

# **COLLINS MIXER**



**Collins Bay Yacht Club**



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1988 EXECUTIVE COMMITTEE

Commodore	Dave Sewell	542-9014/545-4539
Vice Commodore	Bill Worthy	389-3077
Past Commodore	Gord Unsworth	389-9260
Secretary	Sue Muldoon	376-6807
Treasurer	Chester Copeland	384-2286
Membership	Bob Dendy	389-4504
Fleet Captain Sail	Peter Horrocks	352-3608
Race Committee	Al Walker	542-4412
Social Committee	Bonnie Twigg	389-7945
Cruise Committee	Hans Von Rosen	1-259-2847
Hospitality	Karen Thompson	384-2776
Newsletter	Tim Muldoon	376-6807

### MESSAGE FROM THE BRIDGE

A hearty "ahoy" and welcome to all new and returning members. It's great to have you aboard.

This is your first "mixer" of the 1988 Season. We expect to publish four or five others over the course of the season. So keep a weather eye open for additional issues.

You will note from the Roster published in the last issue that nearly seventy have taken out membership. Bob Dendy tells me that we are about 36% ahead of where we were this time last year. Considering that we doubled the fees this year, my evaluators tell me we are doing very well indeed. Congratulations to all who made that special effort to get their fees in on time.

It's still not too late! Each edition of the Mixer, will feature supplements to the Roster.

Our budget is based on 80 members and we are hoping that with our fantastic program and super pamphlet we will top 100.

Based on these goals, you can see we still have a weather leg to the finish line so don't hesitate to recruit your dockside neighbour. Additional copies of the brochure cum pamphlet cum application form are available in the Club House. If everyone would take responsibility to recruit one new member, this would be our best ever year.

A tip of the Commodores colours this issue to Karen Thompson for great Coffee Shops this spring; to Bob Dendy for his work on memberships; to Bill Worthy for a great O.J. & Bubbly cruise and for his all around help; to Jim and Sue for the newsletters and secretarial; to Chester for Regalia, decals and excellent work in the Treasury and especially to Bonnie Twigg for the new members reception and a very successful family B.B.Q., after the blow past ... er ... excuse me, sail past.

Congratulations also to Peter Burbidge and Al Walker for getting the racing season off to a good start. We still need a Committee Boat. We're into our third race and 8-10 boats are participating which is just great.

#### IMPORTANT NEW DEVELOPMENT

Attention all hands! Through the Social Services Youth Summer Employment Initiative, Collins Bay Yacht Club - that is CBYC i.e. the organization to which you belong, has been able to secure 100% of the funding needed to retain the services of a Summer Student Club Attendant. His name is TERRY KENNEDY. He works 40 hrs per week, mostly Thursday, Friday, Saturday and Sunday. He is supervised by Karen Thompson, with assistance from Chester Copeland. His duties include reception and informative support to visiting boats from other clubs on reciprocal agreements, being a communications link, executive to executive, executive to club members, member to member. He also will handle late membership applications, distribution of rosters, membership cards etc. under Bob Dendy's tutelage. He can also sell you decals and burgees and take your order for clothing and other regalia. He will start and time Thursday night races, and the long distance races. We are also hoping that time will permit him to do some repairs and sprucing up of the Club House.

Under the Ministry Program the limit we can employ Terry per week is 40 hours. If club members want jobs done by Terry on his OFF hours, they can make their own arrangements with him outside of his scheduled work schedule with us.

This is a new venture for us. I'm sure there will be some wrinkles that need working out. We are hoping the program will be a big success. Your feedback will be appreciated.

See you on the water!



## DRINKING AND BOATING

### WHAT IS THE LAW?

Although the RCMP are still involved (drug enforcement), local waters are primarily patrolled by the OPP. Apparently, in carrying out their duties, the OPP are applying Provincial Law (The Drinking and Driving Law) to navigate waters which are under federal jurisdiction and where federal statutes apply.

It was under the Drinking and Driving Law that Ken Keyes was charged. There is a body of legal opinion around which suggests that maybe Keyes was ripped off by the charge of drinking while under way. Maybe, if he had not been a public figure, he could have jumped all over it.

Conversely, if the federal statute had been applied in the case of that terribly tragic rear-end collision after dark last year where the young woman died, charges might have been laid, even if drinking was not a factor.

It would appear that what we have is some confusion on the one hand, charges which should not have been laid were. On the other, charges which might have been laid were not.

