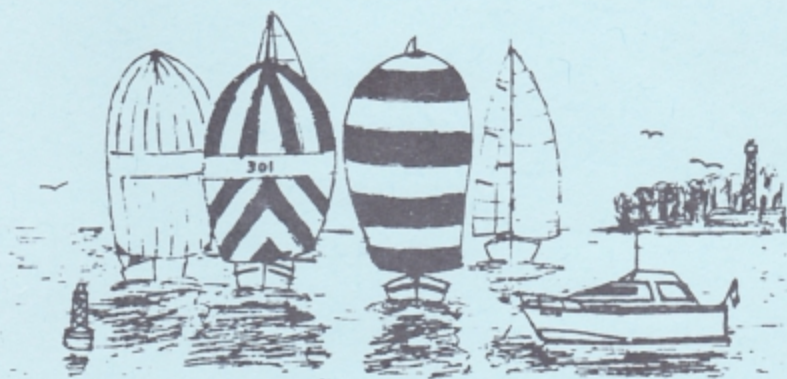


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Secretary	Susan Knapp	389-2125
Treasurer	Ann Unsworth	389-9260
Fleet Captain Sail	Bill Worthy	389-3077
Fleet Captain Power	Bob Wright	389-3060
Race Committee Chairman	Peter Dendy	389-4504
Cruise " "	Bruce Fairbairn	389-0277
Hospitality " "	Joanne Sewell	542-9014
Newsletter " "	John Harman	389-6409
Social " "	Teresa Morrison	384-1576



FROM THE COMMODORE...

We are approaching the end of another season with the Thanksgiving Cruise being the final water event of the year.

I believe that it has been an active but also somewhat different sort of season which may indicate a change in direction for club activities with the successful ladies sailing instruction, CORK participation, Junior Sailing Instruction, week-end cruises and a long distance cruise.

Whatever the future may be, I do not expect that we shall be causing any change in the traditional friendly atmosphere which has been commented on by overnight visitors from around the lake. We are building a good reputation for the club and for the marina.

One of the subjects which has been a great source of conversation recently is that concerning the future of the club. This is not surprising considering the number of rumours about the sale of the marina which which have been circulating over the past few months so we invited Bill and Hubert Steenbakkers to talk to us at the club executive meeting on Monday October, 6th.

They told us as much as they were able to about the future of the Marina.

Briefly: (i) closing date for the possible sale is March 2, 1987,

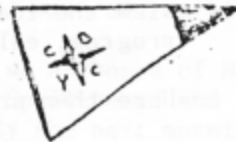
(ii) it is quite possible that the sale will not go through,

(iii) the proposed plan to build condominiums is most unlikely to be implemented due to zoning, sewer and water problems

- (iv) whether the marina will be under new or old management, the plan is to greatly improve the present facilities.

Either way I predict that next year will be interesting. If you have any comments on what you would like to see changed or improved then why not let us hear about them at the Banquet on October, 25th.

Good Unsworth



THANK YOU - THANK YOU

I would like to thank all the people who volunteered their free time to help me make the CORK BARBEQUE the success it was. We fed 127 people to a delicious steak dinner. Without your help that would have been an impossible task.

Teresa Morrison

Social Committee

COMING EVENT

ANNUAL AWARDS DINNER

Date- October 25, 1986

Place- Cavalier Room, LaSalle Motel, Hwy #2, Kingston

Time- 7-8 Cocktails, 8-9:30 Dinner, 9:30-? Awards & Social

Cost- \$15.00 per person

Menu- Prime Rib of Beef

TICKETS IN ADVANCE- Contact Teresa Morrison

384-1576

!! THANK YOU !!

FROM THE STUDENTS OF THE WOMEN'S KEELBOAT COURSE

We appreciate all of the hours of time, patience and knowledge that you imparted to us when you devoted yourselves to our learning experience."

Instructors David Sewell, Bill Worthy, Mary Frazer, Peter Dendy and Bill Newlands gave their all unselfishly.

We would like to acknowledge David Sewell for first of all, coming up with the idea and then following it through with panache by organizing the program, enlisting volunteers and co-ordinating the whole affair.

Here then are some comments from your students.

