

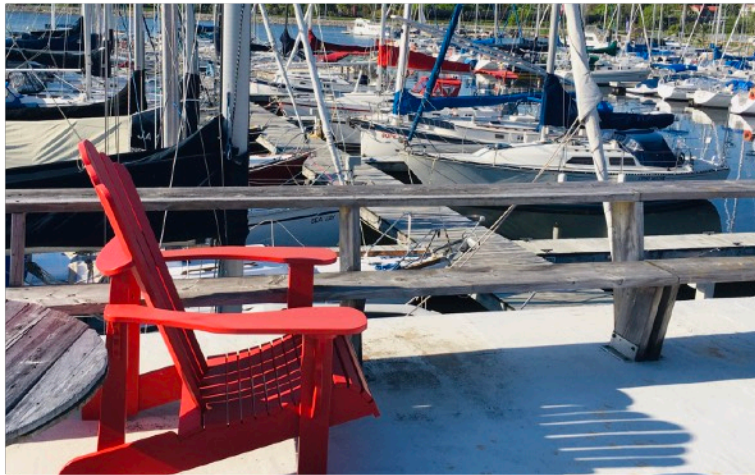
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# COLLINS MIXER

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Collins Bay Yacht Club Magazine

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256

# COLLINS MIXER

Collins Bay Yacht Club | Newsletter

## Save the date

June 25th

CBM

50th Anniversary (+1)

July 8th

Cheese tasting &  
wine pairing

July 10th

Easter Seals Regatta  
Kingston

New section:

[Cooking On Board](#)



## Commodore's corner

As I write the article I am aware that today is the last official day of spring and that summer officially starts tomorrow. The marina has definitely shifted from its winter slumber to its summer operational status. There remains one significant part of our operation to initiate: our sailing school.

In just under two weeks the Collins Bay Yacht Club Sailing School will welcome its first student sailors after having been closed for the last two seasons due to COVID. Although the actual instruction has not yet begun, preparations for the restart of our sailing school have been ongoing for months. Registration for our various sessions has been strong and we have received grants from Ontario Sailing and the federal government to assist with the restart of the school.

## 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>

The flotation chambers of the sailing school docks required repair and I would like to thank Gerry and his crew for the time and effort they have spent on our behalf to ensure that the docks would be ready for use. Some of the coach boats are in the water and the instructional staff will soon start rigging the dinghies and preparing the school trailer for use. If you have a few spare moments that you could donate to assist in the startup of the sailing school, please contact the director, Richard Dickson, or the operations manager, Mark Sansom or the school administrator, Darlene Amirault. Many hands make for light work and your help would be greatly appreciated.

Once the sailing school starts up we will have children as young as eight years old learning to sail. These young sailors are full of energy and enthusiasm and are preoccupied with learning an entirely new set of skills or adding to a base of existing skills. They will be moving about the marina as they arrive in the morning, during breaks and lunch time, and as they depart at the end of the day. Please remember to use extra caution when driving around the marina during the next few weeks and to maintain a dead slow speed with your vehicle. Let's make our marina as safe as possible for the next generation of Collins Bay sailors.

Bill Amirault

CBYC Commodore



## CBYC Proud Member

### Polo Shirts

At our June 11<sup>th</sup> Sail Past and Safety Day, you may have noticed members of the CBYC executive wearing blue polo shirts. We are excited to be resuming some CBYC activities and decided to get some polo shirts with the “Proud member” slogan printed underneath the club compass rose.

A few club members have expressed interest in also purchasing these shirts. These shirts were purchased from one of our club members and she is willing to order more if we have a minimum of 12 shirts. We aren't there yet, but this is your opportunity to speak up and get yourself a new polo shirt.

Contact me at the [secretary@collinsbayyachtclub.ca](mailto:secretary@collinsbayyachtclub.ca) address and I will provide you with the sizing and payment information.

Claudia Stevenson

Secretary

# From the Helm

## Summer vacation

As summer vacation is beginning and trips on the lake and off the dock are planned, we remind you to please sign out with the office when you are off the dock so we are able to offer a visiting reciprocal club a spot.



The Safety Day was a great success, it was warm and sunny with a lot of great safety information given to all of us. The Kingston Fire boat, O.P.P. Marine Unit as well as the Coast Guard Boat were on hand to give tours, safety information, life jacket safety demo as well as a fire extinguisher demo! Wavelength Sailing school did a great man overboard demo. We collected in conjunction with Marine Outfitters and CIL, over 600 expired flares for safe disposal! This is fabulous news that we are able to keep these out of the landfill! The day ended with a great bbq and welcome to new members.

Thank you to everyone who came out and to all who helped make our day a success!

The crew are finished the busy launch schedule and are onto all the other projects. They have welded the sinking part of the sailing school dock and have done other repairs to the dock so it will be ready when the school opens! They have brought in 11 loads of topsoil on the lawns to repair the area that was moved in for the larger parking lot/storage area.

The Wifi has had some upgrades and the camera is under repair and should be back up and running soon!

We are looking forward to celebrating with all of you; the 50th (+1) marina anniversary with a steak and lobster dinner and dance on the lawns under a tent!

Stay tuned for more information on the upcoming Civic cruise July 29-August 1<sup>st</sup>!

Gerry and Lori

This is the CBM great crew for the  
2022 season!



James D.

Scroll the gallery with your finger using our  
multimedia EPUB edition.

## Marine border stations reopening

First, they were closed - as of May 2, many of the Canada Border Services Small Vessel Reporting Stations were not scheduled to be open to serve cross-border boaters during our short and critically important summer.

This was a situation from earlier in the Government's response to the COVID pandemic. In just over two weeks, working together, Canada's marine trade associations and their associated tourism associations had managed to bring the situation to the attention of the government and get most of the Small Vessel Reporting Stations to open. On May 19, the Hon. Marco Mendicino, Federal Minister of Public Safety, announced 'that services will resume at over 300 marine ports of entry' and that this will happen 'this week'.

While all the marine trade associations were active on this, the Great Lakes share a huge stretch of border with the United States and Boating Ontario was front and centre. Also critical was the effort of Joe Gatfield, Commodore of the Windsor Yacht Club, for his efforts on this fight and a very special word of thanks to MP Dave Epp who stood up for the boating industry and on Tuesday, May 17, walked Boating Ontario's letter across the floor in the House of Commons to place our concerns directly into the Minister's hands.

*-from Boating Industry Canada Newsweek*



## Pictures of June 11th



Browse the photo gallery with your index in the center of the images, thanks to the amazing EPUB multimedia format.



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

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

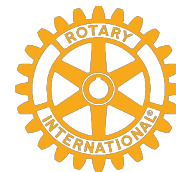
races, BBQ, music, prizes – fun for everyone!

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

Is it time to switch to our EPUB version for the MIXER newsletter?

Dear readers, many of you are still using the 'old' PDF format and I'm thinking of switching to EPUB so that we will be all on the same format. I'm putting several modern features in our magazine and I hope you all can enjoy them. Kind of like what La Presse did when they gave up paper and created La Presse+.

