



# Collins Mixer

## Collins Bay Yacht Club Newsletter

### SAVE THE DATE

JULY 26  
TGIF BBQ

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Do you have an article, a regular column, a recipe or a comment to share? Your contributions and input are welcome at:

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

## Commodore's Corner

As I write this installment of the Commodore's Corner, I am looking backwards to recent past events and also looking forward to events that are in the near future.

In the past few weeks we have experienced two major events of the season: the CBYC sail past and the St. Jean Baptiste celebration. I would like to commend the organizers for both of these events for a job exceptionally well done.

The fact that both of these events were very successful speaks to the amount of planning that went into them and the skillful execution of these plans. Both events were well attended and I observed many people having a wonderful time in the company of old friends while making some new friends as well.

From my point of view the season is off to a great start thanks to the hard work of many dedicated individuals and to the level of participation by club members. Bravo Zulu to everyone and may the season continue in this manner.

During the past week there has been a flurry of activity focused on getting our sailing school up and running for the first course that starts the first week of July. Jerry and the marina crew have kindly installed the sailing school docks and readied the area around the trailer. The docks and the exterior of the trailer have been power washed, many of the sailing dinghies have been cleaned and rigged and the coach boats have been launched and readied for action. I had the opportunity to meet and to speak with our sailing instructors last week and I am very impressed with those who are returning to our school and with those who will be working at our school for their first year. These young people are very accomplished sailors and are keen to share their enthusiasm for this sport with the students who will soon be showing up at the marina.

I reminded the instructors that the sailing school is an integral element of the CBYC. I shared with them that all the equipment that they will be using has been provided by the yacht club in what is seen as a very important investment in the future of the sport of sailing. I requested

that they treat this equipment with respect and that they remember that, although there will always be things that break and require repair, careful and reasonable use of the equipment will minimize the need for repairs and the associated expense.

As I was speaking to the sailing school instructors, it crossed my mind that perhaps many of us need a gentle reminder regarding the importance of the sailing school to our club. Much of our club assets are related to the sailing school and its equipment and an incredible amount of effort is associated with the organization, administration and operation of this school. I would like to thank all of those people who have been involved in getting the school up and running for another season. I would also like to encourage all club members to do what they can to make our sailing instructors and our student sailors feel at home during their time at our school. A friendly wave, a smile, and a word of encouragement can mean a lot to a young person who may be completely out of their comfort zone as they experience for the first time the fun and the challenges associated with sailing. Let's make them feel welcome. In

closing, I would like to remind everyone that the sailing school could always use a helping hand throughout the instructional season. If you have a few hours to spare, please contact Robert Mackey or Richard Dickson. As always, many hands make for light work.

Happy and safe sailing and boating!

Bill Amirault

CBYC Commodore.

## From the Helm

The spring has been another challenging one with the cool weather and with high-water levels once again. We are all sporting our rubber boots as part of our "uniform".

The crew have been working hard to minimize the impacts and keeping the marina up and running. Fuel service is not currently available, due to the high-water levels, but the pump out service is. We are assessing the situation daily and hope to see things back to

normal very soon.

We need to share the following **important** "housekeeping" items with you.

### Masts

The sailing school courses will be beginning soon and there are still many masts stored along the break wall where the school's sailing dinghies are kept for the summer. We are counting on your usual cooperation to step your masts in the next few days.

### Garbage/Recycling

To prevent spills, rather than leaving your used oil/antifreeze by the garbage/recycling containers, we ask that you give them to the marina staff to be disposed of properly.

A drop off box for alkaline batteries can be found on the porch by the office door.

To maximize on the space in the recycling containers, we ask that you please take the time to breakdown cardboard boxes.

There are two large dumpsters

in the east end of the yard. One is designated for cardboard **ONLY** (clearly marked) and the other for garbage/waste. Please **DO NOT** put garbage/waste in the dumpster designated for cardboard as we are charged a **significant** contamination cost when this happens.

As you would at home, please rinse your plastic/glass containers before disposing of them in the recycling containers.

There are bright blue plastic barrels around the garbage/recycling collection areas of the marina. They serve to collect alcoholic beverage cans and bottles which are returned to the *Beer Store* as a fundraiser for the Sailing School. Please help support our Sailing School! Please don't dispose of your garbage/waste in the blue barrels.

### Cigarette Butts

Cigarette filters are not biodegradable and harmful to the soil, waterways and wildlife. Please properly dispose of them by using the cigarette butt disposal bins located by the washrooms.

We really appreciate your support!

Gerry and Lori  
*Marina Owners & Operators*

## High Water Solution



You may have noticed Gerry and the crew have begun lifting all the limestone rocks at the lawns. This is in preparation for building up the yard! We have decided that the once in 100 year flood is more of a "normal" event and we want to be proactive to keep our marina the best it can be!



Gerry has purchased a gravel truck and has gotten licensed. He will be bringing in loads and loads and loads of gravel to raise the yard to prevent high water impacts into the future.



# Sailpast 2019

This will be done in phases, and the fuel dock/kiosk building will be raised in the fall, to be useable and safe moving forward.

We ask that you are mindful of the areas that are coned off- please do not park where the crew is planning to place gravel and grade it.



We thank you for your patience during this massive project, we know it will benefit all of us- no more rubber boots!

