



Collins Mixer

Collins Bay Yacht Club Newsletter

SAVE THE DATE

JAN 1
New Yers Day 2020

JAN 22
Boat Show By Bus

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Do you have an article, a regular column, a recipe, boat porn or a comment to share? Your contributions and input are welcome at: mixer@collinsbayyachtclub.ca

Commodore's Corner

The last boats were lifted out of the marina harbor yesterday. Most of the fleet has been winterized and many boats are sporting their winter covers. Although this marks the end of the 2019 boating season, your club executive will be meeting throughout the winter to review the season that has just ended, and to plan for the next season that is only a few months away.

The CBYC annual meeting was held on the 19th of October. This meeting was an opportunity for members of the executive to comment on the content of, and to respond to questions regarding, their annual reports. It was also an opportunity for your club executive members to receive input from those club members who were able to attend this meeting.

There are several things that are worth bringing to your attention. The new slate of candidates for vacant executive positions was announced and an election was held to fill those vacancies. Unfortunately, the position of the

sailing school operations manager remains vacant. This is a key position on the sailing school management team. The incumbent of this position ensures that the school equipment is serviceable and is capable of supporting the sailing school instructional and learning activities. If you have been considering becoming more involved in our yacht club, I would encourage you to consider taking on the sailing school operations manager position. Having served in this capacity myself, I can assure you that participation in the sailing school management team, and interacting with sailing instructors and students, can be a very rewarding experience.

It is clear that our sailing school requires investment in both coach boats and sailing dinghies. Some of the dinghies are getting old and a bit tired while participation in regattas requires more robust coach boats. A committee will be established to produce a multiyear plan with a view of defining a logical and an affordable renewal process of our sailing school fleet over time. The sailing school has some funds set aside for capital investment and our yacht club is also in procession of funds that could be applied to this

initiative. Those members who attended the AGM agreed that this is a project that should be a key priority for both the sailing school and the yacht club. I will keep the membership informed of our progress on this file.

As I mentioned in my annual report, expenses are increasing. For example, insurance and web services costs are on the rise. The costs of providing social events and providing support to cruising events are also trending upwards. As we have not had an increase in membership fees in several years, your executive will be investigating the possibility of recommending a modest increase in membership fees at the 2020 AGM. This issue was raised at our most recent AGM and I sensed agreement in principle from the meeting participants that this action was within the realm of reason.

On a less contentious note, the Fender Heads have expressed willingness to organize a bus trip to the Toronto Boat Show in January 2020. This event will take place mid week and will be an all day event as it has been in the past. Details will be available shortly and I encourage everyone who can participate to do so. This is always a fun trip with lots of laughs and many opportunities to interact with other club members in a relaxed social setting. I hope you can make it!

It is very difficult to believe that half of December has already flown by and Christmas is on the very near horizon. It's a busy time of year and, indeed, even stressful at times. However, the anticipation of time spent with family and friends definitely makes it all worthwhile.

As you prepare for this wonderful holiday season, and as you reflect on the year 2019

as it comes to a close, I hope that some of your fond memories include time spent on the water and fun times with members of your sailing community.

On behalf of your CBYC executive, I wish you a very Merry Christmas, Happy Holidays, and the very best in the year 2020. May the peace that we often find and enjoy on the water be present in all our homes during this holiday season and as we create more memories in 2020.

Bill Amirault

CBYC Commodore

From the Helm

Haul out is done! The crew are still hard at work closing things down for the winter and working on the fuel dock area. The fuel dock and the washrooms are closed. The office will be closed this



weekend to give us a little R&R! Winter hours are “by chance or appointment”

Thanks for a great season! Look for your summer confirmation packages in the new year!

The season may have ended but the marina is still busy with activity.

After haul out was complete and all the equipment was serviced and the marina put away, Gerry and James have been very busy raising the gas dock area!

The fuel dispenser was lifted 2 feet and the kiosk was craned out of its spot, the footings were secured and are being now being raised! The rush is on before freeze up! The kiosk will be put back in its spot and refurbished as well. We plan to

be operational when the high water comes again in the spring!

We are attending the annual Boating Ontario Conference and are looking forward to hearing from the IJC who will be speaking about the high water levels. Stay tuned.....

