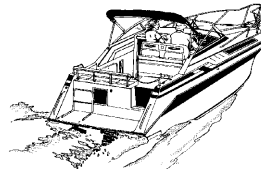


Collins Mixer

Collins Bay Yacht Club Newsletter



No. 145 July 2008

Commodore's Corner

On Saturday, June 21, the CBYC fleet "strutted their stuff". What a spectacle! Other boats in the marina also dressed their boats for the occasion. Eighteen boats participated in the Sailpast, after being suitably briefed by Phil Morris, our Fleet Captain. Everything went smoothly, thanks to Phil and the weatherman!

Prizes were awarded to *Gibwanasi 3* for decorations and finely dressed crew (I loved those hats, Dave!); *Stamina* for proudly sporting Holland's colours and flag (it is too bad Hub missed it!), and *Pendragon*, owned by our new members, Lee and Crystal Baker, for being the first to dress their boat (on Friday) and participating in every club event since they joined CBYC this spring!

Nick Allinson, our very capable Sailing School Head Instructor, coordinated the dinghy races in the afternoon. Most of the participants didn't even get wet! Gary Logan and John Morrison took first place; second place was a tie between Dave Sansom and his various family members. Perhaps we should consider giving Gary a handicap next year!

Later in the afternoon we welcomed some of our new members who were enjoying the days festivi-

ties: Pat & Lionel Redford (our Social Co-Chairs), Lee and Crystal Baker, Leslie and Wayne Wall, Peter Bridgeland, Keith Davies, Matt Wright and Nicole Feric. I trust some new friendships were made and that we will see them at future CBYC events!

Thanks to everyone who helped to make this day a success!

Now for a couple of business items. The CBYC executive is now fully in place! We are pleased to welcome Paul Loyst (*Patio' Paul*) to the position of Vice Commodore. Paul and his wife, Patti Reis, have been CBYC members for several years and have participated in various club activities, primarily racing events.

Now that summer is here, it is time to remind you that we have Reciprocal privileges with other clubs, so kindly notify the Marina Office if you will be vacating your slip. Your consideration will be appreciated by visitors from these reciprocal clubs.

Safe Boating!
Claudia Stevenson
Commodore

Upcoming Events

- **July 1st** CBYC Canada Day Cruise
- July 12-18 Around the County Cruise
- July 26 Simcoe Island Race
- Aug 2-4 Civic Holiday Poker Run & Cruise



2008 CBYC Executive

Commodore	Claudia Stevenson	<i>Tamara C</i> (613) 634-4035
Vice Commodore	Paul Loyst	Patio' Paul (613) 389-0093
Past Commodore	David Sansom	<i>Dream Haze</i> (613) 634-7815
Secretary	Ed Billing	<i>Prospero</i> (613) 389-9868
Treasurer	David Wilby	<i>Offliction</i> (613) 634-1900
Fleet Captain	Phil Morris	<i>Wavelength</i> (613) 634-7462
Membership	David Athersych	<i>Out of the Blue</i> (613) 542-9596
Social Co-chairs	Janice Wilby	<i>Offliction</i> (613) 634-1900
	Pat & Lionel Redford	<i>Niaid IV</i> (613) 766-2812
Clubhouse	Henk Muis	<i>Ya Ya</i> (613) 547-2345
Race	Steve Yates	<i>Surfer Girl</i> (613) 384-8200
Cruise Coordinator	Marilyn Sykes	<i>Day Dreams</i> (613) 832-0468
Sailing School Director	Bruce Rand	<i>O'Naturel</i> (613) 386-1386
Newsletter	Hans Mertins	<i>Moondance</i> (613) 258-0355

Double Fisherman's

One of the most secure ways to connect two pieces of rope is with the fisherman's knot. For crucial situations such as rock climbing and search and rescue, the double and triple fisherman's knot have proved reliable. This knot is particularly helpful because the knot lies rather flat throughout the connection. This rope will not slip or slide, which makes it a reliable choice in critical situations.