Gerry and Lori



June 8 was one of the few sunny, beautiful Saturdays in June and fortunately was also the day of our sailpast. This year the sailpast was integrated with three other events, the Simcoe Island race, a rummage sale and a BYOM BBQ.

A great turnout of cruising and racing boats participated this year, each passing SV Alsan and paying their respects to Commodore Bill Amirault and crew. It was especially great to have new boats and members participate.

Prizes were awarded to SV Investors Group for their impressive display of flags on route to the race line, to SV Cattitude with their gaudy high



visibility dancing tourists and to

SV Horizon Dancer celebrating Liz Taylor's birthday! But the boat that took top prize was SV Hi5, the PDQ 38 of Mike and Kristina Inrig and three of their kids. Hi5 was without mast, preparing to go up the Rideau, but the enthusiasm of the younger crew members clinched the decision. Hi5 will be joined by their oldest, Hailie as they take their boat to Ottawa, Montreal and back to Kingston in July.



Check out more about Hi5 and their family sailing adventures at their youtube channel at <https://www.facebook.com/sailinghi5>.



## Start-of-Summer News from the Sailing School

On Monday, July 1, youth programs began at the CBYC Sailing School. For the next eight weeks through July and August, our Sail Canada certified staff will be teaching CANSail levels 1 through 5 to more than 70 youth



registrants. The Sailing School is well known for offering a welcoming and solid learning environment for youth sailors. It's not yet too late to register your children or grandchildren for lessons this season. Visit the [CBYC website](#) to learn more about our learn-to-sail programs.

The month of June has been very busy preparing the Sailing School for the start of classes. The dinghies have been cleaned, waxed and rigged, coach boats inspected and launched, the docks are back in the water, and the trailer and yard have been tended to. Many volunteers have contributed to make the work light. I would like to extend my

thanks to Bill Amirault (*Aslan*), Raquel and Ocean Fierz (*Ray Ocean*), Lee and Crystal Baker (*Knot Again*), Jean Harvey (*Mirza*), Peter Feltham (*Cattitude*) and Bob White (*Moon Shadow*) for their time and efforts. Lori and Gerry Buzzi were also of immense assistance making sure the

dock was installed on time and securing some loose boards, as well clearing mast racks from the yard, not to mention accommodating the school's various other needs. Thank you to all.



I would also like to remind club members that every Tuesday evening, from July 2 to August 20, the CBYC Sailing School is again inviting all to participate in our Dinghy Race Nights! Sailing School dinghies are available for use on a first come, first served basis. Every effort is made to match dinghy-sailing newbies to experienced skippers. A fee of \$5 is charged per sailor per evening, which goes towards supporting the CBYC Sailing School. Don't forget to bring your sailing gear as well as a lifejacket and water bottle. Any questions may be directed to Robert Mackey at [schooldirector@collinsbayyachtclub.ca](mailto:schooldirector@collinsbayyachtclub.ca).

To wrap up this note, I would like to mention a small number of other important recent activities. On May 26, Richard Dickson (*Windsome* and the school's operations manager) represented the CBYC Sailing School at the annual review of the Kingston Navy League, where he acted as the reviewing officer. Every summer, the Navy League enrolls up to 12 youth sailors in our CANSail 1 and 2 courses. As well, three recent fundraising activities have provided additional financial support for the CBYC Sailing School. First, on the morning of the club's sail past event on June 8, Sue and Keith (the school's administrator) Davies again organized a pancake breakfast.



The activity raised \$134 for the Sailing School. Then, at the St Jean Baptiste event organized by Luc Tremblay (*Blithe Spirit*) and Maryse Beaupré (*Dream Weaver*) at the marina, the

proceeds of a 50/50 draw earned the school \$207. And finally, the summer bottle drive coordinated by Barry Elvidge generated \$110 after a first return of empties to the Beer Store. When disposing of beer and liquor bottles at the marina, be sure to look for the specially labelled blue plastic drums.

Through the summer, I would like to encourage all club members to say a hello to our Sailing School staff and make them feel welcome. Their bright yellow CBYC Sailing School t-shirts are unmistakable.

Robert Mackey  
Sailing School Director

## Social Crew Exclaims ... "We Rock ! :-)"

We all have had such a time with all our socials this year thus far! The



Wine & Cheese, Saint Jean Baptiste Day... WOW!!! So much fun! It's so unsurprising that we are such a wonderful bunch. In fact, the most recent event "Pirate Karaoke Rooftop



Party" was a such hit. We still had a great time singing our hearts out for you all and hope that it was enjoyable and entertaining for those who can hear our "cat calls" lol. We hope to keep this going and would love some feedback! Shall we host another this summer? ARRR!





Email the social crew [social@collinsbayyatchclub.ca](mailto:social@collinsbayyatchclub.ca) with your thoughts.

Our "Dock Crawl" event is temporarily canceled due to some conflicting dates. More info to be announced soon! Be sure to check for our flyer posted throughout the marina and Clubhouse! Thank you to everyone who has attended and continue to support our events, you are truly the heart of what we do.

***Cheers to Collins Bay Marina and Yacht Club! We Rock! :-)***



Something is beautiful is on the horizon,

Liz & Chantal

Of Horizon Dancer

# The Back Kitchen (Amherst Island)

Planning on anchoring in Stella Bay or Kerr Bay? If you haven't yet had the opportunity to visit Amherst Island's [The Back Kitchen](#), don't miss out on discovering this little dining establishment. It is within easy walking distance of the public dock located in Stella Bay and the ferry dock just east of Kerr Bay.



