



# Collins Mixer

Collins Bay Yacht Club  
Newsletter



## SAVE THE DATE

SEPTEMBER 1-2  
Waupoos Cruise  
Katie Gray Race

SEPTEMBER 14  
TGIF BBQ  
(hosted by Kingston Yacht Sales)

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Do you have an article, a recipe or a comment to share? Perhaps suggestions on how to improve the Mixer? Your contributions and input are welcome at: [mixer@collinsbayyachtclub.ca](mailto:mixer@collinsbayyachtclub.ca)

## Commodore's Corner

Hello everyone,

It's been understandably difficult to get the Commodore's attention to write a message for this month's Mixer. As many of you have probably noticed, he has been here and there and everywhere around the marina installing the new Wi-Fi. Thankfully, he's been able to count on some club members to assist him - Ghislain Trudel, lineman (*Pharr Aweigh*), Luc Tremblay, parts assembler and Lucie Tremblay, parts runner (*Blythe Spirit*), and of course Gerry, "mast" fabrication and James, "mast" installer and electrical work.



The "masts" were installed on each of the docks to which wi-fi access points were mounted. Bi-directional antennas were installed on the pole along the pathway.



There were parts assembly required, programming, configuration, and on, and on.

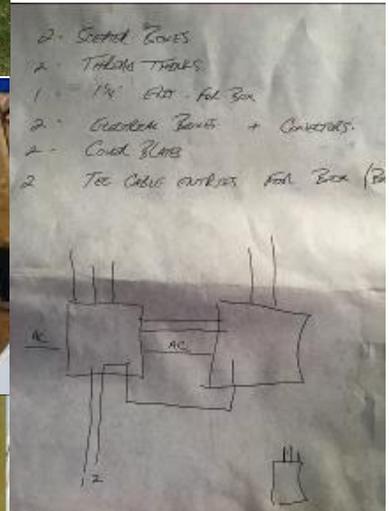
Although there is more work to be done at the back end, the marina's patrons and visitors are now able to count on a strong and fast wifi service. Enjoy!

Please note that even though the Commodore wasn't able to find the time to sit down to write a message personally, the following is his message to you. He has heard from many new members, who have also been members with several other yacht clubs, that CBYC has a very special and unique "feel" to it (meaning in a positive way). That it has a culture that they haven't found elsewhere. So let's keep doing what we do best ... welcome everyone with open arms, develop new friendships and continue making wonderful lasting memories.

Have fun and be safe out there!

Hélène Hubert  
Mixer Editor

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## From the Helm

It is that time again, when we are beginning to organize haul out and winter storage.

The confirmations are being sent out and the haul out calendar is now on our website.

Haul out begins Friday, September 14<sup>th</sup> thru Wednesday October 31<sup>st</sup>. Please confirm your spot by August 31<sup>st</sup> or let us know if you won't require winter storage, so we can offer up space to our lengthy wait list.

You can email your preferred date or call the office to book your haul out as dates fill up quickly.

Mast destepping and pump outs are done on the days we are not hauling out and are first come, first served. Please plan accordingly.

On haul out days please park near the office or on Coverdale Drive to prevent being in the way of the crane. If you require help with moving personal items from your boat to your vehicle, our great staff will help as soon as possible.

Please remove your spreaders right away after demasting to make sure we have room for all the masts. Don't forget to cover the ends of the mast to

prevent birds/rodents from nesting over the winter. Plastic yogurt containers work very well, plastic bags do not stand up to the weather.

Check out our website for other great tips to help with winter preparations!

There is still a lot of wonderful weather and boating to be had. We hope you are enjoying your time on the water in our beautiful area!

Lori and Gerry Buzzi  
*Collins Bay Marina*  
*Owners and Operators*

Haul Out Days 2018							
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>Sept</b>	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
<b>Oct</b>	30	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31			



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IN THE GARBAGE

# CBYC Does It Again!

In 2014, LOOR (Lake Ontario Offshore Racing) introduced a new race - the Lake Ontario 600 (LO600). This took the regular LO300 course, once around the lake, and doubled it. In that first running of the event *Happy Puppy* from CBYC took **Line Honours** (finished first).

The LO600 is held every other year and in 2016 *Happy Puppy* returned to again take **Line Honours** and this time also took first place on corrected time (time adjusted for PHRF handicap).

On Friday (July 20) *Jeannie* kept up the CBYC tradition taking **Line Honours** in the 2018 LO600. The boat behind had a PHRF of 87 to *Jeannie's* 74 and after 6 days of racing that difference put them 1h 36min ahead; pushing *Jeannie* to second place.



*“With the finish of the LO600 racers the 2018 LO300/LO600 comes to a close. Congratulations to skipper Geoffrey Roulet from Jeannie (J35) who took line honours and Bert Barrett from Upstart (Sunfast 3200) who won the LO600 on corrected time. Well done to both of them. This was one of the toughest LO300s ever!”*

Source and photo credit: Lake Ontario Offshore Racing Facebook page, posted on Friday @ 12:41 PM



*Jeannie's crew l to r: Randy, Stephen, George-Andre, and Geoff*



*Bubby for line honours*

# CBYC Sailing School at KYC's Bronze Regatta

Eight of our sailing school students participated in the Bronze Regatta for junior sailors hosted by KYC on July 23. RMC's sailing school also participated.

