



(Happy Puppy) on vessel design and characteristics. This presentation will be followed by a potluck dinner. Details will be communicated shortly.

As the days get longer, and as your planning for the new sailing season evolves, I encourage you to review the CBYC calendar and to begin to consider where you might become involved. Many hands make light work and even a commitment of an hour or two can make a huge difference to the organizers of an event and to the success of these activities.

The next CBYC executive meeting will take place on Tuesday, March 26, 2019. If you have any items for the agenda please connect with the appropriate member of your executive.

In closing, I wish everyone an enjoyable March Break!

Bill Amirault,  
*CBYC Commodore*

## From the Helm

It has been cold and snowy, but with the days getting longer and more sunny days, it appears that spring is not too far away!

Launch begins April 17<sup>th</sup>, the calendar is on the website and days are quickly filling up. Let the office know your preferred date or [send in a request via the website](#).

To escape the cold, Gerry and I were lucky to go sailing in the BVIs for a bit. While there, we caught up with some CBYC friends which made our sailing adventure that much more fun!

With all the boat spring projects that will be upcoming, please make sure to consult the handbook\*/clean marine pledge to protect the ground/water and garbage. Instead of throwing something in the garbage, please ask yourself if it's something that can be recycled or disposed of safely. If you are painting the bottom of your boat by the rocks, we ask that you cover the rocks to prevent paint splatters. If you are not sure how to protect while you are tackling your projects, please consult us (Lori and Gerry).

While waiting for spring launch, there are courses for new boaters as well as for anyone

wishing to upgrade their skills and knowledge such as **Boating Essentials**, **Maritime Radio** and **Advanced Piloting** that are being offered by the [Canadian Power and Sail Squadrons](#). Check out what is being offered in your area.

We look forward to seeing everyone back at the marina soon and at the upcoming events!

*Gerry and Lori*  
*Marina Owners & Operators*

(\* the handbook was included in your summer confirmation package which was mailed to you)



L to R: Dave & Shelley (Panacea); Stacey & Louis (Stolen Moments); Lori & Gerry (BVIs –White Bay, 2019)



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# Legalization of Cannabis in Canada & Vessel Operation

*How will the new regulations regarding the possession and use of cannabis affect the operation of vessels?*

I have taken the liberty to quote the following information received from [Transport Canada](#):

Since October 17, 2018, the Cannabis Act (Bill C-45) has legalized, regulated and restricted access to cannabis. This Act is a strict legal framework for controlling the production, distribution, sale, possession and use of cannabis in Canada.

The new legislation will allow adults to possess and use small amounts of cannabis. This will no longer be a criminal offence in Canada.

In addition, An Act to amend the Criminal Code (Bill C-46) will set out 3 new drug-impaired driving offences. The 3 offences are for having specified levels of a drug within 2 hours of driving.

Under Bill C-46, it will be illegal to drive and operate a vessel while having:

- a THC level between 2 and 5 nanograms (ng)
- a level above 5 ng
- a blood alcohol concentration of 50 mg per 100 mL of blood, in addition to a THC level of more than 2.5 ng

*Please note: current impaired-based drug driving offences will continue to apply.*

## What you need to know

Being impaired by any drug or alcohol while carrying out your work duties can affect your ability to perform. Impairment could negatively impact your watch-keeping duties and other duties related to safety. This, in turn, could have a negative impact on the overall safety of navigation and in marine transportation, including the safety of the public and marine personnel.

Cannabis impairs your ability to:

- Focus
- make decisions
- follow instructions
- handle equipment and tools
- safely operate a vehicle

Operating a vehicle, which includes a vessel, while impaired by cannabis risks property and people's lives. It could come with severe consequences for you, your colleagues and your job status.

## Criminal Code: vessel operation

Under subsection 253(1) of the Criminal Code, you may not operate, assist in the operation of, or have the care or control of a vessel while impaired. This applies whether or not the vessel is moving. It also applies whether you are using alcohol or drugs, or both.