Following a tenuous few years, we were absolutely thrilled to find out this past week that this local gem will remain open and its future now settled as it now belongs to the community.

“On June 12, 2019, the Board of the Amherst Island Community Café successfully purchased the Back Kitchen café building and its surrounding property at 5660 Front Road from Judy Bierma and Anthony Gifford. The Board is very grateful to everyone who has donated to the Back Kitchen (to the Future) Capital Fundraising campaign. The campaign continues to gather momentum as we come closer to our target. Building the ramp, and adding accessible washrooms are part of the exciting plans for the future as we move forward.” (Author: Annick Mitchell, July 5, 2019)

This casual but charming restaurant serves not only breakfast but lunch and dinner as well. The [menu](#) also features *Fish & Chip Friday*, *Saturday Donuts* (a new flavour weekly), *Saturday Rotisserie Chicken Dinners* (take out available), *Sunday Dinners* (including a special dinner menu option prepared by guest chefs from the community and the BK staff). Plant-based options (*Beyond Meat* burgers, and soon more *Beyond Meat* products) are also featured on their menu. And of course, the BK still offers Kawartha ice cream and milkshakes to overheated boaters and island wanderers.

Our group of 8 truly enjoyed our breakfast this past weekend, delivered to our outdoor table piping hot and surprisingly fast considering that the cook, Katie, was flying solo in the kitchen.

Make sure to visit the BK's website for updates about their business hours and special menu offerings and events.

Helene Hubert (*Cattitude*)

Many thanks to BK's manager, Elena, for the wonderful hospitality she provided us on our weekend visit. We will be back!!!



Elena (Manager) and Katie (part-time TBK staff) with boaters from CBYC  
(Photo credit: Louise Lefançois (Dream Weaver))

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# Blast from the Past

*Cruisin' Round Prince Edward or Slippin' an' Slidin' through Quinte appeared in the Mixer's August 2009 issue. This is another example of the fun that can be had during a week-long Around the County Cruise. Perhaps one will be organized this summer?*

Robert van Dyk, Club Historian (*Day Dreams*)



**This is the Fair Log of the sailing vessels participating in the CBYC Cruise to the U.S. 2009**

cloud. However, the wind was up. For Moon Shadow, it started in the low teens and over the course of the day,

saw it peak at over 30 knots! This was perhaps our greatest sailing day ever as a couple of times we hit 9.4 knots. All agreed that “the sailing was terrific”! But after such an exhilarating ride, it was a relief to realize that Gibwanasi and Innisfree were at the dock to help us all in.

Commotion	Day Dreams
Cabernet	Pendragon
Gibwanasi 2	Sueno
Aslan	Second Wind
Innisfree	Moon Shadow
Niaid IV	



**July 18 (Saturday) – Kingston to Clayton, NY**

Saturday was a mix of sun and

We had a tour of Clayton just to check-in at the videophone. Some of us discovered that “visits to the US are really worry free”. Clayton is a very pretty historic community and “The antique boat museum is

worth a return visit”.

We had a great supper at the Riverside Café. We ended off the day with “spectacular 4<sup>th</sup> of July fireworks” on the 18<sup>th</sup> just for the CBYC cruisers! (Apparently they had bad weather on the 4<sup>th</sup> so they were postponed until now). It was a great show which more than made up for the “bumpy ride” getting there. Some of the crews were lucky enough to see the space station pass overhead at 22:12. Not the last excitement of the evening though as we spent the night

crew sailed all of the way. The best docking award goes to Marilyn on Day Dreams who managed to do a 90 degree turn into a dock in tight conditions.



Others found the liquor store and from what we heard, with the good selection and prices, it was an interesting tour as well!

The fleet was divided between the marina and the DEC docks but this split did not deter the enthusiastic Happy Hour devotees among us as we celebrated the day (and days past) at the picnic tables on the DEC grounds. A good time was had by all!



rock and rolling at the dock.

### July 19 (Sunday) – Clayton – Cape Vincent

Today the day belonged to the true sailors among us. High winds (25 knots) right on the nose. The “best act of seamanship award” of the cruise belongs to Aslan whose

with the “enthusiasm and kindness of the volunteers” that drove and gave us a historical tour to make our visit to Cape Vincent memorable. Who will forget the recording of the fog horn!

### July 20 (Monday) – Cape Vincent to Sackets Harbour

Some of the group took time to participate in the Tibbitt’s Point Lighthouse tour arranged by our intrepid cruise leaders (Glenda and Jacques) and were impressed

The day started out heading into winds of 10-13 knots. After rounding Grenadier Island, we had more favourable light winds which made for a very leisurely sail into Sackets and Navy Point Marine.

The highlight of the day was the fabulous setting and meal at Tin Pan Galley Restaurant – “the food, the waitress, the ambiance and the guitar player made the evening a spectacular success”. Our group was joined by Ondine and Raymoni, a pleasant surprise to round out our CBYC crew.