I'm very proud to report that the team performed extremely well! We placed first and third overall in the **420-with-spinnaker** category out of about 8 boats and first overall in the **420-without-spinnaker** category out of about 20 boats. All the sailors had a great day and gained invaluable experience racing in a larger fleet.

Congratulations to our very competent young sailors and to their dedicated coaches Meghan and Jack!

We thank KYC for organizing this event again this year, and for the loan of their dinghy trailer to transport our 420s .

I also want to take this opportunity to thank all of the parents who assisted with the logistics and transportation of the 420s and coach boat to and from KYC.

Richard Dickson  
Sailing School Director



*“This was my first regatta. I was nervous going into it. I didn’t expect to do so well.”*

*“What is amazing about Evan and Morgan placing first overall in the 420 without spinnaker category is that they have just started sailing together.”*

*“The wind conditions were great. Everything went well. It couldn’t have gone any better.”*

*“Because we have a smaller school, the coaches can spend more time with each of us and give us more feedback.”*

**“The best part is that we were the smallest club with the least amount of boats, but we did the best overall. That made me happy for our club.”**

*“We hope we can do this every year!”*



**CBYC's Sailing School Students at KYC's Regatta**

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# Will She Stay Or Will She Go?

Andrew and Wendy Hope's *Shimmer* was launched on May 30.



Unfortunately, due to a leak she needed to be returned to her cradle where she sat for quite some time.

Friends offered Wendy and Andrew words of encouragement.



But she was on the hard for so long that future plans for *Shimmer* were being suggested by more friends.

They caught up with Dave and Shelley (*Panacea*) in the islands and have since headed off to the US side.



Perhaps it was this possibility that motivated *Shimmer's* captain to "get 'er done".

On July 6, *Shimmer* finally splashed. But she couldn't go just yet as there were a few boat projects to be tended to.



We're happy to report that on July 31, Wendy and Andrew were finally able to go on vacation (yes, with *Shimmer*).

Enjoy your vacation Wendy, Andrew and *Shimmer*!

From all of your "friends" who had a bit of fun at your expense.

# CBYC's POKER RUN & CHATEAUBRIAND BBQ

Saturday, August 18



All boats (power & sail) are welcome to participate

\$10 entry fee payable at the 9 a.m. competitors' meeting in the clubhouse

Playing cards will be dealt during the run and the best poker hands will win cash prizes



CHATEAUBRIAND BBQ dinner @ 6 p.m.



\$15 BBQ fee payable at the marina office by August 14

Free hot dogs for kids



# Blast from the Past

*Here is another Blast From the Past published in September 2003 titled "From the Synergy Logs".*

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

Venue, EYC ..... time not important.

Crew ... Carm Knapp, Ian Whitfield, Henk Muis, Jenny Molson, Sharon Seymour and Yours truly.

The route, Prince Edward Yacht Club to CBYC.

The weather, Grey and "Blowing the Dog off the Chain" (a review off the wind data for the day after the fact listed the peak at 40 knots + with sustained high 30's).

The waves were awesome if you enjoy surfing along at 15 knots in a 3000 lb ultralight boat designed for this sort of insanity! Man we were having some fun. We had just finished a 22 mile run in about two hours when the voice of reason suggested that a squall looked to be approaching from astern and maybe we should de-power. We slip in the 2nd reef and slide in the companion way glass and settle in for a quick blast. The squall was uneventful but the wave height seemed to be increasing rapidly. Sharon finally passed the helm to Ian and retreated down stairs to assume the role of snacktician. Everyone was enjoying the snacks and the view as we blasted past Preston Cove on a full fire hose plane. We were admiring the size of the

waves that Ian was blasting the boat down and waiting to see if we could raise the bar to 16 knots. The first monster wave hits and we skitter along and all shriek and groan like kids on a roller coaster at the apex. The next wave hits and it's bigger than the last and we accelerate rapidly down its face at a frightening speed. The third wave hits and we sense the all is not well with the Nut behind the wheel. The boat rolls as we plummet down the face of the wave and the starboard rail digs in and over we go. The water is surging past the cabin windows at 12 + knots. Henk and Jenny who moments ago were enjoying the fare from below are now helplessly trapped on the starboard side with a ton or two of water lifting them from their perches at about 12 knots. They try and hang on but who are we kidding here, the forces are awesome and they are quickly left swimming and wondering how the hell we were going to get back to them. I quickly slide open the cabin top and suggest to the snacktician that we might need some help we have two over board. The snacktician is thinking maybe I'll wait a second or two for the water to subside before coming up as she was seeing goldfish through the coach roof window. The remaining crew spring into action, no

screaming, and no panic it just happened sort of surreally. Carm became the spotter Ian just drove the boat Sharon and I prepared to tack etc. We look back and they are rapidly decreasing in size, by my estimate they were more than half a mile astern before we turned around. We are now sailing at them at over 12 knots and we are thinking out loud how are we going to get slowed down. Ian decides to pass below them and round up to the wind. The ring is tossed and immediately starts to plow to the bottom as we are still moving at alarming rate. Sharon tries to pull the weather sheet to try and use the jib as a brake. Too late, we have already separated the clew from the jib by way of a 20 foot tear. The plowing action of the life ring slows the boat enough that our two missing crew can grab the line and bring themselves alongside. We struggle to haul them in but we succeed on the first try. We haul the remains of the foresail down and continue on our way to Collins Bay.

