

COLLINS



MIXER



Collins Bay Yacht Club

COLLINS BAY YACHT CLUB Executive 1987

Commodore.....	Gord Unsworth...	389-9260
Vice Commodore.....	Dave Sewell.....	542-9014
Past Commodore.....	Paul Kruger.....	389-3716
Secretary.....	Susan Knapp.....	389-2125
Treasurer.....	Bernard Gates...	389-1835
Fleet Captain (Sail).....	Peter Horrocks..	389-3608
Fleet Captain (Power).....	Bob Wright.....	389-3060
Race Committee Chairman.....	Al Walker.....	542-4412
Cruise Committee Chairman.....	Bruce Fairbairn.	389-0277
Hospitality Committee Chairman.	Joanne Sewell...	542-9014
Newsletter Committee Chairman..	John Harman.....	389-6409
Social Committee Chairman.....	Sue Unsworth....	384-6358

FAMILY DAY

Sunday July 19, 1987 is Family Day at CBYC.

The fun begins with a sailpast at 13:00.

Decorate your boat with as many balloons, flags, and streamers as you can.

Use your imagination!

There is be a prize for the best dressed boat.

Games and contests for the kids of all ages will then take place on the lawn behind the clubhouse.

At 4:00 PM the BBQ will be heated up to cook hamburger, and hotdogs, (you cook them to your own satisfaction).

Soft drinks will also be sold.

Come out and participate!

Enter a contest, chat with a friend or lead the cheering section.

Check the clubhouse for further details.

CONTACT: Sue Unsworth 384-6358

TREASURER'S REPORT

June 10, 1987

ASSETS

Bank Balance Feb 1, 1987.....	1354.88
87 Dues..(51 at \$26.00).....	1326.00
Clothing in stock.....	280.00
Burgees in stock..(25 at \$15.75).....	393.75
Burgees in stock..(6 at \$ 6.00).....	36.00
Family Day supplies in stock.....	87.65
Clothing sold Family Day.....	300.25
Amherst Island Race (11 entries).....	55.00
TOTAL ASSETS.....	<u>3833.55</u>

LIABILITIES

CBYC Representation at Marine Traders Assn...	18.50
Food for AGM.....	100.00
Township word processing.....	15.50
Printing CB Mixer.....	113.25
Postage.....	154.69
RCAF Club Rental.(2 at \$25.00).....	50.00
Linden Photo (screen rental).....	8.03
Burgees (31 at \$15.75).....	488.25
Bank Charges.....	5.00
Racing Mark Supplies.....	30.00
Family day supplies.....	100.00
CB Legion Rental.....	45.00
TOTAL LIABILITIES..	<u>1130.02</u>

Total Assets.....	3833.55
Total Liabilities.....	1130.02
Net Worth.....	<u>2703.53</u>

Assets on Hand.....	709.00
Bank Balance June 10, 1987.....	1994.53
	<u>2703.53</u>

Signed B. Gates

MEMBERSHIP NUMBER CONTEST

The following are the winners of the
"KNOW YOUR MEMBERSHIP NUMBER" Contest.

Paul and Desiree Kruger.....	26
Gord and Bonnie Twigg.....	159
John and Karen Harman.....	189
Bill and Sylvia Patterson.....	149
Karl Krejburg.....	94
Lloyd and Virginnia Miller.....	57
Bruce and Alda Fairbairn.....	2
Judy and Bill Adams.....	13

What would you expect with a number like 13?

Brian Caughey and Carole Steele..	210
Bernard Gates.....	103
Peter and Jane Horrocks.....	183
Claudia and William Stevenson....	56
Ivan and Toni Vrana.....	44
Peter and Jane Kasserra.....	117
Anne and Jim Baxter.....	55
Hans and Franzeska von Rosen.....	155
David McLewin.....	216

The prize which these "most knowledgeable members" will receive in due course (of course) is a cruise equipped DS34 with six sail inventory. Ever heard of a DS34?? Very futuristic, I understand!!

Anyway, thanks to all for helping to make the membership Chairman's job a little easier.

HELPING HANDS

The following members have volunteered to help in various activities. No doubt you will be called upon to help in some capacity or other during the year. Even if you are not, as some plans have been pretty well firmed up for the season, and there is not much we can do to the club house as things stand, the fact that you offered to help is really what the club is all about. So if nothing else, this list reads as an Honour Roll of those in our organization who think sufficiently of it to want to keep it alive!

Thank you everyone! and a tip of the old hat in your direction.

