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# COLLINS MIXER

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Collins Bay Yacht Club Magazine

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# COLLINS MIXER

Collins Bay Yacht Club | Newsletter

## Save the date

June 11th at 9:00

CBM

SAFETY DAY

SAILPASS

-

June 25th

CBM

50th Anniversary (+1)



## Commodore's corner

The launch season is entering its home stretch with the majority of boats already in the water. After having sat on the hard for a number of months, our boats can sometimes surprise us in the spring. How challenging will cleaning the boat be this year? Might I find evidence of unwanted winter residents when I remove the winter cover? Will the engine start gracefully or will it sulk a bit before responding in the desired manner?

This year, my engine started on the first try and a healthy stream of water was exiting the aft of the boat. My relief, however, was short lived as the engine overheating alarm sounded as I entered my slip. I quickly shut the engine down and Mark and I engaged in an hour of trouble shooting but we were unable to identify the problem. As fate would have it, Gary Logan happened to be on the dock

## New contributors

Do you have an article, a regular column, a picture, a video or a comment to share? Your contributions are really welcome at: [mixer@collinsbayyachtclub.ca](mailto:mixer@collinsbayyachtclub.ca)



## About CBYC membership

If you just received this newsletter and desire more information on membership:

<http://collinsbaymarina.com/cbyc/about/membership/>

## Subscribe to MIXER:

<http://eepurl.com/dmDzKf>

and agreed to “take a look”. We explained the symptoms and the efforts we had made to detect the problem. After assessing our situation, Gary suggested that we were experiencing an air lock in the water intake system. He suggested that the air may be entering through the raw water strainer where the O ring may not be making a good fit. He also explained to us how to prime the system to remove any air lurking about and how to lubricate the O ring so that a better fit could be achieved.

We followed Gary’s advice and, half an hour later, the engine was running smoothly with a healthy stream of water once again exiting the aft of the vessel.

I have two reasons for sharing this experience. First is to give a well-deserved shout out to Gary Logan who has a reputation for sharing his knowledge and experience with those in need. The second reason is to advise you that your yacht club is about to implement a mentorship program for yacht club members. I am fortunate that I have been at the marina for a significant amount of time and I have a good idea of the expertise that certain club members possess and their willingness to help out a fellow member. Many members, especially those who are new to our club, do not have this knowledge and may be a bit shy about seeking assistance.

Our mentorship program will create a mechanism by which members, who require assistance, can be directed to members of the club who have certain areas of expertise and who have agreed to share this expertise with others. The details of the program and its implementation are being finalized and it is expected that this program will be up and running in a few weeks. Keep an eye on the Mixer for more details.

In the meantime, I would like to draw your attention to Saturday, June 11<sup>th</sup> and the day of activities at the marina. A pancake breakfast, the sail past, boat safety equipment checks and expired flare return are just some of the planned activities. New club members will also be officially welcomed to the club. I hope to see you there!

Bill Amirault

CBYC Commodore



First boat launched:  
SV Kicker, an Alberg 30

## From the Helm

This is our great crew for the 2022 season!  
We look forward to seeing you all at the marina this year and  
we wish you a great summer on the water!



Brennan F.



Follow us @collinsbaymarina

Gerry and Lori



# JUNE 11TH SAFETY DAY!



HOSTED BY COLLINS BAY MARINA & CBYC

<b>9AM</b> CBYC PANCAKE BREAKFAST	<b>10AM</b> SKIPPER'S MEETING- FOR CBYC SAIL PAST	<b>12PM</b> FLARE RETURN DAY- BRING YOUR FLARES FOR PROPER, SAFE DISPOSAL	<b>1PM</b> LOCKER SALE- SEE WHAT YOU CAN FIND!	<b>5PM</b> BBQ- WELCOME, NEW MEMBERS! BYOM & BYOB
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COME CHECK OUT THESE VESSELS FOR A TOUR & SAFETY DEMONSTRATIONS

KINGSTON FIRE BOAT

COAST GUARD BOAT

OPP MARINE UNIT

SIGN UP FOR COURTESY VESSEL CHECKS	MAN OVERBOARD DRILL WITH WAVELENGTH SAILING SCHOOL	MARINE OUTFITTERS SAFE FLARE DISPOSAL	DION FIRE EXTINGUISHER INSPECTIONS
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### CRAFTS

JEAN WHITE - TEXTILES  
KIAN WHITE - METAL ART  
NICK ALLISON - WOODWORK  
SAIL LINE RUGS BY APRIL  
KINGSTON YACHT SALES  
ELLIE'S SAIL BAGS



**SAVE THE DATE!**

**COLLINS BAY MARINA 50<sup>TH</sup> + 1**

**ANNIVERSARY CELEBRATION**

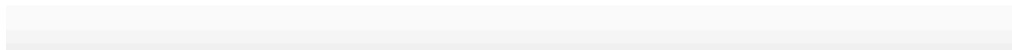
**JOIN US ON SATURDAY JUNE 25<sup>TH</sup>**

**STEAK AND LOBSTER DINNER**

**ST JEAN BAPTISTE**

**ON THE LAWNS OF THE MARINA!**

**DETAILS COMING SOON, ALL ARE WELCOME!**





**EASTER SEALS** Kingston Yacht Club  
**REGATTA** Sunday  
 July 10, 2022

Sailboats, power boats, row boats, kayaks – all boaters welcome!

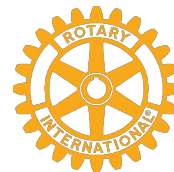
races, BBQ, music, prizes – fun for everyone!

Early bird registration until June 15!

<https://www.easterseals.org/kingston-easter-seals-regatta/>



Funds raised will help families of children with physical disabilities living in Eastern Ontario to purchase equipment for mobility and daily living and send their kids to Camp Merrywood.

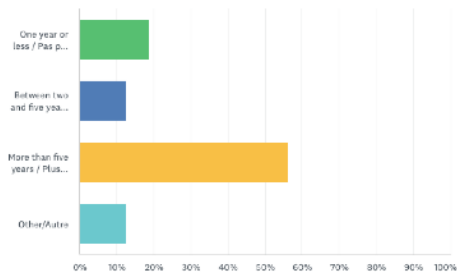


# From the editor

As promised here some results of the reader survey:

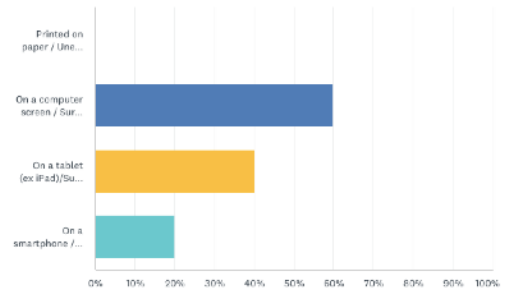
Since how many years do you read CBYC Mixer newsletter? Vous êtes abonnés à l'infolettre CBYC Mixer depuis combien de temps?

Answered: 16 Skipped: 0



How do you read the newsletter? Comment lisez-vous l'infolettre?

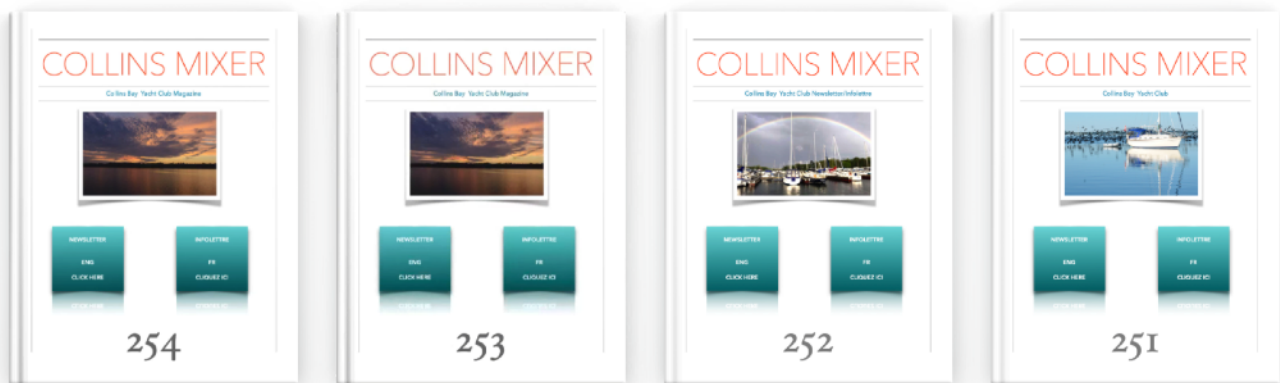
Answered: 15 Skipped: 1



Gilles Brunet

Mixer Editor

Last four editions...





## From the Fleet Captain

Many of you will know my youngest Son, Alistair from socials, cruises or seeing him helm my boat.