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## A Word From Your Cruise Coordinator

I would first like to thank Peter Feltham and H  l  ne Hubert, who took over the role of Cruise Coordinator last year on top of their already heavy responsibilities, as well as all the cruise captains for their efforts in offering an interesting and varied cruise schedule.

The sailing season might seem far away, but for your Executive it's time to start planning. As your new Cruise Coordinator, I am seeking your input to achieve my goal of building a cruise schedule that will be appealing to all those who enjoy cruising.

My intent is to keep the popular cruises, replace those that will no longer be held for various reasons, and increase the overall number of cruises. I am not actively looking for cruise captains at this time, but will certainly accept any expression of interest to volunteer for one.

I am interested in your ideas on concepts, locations and dates. I will not be asking that you support your idea by being its cruise Captain, but feel free to volunteer for it. I am looking for ideas first. The present state of the Cruise Schedule is as follows:

### **May 18 - 20**

I would like to introduce a *Shakedown Cruise* on the long weekend. I am looking for a concept and a location.

## Un mot de votre coordonnateur de croisi  re

J'aimerais tout d'abords remercier Peter Feltham et H  l  ne Hubert qui ont assum   le r  le de Coordonnateur de croisi  re l'ann  e pass  e en plus de leur responsabilit  s d  j   exigeantes, ainsi que les capitaines de croisi  res pour leurs efforts qui ont permis d'offrir un calendrier de croisi  res int  ressant et vari  .

La saison de voile peut sembler encore lointaine mais pour votre ex  cutif, il est temps de commencer    planifier. En tant que votre nouveau coordonnateur de croisi  res, j'aimerais avoir vos suggestions afin d'atteindre mon objectif de cr  er un calendrier de croisi  res qui sera attirant pour tous ceux et celles qui aiment faire de la croisi  re.

Mon intention est de conserver les croisi  res populaires, de remplacer celles qui ne seront plus tenues pour diverses raisons, et d'augmenter le nombre total de croisi  res. Je ne recherche pas initialement des capitaines de croisi  res mais je vais certainement accepter toute manifestation de volontariat.

Je suis int  ress      entendre vos id  es et vos concepts, ainsi que vos propositions d'endroits et de dates. Je ne vous demanderai pas d'appuyer vos propositions en devenant le capitaine de croisi  re, mais sentez vous    l'aise de vous porter volontaire pour le faire. Je recherche d'abords des id  es. Le calendrier de croisi  res est pr  sentement le suivant :

### **18 au 20 mai**

J'aimerais ajouter une *croisi  re de rodage* pendant la longue fin de semaine. Je recherche un concept et un endroit.

### **July 6 - 14**

The week-long cruise used to be done *Around the County*. It was not held last year for lack of interest, but it might be due to have it held in August instead of July as it was until then. I would like to have a feel of the membership's interest to keep that cruise or replace it with a different location and/or concept. One idea would be to go on the US side, let's say Cape Vincent and Clayton for example. Cape Vincent holds a French Festival to celebrate its heritage on the July 12 weekend, and Clayton has a few very interesting attractions. Let me know your interest in any of these two concepts, and/or your ideas of a long cruise.

### **July 19 - 21**

The *Gananoque Cruise* will be held again this year, with Peter Feltham as the Cruise Captain. The dates are tentative and might change after Peter has coordinated with the Playhouse.

### **August 3 – 5**

The *Civic Holiday Cruise* will be held with the format to be confirmed.

### **August 31 – September 2**

The traditional *Waupoos Cruise* has shown increasingly difficult to organize and was canceled last year. We are looking for a new concept for the Labor Day Weekend and are looking at a proposition from BQYC to participate in a cruise/regatta in Belleville.

### **October 12-14**

We are exploring the interest manifested by PEYC to run a *Thanksgiving Weekend Cruise*.

### **6 au 14 juillet**

La croisière d'une semaine avait l'habitude de se dérouler « *autour du comté* ». Elle n'a pas eu lieu l'an passé par manque d'intérêt, mais cela peut être dû au fait qu'elle avait été planifiée pour le mois d'août alors qu'elle avait l'habitude de se dérouler en juillet. J'aimerais avoir une idée de l'intérêt des membres pour conserver cette croisière ou la remplacer par un autre endroit et/ou concept. Une idée serait d'aller du côté des É.-U., disons Cap Vincent et Clayton. Cap Vincent tient un festival français pour célébrer son héritage pendant la fin de semaine du 12 juillet, et Clayton offre quelques attrait très intéressants.