Things we learned:

1. Putting life jackets on early and leaving them on saved a couple of lives.

2. Having the required safety equipment and knowing when and how to deploy it was a good thing.
3. Having a crew that has practiced Man Overboard procedures was an awesome thing!
4. If this had been at night this would have probably been a eulogy I'm writing.
5. We were lucky to have a diverse crew with many years of sailing experience in different positions on the boat.

If you have an opportunity to practice a man overboard drill, do it soon. Try it downwind and upwind. Start with a fender or better yet something that inadvertently falls from your boat. See if you can recover it and think about the what ifs as you are going through the drill. Can you get an injured person back on board, can you deal with two at time etc. Participate next year if the club has a MOB demonstration during family day. Finally thanks to Henk (Torpedo 1) and Jenny (Torpedo 2) for staying together in the water and remaining calm as we sailed away at better than a boat length / second. It would have been really tough to pick them up had they separated even a little bit.

See you on the water soon.

Bruce

## Eastern Yachting Circuit 2018 Kingston Regatta



The Eastern Yachting Circuit (EYC) is an International association of yacht clubs on the eastern end of Lake Ontario. The member clubs in the United States are Sodus Bay YC, Fair Haven YC, Oswego YC, Selkirk YC, Henderson Harbor YC, and Crescent YC. Clubs from Canada are Brockville YC, Kingston YC, Collins Bay YC, Prince Edward YC, CFB Trenton YC and Bay of Quinte YC.

The association was formed in the 1920's as an opportunity for sailboat racing on the eastern end of the lake. In those days, most regattas were staged at the Western end of the lake making participation difficult for eastern clubs because of the sailing distance and time associated with traveling to the regattas. Smaller clubs on the east end decided to create the EYC regatta which is held annually at one of the member clubs. The regatta moves from club to club and usually is in Canadian

waters one year and back to the United States the next.

The format for the regatta is three days of racing. Thursday is a long distance race of approximately thirty to thirty-five nautical miles. On Friday and Saturday course races or "around the buoys racing" are held. Trophies dating back to the 1920's are presented in each division for both the long distance race and course racing as well as Overall trophies for the distance race, Course racing and combined events. The regatta features PHRF – Lake Ontario Handicapped racing, One- Design Divisions and White Sails division.

The EYC regatta has established a great camaraderie between clubs and racing teams with many skippers and crews participating for twenty to forty plus years. Moving from club to club allows sailors to visit all the member clubs in a short span of time.

EYC 2018 was hosted on July 12 -14 by the Kingston Yacht Club. 48 boats entered the Thursday long distance race separated into 5 divisions: 3 PHRF fleets; 1 White Sail fleet; and 1 Shark fleet. 51 boats entered the Friday / Saturday course racing.

Four boats entered from Collins Bay Yacht Club: 2 Olson 30's - **Investors Group** and **O'Natural** in PHRF 1; a Viking 28 - **Rainbow Chaser** in PHRF 2; and a C&C 27 - **Horizon Dancer** in PHRF 4.

The CBYC boat results are as follows:

### Long Distance

PHRF 1 (14 boats)  
    O'Natural (2<sup>nd</sup>)  
    Investors Group (5<sup>th</sup>)  
PHRF 2 (13 boats)  
    Rainbow Chaser (12<sup>th</sup>)  
PHRF 4 (8 boats)  
    Horizon Dancer (5<sup>th</sup>)

### Course Racing

PHRF 1 (13 boats)  
    Investors Group (5<sup>th</sup>)  
    O'Natural (recorded as 9<sup>th</sup> due to an error in timing, but actually was 6<sup>th</sup>)  
PHRF 2 (13 boats)  
    Rainbow Chaser (11<sup>th</sup>)  
PHRF 4 (12 boats)  
    Horizon Dancer (3<sup>rd</sup>)

John Giles, Race Chair  
[Source about EYC](#)



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# Gananoque Cruise

Every summer we tend to get tied up with family commitments. This summer is no different and the apex was the marriage of our youngest son. As fun as that was, it was also stressful. We were so happy to be able to get away on the Gananoque Cruise with fellow club members. Although we were the only power boat, we were welcomed as if we had a sailboat.

We had not been to Gananoque by boat for a few years so I had forgotten the route and familiar surroundings along the way. Forgetting things seems to be becoming the norm. Not only was I relying on my GPS but also had to pull out our Richardson's.

Although travelling by power is faster than sailing I must admit that wind is free and fuel is very, very expensive. *Knot Again* is no cigarette boat but man it uses a lot of fuel. So be it.

Waiting at our dock at the Gan Marina was Peter (*Cattitude*) and Larry (*Coral Wave*), and of course H  l  ne (*Cattitude*) with her camera. This made an always stressful part of boating very easy. Well done! I will never refuse help.



Happy hour on board Marilyn and Robert's boat *Day Dreams* was a blast! After cooling off (read sleeping) it was off to the *Stonewater Pub*. Of course we were last to arrive, but we still enjoyed the food and drinks.



The next day we explored the town. We visited a large flea market and an upscale art gallery. Then it was off to the *Gananoque Brewing Company* for the afternoon followed by a play. Both were great events.

In the morning we were met by wind and rain. It was finally cooling down. Our dock buddies Ed and Carol from *Bay Breeze* helped us off the dock and we were on our way back to Collins Bay Marina. We met *Lei Line* and *Arianne C* along the way. We caught up with *Luffin Life* as they took the inside of *Cedar Island*.

Off Portsmouth Harbour, one engine decided it had enough and shut down. Nervously, we made it back on one engine. With the wind blowing in the wrong direction and with only one engine it took literally two men and a boy to help us dock safely. A safe end to a perfect weekend.

