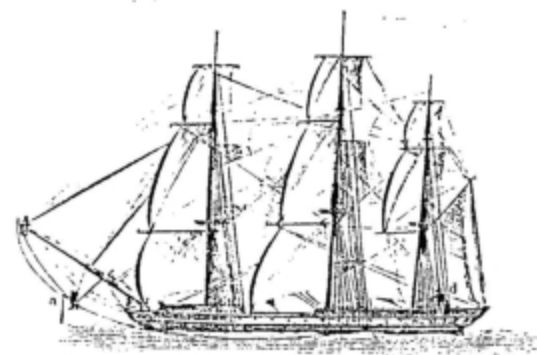




Collins

Mixer



Collins Bay Yacht Club

Collins Bay Yacht Club

Executive

Commodore	Bill Worthy	389-3077
Vice Commodore	Hans von Rosen	259-2847
Past Commodore	Dave Sewell	542-9014
Secretary	Jamie Ferreira	389-6486
Treasurer	Chester Copeland	384-2286
Fleet Captain Sail	Judy Adams	389-1812
Fleet Captain Power	Phil Rini	549-6435
Race Committee Chairman	Tony Johnson	546-0925
Cruise " "	Madelin Gostlin	389-8032
Hospitality " "		
Newsletter " "		
Social " "		
Membership	Henk Muis	389-1309
Sail Training	Doug Wagner	389-1295
Regalia	John Kramer	542-1206



COMMENTS FROM THE COMMODORE !



It would seem that everyone got along just fine without me this past spring. Just to prove that good workers don't need constant direction. My trip was fine thank you but it is good to be back in Kingston for the summer and enjoying the first class facilities we have in the area.

While all the executive have been doing an excellent job, I would like to give some special thanks to Doug Wagner and all the members and staff who have made the Junior Sailing School work so well. It is nice to hear commendations coming in from parents and friends of the graduates for the high quality of their courses. A special thanks also to Hub of Collins Bay Marina for his help in setting up the launch area and supporting our program so well.

Hans Von Rosen has been doing the 'MIXER' for us but would like some relief....are there any would be, could be, or even ardent editors out there??? If you can give a hand in this department please contact either myself or Hans. He has had his hands full doing all my work for me and publishing the bulletin as well!!

Chester has suggested we need to get together more often informally and thought that a 'bar-b-que' each Sunday after sailing might be the best time (Monday of long weekends). It would be just hamburgers and hot dogs (Or your own meat) and a chance to talk over the programs and discuss ideas. Please phone, write, or talk to any of the executive with your thoughts on this one please.

Thanks again to all of you for your support and hope to see you on the water.

W.L. (Bill) Worthy
COMMODORE
C.B.Y.C.

*And don't forget the Sacketts Harbour
Cruise. Sept. 1. 2. 3.*



CRUISE BLUES



The O. J. & Bubbly Cruise

This was not one of our greatest cruises. We had planned on leaving Saturday. But on Friday our cruise captain called to advise their boat would not be ready, and would I fill in. Well, a lady's wish is a gentleman's command, so on Sat. A.M. off we went to Milton Island, despite a questionable weather forecast. There we found several other boats, including former members Mad Dad II, as well as increased docking fees. (We found out several weeks later that Bob and Francine, on La Chouette, had spent two days in Confederation Basin, wondering what happened to the cruise. Sorry for the mix-up. Communication is not yet a strong point in the Collins Bay Yacht Club.)

After a pleasant evening socializing with the other boat crews and a party of fishermen from Rochester, N.Y., we retired to wake the next morning to an east wind and imminent rain. Pyewacket and the fishermen stayed, the other boats left.

It poured and blew all day and night, so we stayed below, or visited the cook shack, where a couple of fishermen kept a fire going. They told us they had been coming to Milton Island for fifteen years, but that Canadian prices were now so high, and anticipating an extra 7% G.S.T. next year, the doubted they'd be back, and would probably stay at Clayton.