NEWSLETTER

John Harmon
Chester Copeland
Bob Colhoun
Dave Sewell
Peter Horrocks

COFFEE SHOP

Maxine Cohrs
Teresa Morrison
Sylvia Patterson
Judy Adams
John Keys

RACE COMMITTEE

Paul Kruger
Chester Copeland
Win deVries
Peter Horrocks

AWARDS BANQUET

Bernie Gates

SOCIAL COMMITTEE

Bonnie Twigg	Soc Committee
Cathy Bridgen	Soc Committee
Teresa Morrisson	Coffee Shop/Fam Day/Pidgeon Is. BBQ
Sylvia Patterson	Coffee Shop/Fam Day
Bill and Judy Adams	Coffee Shop/Social Committee
Robin and Anne Myers ...	Pidgeon Is. BBQ
Joyce Copeland	Soc Committee/Pidgeon Is. BBQ
Bill and Corinne Worthy	Pidgeon Is. BBQ

CRUISE COMMITTEE

Donna Speight
Bruce Fairbairn
Bill & Judy Adams
Norm & Max. Cohrs
Chester & Joyce Copeland
Michael & Olga Kelly
Win deVries
Arthur & Allison Froese
Bill & Corinne Worthy
Hans von Rosen

CLUBHOUSE DEVELOPMENT

Paul Speight
Bill Patterson
Bill & Judy Adams
Bernie Gates
Chester Copeland
Michael Kelly
Peter Horrocks
Bill Stevenson
John Keys
Bob Colhoun

WE HAVE TO DO SOMETHING ABOUT MEMBERSHIP RENEWAL

The membership year is Jan. 1 to Dec. 31, but each year memberships begin to roll in around launch day in May, and continue to dribble in until September.

You would be amazed at what that delay does to your executive and the Club as a whole!!!

As a for instance; it delays the publication of the membership roster until July. So you don't get to know who in the Marina is a member until the season is half over!

It delays planning of every kind, for social activities, reciprocal-agreement arrangements, committee formation, cruise planning, Family Day, BBQ's, etc. In fact, for part of the year planning has to go on in anticipation that there will be a membership!!

This has a spiral effect. Members seem reluctant to renew when little seems to be happening, and conversely activity is only slowly generated when membership numbers don't seem to warrant the expenditure of large amounts of energy, time and talent.

But I have saved the biggest to last. The most devastating effect that late renewal has upon the Club is that all important issue of our ability to COMMUNICATE with the membership.

The "Collins Bay Mixer" is how we keep you informed. If we don't know who you are how can we let you know what's going on? If you don't know what's going on, why plunk out \$26.00 to renew your membership? and so the cycle continues.

And so.....for the next season-annual membership fees are due on Jan 1, 1988. Hopefully by moving up the due date a lot more will be in place by Launch Date instead of starting the process then.

RECIPROCAL AGREEMENT WITH CBYC - Summer Season 1987

Ashbridge's Bay YC	Toronto, Ont.
Baie d'Urfe YC	Ste. Anne de Bellevue, Que.
Boulevard Club, The	Toronto, Ont. (416) 532-3341
Britannia YC	Ottawa, Ont. (613) 828-5167
Brockport YC	Brockport NY
Brockville YC	Brockville
Bronte Harbour YC	Oakville
Burlington Sailing and Boating Club, The	Burlington
Cathedral Bluffs YC	Scarborough (416) 261-0537
Cobourg YC	Cobourg (416) 372-3098
Crescent YC	Chaumont NY (Watertown)
Dalhousie YC	St. Catharines
Etobicoke YC	Toronto
Fairport YC, The	Pickering
Fifty Point YC, The	Fruitland, Ont.
Frenchman's Bay YC	Pickering, Ont.
Genesee YC	Rochester NY
Henderson Harbour YC	Henderson Harbour NY
Island YC	NY (716) 751-9978
Kingston YC	Kingston, Ont
Lord Reading YC	Beaconsfield, Que.
National YC	Toronto, Ont
Niagara-on-the-Lake Sailing Club	Niagara-on-the-Lake, Ont.
Oakville Yacht Squadron	Oakville, Ont.
Oshawa YC, Inc.	Oshawa, Ont.
Pickering YC	Pickering, Ont.
Pointe Claire YC	Pointe Claire, Que.
Bay of Quinte YC of Belleville Inc.	Belleville, Ont. (613) 996-5931
Ste Catharines Boat Club	St. Catharines, Ont.
Toronto Sailing and Canoe Club	Toronto (Humber Bay), (416) 531-0403
CFB Trenton YC	Trenton, Ont. (613) 392-8995
Trident YC	Gananoque, Ont. (613) 382-2771
Whitby YC	Whitby, Ont. (416) 668-1391
Pulteneyville YC, Inc.	Pulteneyville NY (315) 589-9735

