



# Collins Mixer

## Collins Bay Yacht Club Newsletter

### SAVE THE DATE

*FEB 1  
Curling*

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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](mailto:mixer@collinsbayyachtclub.ca)

### Commodore's Corner

A belated Happy New Year to everyone! As I write this article the first half of January 2020 has already flown by and the spring will be here before we know it. Now there's a pleasant thought.

Although things are quiet at the marina this time of year, this is not to say that all CBYC related activity has come to a stand still. For those of you who can make it, the club will be holding its annual fun curling evening on Saturday, the first of February 2020 at the Kingston Curling Club. This is usually a very fun evening with lots of laughs as the ability to curl is not a requirement, whereas the desire to have fun and a pleasant time is an absolute prerequisite. I hope to see you there.

The Fender Heads have organized a bus trip to the Toronto Boat Show on Wednesday, 22 January 2020. This is an excellent opportunity to connect with some of your sailing buddies while someone else takes on the onerous responsibility of a

drive to Toronto and back in winter conditions. There are many opportunities for sharing stories and opinions and, of course, there are the displays at the boat show to jumpstart our planning for the upcoming season. Top this off with a stop on the way home to sample some great Chinese food and you have yourself quite an outing. I hope you might consider coming along. There are still seats available.

The first CBYC executive meeting will take place on Tuesday evening 21 January 2020 in Kingston. You may be aware that the year 2020 marks the fortieth anniversary of our club. We will be looking at the year ahead and planning our schedule of events. If you have any suggestions regarding the types of events that you would like to see during our fortieth year, please share this information with one of your CBYC executive members. We will be attempting to finalize the CBYC 2020 calendar by the end of March thus there is a fair amount of time to give this some consideration and to communicate your ideas to your club executive.

We have been very fortunate to have volunteers step forward to fill most of the positions on the CBYC executive. However, the position of Sailing School Operations Manager remains unfilled. This is a very important function in support of our sailing school program with the incumbent of this position working closely with the Sailing School Director to ensure that the equipment required by the school is maintained in good condition and is serviceable and available to the instructors and students. I would ask you to consult your schedules and current commitments and to consider if you might be able to take on this responsibility. The ongoing safe and effective operation of our sailing school relies on each of us taking a turn and becoming involved when our circumstances permit. Might this be the time when you are able to step forward in this way?

Bill Amirault

CBYC Commodore

## From the Helm

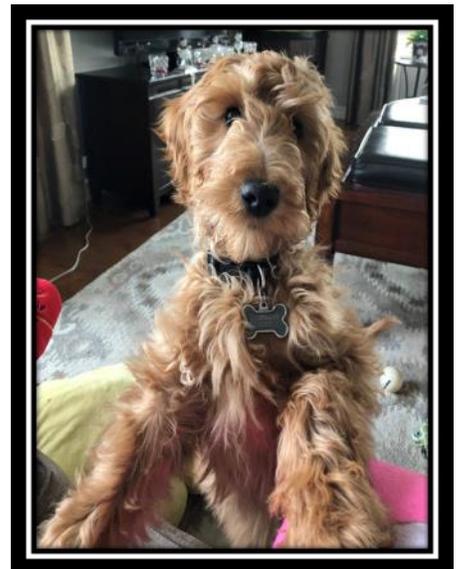
The winter has been busy at the marina, not in the traditional way, but Gerry has

not stopped! The equipment has been undergoing repairs and tune ups for the spring season, the kiosk was raised about 3' as well as the fuel dispenser in preparation for the upcoming spring and anticipated high water-again! The inside of the kiosk will be redone before launch begins.

Summer confirmations have been mailed out. Please confirm your spot before the deadline of February 29<sup>th</sup>. If you won't need your slip this year or you will be staying on the hard, please let us know right away (before February 29<sup>th</sup>) so we can offer the slip to our lengthy wait list. Along with your signed confirmation and deposit, please send in a copy of your boat insurance with the policy number, company name and policy dates. The launch calendar is on the website and begins April 15<sup>th</sup>, weather permitting.

