

May 91 #42

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Calendar

May 4/5/11 - Launch & Coffee Shop
May 3 - Collins Mixer
May 4 - Wine & Cheese Party
May 15 - Membership Renewal Due
May 18/19/20 - OJ & Bubbly Cruise
June 1 - Boating Equipment Flea Market
June 3 - Collins Mixer (Roster)
June 8 - Amherst Island Race
June 9 - Family Day & Sailpast
June 15/16 - Side O' Beef Cruise
July 5 - Collins Mixer
July 20/21 - Main Duck Island Cruise/Race
August 3/4/5 - Golf Cruise
August 10/11 - Theater Cruise
August 19 - Collins Mixer
August 24 - Simcoe Island Race
August 25 - Family Race and BBQ
Aug 31, Sep 1/2 - Interclub Cruise
September 7 - Pigeon Island Race
September 14/15 - Fish & Chip Cruise
October 5 - Frostbite Race
October 25 - Collins Mixer
October 26 - Awards Banquet

Commodores Comments

Another boating season approaches with all the anticipated pleasure of boating in our "local paradise" of lake and river. As the old saying goes, "Nothing is free." and if we don't work at sustaining this beautiful area we, or at least our children, will be left with only beautiful memories. Just as pennies add up to dollars, careless or negligent habits build into ecological problems that take years to correct.

Enjoy our environment - Be a responsible boater!

Bill Worthy
Commodore

1991 Executive

Position	Officer	Tel. Home/Bus
Commodore	Bill Worthy	389-3077
Vice Commodore	Hans Von Rosen	1 259-2847 1 257-5735
Past Commodore	Dave Sewell	542-9014 545-4539
Secretary	Jami Ferreira	389-6486
Treasurer	John Sealy	389-7752 384-1900
Fleet Captain Sail	Judy Adams	389-1812
Fleet Captain Power	Phil Rini	384-7511
Membership Chair	Keith Fairbank	549-1332
Social Chair	Madeline Gostlin	389-8032 548-3487
Hospitality Chair	Maxine Cohrs	389-5734
Race Chair	Peter Burbidge	389-5881 545-4502
Cruise Chair	Paul Kruger	389-3716
Sail Training Chair	Doug Wagner	389-1295
Newsletter Chair	Chester Copeland	384-2286 634-4371

RACING COMMITTEE NEWS

Introduction

This year the Racing Committee has grown from four members to nine indicating there is growing interest in this aspect of the Club's activities. The philosophy continues to be focussed on fellowship, friendly competition, and enhancing sailing skills.

Racing Workshops

Three workshops were held to introduce new racers to the racing rules and to provide an opportunity for experienced sailors to enhance their understanding of racing rules. These were held at members homes and initial indications were that they would be well attended with a number of new sailors.

Race Days

Thursdays are race evenings at the club with 18 official race events along with a pre-season intro and a frostbite final fun night in October. Two new races have been added to the three summer long distance races including the Amherst Island, Simcoe, Pidgeon, plus a joint race/cruise weekend event to Main Duck and a season finale Frostbite on October 5. Two Sunday informal family events are also scheduled for family and sailing school students.

ANDREW SOPER
SAILMAKER

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Budget

A new \$10.00 fee will be levied for each of the three spring, summer and fall series of Thursday races. Long distance races will have a charge of \$10.00 per race slightly higher than last year but still cheaper than a night at the show! These new charges will allow the race committee to build new, more visible bouys for the race course and to offer an honorarium to our volunteer official "race starter." Both initiatives will be an important improvement to our racing activity. Also consideration is being given to ensure that regular "crew" are members of the club.

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Crew

Key to successful sailing is the crew. If you need crew or want to crew 'be in touch with any Race Committee member. A good way to introduce yourself to racing fun is to crew with an experienced sailor and decide later to enter your own boat. Opportunities exist for the asking. We are also an equal opportunity racing group so the women in the club have an opportunity here as well. How about an all female entry??

Volunteers

Assistance is still required for individuals to help with race "starts" (no boat required). Please see any committee member.

