



Collins Bay Yacht Club



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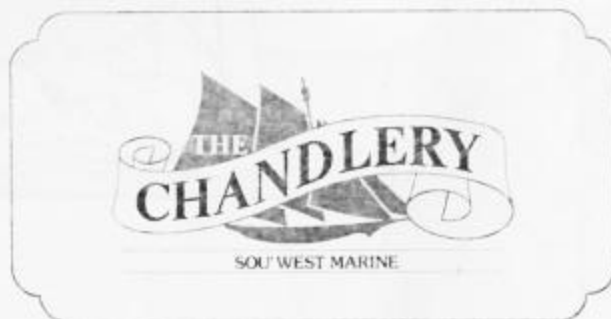
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COLLINS BAY YACHT CLUB

Executive

Comodore	Bob Wright	389-2060
Vice- Comodore	Louise Williamson	389-2117
Sec.-Treasurer	Judy Adams	389-1812
Fleet Capt. - Sail	Gord Unsworth	389-9260
Fleet Capt. - Power	Dennis Williamson	389-2117
Cruise Capt.	Bill Adams	389-1812
	Bill Steenbakkers	389-4455
	Paul Kruger	389-3716
	Jim Chatfield	384-1528
	John Chambers	389-4779



September



From the Commodore:

Planning is already in progress for this year's Pigeon Island race and the Awards Banquet in November. It reminds one that the end is near and we should start looking for the 1983 committee. I have the honour of being the chairman of this year's nominating committee and therefore welcome all nominations. If you know someone who would be perfect for any of the positions listed under the executive committee, please tell me (in writing) so they can be asked to let their name stand for election. In the meantime, I look forward to seeing everyone (including the racers) at the party following the Pigeon Island Race.



Bob Wright

1982 MEMBERSHIP ROSTER ADDITIONS.



You may take these pages out and add them to your roster.

"CALIOPE"	ED & HOLLY PIWOWARSKI	#100
Sail - O'Day 20	335 Amherst Dr.	
-760	Apt. 511, K	
	389-2831	
"CODE E"	RAY & JOAN COADY	#96
Sail - CS33	12 Moorcroft Rd.	
VHF	Nepean	
	828-2092	
"INTERLUDE"	LLOYD & VIRGINIA MILLER	#57
Sail - Sirius 21	890 Everitt Ave. K	
	389-5532	
"KOKANEE"	HUGH & ANN BROWN	#59
Sail - H.R.28	4395 Bath Road, K	
	389-6795	
"MARGUARITEVILLE"	JOHN & JOCELYN KOMONYI	#28
Sail - Tanzer 7.5	856 Purcell Cr. K	
#296	K7P 1B9	
	389-6235	
"MISTRESS"	DON & MARGARET WILLIAMSON	#47
Sail - Grampian 30	22 Seymour Ave.	
#282	Ottawa K2E 6P2	
VHF - VX4921	224-3897	
"MORAVA"	IVAN VRANA	#45
Sail - Contessa 26	1616 Edge Hill Pl.	
	Ottawa, K1V 7V5	
VHF - VX4849	523-0392	

"NIAD III"
Sail - Mirage 27
#404
VHF

BILL & CATHY NEWLANDS #37
7 Moorcroft Road
Nepean, K2G 0M5
829-9488

"FATSYBAN"
Sail - CS36
VHF

KEN GIBSON #64
12 Carr Cr., Kanata
592-5891

"PETER I"
Sail - Grampian 26

DON & HAZEL WESKETT #22
143 Braemar Rd. K
389-7390

"RASTA II"
Power - Fairline 22
CB

JIM & TERESA MORRISON #38
902 Rowantree Cr.
Kingston, K7P 1P5
384-1576

"SCARAMOUCHE"
Sail - CS36
VHF

HERB & MARIANNE STANELAND #97
40 Atholl Dorene Dr.
Aylmer, Que. J9J 1B5
819-771-5091

"SECOND WIND"
Sail - Sirius
#443

CARMEN & SUSAN KNAPP #29
867 Oakview Ave.
Kingston K7M 6V4
389-2125

"T-J"
Sail - Grampian 26

TOM & JO ROSS #21
2971 McCartny Road, Ottawa
773-7470

"TYKE IV"
Sail - Hullmaster 27

ROBIN & ANN MYERS #33
54 Woodburn Dr.
Ottawa

"VALKYRIE"
Sail - KC35

GARTH & JOANNE JOHNSON #10
381 Maple Ridge, K
389-1369

"WHAM BAM"
Sail - Kirby 30
#36
VHF

DAVID & JANET MATTINSON #58
96 Riverdale Ave.
Ottawa K15 1P5
233-5781

Changes:

"TRINCO II" has acquired a VHF radio - VX7989

WIND PROPULSION



1. New Sail



2. Used Sail



3. Garage Sale



4. No Sail

Contributed by Paul Kruger jr.