Please contact the office to book your day or use the online request form. Reminder that all boats in the first two rows closest to the water must launch before May 15<sup>th</sup> to allow for parking. Thank you.

We are excited to introduce our newest crew member in training!



Copper is our adorable mini golden doodle! We are excited for everyone to meet him and he is very excited too!

Lori, Gerry and family



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## DIY Battery Capacity Testing

At the heart of *Melba J's* electrical system sit three AGM (absorbed glass mat) batteries – two for the house bank, one for the engine – rated at 105 Ah (Amp-hours) each. According to the previous owner's impeccable records they were installed in 2008 and they were showing signs of age, so I decided to bite the bullet and replace ... THEY COST HOW MUCH EACH?!\*?

As I was saying, ... I decided it was time to learn more about batteries and charging systems and in particular see if there was a way to clearly determine the actual condition of the batteries. I could bore you with a lot of stuff I learned, but this particular article is about the "20 hour test" of battery capacity: what it is, how I did it, and what I learned.

A few definitions and basic concepts are needed to start with.

Rated battery capacity: A battery's rated capacity is based on the number of Amp-hours it can provide at a

constant current (Amps) that will fully discharge it over 20 hours. So, for example, a battery that provides 5.25 A for 20 hours is rated at  $5.25 \times 20 = 105$  Ah (like mine).

Full discharge: An AGM battery (this may vary for other battery types – I haven't studied them yet) is considered 100% discharged when its voltage drops to 10.5 Volts under load.

State of Charge (SoC): State of charge (in percent) is a battery's charge level relative to its fully charged state. It is important to note that a battery at 100% SoC is fully charged – as someone explained it to me "all of the chemical reaction that can happen has happened" – but that it may no longer offer its rated capacity even after a full charge. That difference is what I'm trying to figure out here.

Estimating SoC: State of charge can be estimated by disconnecting a battery from all charging sources and loads, letting it stabilize for several hours, and measuring its voltage (open circuit voltage). The numbers can vary slightly among manufacturers, but for AGMs a pretty good estimate is that 12.8 V indicates 100% SoC;

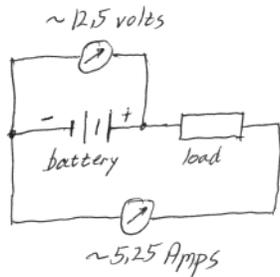
12.2 V indicates 50% SoC.

Measuring actual capacity: The actual capacity of a battery can be measured by fully charging it (see *SoC*), then discharging it at the 20-hour rate (see *rated capacity*) and noting the time it takes to fully discharge (see *full discharge*). The 20 hour rate times the actual hours to discharge gives you its actual Amp-hour capacity.

This can be done with expensive automatic test equipment, but there should be a cheaper way to get an adequate estimate. With all of that in mind and time on my hands over the winter I set out to build a test jig that would allow me to do it myself.

### The Device

My first thought was to create a "quick and dirty" version using an appropriate load and two multi-meters to measure voltage and current (see basic circuit). For an appropriate load a friend suggested a car headlight – a 65 Watt bulb would do the job very well. But I finally decided (time on my hands) to build something a little more elegant and reusable .



give you a good approximation. If you don't record things on a perfectly regular basis (I didn't) then use the average current over each period times the length of the period, and add this up to get the total. An example follows.

For the load I bought an adjustable power resistor: set to about 2.4 Ohms it works for my batteries but can be changed to accommodate other sizes. Instead of multi-meters I bought a couple of inexpensive digital panel meters for the measurement; a switch allows the load to be disconnected when desired and a fuse adds a basic safety measure. Photos show the circuit as connected and the final product in action. The odd-looking placement of the resistor on top of the box is to allow for heat dissipation – my initial design had it neatly placed inside but I had to find another arrangement after the plastic started melting!