The scene goes something like this. Under the drinking and driving law, if you have a boat with a head galley and sleeping accommodation, its a "home," when its stationary and a "vehicle" when its underway. There is no law against drinking in your home, so when you are stationary (at anchor) you can drink. The Law says that you can not drive while impaired, and that you can not drink while driving, which includes passengers. Even if the skipper (driver) is sober, it's an infraction if his crew (passengers) dive into the suds.

However, navigable waters are a Federal responsibility, patrolled by the RCMP. Granted, the Shipping Act allows the federal police to delegate their responsibilities to the local

authority, but it is not the responsibility of local police to transport with them laws that don't apply or to apply laws of convenience to assist them in doing their duties. They are there only to enforce existing laws, presumably in this case federal law.

It seems that the Shipping Act (federal law) is relatively silent on the issue of alcohol. What it does say is that a boat must be handled be at all times so as to ensure the safety of all human life whether on or off the boat. Interestingly, this safe management provision includes the safe handling and the safety of the vessel itself i.e. under the Shipping Act a piece of legislation directed primarily at commercial shipping going aground is a chargeable offense!!

So, if all of the foregoing is correct, under the Shipping Act, if you had an accident, alcohol related or not, you could be charged regardless of the nature of the accident, i.e. whether to boat, or people.

What apparently the Shipping Act is inconclusive about is whether or not you can have a drink while underway. However, if you do get a skin full and have an accident, apparently, you could be in even worse shape under the Shipping Act than under the provincial drinking and driving law, because you could be charged for damage to the boat alone, even if you own it!!

REMEMBER: All of the foregoing is only the current schuttlebutt around town on the subject. To my knowledge, none of it has been verified in any concrete way by our local legal beagles. In the final analysis, the truth probably will not be known until there is a court ruling on a case of someone contesting a charge under the Provincial statute.

MY SUGGESTION: Don't be that someone. Use the Drinking and Driving law as an excellent guide to your alcohol related behaviour on the water.

D. Sewell  
Commodore

### WITH PYEWACKET TO THE NORTH CHANNEL

Shortly after dawn on July 4, 1987, with Pyewacket's most securely cradled on deck, we set out on a trip that would take us up the Trent-Severn canal to Georgian Bay, the North Channel, Lake Huron, Lake Erie, the Welland Canal, Lake Ontario and back to Collin's Bay. A trip that covered 1650 miles in 53 days and which we'll never forget.

We found the Trent canal little changed since our last trip in 1982; pleasant scenery, courteous attendants, friendly boaters, but the fees were 600% higher and charges were now made for overnighting at the locks. We stepped the mast at Wye Heritage Marina in Midland, a superb marina with full services, supplies, restaurant, chandlery, accommodating over 1000 boats. The small-craft route up the east and north sides of Georgian Bay is well buoyed and provides miles of spectacular island and rock scenery. You wind in and out of bays, channels, and cuts with grinning saw-tooth rocks on each side. When there's a heavy sea running off the lake, a 100 feet wide channel seems to shrink to about 10.

Four days out of Midland we reached Bustard Islands Harbor, a beautiful sheltered cove where we were windbound by a 20 knot westerly the next day. (On the trip we were windbound 5 days and fogbound one). Fortunate that we were, for who should show up but the Bolts on Alize avoiding head winds to Collins Inlet. We spent a pleasant day with them.

Reaching Killarney mid-morning two days later, we were fortunate to find an empty spot on the dock of the grocery store. The channel on which the village is built was thick with boats of all shapes and sizes, including the yo-yo who drove his 40 foot cruiser at 20 knots leaving a stream of curses in his wake. Then, having stocked up with food, fuel, ice, and beverages, it was just a few miles to Covered Portage Cove. This breathtaking cove has a narrow entrance but widens into a basin surrounded by spectacular cliffs. There were some 50 boats at anchor, and at 26 feet, Pyewacket was one of the smallest ones there.



After two days we moved on to Browning Cove on Heywood Island, then Little Current to top up supplies. There we saw Arid, an 80 foot sail boat out of Green Bend, Wis. It got to the pump out just before me and half an hour later it was still pumping. The grocery stores in Little Current will deliver right to your boat. Clapperton Island was our next stop and then to the high of our trip.