Constrictor Knot

To bind or gather groups of objects, the constrictor knot will provide security for temporary and semi-permanent situations. Because the knot grips itself, it will not work itself loose. However, the tightness that can be exerted by the rope can damage the objects being bound. This knot can also be used to close open bags or packages shut. This knot will come in handy in many circumstances and is very reliable.

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JULY 2008

Collins Bay Marina

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Email: hub@collinsbaymarina.com

Website: <http://www.collinsbaymarina.com>



Safe Boating Event



Our largest crowd ever attended the annual Boating Safety Day at the marina – **Don't Rock the Boat**. The event was a huge success which wouldn't have been possible without the support of so many community volunteers and local businesses. This year we also had support from the Discover Boating program. Some highlights were the free boat rides (courtesy of CORK, The Boat Warehouse and Ward's Marine), knot tying demonstrations, the rope bridge, the Kingston Gets Active obstacle course for kids, and of course the Search and Rescue helicopter. The event introduced many potential boaters to the water and provided a wide range of boating safety information and demonstrations. Thank you for sharing your facilities with these future enthusiasts and thanks again to those who

were kind enough to relocate to accommodate visiting boats such as the Coast Guard, the Fire Department and the St. Lawrence II. Phil Morris, Bruce Rand and Mike Hill get special mention for their crew overboard demonstration aboard O'Naturel as does Bill Visser for filming the event for Cogeco.



Here's to another fantastic season on the water!

See you on the docks -

Hub, Miche, Mya and Landon



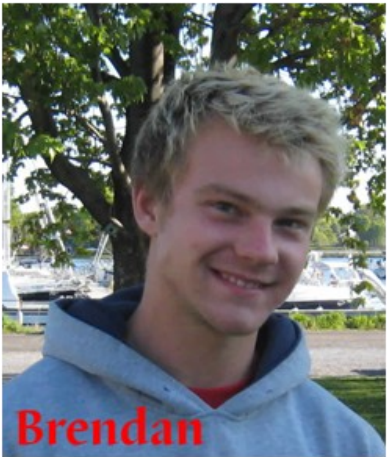
Collins Bay Marina – Meet the Staff



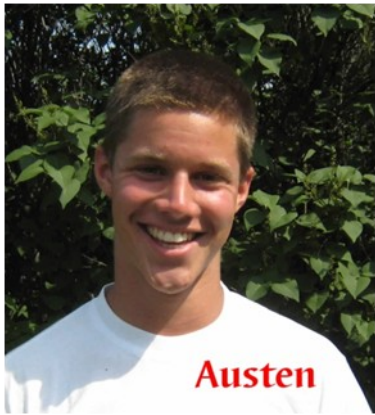
Jordan

Staff

We have two new faces on our staff this summer – Jordan and Brendan - as well as the welcome return of our veterans. They are all as eager as we are to see you through an enjoyable boating season.



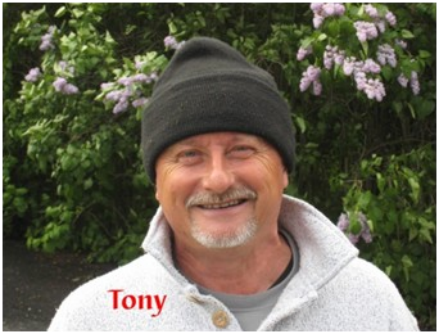
Brendan



Austen



Heather



Tony



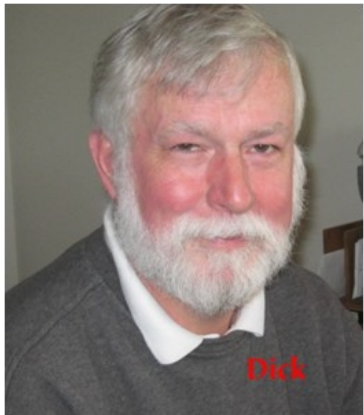
Alice



Henry & Ocean



Paul



Dick



Ian

Collins Bay Sailing School News

June Adult Sailing

The chilly month of June has come and past taking along with it an extremely successful month of adult sail training. Despite the cold wind and water five never-before sailors, Lynsey Yates our white sail head instructor and myself, braved the nine degree water on Tuesday June 3rd. Okay, okay so Lynsey and I didn't have much to brave as far as getting in the water but the students showed no fear and accepted our guidance when we asked them to capsize their boats.