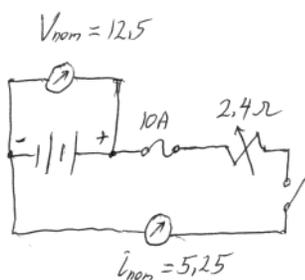
### The Measurements

The measurement process isn't complicated but it's manual and possibly lengthy – remember this is the "20 hour" test. Adjust the resistor for about the right load current, turn on the load, and then record voltage and current regularly until the voltage drops to 10.5 V. When done, disconnect the system and don't forget to recharge the battery – it won't appreciate being left in this state for a long time. Calculate the number of Amp-hours drawn. There are ways of improving the calculation, but simply recording the current at the start of each hour of testing and calculating the total will



### The Results

The table shows my



Time of Day	Voltage	Current	for each period		
			Time (hours)	Average Current	Amp-hours
2030	12.5	5.7			
2120	12.3	5.7	0.83	5.70	4.8
0210*	11.9	5.5	4.83	5.60	27.1
0600	11.6	5.4	3.83	5.45	20.9
0640	11.5	5.3	0.67	5.35	3.6
0810	11.3	5.3	1.50	5.30	8.0
0920	11.2	5.2	1.17	5.25	6.1
1020	11.1	5.1	1.00	5.15	5.1
1040	11.1	5.1	0.33	5.10	1.7
Total					77.2

\* Guys my age tend to get up in the middle of the night anyway.

measurements for one battery, with the calculation of Amp-hours consumed during each period and the total for the test.

If you've been paying attention you'll notice that I stopped the test before the battery was all the way down to 10.5 volts – I ran out of time – but that it's close enough to give a pretty good, and conservative, estimate. This battery has more than 77 Ah capacity – considerably less than its original rating but more than adequate for our engine. It will give a few years' more service. The house bank, on the other hand, was clearly finished: with

a 5.5 Amp load one battery was drained in two hours and the other in 45 minutes. It's amazing we were able to spend a night at anchor with those.

So, with all of this done, I can conclude that:

- I learned some stuff;
- I saved the cost of one battery; and
- I can replace the other two batteries with confidence that it will improve life aboard significantly.

Any club members who would like more information or are interested in borrowing the widget for their own tests are more than welcome to get in touch.

George Dew

S/V Melba J

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## Blast from the Past

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

### US Cruise 2010 - July 9th - 17th

Cabernet and Dream Haze snuck out a day early partly because the weather was good and partly because Capt'n Salty would have jumped aboard if he knew we were leaving with the rest of the fleet on Saturday. Skipper Norm and Ina Ballast had guests aboard, Denise and Michel Pettigrew, who have a home in Deep River and sometimes live there.

When we got out to the entrance to Collins Bay at mid-morning the south-westerly was pushing 10 to 15 knots. Great reach past Kingston harbour and down the River. Having started in blue and fairly clear skies, by Howe Island the sky was overcast and thunder could be heard in the distance. We rolled into our destination of Breaky Bay about 3PM, anchored, swam, and were deep into Happy

Hour on Cabernet, when the rain started. As it became more persistent, we retreated to our boat and allowed the rain, with little wind to accompany it, to lull us to sleep.



We were off early Saturday morning to Cape Vincent for Customs check-in and provisioning. Why provisioning was necessary on the second day out seems a bit strange but wine by the box at some extraordinary discount was enough to overcome the need to anchor, dinghy ashore, and join the parade at the French Festival.

Our business complete, genoas were unrolled and a moderate souwesterly gently wafted us down the south side of Carleton Island to Clayton where most of the Collins Bay Yacht Club fleet were assembled. The north side of the Municipal Dock was lined with helping hands to assist our docking, and with the swell from many boats in the harbour, help was appreciated to allow time to get fenders well positioned and springs in place.