You may not know he is also a talented stained-glass artist and more recently has studied photography with a grant from the Ontario arts council. The first one-man exhibition of his work “No Limits” will be held at the Studio Gallery in the School of Education at McArthur College, Queens University for the month of June. It will be fully accessible. I hope you can join us.

Phil Morris  
Fleet Captain

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**THE STUDIO GALLERY  
PRESENTS**

**NO  
LIMITS  
JUNE 1-30, 2022**

Alistair Morris has been a stained-glass artist for more than 20 years. This exhibition highlights a range of his work, including more recent explorations in drawing and photography. Alistair's abilities in visual communication are informed and augmented by his experiences as an artist who is both Deaf and autistic.

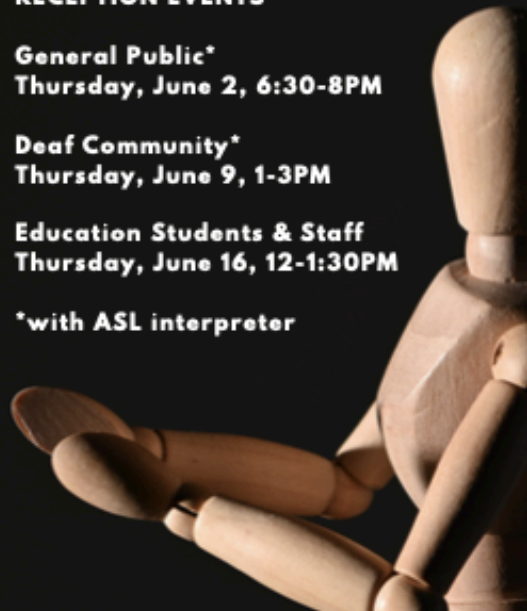
**RECEPTION EVENTS**

**General Public\***  
Thursday, June 2, 6:30-8PM

**Deaf Community\***  
Thursday, June 9, 1-3PM

**Education Students & Staff**  
Thursday, June 16, 12-1:30PM

\*with ASL interpreter



**THE STUDIO GALLERY**  
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KINGSTON, ONTARIO



**HOURS: MON-FRI 12-1:30PM  
OR BY APPOINTMENT**  
tiina.kukkonen@queensu.ca



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## Membership Notes

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It's May, boats are in the water, we're getting ours ready for some cruising, and the start-of-season rush in my job as Membership Chair is pretty much over. Of course the club is happy to accept new memberships or renewals at any time over the season, and I'll do my best to respond promptly. Speaking of that, here's my "service level" proposal and a couple of other thoughts to help keep things going smoothly.

**IF YOU HAVE QUESTIONS:** Don't be shy, people regularly forget whether they've renewed or not, and there are all sorts of other questions that deserve a response. Send me an email, try to find me on the dock, or ask another executive member. We'll do what we can to help.

**RESPONSE TIMES:** I normally respond promptly to emails, almost certainly within a couple of days. If you don't get a response there may be other problems - see the next point. Membership applications in the summer could take as much as a couple of weeks to process because Jacquie (the Treasurer) and I have to coordinate applications and payments, and one or both of us might be out sailing. If there's a rush for some reason contact me and I'll see what I can do.

**COMMUNICATIONS:** There have been a couple of problems with my club email address; I think they're fixed. But if you don't get a response from me try another channel. Talk to another executive member or the CBM office - they know my personal email address and cellphone number. You can also get these from the member list on the "members only" page on the club website. If you don't know the password ask any executive member. My apologies to new members - this should have been in your welcome email but ... I forgot.

**COME SAY HELLO:** I've exchanged emails with all of you but haven't met a lot of you in person. So sad! Hélène and I are on the *Melba J* in slip D13 - if the club burgee is flying it means we're around somewhere. We'd love to say hello.

(And, to finish, a little note about membership numbers: those of you with sharp eyes may have noticed that membership numbers and their formats have been changing. All you really need to know is that these are internal records and don't have any direct impact on members. But you can also know that, after the changes, we now have a system that is consistent, unambiguous, and compatible with the marina's records. So hopefully it will stabilize.)

George Dew  
Membership Chair

## BEER CAN / WINE BOTTLE CHALLENGE

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The winner of the beer can / wine bottle challenge is Mark Sansom. Thanks to Mark for all your donations, as well as to everyone who participated. We raised \$136.90 towards the capital fund for the Sailing School.

The collection of beer cans and wine bottles continues over the summer. Please remember only beer cans (not pop cans) and wine bottles go in the barrels. No garbage please.


Please contact Jean White ([jeanwhitequilter@gmail.com](mailto:jeanwhitequilter@gmail.com)) if you would like to help sort the collection one week during the summer. It takes only 30-45 minutes and you do not have to take the bottles to The Beer Store.

Jean White

Vice Commodore

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# Racing Season 2022

## 2022 Racing Schedule

### Thursday Nights

Practice	May 12
Spring Series	May 19 – Jun 23
Summer Series	June 30 – Aug 4
Fall Series	Aug 11 – Sep 15

### Weekend Races

Simcoe Island Race	July 23
Long Point Challenge	TBD
Amherst Island Race	June 18
Anniversary Poker Run	TBD
Moondance Challenge (POTENTIAL)	TBD
Pigeon Island Race	August 20
Frostbite Chase Race	September 24

Each boat will be required to perform race committee duties for at least one race per series. If you have a preferred date, email it to [race@collinsbayyachtclub.ca](mailto:race@collinsbayyachtclub.ca).

If you are new to racing and haven't run a race before, don't worry, we'll provide training and if necessary, an experienced person on the committee boat.

### Come out and have fun

All boats are welcome, the more the better and we encourage old and new members with or without racing experience to give racing a try. Please feel free to contact the [race chair](#) with any questions you may have.

Bruce Anderson

Race Captain

## Blast from the Past

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### Weather Watch

A funny thing happened to me on the way to the forum ... Actually, a very strange thing happened to me on my way up the North Channel opposite the cement plant.

It was a Monday morning. I was playing hooky from work, and taking guests from New Zealand for a sail around Amherst Island. It was a perfect day. Cloudless blue sky, light winds, 10-12 kts out of the North West, with the odd gust over 12 to maybe 15.

Mother, father, daughter were on a cross-country tour of Canada, and had stopped in Kingston to visit mutual friends and take in C.O.R.K. Back home father and daughter are quite the racing duo, daughter having to saw back and forth on the helm to keep the nose from plowing under when dad and crew fly the chute in 30 kt plus winds, in their 38' N.Z. something or other.

When it happened we were on the island side of the channel opposite the cement plant. I would judge the distance to be 205-3 miles. Facing forward, I happened to look over my right shoulder to see a huge cloud of grey/black smoke rise up over the plant. Seconds later, the slam of the explosion rolled over us.

My first reaction was that there had been an accident at the plant. How many had been killed? We would be reading about it in tonights paper. Out came the binocs. nothing seemed amiss. All the buildings looked in tack. None were missing a roof, or wall. No wailing siren from the plant, police or ambulance! Couldn't have been an accident.

Time to tack, anyway. We're being shoved into the bay by a wind that's veering a bit west.

During the short tack that took us half way back toward the plant, the gritty smell in the air told us that the almost totally dissipated black cloud was passing over head. We turned back west again, sooner than we otherwise would have, to get out from underneath the stench.



The wind had slackened a little, and our speed was down, I was waiting for it to pick up again, so that we would get moving. Daughter was stretched out on the south side of the boat, in the lee of the wind, having a glorious time sunning herself and half asleep. Mum was below, staying out of what wind there was. Suddenly, I noticed that the wind had completely dropped. We were in a dead calm. Yet the funny thing was, the surface of the water belied the fact that the wind was down. The surface had the same appearance, and wave height as when the wind had been blowing at 10-12, moments ago.

I looked toward the wind to see if a gust was coming. I could tell from the darkened water surface in the distance that wind was on its way, "Good," I said to myself, "This sloppy calm isn't going to last long."

I watched the gust approach. From the dark blue rippled surface, I could tell that the gust was strong. Suddenly it hit us. It damn near knocked us over. It buried the port hand ama (float) deeper than I have ever experienced. With the heeling and getting wet, daughter came-to in a hurry. With the speed of a ferret she was inboard out of the water. The first utterances of an invective as to what the hell we were up to was beginning to part from her lips. I was losing my footing and was falling inboard. Dad, for his part, was struggling to overcome what felt like several "Gs" of gravity in a mad scramble to loosen lines and free the genny. He didn't have time.

Just as suddenly, it was over, and we were sailing along as though nothing whatsoever had happened at all. Utter disbelief! What in the name of all that's holy happened???

It wasn't until the next day while rehashing the experience for the tenth time that a possible explanation occurred to me. What may have happened is this. While the shock wave from the blast in the quarry situated next to the cement plant travelled in a circle around the epicentre, it is the part that travelled north against the wind which is significant. With wind piling up against the shock wave the wave's energy was spent or overcome. The wind then accelerated to fill the partial void created behind

the wave, with the whole phenomena moving in the direction of the prevailing wind. Hence for us, the sudden unusual calm followed by the equally sudden and devastating blast of wind.

