

**COLLINS  
MIXER**



**Collins Bay Yacht Club**

## 1991 Executive

<u>Position</u>	<u>Officer</u>	<u>Tel. Home/Bus</u>
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 544-4502
Cruise Chair	Paul Kruger	389-3716
Sail Training Chair	Doug Wagner	389-1295
Newsletter Chair	Chester Copeland	384-2286 634-4371

## FLARES

The "Safety Boating Guide,, stipulates the minimum flare requirements for vessels operating in Canadian waters. There are four types of approved pyrotechnic devices (A, B, C, D) and it is important to note that they are valid only four years from date of manufacture as marked on the flares.

### TYPE A: Parachute.

Easily observed from surface or air, this flare may have a two or three second delay after pulling the firing pin, and burns for at least 40 seconds.

### TYPE B: Multi-Star.

Readily observed from surface or air, burns four to five seconds.

(Note: some TYPE B flares project only one star at a time.) When using this type, you will need twice the number of cartridges in order to comply with regulations. The stars should be fired in groups of two with a delay between them of not more than 15 seconds.

### TYPE C: Handheld.

Limited surface visibility, best observed during an air search. Avoid looking directly at flare while burning. Hold well clear of the boat.

### TYPE D: Buoyant or Handheld.

Use smoke flare as a day distress signal only. Burns for three minutes.

Dye markers can also be used. These are water-soluble (orange and green) tear-open packs designed to be tethered to a vessel and thrown overboard producing a broad brightly coloured stain to aid location from the air. While not a coastguard approved device, the personal strobe allows a person to be seen for miles at night.

By way of comparison and as a result of the 1979 Fastnet sailing disaster, the Offshore Racing Counsel (ORC), head-quartered in Britain, recommends 14 flares (four red parachute, four red hand, four white hand and two orange day smoke signals). Additionally, you might carry a miniflare Pack (useful for the pockets

of crew on watch) and your time-expired flares, but never fire out of date parachute flares that appear in any way damaged.

The Canadian Coast Guard regularly schedules public demonstrations of flare use to familiarize the boating public. Contact your local office for details. An emergency at night is not the time to look at directions.

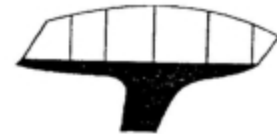
- Phil Rini CBYC Safety Officer



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## CBYC RACING ACTIVITY

### UPDATE

JULY 12, 1991

The Spring Series and Amherst Island Race were well attended with up to 13 and 20 boats participating respectively in these events. The Racing Committee and all participants welcome the additional boats as it adds to the interest, excitement, and challenge not to mention the post race discussions on the dock. Using Time-on-Time handicapping seems to have created some closer competition with only 2 points separating the second and fifth boats in the Spring Series. This method of race management is experimental for this year and feedback is appreciated.

### REVERSE START

On Thursday July 11, a new type of start was tried for fun as the regular race was suspended for that night due to some members attending the EYC Regatta in Belleville. This start has racers starting sequentially based on their handicap with the "last going first and the first going last!" This gives an opportunity for those slower boats to look over their shoulder at the front liners for a change....at least for a while. It provides for an interesting finish! Each racer is given a pre-determined start time. For those people who like to race but don't like the looks of the starting line nonsense, this is a good opportunity to join in without the start line "antics."

### CRUISE/RACE

On July 20/21 an opportunity for cruisers and racers to join in together for a weekend to Main Duck will be held. It is hoped to have the cruise/race use a regular timed start in Collins Bay and finish at Main Duck with a return the next day. Normal sailing rules will apply and regular racers are asked to stay out of the way of guest cruisers in a seamanlike fashion. Anyone violating such a principle will find themselves in line for the Lead Ring Award! This is an opportunity for racers and cruisers to join together in a "timed race" to Main Duck and join in some fun at the islands overnight. For those who dislike the start issues you may

just hang back a little while those more anxious folk get across the line first.

For information on the weekend call David Sewell at 542 9014.

Skipper's meeting will be at the Club House at 9:00 AM with a 10:00 AM start at CBYC Buoy A in the mouth of Collins Bay.

### TIMING CHECK

Generally races Thursday start the 10 minute count down at 6:00 PM with Skipper's meeting at the Club House at 5:15. The Long Distance Races have a 9:00 AM Skipper's meeting with a 10:00 AM start for the countdown. Times are based on Cable Channel 23 time check.