RACING SCENE





The "winter of our discontent" seems to be fast approaching and we may soon start asking "where did that summer go" of anyone who happens to be within hailing distance, but, fear not, all is not yet over. Do you remember the race which was virtually the birth of your yacht club?

Yes, the Pigeon Island race is approaching and, in spite of what any body may have heard to the controversy, it will be held on Saturday, 18th Sept. The previously published date of 19th September was just another of your fleet captains' aberrations.

One of the organisational problems with the race is the fact that most skippers leave registration until the morning of the race which in some cases, makes it difficult to announce race results during post race "activities" due to not necessarily having PHRF handicaps available at short notice (Honest, not all previous errors were due to over-consumption of post-race gaseous brown liquids). so we would appreciate your co-operation in pre-registration.

Our pre-registration booth will therefore be available at great expense, at the C.B.Y.C. club-house on Saturday 11th September and also after racing on Thursday 16 September.

Registration fee will be \$5. and an additional \$2. per boat will be charged to provide hamburgers and corn for all C.B.Y.C. members and guests who wish to participate in the evening social gathering.

For those who do not feel up to digesting the above pre-amble, here are the big letters.



PIGEON ISLAND RACE

SATURDAY, SEPTEMBER 18TH

SKIPPERS MEETING 09:15

START 10:00

PRE-REGISTRATION - 11th & 16th SEPT.

C.B.Y.C. CLUB HOUSE

REG. FEE \$5. plus \$2. per boat for

Hamburgers & corn.

Hope that we have a large turn out. Remember our first P.I. race when more than 30 boats started.

Here is a little story which I would like to pass on although, as it was told to us at a very

pleasant gathering during the Club cruise to Clayton, I am not sure whether it should be included in the Racing Scene or the Cruising Scene, but, here goes.

The wife of one of our club members, (he is a racing crewman of great renown) was awakened by strange noises emanating from a shapeless bundle which appeared to be pushing desperately at the blankets at the foot of the bed. Eventually, these strange noises became a little more intelligible and, beneath the tone of desperation could be distinguished the words "must keep the sails full, must keep the sails full." True, honestly, but not many of our racers are that dedicated and we do have a great time.

Be seeing you all,

Gord Unsworth.





SPRING RACING 1982

Shades of Cape Horn

All of you know that Rick Kennedy, skipper of "Leprechaun" is very serious about his sailing, and as well, after all handicap calculations were done by John George Jr., the "Leprechaun" had won the series.

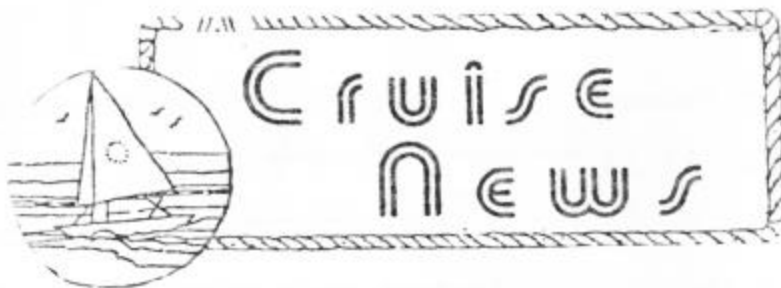
What you could not possibly know is that this genial, guitar-playing singer of songs, this Ottawa-valley friendly, folksey fellow with the green machine of Collins Bay is a terror on board his ship, a Captain Bligh who locks great padlocks to the halyards and sheets of his sails, lest some poor terrified crewman attempt to reduce sail while his attention was diverted to yelling Irish imprecations at the competition, the weather, or such items that demanded his attention. In recent races, the man has attempted to make the craft go faster by changing sail, in a raging gale, only leaving a boarding ladder in the water to let any poor crew-member climb back aboard after being washed over side, and

that, only because he did not wish to lose ballast. There is no limit to the efforts that this man will make to win a race, and the whole fleet should know just what they are up against when they race against Kennedy, the famous, and his driven boat and crew, Gord Unsworth, can tell you of some of his tricks, and no doubt so could some of his crew, if they dared to speak. When the book is written of the history of racing Collins Bay Yacht Club, this man surely will be among the group of famous and notorious Captains of Collins Bay.

