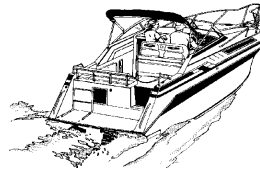


Collins Mixer

Collins Bay Yacht Club

Newsletter



No. 132

August 2006

Commodore's Corner

Have you ever received a great welcome and treatment while visiting another marina or yacht club? You know the kind of welcome, where there is a guy in a whaler and walkie-talkie telling you where your slip is and when you get close you see a couple of gun'l kickers waiting to have your mooring lines thrown at their chests. You know gun'l kickers; thoughtful guys who speak of boats in a womanly fashion, like "She sure has great lines!" or "She sure points well for an older gal!" Anyway, besides providing barbeques for preparing supper and opening the bar for happy hour, there is also the fellow who sees a gang of visitors obviously discussing an important marine equipment issue, and approaches to say, "I'm heading into town, does anyone need anything at Canadian Tire?" Well, the VC scrambles in, picks up the C and CFM on the way, with another need, and heads for a museum where he provides a personal tour of a reconstructed Halifax, the WW2 bomber, upon which he has personally spent 16,000 hours of effort. Then, he takes the VC, C, and CFM to the CT and returns them to the yacht club with the needed supplies. End of story, but.....

I got to thinking about this formalized "reciprocal" agreement that we have with other yacht clubs, as well as, how we treat visitors to the Collins Bay Ma-

rina generally. Do we, as individuals, welcome guests to the marina, help them access the facilities like our BBQs, or ask anyone if they need to go to the CT or No-Frills since we are going that way? I believe that many of us do but, having been on the receiving end at Trenton, the desire to "reciprocate" personally is certainly reinforced. I am told that one reason boats are considered female is because they show off their topsides, hide their bottoms, and when coming into port, always head for and latch onto the buoys. Think about it.

Halleluia! The executive slate is complete. Our new Treasurer, Hans Mertins, is officially in position to wisely manage the treasure chest, having accepted the duties from Wayne Nicholson, who has been called to a higher position, fatherhood. We also have a new Clubhouse Chairperson, Henk Muis, who is returning to a role he really cares about, but for which he will need the help of volunteers. He replaces Judy Adams, who will still be our historian. Thanks to you all for your help in making this yacht club work!

- *Dave Sansom*
Commodore

Upcoming Events

- August 5 - 7 Civic Holiday Poker Cruise
- August 17 Fall Season starts for Thursday Night Races
- August 26 Pancake Breakfast
- August 26 Anniversary Regatta Course Racing
- August 26 Chateaubriand BBQ
- August 27 Pigeon Island Race
- Sept. 2 - 4 Labour Day Cruise to Waupoos Marina

2006 CBYC Executive

Commodore	David Sansom	<i>Dream Haze</i>	(613) 634-7815
Vice Commodore	Claudia Stevenson	<i>Tamara C</i>	(613) 634-4035
Past Commodore	Dave Johnston	<i>Yer Out</i>	(613) 290-5498
Secretary	Joanne Billing	<i>Sybarite</i>	(613) 389-9868
Treasurer	Hans Mertins	<i>Lofn</i>	(613) 258-0355
Fleet Captain	David Athersych	<i>Out of the Blue</i>	(613) 542-9596
Membership	Jim Guest		(613) 384-4915
Social	Norma Reed	<i>Innisfree</i>	(613) 373-0288
Clubhouse	Henk Muis	<i>Ya Ya</i>	(613) 547-2345
Race	Bruce Anderson	<i>Yoki Lintu</i>	(613) 389-2499
Cruise	Gary Logan &	<i>Sabrina IV</i>	(613) 634-1308
	Dennis Reed	<i>Innisfree</i>	(613) 373-0288
Sailing School Director	Ed Billing	<i>Sybarite</i>	(613) 389-9868
Newsletter	Mike Miles	<i>Ondine II</i>	(613) 389-0428
<i>Sub Committees:</i>			
Regalia	Norm Pothier	<i>Cabernet</i>	(613) 584-3950
Historian	Judy Adams	<i>Aslan</i>	(613) 389-1812
Sailing School			
Administrator	Sarah Visser	<i>Whistler</i>	(613) 634-1035
Webmaster	Phil Morris	<i>Wavelength</i>	(613) 634-7462



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Collins Bay Marina News

Hub, Miche, Mya & Landon Steenbakkers
1270 Coverdale Drive
Kingston, ON K7M 8X7

389-4455 hub@collinsbaymarina.com
<http://www.collinsbaymarina.com>



Ah August. The heart of Summer! Host to the best weather of the season. Cicadas singing for our afternoon siestas. The smell of fresh cut grass. Our boating time (whenever +/- a few hours) shifts to our boating calendar (whenever +/- a few days). The summer reading begins in earnest. The pressing decision of the day is what to grill for dinner. Our privilege of being on the water reveals itself as the true gift that it is.

