



Collins Mixer

Collins Bay Yacht Club Newsletter

SAVE THE DATE

AUG
30-31 Gananoque Cruise

SEPT
13 Golf Tournament

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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

Commodore's Corner

A cool, wet spring has given way to a warm, and sometimes hot, summer. It is hard to believe that the beginning of August has arrived. By this time many of us have new stories to add to our sailing experiences and are anticipating yet more to come. What a season this is shaping up to be!

I have had the pleasure of meeting several couples that have made the marina a stopping point on their summer cruises. They have had only positive things to say regarding their stay at Collins Bay and they have been particularly appreciative of the help they have received from marina staff and from members of our yacht club. I would like to commend and to thank those who have given a warm welcome to visitors to Collins Bay. Your attitude and your actions have greatly enhanced the sailing experience of those who are discovering what we already know: Collins Bay is a place where a warm welcome is assured.

You may have noticed that the water level in Lake Ontario appears

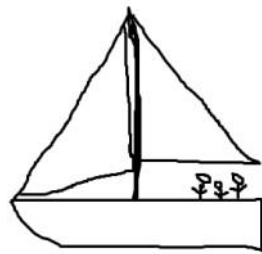
to have stabilized and some publications are suggesting that the out flow of water is now exceeding the in flow of water to the lake. You will no doubt also have noticed the actions that are being taken by the marina to raise the shoreline in response to what may become a new normal higher water level. The parking areas and access to the docks are much dryer than they have been thanks to the proactive approach and to the long range strategy being put into place by the marina owners. Many thanks to Gerry and Laurie for their willingness to embrace the challenges associated with the fluctuating Lake Ontario water level. We are fortunate to be part of a marina that is managed by such resourceful and capable ownership.

You may also have heard about the women's sailing program that has been initiated by some of the lady members of the yacht club. Helene Hubert has led an initiative that provides opportunities for lady sailors to meet with, and to sail with, other lady sailors with a view to sharing knowledge and experience and with the goal of expanding their competence and their confidence as

it relates to sailing. Early reports are that this has been a valuable and an appreciated opportunity. This initiative has the enthusiastic support of the CBYC executive and it is hoped that it will become a permanent feature of our club.

If you have recently visited our clubhouse, you may have noticed that the new back splash has been installed thus completing the cabinet and storage upgrades to our clubhouse. Lee and Chrystal Baker have played a significant role in managing and implementing this project and I would like to convey my sincere thanks to them for their excellent work on our collective behalf. This activity has resulted in a noticeable improvement to a much-used facility.

In closing I would like to share that Darlene and I had the pleasure of taking our four-year-old granddaughter, Vivienne, for her first sail. It was a beautiful day with just the right amount of wind. Vivienne was delighted with the whole experience and we were delighted to have the opportunity of seeing this very familiar activity through the



eyes of a child. Observing the pure joy on her face reminded me that we are indeed very

blessed to be able to be on the water. May we all experience such moments of joy sometime during this season!

Bill Amirault

CBYC Commodore

From the Helm

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.

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!

RECIPROCAL VISITORS

Just a friendly reminder to sign out of your slip (let the office know) when you will be away so we can offer a space to a reciprocal visitor!

NEW LITTLE LIBRARY



The marina now has a new little library at the gazebo area for everyone's use!

Feel free to borrow or lend a book!

Enjoy!

WINTER STORAGE

We are beginning the process of organization for winter storage. Winter storage confirmations have been sent. Please don't miss this important deadline of August 31st as we open up spaces to our lengthy wait list shortly after. If you know that you will not need a spot this winter, please let us know right away!

Lori

Six Ways Boaters Can Be Green This Summer

Published: Wednesday, July 17, 2019

All across America boating season has begun. With some help from the [BoatUS Foundation for Boating Safety and Clean Water](#), here are six ways boaters can help keep

waters clean and be good environmental stewards all summer long.

[Cleaning and waxing:](#) When



making your boat sparkle, understand that some general cleaning [soaps may have harmful chemicals](#), so consider using [alternate cleaning methods](#). You'd be surprised, for example, of how effective (and affordable) having a spray bottle with the proper mix of white vinegar and water can be as an all-purpose cleaner.

[Waste management:](#) A simple thing like having a trash bin aboard can make a difference, especially in a crowded Saturday afternoon anchorage. Ensure it has a lid that can be secured to prevent trash from blowing overboard. The

Defibrillators

This is a reminder to all boaters that CBYC sponsors two defibrillators installed outside at the Marina.



One is outside the S.S Maria clubhouse, the other is by the washroom notice boards.

Defibrillator cabinets are not locked and are for use by anyone in an emergency.

If you suspect someone is having a heart attack, call 911, then ask someone nearby to grab the closest defibrillator. These units are self guiding and provide prompts for proper use, typically under the guidance of a 911 operator. If the device detects a pulse, it reports this will not operate.

Please note that the defibrillator cabinet door will alarm when open (and stop when closed). If you hear the



alarm, have a look to see if someone needs help.

St. John Ambulance maintains these devices.