If my theory is correct, what is to be learned from all of this. Don't play hooky from work? Don't sail past cement plants? or cement plants which are starting off the weeks production with a monumental whump? - or - maybe, better still, if you ever hear, or otherwise witness a very loud, shore based explosion, keep a weather eye peeled for signs that you are in the path of the effects of the shock wave.

By the way, as you can tell from this account, the time lapse between explosion and its apparent effects is considerable. while I have no idea, with any certainty, I would guess somewhere between 5 and 10 minutes. Maybe longer.

Keep a sharp lookout. Good sailing.

D. Sewell



Submitted by Robert van Dyk

CBYC Historian

## On the Social Front

Our first in person social event of the 2022 season was held on Sunday, 1 May, a Paint Afternoon with Chris. The group was small but they had a fantastic time learning to use acrylic paints and each created a cute little chickadee.



The following weekend brought cooler weather which was ideal for the “**Stew & Brew**” on 7 May. Perhaps a little too ideal as the event was attended by a larger than expected number of persons, we ran out of chili very early on, although there was plenty of coffee to go around. Thanks to everyone’s generous donations we raised \$225 for the Ukraine that has been donated on behalf of CBYC to the Red Cross.

As previously mentioned, there’s been a shift in the coffee mornings at the marina this year. The Club offered **Coffee Morning** on 14 May with coffee & an abundance of breakfast pastries, cookies granola and fresh fruit. There were considerably fewer people than what would normally have been seen in the gazebo. We will look to do another coffee morning on **Saturday 28 May VOLUNTEERS NEEDED 0900-1100.**

If you can help, please contact April via email: [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) or leave your name at the marina office.

Our next social event is just around the corner on **Friday 3 June, a brewery tour @ Spearhead**. If you haven’t yet registered, please do so as spaces are limited and filling up quickly. For details see the Social Calendar.

Don’t forget to come join us for the annual **Safety Day on Saturday, 11 June** jointly hosted by the Marina and CBYC. It’s a fun, informative day at the marina complete with specific events for our CBYC members.

They are as follows:

0900hr CBYC Pancake Breakfast

1000hr Skippers Meeting for CBYC Sail Past

1100hr Sail Past

1700hr CBYC Members BBQ\*\* – A special welcome to our new Members please ensure to come to receive your burgee!

\*\* Please bring your own meat and beverage of choice.

Sides are at a cost of \$5pp and consist of:

Build your own loaded baked potato (sour cream, bacon, butter), Coleslaw, Rolls & Butter and an ice cream treat. sign up for sides either via email to [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) or at the marina office by Saturday, 4 June.

What else is on the go on the social front?... **Friday 8 July there is a cheese tasting & wine pairing**, and the **weekend of 12-14 August is the theatre weekend in Gananoque**. Specific details to follow – social calendar will be updated with more details in the coming weeks. To register for either contact April via email: [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) or leave your name at the marina office.

April Skaling

Social chair



774 Baker Crescent, Kingston, ON

## Boat Porn

"emphasizing the sensuous or sensational aspects of a nonsexual subject and stimulating a compulsive interest in their audience"



iPhone 6s - 29 mm - f2.2- 12 Mpx- Collins Bay.

By Gilles Brunet

# Green Mix

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## Earth day in six resolutions.

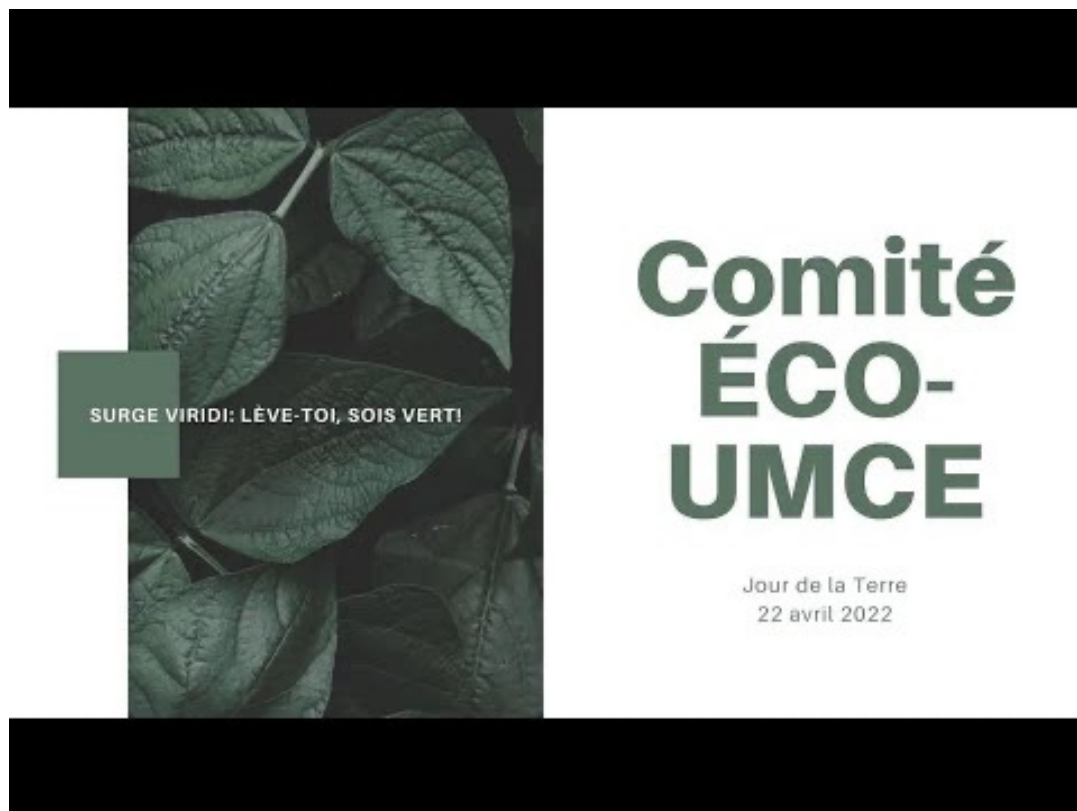
Last April 22 I was reading this very interesting article in the Presse+ for Earth Day.

Here are the 6 resolutions to make:

1. Acting collectively
2. Free ourselves from dependence on the car
3. Consider biodiversity as a whole
4. Thinking in the long term
5. Turn your back on fossil fuels
6. Become leaders

Read the article of Philippe Robitaille-Groulx [here](#).

Gilles Brunet - [Mixer editor](#)



# The Tech Corner

## What is an Argofet?

If you are like me, the first time I heard this name during a training session that focused on Victron Energy products, I was wondering what it was all about.

It is an isolator that is installed at the output of your DC alternator on the diesel engine for example and that charges the service batteries at the same time as the starter battery WITHOUT them seeing each other. They remain isolated from each other because we always want to avoid that your stereo for example drains your starting battery. The motor is an emergency component of your boat and it should ALWAYS start when needed.

Level	Voltage
100%	13.00 Volts
90%	12.75 Volts
80%	12.50 Volts
70%	12.30 Volts
60%	12.15 Volts
50%	12.05 Volts
40%	11.95 Volts
30%	11.81 Volts
20%	11.66 Volts
10%	11.51 Volts
0%	10.50 Volts

