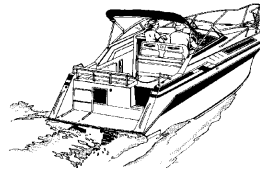


Collins Mixer

Collins Bay Yacht Club

Newsletter



No. 136

May 2007

Commodore's Corner

The Marina and the Kingston Airport Master Plan

Hub and Miche Steenbakkers are concerned about the implications of the current "long term" segment of an Airport Master Plan developed by hired consultants and currently under review by the City's Environment, Infrastructure, and Transportation (EIT) Committee. The short and medium term plans have little impact on the Marina. The long term plan (15 – 20 years estimated), if implemented, however, would increase the north end of the north/south runway by 500 feet to a total of 6500 feet. This would require a navigation light system extending through the Marina, across Collins Bay, over Highway 33 and the railway tracks, causing a major disruption to the marina dockage, boat stor-

age, and boat navigation in the bay. In addition, the use of the crane in the flight pathway would be eliminated. This has serious implications for the Marina as presently designed and operated. The Marina has been actively engaging City representatives to ensure they understand the situation. As well, your executive has submitted a letter of concern to City Council and the EIT Committee under my name. We will keep you informed as this important issue for the Marina is pursued. To understand more about the Airport Master Plan please reference

http://www.cityofkingston.ca/cityhall/committees/infrastructure/agenda/2007/EIT_A0207-SchedA.pdf.

New Members and Wine and Cheese

This sounds like a great mixture to me, and on behalf of the Club Executive, let me welcome new members and encourage you to join us at the Wine and Cheese event scheduled for May 12th. Remember that new members are considered to be those joining in 2006 and to date in 2007 and we have had two new memberships in 2007; Marc and Carrie Myers, and Robbie and Lucinda Sprules. Welcome All! Meet you at the Scuttlebutt!

The Wine and Cheese is an informal event; the first social happening of the sailing season where we can commiserate about the ravages of the Canadian winter, or praise

(Continued on page 2)

Upcoming Events

- May 5 - Coffee Shop 10-2
- May 10 - Practice Race
- May 12 - General Meeting of Members (6:30 pm)
- May 12 - Wine & Cheese (7:00 pm)
- May 17 - Spring Series Starts
- May 19-20: OJ & Bubbly Cruise
- May 23 - CBYC Sailing School Open House
- May 27 - Safe Boating Event

2007 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>Prospero</i>	(613) 389-9868
Treasurer	Hans Mertins	<i>Moondance</i>	(613) 258-0355
Fleet Captain	Phil Morris	<i>Wavelength</i>	(613) 634-7462
Membership	David Athersych	<i>Out of the Blue</i>	(613) 542-9596
Social	John & Ruth Abbott	<i>Anemone</i>	(613) 545-0311
Clubhouse	Henk Muis	<i>Ya Ya</i>	(613) 547-2345
Race	David Wilby	<i>Offliction</i>	(613) 634-1900
Cruise	Marilyn Sykes & Robert van Dyk / Joan Legris & Dave White	<i>Day Dreams</i>	(613) 832-0468
Sailing School Director	Ed Billing	<i>Gibwanasi</i>	(613) 842-4879
Newsletter	Mike Miles	<i>Prospero</i>	(613) 389-9868
		<i>Ondine II</i>	(613) 389-0428
<i>Sub Committees:</i>			
Regalia	Joan Legris	<i>Gibwanasi</i>	(613) 842-4879
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

(Continued from page 1)

the beauty of the Bahamas, or brag about how we helped our highly competent marina crew successfully launch our boat again this year. This event also is used to test the seaworthiness of *S. S. Maria*, our clubhouse, after a winter stuck in the ice. Lifejackets are not mandatory, bringing you own refreshment is!

Taxing Subject

I must remind you that, as income tax submissions are due at the end of April, so are CBYC dues. So, while you have your cheque book out to keep the Receiver General of Canada satisfied, please consider the CBYC treasurer as well.