"How much exactly are we going to be in the water?" one asked as I was going over the proper steps to right a capsized boat. I could only reply "All the way inside of it guys, its going to be cold!" Never the less the drills went down without a hitch and everyone loved the hot showers in the washrooms when we were done for the night.



This year Collins Bay Sailing School has included a weekend course in the month of June. Saturday and Sunday from 10am to 4pm nine sailors signed up as guinea pigs for our course, and what a course it has been! The first day was memorable, with winds averaging between 15 and 20 knots and tons of sunshine I knew I wouldn't be able to say to this eager new bunch "no we cant sail, its too windy" without being seriously complained about. So up when the easily recognizable blue and white hunter sails (Collins Bays' own keep clear signals) and in went the 140's, ready to be put to the test. In between gusts at the dock I explained to the students what course we would follow, how to get to the course, and how to prevent capsizing. What I should have realized is, as I was talking in front of them they were starting to realize how powerful the wind can actually be. If you haven't really sailed before like these students, standing on the bouncy sailing school dock leaning slightly into the wind to keep your balance and trying to block out the roar of four boats worth of luffing sails in 15 knots, you might get a little nervous. So in the boats they went, carefully balancing around the mast, crouching low under the violently luffing main getting everything all ready to sail. Cast off, everything looks good, boats head towards the channel to get around the weeds, and then just like I explained to them they head up to a close hauled course to sail upwind, pull in the main and

Sailing School News cont'd from p. 5

surely.... Capsize! Now having taught at Collins Bay for 5 years, a capsized boat is nothing to be concerned about, skipper and crew both have on PFD's, and know that nothing is going to happen to them so they're calm and collected.



One thing that I can't understand after teaching for 5 years is how Gary and Carol Logan of Sabrina IV seem to be going out for a sail every time a boat is capsized! It's almost a guarantee to see them go by as a weed covered mast lurches from beneath the surface, Gary and Carol, I promise we *do* teach more than how to flip your boat over!

So after about an hour of chasing Hunters around the bay, and no one being able to stay on course Lynsey and I called lunch. I did a life check to make sure everyone was still together and let them cool down/warm up for about an hour. At Lunch Lynsey and I got to know them all a little better.

After lunch we took them out again, the instructors physically in the Hunters with the students so they could get a feel for sailing under control. Eventually the brave ones in the group stepped up to taking a boat by them selves allowing Lynsey and I to take the remaining students in the coach boats to observe. We had a successful afternoon, sending home what Tony from the marina would call $\frac{1}{4}$ sailors (you'll have to get him to explain the math on that, but generally 2 weekend course, 4 days, 1 day complete = $\frac{1}{4}$ sailor).

Dawn on day two! Dawn? 10 am . . . close enough for these two university students! Another beautiful

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JULY 2008

Sailing School News cont'd from p. 6

day met us on Sunday morning, made even better by the pancake breakfast in the club house! All nine ¼ sailors returned slightly black and blue for their second day training, just as eager to sail as the day before. The wind was calm but the sun was hot so a thermal was in the forecast for the day. Lynsey and I taught a quick review of the steps to tack and gybe and hurried the crew down to the Hunters to rig. Cast off, no wind... "Pull your sails in all the way and rock the boat to fan the sails!" was the first thing that came to mind, thankfully my own sailing experience in the bay came into effect and got the Hunters at least to the channel to some wind. Lynsey and I set up a standard triangle course, consisting of an upwind downwind with a gybe mark for the adults to sail. With a thermal coming up nicely the new sailors could control their Hunters in a steady 8 knot breeze around the course, feeling for the first time how a sailboat can be so peaceful, a sensation that wouldn't last long as the wind continued to build. A quick on-water instructor meeting determined that the best plan was to head in now, grab lunch and get back out so that we could get some sailing in before the wind got too crazy, a plan that was perfectly timed! In we went for a quick lunch of 45 minutes and back out.