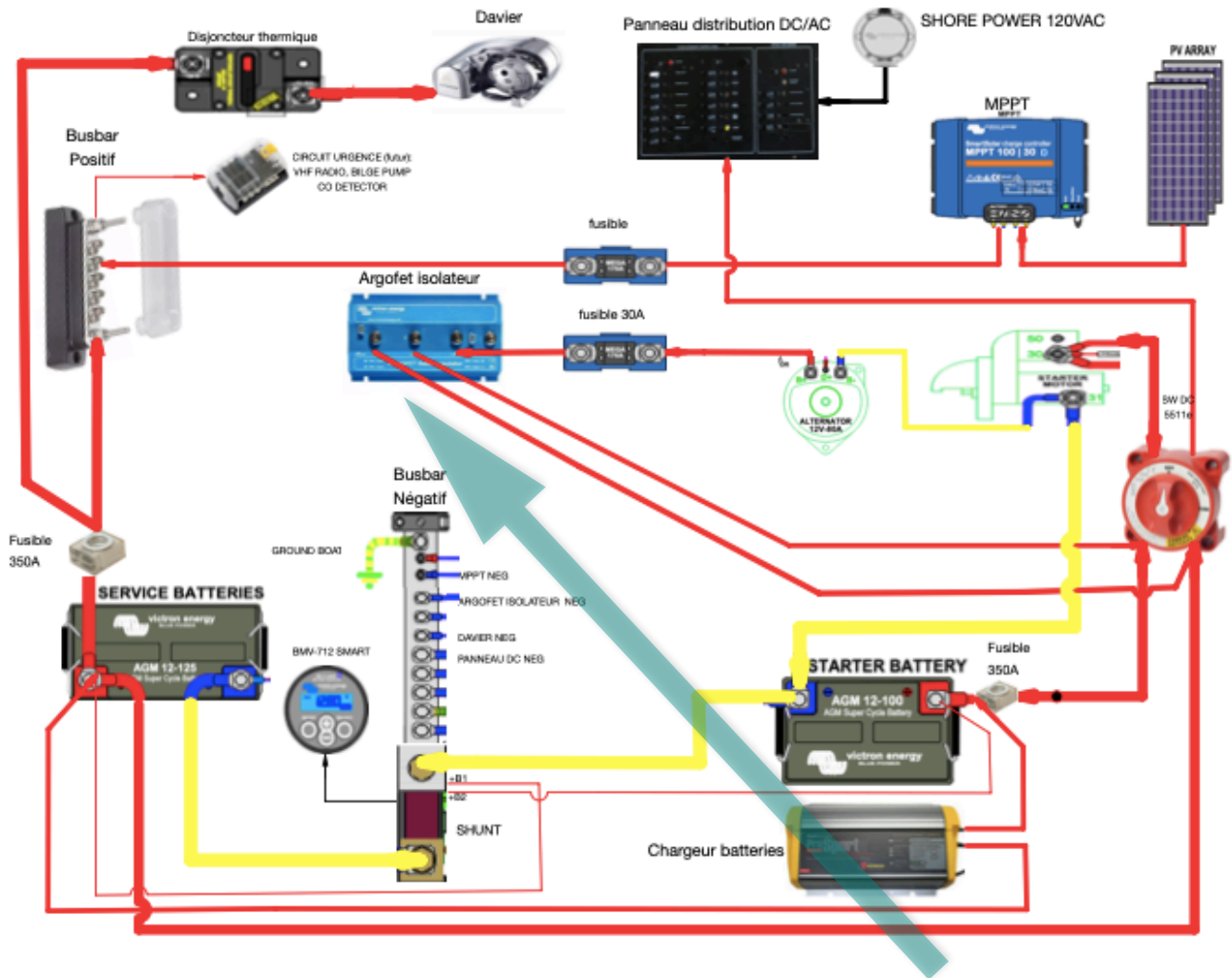
As I mentioned in a previous article, the voltage at the terminal of an AGM battery for example a 12 vdc, is measured with a digital voltmeter with an accuracy of two decimal points. As you can see on this table in the green area, the range is between 12.05 and 13.00 volts (a SOC usable range of 0.95V).

Diode insulators have been around for a long time, but the problem with them is that they 'take' 0.7 volts, which is huge. There was nothing we could do about it because a silicon diode causes a potential drop of 0.7 volts when a current flows through it. By the way, a diode is an electronic component that allows current to flow in one direction only, like a one-way street in a car. Imagine a Y from which two diodes start, the center of the Y is connected to the alternator and the two ends go out to the batteries which are not seeing each other. By the way, you must have batteries of the same type, like AGM for example. It is that the value of the BULK CHARGE is different according to the type of battery. Subject of another article...

The beauty of the ARGOFET module is that its 'loss' or potential drop is only 0.1 volt instead of 0.7 volt. It seems like a small detail but it's huge if you compare these variations on the table above.

So I connected the input of my ARGOFET to the output of the alternator on my Yanmar 3GM30 through a fuse, taking care to disconnect the wire that normally connects the B+ of the alternator to the starter. Then I connected the two outputs of my ARGOFET to the batteries (+). See the diagram on the next page.





All that remains is to connect a small yellow wire (not shown here) to ground the ARGOFET because it needs 12vdc internally to work.

I installed the 200 amp model but a 100 amp would have done very well because my alternator generates about 35 amp.

Good installation. See my [blog](#) for more details on the world of diodes.

Gilles Brunet - Garuda

Caution! Do not leave the jumper between B+ of the alternator and the positive of the starter. It must be removed.



## The 2021/2022 Executive Committee

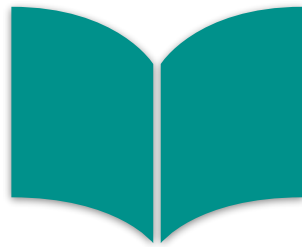
Board Position	Name	Boat (dock)	Email*
Commodore	Bill Amirault	Aslan (C10)	<a href="mailto:commodore@">commodore@</a>
Vice Commodore	Jean White	Moon Shadow (B08)	<a href="mailto:vicecommodore@">vicecommodore@</a>
Past Commodore			<a href="mailto:pastcommodore@">pastcommodore@</a>
Secretary	Claudia Stevenson	Tamara C (C20)	<a href="mailto:secretary@">secretary@</a>
Treasurer	Jacque MacKinnon	Bittern (E22)	<a href="mailto:treasurer@">treasurer@</a>
Fleet Captain	Phil Morris - Peter DesRoches	Wavelength (C18) Long Gone (E18)	<a href="mailto:fleet@">fleet@</a>
Cruise Chair	Peter MacKinnon	Bittern (E22)	<a href="mailto:cruise@">cruise@</a>
Membership Chair	George Dew	Melba J (D13)	<a href="mailto:membership@">membership@</a>
Social Chair	April Skaling	Long Gone (E18)	<a href="mailto:social@">social@</a>
Clubhouse Chair	Ruth Cass-Beggs Smith	Drifter	<a href="mailto:house@">house@</a>
Race Chair	Bruce Anderson	Sielu Lintu & Investors Group (C29)	<a href="mailto:race@">race@</a>
Sailing School Dir.	Richard Dickson	Windsome (E30)	<a href="mailto:schooldirector@">schooldirector@</a>
Newsletter Editor	Gilles Brunet	Garuda (C23)	<a href="mailto:mixer@">mixer@</a>
Collins Bay Marina	Lori & Gerry Buzzi	Perfect Waste of Time	<a href="mailto:helm@collinsbaymarina.com">helm@collinsbaymarina.com</a>

### Also our subcommittees

Sailing School Admin.	Darlene Amirault	Aslan (C10)	<a href="mailto:school@">school@</a>
Sailing School OPS Mgr.	Mark Sansom	Dream Haze (C30)	<a href="mailto:schoolops@">schoolops@</a>
Club Historian	Robert van Dyk		<a href="mailto:history@">history@</a>
Webmaster	Mark Sansom	Dream Haze (C30)	<a href="mailto:cbyc@">cbyc@</a>
Women's Sailing Chair			<a href="mailto:Womens.sailing@">Womens.sailing@</a>
Sailing School Keelboat manager	Richard Dickson	Windsome (E30)	<a href="mailto:keelboat.program@">keelboat.program@</a>

\* The CBYC email addresses all end by @collinsbayyachtclub.ca

# Lexique French / English



# COLLINS MIXER

Collins Bay Yacht Club | Infolettre

## Date retenir

11 juin à 9:00

CBM

SAFETY DAY

SAILPASS

-

25 juin

CBM

50 ième Anniversaire (+1)



## Le Commodore

La saison de mise à l'eau entre dans sa dernière ligne droite, la majorité des bateaux étant déjà à l'eau. Après avoir reposé sur le sol pendant plusieurs mois, nos bateaux peuvent parfois nous surprendre au printemps. Le nettoyage du bateau sera-t-il difficile cette année ? En enlevant la bâche d'hiver, vais-je trouver des traces de résidents hivernaux indésirables ? Le moteur démarrera-t-il avec grâce ou boudera-t-il un peu avant de réagir de la manière souhaitée ?

Cette année, mon moteur a démarré du premier coup et un bon jet d'eau est sorti par l'arrière du bateau. Mon soulagement a toutefois été de courte durée puisque l'alarme de surchauffe du moteur s'est déclenchée lorsque je suis entré dans ma quai. J'ai rapidement coupé le moteur et Mark et moi nous sommes engagés dans une heure de recherche de panne, mais nous n'avons pas réussi à identifier le problème. Le hasard a voulu que Gary Logan se trouve sur le quai et accepte de jeter un coup d'œil. Nous lui avons expliqué les symptômes et les efforts que nous avons déployés pour détecter le problème. Après avoir évalué la situation, Gary a suggéré qu'il y avait une poche d'air dans le système d'admission d'eau. Il a suggéré

## Participez

Vous avez un article, une rubrique régulière, une photo, une vidéo ou un commentaire à partager ? Vos contributions sont vraiment les bienvenues à

[mixer@collinsbayyachtclub.ca](mailto:mixer@collinsbayyachtclub.ca)



## Devenir membre de CBYC

Vous venez de recevoir cette infolettre et désirez plus d'information sur le membership:

<http://collinsbaymarina.com/cbyc/about/membership/>

## Vous voulez recevoir MIXER:

<http://eepurl.com/dmDzKf>

que l'air pouvait entrer par la crépine d'eau brute, où le joint torique n'est peut-être pas bien ajusté. Il nous a également expliqué comment amorcer le système pour éliminer l'air qui s'y trouve et comment lubrifier le joint torique pour qu'il soit mieux ajusté.