All Accidents Can Be Prevented

In closing, I am reminded by Cap'n Salty that I should be taking his advice and get to a higher philosophical plane in this column. To help, he has provided me with a quote from the *Aran Islands* about a real seaman in times past who said, "A man who is not afraid of the sea will soon be drowned, for he will be going out on a day he shouldn't. But we do be afraid of the sea, and we do only be drowned now and then." And to help ensure that we never have accidents on the water, Cap'n Salty suggests we should all attend the Safe Boating Event sponsored by the Collins Bay Marina on May 27th. CBYC will be organizing a

Man Overboard Recovery demonstration during the event. Our Fleet Captain, Phil Morris, will be looking for volunteers to assist. I never realized Cap'n Salty was a philosopher.

Safe Boating,

Dave Sansom,
Commodore



**"Twenty years from now you will be more disappointed by
the things that you *didn't* do than by the ones you did do.
So throw off the bow lines. Sail away from the safe harbor.
Catch the trade winds in your sails. Explore. Dream. Discover."**

Mark Twain

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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>



Spring! Yes!! Let's Launch!!!

OK. So Mother Nature was dragging her feet for a bit there back in April, but it is May now and time for all good boaters to be afloat. Launch dates are shown on the calendar. If you have not yet scheduled a day, you are

welcome to drop in to the office or request a launch date on line or by phone. Let us know how your preparations are coming and when you would like to start the season.

Launch Days 2007							
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
April	08	09	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
May	29	30	01	02	03	04	05
	06	07	08	09	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26



Don't Rock the Boat

Mark your calendars for Sunday May 27, this year's Boating and Water Safety Event here at the marina. 12 Noon to 4:00 PM - free admission. There is always lots to learn, lots of fun and lots of prizes – safety demonstrations, a free mocktail bar, the Great Kay-Duck Race and a PFD fashion show! Tell your friends, bring the kids, enjoy the day and take your family home a little wiser about boating safety.

Airport Master Plan

The airport master plan is expected to go to a city council committee in June and then on to the full council for approval. They plan to grow. While their expectations for the next decade or so will not disturb us here at the marina, their ultimate plans could have quite an impact. We have been active in speaking and writing to the city staff and councillors and have appeared before the council EIT committee to voice our concerns. We appreciate the action by the CBYC executive in writing to the city to express their views on the long term implications for the club and the marina. If you are a resident of the city, you should be aware of the issues and think about discussing the plan's impact with your councillor.



(Continued on page 5)

(Continued from page 4)

Fuel Dock

There are changes afoot for both diesel fuel and gasoline that may affect your vessels.

Diesel As of September 1, 2006, Canada has switched all on-road diesel fuel to ultra low sulphur diesel (less than 15 parts per million sulphur) which is what we receive for our tanks. The only question seems to be one of adequate lubrication from the new formulation and we are advised that there is adequate lubricity and that further additives are not recommended.

Gasoline Ethanol is coming, but not until at least the beginning of the 2008 season. It will be a bit more problematic for some boats. Serious problems can arise with the resin in fibreglass fuel tanks and fuel line fittings reacting with ethanol and dissolving, with short shelf life due to water absorption and with mixing the new blend with any older fuels containing MTBE. For those of you with gasoline engines, it will be worth reading up on the possible problems in the accompanying information on page 11 that we obtained from the Ontario Marine Operators Association. At season's end you may decide that you want empty tanks over the winter rather than full ones. The fuel dock is open regular hours as of the beginning of May and Heather, Austin and Kyle will all be back shortly.



Welcome back. It is great to see the marina coming to life again. Have a wonderful season!

- *Hub, Miche, Landon and Mya*



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Lord and Lady Sprules will be arriving at the Collins Bay Yacht Club in May aboard *Dauntless*, a completely restored 1956, all mahogany 42' Matthews Double Cabin Fly Bridge. This is the second 42' Matthews they own, the first, *Coronet*, is also undergoing complete restoration. *Dauntless* is powered by two restored petrol 225 V-8's, has a 'V' birth, two heads, open galley, salon, state room with en suite, hardtop enclosed fly bridge, aft deck with a dinghy on davits. She was built in Port Clinton, Ohio, for a family in NYC. Robbie and Lucinda look forward to meeting all the members at CBYC. Come aboard for a welcoming pint. They reside at Thornfield Hall, The Manor House, near Uxbridge, Ontario and welcome all guests.