Here are some of the features I've been using lately in EPUB:

Voice over

Video in the frame of the page

Photo gallery (picture in picture)


I would leave a PDF copy in our website but my email would direct you to the EPUB format to avoid the temptations of resistance to change ;-)

Looking forward to your feedback.

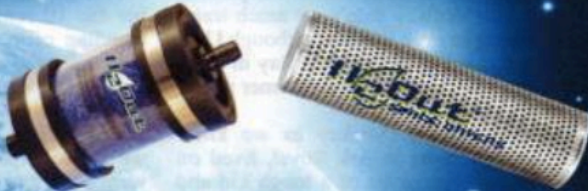
Gilles Brunet

Mixer Editor






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## From the Fleet Captain

---

The two types of Automatic External Defibrillators we have.

a) Philips HeartStart on site (the original units)  
See the video below.

[https://www.youtube.com/watch?v=Du\\_vosmW2cI](https://www.youtube.com/watch?v=Du_vosmW2cI)

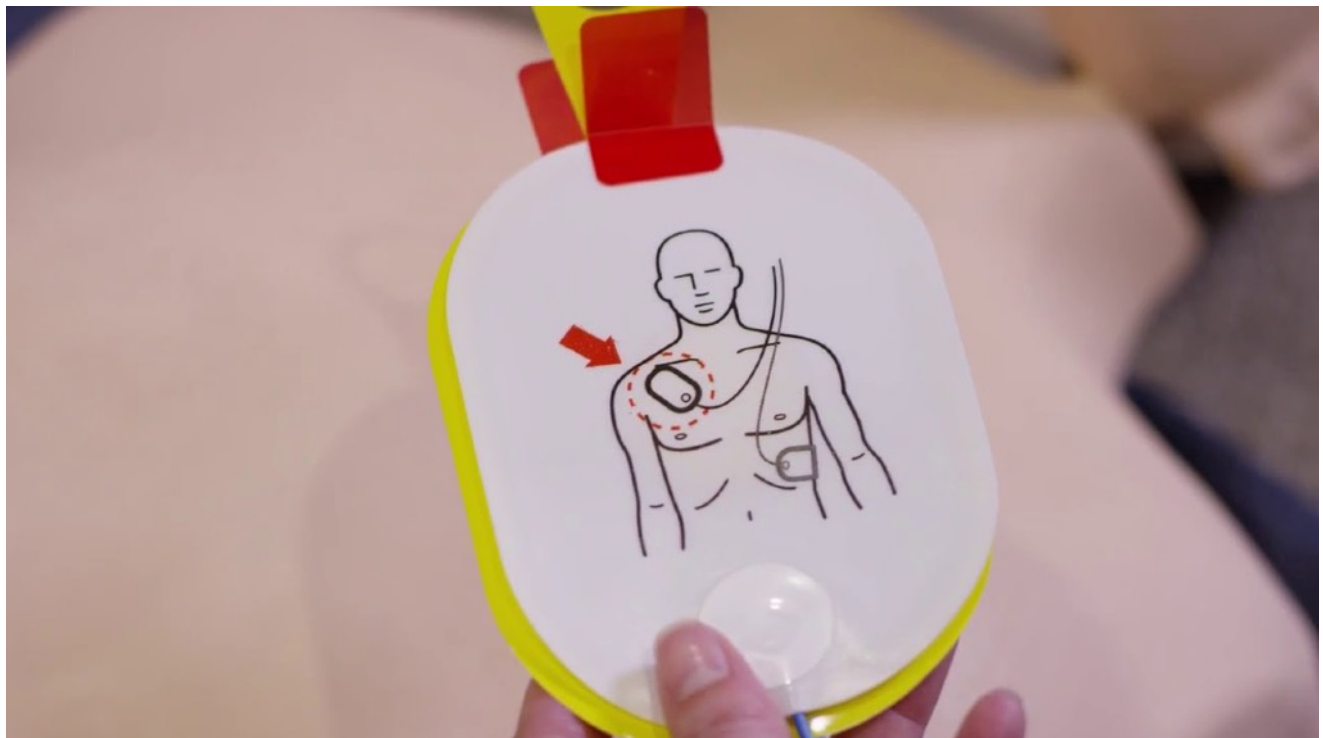
Manual:

<https://aed4life.ca/catalog/view/uploads/HeartSine350P-UserManual-ENG.pdf>

b) the new HeartSine samaritan® PAD SAM 350P unit:

**Location: one is at the clubhouse one outside the washroom**

Phil Morris  
Fleet Captain





## Kingston Sailing Charters

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Marc and Carrie Myers

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## BEER CAN / WINE BOTTLE

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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

613-453-6192





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# Racing Season 2022

## The Racing Season is On and There's Room for More Boats!

Well, the spring racing season is almost over. We are thrilled to have a number of new boats out, and look forward to having more! As the picture below illustrates, the boats are working out the kinks after 2 years of no racing!

There are two weeknight series left this year with the Summer series starting June 30.

It's never too late to start and all boats are welcome!

If Thursday nights don't work for you, there are also 4 Saturday races, well actually only 3 left by the time this Mixer edition publishes. If you need crew, I may be able to help you.

All dates are located on the CBYC webpage <http://collinsbaymarina.com/cbyc/racing/schedule/>.

Racers are a welcoming bunch and always offer encouragement and support to new boats.

A shout out to Andrew Hope and Barry Elvidge who have been staffing the CBYC race committee boat every night so far. Thank-you, we all appreciate the work!

Please feel to contact me, your race chair, with any questions you may have.

Bruce Anderson

Race Captain



## Blast from the Past

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### The Story of "The Lady of the Locks"

Every spring as the sailing season approaches, I start thinking about putting a figure-head on the prow of my sailboat. Of course, I know I will never do it, but the fantasy is persistent.

Maybe I should tell you what put the idea in my head in the first place. It happened a number of years ago on a gorgeous, hot, sunny Sunday in La Belle Province. My wife, daughter and myself were taking our first cruise - doing the Kingston - Montreal - Ottawa - Kingston triangle. We had made it through the St. Lawrence seaway into the Province of Quebec and through the locks at Ste. Anne de Bellevue without incident. This had put us into my old sailing grounds of the Lake of Two Mountains - a widening in the Ottawa River just before it enters Lake St. Louis to join up with the St. Lawrence. After having spent two nostalgic days at the Hudson Yacht Club, we had set off up stream for the next set of locks at Carrillon. We found ourselves first in line with a virtual flotilla of pleasure craft waiting to enter the locks. There were boats of every description - big, small, sail, power and it seemed as if the majority - like ourselves - was from Ontario with a few Americans thrown in.