Nous avons suivi les conseils de Gary et, une demi-heure plus tard, le moteur fonctionnait sans problème et un bon courant d'eau sortait à nouveau de l'arrière du bateau.

J'ai deux raisons de partager cette expérience. La première, c'est pour féliciter Gary Logan, qui a la réputation de partager ses connaissances et son expérience avec ceux qui en ont besoin. La seconde raison est de vous informer que votre yacht club est sur le point de mettre en place un programme de mentorat pour les membres du yacht club. J'ai la chance d'être à la marina depuis un certain temps et j'ai une bonne idée de l'expertise de certains membres du club et de leur volonté d'aider un autre membre. De nombreux membres, en particulier les nouveaux venus dans notre club, n'ont pas cette connaissance et peuvent être un peu timides à l'idée de demander de l'aide.

Notre programme de mentorat créera un mécanisme par lequel les membres qui ont besoin d'aide pourront être dirigés vers des membres du club qui ont certains domaines d'expertise et qui ont accepté de partager cette expertise avec d'autres. Les détails du programme et sa mise en œuvre sont en cours de finalisation et il est prévu que ce programme soit opérationnel d'ici quelques semaines. Gardez un œil sur le Mixer pour plus de détails.

En attendant, j'aimerais attirer votre attention sur le samedi 11 juin et la journée d'activités à la marina. Un petit-déjeuner de crêpes, le défilé de voile, la vérification des équipements de sécurité des bateaux et le retour des fusées de détresse périmées ne sont que quelques-unes des activités prévues. Les nouveaux membres du club seront également officiellement accueillis au sein du club. J'espère vous y voir !

Bill Amirault

CBYC Commodore



Premier bateau à l'eau:  
SV Kicker un Alberg 30

## De notre Gouverne

Voici notre super équipage pour la saison 2022 !  
Nous avons hâte de vous voir tous à la marina cette année et  
nous vous souhaitons un bel été sur l'eau !



Brennan F.



Suivez-nous @collinsbaymarina

Gerry and Lori



# JUNE 11TH SAFETY DAY!



HOSTED BY COLLINS BAY MARINA & CBYC

<b>9AM</b> CBYC PANCAKE BREAKFAST	<b>10AM</b> SKIPPER'S MEETING- FOR CBYC SAIL PAST	<b>12PM</b> FLARE RETURN DAY- BRING YOUR FLARES FOR PROPER, SAFE DISPOSAL	<b>1PM</b> LOCKER SALE- SEE WHAT YOU CAN FIND!	<b>5PM</b> BBQ- WELCOME, NEW MEMBERS! BYOM & BYOB
--	---	--	---	--

COME CHECK OUT THESE VESSELS FOR A TOUR & SAFETY DEMONSTRATIONS

KINGSTON FIRE BOAT
COAST GUARD BOAT
OPP MARINE UNIT

SIGN UP FOR COURTESY VESSEL CHECKS	MAN OVERBOARD DRILL WITH WAVELENGTH SAILING SCHOOL	MARINE OUTFITTERS SAFE FLARE DISPOSAL	DION FIRE EXTINGUISHER INSPECTIONS
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## CRAFTS

JEAN WHITE - TEXTILES  
KIAN WHITE - METAL ART  
NICK ALLISON - WOODWORK  
SAIL LINE RUGS BY APRIL  
KINGSTON YACHT SALES  
ELLIE'S SAIL BAGS



**SAVE THE DATE!**

**COLLINS BAY MARINA 50<sup>TH</sup> + 1**

**ANNIVERSARY CELEBRATION**

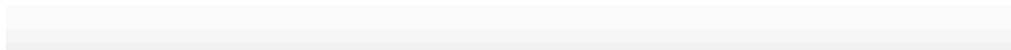
**JOIN US ON SATURDAY JUNE 25<sup>TH</sup>**

**STEAK AND LOBSTER DINNER**

**ST JEAN BAPTISTE**

**ON THE LAWNS OF THE MARINA!**

**DETAILS COMING SOON, ALL ARE WELCOME!**





**EASTER SEALS** Kingston Yacht Club  
**REGATTA** Sunday  
 July 10, 2022

Sailboats, power boats, row boats, kayaks – all boaters welcome!

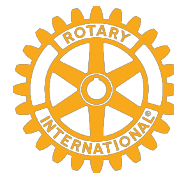
races, BBQ, music, prizes – fun for everyone!

Early bird registration until June 15!

<https://www.easterseals.org/kingston-easter-seals-regatta/>



Funds raised will help families of children with physical disabilities living in Eastern Ontario to purchase equipment for mobility and daily living and send their kids to Camp Merrywood.



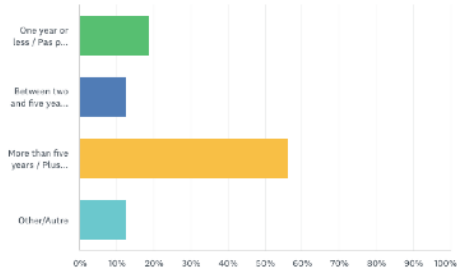


# Le mot du rédacteur

Comme promis, voici quelques résultats du sondage sur vos habitudes de lecteurs:

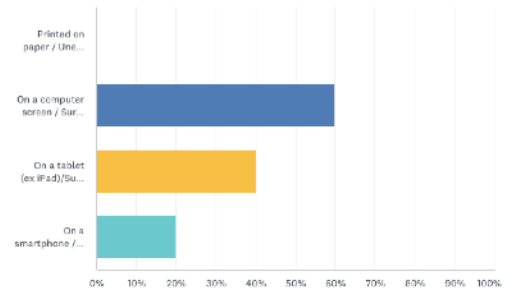
Since how many years do you read CBYC Mixer newsletter? Vous êtes abonnés à l'infolettre CBYC Mixer depuis combien de temps?

Answered: 16 Skipped: 0



How do you read the newsletter? Comment lisez-vous l'infolettre?

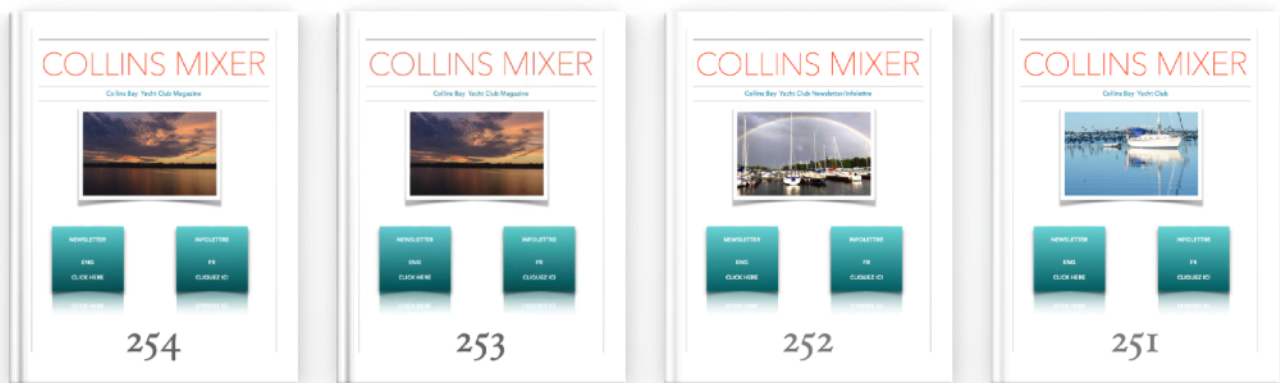
Answered: 15 Skipped: 1



Gilles Brunet

Rédacteur du Mixer

Les quatre dernières éditions:



# Le Capitaine de la Flotte

Many of you will know my youngest Son, Alistair from socials, cruises or seeing him helm my boat.



You may not know he is also a talented stained-glass artist and more recently has studied photography with a grant from the Ontario arts council. The first one-man exhibition of his work “No Limits” will be held at the Studio Gallery in the School of Education at McArthur College, Queens University for the month of June. It will be fully accessible. I hope you can join us.

Phil Morris  
Capitaine de flotte

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**THE STUDIO GALLERY  
PRESENTS**

**NO  
LIMITS  
JUNE 1-30, 2022**

Alistair Morris has been a stained-glass artist for more than 20 years. This exhibition highlights a range of his work, including more recent explorations in drawing and photography. Alistair's abilities in visual communication are informed and augmented by his experiences as an artist who is both Deaf and autistic.