Thanks Hélène and Peter for doing a great job organizing it.



Lee Baker (*Knot Happening*)



Nobody can deny that CBYC knows how to throw a good party and the gathering at the *Gananoque Brewing Company* during the *Gananoque Cruise* was no exception.

The sun was shining, the atmosphere was upbeat and Gerry's music was entertaining. The bartender and other staff went out of

their way to make us feel welcome and it was accommodating of the venue to permit us to bring our own food and provide us with the entire space for our private event. There was a good selection of craft beer; add to that the fact that they obtained a special license to sell wine and cider (and even had non-alcoholic beer on hand) . . . and offered a tour of the brewery, earns them an A+ in customer service. This was our first time visiting the brewery but definitely not our last.



Our club is a friendly, fun-loving bunch and a pleasure to spend time with. This was yet another thoroughly enjoyable event planned by our fearless leader and his lovely, well-organized better half! Many thanks to Commodore Peter and Hélène for arranging such a terrific weekend.

Dianne Butler-McCann

## The Buddy Holly Story – WOW!

I opened my program, and there it was. “Produced in Association with Western Canada Theatre, Kamloops, B.C.” Memories of last year’s production of “Million Dollar Quartet” by the same theatre group were still fresh in my memory and at that moment, I realized we were in for an amazing performance! I was right!

Many of the cast of seasoned veterans were also involved with “Million Dollar Quartet” both on and off stage. I recognized many of Buddy Holly’s songs, “That’ll be the Day, Peggy Sue, Everyday, It Doesn’t Matter Anymore, Johnny B. Goode”, but the one which surprised me was “Heartbeat”, the theme from a favourite UK TV series.

According to the program, *Buddy is the most successful “jukebox musical” of all time. For those who unfortunately missed this production at the Thousand Islands Playhouse, it will play in Kamloops in February 2019!*



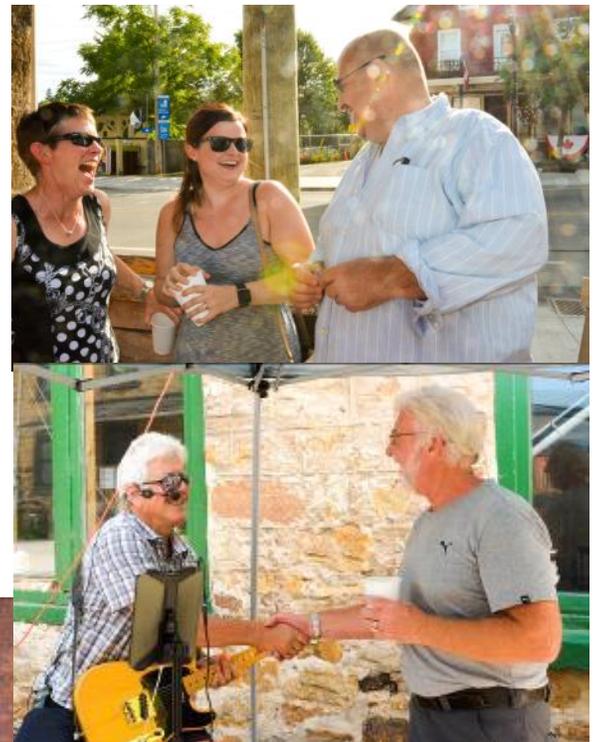
Thanks to Helene and Peter for organizing this successful cruise for CBYC!

Claudia Stevenson (*Tamara C*)

## Had a Great Time! Thank You!!

Ashley and I had a great time this past weekend. Both at the brewery and at the play. The performance was really good and the musicians were very talented. We enjoyed Gerry's music as well Thank you and Peter for all the work you did in making it a success. Thanks also for the (gluten-free) chicken wings. They were great!

Shelley Nickerson (*Panacea*)



Click [here](#) for more photos of the Gananoque Cruise

## Un jour de l'indépendance allongé

*Les croisiéristes sont un groupe bizarre. Ils voyagent pour le fait même de voyager. Ils errent sur la surface de la terre en recherchant, pas un meilleur endroit, mais une nouvelle aventure, un regard nouveau sur quelque chose qu'ils n'ont pas encore vu. (Traduction libre)*

*Bob Bitchin (The Sailing Life)*

J'ai choisi ce passage du livre de Bob Bitchin car il nous représente bien Anne et moi. Nous avons l'esprit de croisiériste bien avant l'achat de notre voilier, *Le Rêve Possible*. Lors des voyages que nous avons effectués sur la terre ferme, nous cherchions à vivre des expériences nouvelles, à découvrir des cultures différentes et à voir ce que nous n'avions encore jamais vu. Nous aimons cette définition de Bob car elle nous fait comme un gant, mais sommes également conscients qu'il existe presque autant de définitions valable qu'il y a de marin qui se disent croisiéristes.

Avant de débiter mon récit, j'aimerais m'excuser à l'avance si j'ai fait des erreurs dans l'épellation des noms de personnes que je mentionne dans le texte.

Le 25 juin dernier, nous avons quitté notre paisible marina pour une croisière autour du Lac Ontario (dans le sens horaire). Nous nous donnions un mois pour compléter la boucle. En larguant les amarres, la ligne de flottaison de notre Tanzer 22 s'était élevée d'au moins 3 po tellement il était chargé. Il n'y avait plus beaucoup de place à bouger, mais on s'y sentait chez nous.

