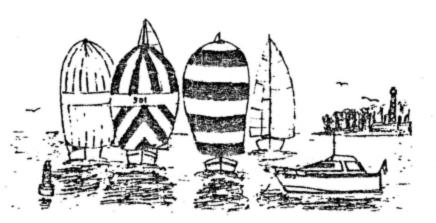
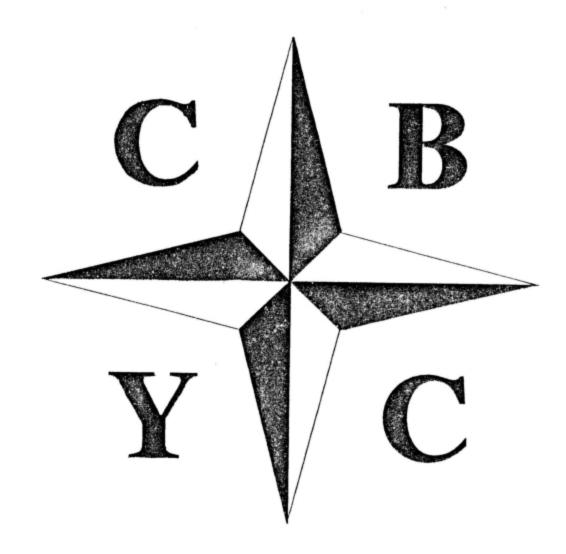
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Collins Bay Yacht Club



1989 EXECUTIVE COMMITTEE

Commodore	Dave Sewell	542-9014	
Vice Commodore	Bill Worthy	389-3077	
Past Commodore	Gord Unsworth	389-9260	
Secretary	Judy Adams	389-1812	
Treasurer	Chester Copeland	384-2286	
Membership	Hank Muis	389-1309	
Fleet Captain Sail	Peter Horrocks	352-3608	
Fleet Captain Power	Phil Rini	549-6435	541-9313 84
Race Committee	Tony Johnson	546-0925	
Cruise Committee	Hans Von Rosen	1-259-2847	
Social Committee	Corinne Worthy	389-3077	
Newsletter	Bruce Fairbairn	389-0277	
Hospitality Committee	Vacant, Any volunteers?		

AHOY THERE!!

The new season is almost upon us, with all the joy, hope and optimism that goes with it. Fair winds and weather to all.

Let me bring you up to date with what's new. The AGM was a success. We have a great new Executive. Thanks to those who served so well in 1988 and many thanks to those who stepped forward for 1989. The Hospitality position which is a clearly defined, not onerous position on the Executive is still open. Any takers?

Paul Richard's talk, illustrated with excellent slides, at the AGM "Cruising the Labrador Coast" was a great success and a unique experience for us all. If you weren't there you missed a good one!

The Club is benefitting from the fact that a number of the Executive are computer handy and have access. You will note the insert in this edition of the "Mixer". We want to update our records. You are the only ones who can help with this task which will be to your benefit. All we need is a little co-operation. Complete the information on the form and get it back to us A.S.A.P. Thanks for that in advance.

The membership fee for 1989 is the same as the fee for 1988 - \$50.00. If you want to sent it along with your updated membership information form so much the better.

The pamphlet is almost complete and will be along soon. (It's a computer production as well). The 'tear-off' portion for membership application will be on the pamphlet. Although we can always use the money, don't send your membership to us twice.

The Wine & Cheese - New Members Reception will coincide with launch day - May 6th. For details see the advert elsewhere in this issue.

The Side O'Beef Cruise to Poplar Dell, at Preston Cove on Amherst Island, is on again. Participation in this popular event is limited to 30 (people - not boats). First come, first served. Phil Rini is organizing. If you want to reserve, better get to

him quick. To hold a spot, he wants to see the colour of your money.

Plans for the boating equipment Flea Market are shaping up well. This is your chance to get back a buck or two (instead of spending it) on that spare equipment which has been lying around.

The Racing Season Schedule is complete, with the chance for an Inter-Club Race or Regatta, thanks to Tony Johnson's efforts.

Plans for the cruising season have been set, thanks to Hans Von Rosen. The schedule is a reflection of the type of cruise most participated in last season, and builds upon that experience should be good!!

The Theatre Cruise to Gananoque has been moved to the long weekend at the beginning of August, so that more boats can participate. If you haven't cruised to Gananoque to attend the Thousand Island Playhouse you haven't lived. Try it.

The Treasure Hunt (Pieces of Eight Rally & Doubloon Hunt) Family Day, Sail Past and B.B.Q. have been combined as one all day event on June 18th. This should be the smash, good time Family Event of the season, and we look forward to seeing a full range of ages at the B.B.Q. in the afternoon.

You will be part of a <u>telephone</u> tree this year. Three names will be given to you with <u>telephone</u> numbers. Only three. When you get a message all you have to do is (1) act on it yourself and (2) pass it on to the three people on your list. Not a very onerous task to help make the Club a success. We fervently hope that everyone will co-operate.

