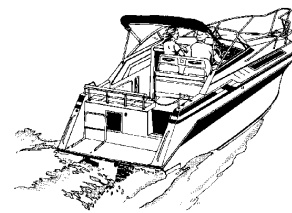


Collins Mixer

Collins Bay Yacht Club Newsletter



Upcoming Events

- **Chilifest**
October 3
- **Year End Awards**
November 7
- **AGM**
November 8

Also see

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

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PAST COMMODORE'S MESSAGE

SEPTEMBER 2015



Well we're heading into fall. We are being asked to confirm winter storage and no doubt you are all giving it some thought.

As the Club moves toward the end of another successful year the people on your Executive have been asked whether they wish to stay on another year. Generally, we have positions roll over staggered to ensure continuity year on year. To date the following Executive positions will be needing volunteers next year: Mixer Chair, Secretary, Sailing School Director, Sailing School Administrator, Social Chair and Cruise Chair. The latter two positions were not filled this year. Our social

events went on, because folks stepped up to Captain each event. This is the way the process should be run, but with a Social Chair to help orchestrate it. Thanks to each of the event captains for your contribution.

As to Cruises, we are down from our usual five to seven cruises a year to just two this year. Thanks to the Fenderheads (Dennis & Norma Reed, Gary & Carol Logan and John & Jan Morrison), we had a very successful August long weekend cruise. If it wasn't for Tammy & Angus Ferguson and Pat Mills & Don Tardio stepping up at the last minute, the traditional year-end cruise to Waupoos would not be happening. We hope that you have signed up for it!

We need a Cruise Chair to orchestrate volunteer Captains to take on just one Cruise each. The Cruise Chair will work with each Captain to identify venues, advertise the events and support the logistics. Cruises are an integral and fun part of the Club and we need you to volunteer.

Please consider becoming part of your Executive. If you want more information on positions please let myself or Claudia know. We will be on a recruiting drive.

Don't wait to be pressed into service, step forward and enjoy the rewards! We used to call it "Voluntold" but we really prefer for you to Volunteer.

Have a good season wrap up.

Respectfully submitted

Lee Baker
Past Commodore

Summer is winding down and winter preparation is underway. Just a few friendly reminders to help the season go smoothly:

Winter confirmations were mailed out to all the seasonal customers. If you do not require winter storage, please let the office know right away, so we can let someone on the wait list know there is a spot. If you do require winter storage, make sure to return your confirmation, with your deposit by August 31, after that time we open things up to the wait list.

If you know you will be launching late (not before May 13th), please let us know *before* haul out, so you can be placed in the yard where you will not have to be moved ie not in the first two rows closest to the water, as this will facilitate a charge to move you in the spring.

The haul out calendar is on the website, you can send us your request via email or give the office a call to schedule. Dates fill up fast! Mast desteping is done on non haulout dates. Once your mast is de-stepped, please remove your spreaders, to give room for other masts and prevent damage to your mast.

We will be organizing pressure washing from an outside contractor again this year, if you do not request it, we will assume you do not wish your boat to be pressure washed. If you are pressure washing your own boat, please remember we are on a well with treated water and to use an automatic shut off. Please wash from top to bottom to prevent dirt and overspray onto your neighbor's boats and do not wash while we are craning.

Once again, we ask for your help with parking in the lot when we are craning. Please park by the office or on Coverdale Road, so as not to interfere with the crane. Staff is available and haul carts if you need to move things to and from your boat. Thank you for your cooperation.



The crew on a "teambuilding" weekend at Main Duck Island-July 2015

l-r: Gerry, Tony, Dave, and Paul

WILD PARSNIP

Wild parsnip has been making headlines in our area this year. There is an abundance of wild parsnip growth in fields, city parks etc. We are keeping an eye for any evidence of wild parsnip at the marina. Here is some information to help keep you, your children and pets safe:

How to Avoid Wild Parsnip Burns

1. Become familiar with the wild parsnip plant and know it by sight.
2. Teach children to recognize wild parsnip.
3. Teach children at an early age of the potential danger of poisonous plants
4. Discourage children from picking wild flowers.

When working around wild parsnip wear goggles, rubber gloves, rubber boots and coveralls. Thoroughly wash boots and gloves with soap, water and a scrub brush before taking off your protective clothing. Being able to readily identify wild parsnip and early detection of infested areas will minimize inadvertent exposure to this plant and the painful results that follow.

CAUTION WILD PARSNIP

Poisonous: Yes, do not touch this plant.

Height: 1 to 2 metres.

Leaves: Pinnately compound with 2-5 pairs of opposite, sharply toothed leaflets.

Stems: Completely smooth and reddish/green in colour.

Flowers: Yellow, umbrella shaped, 10-20 cm across. Similar in appearance to dill.



NON-FLOWERING PLANT



FLOWERING PLANT

WHAT IF I COME INTO CONTACT WITH WILD PARSNIP?

- Seek immediate shelter (exposure to sap makes human skin hypersensitive to sunlight)
- Thoroughly wash exposed skin with soap and water
- If skin reacts, seek medical attention

Lending Library/Book Exchange

There are a few books, of all different genres, in the office to borrow if anyone is interested. Please come on in and help yourself.