As I mentioned, the day was hot and sunny and everyone was in a festive mood. The banks of the locks were lined by family gatherings who seem to be having a picnic nearby after mass and who were observing the boats entering the locks with great interest. When the lock master opened the gates and signalled us to enter, I proceeded proudly up the starboard side of the lock as directed intending to throw my outboard into reverse and come to a halt against the wall at the far end of the lock. As all boaters know, things seem to go wrong at the very worst moments and my motor refused to move out of forward gear so I found myself headed straight for the closed door at the far end of the lock at 6 knots. I hope I don't sound immodest if I tell you that with consummate coolness, I threw the helm down hard and executed a 180 degree swing around the lock and was headed down the far wall of the lock in the opposite direction to which I had entered when, as luck would have it, the gearshift on the motor



got unstuck and we came to a halt against the far wall. I must say that my skillful seamanship did not go unnoticed. Some of the boats coming in behind me tooted their horns in appreciation as they approached me head-on, and I noticed that the lock master had thrown his cap on the ground and was jumping up and down yelling what I am sure were words of admiration in French.

So, that is how I came to be tied up in the lock at Carrillon facing the wrong way. The lock was full - wall to wall boats - we were bow-on to a Tanzer 26 and just outboard of us was a very large power cruiser from Toronto - clearly a "party boat" with many young people on board having a good time.

It was clear to me that, with the crush of boats in the lock, there would be no way I could get our craft turned around and I would have to reverse out of the lock when the gates opened. Being the responsible skipper that I am, I had my eye on the lock gates and where I would be going and did not see what was happening at the bow end of my boat over the next few minutes, but many witnesses have described this to me in great detail.

It seems as if one of the young ladies in the "party boat" wanted to get onto the lock banks and had to cross over our boat and the Tanzer 26 to do so. She was an amply proportioned blonde, wearing a somewhat scanty, bright red bikini and had stepped onto our deck, gone up to the bow and was about to board the Tanzer 26. In doing so, she found herself straddling our forestay with one foot on either side and holding onto the stay when the bottom part of her bikini got snagged on one of the jib hanks of the Tanzer 26. Just at this moment the lock master opened the gates and I threw our motor into reverse - blissfully unaware of what was happening up at the bow.

Well it seems as if our unexpected passenger got parted from the bottom part of her outfit and old "Salty Dog" was reversing out of the lock with a young lady clad only in a bikini top clinging on to the forestay.

Now reversing a sailboat in a mass of other boats is no easy feat and when cheering arose from the crowds on the banks of the lock, I naturally assumed that it was directed at myself. So, tipping my hat to the audience I waved back and paid even more careful attention to my seamanship.

I did hear one rather puzzling comment from one of the watchers on the bank who said "now I know what they mean by the message on their license plates 'Ontario, yours to discover'." And one small child yelled out "Vive les Anglais" before his mother was able to clap her hand over his mouth. Many of the crew on the other boats had their cameras out and the men on the "party boat" had popped a bottle of champagne and seem to be drinking a toast to me. Just at this moment as I was aglow with the surrounding adulation, my wife, who had been down below all this time, surfaced - wondering what the hell was going on. The look on her face when she saw what adorned the bow of our boat was one I will never forget. And, so reality came crashing down around my ears. But somehow the nagging thought persists - should I put a figure-head on my boat? Of course if I ever did, it would be something tasteful - a Canada goose maybe.

"Salty Dog".

Submitted by Robert van Dyk

CBYC Historian



774 Baker Crescent, Kingston, ON

## On the Social Front

Hello all! Trust you are now well situated in your slips and hopefully getting out to enjoy what is shaping up to be a lovely summer. In June we welcomed several CBYC members @ Spearhead for a brewery tour complete with pints and a food truck dinner. Most recently, we hosted a Members BBQ to wrap up a very successful Sail Past and Safety Day.

July 8th will bring our next social event, a Cheese tasting and wine pairing by Flight Cheese Shop. The evening will have Emma from Flight Cheese Shop walk us through a cheese tasting journey of both local and international cheeses with a wine pairing. If you haven't yet registered, please do so as spaces are limited. **Sign-up by Saturday 25 June** either via email to: [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) or at the marina office. Cost is \$60 for two to share or \$35 for one. Email transfers welcome: [treasurer@collinsbayyachtclub.ca](mailto:treasurer@collinsbayyachtclub.ca) Please put your Name and Cheese in the comments.

Cheers,

April Skaling, Social Chair

## Cheese Tasting & Wine Pairing Presented by FLIGHT CHEESE SHOP



**Friday 8 July @ 1800**

## 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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### Turtle Taxi

The Ontario Turtle Conservation Centre program called Turtle Taxi Volunteers enable hundreds of turtles from all over Ontario to receive life-saving treatment and care each year! We take in injured turtles from all across the province. This generous group of volunteers drives injured turtles to the Ontario Turtle Conservation Centre when the person who found the injured turtle is unable to do it themselves. Long-distance trips often involve multiple drivers to get the turtle from the location it was found to the OTCC. While some drives are local, we do often receive calls regarding turtles from farther away that are in need of transport. So if you live far from the Peterborough area, or you commute on a regular basis you can still help out!

#### How it works:

Your name and email address will be added to the turtle taxi driver email list. This list receives emails about turtles needing rides and you only have to respond when you are available to do the drive! Turtles will be transported in enclosed containers – drivers do not need handle the animals directly.

Interested volunteers do not need to have any experience with turtles to apply, but must have access to a vehicle.

Gilles Brunet - [Mixer editor](#)



## Cooking On Board

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### Easy no-knead bread

This recipe can be made ahead of time and refrigerated for up to three days.  
The longer you leave the dough in the fridge, the tastier it becomes!



#### Ingredients

3 1/4 Cups Bread Flour  
2 Teaspoons Salt  
2 Teaspoons Instant Yeast  
1 1/2 Cups Cool Water

1. Mix Flour, Yeast, Salt in a bowl.
2. Add cool water and mix until it forms a slightly shaggy dough.
3. Shape into a ball in the bowl and cover tightly with saran wrap or Aluminium foil
4. Set aside away from draughts for 2.5-3hrs, or near a source of mild heat for 1 hrs until the dough has risen.
5. Shape and cook immediately, OR refrigerate for up to 3 days.

To cook- shape the dough into a free form loaf or a bread pan.

Score the top of the loaf with a sharp knife a few times. Set aside to rise for 25min.

Preheat the oven to 250 degrees Celsius (475F)

Boil a kettle of water and fill a shallow dish in the bottom of the oven. (Optional step, do this if you like a chewy crust)

Cook for 25-30 mins, until the dough sounds hollow when tapped.

Maryse Beaupré

Dream Hunter

## Sailors' Confessional

Years ago when I had a pilot's license I received the Transport Canada air safety bulletin. The slogan at the top of the front page was "*Learn from the mistakes of others - you won't live long enough to make them all yourself.*" This little story is along those lines: I did something dumb, there was no harm done, I learned a couple of things, and maybe you can too.

If you have seen our boat at dock you may have noticed that we hoist the dinghy on davits when we're not there. This involves certain acrobatic movements with me hanging off the transom to, for example, remove or re-insert the dinghy drain plug. When doing this I am always careful to have one foot and one hand on the boat, while the other foot is on the dinghy and the other hand does the work.