1987 CRUISE SCHEDULE

DATE	DESTINATION	CRUISE CAPTAIN
July 18-Aug 8	Lake Ontario Cruise	Gord Unsworth
Aug 22-23	Theatre Cruise, Gananoque	Judy Adams
Sep 5-7	Labour Day, Prinyers Cove	Hans von Rosen
Sep 19-20	3rd Annual Fish & Chips (Confederation Basin)	Bruce Fairbairn

DRINKING AND CRUISING

On our cruise to Aubrey Island we saw two young men fined \$53.00 each for having open beer bottles near the cook shelter. The park wardens mean business this year. So be sensible and remember the following rules:

- 1) A moving vessel is considered a moving vehicle. The OPP can pick you up and charge you for drinking the same as if you were in your car.
- 2) If your boat has a head, and a galley, and is occupying dock space on a park island, it is your residence and you can consume alcohol on the dock adjacent to your boat or on the boat but nowhere else.
- 3) If you are legitimately occupying a camping area on a Park Island, you can keep and consume alcohol in that area, but nowhere else. (The two men who were fined were campers, but were out of their campground).

Bruce Fairbairn

ROUND THE LAKE CRUISE

In 1986 CBYC organized a very enjoyable "Round Lake Ontario" cruise and we are planning to organize a similar trip in 1987.

Unfortunately there are not too many people with enough free time available for extended cruising so it looks as though our three week cruising schedule will be less ambitious.

We plan to undertake a number of shorter cruises during the period July 20 to August 7. If any of our members would like to participate in some congenial cruising in that time frame, then please call:

Gord Unsworth 389-9260

HAVE YOU LOOKED UNDER YOUR HATCH COVER RECENTLY ??

(Annual membership card scavenger hunt)

Because of the uncertainty of the mails, some membership cards have been delivered directly to your boat. If possible, the "postman" stuck the envelope through a crack in the companionway hatch, and you should find it somewhere below.

However, if that was not possible, and there was a hatch open, the envelope was placed in a prominent position under the hatch cover. (Things may have been rearranged a little in the hatch to make that possible - sorry about that).

Finally, if it was not possible to find a dry spot on board to deposit the envelope with your membership card in it, the delivery was made to the club house.

Please note that ALL membership cards are now out. If you have not received yours yet, look for an envelope with your name, and the name of your boat on it:

- 1) In your boat
- 2) In a cockpit locker, under a hatch, on your boat
- 3) in the clubhouse

If you are not moored at Collins Bay Marina, your membership is in the mail.

MOVING TO A NEW LOCATION

One of our advertisers, Andrew Soper Sailmaker, will be closing his present loft at Labour Day, and will be re-opening September 30th 1987 at the St. Lawrence Marina, 349 Wellington St., Kingston. (Dredge and Dock Yard at the foot of North St.). His phone number, 542-2842 will remain the same.

We wish Andy all the best in his new location.

SPRING SERIES 87

Final Results

Overall

			Pts	Div
1	Redneck	Hank Muis	Bombardier 7.6	42 I
2	Mrs WWO	Lowell Ostrom	Grampian 26	38 II
tie 2	Melissa "J"	Al Walker and Pete Horrick	Viking 28	38 I
4	Charlotte Rose	John George	Niagara 26	34 I
5	Tiger Shark	Garnett Derrick	Shark	19 II
6	Najade	Gord Unsworth	Contessa 26	16 II
7	T-26	Ken Hinton	Tanzer 26	11 II
8	Harmony II	Bob Dendy	Tanzer 26	9 II

Division I

Pts

1	Redneck	Hank Muis	46
2	Melissa "J"	Al Walker-Pete Horrocks	43
3	Charlotte Rose	John George	39

Division II

Pts

1	Mrs. WWO	Lowell Ostrom	41
2	Tiger Shark	Garnett Derrick	27
3	Najade	Gord Unsworth	19
4	T-26	Ken Hinton	16
5	Harmony II	Bob Dendy	10

FROM THE COMMODORE

The boating season is now well under way and we are experiencing the fine mix of summer weather which we have all learned to expect. I think that one of the great advantages of boating is that it can be enjoyed under a wide range of weather conditions (even all in one day!).

We are now into the summer race series, and although numbers are slowly increasing we are still a little low on participation. Remember, we now have two divisions, so there is a special place for us sailors with non-racing cruising boats. Come out on Thursday nights, have fun, and improve your sailing skills.

Thursday night, as you all know, is CBYC racing night when there is activity around the clubhouse and docks. Perhaps it would also be the time for non-racing members to meet, talk and generally socialize.

Good boating to all.