After the total fleet was in dock, the cruise meeting began, with Jacques Levesque reviewing the itinerary and



options for the evening and next day. The main event was a great talk by Norm Wagner, Clayton's Town Historian, who told stories about the Thousand Island Region and Clayton. It turns out that if Jacques Levesque had lived in Clayton way back when, he would have been named Jack Bishop! And Historian Wagner's Great-great-great Grandfather had to swim across the harbour to get to work with his clothes held over his head to keep them dry! Yeah... Right! While I was pondering Capt'n Salty's

potential appreciation of the stories, Marilyn Sykes was trying to get someone to volunteer to do the Cruise write-up, and damned if Salty doesn't start waving from behind her, and Admiral Jan says, "Sure Skipper Dave will do it, and Capt'n Salty can help!" At that moment I knew I was scuppered and must appear to graciously accept. I don't remember Happy Hour.

It was the great company and the seafood linguine on the deck of the Riverside Restaurant watching the sunset, that finally overcame

the shock of Capt'n Salty's surprise arrival, and I decided that I must make the best of it (or possibly get even).

Having heard of the rock and roll possibilities while docked in Clayton Harbour, I did not expect the quiet night that ensued, but decided that this was a good omen, and that Saltys powers were intact.

Sunday was warm and sunny, which suggested an appropriately leisurely start, and the Marine Museum seemed the right place to start, being adjacent to the

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Municipal Dock. While I had been to the museum before, I had not toured the houseboat La Duchesse, made for George Boldt in 1903. With two stories above the waterline and 106 feet in length, Capt'n Salty quickly expounded, "This has to be your new Clubhouse! This has to be the ultimate Party Boat! Look at all the kitchen space for Social Chair Pat to organize the food and drinks. Commodore Lionel could have his own boardroom for meetings, while the racers could be making a mess on the barbeque deck. Hub could rent out space for folks to live on the water, instead of building the condos he fondly talks about. If we parked it at the end of D dock, the airport could extend the runway, and the navigation lights could be on the top deck."

The only way I could stop the continuous barrage of ideas congered up in Salty's mind was to suggest we jump in the triple cockpit mahogany replica Chris-Craft runabout with some



of our cruise companions and roar off down the river in 1930's splendour. This was a classy, smooth, and fast way to experience the Thousand Islands with the purr from the Chevy V8 pushing us easily at 30 to 35 MPH. Salty had quieted down by the time we got to the Museum Docks so he must have been impressed. I certainly didn't want to reopen the Houseboat discussion, but you know, if we had a couple of million or so... maybe...

The excitement of the museum led us on to O'Brian's Bar where the operating credo, as expressed on the waitresses t-shirts, is "Tastefully Tacky, But Not Refined". This was the big screen venue for the World Cup Final between Spain and Holland. Luckily when we joined the crowd there was still no score, but the tense atmosphere was evident. The total crew of Cabernet were spread around one table, Ina and Denise in their Orange shirts, cheering for Ina's country of birth and source of her heritage. The remainder of the room were local Claytonites and their soccer savvy kids cheering for the Spanish. I figured I should join the Dutch table, but Capt'n

Salty sort of sat in between the two factions since in his long history he has worked for both countries, but that's another story. So, to make a long story shorter, near the end of the first overtime period, a catastrophe struck and the Dutch supporters began their long trek back to the dock. Ina got out her Dutch Cleanser, only Salty remembered what that was, and proceeded to wash the Tear and Wine stains from Lionel's Orange shirt before returning it. Salty whispered in my ear, "The Commodore wears orange shirts?" I didn't know what to say!

The other avid sports fans went to the weight lifting competition at Channel Marker 225 as participants in the Arm Curl Endurance Event. This is



where a goblet with a small sample of wine is lifted from waist level to lip level as many times as possible, while alternating with Hors D ' Oeuvres in the other hand, until the competitor can no

longer stand or inhibition to buying a case of the real stuff is overcome. Our CBYC Team put up a gallant effort and, at least, returned to dock with little appetite for supper. Sleep came easy that evening knowing that our fleet had successfully improved the Clayton economy.

