



Collins Mixer

Collins Bay Yacht Club Newsletter



SAVE THE DATE

APRIL 21-22
First Aid/CPR/AED Course

APRIL 28
Wine & Cheese

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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

Commodore's Corner

Hi Folks,

As per Lori's Facebook message a couple of days ago, April is here, the ice has left the bay and for many of us this means that we're beginning to get our boats ready for launch.

The season's activities are falling into place and for the most part, the club [calendar](#), which can be accessed on our website, has now been updated with both social and race events.

I would like to mention that the club executive committee is still in need of a Club Social Chair and a Cruise Coordinator. Needless to say, things are becoming more pressing as we will need to begin organizing cruises and various social events for the upcoming season. For example, the Spring cruise which usually takes place near the end of May needs a Cruise Captain who would be responsible for the planning and

organization. In the absence of a Cruise Captain, if anyone is interested in helping out with this cruise, please reach out to me and I'll give you a hand to get things kicked off.

As well, Richard Dickson, our Sailing School Director, is also looking for someone to assist with the maintenance of the sailing school fleet.

I am pleased to report that the Clubhouse Chair position is now filled by Bill Amirault, who is a wonderful asset to the club and to the marina.

Again, I would encourage anyone interested in any of these positions or to obtain information about these, to contact our Past Commodore, Claudia Stevenson who is working tirelessly with her recruiter hat on.

We had a very successful and well attended *Winter Seminar and Potluck* event earlier this month. I personally want to thank Danny McKindsey for his excellent presentation, all the attending members for all the great food and

treats, and Bill and Darlene Amirault for having organized the event location.

The yacht club will be holding a two-day first aid/CPR/AED course, available to all club members on the weekend of April 21 and 22. This is a great opportunity for boaters who would like to have some basic but important knowledge and skills under their belt in the eventuality that they have to deal with an emergency health issue while out on the water or around the docks. See poster for details.

I hope that all of you have had a great winter and I look forward to seeing many of you at the club's *Wine and Cheese* event on April 28th.

Cheers!

Peter Feltham
Commodore, CBYC



From the Helm

Happy Spring and Easter everyone!

We are looking forward to launch beginning on April 18th.

CONGRATULATIONS to Gerry on obtaining the *Hoisting Engineer-Mobile Crane Operator Certification!* We are very proud to have two great crane operators. As well, this winter James successfully completed the *Safe Lifting—Marina Operators* course. Most of the courses taken by the crew are not mandatory, but we feel it is important to stay ahead of the curve for health and safety reasons as well as to offer the best services that we can.

The washroom renovations are almost completed and they are looking amazing. We are so excited for everyone to see them!

See you all at the *Wine and Cheese* in the clubhouse April 28th!

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



Have Your Flares Expired?

Did you know that if your flares have a manufacture date of 2013, or earlier, they have either expired or will be expiring this year?

What to do with expired flares?

- you can't use them; and
- you can't dispose of them by throwing them in the water or in your household garbage

Disposing of expired flares in a safe and environmentally-responsible manner has been an ongoing dilemma for boaters across the country.

There is a solution to this dilemma. You'll find it within this article published by the [Canadian Power and Sail Squadron](#).

Submitted by Lori Buzzi

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Click [here](#) to register online



FIRST AID/CPR/ AED TRAINING

A 2-day standard first aid, CPR and AED training course is being offered to all CBYC members

Maximum: 20 participants

First come, first served

COURSE OUTLINES

Standard First Aid

CPR

AED

INSTRUCTOR

Janet Morrison (*Luffin Life*)
CBYC Member

WHEN

April 21 & 22, 2018
Starting at 9:00 a.m.
Course content will be delivered over 7 to 8 hours each day

WHERE

CBYC's clubhouse
(*SS Maria*)

COST

The cost will be determined based on the number of participants
(i.e. 10 participants = \$37.50;
20 participants = \$18.75)

Plus, \$20, per participant, for certification card

REGISTRATION

Robert Mackey
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Spring Clean Up

The photo below shows bits and pieces collected around the area where our boat was kept on the hard last spring - bits and pieces such as tie wraps, foam, string, fabric, cigarette butts, etc. Multiply this by the number of boats/masts on the marina's grounds.



Let's not treat our marina like a garbage can by making it a habit of scanning the area around our boat and mast before launch. It only takes a few minutes. Let's make a difference and support our wonderful marina owners and crew.