### **19 au 21 juillet**

La *croisière de Gananoque* aura lieu de nouveau cette année, avec Peter Feltham comme capitaine de croisière. Les dates seront confirmées lorsque Peter aura effectué la coordination avec le théâtre.

### **3 au 5 août**

La *croisière du congé civique* aura lieu et le format reste à être confirmé.

### **31 août au 2 septembre**

La *croisière traditionnelle à Waupoos* n'a pas eu lieu l'année passée et elle est de plus en plus difficile à organiser. Nous sommes à la recherche d'un nouveau concept pour la fin de semaine de la Fête du travail et explorons une proposition de la part du BQYC pour participer à une croisière/régate à Belleville.

### **12 au 14 octobre**

Nous explorons l'intérêt exprimé par le PEYC de tenir une *croisière lors de la fin de semaine de l'Action de grâce*.

There is another concept that emerged last year, which I would like to support as the Cruise Coordinator, that of the impromptu cruise. I feel that it reflects the spirit of cruising by allowing to be spontaneous, to seize opportunities and to adapt to weather conditions. It also requires less energy to organise. The only issue we had with these cruises last year was to communicate them efficiently to the membership, which is what I will work on. Your ideas on this would be welcomed.

Finally, members should keep in mind that, beside the impromptu cruises, we need members to volunteer as cruise captains for the cruises to be organised and run. I will describe the role and responsibilities of cruise captains in the next edition of the *Mixer*.

Please send your suggestions at [cruise@collinsbayyachtclub.ca](mailto:cruise@collinsbayyachtclub.ca)

Il y a un autre concept qui a vu le jour l'an passé et que j'aimerais appuyer en tant que Coordonnateur de croisières : la croisière improvisée. Je crois qu'elle reflète l'esprit de ce qu'est la croisière en permettant la spontanéité, de saisir des opportunités et en s'adaptant aux conditions météorologiques. Elle demande également moins d'efforts à organiser. Le seul problème que nous avons eu avec ces croisières l'année passée a été de les communiquer efficacement aux membres du club. Et c'est sur cet aspect que je vais me concentrer. Vos idées à ce sujet seraient appréciées.

Finalement, les membres doivent garder à l'esprit que, mis à part les croisières improvisées, nous avons besoin que des membres se portent volontaires comme capitaines de croisières pour que celles-ci puissent être organisées et tenues. Je décrirai le rôle et les responsabilités du capitaine de croisière dans la prochaine édition du *Mixer*.

Veuillez s'il-vous-plaît faire parvenir vos suggestions à [cruise@collinsbayyachtclub.ca](mailto:cruise@collinsbayyachtclub.ca)

Marco Rancourt  
CBYC Cruise Coordinateur / Coordonnateur de croisière



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# CBYC's 2019 Curling Event

The 7th annual CBYC curling night, held on February 9<sup>th</sup>, was a rousing success as 45 curlers took to the ice and many spectators sat in the warmth behind the glass to cheer or jeer as the case may be.

As Gerry and Lori were absent for the first time, James was there to represent the marina and Mike and Barry were there to represent our favourite chandlery. Geoff Roulet had his whole crew there to play and it represented the largest contingent of people from one boat. Perhaps next year other boats will challenge that number.

There was a great deal of fun and folic without any life-threatening injuries, so it was a great night all around. Refreshments from the bar and snacks provided by the curling fees rounded out the evening.

This event has grown over the years, to the point that next year we will have to sign up earlier to avoid being left out as there were only three persons needed to fill all six sheets of ice with 8 curlers each. So remember, when the call goes out for next year's event ... sign up quickly!



Lionel Redford



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## Spring Seminar and Potluck

You may remember that Danny McKindsey (*Happy Puppy*) offered a boat survey seminar to our club members last year. This year he's kindly accepted to offer us another seminar - *Introduction to Yacht Design*.