*Lori, Gerry, Brittany, Caitlyn, Desiree & Elmo!
Collins Bay Marina*



Once again, Dennis and Norma Reed and the Fenderheads have entertained us like royalty. It has been several years since the Reed's opened up their beautiful home and property to a CBYC cruise, and it was clear that this was a long awaited event. Thirty-five members and guests (total of 22 boats) made their way to the north shore of the Adolphous Reach, to the sand shoal east of Lyons Island for a wonderful party. The weather forecast for the Saturday was "iffy" with rain in the early afternoon. For the 10 boats that decided to anchor in front of the Reed's, most of us waited until the skies cleared before coming ashore. Once we arrived, we discovered the party already in full swing with the land yachters finding shelter on the back deck and sipping their "sacred fluids" of choice. Happy hour officially started when the sun came out at about 3:30.



The Fenderheads and their partners had arranged a BBQ dinner of pork loin, corn on the cob, potato salad, salads and carrot cake – all was delicious.



After dinner, five (of the seven) Fenderheads made their wobbly appearance. Our host, Fenderhead #1 (aka Bob, or Dennis Reed) spoke briefly about how the Fenderheads was a special society and membership was restricted to those who had had a significant "oh s..t" moment while boating. Each Fenderhead had to explain the events around their "oh s..t" moment.

Many years ago while at the Waupoos Cruise, Alison Froese from Aslan, had accused the Fenderheads of being sexist, as there were no women members!

This year, Fenderhead #1 made it clear that they would consider women members, but to qualify, the nominees would have to have two significant "oh s..t" moments while boating. It is this scribe's opinion, that with this criteria, there will never be any females in this secret society, and somehow, I am quite ok with that!

After the Fenderheads left the stage (oops, I meant patio), Lionel Redford (from Knot Happening) CBYC's own troubadour, pulled out his guitar and led a sing along. His first, song was based on Tammy Ferguson's (Pandion) poem "Ode to a Lonesome Sailor" that Lionel had put to music. Tammy also shared a new ditty that she had made up while at Nut Island.



The party broke up when the mosquitoes showed up.

With usual attention to the details, Dennis and Norma had arranged the most magnificent moon rise for those of us on our boats. A bright orange crescent started up over the County on the far shore and slowly materialized into one of the most awesome harvest moons in my memory. The night was gentle as we swung on our anchor.

Sunday morning, we scurried to shore where we knew pancakes, sausages, coffee and juice awaited us. Delicious!



After breakfast, 35 of us gathered our chairs in the Reed's living room and listened to Angus Fergusson (Pandion) our own meteorologist, explain what causes wind, how to read the wind and what to expect when sailing from here to there. Those of us whose boats were on the hook were already well aware that there was a strong weather warning with high winds and thunder and lightning forecast for later in the day and overnight. Some of us took off, at noon, and had fabulous sails east (except of course for Knot Happening who just motored along – oh well, their loss). Some of us ended up in Prinyers for the night and experienced only a brief period of thunder and lightning.

Those who stayed at Lyons Island spent a delightful afternoon at the Reed's and put together a pot luck gourmet dinner of leftovers. However, those on the hook there, experienced the forecast high winds and more protracted storm. One of Angus' lessons in interpreting weather forecasts, is that they are made for a broader area but it is important to be aware of local conditions!

All in all, it was a fabulous weekend. We thank Dennis and Norma Reed, Gary & Carol Logan (Sabrina IV) and John & Jan Morrison (Luffin Life) for making the party happen. (John & Jan, we missed you but understand that important family business kept you away, you have our sympathy and condolences for your loss.) Thanks as well to all the Fenderheads and their partners (Hans & Linda (Moondance), Jim & Helen Beliveau (Heel'N Orders) and Terry & Anika Smyth (Pirate Jenny)) for looking after the details and ensuring that Dennis and Norma were able to enjoy the event.

Participants

By Boat:

Day Dreams, Knot Happening, Sabrina IV, Pandion, Innisfree, Moondance, Rus II, Tingirrautalik, and Eclipse.

By Landyacht:

Windsong I, Purrfection, Knot Again, Heel'N Orders, Tamara C

Guests:

Pirate Jenny and Rebel Yell

*Scribe: Marilyn Sykes
Day Dreams*

Origin of the “Fenderheads” (An Unsanctioned Affiliate of the CBYC) We think.

It was a dull and drizzly day in Bobcaygeon Ontario – latter part of June 2004.

The Get-r-done Gang consisting of Carol and Gary Logan, John and Janet Morrison and Norma and Dennis Reed on their three sailboats, had locked through in Bobcageon on their way to Georgian Bay.



Oath

**We are the Fenderheads
and proud of it.**

**We made mistakes and admit
them.**

We can change if we have to —

I guess

With divine intervention —

maybe.

Amen.

Aside: They were circling below the lock when the lock person came running out to warn of 3 rental houseboats about to exit!! Good thing they got out of the way – a classic bash and crash episode in the making!!

We tied up shortly after locking at a small Marina close by. Still drizzling! Now for “Happy Hour” and the arrival by car of Karen and Chuck Francis who were helping us with a diesel run. Preparations for a BBQ supper and more “Happy Hour” with Sacred Fluid were made.