### INFORMATION

For Racing Information check the bulletin board in the Club House. Race results, starting sequence, protest forms, and a brief copy of the rules are posted and can be taken for your information.

### INTERESTED?

If you are interested in racing or crewing for someone, or if you need crew see any member of the Race Committee or Executive. New recruits to the fun are welcome.

### VOLUNTEER NEEDED

An individual, with or without a boat is still needed to assist with race starts on Thursdays from 5:00. Please contact Peter Burbidge 389 5881 or other race committee member.

### WHY RACE?

Many people ask us why we subject ourselves to the racing triangle. Some of the answers are personal but many go like the following: 1) It gets me out on the water every Thursday 2) It helps me improve sailing skills 3) I like the friendly rivalry 4) Teamwork builds relationships among the crew 5) It can be good exercise especially in higher winds 6) The company is great and the social contacts are important 7) It's fun on the water with several other boats 8) It is a challenge 9) For those

who say that if there are any two boats on the water at the same time, there is a race, they like the opportunity to win!

Whatever your reason for racing, the CBYC RACING GROUP will welcome you on any Thursday evening. Just show up at the Club House for the Skippers Meeting at 5:15 PM any Thursday and you won't miss the opportunity of a lifetime. For information call a Race Committee Member or Peter Burbidge 389 5881.



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## Clubhouse Update

The response to the clubhouse proposal has been overwhelmingly in favour. The vast majority of members have agreed to commit \$100.00 this year and in many cases substantially more. As a result of this support, the clubhouse project is a go. By the time you read this, you should see some construction although we cannot do much until Hub completes the platform.

A formal agreement has been signed with Hub, construction should have started on the platform and the design and planning is well under way.

In order that we may proceed without delay, we are asking members that have committed money this year to please forward it to John Sealy or any of the executive. While we have received a significant sum, it is important that we get as much as possible so that proper plans can be made.

The building committee would like you to complete and return the survey that was sent to you so that they can determine what skills and manpower will be available to them.

The clubhouse committees are all very pleased and wish to express their thanks to everyone for their support and offers of assistance.



*Collins Bay Marina*

**Hub Steenbakkens**  
GENERAL MANAGER

1089 BATH ROAD, KINGSTON, ONTARIO K7M 4Y2  
(613) 389-4455

## Safety

Personal safety applies to normal everyday living and while accidents do happen in the home, the incidence is perhaps less in numbers when you compare movement on solid terra firma with the deck of a vessel floating in a restless, fluid environment.

"One hand for the ship, one hand for yourself: is an age old marine maxim that is as valid today as it was when crews went aloft to douse or set canvas.

A pitching power or sail boat, with all its deck equipment and lines can be a dangerous obstacle course with serious injuries being the penance for careless crew-work or movement.

### Deck Design

The deck is your boat's working platform and as such it should be designed for optimum movement, protection and placement of the necessary hardware and safety gear. Generally, decks, like other vessel-design features, are a compromise.

Flush decks provide more open space and less clutter but, depending on the size of the boat, the headroom down below might be restrictive to the taller crew. Conversely, the raised coachroof for added height adds to the stability of the vessel should it experience a knockdown.

Whether there's one deck hatch or several for light and air circulation, the hatch surfaces are dangerous when wet. Non-skid surfaces are essential but beware of same surfaces that are sharp enough to cause abrasions to skin and foul weather gear.

The skipper/owner has an obligation to the crew and occasional guest alike, to point out probable points of injury based on his or her own experience with the boat. Deck padeyes, low booms, steep companionways, low bulkheads, cramped heads, deck mounted spinnaker pole brackets etc.

- Anchors stowed at the stemhead are convenient and labour saving, even if their weight detracts from windward performance. They must

however, be properly secured but do not drill through the shank of a cast anchor with the idea of installing a locking pin. Under load, the drilled-shank anchor may fracture.

- Make sure all the grabrails are through-bolted and have adequate clearance below. The best rails are stainless steel raised several inches above the deck so they come easier to hand.
- Non-skid the areas around and on the main companionway hatch and steps.
- The best location for installing safety jackstays (for hooking crew harness lanyards to, to facilitate safe on-deck movement fore or aft) is along the coachroof sides which are further inboard and less likely to be walked on and rolled underfoot. Jackstay anchor points must be through-bolted and the stay equipped with proper terminals.
- Water and fuel fillers on deck can leak and lead to contamination. Not easy to alter, coamings are better locations.
- Stanchion bases must be absolutely sound, through-bolted and reinforced with backing plates.
- Cleats supplied with stock boats tend to be under sized. Replace them with a size larger and reinforce complete with bigger plates
- Cruising in idyllic warm conditions tends to reduce the amount of clothing worn but it is recommended that proper boat shoes be worn aboard at all times since injuries to the feet are much more likely than to other parts of the body.