The wind was at its peak at this point on a beautiful Amherst Island Race Sunday, so we

decided to let the adults experience the beauty of Collins Bay by sailing to its mouth. Crash, bang, splash as the hunters chopped through the building waves, what a time for a drill! Tacking on the whistle was the best drill up my sleeve at this point, as it encourages several small tacks to stay on course instead of a few large ones, plus it builds skill so why not! "Toot! Tack Toot! Tack Toot! Tack Toot! Tack" Whistle toot's sounded as the sailors execute beautiful tacks on command. We finally reach the end of the bay where the wind has calmed a little so I decided it was the time for an on water demonstration, and an on water lesson. First order of business being the lesson: Holding a Control Position. Using a control position is an effective way to communicate to all the boats at once without them sailing in every direction buzzing past. It's a simple maneuver in which the coach boat idles upwind on a starboard tack; directly behind are the sailboats luffing main and jib on a starboard tack as well.



Recalling the events of the day before it seemed that there is one crew and skipper duo that managed to

Sailing School News cont'd from p. 7

avoid a capsize! So being that the end of the bay can accommodate an inverted Hunter I first explain a complete turtle, the steps to follow, and then use the sneaky duo to demonstrate it. Very exciting for all to see!

As the day drew to a close the winds came back up, declaring a head in just as the Amherst racers started to cross the finish line. With the winds suddenly peaking back up to well above 10 knots our "basic" Hunters produced very adequate rooster tails off their rudders, sailing and gybing through broad reach courses all the way back in the bay. If only they could get the centreboard down before trying to make the turn into irons at the dock it would have been a hitch-free cruise in!

All joking aside I can honestly report that I have never been happier with the increase in skill I observed over just two days. Going from never before sailing to tacking and gybing at a near perfect level is incredibly impressive. With the conditions these new sailors were dealt I'm amazed they even got in the boats the second day. As I write this article before their last weekend I can confidently tell you that each one of the students have already earned the level they set out to achieve. Another important factor to consider is the success that can be attained when courses are held at the most weather appropriate time, evenings often being very calm, have posed a problem in the

past with respects to "passing" students as they simply cannot sail without wind. Something to consider for the future, until which time I am happy to teach at the director's command! Plus, passing in one weekend? Come on, those instructor's must be pretty good!

Nick Allinson
Head Instructor
Collins Bay Sailing School

Dinghy Race Winners

1st Place:

Gary Logan & John Morrison

2nd Place: A tie between

Dave & Ian Sansom and

Mark & Diana Sansom



JOHN CLARK

ANDY SOPER

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CBYC 2008 Cruises

Join in the fun

Here are the dates!

Watch for more details



<i>When</i>	<i>What's happening</i>	<i>Volunteer Cruise Captains</i>
July 1 	Celebrate Canada Day <i>Raft & Watch</i> In Kingston's Inner Harbour – great anchoring, shore access, happy hour celebrations and the best seats in the house for the fireworks!	Joan Legris & Dave White
July 12 to July 18	 Round the County Cruise <i>"The Journey is the Adventure"</i> This cruise is always great fun as we explore the delights of Prince Edward County!	Dennis & Norma Reed
August 2,3 & 4 	Pirate's Poker Run This will be a new twist on how getting involved, playing poker and honing your cruising skills results in a fantastic time. Everyone is a winner, it is guaranteed. Not to be missed!	Barb & Clarence Hood
Aug 30, 31 & Sept 1	Waupoos Extravaganza & KYC / CBYC Cruisers' Challenge Join us and the Moose at Waupoos for a fun filled weekend and Defend CBYC's honour in the 3 rd Annual KYC / CBYC Cruisers' Challenge 	Pat & Lionel Redford
Sept 17 & 18 	Fish & Chips Cruise End the Cruising Season with a sail over to Confederation Basin and dinner ashore!	Anneke & Terry Smith

JULY 2008

The Next CBYC Cruise ...