Crokes Island and the Benjamins are among the most popular of the North Channel Islands and deservedly so. Broad sweeps of granite with wind-shaped pines surround snug coves of sparkling water. There were probably 100 boats in the area but it didn't seem crowded because of the abundance of anchorages. There we became familiar with technique of tying to shore, with an anchor keeping the stern out.

We were coming back from exploring Crokes, when from the top of the cliff we saw a new arrival preparing to anchor beside Pyewacket. When we got down, we saw why. It was the Fierz's on Camelot out of KYC. We had a friendly visit that evening with them and their relatives from Switzerland. On South Benjamin, Alda ran out of film and we took our dinghy to pick up a roll from a group of Michigan boaters who offered to help out. On the way back, I ran out of gas, and since our oars had been stolen in Orillia, the breeze was blowing us out into open waters. Fortunately, our plight was noticed and one of the Michigan party towed us back to Pyewacket where he accepted a beer in recompense and chatted for an hour.

South Benjamin was also noteable for a vivid, eerie display of northern lights around midnight, and the large number of boats (power and sail) with dogs aboard. Consequently every dawn and dusk there was a steady procession, to and from shore, of dinghies with morose rowers and anxious dogs on board.

Our next stop at Gore Bay on Manitoulin Island for supplies was extended by contrary winds. (Actually we motored or motor-sailed 90% of the time because of no wind, adverse wind, hazardous shoals, or long distances between ports.) Then it was back to Little Current and Baie Fin, which is a long scenic bay

surrounded by the magnificent quartz La Cloche mountains. Many of the minerals used for glass, portland cement, abrasives are mined in this area.

By now it was nearly the end of July and we had to think about heading back home. So with a halfway stop at Club Island, we sailed to Tobermorey at the tip of the Bruce Peninsula. There we decided to come back via Lakes Huron and Erie. We watched a 45 foot power cruiser fill up gas tanks and pay a bill of over \$2,000. Our whole trip cost just under that. Two couples from Detroit in 28 foot Cleris Crafts that we met were interested in Pyewacket, in part because they would be retiring in a few years and would not be able to afford the cost of gasoline.

Tobermorey, the south terminus of the ferry runs to South Baymouth on Manitoulin, and the north terminal of the Bruce Trail, is a bustling tourist town with an excellent harbor (crowded in mid-season). Many good gift shops are side by side with souvenir joints, and fine restaurants with greasy spoons. The bank where we had to go is "just down the road a spell," actually about a mile each way.

We left for Port Elgin bright and early and since the Lake Huron shore line is hazardous and the charts don't show every rock and shoal we just followed the 10 fathom line a few miles off-shore. Haze reduced visibility to a mile or so but we made port in late afternoon with no problems, the nuclear station at Douglas Point just south of Port Elgin makes an unmistakable land mark.

Shortly after leaving for Goderich the next day, we got caught in a thunderstorm for three hours. Nothing serious; lots of rain and some lightning. However, we passed the nuclear station in the gloom and downpour and it made an eerie sight to see the reactors with their containment domes and the distillation towers looming out of the murk. Arriving at Goderich in the early evening, there was a big lake freighter making its way into port ahead of us. It was backing in and steering with its bow thrusters as it made its way into the channel leading to the inner basin. We decided to wait until it

tied up, because although the channel was several hundred feet wide, so was the laker. It finally settled down on the north wall and we moved forward. Just as we came abreast of the bow, it decided to adjust its position and let go with the port thruster. The current caught us and sent us careening towards the south wall. By using full throttle and doing some fancy steering we missed it by inches.

After we caught our breath, we found a tie-up near the Cape Hurd, an 83 foot coast guard search and rescue cutter. After supper, the engineer on duty came to chat (he was from Brockville) and we prevailed on him to give us a tour. Powered by twin 1000 H.P. turbo diesels, it sported auto-pilot, radar, Loran, sail-nav, a 90 million candle-power searchlight, etc. The large inflatable on deck could be driven to 50 knots by its large outboard motors and could be launched from and retrieved by the cutter in motion by a stern ramp with rollers. Amongst the numerous other rescue equipment were cannisters with food, fuel, etc. that could be floated to boaters in distress, and a basket stretcher which "when we have to use it, its usually too late." Our host chewed me out when I admitted to cutting inside the Clark Point rocks and buoy. I promised to go outside the Kettle Point reef when we neared Sarnia.