The Club is definitely building on the successes of last year. I have the feeling that we are coming together as a very healthy organization - well worth the fifty bucks it costs to join. Your active participation in your Clubs activities will confirm this hunch by turning it into a reality.

See you on the water.

Dave Sewell

BOATING EQUIPMENT FLEA MARKET

CBYC will host the first annual (we hope) Boating Equipment Flea Market on Saturday, May 27th at Collins Bay Marina from 10:00 am to 4:00 pm.

There are two objectives in staging this event. Primarily, we want to give our members an opportunity to sell their boats and/or spare equipment and to take advantage of some excellent deals on used equipment. As a secondary objective, we hope to raise some money.

The general public will be invited to participate. Members in good standing will be exempt from many of the charges that will be imposed on non-members. Members who volunteer their time will be exempt from ALL charges. We definitely are in need of volunteers.

Notices will soon be going up in the clubhouse as well as all appropriate marinas, yacht clubs, and various retail outlets. If you want additional details or if you wish to volunteer, contact Chester Copeland at 384-2286 evenings.

1989 CRUISE PROGRAMME

Dates		Cruise Captain	Name	Destination & Description	
-	20 21 22	Bill Worthy 389-3077	Orange Juice & Bubbly	Confederation Basin and then wherever the wind blows.	
June 2	3	Phil Rini 549-6435	Side 'O' Beef Cruise	Poplar Dell at Preston Cove on Amherst Island. 30 limit.	
Followed by					
June 2	4 5	Dave Sewell 542-9014	New & Old Fellowship Cruise	Prinyer Cove Raft Up	
	1 2 3	Bruce Fairbairn 389-0277		Long Point (Point Traverse) on P.E. County and Cape Vincent the years best. Good distances, fair winds	
Aug !	5 6 7	Judy Adams 389-1812	Gananoque Theatre and Beaurivage Island	Raft up along theatre. Short night run to Beaurivage. Anchor off. Lots of room.	
Sept 2,3,4 T.B.A.					
Sept 1		Bruce Fairbairn 389-0277	Fourth Annual Fish & Chips	Confederation Basin	

RACING - 1989 SEASON

Last season was very successful with 8-12 boats out Thursday evening and good turnouts for long distance races.

We expect this year to be even better and hope that some of you who sail but have not done any racing will join us. One way to get started is to crew with one of the regular racers for one or two Thursdays. I am sure any one of us would welcome the opportunity to take you out if asked. I would also add that fancy racing gear and special sails are not necessary. The PHRF handicapping system gives a better handicap for boats without a spinnaker for example.

A few new things this year - at the last meeting of the Executive it was agreed that Solo racers would be permitted to use self-steering gear. This should not give any unfair competitive advantage, but is really a safety feature, and may encourage some solo sailors who are reluctant to race to come out and join us.

The Annual Amherst Island Race will now be a joint venture between CBYC and Loyalist Cove Yacht Club from Bath who will alternate hosting this event. A toss of the coin decided that CBYC will host it this year, LCYC next year, and so on.

CBYC sailors have been invited to join Loyalist Cove and Prince Edward County Yacht Club in their annual race from Bath to Picton. This will be Saturday, August 19th with a 10.00 a.m. start at Loyalist Cove. This sounds like a fun weekend with the possibility of overnighting Friday in Bath, Saturday in Picton, and sailing home on Sunday.

These latter two events are hoped will be the beginning of more Bay of Quinte interclub activities.

We will be needing a committee boat to start and time the finishes for each of the long distance races. We would be eternally grateful to any CBYC member who has a wristwatch and a

boat that will stay afloat for a couple of hours to volunteer your services.

Lastly, about handicaps. Although anyone is welcome to come out to the races anytime, it would be helpful if those of you who did not race last year but who may want to give it a try this year, would let me know so we can get a handicap for you beforehand. We will put something in a future newsletter about how the PHRF system works.

Tony Johnston

Collins Bay Yacht Club

IS PLEASED TO ANNOUNCE



THE ANNUAL



AND CHEESE

NEW MEMBERS RECEPTION



At the Fantasy Restaurant 515 Days Road Kingston Ontario On Saturday 6 May, 1989 7:30PM

All members, new members and guests are encouraged to attend and renew old friendships and meet new members.

A variety of wines and cheeses will be served and a cash bar will be available.

CBYC RACING SCHEDULE 1989

THURSDAY NIGHT - 6 p.m. start One throw-out race in each series

Spring Series

May 25

June 1

June 8

June 15

June 22

June 29

Summer Series

July 6

July 13 July 20

July 27

Aug

10 Aug

Fall Series

17 Aug

31 Aug

Sept

Sept 14

Sept 21 Sept 28

Long Distance Races

June 17 - Amherst Island (interclub with Loyalist Cove: CBYC hosting)

July 15 - Simcoe Island

Aug 19 - Bath to Picton (with CBYC & PECYC)

Sept 9 - Pidgeon Island

ON A BEAM REACH

Although this all happened two years ago, the memory of that trip is still a vivid recollection.