We wish you all a very Merry Christmas and a wonderful 2020!

See you all at the boat show in January and the curling event in February!

Lori, Gerry and family



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Thanksgiving Cruise at PEYC



On Saturday, October 12, 2019, under a beautiful sunny fall sky, five boats (Cattitude, Happy Puppy, Plan Eh, Siboney and Sundog) left Collins Bay Marina for a Thanksgiving celebration at Prince Edward Yacht Club.

Some time after we left, the sun was replaced with rain clouds and a gusty wind, which made for a fun sail.



All five boats made it safely to PEYC, but not without incident as Plan Eh experienced an engine failure along the way. Thankfully the issue was quickly resolved. Upon our arrival, we noticed that T-Boat was already at the dock. We were delighted to have them

join us for the weekend. Some CBYC members joined us by land yacht; six local PEYC members accepted our invitation to celebrate with us; and since Thanksgiving is also about being with friends, some participants invited friends of theirs to share the weekend with them. All told, we were 32 for Saturday's gathering.



Once again, PEYC generously gave us access to their industrial kitchen and to their banquet hall. Rob, our wonderful bartender, ensured that our evening ran smoothly by being attentive to our needs, including answering all our questions about kitchen operation and more.



The evening started with drinks and conversation in the lounge for the adults, and games and crafts for the kids,

followed by Thanksgiving dinner.



The following morning, those who had sailed to PEYC shared breakfast on the dock before heading back to Collins Bay Marina.



We are so grateful for the awesome weekend we had ... comfortable venue, great time spent with wonderful friends, opportunity to make new friends, lots of help to make the work light, delicious meal, and fun sails to and from PEYC. What more could one ask for?

Helene Hubert, *Cattitude*

Want to see more photos of the CBYC Thanksgiving Cruise 2019? Click [here](#).



DETAILS

48 seats only!
Stops @ [Flying J](#)
in Napanee on the
way to T.O. and at the
[Mandarin](#) in Picker-
ing on the way back
to CBM

THE FENDERHEADS DO IT AGAIN

- WHAT:** Road trip with the Fenderheads
- WHY:** Because it'll be fun!
- WHERE:** Toronto Boat Show 2020
- HOW:** By bus
- WHEN:** To avoid the weekend crowds, we'll be going on **Wednesday, January 22, 2020**
Leaving from Collins Bay Marina @ 8:30 AM
Pick up at Flying J in Napanee @ 9:00 AM
Return trip departure @ 5:45 PM
(bus will arrive 15 minutes prior to departure time; it'll be waiting at the front of the building where you were dropped off earlier in the day)
- COST:** \$40 per person (cost of bus rental); cost does not include personal expenses (e.g. meals, boat toys!)
Sign up and pay at [Collins Bay Marina](#) by **Wednesday, January 15** (payment will not be accepted on the bus; must pay by deadline at CBM)
Accepted methods of payment: cash or a cheque payable to Gary Logan

[The Fenderheads like to have fun](#)



... and so does [Rick Mercer](#)



2019 Racing Results

PENNANTS 2019

5 boats	1st	2nd	3rd
4 boats	1st	2nd	
3 boats	1st		
2 boats	1st		
1 boat	no pennant		

SPRING SERIES	boats	1st	2nd	3rd
PHRF 1	3	Investors Group	n/a	n/a
PHRF 2	6	Horizon Dancer	Counting Stars	Tingirrautalik

SUMMER SERIES

PHRF 1	3	Investors Group	n/a	n/a
PHRF 2	6	Counting Stars	Horizon Dancer	The Baron
PHRF 3	3	Gibwanasi 4	n/a	n/a

FALL SERIES

PHRF 1	2	Investors Group	n/a	n/a
PHRF 2	6	Counting Stars	Horizon Dancer	The Baron
PHRF 3	2	Shmoopy	n/a	n/a

SIMCOE ISLAND

PHRF 1	3	Happy Puppy	n/a	n/a
PHRF 2	5	Horizon Dancer	The Baron	Tingirrautalik

AMHERST ISLAND - *Amherst Island Cup*

PHRF 1	5	Investors Group	Grandpaw	Long Time Running (KYC)
PHRF 2	3	Horizon Dancer	n/a	n/a