Leaving Goderich for Grand Bend in light winds, we were motoring and passed a sail boat race from Bayfield to Grand Bend. The winner eventually tied up to us at G.B. and turned out to be the commodore of Bayfield Y.C. His crew were all past-commodores who claimed he won because of them, while he argued that he won in spite of the them. Next day to Sarnia and the Sarnia Bay Marina, a deluxe new establishment with outstanding facilities at 60¢/ft.

Since we had not originally planned to return this way, I had no Lake Erie or Sarnia-Windsor charts. I was able to find a Lake Erie chart and the chandlery owner gave me a fuzzy newsprint reproduction of the St. Clair river, Lake St. Clair, Detroit river chart. Miraculously it got us to Windsor Y.C. the next day unscathed. There the friendly members lent us a car to grocery shop and look for a Lake Erie Ports chart. Unable to find one,

the sailor in the next ship lent us his own copy.

We reached Lake Erie late the following morning and set a compass course for Pelee Island in haze-limited visibility. Scudder Harbor on Pelee is a charming primitive place with an old abandoned grain elevator, a small ferry dock and a circular small boat basin. From Pelee we made our way to Erieau and thence to Port Stanley where the P.S. Sailing Squadron made us royally welcome at their Fish Fry and offered us cars to visit our daughter in London. (She wasn't home because, as we found out later, she was having dinner in Port Stanley a few hundred yards from us.)

The next leg of the trip was the longest: 75 miles along the north shore of Lake Erie, around Long Point and into Port Dover. There we tried the new marina just east of the breakwater. It was still shaking down. We departed next day for Port Colborne and the Welland canal in company with the two Toronto brigantines, Playfair and Pathfinder. In Port Colborne we tried to talk various relatives into transmitting the canal with us. No luck so we engaged one of the boaters from the permanently docked boats in the marina. We found out later we didn't really need him since going down the Welland is even easier than the Trent Locks.

There was another sail boat, a power boat, and the two brigantines with us, and the transit time was 7.5 hours. It would have been one to two hours less without the brigs. Canal fees were \$56 for a pleasure boat. After disembarking our helper at Port Weller, we rounded the corner to Port Dalhousie Y.C. where we received the usual welcome.

After a day spent visiting friends and relatives we sailed Lake Ontario and tied up at moorings at the Boulevard Club. There we spent the wildest night of the trip. We were inside the breakwater and near an opening in it. A strong south wind built up and waves were soon coming over the breakwater as well as bouncing off the wall at the opening, so we were rolling, pitching, and yawing simultaneously. Our mooring lines would snub at the peak of each rise and give a great jerk. We

survived.

From there, next day, we visited Asheridge Bay Y.C. Very hospitable, beautiful club, but just downwind of the odiferous Toronto incinerator. Thence on to Port Darlington, Cobourg, Deseronto, and home. Arriving just after "midday, Almitra served us a bowl of delicious soup and made us glad to be back.

We encountered no major problems, were favored by good weather and helpful boaters. I had the Trent system strip charts, the Richardson Lake Huron chart book, the Georgian Bay Ports book, and Mike Kelly's Great Lakes Cruising Club books. These, together with the Lake Erie charts I picked up on the way, were completely adequate. The previous winter's planning had anticipated many of the situations we ran into. The Welland canal was a piece of cake, but going up is another matter, you must have 3 adults on board and require heavy wooden bumpers to cope with the turbulence. The few freighters we encountered made less wake than the myriads of 20-30 foot power boats doing 20 knots and up.

We'll probably do it again sometime.

Bruce Fairbairn



### CRUISE CREWS OUTPOINT WEATHER FORECAST!

Fog in the forecast is intimidating, but CBYC crews who gambled on the sun won. The fourth annual OJ & Bubbly cruise, held on our long weekend in May, will hopefully be a bellweather for the remainder of the cruising season.

Morrisons' "Mad Dad" got a head start and set up the base camp at Confed Basin the previous weekend. "Roundel", "Stardust IV", & "Trinco III" arrived on Friday the 20th in spite of a little fog and a very depressing outlook regarding the weekend weather. Hans and Edna Koopman snuck around to visit and dine out with the Worthy gang plus play a little chess with Ben. Saturday morning we had the traditional breakfast at Morrisons Cafe and did a little shopping in the sun. Mad Dad and Stardust took off early and tucked into Milton where they reported shallow water and crowded quarters. Roundel and Trinco headed for Cedar and found a bare dock with new trappings and the old beaver nest intact. Bruce and Alda in "Pyewaquet" found us there and we set up for the weekend. Sitting in the sun and doing our thing was really tough from then on but somehow we managed to survive.