Except that one day early in the season I did something different than usual while playing with the cable and lock we use to attach the dinghy when in waters less friendly than Collins Bay Marina. The point that I was trying to work on was just a bit out of reach, I needed both hands to do what I wanted to do, and without thinking I let go the hand that was on the boat. Oops!

Of course I was over-extended and my weight was on one side of the dinghy, so the inevitable happened: it turned sideways and I (after letting out a loud noise that sounded something like "Oh, crap!") went for a swim. The water was surprisingly warm for early June.

The denouement was without incident. H el ene heard my yell, came on deck to see what was happening, and lowered the dinghy to water level. I managed to grab the painter then swing a leg over the side and pull myself into the dinghy, then up the swim ladder to dry myself off and reflect on my foolishness. I didn't lose my glasses, I kept the lock and keys I was playing with in my hands while swimming, and Canadian money is made of plastic now so the important contents of my wallet were intact. Oh, yes, I can also confirm that the new generation of iPhones is indeed water-resistant.

So, on to the reflection. Things to think about:

- It could have been a lot worse. While falling I hit my head on the hull, not hard enough to cause any problem, but ...
- Pay attention all the time while on the water, even when in what seems like a completely innocuous situation.
- Leave important things on the boat, not in your pockets. I do this when sailing but had re-loaded because, hey, we were at dock.
- Don't count on help being close at hand, even in the marina. It was a weekday morning and nobody else heard or saw this incident.
- If something screws up, make a loud noise. I did it instinctively in the brief time available, and it's the only thing that brought out the only available help.
- Think about how you might get out of the water, even in innocuous situations like being at dock in a marina. Without H el ene's help ... I was fully clothed and am not a great swimmer. At CBM I could probably have made it to shore and climbed out, but I know other marinas where it would have been a long swim. Look at the dock layout in Gananoque next time you're there for an example.

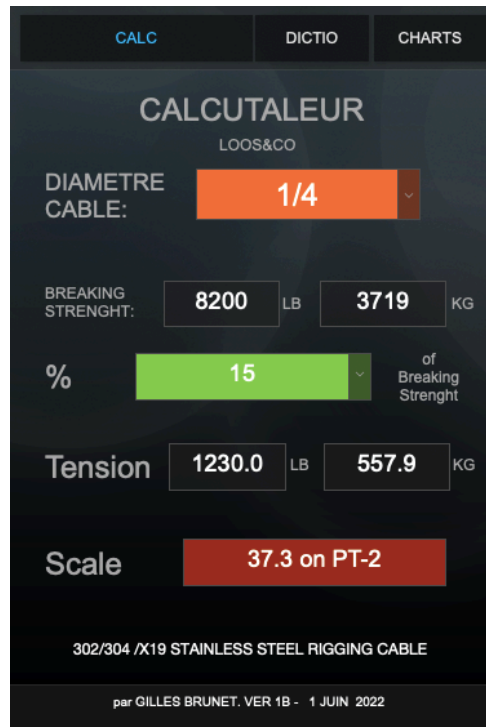
Well, it's not the first dumb thing I've done in my life and probably won't be the last, but I do try to learn. Maybe this story will help someone else learn without having to go through the experience.

George Dew, *s/v Melba J*

## The Tech Corner

### A shrouds calculator for iPhone

If you're like me, adjusting the tension of your shrouds at the beginning of the season requires several mental calculations and it's a bit difficult to manage all those numbers. Especially the ones between the marks in the table provided. So I decided to make this little calculator for my iPhone that I share with you. It is made for Loos&Co blood pressure monitors, more precisely the PT-1, PT-2 and PT-3.



You enter the diameter of your stainless steel cable (orange), then you choose the percentage of breaking tension you want (green) and you get the reading you want on the tensiometer (red) and with which device you have to work. The calculator gives you the tensions in pounds and kilograms. I added the intermediate measurements that were not on the manufacturer's charts.

You must first install the Claris application in the Appstore called FileMakerGo 19 which is free. Save and open my downloadable fmp12 file [here](#) in the app. Claris does not yet offer this app for Android. Sorry about that.

I welcome your comments and feedback.

Do not hesitate to point out any typo.

Gilles Brunet - Garuda



## The 2021/2022 Executive Committee

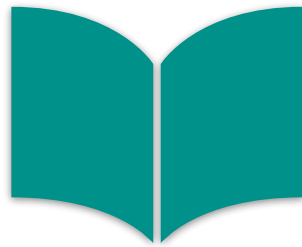
Board Position	Name	Boat (dock)	Email*
Commodore	Bill Amirault	Aslan (C10)	<a href="mailto:commodore@">commodore@</a>
Vice Commodore	Jean White	Moon Shadow (B08)	<a href="mailto:vicecommodore@">vicecommodore@</a>
Past Commodore			<a href="mailto:pastcommodore@">pastcommodore@</a>
Secretary	Claudia Stevenson	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

25 juin

CBM

50 ième Anniversaire (+1)

8 juillet

Cheese tasting &

wine pairing

10 juillet

Easter Seals Regatta  
Kingston

Nouvelle section:  
[Cuisiner à bord](#)



## Le Commodore

Au moment où j'écris cet article, je suis conscient qu'aujourd'hui est le dernier jour officiel du printemps et que l'été commence officiellement demain. La marina est définitivement passée de sa torpeur hivernale à son statut opérationnel estival. Il reste une partie importante de notre fonctionnement à initier : notre école de voile.

Dans un peu moins de deux semaines, l'école de voile du Collins Bay Yacht Club accueillera ses premiers élèves navigateurs après avoir été fermée les deux dernières saisons en raison du COVID. Bien que l'enseignement proprement dit n'ait pas encore commencé, les préparatifs du redémarrage de notre école de voile se poursuivent depuis des mois. Les inscriptions à nos différentes sessions ont été nombreuses et nous avons reçu des subventions de la part d'Ontario Sailing et du gouvernement fédéral pour aider au redémarrage de l'école.

## 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>

Les chambres de flottaison des quais de l'école de voile ont dû être réparées et je tiens à remercier Gerry et son équipe pour le temps et les efforts qu'ils ont consacrés en notre nom afin que les quais soient prêts à être utilisés. Certains des bateaux-écoles sont à l'eau et le personnel enseignant commencera bientôt à gréer les dériveurs et à préparer la remorque de l'école. Si vous disposez de quelques instants de libre pour aider au démarrage de l'école de voile, veuillez contacter le directeur, Richard Dickson, le responsable des opérations, Mark Sansom ou l'administratrice de l'école, Darlene Amirault. Plusieurs mains font un travail léger et votre aide serait grandement appréciée.