Instructor Bill Worthy's group

Judy Adams " I particularly enjoyed the fact that our group had experience in three different locations with three similar boats but with different equipment. We sailed out of C.B.Y.C., Ivy Lea and Bath Marinas. Both of the other boats had jib furling which was something that I had never had any experience with before. "

Eleanor McLean " I enjoyed the course. I have a new insight into how much I need to learn about being captain. "

Ellen Sharples " Excellent! The course made me feel confident enough to take the boat out and in with help. I'm sure that Brian grew tired of hearing me say " Bill says this and Bill says that. "

Instructors Mary Frazer and Peter Dendy's group

Ann Unsworth " I have enjoyed sailing for many years, but participation in this highly organized learning experience which was presented by David Sewell and his dedicated group of volunteers has greatly improved my confidence and "performance" in all types of weather. Thanks Dave and gang. I appreciate your time and effort. "

Corin Worthy " I did enjoy the course. I felt more comfortable and relaxed. Learning by doing was a valuable part of the experience for me. "

Teresa Morrison " Great! I learned a lot. We were the only group that sailed into and away from the dock. "

Instructor David Sewell's group

Yvonne Muis " Terrific! Hope there will be another course next year. I learned a lot and could learn more. "

Donna More " Fun and informative course. Highly recommend the course to anyone. It increased my self confidence. "

Susan Knapp " All of a sudden the lights went on! You point the boat and set the sails. How could one sail for this length of time and never have that little ditty rub in somehow. The course was a great confidence builder. You could feel it yourself and feel it in the others in the group. It was a terrific experience and one that I hope can be repeated in future. Thanks for your time and a note of thanks from Carm who finally saw his boat under sail from another vantage point. "

Instructor Bill Newland's group

Joanne Sewell " All prejudice aside I thought that the lectures were excellent. The sailing portion was a valuable teaching experience from a safety point of view. It increased my confidence. "

Bonnie Twigg " Great! I think we should do it again. Hats off to the instructors. "

What a testimony to a wonderful team of confidence builders !

I'M SURE THAT ALL OUR HUSBANDS THANK YOU TOO !



First, a word or two on the name Najade which has been pronounced over the years in many different ways and which, due to the connotations behind the name, I suspect has been a source of embarrassment to some of my friends. Words which I have heard whispered through froth covered lips over the top of tilted beer steins are "I thought that a Contessa was a tough ocean going man's boat. Why a name like Najade?" Now we all know that it is one of those foreign words which can be loosely translated into "Nymph" (the reproduction above is actually from the front page of the official ships log depicting a typical nymph sitting on a lily pad and waiting for a wet and muddy shepherd to appear). The answer to the above question is really quite simple for, when one gets down to thinking about it, as I often do, is it not more pleasant to have ones cruising comforts, yes and even ones vessels safety looked over by a barely clothed nymph holding court on a convenient lily pad rather than some macho old man with a completely uncontrollable beard and trident who never shows himself outside equatorial waters? How many boats do you see around named Neptune? By the way, the Goodbye Girls name is pronounced Ni-ya-de.

But what, you ask, does all of the above have to do with the C.B.Y.C. cruise? The answer to that question may also become clear as I attempt to report the progress of our cruise and you realize that the deity who is looking after the good ship Najade is nothing but a fancy, fickle, flirtatious, fascinating and fun-loving female. She does not even appear to take the time from combing her hair while sitting on a slippery old lily pad to listen to a weather forecast, make sure that the engine is going to run, that the wind is going to blow in some direction other than on the nose or even to make sure that the head is going to hang in there for 3 weeks. That piece of logical thought, of course, shows me to be blameless for anything which may have gone just a little bit wrong during the cruise.

I suppose that I should now become a little more seriously reportive and start by listing the boats which made up our venturesome circumferential trip but, unfortunately, I do come up against a minor problem. Whenever we arrive at the club to embark on a cruise we find that everybody else is long gone, so, who was everybody else? When we arrive at the next port of call the day is well advanced, the sky is dark and all cruise members have eaten and libated themselves right into their bunks. Exhertions of the previous day always cause us to sleep late so that when we do emerge we are never certain "who all" were there the night before. However, after closely monitoring the always entertaining chatter on the radio during our cruising days I established the following as a fairly complete list of boats which made up our Armada to Toronto.

