
COLLINS MIXER

Collins Bay Yacht Club Newsletter



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Commodore's corner



Dear members,

Tomorrow we will hold our Annual Meeting (AM). Please attend this Zoom at 2pm so we can start on time for an efficient/great AM.

I hope you enjoyed the CBYC November 2nd Gala event. It was great to see many of you a last time face to face as your commodore.

This is my last Commodore's corner and I want to take this opportunity to share with you my observations.

I really enjoyed serving you as your commodore for the last 2 years. The Ontario Not-For-Profit Corporations Act (ONCA) is a new legal framework that we were legally obliged to implement. This was a tremendous amount of work completed by the CBYC Board of Directors (board)!

As mentioned at the Gala, the implementation of this new law (ONCA), in my opinion, has resulted in a rebirth of our club. The last forty years have been wonderful and the new CBYC 2.0 will be stronger and more structured to make sure we respect the government requirements in this new era. Due to increased liability under ONCA, we now have a five-member Board of Directors.

Our Club Captains can now focus on managing the important face-to-face operations of the club, leaving red tape issues like insurance coverage to the board.

For sure everything was simpler before but, be assured that every yacht club and every nonprofit organisation in Ontario have to implement these changes.

Following legislated requirements, the CBYC Board also implemented a Safe Sport Policy which protects vulnerable persons such as our sailing school students.

Directed by the Personal Information Protection and Electronic Documents Act (PIPEDA), the CBYC Board adopted a policy addressing this standard. This Policy is based on the standards required by PIPEDA as interpreted by the Club.

As you can see with these few examples, your board this year managed a lot of complex legislated files for you to bring our club to version 2.0.

I really want to thank the 2024 board members who accomplished an amazing job; Shelley Nickerson, your Vice-Commodore for two years, chairing all Captain meetings, drafting legal and complex documents, Safe Sport Lead and implementation, Strategic Planning and Privacy Policy Lead, George Dew, your treasurer, who put structure in our financial procedures ensuring transparency and accountability, Lisa Harvey who prepared all Director and Captain meeting minutes and who tracked progress, recorded "action items, and Bill Amirault who guided the board by sharing past decisions and historical intent which assisted with our many complex implementations.

A big THANK YOU to all Captains, the members involved one way or another and the Sailing School team who works hard every year.

The next board will benefit from all the work done this year, starting on a firm foundation, allowing more time to prepare for the EYC2025 and continue with our fun activities.

Best Regards.

Gilles Brunet - CBYC Commodore

From The Helm

And that's a wrap! Haul out is complete!

Thank you all for another wonderful season!
We truly hope you all had a great summer on
the water with new memories made!

The office is now open "by chance or
appointment". If we aren't in, please leave a
voicemail or send us an email

The marina is now shut down for the winter
with all the equipment being serviced and ready
for spring launch. The washrooms and water at
the docks are now shut off for the winter.

A few things to remember over the winter:

Please don't leave your ladder up, fold it and
secure it so as not to entice any unwanted
visitors!

Don't leave your boat plugged in overnight,
although feel free to charge your batteries.
Leaving the boat plugged in could result in your
insurance being voided should a fire happen! If
you want, we can unplug the boat for you in the
evening, just let us know!

We do a daily walk around the yard in the winter
a "winter dock check" 😂, so we will let you
know if anything needs attention but feel free to
check on your boat anytime although please be
mindful that it can be slippery in between the
rows of boats

Have a great Winter! Only @19 weeks until
launch begins 😊

Lori and Gerry.



The CBYC Annual Meeting



The Collins Bay Yacht Club (CBYC) Annual Meeting is approaching, and we encourage each of you to participate and be aware of the activities that occurred last season and vote for new Board Members (5 Directors) who will represent your club next season. The meeting will be held virtually and is scheduled for Saturday, November 30th, 2024, at 2:00 pm ET.