2008 Canada Day Cruise

Join us for 2 days of fun!!



Monday June 30

- ▶ Sail to Kingston's Inner Harbour and drop a hook
- ▶ 18:00 hours ~ Dinghy to shore & join the group for dinner at Frankie Pestos

Tuesday July 1

- ▶ Enjoy the waterfront festivities, Canada Day Parade, live music, craft show, etc.
- ▶ 16:00 hours ~ Happy Hour on Gibwanasi 3 and Day Dreams. Bring appetisers to share & BYOB
- ▶ 22:00 hours ~ Watch the fireworks from the best anchorage in town!!

Sign up sheet, sailing instructions and details available at the CBYC club house. and on the website. For more information contact Dave White or Joan Legris at 613 842-4879



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Social Activities

The Bay of Fun Day (As Seen from the Social Side)

Sailpast and Fun Day was a blast! Your humble servants on the social committee were hard at work early on the big day but even the day before they were out on the prowl shopping for tasty treats. The social co-chairs, Jan Wilby and Pat Redford were busy lining up the goodies for the event. Judy Adams bought a ton of food for the kids and Pat and Krys Gough supplemented that with more food under the watchful eye of your favourite Commodore. On the big day Joan Legris, Pat Russell, Ruth Abbott and Renza Pelkey busied themselves to help out in a big way. Dave White, Lionel Redford and others did what the women told them to do!

One big asset for the day was the co-operation from the marina staff in acquiring extra picnic tables and cleaning them off prior to the dinner. Miche Steenbakkers and Sarah Visser handled all the duties to entertain the kids and did an admirable job. Miche was also a major asset in helping with many of the details associated with running this event.

Catering was provided by WW Fitzgerald and everyone agreed that the steak and chicken were excellent as were the salads.

The weather held off for dinner and after a great day for a sail, it was nice to not have to don the plastic suits for the meal. Some 92 people attended dinner and we all had a great time.

Thanks to all for their help making it very special day.

Pat and Lionel Redford



Cruising on the Labour Day Weekend

Pat and Lionel Redford have been in contact with the folks at KYC and are arranging a combined happy hour(s) and wine tasting for Saturday night and on Sunday; we will stage a Chinese Auction for CBYC members at 11:00AM instead of our usual church service! More details will follow in the August Mixer but you should be on the lookout for an item either household or boathold that is possibly useful but that you now no longer have the need for. This will be wrapped in your favourite paper to conceal the contents and you may bring one item per person or one per boat. The exchange, (with a few wrinkles) will take place at the eleventh hour.

On Sunday evening there will be a BBQ dinner provided by the marina, cost to be determined and still be worked out, a dance with music appropriate for our aged status.

Mooring Hitch

Typically, this knot is used to tie a boat down to a stationary point. This technique is called "mooring." The mooring hitch should be used temporarily. It can remain taught under tension, but can also be quickly released with a tug on the free end.



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Humorous Sailing & Boating Definitions cont'd from May Mixer

Marine Flashlight Waterproof place to store dead batteries.

Mast Religious ritual used before setting sail.

Naval Warfare Two bellies rubbing.

Noserly What to call the wind direction when it comes from where you're going.

Nun Buoy (pronounced Nun BOY) A religious transvestite.

Oar Sea-going woman of ill repute

Oar Lock Security device that sea-going women of ill repute have on their doors.

OD Paint Paint applied Over Dirt.

Painter Line you use to tow the dingy... also especially useful for preventing Tack.