PIGEON ISLAND - *Collins Bay Marina Award - flags & trophy to be presented by Lori & Gerry Buzzi*

PHRF 1	5	Investors Group	Breakaway J (KYC)	Force 10 (KYC)
PHRF 2	2	Horizon Dancer	n/a	n/a
PHRF 3	1	n/a	n/a	n/a

FROSTBITE - *Fall Frostbite Race Award*

Combined PHRF	4	Investors Group	Horizon Dancer	n/a
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FLEET CHAMPION

PHRF 1	1	Investors Group		
PHRF 2	1	Horizon Dancer		

CLUB CHAMPION -

Club Championship Award

	1	Investors Group		
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TOTAL 18 7 6

Kingston Keel Boat Championship

Horizon Dancer

ORGUEIL CUP (most improved sailor)

Robert Mackey

SPORTSMANSHIP AWARD

Geoff Roulet for welcoming new sailors onto his boat regularly

Appreciation of the CBYC Generosity

The Friends of Every Child Counts would like to thank all those who participated in the Silent Auction to support the rebuild of the School for children with special needs in Marsh Harbour, Bahamas. **All Hands and Hearts**; the NGO that will be leading the rebuild, has already started the cleanup of the debris and planning what materials will be required. Thanks to your generosity, we were able to raise \$2,020 towards this rebuild.

Jean White



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Ketching Up



In this issue, we depart Halifax and start our slow meander south, exploring the coast down to Florida. We encounter several heavy storms, lots of unseasonable cold, and generally unpleasant weather conditions for most of the trip. But we are rewarded with many engaging stopovers, close encounters with wildlife, and ultimately, gorgeous tropical weather as we arrive in the Bahamas.

Beauty and the Beast

We left the Dartmouth Yacht Club on October 5th and spent just over a week travelling in the waters of Nova Scotia. We truly had a little bit of everything, from serene fall anchorages (Beauty) such as this morning surrounded by lounging seals at Port Dover...

To raging storms (The Beast!). Tropical Storm Melissa kept us holed up at anchor in Northwest Harbour at the south end of the province for four full days of howling wind. It was our first major lesson in how to let go of expectations and just go with the flow of whatever the weather dictates. It eventually calmed down

enough that we could launch the dinghy to have a visit with Donna's stepfather, Tony. Overall on this leg, we were a little surprised that we did not encounter any other sailboats during our days travelling in Nova Scotia waters. Perhaps that was a bit of an omen.... We were not alone, however, as we saw lots of fishing vessels and have a deepened appreciation for the tough conditions in which they work.



Allen and Donna aboard Isabella II, a Shannon 43 ketch. Exploring the world by water.

You can reach out to us here:

E-mail: ketch.isabella@gmail.com

Instagram: [@ketch_isabella](https://www.instagram.com/ketch_isabella)



NEW ENGLAND : TOIL AND TROUBLE

We landed in Portland, Maine, after a calm two-day crossing of the Gulf of Maine. Allen checked us into the U.S. with the



new ROAM app (which was very efficient), while Donna dodged literally thousands of lobster pots for what seemed an eternity. Once alongside, we explored this hip city, graced with great food, craft beer, and coffee.

Then, we got absolutely hammered by an overnight Nor' Easter weather bomb with near hurricane-force winds. We sustained minor damage to the boat, and it was a truly



terrifying experience, made worse by a floating dock and the boat moving violently out of sync with each other. Farther down the coast, after encountering several days

of strong winds, we were excited to pull in to famous yacht centres such as Newport and Marblehead which were beautiful and did not disappoint for the megayacht viewing opportunities. While moored in the latter port, we were boarded in the middle of the night by folks we assume were planning to rob what they must have thought was an unoccupied boat. Sharp-eared and fast-thinking Allen flooded the deck with lights and chased them off before they could do any damage. So, we added addressing our security plan to our list of priorities. On October 26th, tired, cold, and feeling battered, we hooked on to a mooring ball in Port Washington on Long Island and spent a few lovely days. We took advantage of the water taxi to transport us from our boat to excursions ashore, including a fabulous dinner at an Indian restaurant. We'll be back!