Dennis and John were the cooks that evening- BBQ located near a boathouse/workshop – still drizzling! As they sat in the drizzle John spied a boat fender cut in half upside down on the exhaust of a lift tractor. He slammed it on his head to ward off the light rain. The other half was on one fork of the tractor so Dennis parked it on his head and they both sat there drinking Sacred Fluid, BBQ-ing and feeling rather proud of their new head gear keeping their heads dry!

Chuck rounded the corner, camera in hand and spied us before we saw him and click click – we were on film – Busted! Many laughs! The next Mixer of CBYC had our picture in it with the caption “Meet The Fenderheads” So the original Fenderheads are John, Dennis and Gary (at that point minus a fender!)

Now Fenderheads membership is 7 in number. To become a Fenderhead, a “sailor person” must have been a victim of a self- imposed havoc – now known as a - an “O-Shit Happening!” To this point the original 3 admit to only minor happenings. New recruits must be nominated by someone who has witnessed a “True OSH”

Current Members are: Dennis Reed – Innisfree – who has lost an anchor, picked up a power cable, lost his dingy (while towing it) etc.

John Morrison: -Luffin Life- who has lost a whisker pole overboard while sailing etc.

Terry Smyth: -Pirate Jenny- who has not admitted to or been observed having an OSH- but has bribed his

Continued on next page

way to membership by bringing a case of Sacred Fluid!!!

Gary Logan: Sabrina IV –Kind of appropriate that he got to be #4- who has picked up a power cable, moored his boat by wrapping a mooring ball around his rudder---some fun and expense putting that right!!!

Hans Mertens: -Moondance- who at this point has the most major OSHs, over-filled holding tank explosion, retrieval line wrapped *around* his propeller etc

Chuck Francis: -Eclipse - should be an Original as he “outed” us, (all should be aware that the rules etc. are pretty loose!!) fell out of his dingy at least 2 times, while holding Sacred Fluid – not a drop lost – etc

Jim Belliveau – Heel’n Orders – drilled a hole through his hull- below the waterline!! , fell backwards down his companion way- gashed his leg open- much blood- and ambulance ride!!

In conclusion, we hold secret meetings – nobody shows up as they are secret and so no one knows where or when they are held! We do hold full regalia meetings with official agendas and ceremony – only when CBYC holds an official cruise and there is a need for CBYC member to know about us. We do have a constitution but it is not on paper!!

We are constantly on the lookout for new members who have valid qualifications – see above—providing Sacred Fluid is always appreciated- hint - hint!

The F.H’s can only survive with your support – love – and Laughter!

*Submitted by: FH Dennis
and approved by The FH Society*



JOHN CLARK **ANDY SOPER**
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FAX: (613) 531-8909
www.kingstonsailloft.ca

This write-up will have to be quite short because as you know, what happens at Waupoos stays at Waupoos!

Many of our members showed up on the Friday prior to the weekend to anchor out by the island and of course this meant that the next day between ten and eleven thirty about fifteen of our boats and ten KYC boats descended on the marina staff in what my famous son describes as a “goat rodeo”! To their credit everything went reasonably smoothly and even when two boats arrived that were supposed to be only one, they were able to accommodate the surprise boat. When all was said and done by five o’clock Saturday 26 CBYC and 15 KYC boats were all safely moored. Thank you Rick and Charles for a great job.



The heat was somewhat oppressive by this time as the breeze that helped to cool things a bit had died and we all trooped in to the “barn” where happy hour(s) took place. Prior to the happy hour the Ed Nash Quartet had a little jam session and Ed, son Martin, Tammy Ferguson and your scribe wailed away to the assemblage.

Soon after the happy hour dinner got underway as many folks just wanted to eat and cool down on their boats after to escape the heat. There were many different dishes to choose from and everyone had plenty to eat along with stimulating conversation.



Continued on next page



Sunday morning dawned clear and hot but by nine o'clock the pancakes and sausages were ready to eat. Aside from organizing the whole weekend Tammy and Angus Ferguson (Pandion), Patricia Mills and Don Tardio (Seabatical) were hard at work flipping blueberry pancakes, cooking sausages and getting coffee ready for the multitudes.



Event Captains: Don, Pat, Angus and Tammy



Continued on next page

For the rest of the morning and afternoon people were left to their own devices and many people went to the Cidery and to the Duke for lunch. Some folks actually walked to and from the Cidery and looked a little warm when they returned.



Just after five we were treated to hors d'oeuvres from Linda May Catering and then following that we had a great dinner. Now at the usual buffet everyone crowds in at once and the line ups never seem to shorten but Helen Macleod Belleveau (Heel and Orders) certainly created order with her table lottery system. Darn, I was still the second last table!

Helen also tried to make sense out of the sailing instructions for the next day's Moondance Challenge race back to Collins Bay however the winner will likely be announced in the first Mixer of the new year as it will take Hans several months to work out his scoring system!

Following dinner there was music, dancing and conversation followed by an early lights out as people prepared for the trip back home.

The next day turned out to be a glorious sailing day with great southwest winds that had many carrying all the way down the south side of Amherst Island rather than sailing the north channel.

In all, it was another wonderful weekend organized by Tammy and Pat, Angus and Don in a very short time as they stepped up at the long August weekend to champion this great yearly event. Once again a special thanks to the Buzzi's for their help at the marina office, keeping the lists, money and being on hand to answer members questions.