Gord Unsworth

FROM A MEMBER (who just happens to be typing this rag, and therefore is reading all the articles before any of the rest of you, and who just can't resist making a few comments, and -----) read on.

Hey Gord. Nice one about the Summer series.

A few weeks ago, my loving bride, (I'm not allowed to call her THE wife) sez to me "Why don't you try racing in the summer series? You have been coming home from work very tense lately, and the change might do you good." (She's British and talks proper like that).

Well I red someplace that racin' improves the breed, and my breedin' ain't too good, so I figgur that maybe I should do that, and besides, she wants me to go, don't she?

OK. Now handling a high performance Hullmaster 22 is pretty tough, especially when you're goin' hell bent for leather. I race to win. Guess I's goin' to need a crew. Now who do I know who has the brawn to sheet in that big Jenny real fast like, especially when we're beatin up to the mark? Dave. Good ol' Dave (some say). I know he is strong (I've camped with him.. no showers for three days), and he ain't too bright 'cause he is a Cub leader, just like me.

Well Dave falls for it. "Sounds like fun" he sez.

Thursday night rolls around. I dress up in my best BJ's and sneakers, and show up at 5:00. I casually stroll about tryin' to look like I do this all the time... Damn, Damn, Damn, I'm cool.

Well this dude comes up to me an' asks if I's racin'. Hell, I ain't home watchin' Hollywood Squares am I? Of coarse I'm racin. He says "we are running number 23 CCW tonight" and boogies off towards a bunch of clubbies.

Twenty three CCW? What in Sam Hill blazes does that mean? Them good ole boys racing dirt bikes know how to speak english. What is this guy babblin' 'bout? Well I figgur I better mosey over to the clubbies, and pick up a few pointers, but casually, of course, so these fancy dressers don't get the idea they're dealin with a greenhorn. Gotta make em respect ya, my paw always said.

One of these guys has a bit of paper in his hand, with a bunch of squares drawn on it, and some dots and lines and a few letters scattered about. Sort of like a kids game of "how many ways can a rattle snake slither around three rocks and still bite his tail". I asks this feller "where can I get one of those", and he sez "in the clubhouse", so I goze, and I looks about, and I finds one.

Suddenly I look around and everybuddys gone, and so is their boats. I'm still tied up, and Dave ain't here yet, and its a quarter to six. OK, I guess I'll have to go alone and show em how its done.

Just as I'm untyin' the boat, I see Dave's little pick-em-up runnin' down the hill with a big dust cloud behind. What a guy. He sure noze how to make an entrance. If anybody was still here, they'd sure be impressed.

Well Dave runs down the dock and swings onto the boat just as I'm backin' out. "All set?" he sez. "Lets go and show 'em", I sez.

Now Dave has been out with me a few times, and he is gettin' pretty good, but he still don't know all the fancy sailor words. For example, he still calls the ropes "ropes". I teach him a bit of the lingo as we're motorin' along. What he don't know is that I learned all these words watchin' TSN last year when all these rich guys 're racing boats down in Foster's Lager country, but if you don't tell him, I wont.

Well we get out to the end of the bay, and there's all the guys, and they is goin' every which way. Some's runnin', some's reachin', some's beatin', some's tackin', some's jivin', and you could spit from one boat to another. Right in the middle is this big blue Tri-ma-whatzit, and he's got his rock down, so I guess he's fishin', but he sure ain't gonna catch nuthin' with all them other boats around.

I tells Dave, "we'll jes lay back and fox 'em all. We'll get up a head of steam and charge right through the pack just before the gun". He says "sounds good", so we lay back about a hunnerd feet and let all them guys go out and play bumper-cars.

All of a sudden, everybody turns and points the same way, 'cept us who is pointin' back down the bay. A horn blows and everybody drives away leavin' us behind. I yell to Dave that we got to get goin' 'cause the race has started and we ain't in it, and to pull the steerin' stick over.

Well, to make a long story short, we sort of followed these guys around, but since they got a big head start, they kep' on pullin' away from us.

As a matter of fact, by the time we turned around the last float, and started runnin' for home, all of them guys were back at the club, havin' a beer. By the time we got to the startin' line, the guys must have give up fishin', cause the tri-ma-thing wuz gone. This nice feller in a yeller boat blows a horn and sez "OK - Nice finish". I sez Thanks. He sure had a nice boat, and his crew was all dressed in yeller too, jus' like the boat. Real class act.

Well we put down the motor, and drove back to the club, but everybody had gone home, so I couldn't even bum a beer.

But we didn't do too bad. I seen in the club house next week that we got 55 thousand points for that first race, and the next guy only got 45 thousand points, so I guess we did somethin' right.