It was obviously time to move on; so next morning, the Monday sun shining pleasantly, our little flotilla motored out into the St Lawrence River and proceeded westerly toward our Cape Vincent objective. The plan, however, also included an exercise in anchoring and rafting, which was executed



with near perfect technique by all involved in a small bay on the east side of Carleton Island. We were rewarded with a swim and lunch and happily continued on our journey, using the northerly route around Carleton Island, some of us started sailing, some quit when 15 knot winds on the nose in the narrow shipping

channel became irritating. Capt'n Salty suggested that Dream Haze needed the practise for tomorrow's major sail, so we persisted until most of the fleet had left us in their wake and worry about dock space became of greater importance. But we need not have worried, as a great dock space at Anchor Marina was saved for us. One rule to remember when travelling to multiple marinas and yacht clubs is to bring all possible electrical connectors of size and capacity to combine with others in the team in ingenious ways to keep those batteries charged.

Other boats stayed at the DEC docks and Happy Hour was held in the Park associated with the DEC facilities. The docks became quiet early tonight.

Tuesday began with overcast skies, but after the line-up completed their pump-outs, and began moving up the river, a fresh sou-westerly had developed and sailing up the river was possible. Thus began five hours of great sailing in 15 knot winds, a couple of tacks, and we were knocking on the

entrance to Henderson Harbour.

Did you ever wonder what happens when the glass Melita coffee pot half full of coffee jumps off the stove during a tack in 15 knot winds? First, Capt'n Salty apologized for forgetting to put the pot in the sink. We quickly accepted his apology. Second, the pot bounced, sounding like a minor explosion, but... it didn't break. Amazing! Third, the coffee pretty much just disappeared. Finally, a day later when checking the bilge it appears that there is a major leak in the holding tank! Whoops! Capt'n Salty apologized again and suggested, in a hopeful manner, that maybe it was the missing coffee!

Jacques and Glenda, using all their upwind advantage, pulled ahead of the pack and docked at Henderson Harbour first. They had our dock assignments organized as we arrived and all the fleet were safely docked by mid-afternoon. Time for a swim!

After Happy Hour, we joined the Henderson Harbour Yacht Club regular Tuesday evening pot-luck augmented by pulled pork burgers. It was great to

meet some of the HHYC members and enjoy their hospitality. A lively Sing-Song followed dessert under the leadership of Cruise Captain Jacques and Commodore Lionel accompanying themselves on guitar. The new



member to this reinvented Kingston Trio was Skipper Dave who trailed the leaders by about two notes on what appeared to be an oversized tambourine, with a handle and strings. But the highlight of the evening's performances was the unveiling of Geoff Kelland from Beluga with his impersonation of Mick Jagger moving to that great Rolling Stones hit, SATISFACTION. It is amazing what latent talent lies hidden beneath the serious responsibility of maturity!

It must be Wednesday and we are off to Long Point State Park; but No....the weather forecast suggests north-easterly winds for the next evening, which would not be preferred while anchored in

Chaumont Bay. And we were pretty happy with the Henderson Harbour facilities, so the unanimous decision was to stay put for another night. Lee and Crystal on Pendragon were ecstatic; were they worried about their newly painted anchor getting scratched?

But there was a catch! Someone had the great foresight to create a challenge where each boat in the fleet would display their boat-building expertise and race their creations before Happy Hour. All I have to say about this challenge is that I continue to be amazed at how grown men, Skipper Dave included, can rise so quickly to a competition to make toys that will somehow demonstrate their ingenuity and creative ability. There were no women with boats on the starting line!