Sunday night our bowline snapped, and the wind blew our bow over to the adjacent dock. No damage, but it took a while to rig a new one. Meanwhile I got soaked. Monday the rain let up. But the wind stayed in the east, so we ran back home, and reached our slip by mid-day, having demonstrated that it only takes one boat to make a cruise.

Bruce Fairbairn.



SUMMER TRIANGLE CRUISE

One of our better cruises, with light to moderate south-east winds. Pyewacket and La Chouette left C.B. Marina for Waupoos, where we expected to meet Aslan and Desiree. The winds permitted sailing most of the way, although no speed records were set. While under way Dad's Dream Foo called on the VHF, and said they would be joining us.

Ten of our party had reservations for a wild pheasant dinner on Waupoos Island. And because the Shannon House is accessible only by water, we decided to motor over on La Chouette (Bayfield 36), anchor in the west bay, and get ashore by dinghy. This done there were two problems: Two of the Aslan crew are allergic to animals, and because there were a dog and a cat in the Shannon House, a table had to be set up outside for the Froese family. Then we found that everyone had left their wine on their boats. Here is where La Chouette came to the rescue. He had a private stock on board, made by his brother, and was able to supply everyone.

The meal was delicious, the setting very attractive, in an old limestone gouse. Anyone interested in reserving for meals, parties, etc. can call 476-5334. We motored back to the new marina in the dark, and docked safely, although one of the staff who came to help, fell off the dock into the water. (Waupoos Marina - 55¢ ft.)

Next days winds were very light, so we motored most of the way to Cape Vincent, where we anchored inside the breakwater. All hands were invited on board Pyewacket for refreshments before supper. Nobody fell into the water returning to their boats.

Monday morning was clear and fresh with NW wind at 10 to 15 knots in the forecast. Once we got to Bear Point at the mouth of the shipping channel, the breeze did in fact pick up and swung more westerly. So the trip home was a brisk romp ranging from close hauled to Long Point, then to reaching the rest of the way home. Good sailing, good company, good food: what more could you ask.

Bruce Fairbairn



CBYC THURSDAY NIGHT RACES

STARTS - 6:00 P.M. or as soon after as the starter is prepared.

- Signals - Preparatory - 3 sounds - white shape - 10 mins
- Warning - 2 sounds - blue shape - 5 mins
- Start - 1 sound - red shape - START
- Re-start - 3 sounds, then 2 sounds will indicate 5 mins to start

NOTE: Shapes not always available.

COURSES - TRIANGLE - once around, twice around or Gold Cup.
- First priority is to get as true a beat as possible on one leg.

CURFEW - 8:30 P.M. (If first boat has not finished by 8:30 race will be cancelled).

SERIES - Spring, Summer, Fall - 6 races each. If all 6 races sailed one throw-out allowed. If 5 or less races completed in a series no throw-outs.

NOTE: The above regulations will apply unless specifically modified at a skippers' meeting.

PROTESTS & PENALTIES

Exoneration

Touching a mark. - Complete the rounding on the required side then reround without touching.

Touching a starting mark. - Start, then go around the mark and start again.

Touching a finishing mark. - Finish, then go around the mark and cross the finish line again.

The 720 Rule. - A yacht acknowledging infringement of one of the Right of Way Rules (Part IV) may exonerate herself by making two full 360 degree turns. These must be done immediately and consecutively.