The seminar will be held on Saturday, March 30 at the Bayridge Alliance Church in Kingston. It'll begin at 4 p.m. and will be followed by a potluck dinner\*. The cost is \$10 per person.

Click [here](#) for the poster with additional details. All members are welcome!

Bruce Anderson  
Fleet Captain  
[fleet@collinsbayyachtclub.ca](mailto:fleet@collinsbayyachtclub.ca)

IMPORTANT: Please do not bring foods containing nuts. Note that alcohol is not permitted at this venue.

## Race Management & Club Race Officer Courses

The Cobourg YC (CYC) is hosting a Race Officer Course (ROC) and has extended an invitation to CBYC members.

Have you ever wondered what all those flags on the Race Committee boat mean? The Race Committee can deploy a lot more flags than you will normally see on a Wednesday night, especially when things are not going as planned! Don't be confused about what is happening at the start of a race, be "in the know"!

This is a great - and rare - opportunity to enhance your sailing knowledge.

This course is of interest to:

- experienced Race Committee members who want to learn more about Race Management in general and the impact of the changes in the Racing Rules of Sailing;
- club members who would like to join the club's Race Committee or support the Race Committees at regattas such as the ones held each year in Kingston;
- new and experienced skippers and crew who want to learn more about Race Committee

procedures, the meaning of the less frequently used flags, the options a Race Committee has to deal with problems such as unruly fleets; this is especially relevant if you are planning on attending a regatta outside of CYC.

This 2-day course is offered by the *Ontario Sailing Association* at the CYC on Saturday and Sunday March 23 & 24, 2019. The cost is \$77.41 per person. Registration is at 8:30 a.m. and the course runs from 9 a.m. to 5 p.m. on Saturday and 9 a.m. to 4 p.m. on Sunday. A light lunch (soup & sandwich) will be available for purchase.

Interested? Click [here](#) to register.

Bruce Anderson  
Fleet Captain  
[fleet@collinsbayyachtclub.ca](mailto:fleet@collinsbayyachtclub.ca)



774 Baker Crescent, Kingston, ON

# Blast from the Past

This “First Cruise” article from the June 2008 Mixer clearly shows that CBYC’s spirit of friendship, participation, helpfulness and of braving all kinds of weather has been alive and well for a long time. Let’s keep it alive for a long time!

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

The cold spring of 2008 was set comfortably in motion with the inaugural OJ and Bubbly cruise to Loyalist Cove Marina. The plan was to rendezvous by land and sea at our westerly point of interest; to enjoy the beginning of a new sailing season together – as sailors, as friends.

We departed from Collins Bay late morning on Saturday, May 17<sup>th</sup> with south west winds and a choppy sea. At the end of the Bay, the skies opened and as we headed west with the wind on our nose, about 15 knots, our first real sail of the season was anything but dry!!

After shaking out our reefed main and unfurling our Yankee, we continued west with our final tack heading us on the point at Loyalist Cove. It was a great shake down sail, at least until we dropped sail and turned on the engine. (Okay – that’s another story, but thanks to our good friends and the organizers of this first Club cruise, we managed to tie up safely to a slip in the Cove. You can ask Ed the details on the engine thing!)

Before long there were five CBYC boats that had made the trek: Moondance, Naiad IV, Yer Out, Poco Loco and Prospero and soon after were

joined by another twelve mates who arrived by land. We were happy to see our friends including: Almitra, Anemone, Ben-Varrey, Cabernet, Day Dreams, Gibwanasi III, Rebel Yell, Stamina, Tamara C, Sueno and; new members Lee and Crystal Baker – Pendragon and Pete and Lisa Bridgeland (new associate members).

The happy hour festivities were underway with dinner preparations in progress when Mother Nature gave us another incredible show of her might and the unpredictability of spring as rain, thunder, lightning and major HAIL

descended upon the Cove!

Thanks to the great forward thinking of our organizers and the sincerely appreciated hospitality of our hosts, we



were all able to marvel at the spring storm.