Well Gord, I figgur that you got it right. Everyone should come out on Thursdays, and have a race. It was so much fun that I jus' might try to run the rest of the season, 'course I don't wanna beat them other guys too badly, so I'm goin' to offer to give em some of my points after the next race so they don't get too de-moral-ized.

Yur Frend
Bob

PS. We just finished the second race, and I had to break in a new crew. First, Dave sez that his Paw died, and he had to go an' wake him, and I was sure that Dave didn't have no Paw..... Second, the press musta herd about my skills and wanted ta see how good I wuz. My new crew wasn't too friendly tho, and kept on makin' cracks like "do you think we'll get round before the ice sets in" and like that. I think I'll ask Dave if he wants to do it again next week.

LAUNCHING OF THE FIRST WINGED KEEL

-- OR --

MAKING HISTORY AT THE COLLINS BAY YACHT CLUB

Kingston's first Winged Keel was launched at Collins Bay Marina, Friday June 5th, 1987. At 08:10 I watched a 30' Piver-Newman Trimaran "Morning Mist" with its newly fitted winged keel slipped beneath the surface. This was a moment of particular satisfaction for me as it marked the culmination of a three year project. During that time much thinking, measuring, re-measuring, sailing and local consultation had been invested in the project. Unlike other winged keels of note, no tank tests were involved, although the dutch contingent were very much involved in the consultation and kibitzing of what the locals are already calling the "weed cutter".

"Morning Mist" is a ketch rigged cruise equipped trimaran. Because it is rigged for cruising, it does not carry the sail area that the size of boat would warrant if speed and not family comfort and safety were the prime considerations. The tri carries asymmetrical "amas" or floats. The principle behind their shape is that when the boat is sufficiently heeled over to bury a float and lift the other almost out of the water, the one buried acts with the same principle as an airplane wing. In this way, the "ama" counteracts the leeward tendencies which is something all sail boats must contend with. In most boats this reaction against leeway is normally provided by the keel. Regular sailors of "Morning Mist" all agreed that with sufficient wind, somewhere in the neighborhood of 17-25 kts (!), sufficient heel was generated to bury one or the other amas for it to work effectively in counteracting leeway. At wind speeds of 12-17 kts, the wind provided plenty of force for leeway tendency but was insufficient to provide sufficient heel for an effective deterrent. Hence in these wind speeds "Morning Mist" skated more than most boats do. Her tendency to lose ground to leeward also affected her ability to point or "go to windward".

All of this sounds terrible, but it was not as bad as describing it would suggest. Every boat has leeway (even 12 metre yachts), and the best that most cruising boats will do to windward is 45 degrees. The problem was that "Morning Mist", because of insufficient heel in the 12-17 knt range had more than acceptable leeway and would not effectively point to windward above 60 degrees.

Since most of Lake Ontario winds that we cruise in are within the 20 kt range, something needed to be done. Either increase the rig (and thus reduce the comfort or safety factor in higher winds) or increase the keel size. The latter, for a variety of reasons, including cost, was the preferred alternative. Thus began the long process of "thinking about it". In relative terms, the winged keel addition was a last minute idea. It happened by coincidence. I met Tony Zeger, quite by chance, in the coffee shop of Portsmouth Olympic Harbour.

Tony for many years was a Lightning Class competitive (very!) sailor in Montreal before he came to Kingston. His forte, and what gave him his competitive edge in a class where class rules do not leave much room for manoeuvring, was his focus on the centreboard and how to make it increase its effectiveness. The knowledge gained through repeated experimentation put him at the leading edge of technology in that class. Although he does not race now, he has kept up with the developments.

When Tony and I got talking about launching, I mentioned that a delay was inevitable because of the new keel project. Tony perked up. After hearing of planning to date, Tony suggested the winged keel, what effect it would have, and its value. He also suggested how its construction might be achieved. I left that chance encounter a very thoughtful, if somewhat doubtful person. The idea at once appealed, but at the same time made me very nervous. I began immediately to toy with various designs and how they might be incorporated into the thoughts about construction which had already been developed.

Two more meetings with Tony solved any outstanding problems, and as far as planning was concerned the winged keel was a go. One of these meetings was again providential. I couldn't decide which to use of a number of designs I had come up with. Tony decided it for me with a couple of quick lines on the rough sketches I showed him. As soon as I saw them, I knew he was right. Just like that. Out of half a dozen, I had my design. It was as simple as that.

I find that when I really have my mind on something, people often say something in casual conversation that gives an idea, provides an answer, or a caution, which makes an important contribution without them even knowing it.