CBYC Coffee Shop

Saturday May 5th from 10 am to 1 pm

Place: CBYC Clubhouse

Coffee, Tea, Hot Chocolate and a Variety of Delectable Treats

Step Aboard. Stoke Up. Greet Old Friends. Make New Ones.



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Sailing School

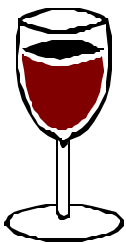
Pass the word to anyone you know who may be interested...

CBYC Sailing School Open House Wednesday, May 23 6 to 8 pm

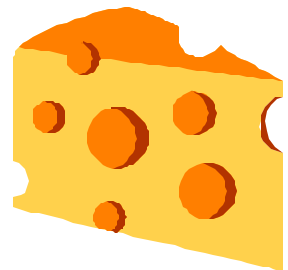
**Meet our staff – Check out our Facilities
See the waters of Collins Bay – Inspect our Fleet**

**Circle
Saturday, May 12th on your Entertainment Calendar!**

Write in CBYC Annual Wine and Cheese Party Clubhouse, 7:00 pm



**Renew Old Acquaintances
Make New Friends
Meet New Members**



**Cheese and Snacks Provided
Bring Your Own Beverage
All Welcome**

**Volunteers to assist with this event may phone John and Ruth Abbott,
Social Conveners, at 613-545-0311**

Notice of
CBYC General Meeting of Members
for the Purpose of Revising our Constitution

6:30 PM, May 12th, 2007 at the CBYC Clubhouse
prior to the Annual Wine & Cheese Event

Purpose of Proposed Revisions:

Your Executive Committee proposes to change the timing of the CBYC Executive Committee turn-over to allow more time for new executive members to understand their responsibilities and to prepare for the New Year's sailing season. This requires a number of changes in the CBYC Constitution; basically changing the timing of the Annual General Meeting to November, changing the fiscal year-end to the end of October, moving earlier to prepare a slate of new officers, and agreement to make revisions to the Constitution outside of the AGM. The objective would also be to have the Annual Awards Banquet on the same weekend as the AGM to facilitate more active participation in the AGM.

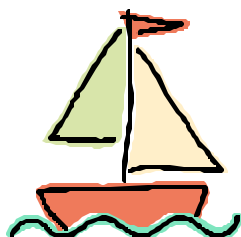
Current Constitution and Specific Revisions:

3. (ii) A nominating committee shall be established in September of each year and shall present the slate of officers for election at the annual general meeting in January. Additional nominations may be made at that time.
Revision: A nominating committee shall be established in **August**/September of each year and shall present the slate of officers for election at the Annual General Meeting in **November of each year**.
5. (i) Annual membership fees shall be established by the executive and presented for ratification at the January meeting, at which time they will be considered due and payable.
Revision: Annual membership fees shall be established by the executive and presented for ratification at the **Annual General Meeting, the fees being due and payable at the beginning of the membership year, which will be the calendar year**.
7. The fiscal year of the Collins Bay Yacht Club shall commence the First day of January and end the Thirty first day of December.
Revision: The fiscal year of the Collins Bay Yacht Club shall commence the First day of **November** and end the Thirty first day of **October**.
8. Amendments to the constitution may be made by a majority vote of the members present at the annual general meeting. Notice of motion for changes to the constitution will be given in the December newsletter. Individual members who wish to propose amendments may do so in writing to the executive.
Revision: Amendments to the constitution may be made by a majority vote of the members present at **a general meeting of the members**. Notice of motion for changes to the constitution will be given **at least 30 days prior to the scheduled general meeting and included in the appropriate newsletter**. Individual members who wish to propose amendments may do so in writing to the executive.

In Conclusion:

Your Executive Committee believes that the proposed revisions will allow the current and future officers to serve your needs more efficiently and effectively and encourages your support on May 12th.

Cruise



OJ & BUBBLY CRUISE MAY 19, 2007

Join us for the traditional OJ & Bubbly Cruise to kick off the 2007 Sailing Season

Where: Loyalist Cove Marina at Bath

When: Docks and Anchorages available any time on May 19

How: Festivities at the Bath Marina Club House start at 4:30

Break out the champagne and celebration starts at 6:00

Bring a pot luck appetizer, salad or dessert to share + your own liquids

How much: Dinner will be \$7.50 per person

Docking fee (with power) is \$1.00 / foot. (For first 8 reserved boats)

Want to Celebrate: Let us know you're coming and reserve your dock space –

Sign up on the CBYC Clubhouse Bulletin Board.