Une fois que l'école de voile aura démarré, nous aurons des enfants de huit ans qui apprendront à naviguer. Ces jeunes marins sont pleins d'énergie et d'enthousiasme et sont préoccupés par l'apprentissage d'un ensemble entièrement nouveau de compétences ou par l'ajout à une base de compétences existantes. Ils se déplaceront dans la marina à leur arrivée le matin, pendant les pauses et le déjeuner, et lors de leur départ à la fin de la journée. N'oubliez pas de faire preuve d'une grande prudence lorsque vous circulez dans la marina au cours des prochaines semaines et de maintenir une vitesse très lente avec votre véhicule. Faisons en sorte que notre marina soit aussi sûre que possible pour la prochaine génération de marins de Collins Bay.

Bill Amirault

CBYC Commodore



### Polo du CBYC Proud Member

Lors de notre journée "Sail Past and Safety" du 11 juin, vous avez peut-être remarqué que des membres de l'exécutif du CBYC portaient des polos bleus. Nous sommes ravis de reprendre certaines activités du CBYC et avons décidé de nous procurer des polos avec le slogan "Proud member" imprimé sous la rose des vents du club.

Quelques membres du club ont exprimé leur intérêt pour l'achat de ces polos. Ces t-shirts ont été achetés auprès d'une de nos membres du club et elle est prête à en commander d'autres si nous avons un minimum de 12 t-shirts. Nous n'en sommes pas encore là, mais c'est l'occasion de vous exprimer et de vous procurer un nouveau polo.

Contactez-moi à l'adresse [secretary@collinsbayyachtclub.ca](mailto:secretary@collinsbayyachtclub.ca) et je vous fournirai les informations sur la taille et le paiement.

Claudia Stevenson - Secrétaire

## De notre Gouverne

### Vacances d'été

Comme les vacances d'été commencent et que les excursions sur le lac et hors du quai sont planifiées, nous vous rappelons de bien vouloir signer le registre du bureau lorsque vous quittez le quai afin que nous puissions offrir une place à un club réciproque en visite.



La journée de la sécurité a été un grand succès, il faisait chaud et ensoleillé et beaucoup d'informations sur la sécurité ont été données à tous. Le bateau des pompiers de Kingston, l'unité maritime de l'O.P.P. ainsi que le bateau de la Garde côtière étaient présents pour donner des visites, des informations sur la sécurité, une démonstration de gilets de sauvetage ainsi qu'une démonstration d'extincteurs ! L'école de voile Wavelength a fait une belle démonstration d'homme à la mer. En collaboration avec Marine Outfitters et CIL, nous avons collecté plus de 600 fusées éclairantes périmées pour les éliminer en toute sécurité ! C'est une nouvelle fabuleuse que de pouvoir les empêcher de se retrouver dans les décharges ! La journée s'est terminée par un grand bbq et l'accueil de nouveaux membres.

Merci à tous ceux qui sont venus et à tous ceux qui ont contribué à faire de notre journée un succès !

L'équipe a terminé son programme de lancement chargé et s'attaque à tous les autres projets. Ils ont soudé la partie qui coulait du quai de l'école de voile et ont effectué d'autres réparations sur le quai afin qu'il soit prêt lorsque l'école ouvrira ses portes ! Ils ont apporté 11 chargements de terre végétale sur les pelouses pour réparer la zone qui a été déplacée pour le plus grand parking/zone de stockage.

Le Wifi a été amélioré et la caméra est en cours de réparation et devrait bientôt être de nouveau opérationnelle !

Nous sommes impatients de célébrer avec vous tous le 50e (+1) anniversaire de la marina avec un dîner de steak et de homard et une danse sur les pelouses sous une tente !

Restez à l'écoute pour plus d'informations sur la prochaine croisière civique du 29 juillet au 1er août !

Gerry and Lori

Voici la super équipage CBM pour la saison 2022 !



James D.

Visionnez la galerie photo en glissant votre doigt  
grâce à l'édition multimédia EPUB.

### **Réouverture des postes frontières maritimes**

Tout d'abord, ils étaient fermés - en date du 2 mai, de nombreux postes de déclaration des petits bateaux des Services frontaliers du Canada n'étaient pas censés être ouverts pour servir les plaisanciers transfrontaliers pendant notre court été, qui revêt une importance cruciale.

Il s'agissait d'une situation antérieure à la réponse du gouvernement à la pandémie de COVID. En un peu plus de deux semaines, les associations commerciales maritimes du Canada et leurs associations touristiques associées ont réussi à attirer l'attention du gouvernement sur cette situation et à obtenir l'ouverture de la plupart des postes de déclaration des petits bateaux. Le 19 mai, l'honorable Marco Mendicino, ministre fédéral de la Sécurité publique, a annoncé "que les services allaient reprendre dans plus de 300 ports d'entrée maritimes" et que cela se ferait "cette semaine".

Bien que toutes les associations de commerce maritime aient été actives dans ce dossier, les Grands Lacs partagent une grande partie de la frontière avec les États-Unis et Boating Ontario était au premier plan. Les efforts de Joe Gatfield, commodore du Windsor Yacht Club, ont également été déterminants dans cette lutte. Nous tenons à remercier tout particulièrement le député Dave Epp qui a défendu l'industrie de la navigation de plaisance et qui, le mardi 17 mai, a fait traverser le plancher de la Chambre des communes à la lettre de Boating Ontario afin de transmettre nos préoccupations directement au ministre.

*-de Boating Industry Canada Newsweek*



## Le 11 juin en images



Visionnez la galerie photo en glissant votre doigt  
au centre, grâce à l'édition multimédia EPUB.





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

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

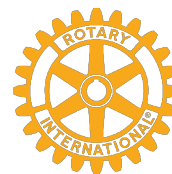
races, BBQ, music, prizes – fun for everyone!

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

Est-ce le temps de tous adopter le format EPUB pour notre infolettre MIXER?

Chers lecteurs vous êtes encore nombreux à utiliser ‘l’ancien’ format PDF et je réfléchis à passer à EPUB de façon à ce que nous soyons tous sur le même format. Je met plusieurs fonctions moderne dans notre magazine et je souhaite que vous puissiez tous en jouir. Un peu comme La Presse à fait en abandonnant le papier et en créant La Presse+.

Voici quelques fonctions que j’ai utilisé dernièrement dans EPUB:

Voice over

Vidéo dans le cadre de la page

Galerie photo (images dans l’image)

Je pourrais laisser une copie PDF dans notre site web mais mon courriel vous dirigerait directement vers le format EPUB pour éviter les tentations de la résistance au changement;-) J’attend vos réactions.

Gilles

Rédacteur du MIXER

Les quatre dernières éditions:



# Le Capitaine de la Flotte

Les deux types de Défibrillateurs Externes  
Automatiques que nous avons:

a) Philips HeartStart sur le site  
(l'unité originale)  
Voir la vidéo ci-bas.