**July 21 (Tuesday) – Sackets Harbour to Henderson Harbour** Our arrival at Henderson Harbour Yacht Club was



We were asked to leave Navy Point Marina by 12:00. Due to sailing school activities, we were asked not to arrive until 15:30 at Henderson Harbour. What to do? Innisfree organized a head-sail only race which turned out to be a delight. It was light winds. A group of seven got into synchronized sailing (“the Black River Boat Waltz”). We understand it was magical. In the captain’s word, Niaid IV “smoked across the fleet on the last leg of the race”. Others wondered if the mad dash mutiny was a practice session for the Pirate Cruise.

Many of the group had the rare privilege of seeing a horizontal rainbow – “a halo or ring around the sun that results from the presence of clouds 6 - 7 miles above earth that are composed of microscopic ice crystals”.

heralded by rain, but it didn’t dampen our spirits. Tuesday is pot-luck supper night at the club and we were welcomed with “warmth and kindness”. We will not soon forget the sing song at HHYC and especially the wonderful lady who led the singing and played the piano”. And then “there were Jacques’ impressive singing talents!”

**July 22 (Wednesday) – Henderson Harbour to Kingston**

A few of our group had commitments and left to return to CBM early in the day. The remainder of the group was to head for Chaumont Bay. However, due to the prospect of inclement weather on the subsequent days, we had a skippers’ meeting and discussed the options. We decided it was prudent to head back. It was sunny, with limited wind, but a great day on the lake.

The trip back was uneventful except for Aslan who arrived back at her slip only to find it occupied, but trusted the “8 cruise mates standing on the dock, glasses and cans in hand – human fenders”.



So, the whole crew completed the cruise together, topping off all of the great food and camaraderie with S’Mores on the CBYC BBQ - with a lot of “sticky fingers”.

The cruise had many high notes but the best was the “comradeship and support of our cruise mates” that characterized the whole cruise. We “cruised to new areas and used new navigational skills”. We “were a fine “flotilla”.

Our Fair Log would not be complete without our special thanks to Glenda and Jacques Levesque who went beyond the expected to make our first

US CBYC cruise a resounding success. Thanks from all of us.



Thanks from all of us. Bob White, Moonshadow

Aug 2009



Given the high water levels on the lake, everyone must be wondering...

will the EYC be held in Henderson this year?

Our committee has rallied and the answer is a resounding YES!!!

We have put in place a contingency plan to insure we can host everyone and have all the onshore activities planned. And of course we guarantee the fair winds at Henderson will provide an excellent racing experience.

- Our floating docks will be arranged to accommodate the fleet.

- Our parking lot and patio remain high and dry and will provide plenty of space for the dinner and parties. Parking for the event will be moved to a field behind the club.

- We have water for the bar and plenty of portable rest rooms for everyone.

So feel confident to register your boat today at [2019 EYC Regatta](#)

And coming soon, our online meal store where you can select and reserve your food for the event.

Questions can be sent to [eyc@hendersonharboryc.com](mailto:eyc@hendersonharboryc.com)

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## Sun Protection 101



After a long, cold, and wet spring, it's good to see the sun again and feel its warmth on our shoulders. Though sun exposure does provide some health benefits, it can also be harmful, even deadly, if we don't properly protect ourselves.

The [2018 Sun Awareness Survey](#), commissioned by the *Canadian Dermatology Association*, revealed some positive and some worrisome results about Canadians' attitudes towards sun exposure/protection. For example, 77% of respondents said that using sunscreen is important, however, 18% use it daily; 69% say they wear sunglasses with UV protective lenses when outdoors, all year round, down from 73% in 2017, despite 90% rightly agreeing that excessive exposure to sunlight can damage their eyes; 59% say it is important to stay out of the sun between 11 a.m. and 3 p.m., an increase of 10 percentage points from 2017; and 25% agree that the dangers of sun exposure are exaggerated.

How would you rate your sun protection knowledge?

Which is the most common cancer in Canada?

What is the difference between UVA, UVB and UVC rays?

Do you need to wear sunscreen if you are inside (e.g. vehicle, home, office)? What if you are wearing a long-sleeved shirt and pants?

What is the minimum recommended SPF?

How much more effective is 50 SPF than 30 SPF?

How much sunscreen should you be applying to cover your face/body?

Why do you need to apply sunscreen 15-30 minutes prior to being exposed to the sun?

Can medication increase the risk of sunburn?

What is melanoma?

How would you recognize skin cancer?

As boaters, we are often fully exposed to the sun for extended periods of time, increasing our chances of getting a sunburn and skin cancer. Here are recommendations on how to protect ourselves:

Choose a sunscreen with at least an SPF of 30

Do not use expired sunscreen (reduced effectiveness)

Reapply every 2 hours (more often if you swim/sweat)

Wear sunglasses and clothing that protect you from 99 to 100% of harmful UV rays

Install a sunshade on your boat to protect you from direct sun, especially during peak period (11 a.m. to 3 p.m.)

Make it a habit to check daily [UV Index](#) (0 lowest intensity to 11+ extreme intensity) and protect yourself accordingly

Have fun sailing this summer and enjoy the sun - BUT do protect yourself!

Click [here](#) for infographic of Canadians' attitudes towards sun exposure and sun protection (based on results of **2018 Sun Awareness Survey**)

Click [here](#) for answers to above questions

# Saint-Jean-Baptiste/ Summer Solstice 2019

This “everyone is welcome” celebration continues to grow in popularity - evidenced by the fact that this year’s attendance surpassed that of previous years.



Mother Nature once again blessed us with perfect weather! Though, high winds did make it challenging to keep the burners lit and the tablecloths on the tables.