The meeting will include a review of the CBYC Financial statements, annual reports, and an election for the new Board Members. Currently, five individuals have put their names forward to stand for election. All CBYC members (over 18 with a club membership in the full category that is in good standing) are asked to attend. We require a strong membership presence (quorum) to vote for the new Directors. All full category members will receive a zoom invitation prior to this meeting - hope you can join us!

Thanks for your commitment to CBYC.

Lisa Harvey - Secretary

Annual Meeting Agenda



Please note that according to CBYC Bylaws (Section 9.01), no other item of business shall be included on the agenda for annual meeting unless a full member's proposal has been given to the secretary prior to the giving of notice of the annual meeting.

We didn't receive any item of new business, so the agenda is closed now.

Lisa Harvey - Secretary

Annual Meeting Proxy



If you, a CBYC full member (in good standing) will not be present at the annual meeting, you can assign a proxy to vote in your absence. Proxy voting is a form of voting whereby a member of a decision-making body (CBYC full member) may delegate their voting power to a representative, to enable a vote in their absence (not a proxy voice). The representative may be another member of the same body, or external.

Should you choose to provide your proxy to another representative, please inform the CBYC Commodore in writing, by sending him an email before November 29, 2024, sharing the name of your proxy holder. For more information on this topic, please reach out to Gilles Brunet (commodore@collinsbayyachtclub.ca).

If a member arranged to give a proxy to someone and advised the commodore, the proxy holder will use a device to vote on their behalf. If this proxy holder is also a member and wants to vote on their own behalf, they will require a second device (one device = one vote). Send your proxy request before November 29th 2024.

Lisa Harvey - Secretary

Passing of Long time CBYC Member and Volunteer Keith Davies

CBYC is a volunteer organization and we are fortunate to have some very dedicated members who deserve to be recognized for the generous contribution of their time and effort to the club.

Sue and Keith Davies have been members of CBYC for many years and were actively involved in all aspects of our club – cruising, racing, social – and especially in supporting our Sailing School. Together, they organized and worked at many pancake breakfasts to raise funds for the school, and for several years Keith also took on the daunting role of Sailing School Administrator, until his declining health forced him to step down. Sue and Keith were made honorary life members of the club in 2022.

An avid sailor all his life, Keith raced competitively in the UK, New Brunswick, and here in Kingston, where he crewed on “Jeannie” for a number of years. Keith and his family also cruised extensively in New Brunswick, and he of course owned a boat at Collins Bay Marina for as long as possible.

Sadly, Keith passed away on October 13th at the age of 84. He will be greatly missed by Sue, his wife of 57 years, his family and the many friends he made in the sailing community in Kingston.

Claudia Stevenson & Richard Dickson

CBYC Sailing School

Volunteers for 2025

The sailing school at CBYC runs with the efforts of club volunteers, without them we would not be able to offer the opportunity for students to learn and enjoy the sport of sailing that we all have come to love. The sailing school has the need for many volunteers throughout the season, one of the main volunteers that we require is a person or persons, to coordinate the administrative activities of the school, including processing student registrations, sailing instructor HR activities, communications with the parents of the students, assisting with banking duties.

If you are interested in finding out more about the Sailing School Administrator position, please contact myself at schooldirector@collinsbayyachtclub.ca or the Sailing School Administrator at school@collinsbayyachtclub.ca

Dave Nickerson, SS Co-Director



CBYC End of Season Dinner

Wow , "Oh what a night" 76 people dressed up and attended a wonderful evening at The Loyalist Golf Course in Bath on November 2nd. Everyone seemed so happy to be catching up and enjoying their fellow boaters company, the energy was very positive. The dining room was very nice and a 3 course brisket dinner was enjoyed by all.

Plenty of door prizes were given out as well as the CBYC Club awards, Cruise awards, and race awards.

My husband Glenn and I on Horizon Dancer were thrilled to be the recipient of several race awards including our division and overall Club Championship Award, we had a hard fought season with great racers, it was definitely an awesome season and a lot of fun!

The season flags for racing were well spread out between all the racing boats in the 2 different fleets.