Like many spring storms, it wasn't long before the skies cleared and the scrumptious scents of BBQ were wafting throughout the marina. Many thanks to Hans (Mertins) (Moondance) and Ed Billing (Prospero) for their excellent



efforts at the grill and to all participants for bringing along a wide variety of salads, breads and desserts to culminate in a truly fabulous meal!

Champagne, thanks and cheers were served with dessert followed by what, in this writer's opinion, so typifies the spirit of CBYC – a tremendous group effort in restoring the Cove's Clubhouse to order.

Sunday morning dawned, bright and sunny with a true toast of OJ and Bubbly to an enjoyable 2008 sailing season.

Like everything else about this event, our organizers, Dave and Renza paid meticulous attention to detail and ensured a bright start to the

day with the inclusion of homemade muffins and banana bread (thanks guys!).

Following breakfast, getting organized and for some of us, shaking out the cobwebs; heading back to Collins Bay was a ride with the wind blowing south 10-15 knots – a fabulous reach (1 hour 10 minutes dock to dock).

Arriving back in Collins Bay, the first cruise of the 2008 season was complete; the event successful from beginning to end. Thanks Dave for continuing with the vision and to you both – our thanks and appreciation for your tireless efforts to ensure a wonderful first cruise and an enjoyable weekend for one and all.

Joanne Billing (*Prospero*)



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# Another Kind of Cruising

So you've tried some interesting cruising grounds and you're looking for something different. What would you say to crossing a chain of mountains by boat, with the help of numerous locks, a boat lift, and two tunnels? We say, welcome to the navigable waterways of France.

We had noticed the canals and canal boats (“péniches”) on previous trips, and had an idea that we would like to try them sometime. After getting back into sailing a few years ago we had a bit more confidence that we could handle it and would enjoy it. Finally, a planned trip with family members to Alsace in eastern France – an area that we know well and are always eager to return to – sealed the deal.



It didn't take much research to discover that it is easy to rent what are called “pénichettes” (rough

translation: “cute little canal boats”), and that there are bases in Alsace that would give us a starting point for a new perspective on the area. Plans were made, we flew to Paris and took the TGV (high-speed train) to Strasbourg, then caught a local train for Saverne.

On arrival at the [Nichols](#) rental base in Saverne, we were given the orientation to the boat, its systems and operation. The model we chose – at 30 feet, one of the smallest in the fleet – was ideal for two couples.



## Our home away from home

It included two good-sized cabins, each with its own head and shower, and a central salon including stove and oven, large refrigerator, and plenty of room to stretch out. There was propane heat, which we used, but no air conditioning. Conveniently placed doors allowed direct

access to the deck (read: sunbathing area) and to the dock. Tank capacities were generous, minimizing users' need to worry about them: fresh water, diesel, propane and holding tank were all more than adequate for the week we spent on the boat. Inside and outside pilot stations allowed changes according to whim and weather. The boats were all impeccably maintained and looked like new.

For navigation, the boats are designed to be idiot-proof. This seems to mainly consist of

putting fenders everywhere and blocking the throttle so that it is impossible to exceed the 8 km/h canal speed limit. For someone with strictly sailboat experience, the biggest surprise was the complete absence of steering in reverse – a rudder

half the size of a sheet of writing paper doesn't do much without the prop wash passing over it. A 10-minute practice session was considered adequate and we were on our own. The canal itself is narrow and not very deep – if you fall in you can probably walk to shore. One member of our party found this reassuring.



Our planned route took us west into the Vosges Mountains, on a canal between the Marne and Rhine rivers that was used commercially for many years but that is now strictly touristic. It follows a narrow valley between wooded hills, as often as not topped with ruined castles, before heading into the Gondrexange marsh / lake area.

replaced 17 locks on the original route – and two tunnels of ½ and 2-½ km to get you through a couple of annoying little hills at the top. At one point the canal goes over a bridge that lets a river pass under it; at another it is an elevated path between two lakes.