[https://www.youtube.com/watch?v=Du\\_vosmW2cI](https://www.youtube.com/watch?v=Du_vosmW2cI)

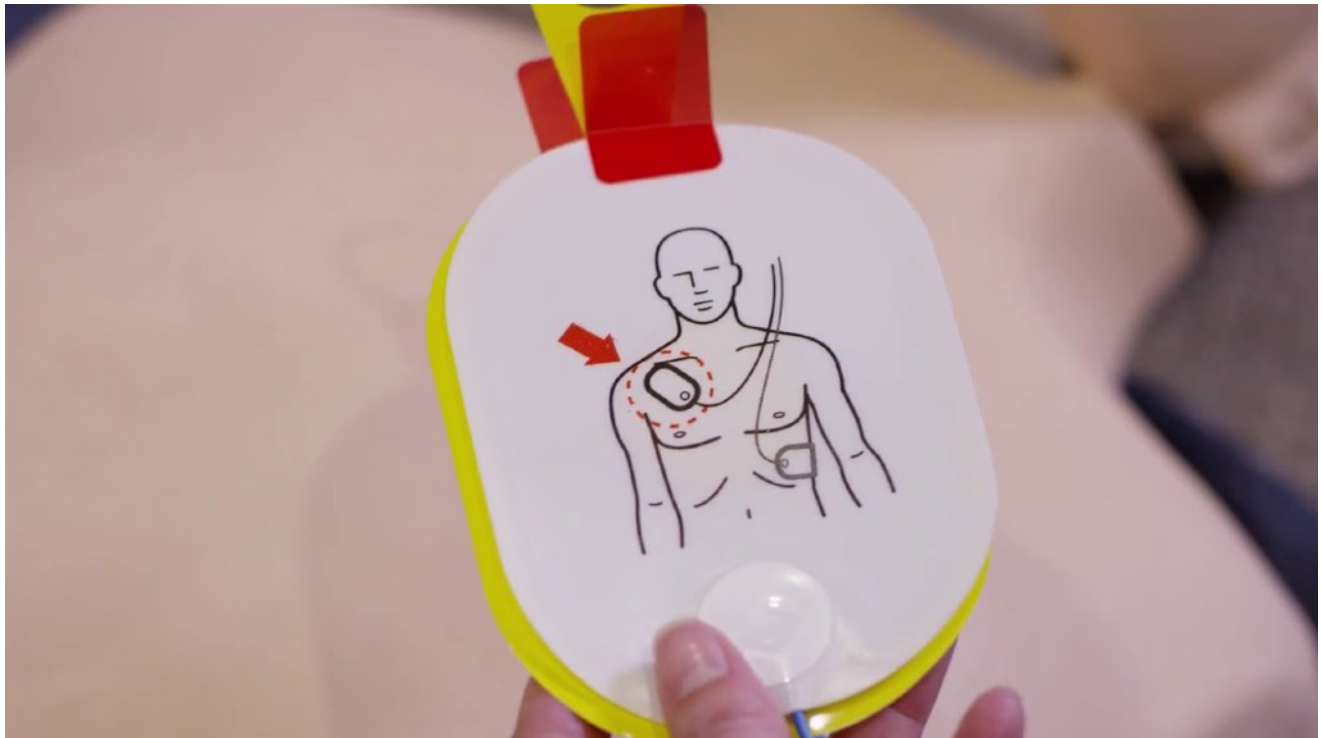
Manuel:


<https://aed4life.ca/catalog/view/uploads/HeartSine350P-UserManual-FR.pdf>

b) Le nouveau HeartSine samaritan®  
PAD SAM 350P unit:

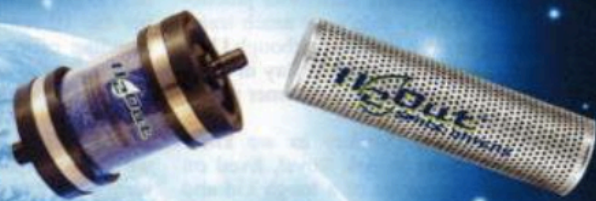
**Endroit: il y en a un dans le clubhouse,  
et l'autre à l'extérieur des toilettes.**

Phil Morris  
Capitaine de flotte






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Boating Courses

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## CANETTES DE BIÈRE / BOUTEILLES DE VIN

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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.


Veillez 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

613-453-6192





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## La saison des courses 2022

La saison des courses est lancée et il y a de la place pour plus de bateaux !

La saison des courses de printemps est presque terminée. Nous sommes ravis d'avoir un certain nombre de nouveaux bateaux et nous espérons en avoir d'autres ! Comme l'illustre la photo ci-dessous, les bateaux sont en train de se remettre en état après deux ans d'absence de course !

Il reste deux séries en semaine cette année, la série d'été commençant le 30 juin.

Il n'est jamais trop tard pour commencer et tous les bateaux sont les bienvenus !

Si les jeudis soirs ne vous conviennent pas, il reste aussi 4 courses le samedi, en fait seulement 3 au moment de la publication de cette édition du Mixer. Si vous avez besoin d'un équipage, je peux peut-être vous aider.

Toutes les dates sont indiquées sur la page web du CBYC <http://collinsbaymarina.com/cbyc/racing/schedule/>.

Les coureurs sont très accueillants et offrent toujours leurs encouragements et leur soutien aux nouveaux bateaux.

Un grand merci à Andrew Hope et Barry Elvidge qui ont assuré la permanence sur le bateau du comité de course du CBYC tous les soirs jusqu'à présent. Merci, nous apprécions tous leur travail !

N'hésitez pas à me contacter, votre président de course, pour toute question que vous pourriez avoir.

Bruce Anderson

Captaine des courses





## Un coup du passé

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### The Story of "The Lady of the Locks"

Every spring as the sailing season approaches, I start thinking about putting a figure-head on the prow of my sailboat. Of course, I know I will never do it, but the fantasy is persistent.

Maybe I should tell you what put the idea in my head in the first place. It happened a number of years ago on a gorgeous, hot, sunny Sunday in La Belle Province. My wife, daughter and myself were taking our first cruise - doing the Kingston - Montreal - Ottawa - Kingston triangle. We had made it through the St. Lawrence seaway into the Province of Quebec and through the locks at Ste. Anne de Bellevue without incident. This had put us into my old sailing grounds of the Lake of Two Mountains - a widening in the Ottawa River just before it enters Lake St. Louis to join up with the St. Lawrence. After having spent two nostalgic days at the Hudson Yacht Club, we had set off up stream for the next set of locks at Carrillon. We found ourselves first in line with a virtual flotilla of pleasure craft waiting to enter the locks. There were boats of every description - big, small, sail, power and it seemed as if the majority - like ourselves - was from Ontario with a few Americans thrown in.

As I mentioned, the day was hot and sunny and everyone was in a festive mood. The banks of the locks were lined by family gatherings who seem to be having a picnic nearby after mass and who were observing the boats entering the locks with great interest. When the lock master opened the gates and signalled us to enter, I proceeded proudly up the starboard side of the lock as directed intending to throw my outboard into reverse and come to a halt against the wall at the far end of the lock. As all boaters know, things seem to go wrong at the very worst moments and my motor refused to move out of forward gear so I found myself headed straight for the closed door at the far end of the lock at 6 knots. I hope I don't sound immodest if I tell you that with consummate coolness, I threw the helm down hard and executed a 180 degree swing around the lock and was headed down the far wall of the lock in the opposite direction to which I had entered when, as luck would have it, the gearshift on the motor

got unstuck and we came to a halt against the far wall. I must say that my skillful seamanship did not go unnoticed. Some of the boats coming in behind me tooted their horns in appreciation as they approached me head-on, and I noticed that the lock master had thrown his cap on the ground and was jumping up and down yelling what I am sure were words of admiration in French.