Below are the CBYC Club Tophy's that were handed out:

- Corey Shea was awarded best improved sailor / racer, The Orgeueil Cup
- Mark Sansome was given the Lead Life Ring award for his mishap with the committee boat.

(crazy things do happen out on the water as you all know)

- Darlene Amirault took home The Commodores Cup as an outstanding club member.
- The CBYC Alpine star awarded for contributing the most to cruising went to Arthur & Monica Hobden on Valour II
- The Gostlin Jewellers Award making the best contribution to the club went to Dave Nickerson and Andrew Hope
- CBYC Cruising Award- Bob White
- Pigeon Island Race- Phrf 1 - Horizon Dancer, Phrf 3- Lofr
- Amherst Island Race- Phrf 1- Horizon Dancer ,Phrf 3- Lofr
- Simcoe Island Race- Phrf 1 - Horizon Dancer, Phrf 3- Supra
- Frostbite Race- Phrf 1- Horizon Dancer, Phrf 3- Lofr

Thanks to those that donated door prizes: Collins Bay Marina, Kingston Yacht Sales, Marine Outfitters, Loyalist Marina, Primetime Custom

The Social Season has officially ended for 2024 but I look forward to seeing you all next year for an even better 2025. Email me if you'd like to help out next season.

See more pictures [here](#).

Plan to come out and be S O C I A B L E

Cheers Liz



CALENDAR 2024

NOVEMBER

30 Annual Meeting (AM) on Zoom
(members)

About CBYC membership

If you desire more information on
membership:

[http://collinsbaymarina.com/cbyc/about/
membership/](http://collinsbaymarina.com/cbyc/about/membership/)



From the editor

Dear readers!

I really enjoyed preparing 23 editions.

It was a lot of work but a lot of fun, bringing all kind of information; social and racing activities, food recipe, Raymarine Corner, ChatGPT Conversations, Environmental concerns and Techno Projects to name a few.

I hope you liked my work.

This is my last edition.

Cheers.

Gilles Brunet, Mixer Editor



Mixer archives [here](#).



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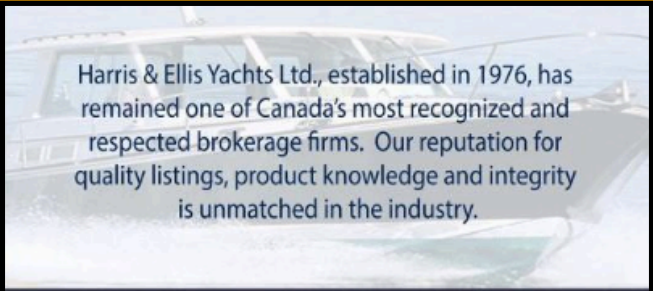
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Photo of the month



Annapolis Boat Show, October 2024

Green MIX

THE CARBON COST OF SAILING

SAILING VESSEL

-Part 9-

The calculation for a sailing boat used a baseline of a boat running on diesel, though the HVO fuel figures are identical. With a 21kW / 28hp engine and 70L fuel tank, the boat has a range of 24.5 hours and 147 miles, and there is no increase to mass, volume or displacement for either diesel or HVO.

Change to a hybrid electric drive system running a 21kW / 28hp ICE engine, with a 21kW electric drive.

The fuel tank can be reduced slightly to 59L for the same range, but the system volume increases by 69% and would be 137% heavier, increasing the boat's displacement by 6%.

For an electric or hydrogen system, the systems were specified to a range of 4 hours / 24 miles at an equivalent 6 knots, a reduction in range of around 84%.

The electric system, with a 21kW motor needed a battery capacity of 49kW, which resulted in a system that was actually 18% smaller than the baseline, though it was 61% heavier, and resulted in an additional 3% displacement. The hydrogen-powered boat, with 21kW engine, had high-pressure fuel tanks to hold 3.7kg of hydrogen. This system was 49% larger than a standard engine and

tank, and was 12% heavier, adding just 1% to the boat's displacement.

