

COLLINS MIXER



Issue # ⁴3 Sept 1992



Collins Bay Yacht Club

CBYC EXECUTIVE

POSITION	OFFICER	HOME	BUS.
<i>Commodore</i>	<i>Doug Wagner</i>	<i>389-1295</i>	
<i>Vice Commodore & Membership</i>	<i>Keith Fairbank</i>	<i>634-3724</i>	
<i>Past Commodore</i>	<i>Bill Worthy</i>	<i>389-3077</i>	
<i>Secretary</i>	<i>Eugene Black</i>	<i>384-2970</i>	
<i>Treasurer</i>	<i>Jamie Ferreira</i>	<i>389-6486</i>	<i>541-0216</i>
<i>Fleet Captain - Sail</i>	<i>Judy Adams</i>	<i>389-1812</i>	<i>386-3022</i>
<i>Fleet Captain - Power & Fund Raising</i>	<i>Phil Rini</i>	<i>549-6435</i>	<i>384-7511</i>

CHAIRPERSONS

<i>Social</i>	<i>Madeline Gostlin</i>	<i>389-8032</i>	<i>548-3487</i>
<i>Hospitality & Interclub</i>	<i>Maxine Cohrs</i>	<i>389-5734</i>	
<i>Race</i>	<i>Peter Burbidge</i>	<i>634-1877</i>	<i>545-4502</i>
<i>Cruise</i>	<i>Dave Sewell</i>	<i>542-9014</i>	<i>545-4539</i>
<i>Sail Training</i>	<i>Derek McIntyre</i>	<i>354-1575</i>	
<i>Newsletter</i>	<i>Bill Worthy</i>	<i>389-3077</i>	
<i>Building</i>	<i>John Sealy</i>	<i>389-7752</i>	<i>384-1900</i>

Commodores' Comments

The weather conditions have been more conducive to our work on the club house than sailing about the islands this summer. As I'm sure most of you have been aware of the progress on our project I won't bore you with details and just advise that the first phase is drawing to a close. The exterior is almost done with only the stairs and upper rails / seats left to be finished. Inside the wiring is in and waiting for the insulation to be installed before we hook up the lights. There will be two electric heaters as well to keep out the chill in colder weather. Next year we will get on with the panelling, counters, and display cases to ensure the members have a comfortable, and usable club house. Help is still needed for everything from hammering to fund raising so please come forward if you have some time or skills to offer.

The BBQ after the PIGEON ISLAND RACE will be our first go with this facility followed by Maxine cohrrs and her 'Haulout' coffee shop team.

Doug Wagner

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COLLINS BAY YACHT CLUB RACE UPDATE

The Collins Bay Yacht Club Racing Calender is nearing it's conclusion for 1992. Eleven boats are now competing for the Fall Series. The crews of these boats are noticing the chill of an earlier sunset and are reluctantly accepting the fact that with the Pigeon Island Race; the September 24th Exchange-Fun Race; and the October 3rd Frostbite Open the racing season is drawing to an unwelcome conclusion.

The Thursday Night Fall Series is going well with the final race to be September 17th.

It is not necessary to be a racer to experience the thrill of sailing competition. We race under P.H.R.F. which means all boats are handicapped. If you can sail your boat up to it's rating, you may find yourself taking home "the silverware". This racing experience helps hone our sailing ability which in turn helps improve our cruising ability.

Everyone in the Club is welcome to join in any of the races.

Please look aft because fast approaching is the **Thirteenth Annual Pigeon Island Race (Open and Barbeque)**. This great event is being held on **September 20, 1992**, with registration at 8:30 a.m., Skipper's Meeting at 9:00 a.m. and start at 10:00 a.m.. After the race, all club members whether racing or not are invited to a Barbeque aboard Maria...Our New Clubhouse!

Best wishes for fast, safe boating!

Bill Learmonth
1-613-634-1369



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COLLINS BAY YACHT CLUB CRUISING '92

DATE	CRUISE LEADER	COMMENT
SEPTEMBER 5/6/7	MERV. CAMERON (SUENO)	LABOUR DAY WEEKEND CRUISE**
SEPTEMBER 12/13	MICHAEL MILES B AND C STEVENSON (TAMARA C)	CRUISE TO "MOORINGS"** MILES/ STEVENSON PROPERTY HAY BAY
SEPTEMBER 26/27	BILL WORTHY (ROUNDEL)	ANNUAL FISH & CHIPS** CRUISE

NOTE: ** SKIPPERS MEETING 9:30 A.M., COLLINS BAY. DESTINATIONS TO BE DETERMINED BASED ON WIND, WEATHER, FORECAST, AND SKIPPER PREFERENCE. EXCEPTIONS AS REGARDS DESTINATION ARE MAIN DUCK, HAY BAY, AND ANNUAL F & C CRUISE

***** NOTE: MERV CAMERON IS FILLING IN FOR NORM & MAXINE COHRS ON LABOURDAY WEEKEND. THANKS MERV!!!**



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EXTRA EXTRA EXTRA

MALCOLM STOTT TIGHTENS GRIP ON MAIN DUCK RACE/CRUISE WITH 2ND YEAR WIN!!