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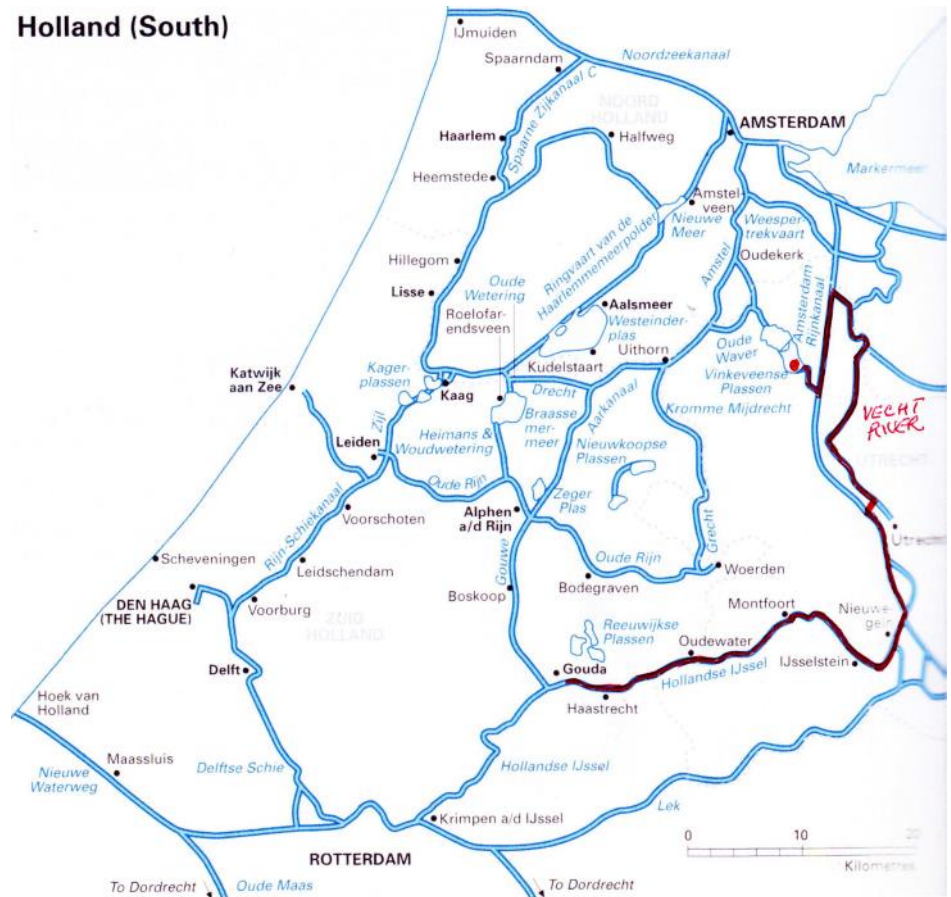
<http://www.papas-pizzeria.ca>

April / May 2019 – Cruising Holland – some fun memories

Most of you know that Robert hates travelling. On the other hand, I live to go to new places, learn about different cultures and see great sights. So, it was with lots of doubts in early 2018, I proposed to Robert that we do a canal barging trip to Holland, his birthplace, in the spring of 2019. My sales pitch included the fact that we could do this to celebrate our 35th wedding anniversary, visit with some of his cousins, see the Keukenhof Gardens at their best (my real priority) and spend some time getting to see more of Holland. The idea that closed the deal for him, was....we could rent a boat on which he could be the “captain”, and in full control. I was blown away when he said “sure”. I wish getting his agreement to travel to other places was that easy.

So, now we had to start planning and make things happen. The first challenge – we had to find another couple to travel with, who could help with the locks, docks and lift bridges and share the fun. This problem was quickly solved,

Holland (South)



when we put the proposal to Robert’s youngest brother and his wife, Martin and Deb, who, without any hesitation said, “YES”. Their only condition was that, as they were not boaters, we spend lots of time exploring towns and not try to see all of Holland’s canals and rivers in 10 days. An easy condition to agree to, as both Robert and I enjoy visiting old cathedrals, historic buildings, museums and galleries. We also knew that Martin and Deb enjoyed their daily ration (or two, or three) of beer and eating local foods as much as we do.

The next challenge was

researching canal boat rentals. Robert and I have done barging on the Canal du Midi in the western part of France and on the Canal du Centre in the Burgundy region, both times with Locaboat in their traditional penichettes. Both were great experiences, but the Locaboats were not well equipped with maneuvering aids such as bow and stern thrusters, and Robert felt these would be necessary in Holland’s more crowded waterways. So we finally chose to rent from Le Boat (a subsidiary of SunSail, who also gave us a small discount as repeat customers from our sailing charters in Croatia and

the BVI's).

The boat that we were encouraged to take was a Horizon 2S, (11.5 m long, 4.2 m wide and 3 m high), which had two cabins, two heads and two steering stations. We knew from the marketing brochure that the size of the V-berth was nearly twice the size of the second cabin. Being as Martin and Deb had no boating experience and we wanted to make this as enjoyable for them as possible, we graciously told them they could have the bigger space (more about this later).

We had the deposit on the boat and air fare paid in early September 2018. Now the detailed plans needed to be worked out.....where would we go with the boat? My priority was to choose canals and rivers that would take us through interesting and historic towns and villages. Robert is the quintessential planner (aka identifier of potential problems). Over the winter, he purchased two guides on "Cruising in Holland" and downloaded a GPS chart (Vaarkaart Nederland) for his tablet. He spent hours on the computer examining potential routes on Google Earth and watching innumerable YouTube videos of other people's journeys. His priority.....what was the height and width of

the bridges (that didn't open), how many locks were there, was there sufficient docking space, etc?