Peaceful. Like you, we are enjoying the summer. There are no major projects are underway and we can focus on keeping the marina neat, clean and well trimmed. The new dock attendants have discovered that boaters are fun to work with and the docks are a great place to spend a summer vacation. The sounds of kids having fun at the sailing camp fill the days.



Who Ya Gonna Call??? Weed Busters!!!

We are having round two with the weeds to insure that we keep them under control after our June harvesting. We have obtained a permit for spot application of the aquatic herbicide Reward and as you can see, we have already been active using it in the marina.



Boaters can help. On returning from the bay, clearing your prop and keel of weeds by reversing outside the marina will help keep the dock areas clear. On departure, if you do see weeds in the channel between docks, pushing your boat out by hand rather than using the engine in reverse will give you the much higher efficiency of the prop in forward to move through any obstruction.

Cruising. The cruising continues apace. Lots of you are signed out for days on end and we continue to welcoming transients. It seems that word of mouth among the cruisers is bringing more and more newcomers to visit.

Enjoy the Season!

Hub, Miche, Landon.....and Mya!



CBYC's Fun Day June 24, 2006

On Saturday, June 24th, CBYC kicked off a full day of activities with a morning coffee shop hosted by Ina & Norm Pothier. Norm also provided members with an opportunity to purchase new regalia.

David Athersych was in charge of the Sailpast and our well-dressed Commodore and family on *Dream Haze* counted twenty-five boats! Well done!

Some boaters went sailing for a few hours before returning to the marina. Others returned directly and participated in the second CBYC Dinghy Races organized by Ed Billing and photographed by Mike Miles. Red Lobster Gift Certificates were awarded to Dave Johnston & Renza Pelkey (*YerOut*) as well as Gary Logan (*Sabrina IV*) and George Hepburn.

Boaters were invited to decorate their boats and for the second year, Collins Bay Marina was a sea of colour! Members proudly wore their CBYC shirts, hats and flew their burgees! Barb & Clarence Hood and their guests aboard *Rebel Yell* dressed as pirates and even flew a pirate's flag. The Commodore awarded them first prize! Second prize for dressed ship & crew went to 2005 new members Glenda & Jacques Levesque (*Commotion*).

Later in the afternoon, Joanne Billing, Miche Steenbakkers and Sarah Visser organized games for the kids. Thanks to Bill Worthy for loaning us a parachute.

At the Commodore's Bash, Dave Sansom welcomed new members who had joined the club in 2005 as well as 2006 and Claudia Stevenson presented them with CBYC buttons. This year's Commodore Dave also thanked our Past Commodore, Dave Johnston, for the tremendous effort involved in the Strategic Planning exercise in 2005 which identified areas where CBYC could improve.

Dave Johnston, assisted by David Ward, barbecued pork steaks for 93 hungry adult guests and hot dogs for the younger guests. Thanks to Chuck Francis for preparing fresh batch after batch of Caesar salad.

Thanks to all of the volunteers who helped to make our "Fun Day" a success, especially Hub and Miche and their staff. CBYC couldn't hold these events on the marina property without their co-operation and we certainly appreciate it!

- Claudia Stevenson

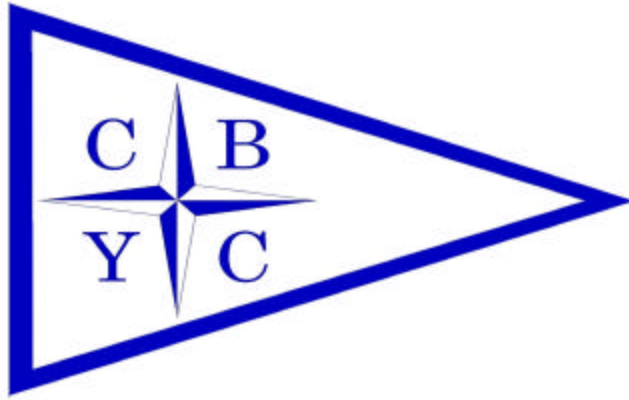
Tamara C



CBYC's Fun Day June 24, 2006



Racing



Collins Bay Yacht Club

Anniversary

Regatta

August 26 & 27, 2006

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**Two great days of Racing
PHRF and One Design fleets welcome!**

Saturday, August 26, 2006

- Course Racing
- Up to three races!