Sunday morning started out foggy but didn't deter both Mad Dad and "Kerensa" from showing up in time for the first "POP" of the cork. Bilge rat Phil and Joan the Jewel brought company in the form of Phils sister and a friend. The gourmet cooks did amazing things in galleys and produced another memory for the cruisers, with the continuing help of mother nature and a beautiful day of sun. Mustn't forget to mention the raccoons visits (frequent) to our garbage cans and their paw tracks on clean decks.

For the veterans of these early season cruises it was most pleasant to see the sun again on Monday with a very favorable light breeze taking us back to our respective docks. We talked about those returns through cold headwinds and soaking rain after securing the boats and savouring the remnants of a most memorable start to the cruising season.

NEWS FLASH!!      NEWS FLASH!!

STOP THE PRESSES!!

CBYC Member Wins Division in Major Long Distance Race.

Paul Kruger long time member of CBYC and Commodore (1984-85) won the Multihull Division in the 17th Annual Rochester to Scotch Bonnet Race.

Paul with crew Paul junior and friend was 5th boat overall across the finish in a fleet of 98 mostly monohulls, some with a PHRF as low as 36!

The 81 mile course comprises a narrow triangle from Rochester to Braddock Pt to Scotch Bonnet back to Rochester. The longest legs completely cross Lake Ontario in both directions.

The race started Friday evening (around 10 pm for Paul). The legs to Braddock Pt and Scotch Bonnet were done at night! The race ended Saturday p.m. followed by hoopla and distribution of silverware.

Paul attributes his win, in his Bucaneer 33, "Desiree," (a Lock Coroker design) in part to superior navigational skills as demonstrated by son Paul while he (happily) was below deck doing what every skipper does best - sleeping.

"Desiree" and crew beat out such notables as "Volena," "Northern Cross" and "Nightingale" for the honours. Given the won-loss record of these boats - particularly "Volena," Paul's win represents a major achievement. Congratulations to Paul and crew.

### 1988 Reciprocal Agreements (Additions)

The following listed Yacht Clubs have extended privileges and use of their facilities and additional noted benefits to the members of Collin's Bay Yacht Club.

#### PLEASE NOTE

1. Remember to have your membership card with you this summer.
2. Legend: N nights  
F free  
A additional nights

#### YACHT CLUB

#### DOCKING FEES

BROCKVILLE	1st night \$5.00
CLAYTON N.Y.	-
CRESCENT Y.C. CHAMEAU N.Y.	-
PICKERING Y.C.	-

#### UPCOMING EVENTS

July 23-24	Oswego Inaugural 24hr Race
July 28-30	Sailing Under The Full Moon
July 30-31 & )	
Aug 1	) Waupoos Island & Long Point Cruise
Aug 6-7	Theatre Cruise, Gananoque
Aug 18	Thurs. Night Races - Fall Series Begins
Aug 20	Loyalist Cove Race
Aug 26-28	Sailing Under the Full Moon
Sept 3,4,5	Labour Day - Round Wolfe Island Cruise

NOTE: The PIECES O EIGHT RALLY and Treasure Hunt has been rescheduled to SUNDAY AUGUST 14, 1988. Watch clubhouse for details or call Gord at 389-9260.

ADDITIONS TO 1988 ROSTER

Cooper, Micheal 230 Angela	2064 Blossom Dr Ottawa, Ontario. K1H 6G8 613-731-1807	Tyke XV Shaffer Roberts Epray 33
Dick, Robert 251 Linda	171 Belmont Ave Kingston, Ontario. K7M 4T3 613-389-5737	At Last II Edel 540 Sail
Wagner, Doug 220 Florence	737 Tacoma Cres Kingston, Ontario. K7M 5L5	
Ostrom, Lowell 139	108 Florence Ave Kingston, Ontario. K7M 1Y6 542-5641	Mrs WWO
Stott M 215 Elisabeth	159 Casterton Ave Kingston, Ontario. 549-0842	Simmac C & C 27 Mk III
Stevenson, W.M. 56 Claudia	45 Stradwick Ave, Nepean, Ontario. K2J 2Z9 825-4410	Tamarac C & C 30
Cohrs, W.F. 199 Maxine	1202 Major St Ottawa, Ontario. K2C 2S2	Almtra #73 VHF



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