- Trinco III - Never failing to be in port by 1500 hrs (Additional crew from Mad Dad II needed to accomplish this).
- Spell-bound- A grey-hound of the lake (Meaning a sail-boat with an engine big enough to power a bus!)
- Pyewacket - An always reliable Nonsuch with wheelchair steering and single sting sail control.
- Desiree - An extremely fast mono-hull with training wheels. The delightful crew member of the same name needs no training of course in spite of the skippers continued insistence to the contrary.
- Morning Mist- Yet another one of those tricycle vessels which appear to sail in what must be an extremely uncomfortable upright position.
- Almitra - A remarkable 38 ft. long example of home construction with a bow-sprit which will be long remembered in many Lake Ontario ports (and a comfortable living accommodation which I also warmly remember).
- Najade - Reputed to be followed around at all times by a leary black cloud and therefore always found to be sailing alone.

By now you are asking "but when did the cruise start"? so here we go!

Day 1

It was a clear sunny day on Monday July 27 when we departed Collins Bay and yes, we actually got away on time at 0730. Unfortunately we still had to play catch-up because everybody else had left 2 days earlier. We had previously decided that, should the winds be favourable, we would sail around the outside of Prince Edward County instead of using the Murray Canal.

There was no wind at all so we followed plan B and motored until we reached the Hydro Generating station where we were allowed to beat for one hour and twenty minutes before going back to the iron topsail.

It was 1220 hr when a vessel approached us from ahead, sailing well in very light air. The skipper appeared to be of Spanish decent and was complete with straw sombrero and a glazed eye siesta expression on a nearly nautically bearded visage. It turned out to be Roudel with Bill Worthy returning home single handed from Picton to relinquish his galleon once again to daughter Linda. I was impressed with the way he was sailing gentle circles around us until I noticed that the motor was down and running very quietly. (a habit perfected on Thursday race nights)

The rest of the day continued in like mannner with sessions of motoring and sailing and occasionally trying to make radio contact with the rest of the fleet who, we became convinced, were approaching Toronto by this time.

It must have been around 1700 hr when we finally made contact with Paul on Desiree. We had passed through telegraph narrows at this time and were enjoying a brisk sail with full main and working jib.

Our first day finished at 1520 hr when we anchored of Horse Point near Belleville. We talked with Eleanor on Spell-bound and learned that they were leaving the Murray Canal early the next morning and would be heading for Cobourg.

4 hours and 5 minutes of sailing in an eleven hour day.

Day 2

Another early start with up anchor and away at 0650 and an excellent cup of coffee even though the lumps of milk did tend to stick in ones throat.

What a beautiful red sunrise this morning!

Look, the barometer has fallen 1010 to 1005

Somehow, after gassing up, pumping out, finding the A&P, eating a snack it was already 1120 and we were heading away from a very friendly reception at Trenton Marina and making for the Murray Canal with a full main and motor. Hopes of making Cobourg that day were still alive although I had not realized that our little nymph was not in full control of the situation at that time nor really would be for the rest of the day.

It all started with a visit to the head at 1210 to be exact, and I was looking forward to one of the more basic skills of sailing. I can remember the time because it is imprinted indelibly on by nether regions but again, I digress. Before I could become properly perched with feet pressed against the down-hill bulkhead my helmsperson caused the vessel to heel quite unnecessarily and, amidst the sound of disintegrating porcelain, the captain and the bowl were unceremoniously dumped. Only when I started to mutter about using a bucket did the seriousness of the situation become apparent to she who was the cause of it all.

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Wind speed and wave action increased considerably as we motored through the Murray Canal until we were making only one to two knots in the narrow channel to Presquil Bay. As we approached Brighton Marina at 1520 we hoisted and reefed the main in preparation for a brisk sail down the Bay and into the lake. It was at this point that the topping lift became a streamer from the mast-head and only an interesting gybe enabled me to retrieve it, losing a lot of head way in the process.