Hélène Hubert (*Cattitude*)

Games

You will find, on a bookcase shelf in the clubhouse, several games made available for your enjoyment. Go one-on-one against an opponent or create teams and let the competition begin! If you have games at home that are no longer being

enjoyed, feel free to bring them in and add to the collection.

Hélène Hubert (*Cattitude*)



More Photos

Here are a few more photos taken by Shelley Nickerson (*Panacea*) at Februry's curling event. They've been added to the CBM and CBYC Facebook site.



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Winter Seminar and Potluck

On March 10th, Danny McKindsey, the skipper of *Happy Puppy*, was the feature attraction at the first CBYC's 2018 Seminar Series.

He shared an immense amount of useful information about boat surveys with about 35 enthusiastic boaters. The questions posed and answers received were invaluable.

Conversations continued afterwards while we enjoyed a potluck dinner which included everything from sushi to perogies. What a talented bunch of chefs!

busy schedule to prepare and give this presentation to the group. Our thanks also go out to Bill and Darlene Amirault (*Aslan*) for having made arrangements with the Bayridge Alliance Church (BAC) to hold this event. It was truly a night to remember!

Other seminars are being planned for this season, so stay tuned for updates.

Claudia Stevenson
Past Commodore
(*Tamara C*)

Find the presentation on CBYC's website under the **Member** tab.

Forgot password? It was sent in an email on March 2, 2018 from Collins Bay Yacht Club titled CBYC New MEMBERS Pages.



The evening ended with several of us meeting up at the Loyal Oarsman and sharing stories and laughs over a pint. A big thank you to Danny for having taken time from his



774 Baker Crescent, Kingston, ON

Executive Team

I am pleased to welcome **Bill Amirault** (*Aslan*) back to the CBYC Executive Team as **Clubhouse Chair**. Bill held this position before he joined the Sailing School as the *Operations Manager*. Because his responsibilities as a part-time employee of *Collins Bay Marina* conflict time wise with the Sailing School's activities, he has decided to step down as *Operations Manager* and fill the *Clubhouse Chair* position.

The **Cruise Coordinator** and **Social Chair** positions are still vacant. As the 2018 boating

season is fast approaching, I hope you will give one of these positions serious consideration.

Claudia Stevenson (*Tamara C*)
Past Commodore



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Blast from the Past

Pulled from the club's historical vault is a Mixer article written by David Sewell, published in July 1987. It is titled LAUNCHING OF THE FIRST WINGED KEEL OR MAKING HISTORY AT THE COLLINS BAY YACHT CLUB. Be sure to read all the way to the end of this article for an interesting follow-up story.

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

Kingston's first Winged Keel was launched at Collins Bay Marina, Friday June 5th, 1987.

At 08:10 I watched a 30' Piver-Newman Trimaran "Morning Mist" with its newly fitted winged keel slipped beneath the surface. This was a moment of particular satisfaction for me as it marked the culmination of a three year project. During that time much thinking, measuring, re-measuring, sailing and local consultation had been invested in the project. Unlike other winged keels of note, no tank tests were involved, although the Dutch contingent were very much involved in the consultation and kibitzing of what the locals are already calling the "weed cutter".

"Morning Mist" is a ketch rigged cruise equipped trimaran. Because it is rigged for cruising, it does not carry the sail area that the size of boat would warrant if speed and not family comfort and safety were the prime considerations. The tri carries

asymmetrical "amas" or floats. The principle behind their shape is that when the boat is sufficiently heeled over to bury a float and lift the other almost out of the water, the one buried acts with the same principle as an airplane wing. In this way, the "ama" counteracts the leeward tendencies which is something all sail boats must contend with. In most boats this reaction against leeway is normally provided by the keel. Regular sailors of "Morning Mist" all agreed that with sufficient wind, somewhere in the neighborhood of 17-25 kts, sufficient heel was generated to bury one or the other amas for it to work effectively in counteracting leeway. At wind speeds of 12-17 kts, the wind provided plenty of force for leeway tendency but was insufficient to provide sufficient heel for an effective deterrent. Hence in these wind speeds "Morning Mist" skated more than most boats do. Her tendency to lose ground to leeward also affected her

windward".

All of this sounds terrible, but it was not as bad as describing it would suggest. Every boat has leeway (even 12 metre yachts), and the best that most cruising boats will do to windward is 45 degrees. The problem was that "Morning Mist", because of insufficient heel in the 12-17 kts range had more than acceptable leeway and would not effectively point to windward above 60 degrees.