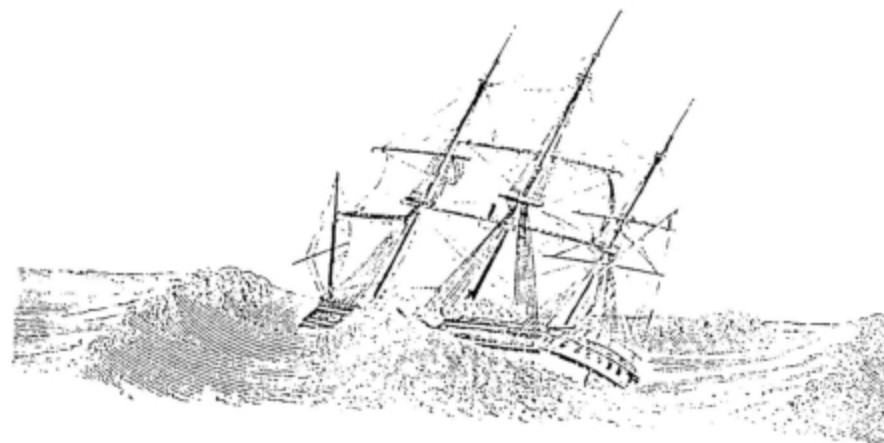
Over early at the start. - Return until she is wholly behind the starting line and start again.

NOTE: IN ALL THE ABOVE SITUATIONS YACHTS EXONERATING THEMSELVES HAVE NO RIGHTS AND MUST KEEP CLEAR OF ALL OTHER YACHTS.

PROTESTS will be heard, but only if the procedure as described in Rule 68 is followed.

- attempt to notify the other yacht at the time that you are protesting
- display a flag as soon as possible after the incident
- notify the race committee as soon as possible after you finish
- provide the protest committee with a written protest within one hour of your finish or half hour of your docking. This to include date, time and location of incident, the rule or rules involved, a description of the incident, a diagram and your signature.

(For 1990, the Race Committee will mean anyone of the following - Tony Johnson, Al Walker, Peter Burbridge, John Sealey).



A FEW NOTES ON RACING RULES

Port tack yacht must give way to starboard tack yacht.

- In heavy weather keel boats don't bear off readily. If you are port tack yacht on a beat and intend to bear off to pass behind a starboard tack yacht don't leave it too late or cut it too close.

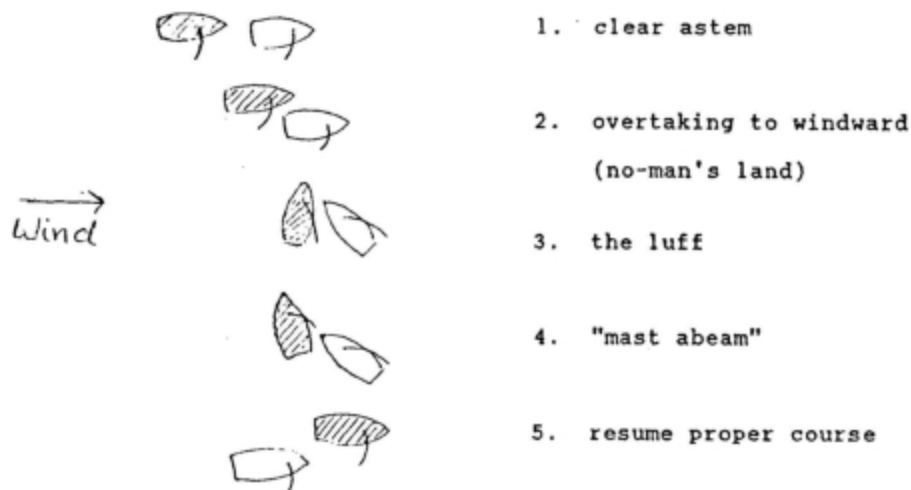
Windward yacht must keep clear of leeward yacht.

- The leeward yacht must not sail above her proper course as long as the helmsman of the windward yacht is abreast or ahead of the main mast of the leeward yacht. This applies to overlapped yachts on the same course.

Luffing. When two yachts are on the same tack and one starts to overtake the other to windward, and when the yachts are within two boat lengths of each other when the overlap starts, the leeward yacht may luff up the windward yacht as she pleases and without hailing.

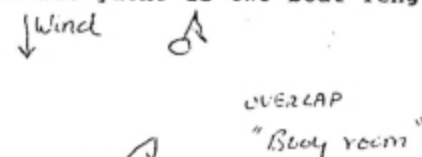
The leeward yacht must curtail her luff and resume proper course when the helmsman of the windward yacht calls that "mast abeam" has been reached.