As a point of interest, in France, the banks of most of the canals are public access. The rental boats all include two iron rods which can be pounded into the ground most places along the way. The boat is tied to them, and a 12' plank used to get ashore. This is not allowed in Holland. Many of the towns provide limited wall space, along the shores for the transient boaters (most are free, but some charge for the privilege). This meant we had to know ahead of time where we could and could not stop.

We also had two other priorities.....first was to avoid the super busy and crowded waterways of Amsterdam. We planned to spend four days there at the beginning of the trip staying in a hotel, so did not feel the need to return on the boat. The second was to avoid the Amsterdam Rijnkanaal (Amsterdam Rhine Canal), the extremely busy and commercial canal that connects Amsterdam to the rest of Europe. We knew from taking an Amsterdam to Budapest River Cruise many years ago that this canal was busy with huge barges (several hundred metres long) that transported all sorts of

containers and products between European capitals. This was supposed to be a gentle, slow moving holiday for us, and we did not want to get scared by travelling the equivalent of the waterways autobahn in a small, underpowered motor cruiser.

Finally, we chose a circular route, which took us from our starting point in Vinkeveen (about 60 kms south of Amsterdam) over to the Vecht River to Utrecht, on to Gouda



Leaving the Marina on the Vinkeveense Plassen

and around to several other small towns. We would then by pass to the south of Amsterdam by taking some smaller rivers / canals back to Vinkeveen. Our research indicated that this could be easily travelled in seven days, and we had the boat for 10 days. The only advice LeBoat gave us before leaving was to be aware that Saturday, April 27 was Koningsdag (Kings Day) when everything, including the bridges and locks would be closed so that the Dutch could don all their orange clothes and celebrate the King's

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Underway on the Vecht River



Underway on the Vecht River

Breukelen. Folks from here emigrated to North America in the 17th century and created a settlement on the east coast that is now called Brooklyn. After enjoying a few Heinekens at a local Eetcafe we explored the town and settled on a charming restaurant where we had a traditional Dutch meal of grilled salmon, boiled baby potatoes, fresh local white asparagus with Hollandaise sauce and finished up with fresh strawberries and cream. Yummy.

windmills, beautiful homes, cows (that gave the best chocolate milk ever), little villages etc. This was the trip

we planned!

Our first day cruising took us to the delightful town of

For Kings Day, we decided to leave the boat in Breukelen



Koningsdag (Kings Day) in Utrecht



Koningsdag (Kings Day) in Utrecht

and take the local bus to Utrecht. This turned out to be a very wise decision. First of all, we learned that the narrow canals and fixed bridges through Utrecht would not accommodate a boat of our size, and Utrecht was party central for a 24 hour celebration that focused around the canals. We would not have had a moment of sleep. Walking around the city was fascinating and well worth another day off the boat.

We knew that we would have

to take the dreaded Amsterdam Rijnkanaal south for about 15 km, to bypass Utrecht and get us on the

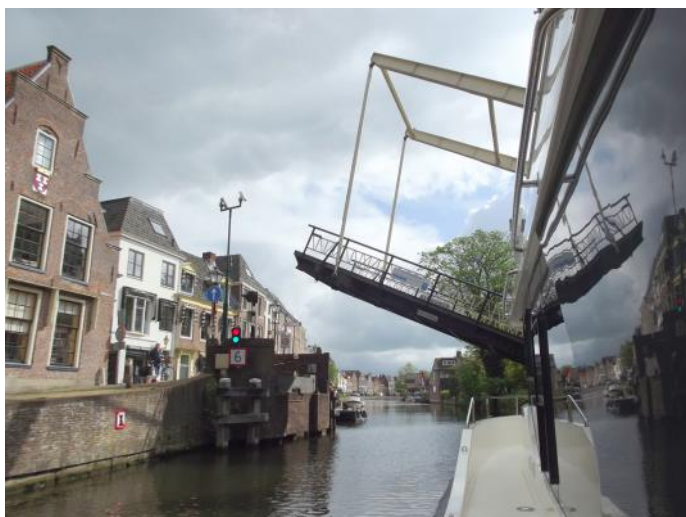


Underway on the Hollandse IJssel River

Merwedekanaal to head towards Gouda. This time, the Amsterdam Rijnkanaal was quiet with little commercial

traffic and as there was no wind, we were able to keep the boat in a straight line (kind of).

Once onto the Hollandse IJssel river we again enjoyed the pastoral scenery and the slower pace. We decided to take a break for the night in the town of Montfoort. After exploring the town, having a few Heinekens and a fabulous dinner of osso bucco we went to bed very happy with our navigational skills and ability to find great restaurants.