Organizing this event is no small feat and add to this that most of the members of the organizing committee are from

out of town. Very impressive planning, organization and coordination.

To keep the celebration “fresh”, a hat/t-shirt contest was added to this year’s program, which drew many participants.

The success of this event is also in great part due to the help of many volunteers (setting up, organizing and leading games, selling 50/50 tickets, giving out the meal tickets, cooking and cracking the lobsters, BBQing the steaks, serving the salads, providing musical entertainment, taking photos, cleaning up, etc.), and others who provided any missing items (additional tables, burners, etc.). Your contribution is very much appreciated. Thank you!!

It isn’t over when it’s over, meaning that the organizing committee takes time to do a full review of the event and makes recommendations on how the celebration can be improved the following year.

Hoping to see you again at next year’s celebration, which promises to be even better than this year’s!

Helene Hubert (*Cattitude*)



Click [here](#) for more photos

# 2018 Lake Ontario and U.S. Cruise

## Our Great Adventure Ends

*(Version française à la page 21.)*

### Reminder

In May's Mixer, we left you off in Oak Orchard. I want to let you know that this will be my last article about last summer's adventure because Anne and I are preparing to leave for Georgian Bay, via the Trent-Severn Waterway.

For this last article, I decided to share with you the most unpleasant part of our trip, though probably the most interesting and entertaining for you, the readers. You will notice that no pictures were submitted to enhance the article. You'll understand why once you start reading.

### DAY 25 – 19 JULY TORONTO

We left Niagara-on-the-Lake early morning for Toronto, a 25-mile stretch. We were counting on the westerlies that had been blowing for most of our voyage. The first half hour was good but once the shore breeze effect disappeared, the wind veered north. Rather than "beat" to our destination, we

decided to use our engine, reaching the National Yacht Club (reciprocal) at 1 p.m. That night we stayed at our friend Richard's place.

### DAY 26 – 20 JULY TORONTO

The day was spent doing groceries and laundry. We then started planning the next leg of our trip. We found out that the wind would be in our favour late in the evening, overnight and into the next morning. We would face blowing easterlies before and after this window of opportunity. I was toying with the idea of a night sail, though not sure how Anne would feel about it, when Richard suggested it. Anne reacted with enthusiasm, ready to live this new sailing experience (our first real night sail). After dining at the excellent National Yacht Club's restaurant, we departed at 9:00 pm for Cobourg.

In retrospect, I should have given more thought to the idea of doing a night sail. I would have probably considered that the easterly winds had been blowing hard (20-25 kts) for almost a day, before veering south at 10-15 kts.

We left the marina with one reef set and raised the sails after the Toronto Harbour Eastern Gap. I realized my mistake shortly after. The

strength of the wind, before and after it changed direction, had created a confused sea with waves between 3-5 ft high, something I had failed to anticipate. Anne and I discussed it and agreed to stick to our plan. We had our tethers hooked to the main halyard's attaching point in the cockpit, and had all our safety gear out, in case...

Two hours after raising the sails, the wind continued to gain strength. We were forced to set a second reef. By now it was dark, so it was with some apprehension that I made my way to the mast, on a wet deck and with no lifelines. I crawled on my hands and knees to the mast, while keeping my center of gravity as low as possible. Once at the mast, I wrapped myself around it like a snake, freeing my hands to set the second reef. The confused sea and the darkness made the task difficult as I was unable to anticipate the boat's movements which were sometimes quite jerky.

### DAY 27 – 21 JULY PORT OF NEWCASTLE

Two hours later, I was forced to repeat the challenging procedure as I had to take down the sails. The wind had continued to gain strength, resulting in significant weather helm and heeling. At that point, our boat was being

tossed around like a cork and Anne was starting to feel seasick.

Shortly after I made my way back to the helm, Anne was sick. Shortly after she fell asleep in the cockpit. Although her tether was still fastened, I held on to her PDF as I wanted to prevent her from falling off the seat or worse! She was able to sleep for four hours. Meanwhile, I was steering the boat as best as I could on this confused sea. I couldn't get my night vision because to hold the tiller I needed to sit next to the stern running light, which was blinding me while somewhat illuminating the cockpit. This made it difficult to anticipate the erratic movements of the waves. At dawn, we were able to adjust our course based on the waves, now coming from the east. The wind had turned east overnight and was still blowing hard. Anne and I were both exhausted and we decided to stop in Port of Newcastle instead of pushing for Cobourg. We got a slip, had a bite to eat and went to sleep. As it turned out, the Newcastle Marina was holding its annual Wooden Boat Festival on the day we arrived. We were able to admire some beautiful old boats, as well as merchandise sold by local artisans.

## DAY 28 – 22 JULY COBOURG

We left Newcastle early in the morning for Cobourg. Easterlies were still blowing hard and the waves were impressive. Standing up with the tiller in hand, I had to look up to see the waves' crests, which were at least 8 feet high. We found out, once in Cobourg, that the waves were 10 feet high. Our boat handled them very well, though I did have to avoid a couple of breaking waves. It would have been a different matter if we had chosen to sail rather than motor. Getting close to Cobourg's harbour entrance, I realized that it would not be easy to navigate through it. The narrow entrance was facing huge waves from the east and the ends of the two breakwaters were creating a lot of turbulence. I decided to come in from the east side with the waves astern. However, I had not anticipated that the significant turbulence was filling the water with air, making it very difficult to steer the boat. As we got closer we were lifted by a wave and the boat broached 90 degrees to port bringing us on a collision course with the western breakwater. I tried to correct the boat's course with the tiller, but to no

avail. I then turned the outboard's handle in the same direction when another wave lifted us, swiftly pivoting the boat 180 degrees to starboard and now placing us on a collision course with the eastern breakwater. I pulled both tillers towards me to correct course and succeeded to do so about 10 meters away from the breakwater. We finally made it through the entrance, but I must admit that I was really scared this time.