Sunday, August 27, 2006

- CBYC's Annual Pigeon Island Race
- Distance race, full of fun!

Pancake breakfast Saturday morning!

Saturday night - Stay for our annual Chateaubriand BBQ.
Only \$15 for a great steak, potato and salad.

Come out and have a great weekend at Collins Bay!

www.collinsbaymarina.com/cbyc

Contact: bruceanderson@canada.com

Civic Holiday Poker Cruise

August 5 - 7, 2006

- The cost will be \$15.00 per boat
- On Saturday 05th August – depart Collins Bay – boat will be given a route to be followed and a destination for anchoring that evening – All boats will receive two playing cards
- On Sunday 06th August – the same scenario applies and two more cards will be given out – Happy Hour with punch and snacks provided
- On Monday 07th August – the final route will be given – destination will be CBYC – two more cards will be given out at that time. Upon arrival in Collins Bay boats will use the best five cards to make up a poker hand. The best hand will receive “a grand prize”..
- All routes and destinations will be in Canadian waters
- Posters and sign-up sheets will be posted on the clubhouse bulletin board or contact Gary at 613-634-1308 or Dennis at 613-373-0288

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Sail Training



On June 17, the CBYC Sailing School provided introductory sailing lessons for the local air cadet squadron from Amherstview. Most had never sailed before and they really enjoyed it.



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Regalia

The usual arrays of CBYC Regalia Items (T-Shirts, G-Shirts, Hats/Caps, etc.) continue to be available throughout the boating season from either Norm Pothier (613 584 3950; *Cabernet*) or Judy Adams (613 389 1812; *Aslan*). New this year is a 'SWEATSHIRT' as shown below, selected based on requests from several club members. Although shown in red, the proposed color is Navy Blue (007) with Gold CBYC logo embroidery. Other colors, as indicated, are also available. Cost is estimated at about \$58.00 per shirt. Members interested in obtaining this new item should fill in the following "Order Form" and forward it to either Norm or Judy.

Name:

Tel. No.:

Sweatshirt color code:

Embroidery Color:

Size (S, M, L, XL, XXL):



CBYC Represented at Newport-Bermuda Centennial Race 2006

Earlier this month, the CBYC CRT (Crack Racing Team), a.k.a. The Three Canadian Amigos crewed on an 80' Maxi, *Nirvana*, in the 100th anniversary of the Newport – Bermuda race. There were 265 boats in the race with probably 200 of them well over 50' long. There were numerous divisions starting every 10 minutes in a channel less than a mile wide. Lets just say there was a lot of expensive hardware milling around in a small space! We had an excellent start followed 4 ½ days later by a 3rd place finish in our division of 15 boats. That standing gave the boat owner, Charlie Kiefer, the honour of having tea with Princess Anne. We carried a crew of 20 great people from a broad range of places like Austin, Chicago, Boston, Fort Lauderdale, Halifax and yes, Kingston! Bruce Rand did a fantastic job as one of the two watch captains. The position of high responsibility converted Bruce from the laid back mellow man that we all know to a lean, mean racing machine that was constantly focused on crew safety and ship's performance. George Jackson was the man about the boat, trimming and driving the boat. Hub was on the three man bow team.

Things are quite different on a Maxi. It seems odd to load a boat up with 1100 gal of diesel before going out on a race. The first thing you (better) learn is that you don't try to hold a sheet or halyard just by hand. A flagging ¾" jib sheet can rip your head off. Trimming in said sheet using an 18" diameter winch powered by two guys on coffee grinders is interesting. The sheet makes a high pitched dinging sound as it slides up the winch under several tons of load. Getting a foresail down takes ten people lined up along the 40' long foot! The spinnaker weighs over 400 lbs and is lifted by halyard through a small garage door in the foredeck. Yet all this 56 tons of aluminum hull and equipment ghosts along at 13.5 knots with a true wind speed of only 11.

While the on-watch is scurrying around on deck making the boat go fast, the off-watch is watching "Caddie Shack" on the big screen TV in the air conditioned salon! Hey, it was a 5-star race! One day, we like most of the other yachts, sailed into the dol-



drums, otherwise known as "the swimming hole." Up went the swim flag and we all went swimming – in cobalt blue water 10,000' deep! Some didn't have it quite so good. On the first day, a Trans-Pacific 52 whacked into something, maybe a container, in the middle of the night. With her bow all crushed in she limped back to Newport. Good thing for sealed bulkheads!