Conversations with Don Bennett provided me with key ideas in just this way. Don's family, his father and grandfather have been building boats for so long in Newfoundland and laterly on Wolfe Island, that I think it might be in his genes. Being neighbors in the yard this year, we naturally got talking about what he was doing to his boat "Sunny Ledge" and what I was planning for ours. I am not sure whether he knows it or not, but in those conversations he confirmed for me the "constructability" of Tony's wing idea and the general method of construction that I had been mulling over in my mind. Not only did he confirm what I had in mind but his questions and comments strengthened, through simplification, what I had been planning. When that happens to me it is another sign that just maybe you're on the right track and headed in the right direction.

One of the great joys of a project like this is the help that comes along and pitches in without even being asked. People are curious and when they see they can lend a hand, often do. Four people particularly stand out in this regard. They are Bob Colhoun, Keith Sibbet, Robin Simpson, and my son Jonathan. Without their extra hands at critical times in the process, who knows, we might still be yard bound. George Green, who is an absolute genius at fibre-glass work supplied and directed the glassing over. He also introduced us to what is latest in the technology, that could help us produce the best results. The end product was better than I ever thought possible.

At this moment Sea Trials continue. So far the results have been encouraging. Ten degrees have been knocked off her ability to go to windward. She tracks beautifully. Leeway has been vastly reduced. At the same time, her speed going to windward has improved, without affecting her off the wind capabilities.

Up to now, she has not been "tested" in severe wind conditions, and the spinnaker run has only been in moderate air. Based on results so far, I am predicting we will be pleased with "Morning Mist's" performance in heavy air as we have been in the air for which the keel was designed.

Two possible downers remain to be tested. With 28 extra feet of wetted surface, "Morning Mist" may have lost half a knot to a knot in very light air. Also the keel was purposely positioned to increase the weather helm.

So far in moderate winds, the desired effect has been achieved, to about the right degree. It remains to be seen to what this slight increase in weather helm will be multiplied in heavy wind conditions. In the one blow we have had so far, weather helm seemed to stabilize at an appropriate level as the winds increased.

A popular theory amongst the "gallery" of modification watchers was that the wing would help "Morning Mist" to turn on a dime. I was never able to quite figure out what this idea was based on. With its enlarged rudder, I can report that the boat turns well into the wind, but because of its light weight and construction it quickly loses momentum and continues to start most new tacks from what, to a monohull with its heavily weighted keel and lots of momentum, would be a "standing start".

Once again our thanks to everyone who contributed in lots of ways both large and small to what seems to have turned out to be a very successful and enjoyable project. Also thanks to the Collins Bay Mixer for publishing this piece for the historical record.

Dave Sewell
June 24, 1987

ANY GOOD STORY HAS A GOOD SEQUEL - by a staff writer.

Who was at the helm of **Morning Mist**, on Sunday, June 28, at 15:00, when the strength of her new keel was tested by plowing a furrow through the gravel of the shoal between the Brothers Islands?

Let the record show that the new keel stood up perfectly to this rather spectacular "Sea Trial".

Which club member, in an attempt to lend a hand during the above mentioned episode, dropped anchor, **without** the anchor being attached to the boat, and had to go on a shopping trip next morning?

The News Nose knows, and he isn't saying.....yet!

Fairbairn, Bruce ✓ 2 , Alda	799 Butternut St Kingston K7M 6C2 389-0277	Pyewacket Nonsuch 26 Sail #101
Worthy, Bill 7 , Corinne ✓ , Heather , Cathy , Rob	944 Percy Cr Kingston K7M 4P5 389-3077	Roundel G 26 Sail #344 VHF
Adams, Judith 13 , William G. ✓	4368 Bath Rd Kingston K7M 4Z2 389-1812	Trinco III C&C 29 Sail #54119 VHF
Wright, John 17 , Sherrill ✓	4 Nottingham Pl Kingston K7M 7H1 542-6125	Summertime Dream Nash 26 Sail
George, John 18 , Alma ✓ , Zixa	RR #2 Odessa KOH 2H0 386-3678	Charlotte Rose Niagara 26 Sail #77 VHF
Kruger, Paul 26 , Desiree ✓ , Simone , Paul , Raquel	RR #3 Bath KOH 1G0 389-3716	Desiree Trimaran 33 Sail #93 VHF
Knapp, Carmen E. 29 , Susan I. ✓ , Tom , Adam , Amy	673 Willis St. Kingston, Ont. K7M 6J5 389-2125	Second Wind II Tanzer 26 Sail
Jarvis, John 30 , Dorothy ✓	357 Chelsea Rd. Kingston K7M 4A1 389-5678	Neema I HM 31 Sail VHF
Myers, Robin V. ✓ 33 , Anne , Paul	54 Woodburn Dr Gloucester K1B 3A7 824-4449	Tyke IV HM Sail #45