DECARBONISED ENERGY CONVERTER SPECIFICATIONS FOR SAILING YACHTS

Specifications	H ₂ ICE	Battery Electric	HVO ICE	Hybrid-Electric
Primary energy carrier	Hydrogen	Electricity	HVO	Diesel/HVO
Secondary energy carrier	–	–	–	Electricity
Engine power (kW)	21	–	21	21
E-machine power (kW)	–	21	–	21
Fuel tank capacity (L for diesel and HVO) (kg for hydrogen)	3.7kg	–	70L	59L
Battery capacity (kWh)	–	49	–	43
Range (# of typical trips)	1.15	1.15	7	7
Range (Hours over typical duty cycle)	4h	4h	24.5h	24.5h
Range (nm over typical duty cycle)	24	24	147	147
Impact on volume (% increase vs current power system + energy storage)	49%	-18%	None	69%
Impact on mass (% increase vs current power system + energy storage)	12%	61%	None	137%
Impact on mass (% increase of current displacement)	1%	3%	None	6%
Comments				Series architecture enabling full electric operation for 1 typical day trip

Alternative propulsion systems were optimised in this way to enable realistic life cycle assessment comparisons to be made. Looking at the data then, sailors are free to make choices about whether they would be more happy to accept compromises to range, performance, the amount of space on board, and displacement, as well as cost.

Unsurprisingly, the report found alternatives are more expensive than the status quo, albeit within an enormous range. Electric systems as specified in the optimised use cases were 40% to 250% more expensive, 85% to 200% more for hydrogen, 25% to 115% more for hybrid, and 5% to 45% more for using sustainable drop-in marine fuel alternatives.

Hybrid Marine specializes in diesel-electric parallel hybrid systems built around new Beta and Yanmar engine.

A sailing yacht has a huge fuel-free range if sailed, but most cruisers rely on auxiliary propulsion to keep making progress when conditions don't suit.

Hydrogen systems are now available, though in their early days.

Subscribe to Yachting Monthly [here](#)

ICOMIA report [here](#).

Part 9 next MIXER

Gilles on Garuda



ANNAPOLIS BOAT SHOW 2024

In October, on my way to Florida, I stopped to visit the Annapolis Boat Show.



Francophone reunion



La French Connexion

Above, a nice dinner on Friday evening with several CBYC members. La Nef came by car, La Genoise, Ubique, Quiet Flight came by car with me, and a couple of friends on Ile.

We missed Toucan Duet who arrived on Saturday and I think Karuna arrived on Monday or Tuesday.

A very pleasant meal.

Gilles

Highlights.

It was a very interesting visit, a first for me. We started at 10:00 am sharp on Friday, comparing the new Catalina 445 with Maryse and Louis' 470, which is no longer in production. The 445 and now the 446 are much smaller than their big 470. Personally, it's become my dream sailboat if I win the lottery hihi. I particularly love electrical systems like this:



I was surprised not to see Hunter now owned by Marlow/Hunter LLC mails they closed.

We visited all the Bénéteau boats, and the most impressive walk-through was the Hylas 57. WOW! Just the design of the cleats impressed me as I stood in line. When I entered the engine room standing up, I was sold. I estimate this yacht is close to \$10 million CDN\$. Another product line for the rich hihi.



Then there were all the exhibitors, and I was particularly interested in those from Raymarine, Torqueedo, Yanmar and all the salespeople from Victron Energy, which didn't have its own booth. It's a good thing the boat show isn't in July, because it was very hot.

All in all, a very interesting.

Gilles

Suggested reading

You know how I am fascinated by AI and its impacts on our societies.

I recommend this book; NEXUS by

Yuval Noah Harari



‘Yuval Noah Harari returns with a major new book that explores humanity’s voyage into the Information Age – Nexus: A Brief History of Information Networks from the Stone Age to AI. Looking through the long lens of human history, he considers how the flow of information has made and unmade our world, and provides an essential background to understanding the threats and promises of today’s AI revolution.’

Gilles