NOTE: A yacht that luffs past head to wind is no longer luffing but is tacking and loses her right of way.

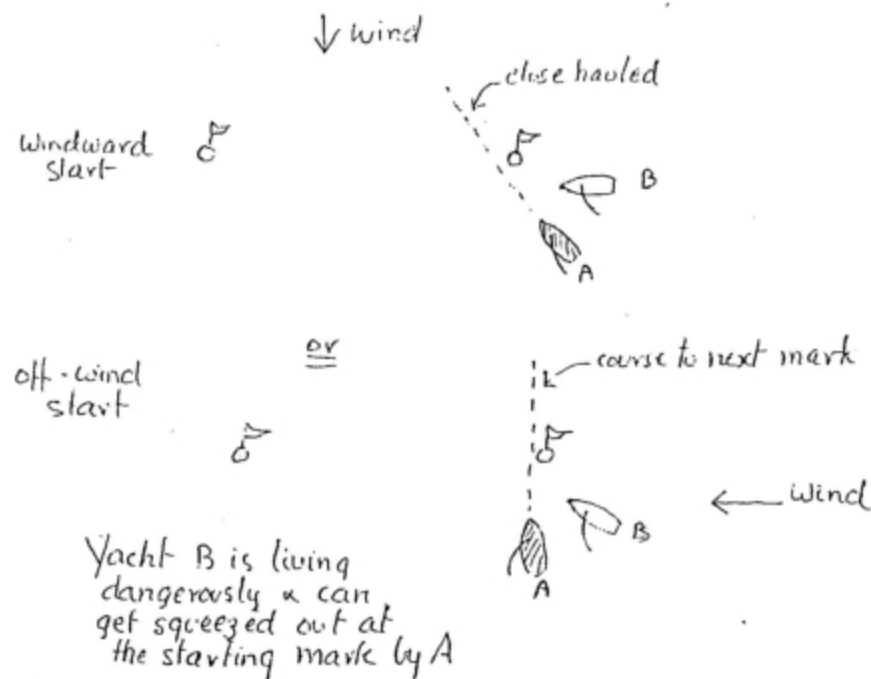


Sailing below your proper course. A "no-no" if you are within 3 boat lengths of a leeward yacht or a yacht steering to pass you to leeward.

Room at a mark. In order to claim for room to pass between a mark and another yacht, an overlap between the two boats must be present when the outside yacht is two boat lengths from the mark.



Barging at the start. The above overlap rule does not apply to a starting mark. In this case, a leeward yacht does not have to give a windward yacht room to pass inside the starting mark. However, once the start signal has gone the leeward yacht must not sail above close hauled (in the case of a start to windward), or above the direct course to the next mark (in the case of an off-wind start).



THE THIRD ROUTE

by John Keyes

Most people cruising to the Upper Lakes go by the way of the Trent Severn Waterway. Some climb the Welland Canal. Withcraft, having travelled both these routes several times, decided to take a third route: the Erie Canal.

Leaving the masts down, we left Collins Bay one morning in May, arriving on Main Ducks Island shortly after noon, and spent the remainder of the day stowing, and restowing the mountain of supplies we had hastily dumped on board the previous night. Starting early the next morning we arrived in Oswego about five hours later, and checked into Customs. Formalities completed we started up the Oswego Canal at Fulton.

An aside here; A comparison between the New York State canals and those operated by Parks Canada, weighs heavily toward the former. It costs \$60.- for the six days required to pass through the Trent-Severn, plus an additional docking charge of \$11.- per night if you moor at the locks. A total of \$115.- Hours of operation, especially toward the end of the season, are short. A lot of time is wasted waiting for the locks to open for business in the morning. In contrast, there are no charges on the N.Y. Canal system. (N.Y. State Governor, Mario Cuomo, estimates that the State takes in \$1.75 for every Dollar spent in maintaining the system.) The canal is operated from dawn to dusk throughout the season. Fulton and other towns provide free mooring for the first 24 hours, on the theory that visiting boaters will leave enough money in town to cover the cost of the service. We certainly did.