Passage Long voyage from A to B, interrupted by unexpected landfalls or stopovers at point K, point Q and point Z.

Passenger Form of movable internal ballast which tends to accumulate on the leeward side of sailboats once sea motions commence.

Racing Popular nautical contact sport

Ram Intricate docking manoeuvre sometimes used by experienced skippers.

Rapture of the Deep AKA nautical narcosis. Its symptoms include an inability to use common words, such as *up*, *down*, *left*, *right*, *front*, and *back*, and their substitution with a variety of gibberish which the sufferer believes to make sense; a love of small, dark, wet places; an obsessive desire to be surrounded by possessions of a nautical nature, such as lamps made from running lights and tiny ship's wheels; and a conviction that

objects are moving when they are in fact standing still. This condition is incurable.

Sailboat Race Two sailboats going in the same direction.

Sailing Fine art of getting wet and becoming ill, while going nowhere slowly at great expense (equivalent to standing in a cold shower, fully clothed, throwing up, and tearing up \$100 bills, while a bunch of other people watch you).

Schooner Sailboat with a fully stocked liquor cabinet in the cabin

Tabernacle Something similar to pulpit, but a different religion.

Tack 1) Manoeuvre the skipper uses when telling the crew what they did wrong without getting them mad. 2) Common sticky substance left in the cockpit and on deck by other people's kids, usually in the form of foot or hand prints. 3) Shift the course of a sailboat from a direction far to the right, say, of the direction in which one wishes to go, to a direction far to the left of it.

Tactician 1) One who counts screws and nails. 2) The luckiest or sorriest member of a crew. 3) Kind term for a Smart Ass or Arrogant SOB or Dumb Ass or Lucky SOB

Vang Name of German sea dog.

Variation Change in menu effected when the labels have soaked off the canned goods.

Varnish High-fiction coating applied as a gloss over minor details in personal nautical recollections to improve their audience-holding capacity over frequent re-tellings.

Wake Similar to an Irish burial.

Cont'd next page.

Cont'd from previous page.

Weather Helm: Marked tendency of a sailboat to turn into the wind, even when the rudder is centered. This is easily countered by wedging a heavy object against the tiller. See Crew.

Wharf Sound made by Vang when he wishes to be fed.

Yacht Broker Form of coastal marine life found in many harbours in the Northern Hemisphere generally thought to occupy a position on the evolutionary scale above algae, but somewhat below the cherrystone clam.

Yacht Commonly used to describe any boat prior to its purchase, and by many boat owners to describe their vessel to persons who have never seen it and are likely never to do so.

Yacht Club Troublesome seasonal accumulation in coastal areas of unpleasant marine organisms with stiff necks and clammy extremities. Often present in large numbers during summer months when they clog inlets, bays, and coves, making navigation almost impossible. They can be effectively dislodged with dynamite, but, alas, archaic federal laws rule out this option.

Sail Past Photos



JULY 2008

Birth of the Canadian flag

The search for a new Canadian flag started in earnest in 1925 when a committee of the Privy Council began to research possible designs for a national flag. However, the work of the committee was never completed.

Later, in 1946, a select parliamentary committee was appointed with a similar mandate, called for submissions and received more than 2,600 designs. Still, the Parliament of Canada was never called upon to formally vote on a design.

Early in 1964, Prime Minister Lester B. Pearson informed the House of Commons that the government wished to adopt a distinctive national flag. The 1967 centennial celebration of Confederation was, after all, approaching. As a result, a Senate and House of Commons Committee was formed and submissions were called for once again.

In October 1964, after eliminating various proposals, the committee was left with three possible designs -- a Red Ensign with the fleur-de-lis and the Union Jack, a design incorporating three red maple leaves, and a red flag with a single, stylized red maple leaf on a white square. (Pearson himself preferred a design with three red maple leaves between two blue borders.)