Thank you all for a job well done!



*Scribe: Lionel Redford
Knot Happening*

Photos by Don Tardio and Pat Refdord

Evan Ohashi's Trip to South Africa with his grandparents (Bob and Jean White on Moon Shadow)

Editor's Note: Jean & Bob White (Moon Shadow) took their Grandson Evan to Africa to celebrate his 12th birthday. This is Evan's record of his experience. Evan also took sailing lessons at CBYC this summer, so he has been a busy young man.

To get to South Africa we drove to Syracuse, then we had a two hour flight to New York. After that we had a 16 hour flight to Johannesburg. Next we had a 1 hour flight to Cape Town which was our first destination in South Africa. We saw many seals in the harbour. We also went to the Two Oceans Aquarium and to the top of Table Mountain. Up there we saw many dassies which are the closest living relative to an elephant. After we left Cape Town we went to Simmons Town and the Cape of Good Hope which is the world's most dangerous ship crossing where we saw ostriches and baboons. Then we went to the number one shark



diving place in the world. We saw twelve different sharks. After that we went to Hermanus which is the best whale watching spot in the world, but when we went whale-watching it was rainy and we didn't see many whales. But, from the shore the next day, we saw plenty of whales breaching and playing around.

Then we went to an ostrich farm and game reserve to ride ostriches. Next we went to Addo Elephant Park – sadly it was rainy and we didn't see much. After that we went to Knysna Elephant Park where we got to feed, ride and even sleep with the elephants.



Continued on next page



Then we drove to a place called Port Elizabeth to return the rental car and to fly to an air base in northern South Africa. Then we took a safari vehicle to Tanda Tula which is a lodge in a game reserve. As soon as we got there we saw wart hogs eating the grass right in the middle of camp. And, the first night we were there, a baby nyala



went to sleep right beside our tent. On our first game drive at Tanda Tula we saw the big five: Cape Buffalo, Elephant, Rhinoceros, Lion and Leopard. We also saw giraffes, impala, koodo, spring bok, baboons, zebras, hyenas, stern bak, wild dogs, wart-hogs, redheart beast, eland and many birds such as eagle, kingfisher eagle, blue wax-lings, crowned lap wing, blacksmith lap wing, swainsons spur fowl, Egyptian geese, cattle egret and a whole lot more. We left Tanda Tula in a three seater bush plane that I got to help fly!! When we got to the Mala Mala camp, we met our guide Bens and the other people who went on safari with us. One of the others was a professional photographer. He gave me his book and signed it and even sent me some of his pictures for my presentation at school. At Mala Mala we saw a crocodile, a hippo and everything else we also saw at Tanda Tula. And that was the end of our trip.



Scribe:

Evan Ohashi

Jean & Bob White's Grandson

Moonshadow

Get your fabulous boating gear and contribute to a worthy cause!

Friends of Every Child Count gather monthly to make and sell bags from recycled sails (sports bags, ditty bags, toiletry/cosmetic bags and tote bags) . We also make quilted items (baby /lap quilts, wine coasters, jewellery bags for travelling, table runners etc.). Anyone who is interested in participating or buying items for gifts (or for themselves!), please call Jean White at 613-634-0223.



CBYC Members who participate in these “quilting bees” are Crystal Baker, Pat Redford and Claudia Stevenson. Past members include Barb Hood and Liz Smith

All funds raised from the work done by Friends of Every Child Count are donated to the Every Child Counts (ECC) School in the Bahamas (everychildcountsabacos.org). ECC is a school for children with disabilities that is entirely privately funded and relies on donations from the community. Go to:

<http://www.everychildcountsabaco.org/home.html>

for more details about this fabulous organization.

*Jean White
Moon Shadow*

It is hard to believe that the Fall series are already underway. Last Thursday's races had to be cancelled due to some severe thunderstorms in our area. We had another successful Anniversary Regatta followed by the BBQ for all members. The winners of PHRF 1 was Investors Group and Horizon Dancer for PHRF 2. Three races took place under beautiful sailing conditions.



The weather was very cooperative for the BBQ with Adam Marselek doing a great job on the steaks. A special thanks to Margaret and John Giles, Liz Taylor and Gerry and Lori Buzzi for donating door prizes and supplying the dessert cakes.



I volunteered to be on the finishing boat during CORK for 4 days, clocking in 90 Lasers, 7 Laser 4.7's and 100 420's. The finish line was only about 100 ft wide. It was very exciting seeing these kids maneuver their boats up to the finish line, dodging each other and forcing the port boats to tack with the occasional collision. There was a boy and a girl in the laser 4.7 fleet that were around 9 years of age. The last day was pretty windy, but that didn't seem to faze these kids at all.

Upcoming events will be the Pigeon Island race on September 12th, followed by the "Able Sail Race" hosted by KYC on September 19th.

Able Sail Kingston has been operating an adapted sailing program for people with disabilities at Kingston Yacht Club since 2002. Even those with extremely limited mobility can sail on an equal basis with the other sailors using the specially designed and adapted boats, the Martin 16 for single-handed sailing, and Sonar for crews of up to six people. These boats are completely safe, and cannot capsize or sink. The controls are for people who are unable to move about as they would in other sailboats. As one of the sailors said, "the only

time I forget I can't walk is when I'm dreaming or sailing."