Unfortunately, our challenges were not yet over. The Cobourg Marina hosts reciprocal boats along the pier in the outer harbour, unprotected from easterly winds. To make matters worst, we were directed to the shallowest part of the wall, where the waves were the biggest. Though helpful sailors offered their assistance, it was still quite a struggle to moor the boat along the pier. The boat was bobbing up and down a full meter, to the point that it risked getting stuck under the wood covering of the pier cement wall, which was not extending to the bottom of the harbour. As well, with the frantic movements of the boat, our cleats risked getting ripped out of the hull. After securing the boat as best as we could (using many spring lines), with great difficulty I

climbed the metal ladder attached to the pier and almost ran to the office to ask for a slip. Once we were assigned a slip, we left the pier with as much difficulty as we had getting close to it and went to our designated slip. Needless to say, we took it easy for the remainder of the day and had a well-deserved meal in a restaurant.

Since Anne had a medical appointment in Ottawa on 25 July, and we could not get back to Kingston in time, I called our friends Luc and Lucie Tremblay (Blithe Spirit) and asked if they could take my car at the marina and come pick her up in Cobourg. They agreed to delay their departure for Montreal and showed up the following morning. It is nice to be able to count on such friends when in need.

## **DAY 29 TO 31 – 23 TO 25 JULY TRENTON AND KINGSTON**

Luc and Lucie showed up around 10 a.m. on July 23 and left shortly after with Anne. I was now alone to complete our cruise. Since my next destination was Trenton, I decided to wait until the next day to leave.

The last time I had sailed solo was in 2009, so I decided to motor to Trenton. The winds were not favourable anyway. I chose to stay at the Trent Port

Marina instead of the Canadian Forces Base Trenton Yacht Club (reciprocal) because I felt like pampering myself. It is a five-star marina with complete and private individual bathrooms. I left Trenton the following morning for Picton. I raised the sails a couple of times when the wind was favourable, but I mainly motored. Once close to Picton, I figured that I had time to make it to Collins Bay and pressed on. Shortly before arriving, I noticed a dark cloud moving towards the bay. I decided to wait until it passed before entering. The state of the grounds at CBM proved me right as everything was wet when I arrived.

## **Final Word**

I hope that the story of our cruise has entertained some of you and teased your curiosity about places we visited along the way. For Anne and I, it has been a journey where we learned about cruising, sailing and about ourselves as sailors. Beyond the places we visited, it is the people we met and the moments we shared with them that fill our souvenir book.

Marco Rancourt  
*Le Rêve Possible*

# **Croisière Lac Ontario et États-Unis 2018**

## ***La fin de notre grande aventure***

### **Un rappel**

Dans l'édition précédente du Mixer, nous vous avons laissé alors que nous étions à Oak Orchard. Malheureusement, je manque de temps pour compléter le récit car Anne et moi quittons bientôt pour une autre croisière vers la Baie Georgienne, via la Voie-Navigable-Trent-Severn.

J'ai donc dû choisir quelle partie de notre voyage je couvrirais avec mon dernier article. J'ai opté pour celle qui a été la moins plaisante pour nous, mais probablement la plus intéressante pour nos lecteurs. Vous remarquerez qu'il n'y a pas de photo accompagnant cet article. Vous allez comprendre à sa lecture, pourquoi nous n'avions pas le goût d'en prendre.

## **JOUR 25 – 19 JUILLET TORONTO**

Nous avons quitté Niagara-on-the-Lake tôt le matin en

direction de Toronto, une traversée de 25 miles. Nous comptons sur les vents d'ouest qui ont soufflé pendant presque tout le voyage. La première demi-heure s'est bien passée, mais lorsque la brise terrestre a cessé de faire effet, le vent a tourné au nord. Afin d'éviter de louvoyer jusqu'à notre destination, nous avons abaissé les voiles et utilisé le moteur jusqu'au National Yacht Club (réciprocité), que nous avons atteint à 13h00. Nous avons couché chez notre ami Richard.

## JOUR 26 – 20 JUILLET TORONTO

Nous avons passé la journée à faire l'épicerie et laver nos vêtements. Nous avons commencé à planifier notre prochaine traversée en après-midi et avons découvert que les vents ne nous seraient favorables qu'en soirée, pendant la nuit et le lendemain matin. En-dehors de cette fenêtre, les vents souffleraient fort en provenance de l'est. Je jonglais avec l'idée d'une croisière nocturne, ne sachant pas comment Anne allait prendre l'idée, lorsque Richard la proposa. Elle a réagi avec enthousiasme, prête à vivre cette nouvelle expérience de voile (notre première véritable croisière de nuit). Après avoir dîné à l'excellent restaurant du National Yacht Club, nous

avons quitté à 21h00 en direction de Cobourg.