Notre croisière nous a menée à Cape Vincent, puis à Sackets Harbor, suivi le 1<sup>er</sup> juillet d'Oswego, soit l'endroit où l'histoire de cet article commence. Le trajet de Sackets Harbor à Oswego s'est effectué au moteur, sous une chaleur et une humidité écrasantes, sans une graine de vent. Une torture de huit heures dont les quatre dernières ont été passées à nous défendre des attaques incessantes des mouches carnivores que l'on ne trouve qu'au large du lac.

Inutile de dire que nous étions crevés à notre arrivée. Après l'enregistrement auprès des autorités de la marina municipale, nous nous dirigeons vers le [Oswego Yacht Club](#) lorsqu'Anne me fit remarquer un voilier approchant et dont les occupants semblaient avoir besoin d'aide. Un

## An Extended Independence Day

*Cruisers are an odd lot. They travel for the sake of travel itself. They wander the face of the earth in search, not for a better place, but for a new adventure, a new look at something they have never seen before.*

*Bob Bitchin (The Sailing Life)*

I chose this quote from Bob Bitchin because it represents Anne and I well. We had the cruisers' spirit well before buying our sailboat, *Le Rêve Possible (The Possible Dream)*. During our landlubber trips, we sought out new experiences, wanted to discover different cultures and wanted to see what we had not yet seen before. We like Bob's definition because it fits us like a glove but we know that there are almost as many valid definitions as there are cruisers.

Before starting my tale, I want to apologize upfront to those mentioned in the text for any misspelled names.

We left our quiet marina on June 25<sup>th</sup> to circumnavigate Lake Ontario in a clockwise direction. We had given ourselves one month to complete the loop. Our Tanzer 22 was so loaded for our trip that when when we casted off we noticed that the waterline had risen by at least 3 inches. There was little room to move around inside, but we felt at home.

We stopped in Cape Vincent, Sackets Harbor, and by July 1st we were in Oswego. And this is where our story begins. The leg between Sackets Harbor and Oswego was under power, in scorching heat and humidity, with no wind at all. It was an 8-hour long torture with the last four hours spent fending ourselves from the incessant attacks of the carnivorous flies that you only encounter in the middle of the Lake.

Needless to say, we were exhausted upon our arrival. After registering with the city marina's authorities, and as we were walking towards the [Oswego Yacht Club](#), Anne noticed an incoming sailboat whose crew appeared to be in need of assistance. We suddenly had a boost of energy

regain d'énergie nous a alors envahi et, après avoir confirmé notre impression auprès d'eux, nous les avons aidé à accoster. Ce simple geste d'amabilité, si commun dans les marinas, nous a été rendu au centuple par les membres du club de yachting, avec lequel nous avons une entente de réciprocité.

and, after confirming our impression with the crew, helped them dock. This simple act of kindness, so common in marinas, was returned to us tenfold by the members of this yacht club with which we have a reciprocal agreement.



Une partie du port de plaisance d'Oswego, avec la marina municipale et le Oswego Yacht Club sur la droite.  
Part of the Oswego Harbour with the municipal marina and the Oswego Yacht Club on the right

Les membres du Oswego Yacht Club louent l'espace d'un ancien restaurant et s'en servent comme club. Il est situé à l'étage supérieur d'un bâtiment se trouvant à l'extrémité de la jetée, en plein centre du port de plaisance et il offre une vue superbe sur le Lac Ontario, le port de plaisance, l'embouchure du Canal Oswego, ainsi que sur la partie de la ville qui borde le lac.

Members of the Oswego Yacht Club rent what used to be a restaurant and use it as their clubhouse. It is situated on the second floor of a building located at the end of the jetty, in the middle of the harbour and it offers an outstanding view of Lake Ontario, the harbour, the mouth of the Oswego Canal, as well as part of the city bordering the lake.

Pour revenir à notre histoire, les membres du club de yachting nous ont accueillis à bras ouverts dans leur club traversé par une bonne brise, qui nous a fait presque autant de bien que la coupe de Chardonnay bien fraîche qu'ils nous ont servie. Nous nous sommes mis à discuter avec eux et c'est ainsi qu'ils nous ont appris qu'il y aurait les feux d'artifice du Jour de l'Indépendance le soir même et qu'il serait lancé à partir du bassin où se trouvait la marina. Le spectacle avait lieu la fin de semaine avant la date officielle (un mercredi) afin de permettre à plus de gens d'y assister. Nous allions donc assister aux feux d'artifice de la fête nationale américaine, le jour même de la fête nationale du Canada (belle coïncidence !).

Getting back to our story. In the clubhouse, where a fresh breeze was flowing through, the yacht club members greeted us with a warm welcome. The fresh breeze felt almost as good as the glass of chilled Chardonnay the members offered us. While chatting with the members we learned that there would be fireworks that evening to celebrate their Independence Day. The fireworks would be launched from the basin where the marina is located. The celebration was held the weekend prior to the 4th of July, which fell on a Wednesday, to allow more people to attend. We would therefore view the Independence Day fireworks on our own Canada Day (nice coincidence!).