By the time of our departure I could tell that what I really needed was a total rest. We decided to shelve the plans for Lake Erie and to follow the wind. To me that meant going wherever the wind took us; east or west if the wind blew from the north or south, north or south if the wind blew from the east or west. No pre-determined destination. Each day, we would listen to the forecast and set our course accordingly.

In hind sight that decision made a lot of sense, because within the ten day period of our trip, the wind went around the compass, and consequently we had the easiest circumnavigation of most of Lake Ontario one could hope to experience.

Besides going with the wind and having no predetermined destinations, the only other criterion for the the trip was NO MARINAS!! Each night, we either tied to a government wharf or anchored off. We found shelter behind whatever island or headland or in whatever bay was safe and handy when it was time to quit. Even on the first night, although we had had a long hot day on the road, the boat was not provisioned and gear stowed until nearly dusk, we were so determined to establish the pattern for our trip that we cast off and spent the night anchored in the shelter of the Brother Islands.

In all, we visited Long Pt. (P. Ed.Co.), Sand Banks, Wellington, Nicholson Island, Proctor Island, Popham Bay, Brighton (government wharf), Oake Orchard (yacht club, U.S. side), Rochester, Fairhaven, Sodus Bay, Henderson, and Main Duck.

We picked up what we needed as we went along; Wellington (ice, food), Brighton (water from a neighbour close to the wharf), Rochester (fuel, water, food), Fairhaven (ice, food).

We anchored in the lee of Nicholson Island on a misty night and were lulled to sleep to the haunting note of the horn on Scotch Bonnet Rock. Given the rugged appeared of these two promontories, we could have been almost anywhere along the Atlantic Coast.

In Rochester, we continued a short distance up the Genessee River until we found a shallow bay surrounded by high wooded bluffs. Although this bay is almost in the heart of the city, the steepness of the bluffs and the shallowness of the bay preserve its isolation from all but the ducks and herons, and us.

Our routine generally included starting the day with a swim, breakfast, getting the forecast, making sail, lunch while underway, an afternoon snooze (in shifts) anchoring in a lee, another swim, snacks & sundowners, dinner, a yarn or two, anchor light, and then lights out. Sound idyllic? It was !! Naturally, there were some variations. At Sand Banks, for instance, anchored in chest high, beautifully clean emerald green water, over a white sandy bottom, we could hardly force ourselves back on deck.

In Rochester, we didn't swim in the Geneesee River. It may once have been the source of a well known beer, but now the brown syrup that flows between those banks looks threatening enough to suggest that a person unfortunate enough to fall overboard would dissolve on impact.

Dave Sewell

EDITOR'S NOTE

- I took on this job with the assumption that I'd have something to edit. Please send me your articles, observations, jokes, cartoons, whatever. All are welcome. We don't even own a rejection slip.
- 2. Anyone who cruises to the U.S. with a boat under 30 feet L.O.A. and under 5 tons net, and does not have a U.S. Customs I-68 Border Landing Permit, should apply for one. The I-68 allows the persons named to visit U.S. ports for up to 72 hours without having to report to U.S. Customs. You can apply in person at the Hill Island crossing or write to:

Owen Moore U.S. Immigration Service Rainbow Bridge Niagara Falls, N.Y. 14303

3. The newsletter will try to keep you informed of C.B.Y.C. activities. However, to keep abreast of day to day news, changes, cancellations, etc., please make a point of stopping in at our clubhouse whenever you visit your boat. During the boating season, the clubhouse will be the distribution centre for information not covered in your newsletter.

Bruce Fairbairn

PHOTO EXCHANGE?

Do you have a photo of your boat? A real photograph, a memento, under full sail, hard on the wind, reefed down in a blow, ghosting under spinnaker. Most of us don't.

Sure, we do have snapshots of Aunt Bessie in the cockpit, eating sandwiches alongside some dock. There are also pictures of Cousin John at the tiller, and of quiet anchorages, crowded marinas here and there. But photographs of our boats under sail they are not.

The reason is not lack of equipment or absence of skill. It is faulty positioning. Faulty positioning not by, but of the photographer. Short of abandoning the crew in the dinghy, with orders to photograph grandly staged sailpasts, there seem to be just three options:

Option "1" is encouraging your tele-photo equipped mate to sail on your best friends yacht. But be prepared to accept the consequences.

Option "2" is using the Reverse Camera. This clever instrument bounces an optical image of your boat up to the clouds, and back into the onboard camera. Unfortunately it has not been invented yet.

Option "3" is starting a photo exchange. If all of us always carry and use our 35 millimeter cameras, if we make a conscious effort to photograph passing vessels, we should end up with photos and more photos looking for their proper home. We may also end up with great reminders of what we experienced under sail.

So, how about a photo exchange?



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WAYNE GORDON Manager

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KNOW YOUR KNOTS