Aren't ready to Cruise: Land Yachts are Welcome!

See you there!



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CBYC Waupoos Cruise 2006

**Guess Who's Coming to Dinner
or who invited Ernesto anyway?**



Photos by Judy Adams

Ethanol Fuels 2007 – Information from The Ontario Marine Operators Association

The bulk of this information was taken from an article published in the August/September 2006 issue of Professional Boat Builder (PBB), a well-respected marine trade publication. Ethanol was widely introduced to the US market in 2005 and they have had 2 years experience with the impact on the marine industry. E10, the most common mix is a ratio of 10% ethanol and 90% gasoline and Ontario has regulated that all fuels sold must meet a 10% ethanol average. That does not mean all fuels sold must contain ethanol.

The PBB article was written by Aaron Porter and he quotes, "The widespread adoption of ethanol - an alcohol derived from fermented carbohydrates - as a gasoline additive may be good news for farmers and fuel filter manufacturers, but it's an expensive nuisance and even a danger to boat owners, builders and repairers. For the marine industry, the fit isn't so good. Ethanol is a solvent that doesn't mix well with MTBE (now banned) fuel lingering in some tanks. It scours fuel systems, overburdening filters, it breaks down fiberglass fuel tanks and it rapidly absorbs water from atmospheric humidity, giving fuel only a brief shelf life. Ethanol use is changing the way gasoline powered boats are maintained, serviced, used and regarding some components, constructed."

From Boat Designer Dave Gerr

In PBB August/September 2003, I wrote on advantages of fiberglass for fuel tanks for both gasoline and diesel. The recent introduction of ethanol gasoline drastically alters those recommendations. Since the switch to E10 began, there has been a sudden rash of tank and fuel problems. Research by BoatUS and several marine surveyors traced problems back to ethanol reacting with and dissolving the resin in the walls of fiberglass tanks. The process is similar to osmotic blistering but much more aggressive and more pervasive. All fiberglass resins are attacked by ethanol! Tank walls have been seriously weakened causing leaks, and styrene and related chemical byproducts dissolved in or reacted with the ethanol have worked their way into fuel systems, creating serious fouling problems. There are many thousands of gasoline-powered boats in service with fiberglass fuel tanks, including vessels from the top builders. All of these tanks are now suspect and no new fiberglass tanks should be designed or built. When surveying, retrofitting, repairing, owning or operating an older boat be sure to determine the tank material. If the tank is fiberglass make sure there is no degradation. Surveyors and repairers should also pay close attention to flexible gas lines and hoses whenever servicing boats.

From Technician Dan Crete / New York and Connecticut

When combined with MTBE gasoline, fuel filters severely clog and even deteriorate. The two products mixed in boat tanks upset the vapor pressure of the fuel causing cold start and vapor-lock problems. In isolated cases severe corrosion of aluminum fuel system components have been documented and attributed to mixing the two fuel types. To avoid this problem boat tanks should be run down to the lowest safe level before taking on ethanol fuel. Fuel suppliers are in transition. Boat owners who navigate the initial switch need to be wary of where they take on fuel during the season. Boat owners who trailer their boats and fill at service stations must be aware of what they are buying.

Marinas must also sell their stored fuel off before adding the ethanol blend. Reputable fuel distributors will give dealers steps required to prepare storage tanks and pumping equipment. Those include: ensuring tanks are clean; there is no water in the system; upgrading filters to 10-micron, ethanol compatible, water separating filters. Because ethanol is a solvent, it will clean dirt or contaminants from both dispensing and boat fuel systems. Boat owners and marinas report that filters clog often with the first few loads of fuel but the filters do take care of the dirt.

(Continued on page 12)

(Continued from page 11)

Carrying spare ethanol-compatible filters will be a must for boaters and marinas. Boaters must have the spares and the means to change them, including a method of safely storing the old filter and the gasoline it contains, onboard.