All of us know that just to sail in those Thursday night races brings us each a measure of fame, and our place in history.

Robert (Bob) Dendy.





1000 Islands

Fisherman's Cove, Long Point

Main Duck Islands
Henderson Harbour

Round Wolfe Island
Clayton

Prinyer's Cove
Hay Bay

Many thanks to Rick Kennedy & his guitar
for several super evenings of song & fun!

C.B.Y.C. CRUISE TO LONG POINT HARBOUR

(Sat. 17th July & Sun. 18th July 1982)



Saturday, July 17th, 1982 started out as an extremely warm day at Collins Bay Marina.

The weatherman was calling for warm, humid, hazy weather with southerly winds of 5 to 15 knots and a ten percent chance of a thunder storm.

At 0930 we held our skipper's meeting and decided to go south of Amherst Island because of the southerly winds.

Eight boats left Collins Bay and we expected to meet a ninth boat at Long Point.

We powered into the south wind as far as the eastern end of Amherst Island which saved a lot of time tacking along Amherst Bar.

After setting sail all boats managed to stay relatively close but because of wind direction we could not sail a direct course toward Timber Island and had to sail close-hauled westerly along Amherst Island and then southerly away from Amherst.

Visibility was impaired by bluish haze which gave us a range of about 1 to 2 miles.

The wind must have been close to 15 knots because the waves were just forming into occasional white caps.

It later became apparent that two boats were lagging behind and were out of sight somewhere back in the mists of Lake Ontario.

I decided to turn back and look for them. The first boat I saw was Don Bennett's "Dory" looming ahead and then I saw a "Grampian 26". Said he and his wife were returning to Collins Bay because of centre board problems.

Don Bennett said I should go on and he would catch up later.

After travelling south for another half hour the wind dropped, so I lowered sails and powered by compass directly for Timber Island hoping to catch up with the main group of boats. After an hour or so powering I still could not find the main group until, after ducking down into the cabin I came back on deck and saw two sail boats, close-hauled cutting across my wake, astern.

They were Bill Adams' "Grampian 26" and Robin Myers' "Hullmaster 27". We travelled in company for awhile and later we were joined by Garnet Berrie, sailing single handed in his "Shark" class boat.



Bill Adams cruised ahead and returned saying there was land 10 minutes ahead on course two-four-zero.

About this time a darkness appeared dead ahead but could not be distinguished because of thick haze. We were hoping for a shower which would clear the air long enough to see land and any other boats.

We discussed shortening sail but before we knew it we were drenched by a warm rain.

The rain stopped and within seconds a high wind struck accompanied by driving rain.

The water was churned to small wind-driven white caps all around with rain pounding and splashing everywhere.

All four boats took off on port tack and heeled well over. Most of us were sailing with full Mainsails and Genoa jibs and two were single-handing. All I could do was ease out the Mainsail and reduce weather helm and head up close to the wind to minimize the heeling angle. Both of my sails were luffing with the noise of thunder but were drawing well enough to give a good turn of speed. One wooden batten snapped into three or four pieces in its pocket and as each piece worked out it was blasted

away down-wind.

By this time I was in a standing position, sitting on the port seat with feet on the starboard seat. The mast appeared to be parallel with the water surface and the foot of the Geny from tack to clew was dragging in the water like a large scoop.

Water was over the lee deck and part way up the cabin sides and, being on the tiller with lots of weather helm I could not move to leeward to ease out the Geny.

About the beginning of the squall, the "Hullmaster" and "Shark" were to leeward. With the "Shark" a few boat lengths astern of the "Hullmaster". Garnet Derrick on the "Shark" went below for some reason.

The "Hullmaster" pointed into the wind the point where the Jib back-winded. Before the Jib sheet could be let go it had turned through ⁰180° and was travelling in the opposite direction. The "Shark" was still on the same course with no one at the tiller. Both vessels collided then drifted apart. Luckily, very little damage was done.

The wind finally dropped and we all managed to power past Timber and Swetman Islands and into Long Point Harbour. The first boat in was Gord Unsworth's "Contessa 26".