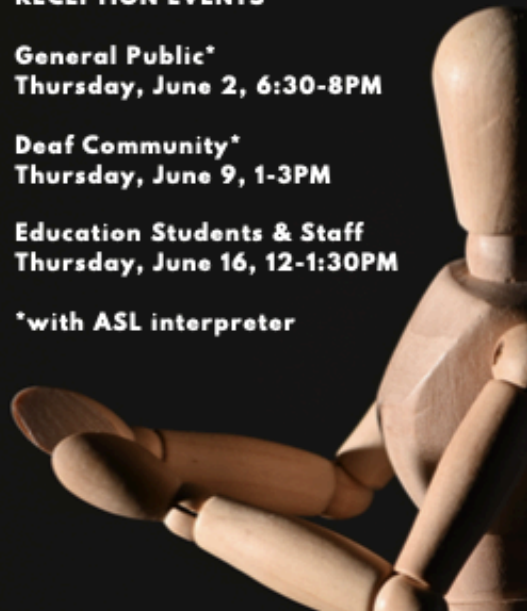
**RECEPTION EVENTS**

**General Public\***  
Thursday, June 2, 6:30-8PM

**Deaf Community\***  
Thursday, June 9, 1-3PM

**Education Students & Staff**  
Thursday, June 16, 12-1:30PM

\*with ASL interpreter



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OR BY APPOINTMENT**  
tiina.kukkonen@queensu.ca



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## Nouvelles du membership

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C'est le mois de mai, les bateaux sont à l'eau, nous préparons les nôtres pour la croisière, et le rush du début de saison dans mon travail de présidente des adhésions est pratiquement terminé. Bien sûr, le club est heureux d'accepter de nouvelles adhésions ou des renouvellements à tout moment au cours de la saison, et je ferai de mon mieux pour répondre rapidement. En parlant de cela, voici ma proposition de "niveau de service" et quelques autres réflexions pour aider à ce que les choses se passent bien.

**SI VOUS AVEZ DES QUESTIONS :** Ne soyez pas timide, les gens oublient régulièrement s'ils ont renouvelé ou non, et il y a toutes sortes d'autres questions qui méritent une réponse. Envoyez-moi un courriel, essayez de me trouver sur le quai, ou demandez à un autre membre de l'exécutif. Nous ferons ce que nous pourrons pour vous aider.

**DÉLAIS DE RÉPONSE :** Je réponds normalement rapidement aux courriels, presque certainement dans les deux jours. Si vous ne recevez pas de réponse, il peut y avoir d'autres problèmes - voir le point suivant. Les demandes d'adhésion en été peuvent prendre jusqu'à deux semaines à traiter parce que Jacquie (le trésorier) et moi devons coordonner les demandes et les paiements, et l'un ou les deux peuvent être en train de naviguer. S'il y a une urgence pour une raison quelconque, contactez-moi et je verrai ce que je peux faire.

**COMMUNICATIONS :** Il y a eu quelques problèmes avec l'adresse électronique de mon club ; je pense qu'ils sont résolus. Mais si vous ne recevez pas de réponse de ma part, essayez un autre canal. Parlez-en à un autre membre de l'exécutif ou au bureau de CBM - ils connaissent mon adresse électronique personnelle et mon numéro de téléphone portable. Vous pouvez également les obtenir en consultant la liste des membres sur la page "réservée aux membres" du site Web du club. Si vous ne connaissez pas le mot de passe, demandez à n'importe quel membre du bureau. Mes excuses aux nouveaux membres - ceci aurait dû être dans votre email de bienvenue mais .... J'ai oublié.

Venez dire bonjour : j'ai échangé des courriels avec chacun d'entre vous mais je n'ai pas rencontré beaucoup d'entre vous en personne. C'est triste ! Hélène et moi sommes sur le Melba J dans la cale D13 - si la bannière du club flotte, c'est que nous sommes dans les parages. Nous serions ravis de vous saluer.

(Et, pour finir, une petite note sur les numéros de membres : ceux d'entre vous qui ont l'œil vif ont peut-être remarqué que les numéros de membres et leurs formats ont changé. Tout ce que vous devez savoir, c'est qu'il s'agit de données internes qui n'ont pas d'impact direct sur les membres. Mais vous pouvez également savoir qu'après ces changements, nous disposons désormais d'un système cohérent, sans ambiguïté et compatible avec les registres de la marina. Nous espérons donc que la situation se stabilisera).

George Dew  
Président Membership

## DÉFI CANETTES DE BIÈRE / BOUTEILLES DE VIN

Le gagnant du défi canettes de bière / bouteilles de vin est Mark Sansom. Merci à Mark pour tous ses dons, ainsi qu'à tous ceux qui ont participé. Nous avons récolté 136,90 \$ pour le fonds d'investissement de l'école de voile.

La collecte des canettes de bière et des bouteilles de vin se poursuit pendant l'été. N'oubliez pas que seules les canettes de bière (pas les canettes de boissons gazeuses) et les bouteilles de vin doivent être jetées dans les barils. Pas de déchets, s'il vous plaît.


Veuillez contacter Jean White ([jeanwhitequilter@gmail.com](mailto:jeanwhitequilter@gmail.com)) si vous souhaitez aider à trier la collecte une semaine durant l'été. Cela ne prend que 30 à 45 minutes et vous n'avez pas besoin d'apporter les bouteilles au Beer Store.

Jean White

Vice Commodore

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## La saison des courses 2022

### 2022 Racing Schedule

#### Thursday Nights

Practice	May 12
Spring Series	May 19 – Jun 23
Summer Series	June 30 – Aug 4
Fall Series	Aug 11 – Sep 15

#### Weekend Races

Simcoe Island Race	July 23
Long Point Challenge	TBD
Amherst Island Race	June 18
Anniversary Poker Run	TBD
Moondance Challenge (POTENTIAL)	TBD
Pigeon Island Race	August 20
Frostbite Chase Race	September 24

Chaque bateau devra remplir les fonctions de comité de course pour au moins une course par série.

Si vous avez une date préférée, envoyez-la par courriel à [race@collinsbayyachtclub.ca](mailto:race@collinsbayyachtclub.ca).

Si vous êtes nouveau dans le monde de la course et que vous n'avez jamais participé à une course, ne vous inquiétez pas, nous vous fournirons une formation et, si nécessaire, une personne expérimentée sur le bateau comité.

#### Venez vous amuser

Tous les bateaux sont les bienvenus, plus il y en a, mieux c'est, et nous encourageons les anciens et les nouveaux membres, avec ou sans expérience de la course, à s'y essayer. N'hésitez pas à contacter le président de la course pour toute question que vous pourriez avoir.

Bruce Anderson

Captaine des courses



## Un coup du passé

---

### Weather Watch

A funny thing happened to me on the way to the forum ... Actually, a very strange thing happened to me on my way up the North Channel opposite the cement plant.

It was a Monday morning. I was playing hooky from work, and taking guests from New Zealand for a sail around Amherst Island. It was a perfect day. Cloudless blue sky, light winds, 10-12 kts out of the North West, with the odd gust over 12 to maybe 15.

Mother, father, daughter were on a cross-country tour of Canada, and had stopped in Kingston to visit mutual friends and take in C.O.R.K. Back home father and daughter are quite the racing duo, daughter having to saw back and forth on the helm to keep the nose from plowing under when dad and crew fly the chute in 30 kt plus winds, in their 38' N.Z. something or other.

When it happened we were on the island side of the channel opposite the cement plant. I would judge the distance to be 205-3 miles. Facing forward, I happened to look over my right shoulder to see a huge cloud of grey/black smoke rise up over the plant. Seconds later, the slam of the explosion rolled over us.

My first reaction was that there had been an accident at the plant. How many had been killed? We would be reading about it in tonight's paper. Out came the binocs. nothing seemed amiss. All the buildings looked in tack. None were missing a roof, or wall. No wailing siren from the plant, police or ambulance! Couldn't have been an accident.

Time to tack, anyway. We're being shoved into the bay by a wind that's veering a bit west.

During the short tack that took us half way back toward the plant, the gritty smell in the air told us that the almost totally dissipated black cloud was passing over head. We turned back west again, sooner than we otherwise would have, to get out from underneath the stench.

The wind had slackened a little, and our speed was down, I was waiting for it to pick up again, so that we would get moving. Daughter was stretched out on the south side of the boat, in the lee of the wind, having a glorious time sunning herself and half asleep. Mum was below, staying out of what wind there was. Suddenly, I noticed that the wind had completely dropped. We were in a dead calm. Yet the funny thing was, the surface of the water belied the fact that the wind was down. The surface had the same appearance, and wave height as when the wind had been blowing at 10-12, moments ago.

I looked toward the wind to see if a gust was coming. I could tell from the darkened water surface in the distance that wind was on its way, "Good," I said to myself, "This sloppy calm isn't going to last long."

I watched the gust approach. From the dark blue rippled surface, I could tell that the gust was strong. Suddenly it hit us. It damn near knocked us over. It buried the port hand ama (float) deeper than I have ever experienced. With the heeling and getting wet, daughter came-to in a hurry. With the speed of a ferret she was inboard out of the water. The first utterances of an invective as to what the hell we were up to was beginning to part from her lips. I was losing my footing and was falling inboard. Dad, for his part, was struggling to overcome what felt like several "Gs" of gravity in a mad scramble to loosen lines and free the genny. He didn't have time.