Un membre du club, Chuck, s'est offert à m'amener chercher des piles pour mes ventilateurs portatifs lorsqu'il m'a entendu dire à Anne qu'on était mieux de s'en procurer car la nuit s'annonçait chaude. Cette amabilité des membres du club a été omniprésente pendant la durée de notre séjour; que ce soit Alan qui nous a reconduit à l'épicerie et au Fort Ontario et ouvrait le club tôt le matin, nous donnant ainsi accès à la cuisine ; ou Susan et Michael, Philip ou Bill qui restait sciemment au club afin qu'il nous soit accessible pour préparer et consommer notre dîner.

Ce qu'on a trouvé de plus agréable toutefois c'est d'être en compagnie de gens aussi sympathiques et de converser avec eux. Anne et moi sommes habituellement du genre à remplir nos journées d'activités ou de visites afin d'optimiser le temps à notre disposition. On s'est toutefois surpris à consacrer le lendemain de notre arrivée à discuter avec nos hôtes sur une grande variété de sujets. La relation diplomatique tendue entre nos deux pays n'y a pas échappée, même si la politique est considérée comme un sujet délicat. Ma réponse face à leur inquiétude sur la réception qu'ils pourraient recevoir en visitant nos marinas et clubs de yachting, était que la majorité des canadiens qui ne sont pas directement touchés par ce qui se passent comprennent la différence entre la rhétorique politique et la réalité. La communauté des marins conserve l'esprit d'entraide et de camaraderie qui transcendent les frontières (et la politique).

Le feu d'artifice a effectivement été lancé à partir d'une barge située à moins de 150 m de notre bateau et nous l'avons admiré couchés dans le cockpit. Heureusement le vent soufflait vers le large. Nous avons donc eu droit à 30 minutes de spectacle ininterrompu, se concluant avec un jeu d'explosions et de couleurs époustouflantes.

Le lendemain, nous avons visité le [Fort Ontario](#) dont l'histoire est liée au développement de la Nouvelle-France, puis du Canada. Nous avons également visité le [Musée Maritime](#) situé tout près de la marina. En plus d'y recevoir de l'information très intéressante sur le développement de la ville et de sa vocation maritime, nous avons pu monter à bords d'un remorqueur ayant été construit spécifiquement pour, et ayant participé au débarquement de Normandie lors de la Seconde Guerre Mondiale. On y voit encore l'avion de chasse allemand dessiné sur la tourelle abritant la mitrailleuse antiaérienne qui l'a abattue.

Chuck, a club member who overheard me tell Anne that we had better purchase batteries for our portable fans as another warm night was predicted, offered me a drive. The club members' kindness was omnipresent throughout our stay, whether it was Alan who drove us to the grocery store and to Fort Ontario and who unlocked the clubhouse early in the morning to give us access to their kitchen, or Susan and Michael, Philip or Bill who intentionally extended their stay in the clubhouse so that it remained accessible to us while we prepared and ate our dinner.

What we enjoyed the most, however, was to be in the company of such nice people and have great conversations with them. To take full advantage of our time when traveling, Anne and I usually fill our schedule with activities or visits. This time, however, we found ourselves spending the entire day following our arrival conversing with our hosts on a variety of subjects. The diplomatic relations between our respective countries was obviously discussed, even if politics is usually a sensitive topic. To answer their concern regarding the type of reception they might receive at our marinas and yacht clubs, I told them that the majority of Canadians, who are not touched directly by what is going on, understand the difference between political rhetoric and reality. The spirit of mutual aid and camaraderie, which transcends borders (and politics), is still alive and well in the sailing community.

The fireworks were launched from a barge situated no more than 150 m from our boat. Fortunately the wind was blowing offshore. From the comfort of our cockpit, we enjoyed a 30-minute, non-stop show, with a fantastic finale of explosions and colours .

The following day we visited [Fort Ontario](#) whose history is linked to the development of New-France, then Canada. We also visited the [Maritime Museum](#) located near the marina. On top of getting very interesting information on the development of the city and its maritime vocation, we boarded a tug boat which was specifically built to take part in the landing in Normandy during WW II. We can still see on the turret a painted German airplane that was shot down by one of the boat's anti-aircraft machineguns.



Fort Ontario



Remorqueur de la Seconde Guerre Mondiale  
World War II Tug Boat

Anne et moi avons l'intention de visiter deux autres musées, mais ils n'étaient ouverts que certains jours de la semaine. Nous nous sommes alors dit que ça nous ferait une bonne excuse pour revenir enrichir ces nouvelles amitiés. C'est avec cette pensée que nous avons quitté Oswego, le 4 juillet (Jour de l'Indépendance), en direction du [Fair Haven Yacht Club](#), situé dans Little Sodus Bay.

Anne and I wanted to visit two other museums but they were closed that day. We then thought that it would be a good reason to return and further develop our newfound friendships. It is with this in mind that we left Oswego, on the 4th of July (Independence Day), for [Fair Haven Yacht Club](#) located in Little Sodus Bay.



Oswego a été frappé  
par un orage violent  
lors de notre séjour

Oswego was hit by a  
violent storm during  
our stay

Après trois heures de moteur, n'étant toujours pas favorisé par le vent inexistant, nous sommes entrés dans la baie qui fourmillait de bateaux de toutes sortes se dirigeant dans toutes les directions. La baie est en fait un endroit très populaire et le congé férié national avait attiré la foule des grandes villes avoisinantes vers ses plages et son plan d'eau. Nous nous sommes dirigés prudemment vers la marina du club de yachting, avec lequel nous avons également une entente de réciprocité, et y sommes entrés afin de nous accoster au quai des visiteurs, qui était rempli de petits voiliers. Il aurait en fait fallu que nous nous accostions sur l'extérieur des quais flottants afin de nous enquérir de la disponibilité d'une cale. Voyant notre désarroi alors qu'on tentait d'entrer dans une cale qui était de toute évidence libre, des membres du club nous ont dirigés vers un autre endroit qui serait beaucoup plus confortable et à l'abri de la houle créée par les bateaux passant près de la marina.