Race Committee

If you have questions please contact any race committee member:

Tony Johnson	546 0925
Wim DeVries	545 0637
John Sealy	389 7752
Al Walker	542 4412
Barry Smith	549 5270
Derek MacIntyre	384 1632
Henry Muis	376 6954
Bruce Rand	377 6870
Peter Burbidge	389 5881 Chairperson

Notice Notice Notice

Correction to the CBYC flyer. The race fees for the Thursday night club races is \$10.00 per series and not \$5.00 as published.

CORK 1991

We have received the Cork Notice Of Regatta as well as Entry Forms. The complete documents are available from the Race Committee Chairperson.

The abbreviated details are as follows.

- CORK One-Design - Aug. 17-23
- Youthfestival - Aug. 15-16
- CORK Offshore - Aug. 18-20

Olympic Classes

- Tornado
- Flying Dutchman
- Europe
- Finn
- 470 Men & Women
- Lechner Men & Women
- Soling

Non-Olympic Classes

- Laser
- Laser II
- Open Board
- Division II Board
- Tanzer 22
- Albacore

Offshore

- Laser 28
- North America Level 30 Class
- IMS
- PHRF

CLUB CRUISES FOR 1991

The Club has 6 cruises planned for the 1991 season. Some of the old favorites are still on the agenda, there are a number of new ones.

I will try to briefly describe some of the new ones. The second cruise of the year is actually an old favorite with a new twist. This year's Side of Beef cruise is on July 15 organized by Phil Rini. The price for the meal at Popular Dell, Preston Bay, is \$16.00 and Phil wants the money before June 1st. We should try to meet at the dock at Popular Dell, about 5 O'clock for some socializing. Provided the weather cooperates, we will head over to Parrotts Bay for the night and following day.

The next new cruise on July 20, 21st will be a race cruise to Main Duck Island. Starting on Saturday at 10 O'clock and finishing at Main Duck Is., a picnic on Main Duck Is. and a race back the next day. The cruise captain will be David Sewell.

The Golf cruise to the Thousand Islands Golf Club, is also new for our club. It will take place on August 3, 4 & 5th. The cruise captain will be Chester Copeland.

Theater cruise August 10 & 11th will this year be combined with a anchor in the sandy bay of Thwartway Island if the weather cooperates. We will all meet off the sandy beach for some socializing and swimming, and then motor to the Theater dock in Gananoque.

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Lightning

From the time Mr Franklin first flew a kite in a thunderstorm (not a good idea by the way), there has been a great deal of mystery, misconception, and misinformation surrounding the phenomena of lightning. Perhaps this article will correct some of these ideas and give you a basis to protect yourself.

Lightning is just a large static spark that behaves like any other spark. It does not necessarily take the shortest path to ground nor does it necessarily go to ground. Stated simply, it takes the shortest electrical path it can find that will neutralize two opposite (negative and positive) electrical charges. In many cases, this path is from cloud to cloud. In some cases it is from cloud to earth, while in others, it is from earth to cloud. The latter two are the same as far as we are concerned and the first is unimportant to us.

The charge in a cloud is measured in "Volts", and is measured with respect to the charge at some other point such as the earth under the cloud. The magnitude of this charge determines how far a spark will jump. When you walk across a carpet and pick up a static charge, it will be in the order of several thousand volts, typically about 20 thousand volts and will cause a spark about 1/2 inch long. The charge in a cloud just before a lightning strike will be hundreds of thousands of volts and will cause a spark several thousand feet long.

How hot a spark is is determined by the current in the spark. A static discharge from your body will contain a few thousandths of an "Ampere" and while it will make you jump, it will not cause any damage (although it can damage sensitive electronic equipment). An arc welder arc will typically contain one to two hundred amperes. A lightning strike will contain several thousand amperes and has the potential to cause severe damage.

Charges form in clouds for the same reason that your moving body will generate a charge. Ordinary friction will generate a charge on an insulator. You can see this when you rub a balloon on your hair. The friction generates a charge on the balloon and an opposite charge on your hair. Clouds moving in turbulent air will pick up a charge. A charged cloud will attract an opposite charge on the clouds around it and on the ground below.