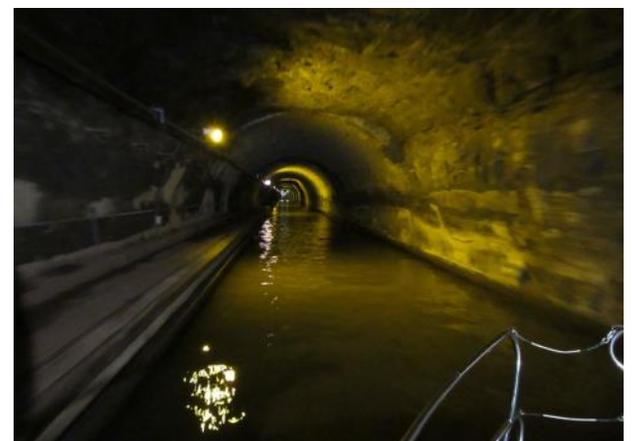


Typical canal scenery

The 50 km (each way) of canal that we did included about 15 locks, the Arzville boat lift – a modern construction that



Locking through



It's dark in here!

The boat lift deserves a paragraph of its own. Its container, lifted up a slope with the help of counterweights, is 43 meters long and weighs 850 tons when filled with water and boats. The 45-meter lift takes about 25 minutes. It's a high point, literally and figuratively, of the trip.



The Arzviller boat lift

All of this is done while passing through small villages or between farms, mountain valleys, and parks. Most of the villages have public docks where you can spend the night, but if you feel anti-social it's perfectly acceptable to stop pretty well anywhere along the canal. The boat came equipped with a couple of steel stakes and a mallet; once the stakes are driven in to the bank you simply tie up and make yourself at home (see photo of our "home away from home").

Our trip was late September, which is very close to the end of the season, so there was little traffic and we had no problems finding dock space and no need to wait for locks.

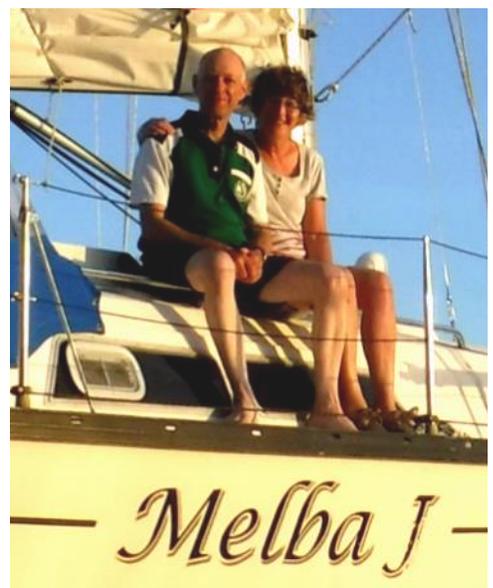
On this canal they are automatic: you tie up in the lock, pull a lever to activate it, wait until you get up (or down,

as the case may be) and continue on your way. The locks are fairly low lift, which is a good thing because they generally don't have descending lines to hold. Instead, you tie up to the top and adjust your lines as the level changes. It's easy enough when you come in at the top, but a bit more of a challenge when you come in at the bottom. We got pretty good at lassoing bollards, and locking through became our entertainment during otherwise very lazy days.

There appear to be three large companies that operate canal boat rentals in France and much of Western Europe – [Nichols](#), [Le Boat](#), and [Locaboat](#) – and once there you will also see boats from any number of smaller companies that don't necessarily pop up on a web search. We reserved through [Navtours](#) in Montréal; operating as an agent for the big three. They were able to provide us with a number of options that met our criteria, provide advice and answer our "newbie" questions – and there's no extra cost for their services.

Perhaps the next location to try is closer to home. Le Boat is now operating out of Smiths Falls on the [Rideau Canal](#). Hmmm ...

George Dew & H el ene Carri ere  
*Melba J*



# The 2019 Executive Committee

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Social Chair	Liz Taylor (Chantal Thomas)	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	Rich Ison	Rainbow Chaser	<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	Hélène Hubert	Cattitude	<a href="mailto:mixer@collinsbayyachtclub.ca">mixer@collinsbayyachtclub.ca</a>
Webmaster	Geoff Roulet	Jeannie	<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	Richard Dickson	Windsome	<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>