

# COLLINS MIXER



*Trophies and Awards  
Issue*



October 1992  
Issue # 5

**Collins Bay Yacht Club**

## CBYC EXECUTIVE

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

## CHAIRPERSONS

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

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## Commodore's Corner...

This has been a great year for our Club, we finally have our Clubhouse and we have become incorporated, none of which could have been accomplished without the help and dedication of our friends and members. Our fall banquet is when we recognize and thank those who have helped.

Our thanks goes to Hub for his generosity and expertise for the base of the Clubhouse, to John Vandebelt for his donation of paint and electrical supplies, to Paul Kruger for the outstanding stairs, to Henry Fierz and his boys for their time covering the roof, to Bill Worthy Jr. for the conceptual drawings and to Peter Cohrs for his engineering and plans, to those who have contributed financially and brought shares.

I cannot name all the helpers, if I try I would be sure to omit some, so my personal thanks to those who helped with the building.

This is also the time to present the Commodore's Cup which goes to the person who contributed most to the Club during the past year. This year we have chosen one who have over several years spent many hours keeping the Sailing School records up to date and preparing the graduation certificates, none other than...**Judy Adams**.

Our special thanks to Dave Sewell for preparing the documents for the incorporation, he saved us \$1,500.00 Last but not least my thanks to the Board who have worked all year to keep our Club functioning.

Doug Wagner



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# Fund Raising Notes

## MARINE FLEA MARKET

John Keys held a very successful sale of marine items on Sat 17 Oct. A total of \$118.30 was raised from both donated equipment and a % sale basis. Our first fundraiser!

THANKS JOHN.

## BANQUET RAFFLE. 24th Oct

Our thanks to the following for donating prizes.

Adams	Kramers
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## CBYC COOKBOOK

Send your recipes and storage and cooking tips to Judy Adams (c/o PO Box 20060 Taylor-Kidd P.O. Kingston, K7P 2T6.) All ideas are welcome ... please include your boat name as well as both members.

## FASHION SHOW!

Get your tickets now for the big show on Mon the 9th of Nov. Everything starts at 7:30 P.M. in Edith Rankin Memorial Church (Bath Rd near Gov't Dock ) See you There

384-2970



## AWARDS

COMMODORE'S TROPHY

JUDY ADAMS



## COLLINS BAY MARINA

	1st	2nd	3rd
<i>SPRING</i>	<i>Star IV</i>	<i>Rock &amp; Roll</i>	<i>Journey</i>
<i>SUMMER</i>	<i>Magic Karpet</i>	<i>Rock &amp; Roll</i>	<i>Black Knight</i>
<i>FALL</i>	<i>Stardust IV</i>	<i>Black Knight</i>	<i>Magic Karpet</i>
<i>AMHERST</i>	<i>Stardust IV</i>	<i>Rock &amp; Roll</i>	<i>Bandit</i>
<i>STIMCOE</i>	<i>Black Knight</i>	<i>Midnight Sun</i>	<i>Rock &amp; Roll</i>
<i>PIGEON</i>	<i>Journey</i>	<i>Rock &amp; Roll</i>	<i>Checkmate</i>
<i>FROSTETTE</i>	<i>Check Mate</i>	<i>Rock &amp; Roll</i>	<i>Stardust IV</i>
<i>DELAYED START RACES</i>	<i>Black Knight</i>	<i>Midnight Sun</i>	<i>Magic Karpet</i>



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## PROBLEMS/CHALLENGES

### GEORGIAN BAY & NORTH CHANNEL CRUISE

During a cruise lasting two and a half months, one would expect to encounter some problems/challenges. But on the cruise of Alnitra and Sueno to Georgian Bay and the North Channel, we sometimes thought that we were getting more than our fair share of problems. However, in the end, we learned valuable lessons which we would like to pass on for what they are worth.

#### WEATHER PROBLEMS

We are all acquainted with the miserable weather that existed all summer. Well, it was the same all over the Great Lakes except that it was colder in the north. In total we were delayed 19 days due to high winds and the resulting high seas. Speaking of wind, we developed a way of predicting it. First determine the direction of our destination, the wind is sure to be on our nose and the further the destination the stronger the wind will be. Despite all the rhymes about future weather, it is inevitable that bad weather will follow good and vice-versa on our cruise the cycle was rotating every two days. The rule of thumb about fog is that when it arrives, the LORAN signals will be weak in that part of the world and you won't get an accurate fix.

Finally, the overriding rule concerning weather is...don't ever start a cruise on a Friday! If you do, you will be plagued by bad weather the whole cruise. Or is it Saturday?

#### CLOTHING PROBLEMS

The problem with cruising in a boat with limited stowage is that you have to decide which clothes to take. We assumed that it would get warm this summer so we took clothes for warm weather and left all our winter clothes at home. Well, some days we wore all the long-legged, long-sleeved clothes we had with us. The natural follow-on from this situation is that we froze at the laundromat. We also got very tired of wearing the same sweatshirt day after day for two and one half months!