## Signout

Just a reminder so that we can continue to honor our reciprocal agreements. A new book has been established for this purpose. It is in the Kiosk by the gas pump.

## Dinner/Theatre Cruise

August 10

Rendezvous in the sandy bay on the west side of Thwartway (Leek) Island on Saturday afternoon for a swim.

### Docking Alternatives

- Theatre Dock after 6:00 PM
- Gananoque Town Dock - \$.70/ft (\$.90 EL). Reservations 382-4088 (382-2248)
- Gordon Marine - \$.80/ft with electricity. Reservations 382-4315.

### Dinner

The Country Squire Resort, 715 King Street East. 6:30 PM, transportation available. Prime Rib Buffet \$15.95.

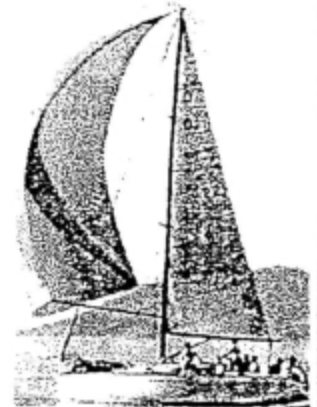
### Theatre

Thousand Island Playhouse, 8:30 PM. The Prisoner Of Zenda. Special group rate. For reservations, call Judy Adams 389-1812 or 389-2863 by July 31st. No spaces reserved.



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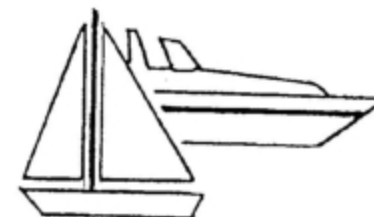
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## Committees

We are asking each member to assist on one (or more) committee for the 1991 season. The following are the established committees. Please call the Chair to volunteer your services.

### Race

Peter Burbidge - Chair  
Tony Johnson  
Henk Muis  
Al Walker  
John Sealy  
Barry Smith  
Derek McIntyre  
Wim deVries  
Bruce Rand

### Cruise

Paul Kruger - Chair  
Bruce Fairbairn  
Phil Rini  
Dave Sewell  
Chester Copeland  
Judy Adams

### Social

Madeline Gostlin - Chair  
Judy Adams  
Ann Unsworth  
Joanne Sewell  
Florence Wagner

### Hospitality

Maxine Cohrs - Chair  
Sharon Sealy - Coconvenor  
Joanne Sewell  
Ann Unsworth  
Yvonne Muis  
Ruth Fairbank  
Alda Fairbairn

### Membership

Keith Fairbank - Chair

### Newsletter

Chester Copeland - Chair

### Sail Training

Doug Wagner - Chair  
Florence Wagner - Secretary/Treasurer  
Ian Ross  
Judy Adams  
Bernie Gates

### Regalia Sales

John Sealy

### Incorporation

Chester Copeland  
John Sealy  
Jim Armstrong  
Earl Marlin

### Club Historian

Bruce Fairbairn

### Calendar

Chester Copeland  
Dave Sewell

### Flea Market

John Keys  
Chester Copeland

### Ottawa Contact

Catherine Kelly

### CLUB HOUSE

#### Administration

Bill Worthy - Chair  
John Sealy  
Doug Wagner  
Dave Sewell

### Building

Doug Wagner - Chair  
Paul Kruger  
Peter Cohrs  
Judy Adams

### Finance

John Sealy - Chair  
Chester Copeland  
Peter Burbidge

## FELLOW CBYC MEMBERS

Artist Robert (Bob) Glowacki is now accepting orders for framed commissioned watercolour paintings of your sail or power vessel.

Custom paintings of your boat are possible by an artist who is also a sailor. See the August page of the Collins Bay Yacht Club calendar for a small sample. Bob's work can also be seen at the Kingston Public Library, July 23 through August 30. It's not too soon to start thinking of Christmas.

For further information and to view samples, please contact representative Susan Ware at 549-3451 or by chance at Slip E13.