Story of a Very Lost Wren

In the middle of our passage of the Gulf of Maine, this very tired little wren landed on the boat. We assume she was blown offshore by Tropical Storm Melissa. She initially settled in for a sleep near the mast, but soon approached us and even invited herself into the cabin where she slept by the stereo! Back up top, she joined us in the cockpit and snacked on insects, sat on Donna while they both napped, and perched on Allen's foot for a while. Eventually, all rested up, and closer to shore, she took off, flew a complete circle around the boat, and headed off toward shore with the wind at her back. We sure hope she made it safely back to land.



Acquired Knowledge

- * The Atlantic Ocean is remarkably shallow off the Eastern Seaboard. It was not unusual for us to be in 40 feet of water while 20 miles offshore.
- * We actually do have a use for all those super thick 1" dock lines that came with the boat
- * How to slow down and appreciate being storm-stayed for days on end
- * We should have brought more winter clothing!
- * The cruising community is incredibly kind, generous, and social
- * A star can shine so brightly offshore on the Atlantic, it reflects off the water

Heading Toward Warmth...in Vain

We whooshed through New York City with a strong current on the East River, barely able to keep up with all the sights, including the United Nations. As we passed the Statue of Liberty, we marked our completion of the 2,400 nautical mile Down East Circle, started two years ago when we brought the boat to Kingston through the Erie Canal.

After waiting out yet another storm at anchor at the top of Chesapeake Bay, we were very excited to arrive in Annapolis, where we purchased Isabella three years ago, and enjoyed four beautiful days there, catching up on long-overdue chores, like grocery shopping and laundry. We also revisited some of our favourite restaurants.

Hoping that we would finally be enjoying some milder weather, we were somewhat shocked to find that the farther south we travelled, the colder it got! In the southern Chesapeake, it was literally sub-freezing



and akin to heading out for a sail on a blustery mid-winter day. We were, however, cheered up in this section by our first sighting of pelicans dive bombing into the water with resulting large splashes, and a lovely evening out in Deltaville, Virginia with our yacht broker, Skip which gave us a chance to a) reconnect with a very inspiring fellow, and b) warm up!



Whale Tales

While we were thrilled at our whale sightings in the Gulf of St. Lawrence, a couple of sobering close encounters with whales on this leg have changed our perspective. Whales and boats in close proximity are not necessarily a good combination.

During our transit of the Gulf of Maine, Allen was seated at the helm, studiously reviewing the charts on the iPad when he heard a deep "whooshing" sound. He looked beside him and there was what we believe to be a sleeping humpback whale, not even 10 feet away. The small, and likely young, whale took another slow "whooshing" breath, almost spraying Allen, and the boat quietly slipped on by. We could only imagine what would have happened if we were 10 feet farther to port.

Just off the coast of New Jersey, Donna was at the helm as dusk was approaching when she saw a dark object off to starboard in the waves. It quickly emerged as a very large humpback whale, probably in the size range of 50 feet. It was close off the bow and on a collision course with the boat. Donna stopped the boat and we stood and watched in awe as the massive animal swam by in front of us. Again, we were lucky, for if it had been a few minutes later and darker, it is unlikely we would have seen it in time to stop. It is easier for us to understand how whale and ship collisions can happen so frequently.

Sneaking Through the Intracoastal Waterway

We had hoped to undertake a sail around the infamous Cape Hatteras, but weather conditions were too severe, so we opted to take the Intracoastal Waterway (ICW) from Norfolk, Virginia to Beaufort, North Carolina. We were thrilled to meet up with Dave and Cathy aboard Ketch 22, our dock mates from Collins Bay Marina, and share this, and several other portions of our trip, in their good company. We have really appreciated the support and comradery of these friends to share travel experiences with. The two boats made our way to Coinjock, NC.,



where we were storm-stayed for three cold days, then dashed in to Beaufort two days later, just in time to endure yet another howling Nor'Easter... and unfortunately, yet more slight damage to the boat. We met more Canadians here and enjoyed a fun evening with everyone aboard Isabella II while the storm raged outside. Evidently, high water is a common



occurrence during storms in Beaufort, as the stores on the main street were employing sandbags. Our experience on the ICW was that it was a welcome option to make some miles, but we found it required constant focus to stay in the narrow, often winding, channel and entailed travelling in a continuous convoy of faster boats trying to pass us in the shallow waters. So, while it was quite scenic and safe in these lowland waters, we were very happy to return to our open ocean passages where we didn't have to concern ourselves with the timings of bridge openings or the possibility of running aground.