En rétrospective, j'aurais dû réfléchir un peu plus à l'idée d'effectuer une croisière de nuit. J'aurais probablement considéré que les vents d'est avaient soufflé fort (20-25 kt) pour presque une journée entière, avant de tourner vers le sud à 10-15 kt.

Nous avons quitté la marina avec un ris de pris et avons sorti les voiles après avoir passé la Gap Est du port de Toronto. J'ai réalisé mon erreur peu de temps après. La force que le vent avait avant et après qu'il ait tourné avait créé une mer confuse avec des vagues de 3 à 5 pieds, ce que je n'avais pas anticipé. Nous en avons discuté et avons décidé de suivre notre plan. Nous avons nos attaches de harnais accrochées au point d'ancrage de l'écoute de la grand-voile dans le cockpit, et notre équipement de sûreté était sorti, au cas où...

Le vent continua d'augmenter et nous avons dû prendre un second ris deux heures après avoir sorti les voiles. Il faisait alors nuit et c'est avec un peu d'appréhension que je me suis rendu au mât, sur un pont mouillé. En gardant à l'esprit que Le Rêve Possible n'a pas de ligne de vie (jackline), j'ai

atteint le mât en marchant à quatre pattes, tout en gardant mon centre de gravité le plus bas possible. Rendu là, je me suis enroulé autour du mât comme un serpent, ce qui m'a libéré les mains pour prendre le ris. La mer confuse et la noirceur ne m'ont pas rendu la tâche facile puisque je ne pouvais anticiper les mouvements parfois brutaux du bateau.

## JOUR 27 – 21 JUILLET PORT OF NEWCASTLE

J'ai dû répéter la manœuvre deux heures plus tard, pour abattre les voiles. Le vent avait continué d'augmenter et le bateau était devenu très ardent, avec un gîte trop prononcé à notre goût. Notre bateau était alors balloté comme un bouchon et Anne avait commencé à ressentir le mal de mer.

Peu de temps après que j'eus repris la barre, Anne a été malade par-dessus bords. Puis, soulagée, elle s'est endormie alors que je la tenais par sa veste de sauvetage, bien que son attache soit toujours accrochée. Je voulais éviter qu'elle ne tombe dans le fond du cockpit, ou pire... Elle a pu dormir ainsi pendant 4 heures.

Pendant ce temps, je dirigeais le bateau du mieux que je pouvais sur cette mer confuse.

Je ne pouvais développer ma vision de nuit car pour tenir la barre, je devais être assis près de mon feu de route arrière qui m'aveuglait tout en éclairant partiellement le cockpit. Ça rendait difficile d'anticiper les mouvements irréguliers des vagues.

La levée du jour nous a permis d'ajuster la course du bateau en fonction des vagues qui provenaient maintenant de l'est. Le vent avait remonté vers l'est pendant la nuit et soufflait fort. Anne et moi étions épuisés et avons donc décidé de couper court en nous arrêtant à Port of Newcastle au lieu de poursuivre vers Cobourg. Après avoir pris une cale, nous avons déjeuné, puis nous sommes couchés.

Le hasard a fait que la marina de Newcastle était l'hôte de son festival annuel de bateau de bois. Nous avons donc pu admirer quelques magnifiques embarcations anciennes, ainsi que de la marchandise vendue par des artisans locaux.

## **JOUR 28 – 22 JUILLET COBOURG**

Nous avons quitté Newcastle tôt pour Cobourg. Les vents étaient forts et les vagues, tout autant. Me tenant debout à la barre, je devais lever la tête pour regarder les crêtes. Elles étaient au moins à la hauteur

d'un plafond. Nous avons appris à Cobourg qu'elles étaient annoncées à 10 pieds. Ça ne nous a pas inquiété puisque le bateau se comportait très bien. J'ai seulement eu à éviter quelques brisantes. Il en aurait été tout autrement si nous avions décidé de naviguer à la voile plutôt qu'au moteur.

À l'approche de l'entrée du port de Cobourg, j'ai réalisé rapidement qu'il ne serait pas facile d'en négocier l'entrée. Elle faisait face aux vagues énormes en provenance de l'est et les pointes des brisantes créaient de forts remous dans l'entrée étroite. J'ai décidé de me rendre plus à l'est pour revenir avec les vagues dans le dos. Je n'avais toutefois pas anticipé que les remous chargeaient l'eau d'air ce qui rendait difficile de manœuvrer le bateau.

Alors que nous nous approchions et étions soulevés par une vague, le bateau fit une embardée de 90 degrés sur bâbord ce qui nous amena en position de collision avec le brise-lame à l'ouest de l'entrée. J'ai d'abord tenté de corriger notre direction avec la barre franche, sans succès. J'ai ensuite tourné le manche du moteur dans la même direction et, avec une nouvelle vague nous soulevant, le bateau pivota rapidement de 180

degrés sur tribord, nous plaçant maintenant en position de collision avec le brise-lame à l'est de l'entrée. J'ai donc tiré sur les deux barres pour corriger notre direction, ce que j'ai réussi à faire à 10 mètres du brise-lames. Nous avons finalement traversé l'entrée, mais je dois admettre que j'ai réellement eu peur cette fois.