Back to our voyage. A few hours (and locks) later saw us at Three Rivers, where the Oswego joins the Mohawk and the Seneca. The Mohawk leads south and east to the Hudson River, and eventually to the Intra-coastal Waterway. Withcraft took the Seneca, heading west toward Buffalo. We passed the junction where the Cayuga Canal leads south to the Finger Lakes. We moored below Lock 27 at Lyons. The following morning we passed through Rochester, and the rather unusual intersection where the Genesee River crosses the canal. A sort of maritime 4-way stop. Reaching Lockport in a driving rain, the lockmaster gave us the use of his shower, and the key to the canal museum. We gratefully took advantage of both.

Beside the present two locks at Lockport, there are five locks of the original canal, dating back to 1820. The old locks were no more than about 8 feet wide, and 3 or 4 feet deep.

Next morning we towed an elderly wooden sailboat to Tonawanda where the two young owners planned to rebuild it. Tonawanda is at the junction of the Canal with the Niagara River. A few miles up the Niagara is the Squaw Island Lock at Buffalo. It was the end of the canal journey. From here it was about three hours across Lake Erie to Port Colborne, where we raised the Masts.

In retrospect it would have been better to complete the rigging at one of the marinas in Tonawanda. For some reason the crane at the Port Colborne Marina was unavailable. The only equipment at hand was a backhoe, who's operator had obviously treated himself rather generously to a liquid lunch. Despite this, we managed to raise our masts with only a few additional dents and scratches, and headed off to the west.

The trip from Collins Bay to Port Colborne took a little less than four days of fairly easy going. Withcraft motors at about 5½ knots in calm water. We passed through 21 locks. 8 on the Oswego, 12 on the Erie, and 1 at Buffalo. In comparison the Welland has 8 locks, and the Trent-Severn has 41.

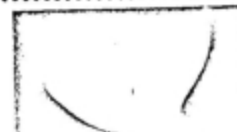
If I were to do this again, I would try to allow time to take the side trip into the Finger Lakes, and visit some of the many museums and historic sites. At the time we went through, which was early May, there were few pleasure boats, and I don't remember meeting any commercial traffic.

The countryside bordering the waterway is surprisingly unspoiled. Much of the shoreline is lined with dense bush, with every few miles a small, quiet town. At one point we startled a Blue Heron fishing along the bank. He labourously took flight and flew a few hundred yards further upstream. When we approached him he took off upstream again. This must have happened six or eight times before he flew back over us toward his starting point. At each take-off he emitted a protesting squawk, which I took to be an obscenity in heronese.

In conclusion, I would recommend the Erie to anyone heading west, and in fact, to anyone looking for a few days of quiet on an unspoiled scenic waterway.



Greenpeace
578 Bloor St. W., Toronto, Ont. M6G 1K1



Greenpeace

578 Bloor St. W., Toronto, Ont. M6G 1K1



Greenpeace

578 Bloor St. W., Toronto, Ont. M6G 1K1





Editor's Viewfinder

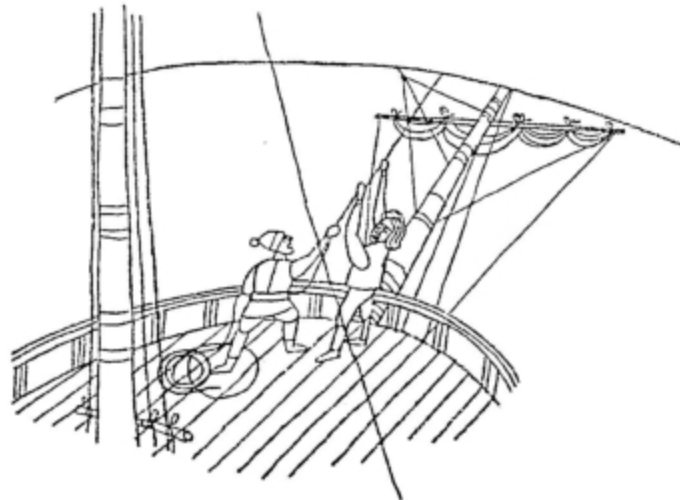
This message from the after deck could have many headings, such as: "The Winds of Change", "The Sailing Alternative", "The Ultimate Power", "One Up on the Middle East", "Pipeline Proofing", or to paraphrase a recent film "Forward to the Past".