In the best tradition of long distance racing, with race day and start time officially established, and race committee approval, boats may depart any time thereafter, until the final cutoff date. By 10:00 a.m., Saturday, July 18, only three boats could make the official start. A self timed race, first across the line was John Sealy (**Magic Karpet**) followed closely by Malcolm Stott (**Simmac**). David Sewell (**Morning Mist**), with experienced crew, Richard Sealy (borrowed from Magic Karpet) made the start at 1100, having sailed up from Admiralty Bay. Rosaire Rheume (**Apres Ski III**), a late entry, who had some last minute provisioning to complete for a longer voyage after the race/cruise, took his start time shortly before noon. Doug Wagner (**Alpine Star**) got a jump on the competition with an early morning start. Therefore, while he was part of the cruise, he had eliminated himself from Leg I of the race.

The weather was partly cloudy with variable winds 5 to 10, shifting between WSW and SW. Haze on the Lake reduced visibility to about 3 miles. Seas ran at about one meter. While still in the lee of Amherst Island, it looked like an easy reach to the Island, as the wind appeared to be almost due West. It was not difficult to make a heading of 210 M. It became obvious that the eye of the wind was Main Duck itself, once we were clear of Amherst Island.

At the skippers meeting, the course to the Island had been made more direct. Now, it was only necessary to keep K9 and Pigeon Island to Port. Portions eliminated included the usual legs that carry racers around Salmon Island, before reaching K9.

The sail to Main Duck was very eventful! While stalled in the hole at the eastern most tip of Amherst, Richard, the crew of **Morning Mist**, studying the bird life through binoculars, discovered a pelican sitting amongst the cormorants in the shallows of the reef that connects Amherst to the Brothers! The other event of major significance was the **Mayday** that occurred in the early afternoon. Apparently a diver had succumbed while investigating wrecks off the SE corner of Amherst, in waters over ten fathoms.

The winds picked up slightly for a brief period in the afternoon but shifted towards the south and dropped steadily from about 1500 on. By 1700 with speeds of less than two knots, and with between 3 and 4 miles still to go, two boats withdrew, registering a **DNF** on the first leg. To add, insult to injury, one boat had to be towed the last few hundred yards into port because fuel supplies had not been checked prior to departure. Oh the shame of it! But enough said. Let us look at how things turned out.

First across the line was **Magic Karpet** followed by **Simmac** and then much later **Apres Ski** (**DNF**) and **Morning Mist** (**DDNF**). **Magic Karpet** had the day on adjusted time, but not by much. Much would depend on Leg II, the down wind journey home.

The solidarity between **non-such** owners was demonstrated in Schoolhouse Bay that evening. Upon arrival, the crew of **Apres Ski** were immediately treated to a sumptuous meal by Bruce and Alda Fairbairn (**Pyewacket**), while the rest of us fended for ourselves, simply on the basis of both owning the same kind of boat! **Pyewacket** was on a return voyage from an extended survey of Southern Shores (of the Lake).

With six boats in from CBYC, Schoolhouse Bay was a busy place. People rafted to shore any way they could. The real salts anchored-off. The center of attention was John Sleay's gang plank which got increasingly interesting as people took care, medicinal, of their need to restore bodies dehydrated by sun and wind.

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Sunday, July 19 was beautiful! Winds were less than 5 knots out of the SW. Since the crew of **Magic Karpet** had pressing business in Kingston, they opted for an early start. The rest of us decided to stay behind, enjoy the beauty of the Island, and make our start later in the morning. About an hour later, **Magic Karpet** radioed that because of the light air, they had been forced to start the iron jib. They were out. **Pyewacket** got away sometime before **Simmac** who left at about 1130. **Alpine Star** and **Morning Mist** both got away at about 1330. As it turned out the onshore breeze did not develop and the best winds of the day were those that blew around the noonhour. As a result, **Simmac** made the fastest spinnaker run, followed by **Morning Mist** and **Alpine Star**. **Apres Ski** turned right, instead of left and soon disappeared around the corner of Yorkshire Island. Having enjoyed the beat to windward the previous day, (I guess) they decided to repeat the experience on Day 2. At time of writing, it still has not been confirmed whether **Morning Mist** won Leg 2 on adjusted time. Therefore, the unconfirmed results of an overall excellent weekend are as follows:

	Leg 1/Day 1	Leg 2/Day 2
SIMMAC	2ND	1ST*
MAGIC KARPET	1ST	DNF
APRES SKI	DNF	DNS
MORNING MIST	DNF	2ND*
ALPINE STAR	DNS	3RD

* unconfirmed

**THE OVERALL WINNER FOR THE
2nd CONSECUTIVE YEAR IS...**

SIMMAC!!

UPDATE ON THE INCORPORATION MARATHON

THE FINISH LINE IS IN SIGHT!!!

We heard back from Consumer and Corporate Relations just before vacation, and in every major way everything was as it should have been. In fact everything was tickitiboo, almost.

The Examiners wanted one part of the presentation changed to subsume a number of paragraphs under a general heading.