So, that is how I came to be tied up in the lock at Carrillon facing the wrong way. The lock was full - wall to wall boats - we were bow-on to a Tanzer 26 and just outboard of us was a very large power cruiser from Toronto - clearly a "party boat" with many young people on board having a good time.

It was clear to me that, with the crush of boats in the lock, there would be no way I could get our craft turned around and I would have to reverse out of the lock when the gates opened. Being the responsible skipper that I am, I had my eye on the lock gates and where I would be going and did not see what was happening at the bow end of my boat over the next few minutes, but many witnesses have described this to me in great detail.

It seems as if one of the young ladies in the "party boat" wanted to get onto the lock banks and had to cross over our boat and the Tanzer 26 to do so. She was an amply proportioned blonde, wearing a somewhat scanty, bright red bikini and had stepped onto our deck, gone up to the bow and was about to board the Tanzer 26. In doing so, she found herself straddling our forestay with one foot on either side and holding onto the stay when the bottom part of her bikini got snagged on one of the jib hanks of the Tanzer 26. Just at this moment the lock master opened the gates and I threw our motor into reverse - blissfully unaware of what was happening up at the bow.

Well it seems as if our unexpected passenger got parted from the bottom part of her outfit and old "Salty Dog" was reversing out of the lock with a young lady clad only in a bikini top clinging on to the forestay.

Now reversing a sailboat in a mass of other boats is no easy feat and when cheering arose from the crowds on the banks of the lock, I naturally assumed that it was directed at myself. So, tipping my hat to the audience I waved back and paid even more careful attention to my seamanship.

I did hear one rather puzzling comment from one of the watchers on the bank who said "now I know what they mean by the message on their license plates 'Ontario, yours to discover'." And one small child yelled out "Vive les Anglais" before his mother was able to clap her hand over his mouth. Many of the crew on the other boats had their cameras out and the men on the "party boat" had popped a bottle of champagne and seem to be drinking a toast to me. Just at this moment as I was aglow with the surrounding adulation, my wife, who had been down below all this time, surfaced - wondering what the hell was going on. The look on her face when she saw what adorned the bow of our boat was one I will never forget. And, so reality came crashing down around my ears. But somehow the nagging thought persists - should I put a figure-head on my boat? Of course if I ever did, it would be something tasteful - a Canada goose maybe.

"Salty Dog".

Soumis par Robert van Dyk

Historien du CBYC



**774 Baker Crescent, Kingston, ON**

## Événements Sociaux

Bonjour à tous ! J'espère que vous êtes maintenant bien installés dans vos cales et que vous sortez pour profiter de ce qui s'annonce comme un bel été. En juin, nous avons accueilli plusieurs membres du CBYC à Spearhead pour une visite de la brasserie accompagnée de pintes et d'un dîner en food truck. Plus récemment, nous avons organisé un barbecue pour les membres afin de clôturer une journée Sail Past et Safety très réussie.

Le 8 juillet, nous organiserons notre prochain événement social, une dégustation de fromages et un accord mets et vins par Flight Cheese Shop. Au cours de la soirée, Emma de Flight Cheese Shop nous fera déguster des fromages locaux et internationaux, accompagnés de vins. Si vous n'êtes pas encore inscrit, veuillez le faire car les places sont limitées. Inscrivez-vous avant le samedi 25 juin par courriel à [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca) ou au bureau de la marina. Le coût est de 60 \$ pour deux personnes à partager ou 35 \$ pour une personne. Les transferts par courriel sont les bienvenus : [treasurer@collinsbayyachtclub.ca](mailto:treasurer@collinsbayyachtclub.ca) Veuillez indiquer votre nom et votre fromage dans les commentaires.

A la vôtre,

April Skaling, présidente du comité social

## Cheese Tasting & Wine Pairing Presented by FLIGHT CHEESE SHOP



**Friday 8 July @ 1800**

## 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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## Turtle taxi

Le programme du Centre de conservation des tortues de l'Ontario, appelé Turtle Taxi Volunteers, permet chaque année à des centaines de tortues de tout l'Ontario de recevoir des traitements et des soins vitaux ! Nous accueillons des tortues blessées provenant de toute la province. Ce généreux groupe de bénévoles conduit les tortues blessées au Centre de conservation des tortues de l'Ontario lorsque la personne qui a trouvé la tortue blessée est incapable de le faire elle-même. Les déplacements sur de longues distances impliquent souvent plusieurs conducteurs pour transporter la tortue de l'endroit où elle a été trouvée jusqu'au CCTO. Bien que certains trajets soient locaux, nous recevons souvent des appels concernant des tortues plus éloignées qui ont besoin d'être transportées. Donc, si vous habitez loin de la région de Peterborough, ou si vous faites régulièrement la navette, vous pouvez quand même nous aider !

Comment cela fonctionne :

Votre nom et votre adresse électronique seront ajoutés à la liste de diffusion des chauffeurs de taxi-tortue. Cette liste reçoit des courriels sur les tortues qui ont besoin d'être transportées et vous n'avez qu'à répondre lorsque vous êtes disponible pour faire le trajet ! Les tortues seront transportées dans des conteneurs fermés - les chauffeurs ne doivent pas manipuler les animaux directement.

Les bénévoles intéressés ne doivent pas avoir d'expérience avec les tortues pour postuler, mais doivent avoir accès à un véhicule.

Gilles Brunet - Rédacteur du Mixer



## Cuisiner à bord

### Pain facile sans pétris

Cette recette peut être faite à l'avance et réfrigérée jusqu'à trois jours.  
Plus tu laisses la pâte au frigo, plus elle devient savoureuse !



#### Ingrédients

3 1/4 tasses de farine de pain  
2 cuillères à café de sel  
2 cuillères à café de levure instantanée  
1 1/2 tasses d'eau fraîche

1. Mélanger la farine, la levure, le sel dans un bol.
2. Ajoutez de l'eau fraîche et mélangez jusqu'à ce qu'elle forme une pâte légèrement pâte
3. Formez une boule dans le bol et couvrez bien avec un film saran wrap ou une feuille d'aluminium
4. Mettre de côté, loin des courants d'air pendant 2,5-3h, ou une source de légère chaleur pendant 1h, jusqu'à ce que la pâte soit montée
5. Façonner et cuire immédiatement, OU réfrigérer jusqu'à 3 jours.

Pour cuire - façonner la pâte en un pain rond ou dans un moule à pain. Marquer le dessus du pain avec un couteau tranchant quelques fois. Mettre de côté pour une deuxième levure pendant 25min.