Coming into Bermuda at 2:00 am was surreal. You could smell the island flowers two miles away! It was a tropical paradise indeed. Hanging out at the Royal Bermuda Yacht Club was a treat as well. The eye candy was incredible – 60, 70, 80, 90, 98'ers all lined up in a row. Carbon, Kevlar, titanium abounded.

All in all we are happy to say we did CBYC proud!

- Hub Steenbakkers

NAUTIWORDS by Tony Johnson

The sun was trying to probe its way through the morning mist. A gentle breeze off the port beam filled the sails of the great square rigger as she nosed her way across the reef, reaching for the sheltered bay beyond. And then a bump, as her keel touched bottom, slowing her forward progress. A moment later a swell lifted her up so she could be on her way. This was repeated a number of times, first she would touch bottom and then she would go again.

The Captain turned to his first mate, "Well Mister Fletcher, do you think we'll make it through the reef?". "I'm sure I don't know Sir, it looks as if it will be **Touch and Go** all the way."

Such was the nautical origin of our everyday expression "touch and go". I have long been fascinated with such things and with the origin of some of the words we use in the boating world today. Here are some of them.

Aloof: In the days of sailing ships, one of the most feared dangers was to be driven against a rocky lee shore. A captain in such a position would luff his ship up into the wind as much as he could to stay away from the danger. He was said to be staying "a-luff". In current English, aloof refers to a person who tends to be unapproachable, to stay away from others. "Standoffish" is a less commonly used word with a similar meaning and the same nautical origin.

Taken Aback: This originally referred to the sails on a square rigger filling on the wrong side when the ship was suddenly hit by a change in wind direction, often forcing the vessel backwards. Now we talk of someone being taken aback when they're suddenly and unexpectedly faced with a change in circumstances.

The Bitter End: Nowadays this means "the ultimate end, finis, there aint no more". The origin of the expression has nothing to do with "bitter" meaning sour, acid or unpleasant; although some endings may in fact be bitter. It too comes from the language of ships. The stout wooden posts on deck which were used to fasten the mooring rope to were called "bitts". When the rope was paid out all the way till there was no more, the rope was at its "bitter end".

Cat-O-Nine Tails: In the old days a lashing with the "Cat" was standard punishment for a sailor who got out of line. Below decks there was "No Room to Swing a Cat", so the poor chap was taken on deck and lashed to the mast to receive his punishment. Why the name? I have seen two explanations: one, that originally the whips were made from cat hide; the other, that the marks left from the flogging looked like cat scratches. Neither of these sound too convincing to me. Flogging with the cat-o-nine tails was not officially abolished in the UK until 1948. When was it abolished at your yacht club?

(Continued on page 12)



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(Continued from page 11)

Jacob's Ladder: This is a rope ladder with wooden rungs dropped over the side of a vessel to allow crew to ascend and descend. The name has a biblical origin. In Genesis, we are told that Jacob dreamed of a ladder stretching all the way up to heaven with angels climbing up and down. Any of you skippers dream about this kind of thing happening when you drop the swim ladder over the side?

Lazaretto: Ever wonder why the storage bin at the very aft of a boat is called the lazaretto? Or maybe you didn't know that it was. This too has its origin in the Bible, (Luke 16:20). The biblical character Lazarus suffered from leprosy, he was a leper, an untouchable.

Before we had an effective treatment for leprosy, those inflicted with the disease were segregated in leper asylums, condemned to live their lives isolated from the rest of society. These asylums were known as lazarettos, after poor old Lazarus. In the early days of sailing ships, one of the most dreaded occurrences was to have someone on board come down with a contagious disease. When this happened, the unfortunate individual was locked up as far away from the rest of the crew as possible, usually at the far end of the ship. These compartments also came to be known as lazarettos. On my sailboat, I use the lazaretto to store life jackets but God help the first of my crew to break out in a rash - in they go.

S.O.S and MAYDAY: When I was a young boy trying to master semaphore and the Morse Code with the Sea Scouts, everyone knew that S.O.S. stood for

"Save Our Souls". Wrong; a story made up by someone with a romantic imagination and little knowledge. Actually, that the letters were chosen because they were easy to send and remember in Morse.

The story behind "MAYDAY" is, I think, more confusing. Many authorities, including the Concise Oxford Dictionary, claim that "MAYDAY" is an altered pronunciation of "m'aidez" or "help me" in French. The trouble I have with this is that my French speaking friends tell me that when a Frenchman asks for help he says "aidez moi". Perhaps some of you readers can HELP ME with this - MAYDAY!