Underway on the Hollandse IJssel River



Underway on the Hollandse IJssel River



Underway on the Hollandse IJssel River

Underway on the Hollandse IJssel River

After 5 days out, we finally made it to Gouda where we spent two nights. This town is absolutely amazing to walk around. The market square is huge. The Stadhuis (City Hall), St Janskerk (a former Catholic

church dating back to the 1400's) and the Gouda Museum were fabulous to explore. Our lunch that day was cheese soup, cheese croquettes, a fried egg on toast with more melted cheese,

washed down with a couple of Heineken – a real cholesterol, heart clogging meal. But, what else are you supposed to eat in Gouda? I could quite happily spend another day there, shopping, eating and drinking



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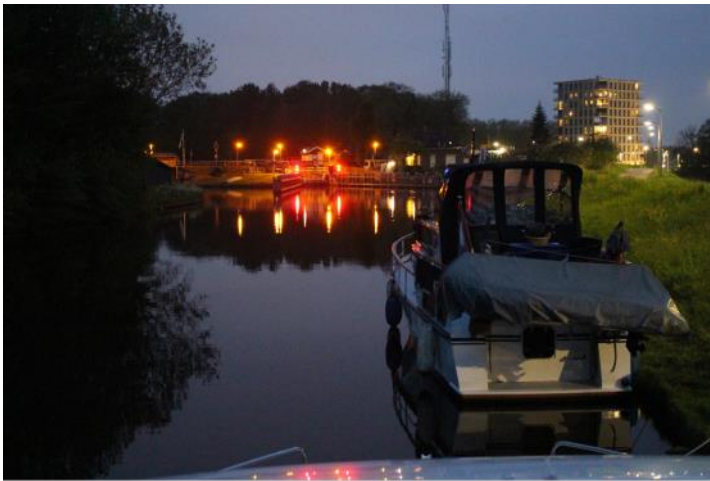
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On the Hollandse IJssel River near Gouda



Underway on the Vecht River

in the many places on the perimeter of the square.

circle would mean spending a whole day fighting the congestion in the main part of

got our 750 Euros insurance deposit back and returned to Amsterdam for one last night.



Underway on the Hollandse IJssel River

Amsterdam followed by another day going south on the dreaded Amsterdam Rhine Canal. It was a quick decision (agreed to by all) to backtrack, and visit a couple of the smaller towns that we had motored by on the outward bound route. Seeing the Vecht river in reverse was a whole new experience.

Overall, our trip definitely met our expectations. We loved the Dutch countryside. The facilities for transient boats were excellent, and because it was early in the season, not busy at all. In most places, there were only one or two boats on the wall. The 50 or so lift bridges we went through are all efficient and require minimal waiting time. The Dutch like their food and beer! The weather the first week, while we were in Amsterdam and visiting with Robert's

That night, we spent some time looking at the charts and our choices to get back to Vinkeveen. Continuing the

After 10 days, we returned our boat to LeBoat at Vinkeveen,



On the Vecht River



On the Vecht River

family, was phenomenal (20 to 25 C). The time on the boat was cold and windy with many blustery days, but we were only rained upon for a maximum of 15 minutes, when we were underway. The good news, the boat had a great heater, and also a microwave, where we were able to make ourselves some wonderful hot chocolate (from those wonderful cows) to warm us up.

If we could do things over, we would likely choose to go back to the Locaboat penichettes which are also available in Holland. Even without the thrusters, these boats are easier to handle and the living space more comfortable. We also felt that the staff at Locaboat (in France) were much more service oriented.

The best news – Martin, Deb, Robert and I had a great time together. We also enjoyed the time spent with our Dutch cousins. It is wonderful to spend quality time with family.

Will we do another canal barging tour? Definitely – as long as Robert is in control of the boat! The only questions are: where, when and with whom?

PS – Robert and I made great use of our CBM rain jackets throughout the trip! They were very functional and we were stopped many times by other tourists who asked us about Kingston ON. We

challenge others to send Lori or the Mixer pictures of themselves wearing their CBM / CBYC clothes in wonderful places around the world, to be posted on Facebook or in the CBYC Mixer.

Marilyn Sykes
& Robert van Dyk,

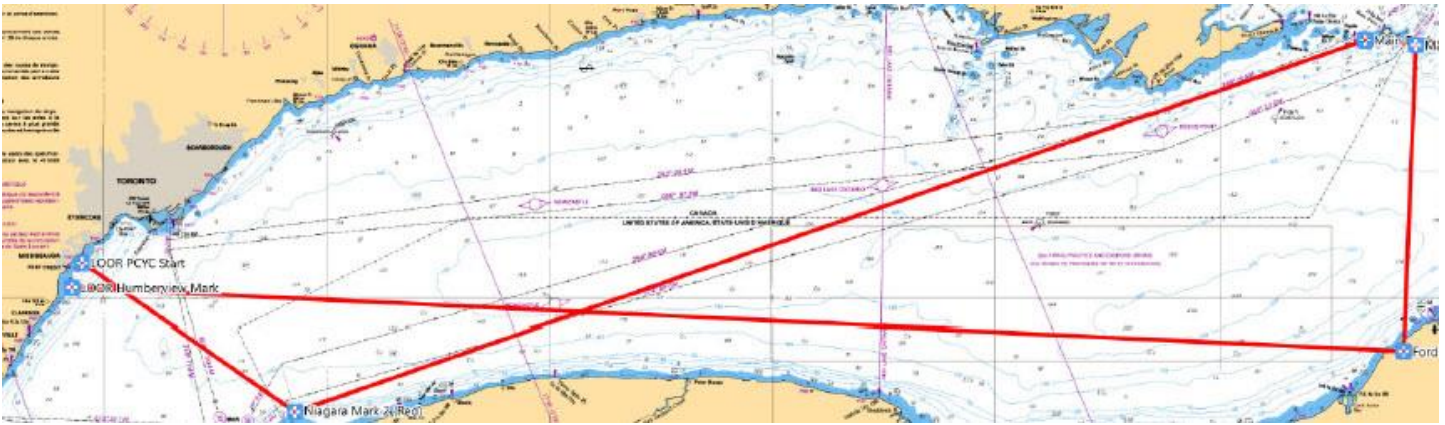
s/v Day Dreams



CBYC Boat Stickers

CBYC boat stickers can be purchased at the marina office for \$5 plus tax each. The 9”x 9” sticker is available in three colours (blue, dark blue and black).