Morrison, Jim 38 , Teresa	902 Rowantree Cr Kingston K7P 1P5 384-1576	Mad Dad II Carver Power VHF
Unsworth, Gord 40 , Ann , Heather , Joanne	714 Laidlaw Cr Kingston K7M 5M4 389-9260	Najade Contessa 26 Sail #056 VHF
Bennett, Don 42 , Dawn	17 Borduas Ct Kanata K2K 1K9 592-1919	Hazewind Ontario 32 Sail VHF
Vrana, Ivan R. 44 , Toni , Anna , Ivan	1616 Edge Hill Pl Ottawa K1V 7V5 523-0342	Morava Contessa 26 Sail #266 VHF
Keys, John E. 52 , Frances E.	42 Oakridge Blvd Nepean K2G 2T5 224-2452	Witchcraft Saugeen Witch Sail VHF
Baxter, Anne 55 , Jim	1112-2220 Halifax Dr Ottawa K1G 2W7 521-3399	Ramble CS 27 Sail #1501 VHF
Stevenson, Claudia 56 , William	23 Berkshire Way Nepean K2J 2B1 825-4410	Tamara C C&C 30 Sail #74065 VHF
Miller, Lloyd 57 , Virginia , Randy , Kris	890 Everitt Ave Kingston K7M 4R3 389-5532	Creme de Menthe I Bayfield 29 Sail VHF
Miles, Michael 65 , Walter	915 Elmsmere Rd #1009 Gloucester K1J 8H8 745-6226	Sabrina IV CS 33 Sail #3432 VHF

MacLean, Donald 83 , Eleanor	RR #2 Box 715 Kingston K7L 5H6 542-6725	Spellbound Cal. Mariner Sail #112 VHF
Code, Bill 85 , Niky , Wendi , Alan	655 Stone St N Gananoque K7G 1Z4 382-3442	Code's Cat Crestliner Power VHF
de Vries, Win 86	897 Auden Park Dr Kingston K7M 8T4 389-0623	Esprit Northern Sail #205 VHF
Hammond, George 88 , Dot , Andrew , Robin	1044 Hudson Dr Kingston K7M 5K8 389-5481	Summer Wine Heritage 35 Sail VHF
Krejborg, Karl 94	666 Carnaby St Kingston K7M 5M7 389-4742	SOS Hughes 26 Sail VHF
Gates, Bernard 103	RR #3 Bath KOH 1G0 389-1835	Keewatin II Northern 25 Sail #200
Froese, Arthur 105 , Alison , Shawna , Danielle	174 Country Club Dr Kingston K7M 7B6 544-1872	Aslan Bayfield 32C Sail #128 VHF
Ross, Ian 107 , Kathryn , Alastair , Frances , Susanne	527 Canterbury Cr Kingston K7M 6X8 389-7563	Bairn Craig GL17 Sail #HR17 VHF
Boisvert, Rock 108 , Francoise	429 Southwood Dr Kingston K7M 5P8 384-3143	Chinook Lachance Power VHF

More, David 114 , Donna	2-1028 Johnson Kingston K7M 2N4 544-6140	Loon Roberts 31 Sail #R31 VHF
Kasserra, Peter 117 , Joan , Kim , Nicole , David	263 Glen Castle Rd Kingston K7M 4N7 389-5507	Que Sera O'Day Sail VHF
Bolt, George 120 , Yvonne	5 Centre Park Dr Gloucester K1B 3C2 824-1404	Alize Ontario 32 Sail #22 VHF
Sharples, Ellen 128 , Brian	464 Roosevelt Dr Kingston K7M 4B1 389-6270	Stara C & C Sail VHF
Breithaupt, Robert W. McCausland, Mary Sue 130 , Andrew , Keri Lee , Robert T.	17 Michaelangelo Ct PO Box 372 North Gower K0A 2T0 489-3506 990-4112	Wawartok Custom-Gazelle Sail VHF
Copeland, Chester 147 , Joyce	625 Forest Hill Dr Kingston K7M 7N6 384-2286	Fiddler's Green Kelt 7.6 Sail #436 VHF
Patterson, Bill 149 , Sylvia , Brad	729 Downing St Kingston K7M 5N1 389-4701	Freedom Ontario Trawler Power
Rini, Philip 150	2 Mowat Ave #504 Kingston K7M 1K1 549-6435	Kerensa Cal-Glass Power VHF