Malheureusement, nous n'étions pas encore au bout de nos peines. La marina de Cobourg reçoit les bateaux en réciprocité le long d'un quai situé dans le port extérieur. Les bateaux amarrés à ce quai se font secouer lorsque les vagues viennent de l'est. Pour empirer notre situation, on nous a dirigé vers la partie la moins profonde du quai, où les vagues sont les plus grosses. Nous avons eu de la difficulté à nous amarrer, bien qu'aides par d'autres plaisanciers sur le quai. Le bateau était secoué de haut en bas sur un mètre de hauteur, au point où nous risquions de rester coincés sous le recouvrement de bois du quai en ciment, qui ne descendait pas jusqu'au fond de l'eau. Nos taquets risquaient également d'être arrachés par les mouvements désordonnés du bateau.

Après avoir amarré le bateau du mieux que nous pouvions (beaucoup de lignes de garde), j'ai escaladé l'échelle de métal

avec difficulté pour me rendre sur le quai et j'ai presque couru pour me rendre au bureau de la marina et obtenir une cale. Ceci fait, nous avons quitté le quai avec autant de difficulté que nous l'avons approché et sommes entrés dans notre cale. Inutile de dire que nous avons relaxé pour le reste de la journée et sommes allés prendre un repas bien mérité dans un restaurant.

Puisqu'Anne avait un rendez-vous médical à Ottawa le 25 juillet, et que nous ne pourrions être de retour à Kingston à temps, j'ai appelé nos amis Luc et Lucie Tremblay (Blithe Spirit) pour leur demander s'ils pouvaient prendre ma voiture laissée à la marina et venir chercher Anne à Cobourg. Ils ont accepté de repousser leur départ vers Montréal et sont arrivés le lendemain. C'est agréable de pouvoir compter sur de tels amis lorsqu'on en a besoin.

## JOURS 29 À 31 – 23 AU 25 JUILLET TRENTON ET KINGSTON

Luc et Lucie sont arrivés vers 10h00 le 23 juillet et sont repartis peu après avec Anne. J'étais maintenant seul pour compléter notre croisière. Puisque ma prochaine destination était Trenton, j'ai choisi de quitter le lendemain.

Il y avait longtemps (2009) que je n'avais pas navigué en solo et j'ai donc choisi d'utiliser le moteur au lieu des voiles. Le vent n'était pas favorable de toute façon. J'ai opté pour la marina municipale de Trenton au lieu du club nautique de la base des Forces canadiennes de Trenton (réciprocité) car j'avais le goût de me gâter. C'est une marina cinq étoiles avec des salles de bain complètes.

J'ai quitté Trenton le matin suivant en direction de Picton. J'ai sorti les voiles à quelques reprises lorsque le vent était favorable, mais j'ai surtout utilisé le moteur. Rendu près de Picton, j'ai jugé que j'avais le temps d'atteindre Collins Bay et j'ai décidé de continuer mon

chemin. Juste avant d'arriver, j'ai remarqué un gros nuage noir se dirigeant vers la baie. J'ai donc décidé de faire du sur-place en attendant qu'il s'éloigne avant d'entrer dans la baie. L'état du terrain à la marina m'a donné raison, alors que tout était trempé à mon arrivée.

## Mot de la fin

J'espère que le récit de notre croisière a pu divertir certains d'entre vous et attiser votre curiosité envers les endroits que nous avons visités en cours de route. Pour Anne et moi, ce fut un cheminement au cours duquel nous avons appris sur la croisière, sur la voile et sur nous-mêmes en tant que marins. Au-delà des endroits que nous avons visités, ce sont les gens que nous avons rencontrés et les moments que nous avons partagés avec eux qui remplissent notre livre souvenir.

Marco Rancourt  
*Le Rêve Possible*



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## Race Award



At Kingston Yacht Club on June 15th, Hugh McGugan was presented with respective hardware and flags on behalf of CBYC. Hugh is the owner of Breakaway J, winner of the 2018 CBYC Amherst Island, Pigeon Island and Frostbite races, and 3rd place finisher of our Simcoe Island race.

John Giles



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# Paint by the Bay

## Reminder



CBYC club member [Christina MacLachlan](#) (*Commotion*) will once again be offering afternoons/evenings of guided creativity.

ALL skill levels are welcome!

### TOUR OF THE AGNES ETHERINGTON ART CENTRE

Sunday, July 28

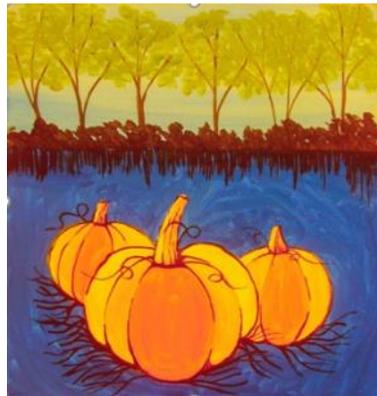
1 p.m.—2:30 p.m. \$5

### GRANDPARENT AND ME

Saturday, August 17

1 p.m.—3 p.m. \$20

This 2 hours unique workshop for you and your grandchild working together to create an art project.



### PUMPKINS

Friday, September 13

7 p.m.—9 p.m. \$20



### CHRISTMAS CARDS AND WRAPPING PAPER

Friday, December 13

7:00 p.m. – 9:00 p.m. \$20

(Space is limited as it will be held in Christina's workshop.)

Sign up at the marina office up to the day before the event. Feel free to bring your favourite drinks and snacks.



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## Boat Porn



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