THE ENGINEER'S CORNER: ALLEN'S STATS AND STUFF

Departure from Collins Bay - 11 Aug 2019

Arrival in West Palm Beach - 7 Dec 2019

Approximately 4 months total, with extended stays in Halifax (5 weeks) and Charleston (1+ weeks).

Total nautical miles travelled - 3103.8 nm

Total number of hours underway - 533 hours

Total number of passages / travel segments - 41

Total number of overnight / multi-day passages - 9

Longest passage - 231 nm (Cape Sable Island, NS, to Portland, Maine at 43.5 hours underway)

Number of days on the ICW - 4 (205.6 nm)

Fuel used - 449 gallons (ouch! Too much motoring and trying to make miles)

The Welcoming South

We knew it had to happen eventually, and sure enough, we found warm weather just outside of Charleston, North Carolina. It happened all very suddenly when we were about 40 miles offshore and simultaneously the warm sun emerged, accompanied by pods of dolphins that swam and played with the boat. How thrilling!



Charleston is a beautiful city—a real highlight for us with its mix of history, beautiful streets and architecture and great food and beer. We stayed here for a week and Allen took a quick trip back to Montreal for a couple of days of

work meetings. From there, we undertook a calm, and warm, overnight trip to Cumberland Island in south Georgia.

This national park is a real gem to explore with wild horses, a spectacular beach and tropical vegetation. Remarkably, here we enjoyed absolute silence for the first time in a long time. On

the move again, we headed for St. Augustine, Florida. The oldest continuous settlement in the U.S., this historic city



was classically charming with its narrow streets, Spanish fort and over 2 million Christmas lights. It was also where we had a surprising taste of home, meeting up with John and Linda on their boat Serenity, our dock mates from Collins Bay, and a family on their boat from our small town, Vankleek Hill. Such a small world. We also enjoyed meeting up again with Dave and Cathy with whom we shared a lovely dinner on an outdoor patio under heaters, as chilly weather found us again. Motivated to settle into permanent warmth, we moved farther south, enjoying a calm 24-hour passage to ritzy—and warm—West Palm Beach.



Better in the Bahamas!

We plunked the anchor down in West Palm Beach on December 7th to wait for a weather window to cross to the Bahamas. It is a fine art to choose the right passage opportunity, as the Gulf Stream, which flows north at approximately 3 knots, can create dangerous travel conditions in unfavourable winds (which seems to be much of the time!). Three days later, we saw a brief opportunity, and took it. After a mostly pleasant 25-hour passage, we arrived in the beautiful Berry Islands and are now relaxing into our winter routine of going with the wind and exploring these gorgeous islands. All the hard work was worth it.



Blast from the Past

First appearing in the Mixer's May 2010 issue, this is another example of the enjoyment that can be had on the beautiful waters of Lake Ontario.

OJ 'n Bubbly/ Mimosa Classic Cruise

It was a dark and stormy night... again! No, no, no; wait, that was a different weekend.

The weatherman finally got it right. The sun shone, the winds were from the south and the nine boats that left Collins Bay on Saturday, May 11 had a fabulous reach over to Prinyers Cove. Mike and Walter (Ondine) greeted us at the dock helped bring the boats in. The party started immediately and didn't stop until Monday morning!

Iron Jack Rackham (aka Hans Mertins from Moondance), was our intrepid Volunteer Cruise Captain. he started the weekend off with a Captain's meeting, where he explained to the new comers, the logistics for the weekend and



the coordinates for Prinyers. And, most of us took off like a shot. We were keen, and we were excited about the first sail of the season.

Rebel Yell and Pirate Jenny anchored out. Denis and Norma Reed (Innisfree) land yachted it. New members, Lucy Dore and Adrian Wright (Judith Ann) had to put on their sails before they could take off. Although they were late arriving, they made up for lost time. Over Happy Hour, we were pleased that the folks from Katana and Pipedream were able to join the party.

Robert (Day Dreams) and Clarence (Rebel Yell) looked after barbequing the kebobs



from Bob's Butcher Shop. After dinner, toasts to the season were made and the Cruisers turned into choristers, with Lionel leading us in song with his guitar. Several of the Cruisers continued the party, into the wee hours of the night, around the fire.

