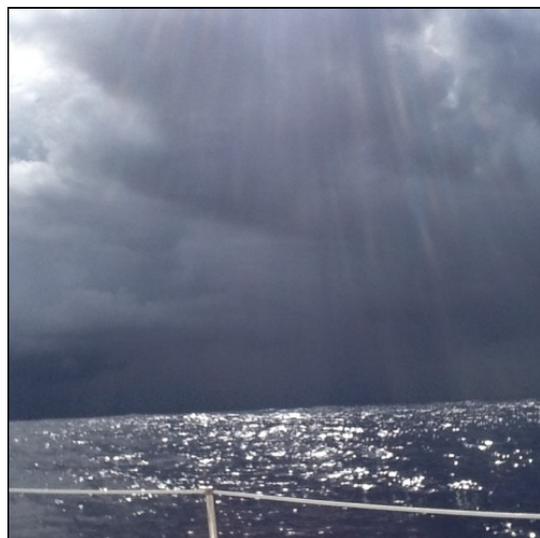
Due to the extremely warm weather for the month of March and April, the first tropical storm moved into the Gulf about a 1 1/2 month sooner than usual.

Having had the big winds on the way there, we decided to delay our return trip by 2 days as we relaxed and enjoyed the island, where the weather was beautiful. Bruce and I rented

some scooters to explore the island and rode all the way around the island along the breathtaking coast line.



Isla Mujeres stands for “Island of women”. They claim that the Mexicans used to send all their women there during their wars and revolutions. It is a real tourist attraction with most tourists getting around in golf carts and scooters.



It is safe to walk around at night and has many little streets with bars, restaurants and shops. It has a beautiful beach with clear blue water ~ nothing like Cancun however which you can see from our berth in the marina.

Bruce and Chris had to fly home to go back to work, so finally 5 days after our arrival, we departed with just 4 of us to sail back. We wanted to do at least 6 knots and if the speed dropped below that, we would motor sail, since the return trip was not a race. The first day we did over 160 miles under sail only encountering 2 thunderstorms with tropical like rain and big gusty winds.

Since we had a chance to re-seal the hatches on the island, we stayed nice and dry down below.

The next day we had light winds and our speed dropped to 5.5 knots. The weather reports however had warned us of very light to no winds up ahead. Since we had to conserve fuel due to the distance to travel yet we decided to keep sailing until the speed went below 4 knots. We experienced the most beautiful sunsets, sunrises and the rising of the almost full moon.

We saw a lot of Man-o-war jelly fish floating in this beautiful deep blue coloured water.

120 miles offshore we saw birds flying by that were not water birds; they must have blown off course during the tropical storm. One of them decided to land on our boat and stayed with us until the shoreline of Florida started to appear.



The trip home only took 4 1/2 days.

This trip made me realize how insignificant we were in this big body of water with Mother Nature showing its powers.

After a nice shower and shave I realized that the best aspect of this trip was the fact that I had lost 11 pounds.

*Ben Rotteveel
CBYC Race Chair*



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Salmon Spread

3 ounces cream cheese, softened

1/3 cup sour cream

2 tablespoons finely chopped celery

1 tablespoon finely chopped green onion

1 tablespoon fresh lime juice

1 1/2 teaspoons Worcestershire sauce

1/8 teaspoon salt

Pepper to taste

1 cup flaked cooked salmon or other oily fish

In a small bowl, mix all the ingredients except the fish. Stir in the fish. Cover and refrigerate at least 2 hours. Serve with crackers or breadsticks.



The CBYC Mixer is published seven times a year for CBYC members and friends, April through November. Letters to the Editor, suggestions, commentaries, pictures, wit, memoirs, tales, sea worthy tips and maritime art are welcome. Submissions may be edited and published as space, temperament and accommodations allow. Thanks to all the members who have provided articles and pictures.

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