Two heraldry experts, who both favoured a three-leaf design, played a decisive role in the choice of our flag: Alan Beddoe, a retired naval captain and heraldic adviser to the Royal Canadian Navy, and Colonel Fortescue Duguid, a heraldist and historian.

The names of Mr. John Matheson and Dr. George Stanley are well known in the story of the evolution of a new Canadian flag. Mr. Matheson, a Member of Parliament from Ontario, was perhaps one of the strongest supporters of a new flag and played a key advisory role. Dr. Stanley was Dean of Arts at the Royal Military College in Kingston, and brought to

the attention of the committee the fact that the Commandant's flag at the College -- an emblem, i.e. a mailed fist, on a red and white ground -- was impressive.

Dr. Stanley's design is based on a strong sense of Canadian history. The combination of red, white and red first appeared in the General Service Medal issued by Queen Victoria. Red and white were subsequently proclaimed Canada's national colours by King George V in 1921. Three years earlier, Major General (later the Honourable) Sir Eugene Fiset had recommended that Canada's emblem be the single red maple leaf on a white field - the device worn by all Canadian Olympic athletes since 1904.



The committee eventually decided to recommend the single-leaf design, which was approved by resolution of the House of Commons on December 15, 1964, followed by the Senate on December 17, 1964, and proclaimed by Her Majesty Queen Elizabeth

II, Queen of Canada, to take effect on February 15, 1965.

In due course the final design of the stylized maple leaf was established by Mr. Jacques St-Cyr, the precise dimensions of red and white were suggested by Mr. George Best, and the technical description of precise shade of red defined by Dr. Gunter Wyszecki.

The national flag of Canada, then, came into being, credit to those eminent Canadians: the Right Honourable Lester B. Pearson, who wanted a distinctive national flag as a vehicle to promote national unity; John Matheson, who established the conceptual framework for a suitable flag, then sought out and combined the appropriate components to create it; and Dr. George Stanley, who provided the seminal concept - the central concepts of red-white-red stripes with a central maple leaf - in this process.

More Sail Past Photos



Dinghy Race Photos



CBYC 2008 Reciprocal Program

Invitations have been sent to the following clubs for the 2008 season.

Alexandra YC	Toronto ON
Ashbridge's Bay YC *	Toronto ON
Bay of Quinte YC *	Belleville ON
Brockport YC *	Brockport NY
Brockville YC	Brockville ON
Bronte Harbour YC *	Oakville ON
Burlington Sailing & Boating Club *	Burlington ON
Cathedral Bluffs YC	Scarborough ON
CFB Trenton YC *	Trenton ON
Cobourg YC *	Cobourg ON
Crescent YC *	Chaumont NY
Dalhousie YC *	St. Catharines ON
Etobicoke YC *	Etobicoke ON
Fairhaven YC *	Fairhaven NY
Fifty Point YC *	Stoney Creek ON
Frenchman's Bay YC *	Pickering ON
Grimsby YC *	Grimsby ON
Henderson Harbour YC *	Manilus NY
Highland YC (Bluffers Pk) *	Scarborough ON
Kingston YC	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 YC *	Oak Orchard NY
Oakville Yacht Squadron (The)	Oakville ON
Olcott YC *	Olcott NY
Oswego YC *	Oswego NY
Port Credit YC *	Port Credit ON
Port Hope YC *	Port Hope ON
Prince Edward YC	Picton ON
Pultneyville YC *	Pultneyville NY
Rochester YC	Rochester NY
Royal Canadian YC (The) *	Toronto ON
Royal Hamilton YC (The) *	Hamilton ON
Sodus Bay YC *	Sodus Point NY
Stormont YC *	Cornwall ON
Thousand Islands YC *	Iroquois ON
Tuscarora YC *	Wilson NY
Whitby YC *	Whitby ON
Youngstown YC	Youngstown NY

* Indicates clubs which have so far extended Reciprocal invitations to CBYC for 2008
Please refer to the binder in the Clubhouse or the website for the latest updates.