He had his sails down and was approaching the harbour when the squall hit. John George in his "Niagara 26" arrived next. Our four boats struggled in next and five to ten minutes later Garth Johnson in his "Folkboat" arrived. He had gone south of Swetman Island, and found a navigation aid on a shoal, then sat out the storm with sails down.

We now had seven boats rafted and anchored in "Fisherman's Cove" and two boats had returned home.



Saturday ended in a relaxed, sociable evening.

Sunday was less hazy with good westerly winds and a 50% chance of thunderstorms (which did not materialize.)

We had a good beam reach to the upper gap and with a wind shift to the north west we had a better reach to Bath.

Four boats participated in the official opening of "Loyalist Cove Yacht Club" at Bath and then returned home to C.B.Y.C. after an exciting two day cruise.



P.S.

1

Estimates of wind velocity during the thunderstorm vary between 45 and 60 knots!

2

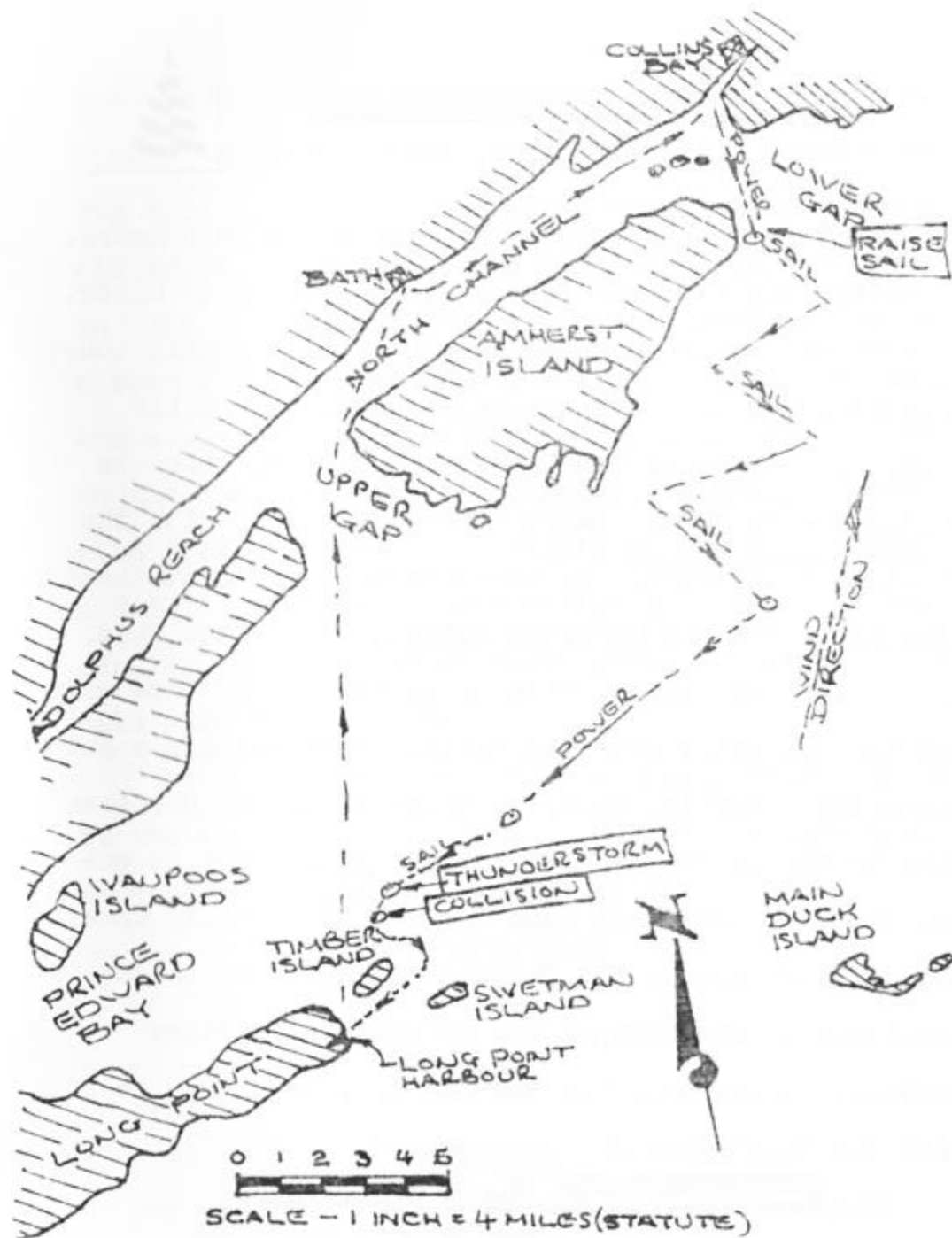
Estimates of time from start to finish of peak winds vary from 30 to 40 minutes!