Do you remember 1972, the energy crunch, unfinished thermal generating stations, the lowering of highway speed limits, which by-the-way have not recovered yet, the sky rocketing fuel prices, which have not recovered yet either. Do you recall the instant rise in popularity of wood stoves, long since replaced by electric make-believe fire places? And do you recall the Sailing Explosion of the 70's and early 80's?

Was it a passing phase, thanks to the Oil Cartel? Does the norm today really constitute \$2.50 per gallon? Will yet another oil crunch advance the popularity of sail?

Well, this sailor does not have an answer to any of these questions. But one thing is certain:

THE WIND IS FREE



Haul on the Bowline

Lustily
Am G F

Haul on the bow - line, our bul - ly ship's a -

Em Am G Am G Am

rol - lin', Haul on the bow - line, the bow - line HAUL!


This song may also be accompanied with alternating Am and Em chords.

2. Haul on the bowline, Kitty is my darlin',
Haul on the bowline, the bowline HAUL!
3. Haul on the bowline, the old man is a-growlin',
Haul on the bowline, the bowline HAUL!
4. Haul on the bowline, so early in the mornin',
Haul on the bowline, the bowline HAUL!

One of the oldest of all sea shanties is "Haul on the Bowline" (pronounced bō'lin). The bowline was a very important rope on medieval square-rigged vessels: it was fastened to the edge of the sail so that the men could haul on it to flatten the sail and get the cutting edge into the wind. Cabot's ship, the *Matthew*, had only three masts and five large sails which tended to curve away from the masts while beating to windward. Later when sailing ships gained more masts and more sails, the yard-arms could keep them taut and the bowline lost its purpose. However, the shanty continued to be sung whenever a short hard pull was needed.



347 WELLINGTON STREET
 MAILING ADDRESS - P.O. BOX 172
 KINGSTON, ONTARIO K7L 4V8
 (613) 549-2842



Investment Consultant

Professional Investments Philip James Rini
 9 - 805 Blackburn Mews office 384-7511
 Kingston, Ontario res. 549-6435
 K7P 2N6 cellular 541-9313

we service what we sell




SEARS MAINTENANCE AGREEMENT

A SEARS MAINTENANCE AGREEMENT MEANS ALL SERVICE, PARTS AND REPAIRS ARE ON SEARS.....

Plus you get an Annual Preventative Maintenance Check at your request.

Call us today for details.




EST. 1952

1157 BATH ROAD
 KINGSTON, ONTARIO K7M 4Y3

WAYNE GORDON
 Manager

(613) 389-1622



THE BOSUN'S LOCKER
 Portsmouth Olympic Harbour
 53 Yonge Street
 Kingston, Ontario K7M 6G4
 (613) 542-0632

TOM GRIFFERTY

Sailboat Fittings, Marine Supplies, Giftware

ELECTRI CITY INC.

Bob Colhoun

384-7435
 655 ARLINGTON PARK PL., KINGSTON, ONT. K7M 7E4


Windjammer Sails

MIRAGE YACHTS-BROKERAGE YACHTS
 SOBSTAD SAILS AUTHORIZED AGENT
 MARINE ELECTRONICS & HARDWARE

GERRY & GRAHAM MOSS

Third Property West of Cty. Rd.6
 Lake Side - White Fence 389-4349

ROBERT (BOB) DENDY



PROFESSIONAL INVESTMENTS

805 Blackburn Mews
 Kingston, Ontario
 K7P 2N6

Bus.: (613) 384-7511
 Res.: (613) 389-4504