Ethanol, being alcohol-based absorbs water. Marine fuel systems are very susceptible to water intrusion. E10 has the ability to absorb 6,000 to 7,000 PPM of water into solution and allow it to be burned by the engine. In a 375 liter tank the fuel could hold about 2.5 liters of water without separation. The problem comes when the fuel is saturated beyond its capacity to hold any more water. Phase separation takes place and leaves two solutions: a high concentration of water and alcohol, and gasoline with no oxygenate. The water-alcohol solution is highly corrosive to aluminum and other fuel components and the oxygenate-shortened gasoline will cause engine damage. The only solution is to drain the system and start over again. E10 will also absorb water directly from humidity in the atmosphere through fuel vents. In 100 days at 70% humidity E10 can absorb enough water to phase separate. E10 is only good for 60-90 days if left without treatment. Non-alcohol based fuel stabilizers can extend the life and is recommended. Contrary to past practices it is preferable to leave boat tanks low on fuel and the more boats are used the better it will be. For winter storage leave the tanks as low as possible and treat with stabilizer what is left.

Precautions for the Switch to Ethanol

- Do not mix ethanol with old formula fuels.
- Avoid water infusion into fuel system.
- Run non-alcohol based fuel stabilizers in the boat fuel system at all times – Especially recommended for equipment that sits for extended periods with light use.
- The more use the boat gets, the less likely it is to have problems. Don't leave large quantities of E10 fuel aboard idle boats.
- Install good quality, ethanol compatible fuel filters.
- Keep a stock of spare filters and the means for safely changing them. (Boaters and Marinas)
- Replace old weather-faded portable plastic tanks with new ones.
- Retailers should inform customers what type of fuel they are dispensing. Customers should ask what type they are getting during the transition to E10
- Fuel lines older than late 80's should be inspected and may need replacing.
- Some older carbureted engines may require special tuning – Consult engine manufacturer.

The fuel changes and new risks they bring may not be as bad as they first appear. For retailers, if your fuel dispensing equipment is well cared for, and is clean and water-free, then you shouldn't have any trouble. For boaters (who are our valuable customers) if they have had water problems in the past, those problems will only worsen with E10. Correct the water situation and start fresh with a new supply of E10.

For Ontario

According to Jim Linstead, Territory Manager for Shell, they will not have E10 fuel sold to marinas in Ontario in 2007. For those Shell dealers that sell V Power only, it will probably not have ethanol in 2008. For marinas with other fuel brands, consult your distributor as to what they are supplying and get their advice on how to make the changeover as painless as possible.

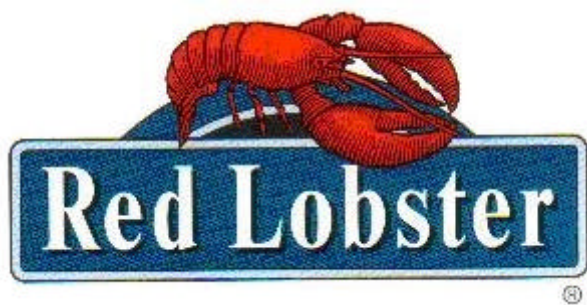
Trailer boaters who refuel at service stations could end up in your service departments with some of the above problems, as most of this fuel will be E10 and again mixing types of fuels could be painful.

Clubhouse

On behalf of the club, I would like to express our appreciation to the following members who have kindly donated items for use in the clubhouse. Rod Sieffert and Dottie McClland for the donation of a chair, George and Colleen Hepburn for the donation of a microwave oven and Mike Miles for the donation of a vacuum cleaner.

- Henk Muis
Clubhouse Chair

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The Fine Print:

Submission deadline is the third Monday of the month (May, June, July, August, September). Articles and ads will be placed on a first-come, first-served basis, subject to available space. Send items to the editor, Mike Miles, by email to mmiles2@cogeco.ca or by snail mail to

796 Ringstead Street, Kingston, ON, K7M 9A3. Pictures will be used where space permits. Send a good quality jpeg image or print with caption. Short non-commercial classified ads are free to CBYC members, boating related items only please. For commercial advertising rates, contact the editor.

2007 Reciprocal Program

Invitations have been sent to the following clubs for the 2007 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
Burlington Sailing & Boating Club *	Burlington, 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

* Indicates Clubs which have so far extended Reciprocal invitations to CBYC for 2007.

Please refer to the binder in the Clubhouse or the web site for the latest updates.