When the charge on a cloud gets large enough to breakdown the insulator (air) between it and an opposite charge on a nearby cloud or on the earth below, a spark (lightning flash) will occur. The combined effect of the distance between charges and the magnitude of the charges will determine where the spark (lightning flash) will go. This combined effect is measured in "Volts per Unit Distance" or Volts per Foot.. When the Volts per Foot along a given path reaches the breakdown voltage of the insulator, a spark will occur.

It is clear from the above that there are two things you can do to attempt to not become part of the discharge path. You can increase the distance or you can reduce the charge. Both are equally effective. Unfortunately, there is very little you can do to increase the distance between you and a cloud. Even if you could reduce the height of your vessel to zero, this would only be thirty or forty feet in a few thousand (ie. a very small percentage). On the other hand, you can take steps to reduce the charge on your vessel.

Since a body must be an insulator or insulated from other bodies in order to pick up a charge, you can turn that nice plastic vessel from a good charge holder to a very poor charge holder. This is done by connecting all parts of it to the water via electrical conductors. This ensures that the charge on your vessel will be the same as the charge on the water thus ensuring that your chances of being struck by lightning are very close to being the same as that of the water nearby.

Next issue, we will look at the mechanics of lightning protection.

Safety

The CBYC Executive is pleased to announce that Phil Rini has been appointed as Club Safety Officer. Phil brings many years of boating experience to this task so if you have any safety concerns, please call on Phil at any time.

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Grey Water

On March 1, 1991 the Ministry of the Environment issued a notice of intention to make legislative changes to the Environmental Protection Act to prohibit the discharge of "grey water" from pleasure boats. These changes, when passed, will be enforced on all pleasure boats, whether new or existing, on May 1, 1993.

Two regulations are affected. Regulation 305 prohibits the discharge into water of treated or untreated sewage. Sewage includes toilet water as well as litter etc. All toilet equipped craft must have facilities to store toilet sewage and such storage facilities must be equipped with deck fittings for removal of toilet waste at pump-out facilities.

Regulation 305 will be changed so that the definition of sewage will include grey water, that is household waste from sinks, showers, and similar sources. Grey water waste will have to be held in storage facilities and these facilities will have to be equipped with deck fittings to allow for waste removal at pump-out facilities.

Regulation 310 deals with the requirement of marinas and yacht clubs to provide pump-out facilities. The changes to this regulation will mean that the pump-out services will have to pump-out grey water.

The Ministry commissioned a study of grey water and found that discharging grey water into lakes rivers etc is detrimental to the environment. The study found that grey water produced on pleasure craft contained potentially hazardous levels of bacterial contamination. Chemical contamination was also found.

Several alternative actions were examined by the Ministry as outlined below.

- Treatment And Discharge. This action would require that grey water be chlorinated and discharged.
- Prohibit Discharge in Sensitive Waterways.
- Certain Boats to Retain Grey Water. Houseboats or boats over a certain length or displacement are the criteria most frequently mentioned.
- New Boats to Retain Grey Water.
- All Boats to Retain Grey Water.

All of these alternatives except the last were rejected. The Ministry estimates of the cost of retrofitting a boat as follows:

- \$700.00 to \$950.00 to plumb grey water into existing black water tank.
- \$800.00 to \$1200.00 to add 30 to 80 litres capacity to a new boat.

- \$1500.00 to \$1600.00 to add 200 litres to existing capacity.

The ministry's paper GREY WATER DISPOSAL FROM PLEASURE BOATS, Background information on the amendment of Regulations 305 and 310 made under the Environmental Protection Act, sets out the information in this publication in greater detail. It is available through the Public Information Centre, Environment Ontario, 135 St Clair Avenue West, Toronto, Ontario M4V 1P5 (416) 323-4321. The complete consultants report (Beak Consultants) is also available through the Public Information Centre.

Members of the Collins Bay Yacht Club should make their views known to their executive so that appropriate action can be taken. As with all legislation, you should not hesitate to make your views known to your legislators.