The winds were still not in our favour. After three hours of motoring, we entered the bay which was busy with boats going every direction. This bay, with a beach, is a very popular spot with the locals. The fact that it was the national holiday drew in large crowds from neighbouring towns. We carefully sailed towards the yacht club (with which we also have a reciprocal agreement) to dock on the visitor's dock but sailing dinghies were tied up all along it. In hindsight, we should have docked on the outside of the floating docks to enquire about the availability of a slip. Noticing our challenge in maneuvering into an empty slip, club members guided us into another slip that would be more comfortable and more protected from the wake of the numerous passing boats.



La marina du Fair Haven Yacht Club

The Fair Haven Yacht Club marina



Derek nous a ensuite expliqué comment payer pour notre séjour, en utilisant l'application [DOCKWA](#). Il semble que cette application soit très populaire auprès des marinas et clubs de yachting. Une fois l'administration terminée, Derek m'a fait goûter du cidre produit localement. Puis un peu plus tard, il nous a invité à participer à une activité traditionnelle du club, soit le bain de fin d'après-midi dans la marina. Les gens se rejoignent alors dans l'eau, derrière les bateaux, avec un flotteur quelconque et leur boisson préférée. Comme nous n'avions ni flotteur ni boisson, Derek nous en a fourni : une Labatt Bleue pour moi et une bouteille d'eau pour Anne.

Derek explained how to pay for our stay using the [DOCKWA](#) application. It seems that this application is very popular amongst marinas and yacht clubs. Once registered, Derek offered me some locally produced cider. Later on, he invited us to participate in one of the club's traditional activities — a late afternoon dip in the marina where members gather in the water behind the boats on a floatie and with a drink of their choice. Since we had neither, Derek provided us with floaties and a drink : a Labatt Blue for me and a bottle of water for Anne.



Au cours des conversations que nous avons eues avec les membres du club, ils nous ont souvent recommandé de demeurer jusqu'au 7 juillet afin de voir le feu d'artifice du Jour de l'Indépendance. On nous avait fait la même recommandation à notre départ d'Oswego, nous mentionnant alors le fameux « mur de feu » qui faisait partie des festivités à Little Sodus Bay. Nous avons donc suivi ces recommandations, bien que cela nous faisait prendre du retard sur notre calendrier.

Entre-temps, nous sommes allés faire l'épicerie sur la rive opposée. Puisque nous étions de ce côté de la baie, nous nous sommes rendus au [Fly By Night Cookie Company & Miniature Museum](#); un endroit bien spécial où l'on vend d'excellents biscuits faits maison. Nous avons visité le vignoble voisin, qui n'est qu'à 20 minutes de marche de la marina, pour y faire une dégustation de vin et acheter une bouteille de Chardonnay. Nous avons également été invités à nous joindre à la tablée de deux familles de membres lors d'un dîner de groupe.

Many of the club members recommended that we stay until July 7th to witness their Independence Day fireworks (the weekend after the 4th of July this time). When we left Oswego, the members had made the same recommendation - we needed to see the famous "Wall of Fire" that is part of Little Sodus Bay's celebrations. So we decided to stay, even though it would impact our circumnavigation schedule.

In the meantime, we took our boat across to the opposite bank to get some groceries. While on that side of the bay, we went to the [Fly By Night Cookie Company & Miniature Museum](#); a very special place where they sell excellent homemade cookies. We also went for a wine tasting at a nearby winery, only a 20-minute walk from the marina, and bought a bottle of their Chardonnay. Some club members kindly invited us to join them and their two families for a group dinner.



Fly By Night Cookie Company & Miniature Museum

Le soir des festivités venues, nous étions bien installés sur le pont avant, assis, les jambes emmitouflées dans un sac de couchage, la coupe de Chardonnay bien fraîche à la main, nous attendions alors le lever du rideau. Dès la tombée du jour, les gens ont allumés des fusées de détresse à intervalle régulier sur la rive de la baie. C'est une très jolie façon de se débarrasser des fusées périmées – mais je soupçonne qu'elles ne l'étaient pas toutes. La rive était ainsi illuminée sur toute sa longueur (le mur de feu). Peu de temps après, des particuliers ont commencé à faire éclater des feux d'artifices un peu partout autour de la baie. Ils semblaient se relancer d'une rive à l'autre, si bien qu'on ne savait plus où donner de la tête.

The evening of the fireworks, we were comfortably seated on the foredeck of *Le Rêve Possible*, our legs wrapped up in a sleeping bag, a glass of chilled Chardonnay in hand, as we waited for the show's curtain to rise. At sunset, people all around the bay ignited distress flares at regular interval. This, we thought, is a nice way to get rid of expired flares – although I suspect that they were not all expired. The full length of the shore was lit (Wall of Fire). Shortly after the show, people all around the bay started launching fireworks of their own. They seem to be competing with each other from one side of the bay to the other; there were so many fired all around us that we couldn't see them all.