#### BUG PROBLEM

With all the high winds we encountered, the bug problem was not overly serious. However, when they arrived it was by the millions and they stayed. We haven't figured out why bugs need a boat on which to commit suicide.

#### CHATTY BOATER PROBLEM

As always, we met a lot of very nice people on this cruise. Sometimes, however, there are pressing tasks to be done before one can stop to talk. One is getting a dog ashore after a long day on board -- the dog wants to go NOW. Another is securing the boat. One day a boat entered harbour and proceeded to anchor. A neighboring boat began pelting the newcomer with questions about the boat - all on Channel 16, of course. The new arrival showed marvellous restraint and answered all the questions while trying to anchor in high winds near shore.

#### DOG PROBLEM

When deciding whether or not to take a dog on a cruise, one has to be aware of several factors. First, the dog which is paper trained at home will not use paper on the boat...period. He wants to go on shore morning, noon and night! Now this becomes a problem if you are at anchor in a fog; while you might get ashore somehow, there is no way that you are going to find your way back in that pea soup.

#### SWIMMING PROBLEM

Well, swimming was not actually a problem; there wasn't any! This came about because we took enough bathing suits so that we would not have to ever put on a wet one.

#### KIND BOATER PROBLEM

As mentioned above, we met a lot of very nice people on this cruise. The problem which we still have is; how do you thank someone who loans you his two-week old car to drive to the supermarket and laundromat?

#### CONCLUSION

Weather aside, we had a very enjoyable summer. We saw many interesting and beautiful places, learned a great deal about the geography of North America and had some wonderful time with our friends.

Maxine Cohrs

## HAY BAY CRUISE NOTES

Five boats and one car participated in the "cruise" to Hay Bay on September 12-13. Windreka II departed Friday night under a full moon and sailed as far as Glen Isle where they dropped their hook for the remainder of the night.

Sabrina IV, Pyewacket, Whiskeyjack and Tamara C left on Saturday morning. The sky was brilliant, but true to the sailing conditions we have experienced most of this summer, we either get sun or wind - so we enjoyed the sunshine as we motored along. At the mouth of Hay Bay, we found a breeze so we sailed into the bay, past Ram Island to our destination - our property which is regularly confused with Blakewood Lodge.

Everyone came ashore and we gathered around the picnic tables to enjoy the sunset, Greek hors d'oeuvres, vegetables and dip and assorted wines and beverages.

Hub and Meesh drove up and joined the group for the evening. Some of us "old time" Collins Bay sailors filled Meesh in on some of the highlights of our earlier days around the marina. I'm not sure, but it's possible that Hub heard a few new things as well!

September sailing can be superb and Sunday was a perfect day - more sun and a nice southerly breeze to take us home.

Claudia & Bill Stevenson

# Venture

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I would like to express our gratitude to the sponsors who helped defray our bulletin costs by advertising in the MIXER.

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## CRUISING NOTES

The Civic Holiday cruise was supposed to have four boats, but only two made it. *Alpine Star* and *Pyewacket*. We sailed to a new destination for both of us: Long Point State Park in Chaumont Bay at the NE tip of Point Peninsula. The park is in a sheltered bay similar to Stella Bay with good anchorage on weedy bottom in 8-10' of water. The docks are adequate with good washrooms and go for a flat rate of \$9.00 U.S. (they accepted Canadian funds at 30% exchange so we paid \$12.00 Canadian). The park is worthy for campers and the office is about a quarter mile from the two dozen slips. The park is sheltered (except from the N.E.), quiet, attractive, and highly recommended.

The Labour Day cruise, led by *Sueno*, was accompanied any *Curlew*, *Pyewacket*, and *Whiskeyjack*. On Saturday we motored to Sacket's Harbour in a flat calm. The public docks were full so we stayed at Navy Point Marina. Slips were minimal and washrooms were unappetizing considering the \$1.00 U.S. per foot plus tax we were charged. Twenty-six foot *Pyewacket* paid \$30.00 Canadian for the privilege. We won't be going back. Next day we sailed around the point to Crescent Yacht Club in Chaumont. What a difference, reciprocal boaters paid flat rate \$10.00 for dockage (excellent docks and facilities) and the club offered an all-you-can-eat cook-out for \$6.00 per head. *Sueno*, who had been frustrated for years trying to get to Chaumont, now knew why Crescent is one of our favourite stops.

The season *Pyewacket* covered a great deal of Lake Ontario and the St. Lawrence. We met more and more people who flatly refuse to pay inflated dockage charges. They avoid the below par locations and even the good marinas with pricey rates, anchoring out wherever possible. The common theme is "We're being charged hotel rates even though we brought our hotel with us." We also heard about places that were forced to roll back rate increases because of the resultant drastic drop in business.

Good Sailing!



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Bruce Fairbairn



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