Pendant le 25 min, Préchauffez le four à 250 degrés Celsius (475F)

Faites bouillir une bouilloire d'eau et remplissez un plat peu profond dans le fond du four. (Étape facultative, faites ceci si vous aimez une croûte plus tendre)

Cuire pendant 25-30 minutes, ou jusqu'à ce que la pâte sonne creux lorsqu'elle est tapée.

Maryse Beaupré

Dream Hunter

## Confession de Marin

Il y a des années, lorsque j'avais une licence de pilote, je recevais le bulletin de sécurité aérienne de Transports Canada. Le slogan en haut de la première page était "*Apprenez des erreurs des autres - vous ne vivrez pas assez longtemps pour les commettre tous vous-même*". Cette petite histoire va dans ce sens : J'ai fait quelque chose de stupide, il n'y a pas eu de mal, j'ai appris deux ou trois choses, et peut-être que vous aussi.

Si vous avez vu notre bateau à quai, vous avez peut-être remarqué que nous hissons l'annexe sur des bossoirs lorsque nous ne sommes pas là. Cela implique certains mouvements acrobatiques où je me suspends au tableau arrière pour, par exemple, retirer ou remettre en place le bouchon de vidange du canot. En faisant cela, je fais toujours attention à avoir un pied et une main sur le bateau, tandis que l'autre pied est sur l'annexe et l'autre main fait le travail.

Sauf qu'un jour, au début de la saison, j'ai fait quelque chose de différent de d'habitude en jouant avec le câble et le verrou que nous utilisons pour attacher l'annexe lorsque nous sommes dans des eaux moins accueillantes que celles de la marina de Collins Bay. Le point sur lequel j'essayais de travailler était juste un peu hors de portée, j'avais besoin des deux mains pour faire ce que je voulais faire, et sans réfléchir j'ai lâché la main qui était sur le bateau. Oups !

Bien sûr, j'étais trop tendu et mon poids reposait sur un côté du canot, alors l'inévitable s'est produit : il s'est retourné sur le côté et je suis allé nager (après avoir laissé échapper un grand bruit qui ressemblait à "Oh, merde !"). L'eau était étonnamment chaude pour un début de juin.

Le dénouement s'est déroulé sans incident. Hélène a entendu mon cri, est montée sur le pont pour voir ce qui se passait et a abaissé le canot pneumatique au niveau de l'eau. J'ai réussi à attraper la bosse, à passer une jambe par-dessus le bord et à me hisser dans le canot, puis à remonter l'échelle de bain pour me sécher et réfléchir à ma folie. Je n'ai pas perdu mes lunettes, j'ai gardé le cadenas et les clés avec lesquels je jouais dans mes mains pendant que je nageais, et l'argent canadien est fait de plastique maintenant, donc le contenu important de mon portefeuille était intact. Oh, oui, je peux aussi confirmer que la nouvelle génération d'iPhones est effectivement résistante à l'eau.

Alors, passons à la réflexion. Les choses à penser :

- Ça aurait pu être bien pire. En tombant, j'ai heurté ma tête contre la coque, pas assez fort pour causer un problème, mais ...
- Soyez toujours attentif lorsque vous êtes sur l'eau, même dans une situation qui semble totalement anodine.
- Laissez les choses importantes sur le bateau, pas dans vos poches. C'est ce que je fais lorsque je navigue, mais j'avais rechargé mon bateau parce que nous étions à quai.
- Ne comptez pas sur une aide à portée de main, même dans la marina. C'était un matin de semaine et personne d'autre n'a entendu ou vu cet incident.
- Si quelque chose ne va pas, faites un grand bruit. Je l'ai fait instinctivement dans le peu de temps dont je disposais, et c'est la seule chose qui a fait venir les seuls secours disponibles.
- Pensez à la façon dont vous pourriez sortir de l'eau, même dans des situations anodines comme le fait d'être à quai dans une marina. Sans l'aide d'Hélène... J'étais entièrement vêtu et je ne suis pas un grand nageur. À CBM, j'aurais probablement pu atteindre la rive et sortir, mais je connais d'autres marinas où il aurait fallu nager longtemps. Regardez la disposition des quais à Gananoque la prochaine fois que vous y serez pour en avoir un exemple.

Ce n'est pas la première chose stupide que j'ai faite dans ma vie et ce ne sera probablement pas la dernière, mais j'essaie d'apprendre. Peut-être que cette histoire aidera quelqu'un d'autre à apprendre sans avoir à passer par cette expérience.

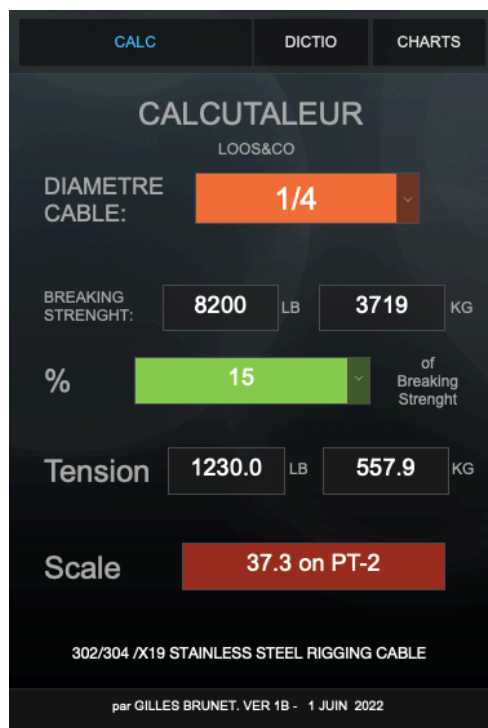
George Dew, s/v *Melba J*



## Le Coin Techno

### Une calculatrice des haubans pour iPhone

Si vous êtes comme moi, ajuster en début de saison la tension de vos haubans demande plusieurs calculs mentaux et c'est un peu difficile de gérer tous ces chiffres. Surtout ceux entre les marques du tableau fourni. J'ai donc décidé de faire cette petite calculatrice pour mon iPhone que je partage avec vous. Elle est faite pour les tensiomètres de la marque Loos&Co, plus précisément les PT-1, PT-2 et PT-3.



Vous entrez le diamètre de votre câble d'acier inoxydable (orange), puis vous choisissez le pourcentage de tension de rupture désiré (vert) et vous obtenez la lecture recherchée sur le tensiomètre (en rouge) et avec quel appareil vous devez travailler. La calculatrice vous donne les tensions en livres et kilogrammes. J'ai ajouté les mesures intermédiaires qui n'étaient pas sur les tableaux du manufacturier.

Vous devez installer au préalable l'application de Claris dans l'Appstore, appelée FileMakerGo 19 qui est gratuite. Sauvegardez et ouvrez mon fichier [fmp12 téléchargeable ici](#) dans l'app. Claris n'offre pas encore cette app pour Android. Désolé.

Vos commentaires et appréciations sont les bienvenues.  
N'hésitez pas à me souligner toute coquille.

Gilles Brunet - Garuda

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