



Collins Bay Yacht Club

July 1981 - No. 3

COLLINS BAY YACHT CLUB

Executive Committee

Commodore	Bob Wright	389-3060
Vice-Commodore	Louise Williamson	389-2117
Sec./Treasurer	Judy Adams	389-1812
Fleet Captains:		
Sail	Gord Unsworth	389-9260
Power	Dennis Williamson	389-2117
Cruise Captain	Bill Adams	389-1812



From our Commodore:

The Summer Series of races is upon us and we really are hoping to see more people come out.

Both power and sail have a lot of fun at the Thursday night races. It offers an opportunity to get out with other boats without any of the pressure imposed by the more serious event races.

All it takes is a boat, some free spirit, a couple of hours of your time, and a desire to enjoy yourself. So let's see you out there and you too can have some tall tales to tell.

Bob Wright,
Commodore CBYC

NEW MEMBERS

Chatfield, Jim	Sail	
Crosby, Victor	Sail	"Sarah"
Fleming, Jach	Sail	"Vireo"
Gibbs, Dan	Sail	"Double Rye & Wiskey"
Keyes, Dan	Power	
MacLean, Don	Sail	"Spellbound"
McMahon, Bob	Power	
Moller, Fred	Sail	
de Vries, Wim	Sail	"Rawi"
Watts, Fred	Power	
Code, Wm.	Power	"Code's Cat"



THE SIMCOE ISLAND RACE

A slight breeze was all that the weather had to offer the eleven entries in the race on Saturday June 13. The start was unexciting to say the least, the captains and their crews were very relaxed as they moved slowly across the starting line.

About an hour into the race, the wind picked up and it became a challenging and busy sailing race. However this lovely wind did not last long enough to bring all the boats sailing across the finish line. As some of the leaders started into the third leg of the race the wind died and it became a very long day. Most captains decided to call it a day after sitting in the same spot for about two hours and motor-ed in.

At 5 p.m. there was a decision made to move the finish line out of the bay to the front of LeMoines Point. At approximately 6 p.m. the wind picked up again and four boats eventually crossed the finish line with their sails still up!

Paul Kruger was the first to cross the finish line in his catamaran. The first place trophy was won by Peter and Mary Fraser in their Tanzer 22, "Snail". Second and third places were claimed by John George and Bill Learmonth.



C.B.Y.C. AMHERST ISLAND RACE

Saturday, July 18, 1981 Members Only
Start: 1000 hours Entrance Fee: \$4.00
Race instructions at the clubhouse at 0900 hrs.
Social get-together during the evening.
Please pre-register at the Collins Bay Marina
Office or call Gord Unsworth at 389-9260.



Bath Marina Yacht Club has sent us
information as follows:

EMPIRE LIFE TROPHY RACE SERIES

Open to members of the CBYC

July 11	July 25
August 8	August 22

AMHERST ISLAND RACE

Open to CBYC members

Saturday, September 5, 1981
Handicapping by P.H.R.F.
Trophy for Best Visiting Yacht.



1981 Summer Cruises

June 27-28	Main Duck Islands
July 4-5	Gananoque
July 10,11,12	Prinyers Cove
July 24,25,26	Milton-Aubrey
August 1,2,3	Sacketts Harbour
August 15-16	Around Wolfe Island
August 22-23	Rideau Canal
September 5,6,7	Waupous Island

PRINYERS COVE

July 10, 11, 12

Cruise Captain - Paul Kruger

Captain's Meeting Friday at 1800 hours. Leave
for Prinyers about 1830 where you will find some
dockage and good anchorage. Saturday, sail to Long
Point and back to Prinyers for a barbecue. Sunday,
back to CBYC via outside passage of Amherst Island.
For more information call Paul at 389-3716.

Check the clubhouse for information about the next
cruises

MAIN
DUCK
ISLANDS



On the 27th and 28th of June, 1981 the Cruising Club of C.B.Y.C. held its first overnight cruise. Destination was Main Duck Island on Saturday and return to Collins Bay Marina on Sunday. Twelve boats participated and for the majority of boaters it was their first sail to the Ducks. There were also 2 or 3 boats that accompanied the fleet part way.

The weather was ideal for a lake cruise. It was a warm, sunny day with a light to moderate southwest wind and little wave action. Most boats worked along the south shore of Amherst Island to the red flashing marker south of Emeric Point. From there it was a close-hauled starboard tack in a southerly direction to Main Duck Island. As each boat arrived it was guided through the entrance into the harbour by boat tenders. The commercial fishermen were surprised that no one from C.B.Y.C. ran aground. Later that afternoon an American sloop grounded on the little island shoal at the harbour entrance.

There were only four boat tenders and eleven boats anchored but everyone managed to get ashore by "Liberty Boat" to stretch their sea legs and cook supper or just to explore the island. A few people walked the mile and a half to the lighthouse.

Sunday was an extremely warm day with light southerly winds offering drifting conditions. Those who left the island in the afternoon drifted half way home and powered the rest of the way.

From comments heard at the island and back at the marina the cruise was a success because quite a few boaters plan a return trip later this summer.

Ron Mackenzie



Many thanks to Ron for organizing a super cruise.

C.B.Y.C.

F.Y.I. Re: Lifejackets

The following information has been taken from the latest issue of the Canadian Coast Guard Boating Handbook, TP 511.

"Lifejackets required by the Small Vessel Regulations must be of a type approved by the Canadian Coast Guard. This means that a prototype has been tested to standards formulated by a committee under the auspices of the Canadian General Standards Board and recognized by the Coast Guard. All the materials and components are laboratory tested. Then the lifejacket itself is tested for performance capabilities.

This jacket is intended to help save your life if you become involved in an accident and find yourself in the water. The following points will assist you:

1. Try out the lifejacket, Put it on and become familiar with the tie tape arrangements.
 2. Basically, the jacket is reversible.
- The keyhole style, however, requires that the waist straps be tied around the body and not around the lifejacket. This allows the jacket

to pivot away from your body and give the desired inclined, back-floating position.

3. To familiarize yourself with the jacket's capabilities, wade out until the water is about chest deep. Bend your knees and let the jacket support you. You will find that it inclines you in a back-floating position with your mouth clear of the water.

4. If you have to swim while wearing a life-jacket, use a back or side stroke.

5. You are responsible for maintaining the jacket in good condition.

(a) Do not use it for any other purpose such as a seat cushion, boat fender or kneeling pad.

(b) When it is dry, store it in a well-ventilated, cool area.

(c) When it is wet, hang it in the open air or a well-ventilated area. Do not dry it in front of a radiator or other source of direct heat.

(d) Do not use harsh detergents, cleaning fluids or gasoline to clean dirty lifejackets. Never dry clean them.

(e) Kapok lifejackets can be damaged by rough treatment. If the vinyl inserts containing the kapok are split or torn, moisture will

enter and the kapok fibres can become water-logged and matted and lose their buoyancy. Discard any jacket that feels heavy and damp.

(f) Lifejackets made from unicellular foam are more durable than those filled with kapok, but rough treatment will break down the foam cells. Foam also tends to shrink with age or excessive exposure to heat or sunlight."

ALL MEMBERS

Bring your food and
refreshments for a
social get-together
after the Amherst
Island Race, July 18.