Other than that, the over all text was OK. This was a relief, because if you remember from my last report on this subject, I had been nervous as to whether or not our application had been too inclusive in the Special Provisions section, and instead we should have gone with the KISS principle; the less said the better. Apparently not, and on this score, everything was fine.

Resubmission was delayed by a five week sojourn while first I, then the typist who kindly typed our submission for us were away (separately) on vacation.

I talked to the Examiner last week, and was reassured that to the best of her knowledge no additional changes were required beyond the one requested in her letter. I was afraid that they might feed us the required changes one at a time, and keep us hopping, or should I say hooping for months to come.

All changes have been made exactly as requested. It gave me a considerable sense of satisfaction to stick the revised revision of the revised version into a Priority Post envelope and send it on its way.

And so, with any luck the next time we hear from them will be to receive an envelope with our Letters Patent contained therein.

Keep your fingers crossed!!!!

Dave S.

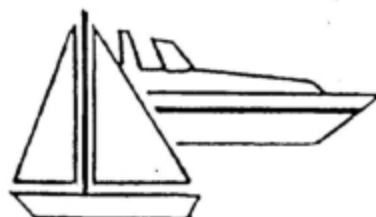
BE WORRY FREE ON THE WATER!



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HOSPITALITY

Summer, fickle as she was, is over and one can only hope that September and October bring some pleasant sunny days.

Our 9 1/2 week trip via the Welland Canal to the North Channel was eventful and will be written up later. I'm sorry we missed C.B.Y.C. events, the most exciting it seems was the building and "launching" of our own Clubhouse. I am sure those who participated feel great satisfaction. It will be such a pleasure to host our coffee-shop in it's new central and sheltered home.

This fall we hope to make the event a money-raiser for much needed equipment so we have extended the menu. Besides coffee and donuts we will have grilled cheese sandwiches and hot dogs. If you can contribute muffins or squares that will just be great. Everyone is busy but it is fun to work together and meet the people.

*So...the need is great for VOLUNTEERS for a few hours.
(and baking)*

Maxine Cohrs
389-5734

Haulout Coffee Shop (new Clubhouse)

Saturday, 17th and 24th of October

Rain date of Sunday 18th and 25th of October

Halloween is available for frostbiters.



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NEW MEMBERS

Since our last issue we have had some new members join our club, unfortunately I do not have their names and address' as of yet, you can look for them in our next issue of the Collins Mixer.

Our Membership Total is now **55!**



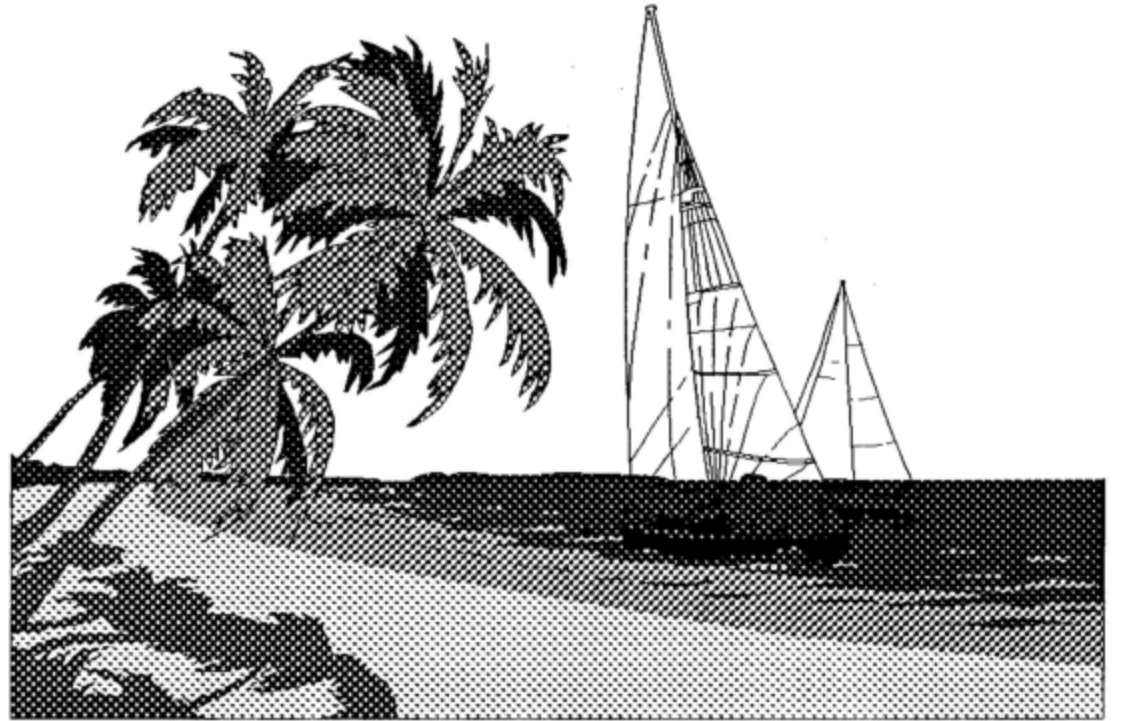
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