The Lake Ontario 300: Singlehanded

Each July [LOOR](#) (Lake Ontario offshore Racing) organizes the Lake Ontario 300 Challenge (LO300), a figure 8 course of 300 nautical miles that visits all corners of the lake.

This year I registered my J/35 *Jeannie* in the singlehanded division, hoping to improve on my 2017 time of 3:01:34:14.

Thank you to Randy Kempe and Michael Doble, my crew for the delivery to the start. With their help I was able to get some rest while we sailed and motored directly to Port Credit YC. Our arrival late Thursday afternoon meant that I had Friday for final preparations and some downtime before the excitement of the start Saturday morning, July 13. At the Friday evening skippers' meeting, meteorologist Ron Bianchi gave his usual lively forecast for the

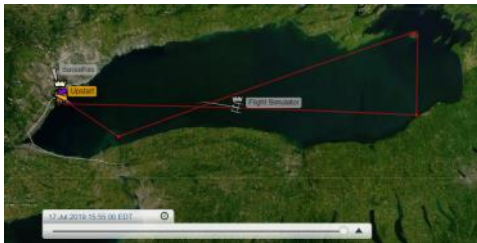
next few days of racing. His summary of "Weak fronts will cross the race area Sat. through Tues. providing light to moderate winds most of the time." sounded reasonably good. Ron was essentially correct, we did have moderate winds for much of the time, but we also had the fronts bringing squalls with heavy winds and Monday's "light wind" was a long near dead calm.

Multiple starts were used to get the 84 registered boats underway with the solo fleet going first at 1030. In 15kt NW winds the 9 of us in a tight pack with close hauled tacks worked our way along the short opening westward leg to the first mark and then turned for what could have been a great port tack spinnaker run to Oswego. But, with the Coast Guard broadcasting repeated squall warnings and big black clouds building behind us most of the singlehanded fleet, including myself, opted to stay on white sail. By 1330 the still

closely packed solo fleet was being overtaken by the spinnaker flying fully-crewed boats, including Flight Simulator, a Corsair trimaran, that screamed by me, riding on a single hull. If you wish you can play the race by going to the Yellow Brick tracker at: <http://yb.tl/lo3002019#>

As the afternoon passed the winds built and the following skies grew more menacing. At 1700 the squall hit with torrential rain and winds jumping from 18 up to 30kt. I bore off to reduce the load on the boat, but with the wind clocking from NW to E, I soon had a bearing more towards Niagara-on-the-Lake than Oswego. A chicken gybe brought me on to a starboard tack and a course something closer to the line to Oswego. My heart beat was just starting to come down as Flight Simulator's Mayday came over the VHF. Somewhere ahead of me just over the Canada-US border she had pitchpoled and turned turtle. Fortunately none

of the crew of four were injured and the US Coast Guard out of Rochester picked them up. Flight Simulator was left floating up-side-down and the race tracker was still showing her in mid-lake on Wednesday after the race finished. To add insult to injury, since Flight Simulator was the single boat in the multi-hull fleet, the Yellow Brick tacker was still showing her as lead boat in her fleet!



As the front passed through and the squall dissipated the wind settled at a steady 12kt from the north-north-west and the fleet returned to flying spinnakers. I unfurled my asymmetric and sailing on a port tack took as easterly a course as I could while still keeping the sail filled. Unfortunately in the following swells generated by the recent squall the autohelm would not hold a steady course and regularly took the boat too far off the wind and left the spinnaker fluttering. It was going to be a long night at the wheel; keeping the spinnaker flying and avoiding other boats in the still quite compact fleet.

With the wind backing I was forced to choose between a more northerly course or switch to my full spinnaker and head more downwind. Fortunately I opted for the former, as around 0400 another passing front brought a quick jump in wind speed and a shift to NE. This could have given me a positive course change towards Oswego, but my immediate reaction was to furl the spinnaker. Unfortunately, my somewhat panicked response led to a poor furling and a knot in the sail. It would be white sails or full spinnaker for the rest of the race. Needing some rest I went to white sails, gybed to a starboard tack and let the now westerly wind and the autohelm give me a good run on a SE course towards Rochester. In past LO300 races I have spent quite a few hot days in dead calm not far offshore in the Rochester area. I did not wish to experience that again so at 0800 turned east and set the spinnaker. The true course to the Ford Shoal buoy at Oswego was close to dead downwind and so avoiding an accidental gybe in the following swells required my hands on the wheel. As fatigue built I alternated periods of white sail and autohelm with hand steering with flying sail. On warm days the winds near the south shore are erratic and a number of

gybes were needed as I made my way to Ford Shoal.

By the time I rounded the mark at 1530 the west winds had built to 15kt. The leg north to Main Duck would be a fast beam reach. I normally do not reef at 15kt winds, but with not being able to find a sail balance that the autohelm liked I decided to reduce the main. It worked and I was able to get some rest while the autohelm held course under my #2 Genoa and reefed main. As I rounded Yorkshire and Main Duck Islands in the setting sun the wind was clocking to the NW. Fortunately this made for a safe straight line starboard tack through the gap between Main Duck and Psyche Shoal. This passage is at least a couple of nautical miles wide, but it serves as the commercial shipping lane, and in the dark can be the crux section of the LO300. This year I fortunately did not have to share the water with any freighters. In fact, being near the back of the racing fleet I had the full channel to myself.