von Rosen, Hans
155 , Franziska

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K0G 1K0
259-2847

Plachander
Hinterholler
Sail

Dodd, Peter
Folinsbee, Terry
157

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Sail #2195
VHF

Twigg, Gordon
159 , Bonnie
 , Danny
 , Ryan
 , Cory

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K0H 2X0
389-7945

Twigger
Tanzer 7.5
Sail

Milne, Alex
163 , Ellen

151 Casterton Ave
Kingston
K7M 1R9
548-8848

Kelpie
Grampian 28
Sail #KC23

Sewell, David
171 , Joanne
 , Jonathan
 , Rowan

431 Albert St
Kingston
K7L 3W4
542-9014

Morning Mist
Piver-Newman
Sail #14000
VHF

Stein, Graham
172 , Juanita

529 Palace Rd
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K7L 4T6
546-6464

Jay Gee III
Cooper Prowler
Power
VHF

Rotteveel, Ben
173 , Wendy
 , Michelle
 , Sandy
 , Heather

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C&C 30
Sail #4181
VHF

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176 , Edna

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PY 23
Sail #432

Horrocks, Peter 183 , Jane , Joe	PO Box 459 Bath KOH 160 352-3608	Melissa J Viking 28 Sail #15821
Bell, James 184	392 Maple Ridge Kingston K7M 5P2 389-4228	Algernon Abbott 22 Sail #86
Boe, Carl 186 , Patricia	24 Hillcroft Dr Kingston K7L 4E8 546-4172	Aeneas Nonsuch 26 Sail #105 VHF
Harman, John 189 , Karen , Amanda , Jeffrey	965 Alpine Ct Kingston K7P 1N8 389-6409	Majik Cygnus 20 Sail #52 CB
Hinton, Kenneth 190 , Marion , John	186 Lakeshore Blvd Kingston, Ont. 384-2975	Marion Rose Tanzer 26 Sail #206
Mastrianni, Mike 191 , Carol	128 Park Crescent Amherstview K7N 1L8 389-1564	Cara Mia II Murray 33 Sail #009
Kelly, Michael 192 , Olga	1394 Hammond St North Bay P1B 2J3 (705) 452-9181	Micola Cabot Sail VHF
Workman, Ron 194 , Kay	1425 Woodbine Rd Kingston K7L 4V2 389-0822	Dock Works Thundercraft Power VHF
Burbidge, Peter 195 , Ann , Emily , Chris	7 Westfield Dr Amherstview K7N 1M8 3893-5881	Morning Mist Trimaran Sail #14000 VHF

Cohrs, Norman 199 , Maxine	1202 Major St Ottawa K2C 2S2 224-0467	Almitra Ferro Cement Sail #73 VHF
Colhoun, Bob 207 , Valerie , Ace , Shane	38 Littlefield Rd Amherstview K7N 1S2 384-3449	Tillicum HM 22 Sail
Caughy, Brian Steele, Carole 210	RR #1 Elginburg K0H 1M0 376-3486	Asylum II C&C 27 Sail #34561 VHF
Wellwood, Robert 211 , Marilyn	Treasure Island RR #1 Kingston K7L 4V1 542-7797	Mary C C&C 29 Sail VHF
Cheesman, Ian Brigden, Cathy 213	#801-920 Gardiners Rd Kingston K7M 7N2 389-4986	Zuleika Alberg 29 Sail #158 VHF
Stott, Malcolm 215 , Elizabeth , Ingrid , Nicholas	159 Casterton Ave Kingston K7M 1R9 549-0842	Simmac C&C 27 Mk III Sail
McLewin, David J. 216	400 Stewart St #2403 Ottawa K1N 6L2 236-6892	Scamp CS30 Sail #4534 VHF
Choquette, Herb 217	271 Old Quarry Rd Kingston K7M 3V1 547-2531	Phoenix Seabird Sail
Simpson, Robin 218 , Karen , Luke	636 Hillview Rd Kingston K7M 5C6 384-3345	Morning Mist Sail

Speight, Paul
219 , Deanna
 , Vanessa
 , Tanya
 , Melody (ships cat)

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Vantanna
Tanzer 8.5
Sail #055
VHF

Patenaude, Bob
220 , Carole

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Kingston

548-2298 (pager)

Brandytyme
Ketch
Sail
VHF

Budd, David
221 , Nicola

10 Kingsford Cr
Kanata
K2K 1T3
592-4105

Illecillewaet
C&C 29
Sail #44130
VHF

Unsworth, Sue
Muldoon, Tim

#112-1015 Pembridge Cr
Kingston
K7P 1M8
384-6358

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Micola	Hinton			
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Morning Mist	Vrana			
Morning Mist	Burbidge			
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