Le Mur de feu

The Wall of Fire

Pendant ce temps, nos voisins de marina, John et Gene, lançaient des lanternes chinoises qu'on pouvait observer monter à haute altitude, puis changer brusquement de direction en accélérant leur course, pour enfin se mêler aux étoiles et disparaître. Puis le feu d'artifice municipal a commencé. Il n'avait rien à envier à celui d'Oswego.

Cette soirée restera sûrement gravée dans nos mémoires. Ce n'est pas le seul fait que le spectacle était diversifié et s'étendait sur quelques heures, mais plutôt de voir comment une communauté et ses membres aient participé à leur façon à l'élaboration et au maintien de ce qui est devenu une tradition à Little Sodus Bay.

Anne et moi avons réalisé deux choses pendant cette semaine où nous avons été immergés dans l'esprit du Jour de l'Indépendance. La première est qu'il y a une grande différence au niveau des interactions sociales possibles entre une marina et un club de yachting. La présence d'un club favorise les interactions et, par le fait même, attire les gens qui les recherchent. Nous avons pu constater cette différence partout où nous nous sommes arrêtés. La seconde est que pour nous, l'interaction sociale est devenue une partie importante des activités que nous recherchons lors d'une croisière. Nous la considérons aussi enrichissante que de vivre de nouvelles expériences ou de visiter de nouveaux endroits. Bien au-delà des avantages financiers, les ententes de réciprocité nous offrent l'opportunité de rencontrer des gens qui partagent notre passion pour la navigation de plaisance.

Nous avons également tiré une leçon de l'amabilité dont nous avons été l'objet. Lorsqu'un club offre une entente de réciprocité, il offre plus qu'un simple rabais pour la location d'un emplacement. Il signifie que les visiteurs sont les bienvenus chez lui et qu'ils seront reçus comme des invités, dans la plus pure des traditions maritimes.

Or bien que nous ayons toujours été aimables envers les visiteurs à la marina et au club, nous ne cherchions pas à savoir si nous pouvions les aider d'une façon quelconque; que ce soit pour les amener à l'épicerie, à Marine Outfitters ou encore en ville pour un besoin quelconque. Nous avons bien l'intention d'améliorer notre approche, que ce soit auprès des membres de clubs avec lesquels nous avons une entente de réciprocité ou de marins de passage dans notre belle marina.

Meanwhile, our marina neighbours, John and Gene, launched Chinese lanterns. They rose to a high altitude, suddenly changed direction, picked up speed, to finally join the stars and then disappear. Then the "official" firework show started, which was as nice a show as the one we had seen in Oswego.

We will remember this evening for a very long time. It is not only that the show had a lot of variety and that it extended for a couple of hours, but rather to see how a community and its members participated in their own way to the creation and maintenance of what has become a tradition in Little Sodus Bay.

Anne and I came to realize two things the week when we were immersed in the spirit of the Independence Day festivities. The first is that there is a significant difference regarding social interactions at a marina and at a yacht club. The presence of a club favours interactions between boaters and thus attracts members who are seeking them. We have observed this difference everywhere we stopped. The second is that for us, social interaction has become an important part of the activities we are looking for when cruising. We consider it as rewarding as living new experiences or visiting new places. Far beyond financial advantages, reciprocal agreements offer opportunities to meet people who share our passion for yachting and its spirit.

We also drew a lesson from the kindness we received. When a club offers a reciprocal agreement to another club, it doesn't only offer a discount for using one of their slips. It also means that visitors to their club will be welcomed and hosted as guests in the purest of nautical tradition.

Although we have always been friendly to our marina's and club's visitors, we haven't always been as helpful as we could have been by offering to drive them to a grocery store, to Marine Outfitters or downtown for a particular need. We definitely intend to improve our approach in this regard, whether it be towards members of reciprocal yacht clubs or boaters stopping in our beautiful marina.

Nous avons reçu et entendons bien donner au suivant. Nous y gagnerons en expériences enrichissantes et aideront du même coup à rendre la marina encore plus attrayante, appuyant ainsi ses propriétaires, Gerry et Lori, qui appuient notre club sans réserve.

PS Nous avons dû arrêter notre tour du lac à Niagara-on-the-Lake, par manque de temps. Un mois, ce n'est vraiment pas assez. On se reprendra donc l'année prochaine ! Les éditions futures du *Mixer* en diront plus sur notre voyage.

Marco Rancout (*Le Rêve Possible*)

We have received and intend to “pay it forward”. We will gain in enriching experiences and will also help our marina become even more attractive, thus supporting its owners, Gerry and Lori, who support our club without reservation.

PS For lack of time we had to stop our circumnavigation at Niagara-on-the-Lake. One month is definitely not enough. We'll try again next year! There will be more about our trip in *future Mixer* issues.

Marco Rancout (*Le Rêve Possible*)

## Another Talented Member With a Heart of Gold

Victoria (*Ursa Major II*) creates blank greeting cards, gift bags, wine bottle “bling”, and much, much more.

You can see a small selection of her creations at the marina office. For every card sold (\$5), a dollar will be donated to the **Diabetes Canada**.

Victoria can also customize/personalize creations for you. Feel free to contact her at [lovesailingcanada@gmail.com](mailto:lovesailingcanada@gmail.com).



## Young Sailors-in-Training

How do you keep your grandkids who are living aboard with you busy, entertained, and interested? Dagmar Stonehouse (*Freed Spirit*) has designed a *Sailor's Badge* booklet giving her three granddaughters the opportunity to earn "badges" by learning about safe boating (see below). For each badge earned they receive a loonie.

Click [here](#) to view the booklet.



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