Earlier, while approaching Main Duck, Jean had texted me via my inReach and along with her regular wind report had given me the news that Colin Brown, a fellow singlehander, and *Sassafras*, his Swan 47, had retired from the race and were headed to Waapous. Did he

have some weather forecast that I missed? Should I take the same option and head for home? Now safely through the Main Duck/Psyche Shoal gap and making good progress SW towards the next mark, the Niagara Bar buoy, my confidence was restored and thoughts of retiring vanished. Taking a course south of the shipping lane, I set the autohelm and taking 20 minute naps rebuilt my reserves for what might be a good sail to the mouth of the Niagara River and then back across the lake to the finish.

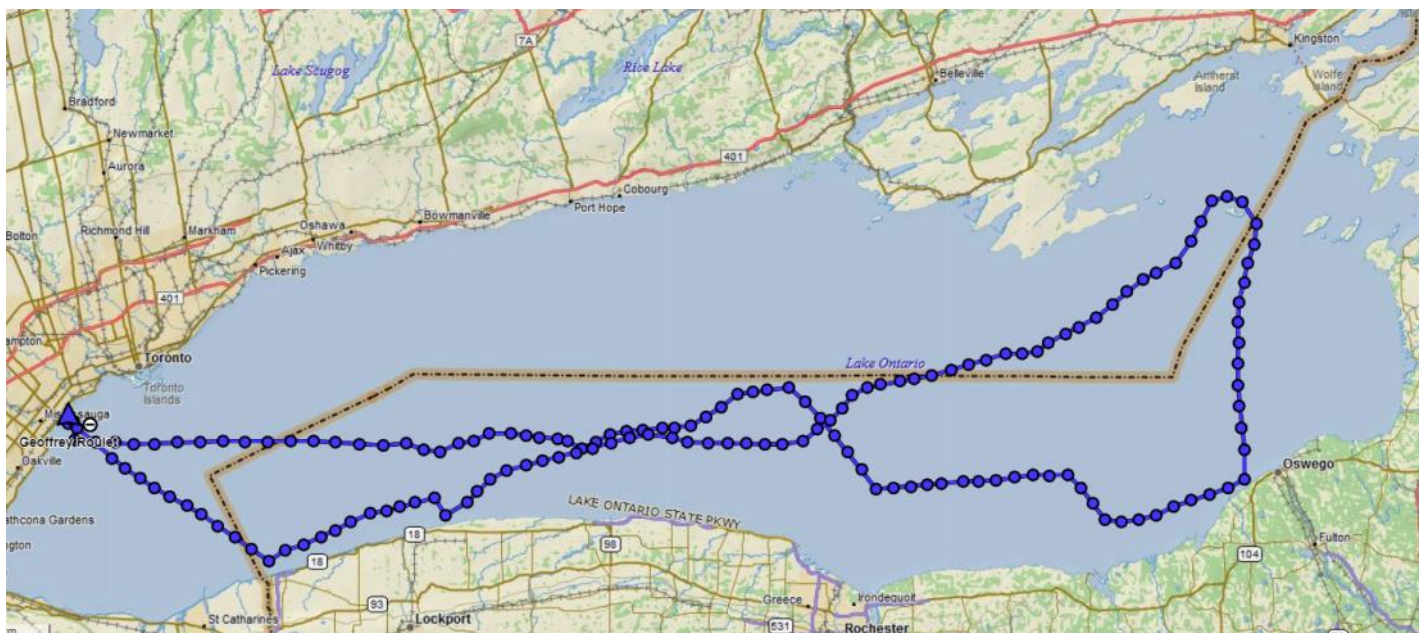
As the sun rose Monday morning the wind began to drop and by noon, soon after I crossed back into US waters north of Rochester my speed had dropped to under 1kt. *Jeannie* continued to move, but very slowly for the next 5h. Frustrating, but it did provide

time for a swim and wash and a full meal in preparation for the winds to come. In early evening a S wind began to build and soon hit 10-12kt. Setting the spinnaker I stated making good time on a westerly course. I had hopes of catching the large cluster of boats ahead, but most of them had made it farther south before the clam and caught the new wind before I did.

As the wind increased and clocked slightly I returned to white sail and shift course to SW towards the Niagara Bar mark. As Tuesday arrived I was making good progress directly towards my target, well south of the buoy to avoid mistakes from past years and having the Niagara River current push me to the wrong (north) side of the mark. But, now some heavy clouds were gathering in the SW and at 0300 the front

arrived with heavy rain, a jump in wind speed to around 25kt and a big shift to W. A brief run north allowed me to catch my breath and then a tack to starboard put me back on a course for the mark. Rounding the Niagara Bar buoy at 0900 I tacked and with the wind on port well off my bow began making good time back across the lake. Sailing was fast and easy except for managing the usual wind shifts at the boundary between Humber Bay and the lake. Once through these an increasing N wind brought me to the finish line in the early afternoon, after sailing 336NM in 3 days, 3 hours, 8 minutes and 45 seconds, 7th in the solo fleet of 9 and 8th after corrections for PHRF and penalties.