The Honorable Bob Rae
Premier, The Province of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A2

The Honorable Ruth Grier
Minister of the Environment
135 St. Clair Avenue, West
Toronto, Ontario
M4V 1P5

Your MPP
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Queen's Park
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In future issues of the Collins Mixer, we hope to put together some articles and drawings on how to retrofit your boat.

CBM News

Plans for 1991 include a new gas dock and pumps serving diesel as well as unleaded gas. The new floating steel fuel dock will be long enough to dock up to three boats at the same time. A small kiosk will be built on the end of the breakwall for the fuel dock attendant. The ice freezer will be moved to the kiosk and a drink machine will be added. When he is not busy at the fuel dock, the attendant's job will be to monitor VHF 68. Petro Canada will be our fuel supplier. Visa, MasterCard and Petro Canada credit cards will be accepted. We will no longer accept charges on account. Speaking of accounting, we are in the process of computerizing our books.

A-dock, the last remaining old dock on piles will be replaced by a new floating steel dock with 26' long fingers. All docks, A through F, will be wired with electrical power. We will also continue our dredging. And if there is any time and money left we may spruce up our house with a new layer of siding.

Happy Sailing
Hub Steenbakkers



Collins Bay Marina

Hub Steenbakkers
GENERAL MANAGER

1089 BATH ROAD, KINGSTON, ONTARIO K7M 4Y2
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Help

Your Club is in need of some furniture to refurnish the club-house. If you have chairs, table, coffee table, bookcases, etc. to donate, please contact Bill Worthly, 389-3077.



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Hospitality

Hello to everyone! We hope you have been to the
 Launch Coffee Shop, May 4,5,11. The next event on
 the Calendar is the Boating Equipment Flea Market,
 June 1st, and we'll need volunteers for this event.

The hospitality portfolio covers two main areas:

1) Staffing the coffee shop at launch, haulout and
 the flea market events.

2)Arranging reciprocal agreements with other yacht
 clubs.

To volunteer for either of these, please contact me
 (Maxine) at 389-5734 or Sharon Sealy at 389-7752.

Reciprocal invitation cards have been sent out to ap-
 proximately 30 yacht clubs and we are receiving their
 cards daily. These cards will be posted in the club-
 house as well as published in the Collins Mixer Roster.
 You must be a paid up member of CBYC and be able to
 present your membership card any club you visit in or-
 der to invoke the reciprocal agreement. If you make use
 of these arrangements, please let us know if all has
 worked out satisfactorily.

When you leave the marina for a weekend or holiday,
 your slip will be used to honour our reciprocal agree-
 ments. Without the knowledge that you will be away,
 your slip cannot be assigned and we will be unable to
 honour our agreements. Please tell Hub and sign out at
 the club-house. This is very important. On the other
 side of the picture, please welcome any visiting boaters
 and help them with any needs or questions they may
 have. Marina staff will take care of assigning slips to
 visitors but it is up to us to make them feel welcome.
 The marina monitors VHF ch68.

Have a safe and happy summer.
 Maxine Cohrs
 Hospitality Chair

Sail Training Facilities Policy

The purpose of the CBYC Sailing Dinghies and Rescue
 Boat is for the training of students under the approved
 Canadian Yachting and Ontario Sailing Associations
 guidelines. The use of all facilities during July and Au-
 gust will be restricted to the programme designed by
 the Sail Training Programme Committee. This pro-
 gramme will include adult trainees for evening and
 weekend periods and will be under the direct supervi-
 sion of CBYC instructors. Any exception to this policy
 must be approved by the majority of the executive at a
 meeting, prior to the event.

Programmes for the use of these facilities prior or sub-
 sequent to this period may be presented by, or through
 the "Sail Training Committee" for final approval by the
 executive. All such programmes must have CBYC ap-
 proved supervisors and be developed using Ontario
 Sailing Association guidelines. (In Junior Directors
 Handbook)

CBYC Members will not be allowed use of these boats
 except within programmes approved under these guide-
 lines.