This race will be a chase race, leaving the mouth of Collins Bay and around Amherst Island with the finish line in front of KYC. Boats leave according to their PHRF rating. The boats with the higher rating leave first, so that theoretically all boats should finish at the same time. Tickets are available at KYC and Marine Outfitters. You can also sponsor a boat or just leave a donation there as well.

Last week the 60 foot boat O'Canada was in Kingston and I was fortunate enough to sail on it . It is promoting the solo race around the world, which starts November 2016 and will take about 3 months. They are looking for a corporate sponsor and need one million dollars to finance this race. It took about 10 minutes to get the huge mainsail up weighing 250 kilos. 6 of us took turns on the coffee grinder winches to hoist it to the top of the 89 ft high mast. We still had a boat speed of 7 knots with very little wind.



Last but not least:

All members are asked to keep a look out for somebody that might deserve to receive the "lead life ring" award. It is awarded to a member that has the biggest "screw up" of the year. Hoisting a spinnaker upside down, or having your boat launched and trying to leave the dock without first installing your wheel or as it was in my case 20 years ago. Diving into the water trying to retrieve my sunglasses, that had fallen off the dock and realizing that I had 3 pagers on my belt.

*Ben Rotteveel
Race Chair*



Grandpaw headed down to Kingston early Saturday morning, moored on the visitor dock where it was joined by Happy Puppy who rafted up. The crew (Luise, Leo, Marissa and Graham) drove in just after 9:00.

After the 9:30 skipper meeting we headed out for the 10:30 start. After a short up wind to K1 it was a spinnaker run to Simcoe, down the channel and on to Long Point. As we angled into the American Channel past Bear Point there was a good wake from a Laker heading down stream. The wind was definitely out of the North (not NE) so lots of tacks up to Cape Vincent and then around Carlton Island (we took the long way round after seeing the problem the boat in front had getting into the southern channel). After a couple of long tacks (lunch and rest time for some) it was time to turn into the “cut” at Quebec Head (just as another Laker passed).

In 40 Acres the wind was light and from the north so the spinnaker would not fly (we kept it up with the jenny inside as we were convinced the next bend would let it work – no such luck). The boat beside (Finnish Line) up put up their asymmetrical and next thing they were a mile in front and pulling away. As the wind dropped further, the last boat (behind us) put on their motor and passed us. Our crew were determined to finish as we had invested over 8 hours. As we passed Cold Bath Shoal the wind picked up a little and it got dark. Coming into Kingston at night was an experience with all the city lights and noise masking everything (including the ferry). All crew were on lookout as we searched for the finish line at 9pm – elapsed time 10 hours 29 minutes.

A quick clean up and then onto the KYC dock (we squeezed in) followed by washroom, beer and put away. By the time the crew left it was 11pm, so I kept the boat there overnight and had a great sail back to CBM at 7am the next morning and was on my dock in time for morning coffee at the office (thanks Lori).

*Dave White
Grandpaw*



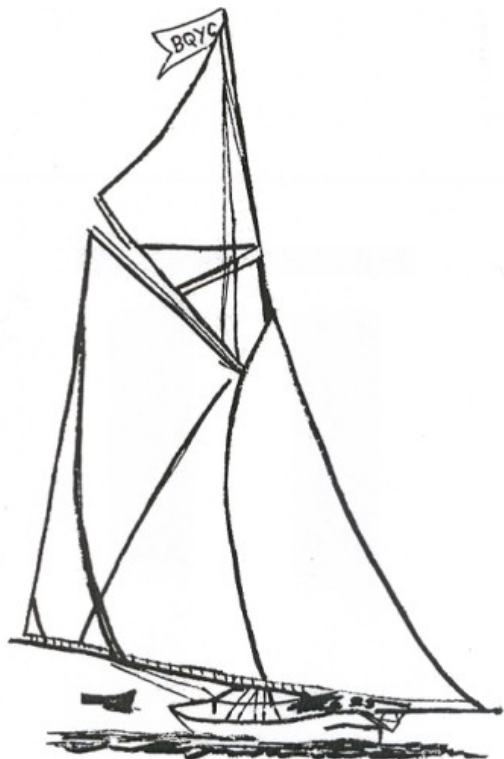
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How does a CBYC racer compete on Thursday night and then make it to Belleville for the Saturday race?

I set the alarm for 5:30 am on Friday, had Grandpaw rigged and ready to leave the dock by 6:00; waited another 30 minute for it to be light enough to see that there really was wind and the set off single handed. At the end of the bay there was the 10 kn of wind as predicted and so it was wing on wing to Glenora ferry. Oops down long reach it was 14 kn on the nose and Granpaw's 8hp motor was not happy for the next 90 minutes (also motored thru the narrows as I had not been there for a while); after that back on sail.

9 hours and 15 minutes after starting was on the dock at QBYC (note early arrivers get slips while late arrivers get rafted). Should have signed up for their Friday BBQ but there were no last minute tickets. Crew (Luise) arrive from Ottawa by bus at 9pm; early night for me as I was tired.