Geoff Roulet
s/v Jeannie



Blast from the Past — Mixer # 155 — Sept 2009

Pirate Poker Run

This is your new correspondent Bos'un Bob to tell you about the latest Pirate Poker Run held on the long August weekend. Aside from a plethora of "aarrgh mateys" and all that usual stuff there was a larger group of pirates this year which meant a lot more pirate talk. Eleven boats set out after a 09:30 briefing by head pirates Clarence and Barb Hood and journeyed to Irvine Bay on Wolfe Island. This was a great sail that belied what was to come! Happy hours were held on three boats, Slinge II, Moksha, and Gibwanasi and then dinner occurred on the same boats with a slightly different cast. After dinner 21 odd people (Joannie's term) partied on Gibwanasi to celebrate the birthdays of Pirate Jenny's first mate and a guest all the way from Florida who had heard that CBYC folks have a great time on their cruises. As everyone then went to bed snug in their berths and safe on their anchors, they were quite unaware of the impending havoc to come.

At 01:30 a gentle breeze gave way to a steady wind that rocked the boats to and fro but no surprises yet! At 04:00 the pitter-pat of rain turned into a howling gale with gusts approaching 40 knots and lo' 4 boats of the 11 anchored there dragged. Naiad, having arrived first in the anchorage was up wind from all the chaos and blissfully unaware of the horns blowing, anchors tangling and general mayhem off her stern. When the new day dawned Pendragon, after visiting Toucan Duet, had

calmer night.

As we departed Collins Bay and arrived at Irvine Bay, then Beurivage, Day Dreams hoisted various signal flags to mark the occasions and the crew on Naiad, with their handy-dandy flag book seemed to be able to decipher them first as they denoted several famous pirates of the past.

Marilyn then asked a question each time relating to the name



called it a day and headed for the safety of Collins Bay however 10 boats awaited the end of the rain and travelled over to Beurivage for another anchoring and, thankfully, a

that was signalled and this provided a bit of fun for everyone.

Happy hours were celebrated

GANANOQUE CRUISE

FRIDAY, AUGUST 30 (OPTIONAL)

- Flexible arrival times at the Gananoque Municipal Marina (10 slips have been reserved for the cruise's early birds)
- \$2 per foot, including power (payment must be made directly to the Gananoque Municipal Marina)
- If there is enough interest, an evening gathering at the Stonewater pub will be organized (to be confirmed; those who can't make it to Gananoque by water on the Friday are invited to join us by land yacht)

SATURDAY, AUGUST 31

- Flexible arrival times at the Gananoque Municipal Marina (a total of 20 slips have been reserved for Saturday (including Friday's 10 early bird slips)
- \$2 per foot, including power (payment must be made directly to the Gananoque Municipal Marina)
- Free time - there is something for everyone – kayaking, canoeing, cycling, boat cruises, casino, shopping, antiquing, museums, art studios, spas, helicopter ride, and more
- 4 PM - Get-together at the Gananoque Brewing Company for a potluck happy hour; finger foods from a local restaurant will supplement happy hour @ \$10 per person
- Live musical entertainment by Gerry Doucet will be provided during the get-together

- 8 PM - Thousand Islands Playhouse (Springer Theatre)

- 40 tickets have been reserved for this performance
- \$30 per ticket - please pay at the Collins Bay Marina office
- Tickets must be purchased by **August 16**, after which unsold tickets will be released back to the Playhouse
- Cruise Captain (Peter Feltham) will distribute tickets on site the evening of the performance



SUNDAY, SEPTEMBER 1

Check-out by 11 a.m.

SIGN UP AT THE OFFICE BY AUGUST 16

QUESTIONS? Send email to helene-hubert@hotmail.com



An afternoon of history and culture at Agnes Etherington

The Richardson family were founders of one of Canada's greatest grain-exporting firms, James Richardson & Sons. The family has been linked with Queen's University since early this century and has provided Queen's with some of its most distinguished leaders and important gifts.

James Richardson arrived in Kingston from Ireland in 1823 and gradually built a company that remains the largest grain firm in the British Commonwealth. The head office of the firm remained in Kingston until 1923.

The first Richardson to figure largely in Queen's history was the original Richardson's grandson, also [James Richardson](#) (BA 1906). He was President of the family firm, a generous benefactor to the university, and served as the

university's [Chancellor](#) from 1929 to 1939. [Richardson Hall](#), built in 1954, is named in his memory.

His brother, [George Taylor Richardson](#) (BSc 1909), was a



top student and a spectacular athlete, but was killed in action during the First World War. After the war, the family donated the [George Richardson Memorial Stadium](#) to Queen's in his honour.

[Agnes Etherington](#), sister of James and George, married [Frederick Etherington](#), Queen's Dean of Medicine. She was an influential woman and when she died in 1954, she left her handsome home on [University Avenue](#) to Queen's to be used as a permanent art facility for the community.

The Agnes Etherington Art Gallery opened in 1957 and contains 5 rooms of the original home as well as numerous galleries. It contains Canadian historical art, indigenous art and artifacts and a collection of Canadian historical dress and the Lang Collection of African Art, plus over 200 paintings from the Dutch Golden Age, including 4 Rembrandt paintings.