On Sunday morning, your nervous scribe, Marilyn (Day Dreams) decided that it was time to stop procrastinating on writing the exam for her Boaters License. Phil Morris (Wavelength) graciously administered the test. Now, I can dock the boat, legally! For those other procrastinators out there, it is important that you do get your permit. Apparently,



the police are looking for opportunities to make examples of the slackers. Don't be afraid, the test is easy.

After our beloved Commodore, Lionel (Naiad IV) endeavoured



to open the bubbly, more Bubbly was drunk, this time with OJ... creating the soothing

morning after imbibement ~ Mimosas.



Sunday passed gently. Walks, visits with friends, naps, boat cleaning, working. By 16:00 hours we were ready to start partying again. Some of us played Scrabble, others Backgammon. Everyone drank, shared appies, dinners, more gossip, tall tales, lots of laughter and another fire.

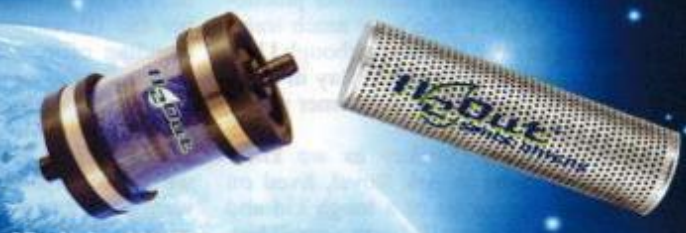
Monday morning, the winds were calm, so most of us slowly motored back to Collins Bay, exhausted after such a fun, and relaxing Cruise. Thanks Hans for making it happen. Next Cruise is Canada Day. Mark it on your calendars. Details will be sent out soon.

Participants: Moondance, Moksha, Day Dreams, Judith Ann, Naiad IV, Ondine, Wavelength, Beluga, Pirate Jenny, Innisfree, Rebel Yell, Pipedream, Katana

Scribe and pictures: Marilyn Sykes (Day Dreams)


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The 2019 CBYC AGM





Vacant Positions for 2020 CBYC Executive

The following position is available on the CBYC executive for 2020:

Sailing School Operations Manager – The Sailing School has a director, Robert Mackey, and Administrator, Keith Davies. To function efficiently and share the work during the summer season, we need an Operations Manager.

Portfolio: SAILING SCHOOL OPERATIONS MANAGER
Responsibility statement updated by: Robert Mackey and Richard Dickson
Date: September 16, 2019
Primary purpose of portfolio:
The Operations Manager is <i>responsible</i> to the Director, and <i>responsive</i> to the Dinghy Program Manager and the Keelboat Program Manager. The Operations Manager oversees the day-to-day equipment needs of the dinghy and keelboat sailing programs of the Sailing School.
Specific responsibilities/obligations:
<ul style="list-style-type: none">■ Ensure all Sailing School equipment is maintained to a high standard and meets all legal requirements at all times.■ Assist with the coordination of pre-season dinghy and keelboat equipment preparations as well as post-season winterizing.■ Report any operational issues in a timely fashion to the Sailing School Director.■ Contribute to the development and implementation of assets replacement planning.
Volunteers required to assist in fulfilling the specific responsibilities/obligations:
<ul style="list-style-type: none">■ To prepare the boats and equipment at the beginning and the end of each season.■ To assist with repairs to boats and equipment throughout the season.
Key Challenges:
<ul style="list-style-type: none">■ Maintaining the safe and smooth operation of the Sailing School.■ Responding to day-to-day equipment issues.

We need you! Please give serious consideration to these positions and feel free to discuss with any member of the executive.

Claudia Stevenson

Past Commodore

CBYC Storage Locker

Looking for: used inflatable tender for 2020 season

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Boat Porn

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



"even on an overcast day ... life is better boating ..."

The 2020 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	Sielu 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	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	Tingirrautalik	schooldirector@collinsbayyachtclub.ca
Newsletter Editor	Mark Sansom	Dream Haze	mixer@collinsbayyachtclub.ca
Women's Sailing Chair	Hélène Hubert	Cattitude	womens.sailing@collinsbayyachtclub.ca
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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