It was a relief to finally bear off and reach down to the main lake with only the working jib hoisted but then it was decision time. Should we continue to Cobourg to meet the gang or retreat humbly to Brighton Marina for the night? It was the size of the waves, the strength of the wind on the bow and an overheard radio conversation between Dave Sewell (Morning Mist) and the coastguard at Cobourg which discouraged us from attempting further progress. I will leave it to Dave to describe what really happened but I believe that his entrance into Cobourg harbour was really awesome (not first mate Joanne's description of the proceedings!) Due to another slight veering of the wind it took us another $1\frac{1}{2}$ hours to return to Brighton Marina where it cost us \$14.50 to just tie up for the night. Winds on that day were reportedly 35 kts gusting to 40 kts.

Day 3

At 0630 the forecast was for 10-15 knots of wind from the N.W. which promised good sailing to Cobourg with the barometer at 1004 and rising. At 0835 we were passing Presquil Point light with the barometer at 1005 and rising, the temperature a beautiful 22° C and our E.T.A. Cobourg 1300 hrs. Radio communication had previously indicated that the fleet would be heading for Port Darlington to-day with the exception of Morning Mist which would be undergoing an extensive engine over haul in Cobourg harbour.

There is an entry in our log at 1130 which may appear to be a little unusual "successfully identified an Alberg 37 through binoculars." The truth is that it is the first time that I have identified anything through those binoculars. They were a gift and are 20/50. Great for bird watching with a tripod and also the beach but not too much use on a moving vessel.

At 1310 we were off Cobourg (late again) and decided that we should continue to Port Darlington to join the C.B.Y.C. cruise festivities that evening. The highlight of the afternoon was a rain squall which headed towards us causing me to reef the main. It then disappointed us by passing to port.

11

Fluky winds was our excuse for starting the noise machine at 1445 and that remained our means of propulsion until we arrived at Port Darlington at 1900 on a very misty evening. Having travelled off the edge of our chart and operating on only the Lake Ontario Ports book we actually thought that we were entering Newcastle harbour. We were both still discussing whether it was Newcastle or Port Darlington when we saw the sign on the restaurant.

What a good feeling it was to receive such a warm welcome from our friends. There was even a 25½ ft. boat length of dock space saved for us to tie up our 26 ft. boat but with the help of many concerned people, and adjustment of lines, we eventually tied up safely. (Ann, 1st mate or Captain depending upon the circumstances or her state of mind, had by this time departed hurriedly for the washroom. Nobody else yet understood the reason for the urgency and may have mistaken it for anti-social behavior.)

The evening was a great celebration with dinner reservations for all at the Port Darlington Marina Restaurant. The company was great, the food good and the price unbeatable. Steak dinner with salad bar was \$10.99 for 2. Liquid refreshment doubled the cost of course. The evening was a perfect sequel to our catch-up effort and only the first, for us, of many such evenings in the days to come.

There is a final comment in the log for that day which borders on the philosophical. Why, in our advanced years, does après sail have to be just like après ski, that much vaunted pastime which now takes on the aspect of drooping eyelids by 10 o'clock in the evening! (sometimes even earlier)

We will report further on our exploits in future issues. (Please do not use threats against the Newsletter Editor)

Ann and Gord Unsworth

APPOLOGY

My sincere appology is extended to Hans Von Rosen. Hans sent me a thoroughly enjoyable review of the Main Duck Island Cruise which took place June 28th. and I managed to misplace his article. Your thoughtfulness is appreciated. Hans and I will print it as soon as I find it.

John

HAUL OUT DATES

Haul out dates for this season are posted as follows:

October 4, 11, 18, 19, 25, 26,

Big Crane- October 18,

Step down masts- October 12, 13,

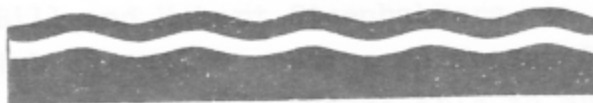
Haul outs are also available during the week.

The Editor's View Finder

My thanks to Susan Knapp for her valuable assistance with this issue of the news letter.

For those who missed it, the Pigeon Island Race once again provided enough wind, waves, sunshine rain and keen competition to satisfy all participants. Fortunate enough to secure a crewing slot on NAJADE, (I didn't think MAJIK was up to the challenge) I was warm, cold, wet, felt sea-sick - but wasn't, got sunburnt and still enjoyed myself immensely. Thanks Gord, I would cheerfully do it again any time.

It was encouraging to see our membership up from the 1985 season. Growth, however modest, can only help our organization.



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