Just as suddenly, it was over, and we were sailing along as though nothing whatsoever had happened at all. Utter disbelief! What in the name of all that's holy happened???

It wasn't until the next day while rehashing the experience for the tenth time that a possible explanation occurred to me. What may have happened is this. While the shock wave from the blast in the quarry situated next to the cement plant travelled in a circle around the epicentre, it is the part that travelled north against the wind which is significant. With wind piling up against the shock wave the wave's energy was spent or overcome. The wind then accelerated to fill the partial void created behind

the wave, with the whole phenomena moving in the direction of the prevailing wind. Hence for us, the sudden unusual calm followed by the equally sudden and devastating blast of wind.

If my theory is correct, what is to be learned from all of this. Don't play hooky from work? Don't sail past cement plants? or cement plants which are starting off the weeks production with a monumental whump? - or - maybe, better still, if you ever hear, or otherwise witness a very loud, shore based explosion, keep a weather eye peeled for signs that you are in the path of the effects of the shock wave.

By the way, as you can tell from this account, the time lapse between explosion and its apparent effects is considerable. while I have no idea, with any certainty, I would guess somewhere between 5 and 10 minutes. Maybe longer.

Keep a sharp lookout. Good sailing.

D. Sewell



Soumis par Robert van Dyk

Historien du CBYC

## Événements Sociaux

Notre premier événement social en personne de la saison 2022 a eu lieu le dimanche 1er mai, un après-midi de peinture avec Chris. Le groupe était petit mais il a passé un moment fantastique en apprenant à utiliser des peintures acryliques et chacun a créé une jolie petite mésange.



Le week-end suivant a apporté un temps plus frais, ce qui était idéal pour le "Stew & Brew" du 7 mai. Peut-être un peu trop idéal car l'événement a été suivi par un nombre de personnes plus important que prévu, nous avons manqué de chili très tôt, bien qu'il y ait eu beaucoup de café pour tout le monde. Grâce aux généreux dons de chacun, nous avons récolté 225 \$ pour l'Ukraine qui ont été versés à la Croix-Rouge au nom du CBYC.

Comme mentionné précédemment, il y a eu un changement dans les matinées café à la marina cette année. Le Club a offert un **Coffee Morning** le 14 mai avec du café et une abondance de pâtisseries pour le petit déjeuner, des biscuits granola et des fruits frais. Il y avait beaucoup moins de personnes que ce que l'on aurait normalement vu dans le gazebo. Nous chercherons à organiser une autre matinée café le samedi 28 mai. **BESOIN DE VOLONTAIRES 9h-11h.**

Si vous pouvez nous aider, veuillez contacter April par courrier électronique: [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) ou laissez votre nom au bureau de la marina.

Notre prochain événement social est tout proche, le **vendredi 3 juin, une visite de la brasserie @ Spearhead**. Si vous n'êtes pas encore inscrit, veuillez le faire car les places sont limitées et se remplissent rapidement. Pour plus de détails, consultez le calendrier social.

N'oubliez pas de nous rejoindre pour la **journée annuelle de la sécurité, le samedi 11 juin**, organisée conjointement par la marina et le CBYC. Il s'agit d'une journée amusante et informative à la marina, avec des événements spécifiques pour nos membres du CBYC.

Ils sont les suivants :

- 09h Petit-déjeuner crêpes CBYC
- 10h Réunion des skippers pour le Sail Past du CBYC
- 11h Sail Past
- 17h BBQ des membres du CBYC\*\* - Une bienvenue spéciale à nos nouveaux membres, assurez-vous de venir pour recevoir votre burgee !

\*\* Veuillez apporter votre propre viande et la boisson de votre choix.

Les accompagnements sont au coût de 5 \$ par personne et comprennent :

Préparez vos propres pommes de terre au four (crème aigre, bacon, beurre), salade de chou, petits pains et beurre et une crème glacée. Inscrivez-vous pour les côtés soit par courriel à [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) ou au bureau de la marina avant le samedi 4 juin.

Quoi d'autre est prévu sur le plan social ? .... **Le vendredi 8 juillet, il y a une dégustation de fromages et un accord de vins**, et le **week-end du 12-14 août est le week-end du théâtre à Gananoque**. Les détails spécifiques suivront - le calendrier social sera mis à jour avec plus de détails dans les semaines à venir. Pour vous inscrire à l'une ou l'autre de ces activités, contactez April par e-mail : [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) ou laissez votre nom au bureau de la marina.

April Skaling

Présidente Social



774 Baker Crescent, Kingston, ON

## Porno bateau

"mettant l'accent sur les aspects sensuels ou sensationnels d'un sujet non sexuel et stimulant un intérêt compulsif chez son public".



iPhone 6s - 29 mm - f2.2- 12 Mpx- Collins Bay.

Par Gilles Brunet

# Le Mixe Vert

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## Le jour de la terre en six résolutions.

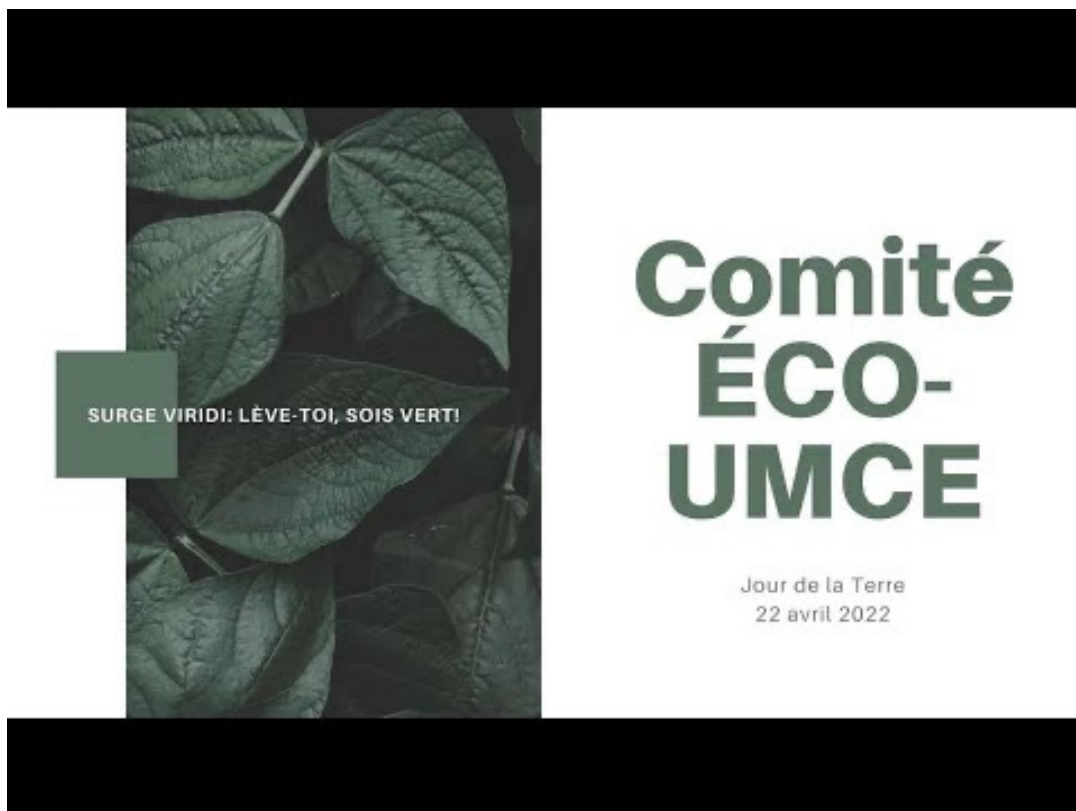
Le 22 avril dernier je lisais cet article très intéressant dans la Presse+ pour le jour de la Terre.

Voici les 6 résolutions à prendre:

1. Agir collectivement
2. S'affranchir de la dépendance à l'auto
3. Considérer la biodiversité dans son ensemble
4. Réfléchir à long terme
5. Tourner le dos aux énergies fossiles
6. Devenir des chefs de file

Lire l'article complet de Philippe Robitaille-Groulx [ici](#).

Gilles Brunet - [Rédacteur du Mixer](#)



## Le Coin Techno

### C'est quoi un Argofet?

Si vous êtes comme moi, la première fois que j'ai entendu ce nom lors d'une formation qui focussait entre autre sur les produits Victron-Energy, Je me demandais bien de quoi il s'agissait.

C'est un isolateur que l'on installe à la sortie de votre alternateur DC sur le moteur diesel par exemple et qui recharge les batteries de service en même temps que la batterie de démarrage SANS que celles-ci se voient. Elles restent isolées l'une de l'autre car nous voulons toujours éviter que votre stéréo par exemple vide votre batterie de démarrage. Le moteur est un élément d'urgence de votre bateau et il faut TOUJOURS qu'il démarre au besoin.