Port and Starboard: The word "port" has a number of meanings in English: a harbour, a wine, an opening, and of course, the one of most interest to boaters, the left side of a ship. The Latin origin is "portus" - a harbour. Port wine got its name from Oporto, the Portuguese port from which it was shipped. Port, an opening, persists in boating as "porthole" and interestingly in Canada as a curling expression meaning an opening between two stones on the ice. A related meaning of port is "to carry" and this has fathered a whole slew of English words from "porter" to "export".

PORT, meaning the left side of a ship, came into being because ships were always tied up at dock on their left sides. But why were they tied up on the left side, what stopped them from tying up on the right side? To answer that we have to look at the origin of "starboard".

(Continued on page 13)

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(Continued from page 12)

Centre hung rudders were not in general use before the fourteenth century. Prior to that, boats were steered by a board hung over the stern quarter. These were known as “steering boards”. In order for a helmsman to control the steering board with his right hand and to face forward to see where he was going, the board had to be hung over the right side, the steer-board side, the “starboard” side.

A skipper coming into port would not want his steering board crushed against the wharf so he put his left side, his “port” side against the dock.

Of special interest to me is the origin of the universal rule of the sea that a boat on starboard tack has right of way over a boat on port tack. Why does starboard have right of way? Who made up the rule anyway? Did someone just toss a coin?

I haven’t seen the answer to this in any of the reading I’ve done but I have my own theory. Here it is.

All rules of the sea and most of our yacht racing rules are based on considerations of safety. When

two vessels are approaching each other, it makes sense that the more maneuverable should give way to the less maneuverable - the less maneuverable boat should have right of way. We see examples of this in rules of the road other than the port-starboard situation. A boat under power ordinarily must give way to a boat under sail. A boat that’s towing something has right of way over a boat that’s not. Before the days of centre hung rudders, when vessels were maneuvered by boards hung over the right side - the starboard side, it’s clear that a boat on starboard tack would be less maneuverable than one on port tack and should be given right of way. The diagram below shows why. The heel of a sailboat on port tack would cause the steering board to dig into the water and be more effective. Whereas in the case of a boat on starboard tack, the board could be lifted out of the water leaving the vessel unresponsive to the helm. The starboard tack boat would be less maneuverable.

Ongiara



2006 Reciprocal Program

The following clubs have been confirmed for the 2006 season:

Alexandra Yacht Club	Toronto ON
Ashbridge's Bay Yacht Club	Toronto, ON
Bay of Quinte Yacht Club	Belleville ON
Brockport Yacht Club	Brockport, NY
Brockville Yacht Club	Brockville, ON.
Bronte Harbour Yacht Club	Oakville, ON
Cathedral Bluffs Yacht Club	Scarborough, ON
CFB Trenton Yacht Club	Trenton, ON
Cobourg Yacht Club	Cobourg, ON
Crescent Yacht Club	Chaumont, NY
Dalhousie Yacht Club	St. Catherines, ON
Etobicoke Yacht Club	Etobicoke, ON
Fairhaven Yacht Club	Fairhaven, NY
Fifty Point Yacht Club	Stoney Creek, ON
Frenchman's Bay Yacht Club	Pickering ON
Grimsby Yacht Club	Grimsby, ON
Henderson Harbor Yacht Club	Manlius, NY
Highland Yacht Club at Bluffers Park	Scarborough, ON
Kingston Yacht Club	Kingston, ON
Mimico Cruising Club	Etobicoke, ON
National Yacht Club (The)	Toronto, ON
Niagara-on-the-Lake Sailing Club	Niagara-on-the-Lake, ON
Oak Orchard Yacht Club	Oak Orchard, NY
Oakville Yacht Squadron	Oakville, ON
Olcott Yacht Club	Olcott, NY
Oswego Yacht Club	Oswego, NY
Port Credit Yacht Club	Mississauga, ON
Port Hope Yacht Club	Port Hope, ON
Prince Edward Yacht Club	Picton ON
Pultneyville Yacht Club	Pultneyville, NY
Rochester Yacht Club	Rochester, NY
Royal Canadian Yacht Club (The)	Toronto, ON
Royal Hamilton Yacht Club (The)	Hamilton, ON
Sodus Bay Yacht Club	Sodus Point, NY
Stormont Yacht Club	Cornwall, ON
Thousand Islands Yacht Club	Iroquois, ON
Tuscarora Yacht Club	Wilson, NY
Whitby Yacht Club	Whitby, ON
Youngstown Yacht Club	Youngstown, NY

Invitations have also been sent to the following clubs but replies have not yet been received:

Smuggler's Cove Boat Club	Virgil, ON
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Please refer to the binder in the Clubhouse or the web site for the latest updates.