8:30 am Saturday - complementary continental breakfast and coffee followed by skipper meeting. Everyone reminded of early finish times/marks. Grandpaw was 29th out or 39 over the line and with average 10 kn was in 9th place by Forester Island (yea!). Up Long Reach the wind was on the nose and light so it was hard just to keep our place. Three of us kept swapping positions depending on tacks and local knowledge (oh that Viking 28 from PEYC). Passing Hay Bay was one big hole. The course was shortened to MOA, but managed to stay ahead of our group and passed another on the line to cross 7th (bad news – on corrected time we were 17th out of 18 in the PHRF fleet) but still a super race and Grandpaw just loved those early conditions.

Happy hour at PEYC at 18:00 (with a late boat rafted to us – 3 females) was followed by supper at the club, award presentations (only 6) and band with dancing (I pleaded old age and crashed early again).

We decided not to do the Sunday race from PEYC back to BQYC so walked into Picton for espresso and breakfast. Left the dock just as the race started (about 20 boats); then it was down wind to the Adolphus Reach; popped the chute for an hour or so until the wind disappeared. A quick swim was called for as we sat there in zero wind. Grandpaw motored for a half hour before the wind re-appeared just before the Upper Gap. With 10+ kn winds and waves it was no go for Pryner, Kerr or Stella as we zipped along to CBYC. We docked in just under 6 hours.

The 50th Katie Grey is coming up and their goal is 50 boats – this year they added 4 from Trenton, 3 from Brighton and 1 from CBYC – seems like we could/should rise to the challenge with a couple of more boats. So see you there.

*Scribe: Dave White
Grandpaw*



SAVE THE DATES

October 3rd

Frostbite Race / Chilifest

Hosted by Dianne Butler, Stacey Jones & Rebecca Darling

November 7th

Year End Awards Banquet

Donald Gordon Centre

Hosted by Claudia Stevenson & Sue Stevenson

November 8th

Annual General Meeting

Royal Curling Club, Days Road

Your input is needed

December 12th

Cristmas Dinner & Dance

Megalos, Princess Street

Hosted by Sue & John Stevenson

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/>

Annual Frostbite Race and Chili Fest!

Sat. Oct 3rd, 2015



Enjoy the race, then come and warm up at the clubhouse!

Chili Judging to start at **5:30 pm** sharp!

Veggie platters and dessert supplied - bring your own bowls/plates/utensils and beverages!

Prizes for:

Best Chili
Most Unusual Chili
Best Vegetarian Chili



Email Stacey at
staceystates@yahoo.ca
to let me know the name for your chili and category to be put in!

CBYC ANNUAL BANQUET

2015

NOVEMBER 7TH, 2015

Donald Gordon Conference Centre

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CONTACT Sue Stevenson for more info

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Please - CUT OFF OCT 30, 2015

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Captains John & Sue Stevenson sbrownstevenson@gmail.com

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The Racer's Steak Dinner was well attended on August 8. The weather was perfect and Adam Marselek did a great job on the steaks. Thanks go to Margaret and John Giles , Liz Taylor and Gerry and Lori Buzzi for donating door prizes and supplying the dessert cakes.



Photo Credits: Marilyn Sykes

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The logo for Kingston Sail Loft features a stylized sailboat on the left and a small house on the right, both in blue. The text "KINGSTON SAIL LOFT" is written in a red, curved font across the top. Below this, the phone number "TEL (613) 531-9373" is displayed in white on a blue rectangular background.

JOHN CLARK

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We celebrated Keith's birthday on Thursday August 27th after the race in comfort thanks to the additional chairs donated/purchased for the clubhouse. Many thanks.

Thanks to all of you who came in and said or sang happy birthday to the birthday boy! He was a little "pink" but I am sure that was with pleasure. A nice surprise to go along with the free burgers (TGIF leftovers thanks to Adrian Philpot-KYS) and cake (Sue Davies).

To other club members wanting to use the clubhouse, along with the chairs, there are folding tables hidden behind the rolling counter. It's a great spot to socialize whether you are a racer, cruiser or sailor ...if you don't want to be labeled as either (you know who you are). Just remember to clean up afterwards and check those BBQ tanks.



Scribe: Sue Stevenson, Secretary

Not Just a question of Semantics, some popular misconceptions in the “Rules of the Road”

By now everyone who operates a boat capable of being propelled by an engine (even if it is under sail) needs a Pleasure Craft Operators Certificate (Boaters Card). There are some 22 course providers accredited by transport Canada.

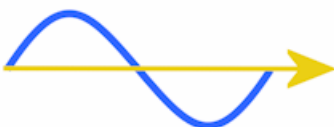
Part of the requirements for a PCOC is a knowledge of the Marine “Rules of the Road” as stated in the Collision Regulations. Not surprisingly this is a pretty dry reference and so the PCOC study materials paraphrase the rules and provide diagrams and animations to illustrate the actions which should be taken by boats to avoid collisions. In most situations there is a “Give Way” boat, which should alter course and or speed in order to avoid a “Stand On” vessel, which should maintain its course and speed. Unfortunately in many study guides (all the ones I have seen) the term “right of way” is applied to the “stand on” vessel. In fact in some publications it is used as a definition of “stand on”. Not only is this wrong it is dangerous as it implies the stand on vessel is relieved of any responsibility to avoid a collision. In reality the term “Right of Way” **never** occurs in the Collision Regulations. The stand on vessel should maintain its course and speed **unless** it becomes apparent that the give way vessel is not doing enough to avoid a collision, in which case the stand on vessel should take action to avoid collision. –rule 17(b) This latter point is frequently ignored in the manuals further reinforcing the false concept of “Right of Way”.