Comme j'ai mentionné dans un article précédent, la tension au borne d'une batterie AGM par exemple de 12 vdc, se mesure avec un voltmètre numérique d'une précision de 2 chiffres après le point. Comme on peut voir sur ce tableau dans la zone verte exploitable, on joue entre 12,05 et 13,00 volt (un jeu de 0,95V).

12 Volt AGM Battery State of Charge	
Level	Voltage
100%	13.00 Volts
90%	12.75 Volts
80%	12.50 Volts
70%	12.30 Volts
60%	12.15 Volts
50%	12.05 Volts
40%	11.95 Volts
30%	11.81 Volts
20%	11.66 Volts
10%	11.51 Volts
0%	10.50 Volts

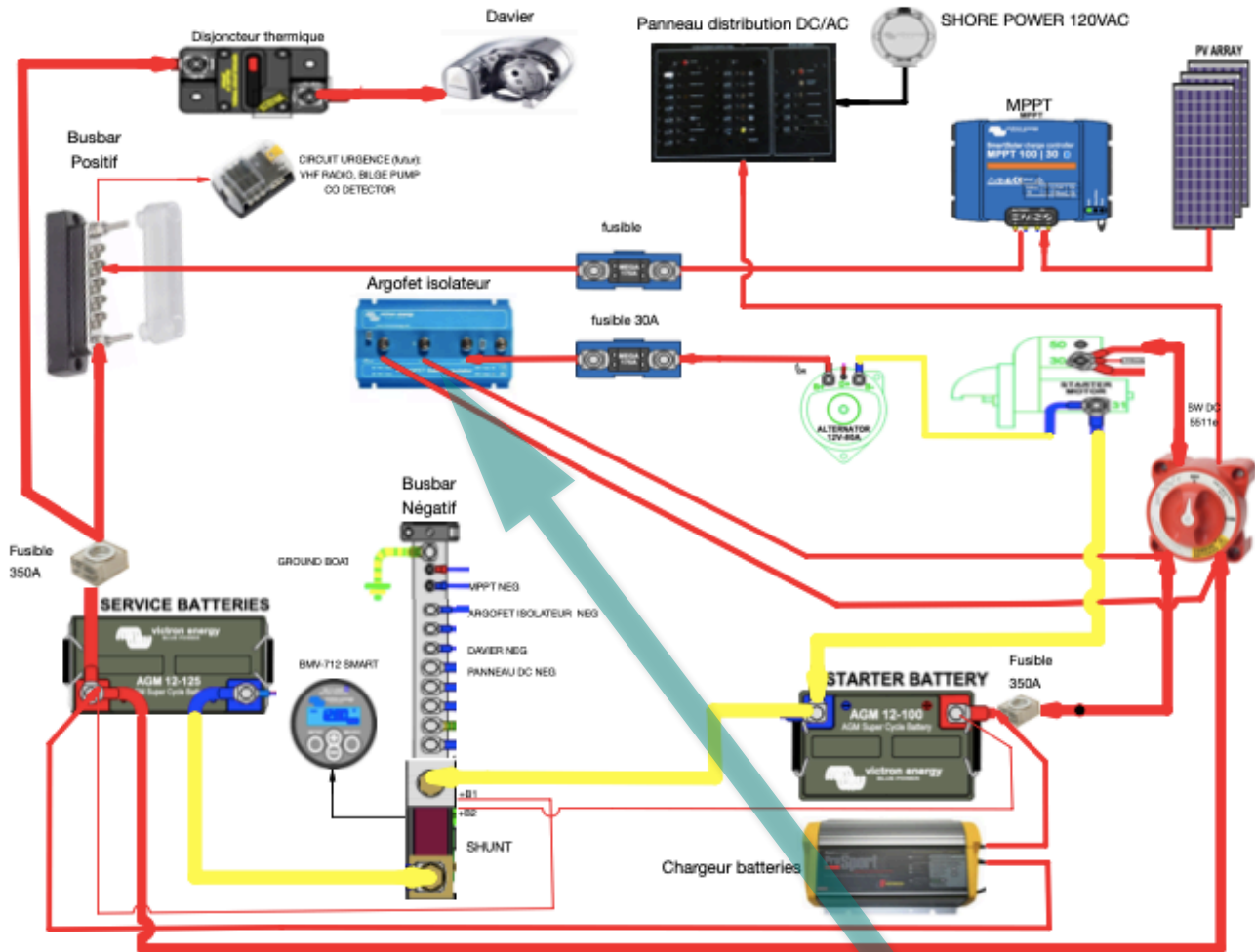
Les isolateurs à diode existent depuis longtemps mais le problème avec ceux-ci est qu'ils 'bouffient' 0,7 volt, ce qui est énorme. On n'y pouvait rien car une diode au silicium entraîne une chute de potentiel de 0,7 volt lorsqu'un courant circule dans celle-ci. En passant une diode est une composante électronique qui ne laisse passer le courant que dans un sens seulement, comme un sens unique en voiture. Imagines un Y d'où part deux diodes, le centre du Y est connecté à l'alternateur et les extrémités sortent vers les batteries qui ne se voient pas. En passant vous devez avoir des batteries du même type, comme des AGM par exemple. C'est que la valeur du BULK CHARGE est différente selon le type de batterie. Sujet d'un autre article...

La beauté du module ARGOFET est que sa 'perte' ou chute de potentiel n'est que de 0,1 volt au lieu de 0,7 volt. Ça semble un petit détail mais c'est énorme si vous comparez ces variations sur le tableau.

Bon j'ai donc connecté l'entrée de mon ARGOFET à la sortie de mon alternateur sur mon Yanmar 3GM30 en passant par un fusible, en prenant soins de débrancher le fil qui relie normalement le B+ de l'alternateur au démarreur. Puis j'ai raccordé les deux sorties de mon ARGOFET aux batteries (+). Voir le diagramme la page suivante.







Il ne reste qu'à connecter un petit fil jaune (pas dessiné ici) pour mettre à la terre l'ARGOFET car il a besoin du 12vdc à l'interne pour fonctionner.

Moi j'ai installé le modèle de 200 amp mais un 100 amp aurait très bien fait l'affaire car mon alternateur génère environ 35 amp.

Bonne installation. Voir mon [blog](#) pour plus de détails sur le monde des diodes.  
Gilles Brunet - Garuda

Attention! Il ne faut pas laisser le jumper entre B+ de l'alternateur et le positif du démarreur. Il faut l'enlever.

## L'exécutif 2021/2022

Poste	Nom	Bateau (quai)	Courriel*
Commodore	Bill Amirault	Aslan (C10)	<a href="mailto:commodore@">commodore@</a>
Vice Commodore	Jean White	Moon Shadow (B08)	<a href="mailto:vicecommodore@">vicecommodore@</a>
Ex Commodore			<a href="mailto:pastcommodore@">pastcommodore@</a>
Secrétaire	Claudia Stevenson	Tamara C (C23)	<a href="mailto:secretary@">secretary@</a>
Trésorier	Jacque MacKinnon	Bittern (E22)	<a href="mailto:treasurer@">treasurer@</a>
Capitaine de flotte	Phil Morris - Peter DesRoches	Wavelength (C18) Long Gone (E18)	<a href="mailto:fleet@">fleet@</a>
Président Croisières	Peter MacKinnon	Bittern (E22)	<a href="mailto:cruise@">cruise@</a>
Président Membership	George Dew	Melba J (D13)	<a href="mailto:membership@">membership@</a>
Présidente Social	April Skaling	Long Gone (E18)	<a href="mailto:social@">social@</a>
Présidente Clubhouse	Ruth Cass-Beggs Smith	Drifter	<a href="mailto:house@">house@</a>
Président Courses	Bruce Anderson	Sielu Lintu & Investors Group (C29)	<a href="mailto:race@">race@</a>
Dir. École de voile	Richard Dickson	Windsome (E30)	<a href="mailto:schooldirector@">schooldirector@</a>
Éditeur Infolettre	Gilles Brunet	Garuda (C23)	<a href="mailto:mixer@">mixer@</a>
Collins Bay Marina	Lori & Gerry Buzzi	Perfect Waste of Time	<a href="mailto:helm@collinsbaymarina.com">helm@collinsbaymarina.com</a>

## Nos sous-comités

Admin. École de voile	Darlene Amirault	Aslan (C10)	<a href="mailto:school@">school@</a>
Gestion. École de voile	Mark Sansom	Dream Haze (C30)	<a href="mailto:schoolops@">schoolops@</a>
Historien du club	Robert van Dyk		<a href="mailto:history@">history@</a>
Webmestre	Mark Sansom	Dream Haze (C30)	<a href="mailto:cbyc@">cbyc@</a>
Femmes à voile			<a href="mailto:Womens.sailing@">Womens.sailing@</a>
Gestion. Quillards École de Voile	Richard Dickson	Windsome (E30)	<a href="mailto:keelboat.program@">keelboat.program@</a>

\* Les adresses courriel du CBYC se terminent toutes par @collinsbayachtclub.ca