Christina MacLachlan (*Commotion*) is one of the volunteers at the gallery and on Sunday, July 28th, she gave a tour to CBYC friends. Chris's enthusiasm and knowledge of the gallery made the tour memorable for us all. Thank you, Chris, for sharing your passion for art with us! What an awesome tour!!

Claudia Stevenson
s/v Tamara C

Art at the Bay held July 26th and TGIF bbq Aug 17th

The annual TGIF was sponsored by Glenn Reid, New Horizons Learning Center and was very well attended!

Art by the Bay was organized by Chris MacLachlan. A variety of CBM/CBYC artisans-painting, artwork, stain glass, sail bags and more were showcased.

Lori



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5th Anniversary Charity Golf Tournament

FRIDAY SEPTEMBER 13, 2019
Loyalist Golf & Country Club
1 Loyalist Boulevard, Bath

REGISTRATIONS AT 11:00 A.M., TEE-OFF AT 1:00 P.M.

\$125.00 PER PERSON - FOURSOME \$500.00

- Raffles and New Horizons Trivia challenge
- Awards Banquet Dinner
- 18 Hole Scramble and carts included
- Silent Auction
- Beer Tastings and fun holes
- Closest to the pin challenges
- Longest drive contests
- Putting contest

*For further event and sponsorship information,
please contact:*

Liz Taylor Reid - 613-329-1099

liztaylor354@gmail.com

SPECIAL EVENT!

Darin Talbot, "The Costa Man"

#1 Event Entertainer from Costa Rica,
will be performing after dinner.

Roast Beef Dinner and Entertainment
only \$30.00

All proceeds will go to
support the Boys & Girls
Club of Kingston & Area !

EYC Henderson Harbour, New York

July 11-13, 2019

It was great to have a few boats from Collins Bay down at EYC (Eastern Yachting Circuit) Regatta in July,

Investors Group, Horizon Dancer and Tingirrautalik were well represented.

Despite the high water levels they hosted the event . They were determined not to yield to high water as they had a few years ago. There were septic problems so we weren't able to use the bathroom facilities but it didn't matter, everyone just swam in the lake and used portable toilets. All were just happy to be there. Their hospitality was awesome and the food and beverage was

great, a good time was had by all. The weather was amazing and felt like we were in the Caribbean enjoying racing with sailors from all over Eastern Ontario and New York.

We had 3 fantastic days of exciting racing, all three boats did well and Investors took a 3rd home in course racing. Jenny Molson from CBYC crewed on US boat Hambone and they did very well. Chantal Thomas sailed her boat Wanderlust all by herself across the big waters to crew with us, we were definitely concerned but luckily she made, she had support on the way back but with those waters I would not recommend sailing a small boat by yourself. Adam Marsalek from Didyabringabeeralong crewed with us and that was pretty neat working with Big Show, we worked surprisingly well together despite our size difference sharing a small space.

Hopefully next year we will have more boats head down to enjoy the regatta at Chaumont, New York.

Wishing you all smooth sailing

Liz Taylor Reid

s/v Horizon Dancer



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Boat Porn

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



Taken at Beau Rivage Island on June 29. Photos of a very "lucky" outing, where BOTH ends of a rainbow landed on our boat. If nothing else we were lucky that we didn't drag anchor - this was accompanied by a squall with winds to 35 knots. There were a couple of other boats that had more problems.

George Dew

s/v Melba J

The 2019 Executive Committee

Board Position	Name	Boat	Contact
Commodore	Bill Amirault	Aslan	commodore@collinsbayyachtclub.ca
Vice Commodore	Peter Feltham	Cattitude	vicecommodore@collinsbayyachtclub.ca
Past Commodore	Claudia Stevenson	Tamara C	pastcommodore@collinsbayyachtclub.ca
Secretary	Ruth Cass-Beggs Smith	Drifter	secretary@collinsbayyachtclub.ca
Treasurer	Jacque MacKinnon	Bittern	treasurer@collinsbayyachtclub.ca
Fleet Captain	Bruce Anderson	Yoki Lintu & Investors Group	fleet@collinsbayyachtclub.ca
Cruise Chair	Marco Rancourt	Le Rêve Possible	cruise@collinsbayyachtclub.ca
Membership Chair	Ed Nash	Bay Breeze	membership@collinsbayyachtclub.ca
Social Chair	Liz Taylor (Chantal Thomas)	Horizon Dancer	social@collinsbayyachtclub.ca
Clubhouse Chair	Glen Reid	Horizon Dancer	house@collinsbayyachtclub.ca
Race Chair	Rich Ison	Rainbow Chaser	race@collinsbayyachtclub.ca
Sailing School Director	Robert Mackey	Tingirraulik	schooldirector@collinsbayyachtclub.ca
Newsletter Editor	Mark Sansom	Dream Haze	mixer@collinsbayyachtclub.ca
Women's Sailing Chair	Hélène Hubert	Cattitude	womens.sailing@collinsbayyachtclub.ca
Webmaster	Geoff Roulet	Jeannie	cbyc@collinsbayyachtclub.ca
Collins Bay Marina	Lori & Gerry Buzzi	Perfect Waste of Time	helm@collinsbaymarina.com
SUBCOMMITTEES			
Sailing School Administrator	Keith Davies		school@collinsbayyachtclub.ca
Sailing School Operations Manager	Richard Dickson	Windsome	school@collinsbayyachtclub.ca
Club Historian	Robert van Dyk	Day Dreams	history@collinsbayyachtclub.ca