Another point which is often missed is that the “Give way” vessel should take “early and substantial action to keep well clear”-Rule 16. How often are we left wondering if a give way vessel is reacting to a potential collision when any change in their course and or speed is imperceptible?



Finally we all know a boat overtaking another gives way and that overtaking is defined as coming up on from a direction $22\frac{1}{2}^{\circ}$ abaft the beam of the other vessel (when at night you would only see her stern light and no sidelights) all other situations are crossing or head-on. The overtaking boat is of course give way irrespective of the vessel type or operation. However when does an overtaking vessel become a crossing vessel where she may become the stand on? **NEVER!** The answer is not until she is “past and clear” under the collision regulations.-rule 13 (d). Although racers may argue this point there is no concept of overlap in the collision regulations!

*Phil Morris
Wavelength Sailing School*



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*Contributed by Phil Morris
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It's the end of another Sailing School season. Where did the time go? While not as well attended as we would have liked, with the guidance of our great group of instructors, a lot of the students were able to complete their levels and move up (some right out of our program!).



We had three sets of grandchildren this year with representation from the Pothiers (Evie), Sansoms (Andrew) and Whites (Evan), as well as Ocean, daughter of Henry and Raquel Fierz and Katelyn, Ragilie and Cynthia Mackey, daughters of Robert Mackey and Lena Arreak and Ian, son of Bill and Sarah Visser. We also had the son of one of the marina patrons in attendance this summer. Thank you for your support of the program.

Overall things went quite smoothly with a few minor mishaps.

A big thank you to those who lent a hand and especially to Barry Elvidge for continuing to do that messy job of sorting through the bottles and returning them to provide extra funds for the coffers.

It goes without saying that without the support of the Buzzis the program would not exist and their continued support is much appreciated.



We look forward to another great summer next year.

*Crystal Baker
Sailing School Administrator*

Once the haul out season opens, please ensure that you do not park on the roadway between the stored boats and the water on "haul out days".

We know that it is inviting to just pull up beside your boat to work, and on "non-haul out" days this is fine. On haul out days parked cars mean that the crane cannot pass to get to the next boat.

For "haul out days", please park by the washrooms, or on the grass by Coverdale. If you angle park there, we can get quite a few vehicles in that spot.

If help is needed to carry heavy things to or from your boat, a marina crew member will be happy to help once they are done hauling out.

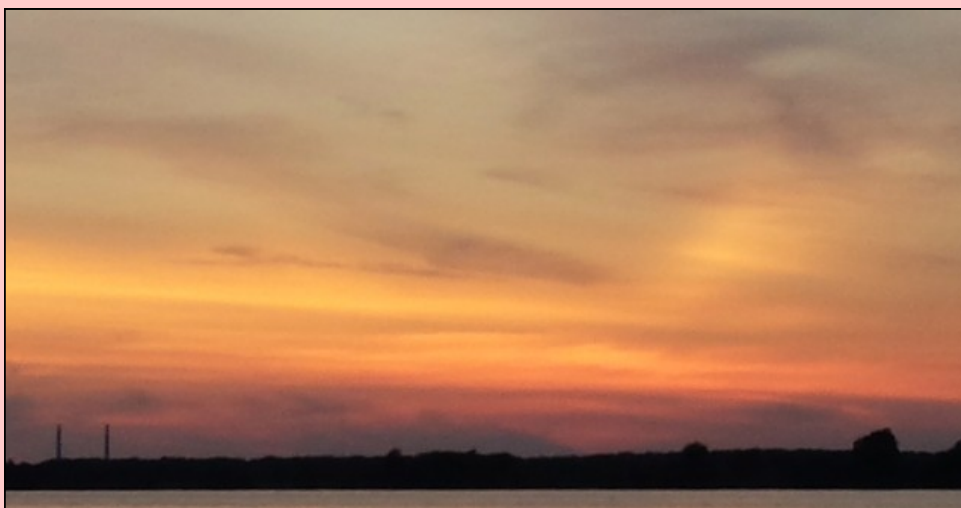
Thanks in advance for your cooperation and understanding.

Lori & Gerry Buzzi, Collins Bay Marina

AUGUST'S HOT SPOT #1

Hot Spot - Nut Island

It's always fun to discover new places to anchor and Nut Island didn't disappoint. Although the anchorage was rather wavy causing the boat to jostle and clang, it does provide a spectacular sunset. The sunset gave us hours of enjoyment going from yellow to orange, purple to pink. The next day we took a swim from the boat to the island and I could see clear down to the bottom as I went along. The island is home to many common



and unique birds. Except for the odd fishing boat, the place was ours! Be sure to watch the charts and read the anchoring instructions in Ports. Although the area is a bit shallow, there is a secret pathway that one can follow safely.