Happy Hour and a general gathering for suppers at the picnic tables occurred, followed by another Sing-Song, starring tonight, Matilda from Melbourne, who tried to teach the assembled group about didgeridoos, swag men, jumbucks, billibongs, and waltzing. While captivated by

the subject, the audience appeared to have reached the limit for learning this evening. Matilda must return at another time to direct a second lesson in this Australian classic. The evening was complete with a dessert of Smores sweetly prepared by Glenda and Jacques.

Thursday's plan was a move around the corner to Sacket's Harbour. Departure was leisurely given the short distance to travel, and some boats needed a bit of help getting out of their tight spaces, but we were all launched by mid-morning. Light winds persuaded most of the fleet to take the direct route, but some of us taking the outer path were met with the briskly rising breeze and reached over to the entrance to Chaumont Bay, then reaching back to Sacket's Harbour and the Navy Bay Marina. With the arrival of boats nicely spaced and with an efficient Harbourmaster, all boats were docked safely. The work of staying cool was undertaken by all; swimming and relaxing in the breeze and shade, and an early start to Happy Hour were popular.

The formal Happy Hour and Cruise Meeting started the evening, giving enough sustenance to get us to the Lake Ontario Playhouse for dinner. The plan to have a table at stage level was revised to an upper level balcony with one fan. The friendly servers did their best to keep us happy with water and wine and good food, but Skipper Norm was the only one to get the special surprise cooling treatment. Capt'n Salty, having a seat close to the action, explained the scene this way, "Our young waiter arrived with a full tray of drinks, and as he was handing one glass of wine to Matilda of Melbourne, while balancing the tray over Norm's head, Matilda gave him a big smile and her special WINK, and he completely lost all control, the contents of two glasses spilling down Norm's back and the glasses crashing to the floor!" Salty continued, "I can certainly understand the poor boy's loss of composure, Matilda certainly has an enticing smile, but that WINK just melts a man!" Skipper Norm reportedly said later, "It was a rather pleasant shock at the time, but after awhile some of my parts began to stick

together!"

The theme of the first of two comedy acts was "LOOK.....on the bright side". This seemed very appropriate, and a whole bunch of laughs later the team wandered back to our respective crafts.

Sacket's Harbour on Friday and we were free to choose our day's adventure. Rain started the entertainment; when it stopped, some headed shopping, so the rain started again. By mid-day dry exploring could commence.

Capt'n Salty says to me, "I thought I recognized this place, come-on, let me show you the battleground and tell ya bout the skirmish!" So Skipper Jim and I trudge off to the Battlefield with Salty. We went through the displays, and videos, and the Navy Commanders home, and stopped at the Commemorative to the Battle of Sacket's Harbour. "I was here that day, May 29th, 1813," says Salty. "I was sent over as a break from Nelson's fleet. We were blockading the French ports mostly and I was itchin' for some action. It was here I learned, one more time, about the irony of war. We,

the Brits and Canucks, that is, sailed in, dropping our infantry on a little island over there. They attacked, the Yanks defended bravely. Our ships, intending to destroy the Naval Shipbuilding Yard, were caught without wind, so we couldn't get close enough to fire our cannon. Some Yanks thought we were winning, however, and set fire to the stores in the Shipyard, which got out of control. Our infantry retreated and most got back to the boats. The skirmish was over, we had lost the battle but the objective was met and the Yank's Navy on Lake Ontario was kept under control. We lost some good boys that day. Never trust the wind!"

Skippers Jim and Dave returned to the final Happy Hour and Scuttlebutt Time, while Capt'n Salty roamed about the battlefield with his memories. After appetizers, we headed in town to the Tin Pan Galley for



more appetizers and a Real Meal. A great place to eat,

scallops were great, dessert was too much! There was a lot of sharing going on, assisted by Ina Ballast having been presented with a new and improved Extend-Fork to help in her life goal of sharing food with and from all her table mates. Congratulations Ina!

A lot of stuffed sailors waddled happily back to their boats in the dusk.