3

This cruise took place within the dreaded "MARYSBURGH VORTEX"!

Ron Mackenzie





CLUB CRUISE AROUND WOLFE ISLAND

August 21 & 22, 1962



Leaving Collins Bay as a group about 1000 hours, we sailed out into the lake in light but gusty winds. A comfortable, broad reach on 150° from the bell buoy brought us to Long Point spar. Changing to a 110° heading, we rounded Bear Point about 1345, where we said good-bye to Gar Derrick who had sailed with the fleet to that point. We encountered heavy gusts between Hincley Point and Carleton Island. Charlotte Rose, in the lead of course, with Genoa rounded up into wind and took in water over the rails. John radioed a much appreciated warning back, so those of us who had been slow to change from working jib to genoa when we encountered calmer winds were saved another hasty change and we noted some quick furling taking place on the Spellbound. Paul Kruger was an excellent cruise captain; using only his working jib, he stayed back with the fleet checking on everyone.

Clayton was very busy this week-end with the Antique Boat Show, which several of us visited, so

Paul made advance reservations for us at Pier 225. Thanks to Sherrill Wright for the tip. Dockage was 30¢ a foot, but the proprietor worked hard to make all of us, seven sailboats and one power, comfortable and fit us all in. Included were washrooms and showers, a room with a toybox for the kids, a deck with tables, and a gas barbecue for our use. We all congregated on the deck for hors d'oeuvres and dinner, topped off with liberal servings of Paul's FAMOUS FIRE PUNCH, a drink and entertainment rolled into one. In the morning, we were served free coffee, donuts and coffee cake warm from the gas barbecue.

We sailed home Sunday under heavy winds stopping at the customs dock in Kingston where we were treated to a piece of Desiree's birthday cake.

A great trip! Thanks Paul.

Judy Adams.



CRUISING PORTS
Info for next year



SAGINAW HARBOUR

Beginning August 1, this year a dock age charge of \$7.00, half price if you have to raft up, + Canadian money accepted at par, has been levied at the town dock. This is payable at the Information Centre across the street from the park or an attendant will come down to the boat, write you out a receipt and present you with a whole package of materials. The information centre, which is under reconstruction this summer, has all kinds of local history displays and every brochure you can imagine. Incidentally, of the \$7.00, \$3.50 goes to the town for maintenance of the docks and \$3.50 to the development of the centre.

The Harbour Bar, just half a block, has a pay phone and the number for Cape Vincent customs. It also has the cheapest cigarettes in town, a shuffleboard for entertainment, and a proprietor who stays open until his last customer staggers out the door. They also serve a good breakfast from 7:00 in the morning.

What we liked best about Sacketts Harbour was the friendliness of the people.

STATE PARK, CHAUMONT BAY

Featured are a good dock with ample depth on both sides, for \$5.50 per night (or 2 day passes at \$2.50 each), showers, and a coin operated pumpout for 50¢!

CRESCENT YACHT CLUB, CHAUMONT

A very comfortable clubhouse with a \$5.00 dockage fee payable to the club steward. If you arrive on Tuesday night, you will likely be invited to take part in their family night pot luck if you have provisions on board to produce a covered dish to share. Again, we were made extremely welcome by the members who joined us on the docks.



SPECIALS

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AT THE

ROYAL CANADIAN AIR FORCE ASSOCIATION 416 WING

AT NORMAN ROGER AIRPORT

ON THE 6TH OF NOVEMBER, 1982, AT 7.00 P.M.

PLEASE CONTACT: Judy Adams (389-1812)

for more information and advance booking



HAULOUT DATES

Early Bird → Oct. 2

Oct. 16-17

Oct. 23-24

Oct. 30-31

} Coffee & Donuts in the clubhouse

on Sat. mornings 10-12

Additional charge for November haulouts

See Bill about the date most convenient for you.



ROBERT (BOB) DENDY

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Your newsletter committee:

Desiree Kruger

Bob Dendy

Rick Kennedy

Judy Adams

We would like your contributions to
the newsletter. Deadline for the next
issue is October 24!

newsletter and deserve our patronage.