*Submitted by
Tammy and Angus Fergusson
(Pandion)*



Trent Port Marina

Un petit mot pour vous décrire une petite partie de nos vacances, mais plus particulièrement notre visite à Trenton. Nous n'y avons jamais mis les pieds, ni les voiles jusqu'à Trenton, alors il y a un début à tout. Nous sommes arrivés avec nos amis Ghislain et Sylvie dans un premier temps sous un vent de 31 nœuds de face à la marina de la base. Nous y avons été accueillis gentiment, mais pour l'accès (voie maritime) il faudrait y voir. Le Blithe spirit a touché le fond à deux reprises, rien de sérieux, seulement un brassage de terre.

Ce soir-là nous avons assisté à un véritable spectacle aérien. Un immense quadrimoteur de transport nous a montré ces capacités à effectuer un virage à 60 degrés en cercle juste au-dessus de nous, on a eu l'effet whaow...

Puis ce fut la nouvelle marina de Trenton, deuxième effet WHAOW.... La ville a construit au coût de 12,400,000\$ une nouvelle marina, tout y est neuf et de très grande qualité. Il faut voir pour le croire, un vrai Queen Elizabeth (Hôtel à Montréal), faut voir pour le croire, gazon neuf, asphalte neuve et un club house incroyable. Je n'ai pas pris de photos mais ma description est en deçà de la réalité.

Vous pouvez sur place même y déguster un hot-dog, une crème glacée....J'invite les membres à y aller, dès l'an prochain il y aura 368 places au quai, le seul point désagréable, la numérotation des quais (slips) n'est pas clair et le vent dominant venant du sud ouest rend l'accès plutôt difficile, pour le reste cette nouvelle marina fera certainement compétition à Belleville.....

Trent Port Marina

A brief note to describe a small part of our vacation, in particular our visit to Trenton. We have never set foot, nor sails, near Trenton so it was a first for all. We arrived with our friends, Ghislain and Sylvie (Pfarr Away), initially under a wind of 31 knots across the docks. We were warmly welcomed there but the sea access is tricky. Blithe Spirit hit bottom twice, although it was nothing serious, just a mud patch.

In the evening we attended an amazing aerial show. A huge four-engine transport wowed us by making 60 degree right circles above us.

The second WOW factor was provided by the new marina in Trenton, constructed at a cost of \$12,400,000 – all new and of very high quality. You have to see it to believe it – it is as grand as the Queen Elizabeth Hotel in Montreal - new grass, new asphalt and an incredible clubhouse. I didn't take any photos but my description should give you the picture.

You can also get a hot dog or an ice cream cone on the site....I invite members to go in the coming year and visit – there are 368 places on the docks. The only annoying thing is the numbering of the slips, which is not clear. Also, the strong wind from the south west makes access difficult. But the rest of this marina will certainly give Belleville some competition....



*Bonne voile,
Blithe Spirit,
Luc Tremblay*

For marina details go to <http://www.quintewest.ca/en/marina/Trent-Port-Marina.asp>



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Marinated Herring and Apple Spread

Drain preserved herrings and onions for the spread.

In bowl, blend 6 oz. (175 g) softened cream cheese with 1/4 cup (50 ml) not light sour cream. Mix in 2/3 cup (150 ml) finely chopped marinated herring, 2/3 cup (150 ml) finely chopped (unpeeled) red apple, 2 tbsp. (25ml) chopped pickled onion using onions from the marinated herring, and pepper to taste, but don't stint.

Transfer to serving dish, cover and refrigerate for up to 3 days. Yield: about 1 and 3/4 cups.

A blender may be used but better left chunky.

From Jim Gough – Rus II

Served at the Fenderheads on the August Long Weekend Cruise

Contributed by Jim Gough, Rus II



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.

Mixer Editors

Robert van Dyk & Marilyn Sykes

Day Dreams

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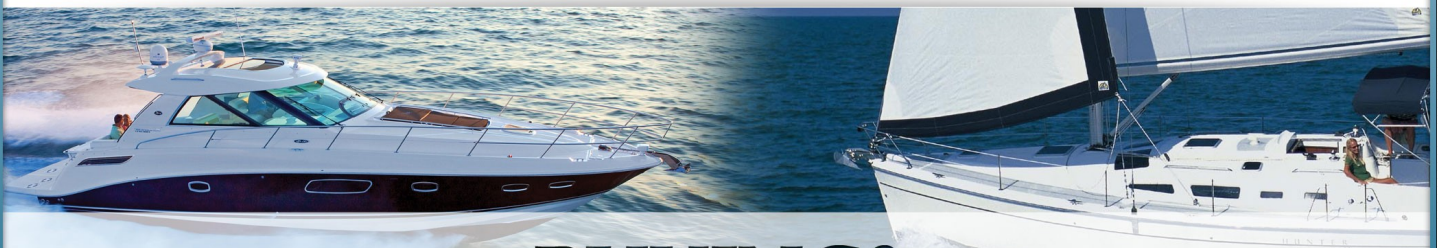
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Vice Commodore	Claudia Stevenson	<i>Tamara C</i>	vicecommodore-cbyc@collinsbaymarina.com
Past Commodore	Lee Baker	<i>Knot Again!</i>	pastcommodore-cbyc@collinsbaymarina.com
Secretary	Sue Stevenson	<i>Legato One</i>	secretary-cbyc@collinsbaymarina.com
Treasurer	Ghislain Trudel	<i>Pfarr Aweigh</i>	treasurer-cbyc@collinsbaymarina.com
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