With the expectation of brisk winds on Saturday morning, with possible deterioration of the weather later in the day, the plan for our return sail to Collins Bay was to depart early. So, at a little after 6, Skipper Bob had his Tiny Tug in service, pushing Moon Shadow's bow about and Mate Jean piloted the boat out of its cozy berth. Then the team went around assisting others out. By 7AM the fleet had exited Sacket's Harbour with great memories!

Now the key decision was how much sail to fly! Let's start with a reef in both Main and Genoa. We can shake them out later if needed. A bit upwind until the first major mark; then a beam reach, or slightly abaft the beam the rest of the way. Winds were 15 to 20 knots, steady. Waves

reached an occasional 2 meters, but mostly between 1 and 2 meters. No tacking, no swimming, no flying coffee pots... just a glorious sail!



With all boats safely back to the Marina shortly after noon, the cruise could be declared a roaring success. And while any cruise requires the participants to make it a success, the main ingredient for success of this cruise was, without a doubt, the organizing team of Glenda and Jacques Levesque. They obviously spent a pile of time preparing, making reservations, assembling information, considering options and alternatives depending on conditions, and providing a great blend of educational and entertaining activities to enjoy. It was our desire a couple of years ago to reacquaint our Club members with U. S. Destinations. The cruises organized by Glenda and Jacques have been extremely successful in making us feel comfortable in exploring the

full east coast of Lake Ontario and its great sailing potential.

Thank You Very Much, Glenda and Jacques, and special thanks to Pat and Lionel for organizing our Happy Hours and Social activities, including the infamous Boat Building Competition

Skipper Dave, Admiral Jan, and Capt'n Salty, And the rest of the Crew of Dream Haze.

And I feel I can represent the same feeling from all your Cruise-mates of the 2010 CBYC US Cruise: Marilyn Sykes & Robert Van Dyk of Day Dreams,

Norm & Ina Pothier and their guests Michel & Denise 'Matilda' Pettigrew of Cabernet,

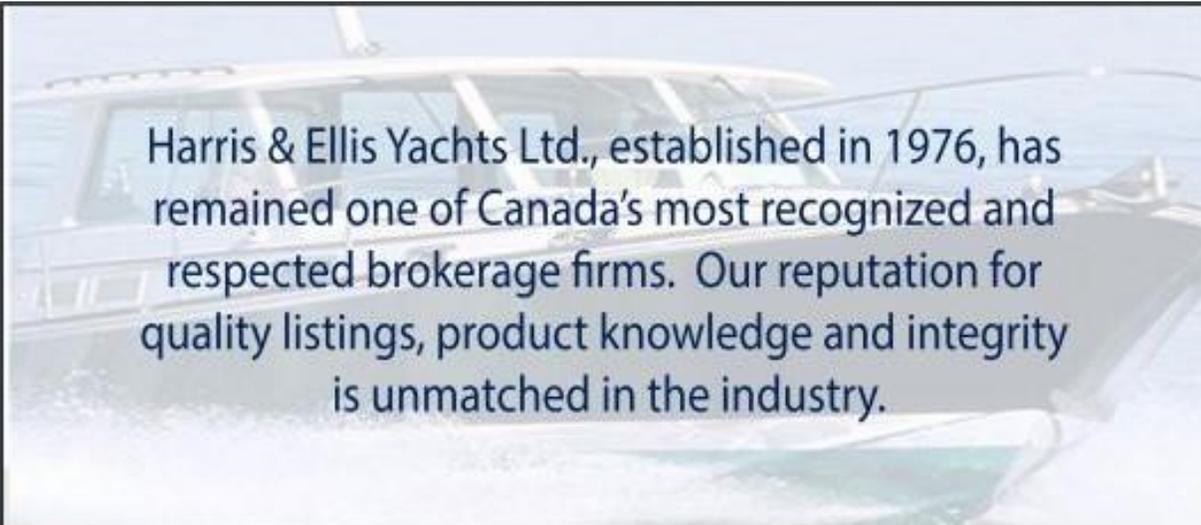
Bob & Jean White of Moon Shadow,

Jim & Judy Barton of Second Wind,

Pat & Lionel Redford of Naiad IV,

Lee & Crystal Baker and their guests Marge & Dale Ward of Pendragon,

Geoff & Romie Kelland of Beluga V.



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## Vacant Position 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.

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

**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

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# The 2020 Executive Committee

Board Position	Name	Boat	Contact
Commodore	Bill Amirault	Aslan	<a href="mailto:commodore@collinsbayyachtclub.ca">commodore@collinsbayyachtclub.ca</a>
Vice Commodore	Peter Feltham	Cattitude	<a href="mailto:vicecommodore@collinsbayyachtclub.ca">vicecommodore@collinsbayyachtclub.ca</a>
Past Commodore	Claudia Stevenson	Tamara C	<a href="mailto:pastcommodore@collinsbayyachtclub.ca">pastcommodore@collinsbayyachtclub.ca</a>
Secretary	Ruth Cass-Beggs Smith	Drifter	<a href="mailto:secretary@collinsbayyachtclub.ca">secretary@collinsbayyachtclub.ca</a>
Treasurer	Jacque MacKinnon	Bittern	<a href="mailto:treasurer@collinsbayyachtclub.ca">treasurer@collinsbayyachtclub.ca</a>
Fleet Captain	Bruce Anderson	Sielu Lintu & Investors Group	<a href="mailto:fleet@collinsbayyachtclub.ca">fleet@collinsbayyachtclub.ca</a>
Cruise Chair	George Dew	Melba J	<a href="mailto:cruise@collinsbayyachtclub.ca">cruise@collinsbayyachtclub.ca</a>
Membership Chair	Ed Nash	Bay Breeze	<a href="mailto:membership@collinsbayyachtclub.ca">membership@collinsbayyachtclub.ca</a>
Social Chair	Liz Taylor	Horizon Dancer	<a href="mailto:social@collinsbayyachtclub.ca">social@collinsbayyachtclub.ca</a>
Clubhouse Chair	Glen Reid	Horizon Dancer	<a href="mailto:house@collinsbayyachtclub.ca">house@collinsbayyachtclub.ca</a>
Race Chair	Hans Mertins	Moondance	<a href="mailto:race@collinsbayyachtclub.ca">race@collinsbayyachtclub.ca</a>
Sailing School Director	Robert Mackey	Tingirrautalik	<a href="mailto:schooldirector@collinsbayyachtclub.ca">schooldirector@collinsbayyachtclub.ca</a>
Newsletter Editor	Mark Sansom	Dream Haze	<a href="mailto:mixer@collinsbayyachtclub.ca">mixer@collinsbayyachtclub.ca</a>
Women's Sailing Chair	Hélène Hubert	Cattitude	<a href="mailto:womens.sailing@collinsbayyachtclub.ca">womens.sailing@collinsbayyachtclub.ca</a>
Webmaster	Mark Sansom	Dream Haze	<a href="mailto:cbyc@collinsbayyachtclub.ca">cbyc@collinsbayyachtclub.ca</a>
Collins Bay Marina	Lori & Gerry Buzzi	Perfect Waste of Time	<a href="mailto:helm@collinsbaymarina.com">helm@collinsbaymarina.com</a>
<b>SUBCOMMITTEES</b>			
Sailing School Administrator	Keith Davies		<a href="mailto:school@collinsbayyachtclub.ca">school@collinsbayyachtclub.ca</a>
Sailing School Operations Manager			<a href="mailto:school@collinsbayyachtclub.ca">school@collinsbayyachtclub.ca</a>
Club Historian	Robert van Dyk	Day Dreams	<a href="mailto:history@collinsbayyachtclub.ca">history@collinsbayyachtclub.ca</a>