Since most of Lake Ontario winds that we cruise in are within the 20 kts range, something needed to be done. Either increase the rig (and thus reduce the comfort or safety factor in higher winds) or increase the keel size. The latter, for a variety of reasons, including cost, was the preferred alternative. Thus began the long process of "thinking about it". In relative terms, the winged keel addition was a last minute idea. It happened by coincidence. I met Tony Zeger, quite by chance, in the coffee shop of Portsmouth

Olympic Harbour.

Tony for many years was a Lightning Class competitive (very!) sailor in Montreal before he came to Kingston. His forte, and what gave him his competitive edge in a class where class rules do not leave much room for maneuvering, was his focus on the centreboard and how to make it increase its effectiveness. The knowledge gained through repeated experimentation put him at the leading edge of technology in that class. Although he does not race now, he has kept up with the developments.

When Tony and I got talking about launching, I mentioned that a delay was inevitable because of the new keel project. Tony perked up. After hearing of planning to date, Tony suggested the winged keel, what effect it would have, and its value. He also suggested how its construction might be achieved. I left that chance encounter a very thoughtful, if somewhat doubtful person. The idea at once appealed, but at the same time made me very nervous. I began immediately to toy with various designs and how they might be incorporated into the thoughts about construction which had already been developed.

Two more meetings with Tony

solved any outstanding problems, and as far as planning was concerned the winged keel was a go. One of these meetings was again providential. I couldn't decide which to use of a number of designs I had come up with. Tony decided it for me with a couple of quick lines on the rough sketches I showed him. As soon as I saw them, I knew he was right. Just like that. Out of half a dozen, I had my design. It was as simple as that.

I find that when I really have my mind on something, people often say something in casual conversation that gives an idea, provides an answer, or a caution, which makes an important contribution without them even knowing it.

Conversations with Don Bennett provided me with key ideas in just this way. Don's family, his father and grandfather have been building boats for so long in Newfoundland and lately on Wolfe Island, that I think it might be in his genes. Being neighbors in the yard this year, we naturally got talking about what he was doing to his boat "Sunny Ledge" and what I was planning for ours. I am not sure whether he knows it or not, but in those conversations he confirmed for me the "constructability" of Tony's wing idea and the general method of construction that I

had been mulling over in my mind. Not only did he confirm what I had in mind but his questions and comments strengthened, through simplification, what I had been planning. When that happens to me it is another sign that just maybe you're on the right track and headed in the right direction.

One of the great joys of a project like this is the help that comes along and pitches in without even being asked. People are curious and when they see they can lend a hand, often do. Four people particularly stand out in this regard. They are Bob Colhoun, Keith Sibbet, Robin Simpson, and my son Jonathan. Without their extra hands at critical times in the process, who knows, we might still be yard bound. George Green, who is an absolute genius at fibreglass work supplied and directed the glassing over. He also introduced us to what is latest in the technology, that could help us produce the best results. The end product was better than I ever thought possible.

At this moment Sea Trials continue. So far the results have been encouraging. Ten degrees have been knocked off her ability to go to windward. She tracks beautifully. Leeway has been vastly reduced. At the same time, her speed going to

windward has improved, without affecting her off the wind capabilities.

Up to now, she has not been "tested" in severe wind conditions, and the spinnaker run has only been in moderate air. Based on results so far, I am predicting we will be pleased with "Morning Mist's" performance in heavy air as we have been in the air for which the keel was designed.

Two possible downers remain to be tested. With 28 extra feet of wetted surface, "Morning Mist" may have lost half a knot to a knot in very light air. Also the keel was purposely positioned to increase the weather helm.

So far in moderate winds, the desired effect has been achieved, to about the right degree. It remains to be seen to what this slight increase in weather helm will be multiplied in heavy wind conditions. In the one blow we have had so far, weather helm seemed to stabilize at an appropriate level as the wind increased.

A popular theory amongst the "gallery" of modification watchers was that the wing would help "Morning Mist" to turn on a dime. I was never able to quite figure out what this idea was based on. With its enlarged rudder, I can report that the boat turns well into the

wind, but because of its light weight and construction it quickly loses momentum and continues to start most new tacks from what, to a monohull with its heavily weighted keel and lots of momentum, would be a "standing start".

Once again our thanks to everyone who contributed in lots of ways both large and small to what seems to have turned out to be a very successful and enjoyable project. Also thanks to the Collins Bay Mixer for publishing this piece for the historical record.

Dave Sewell
June 24, 1987

ANY GOOD STORY HAS A GOOD SEQUEL

by a staff writer

Who was at the helm of Morning Mist, on Sunday, June 28, at 15:00, when the strength of her new keel was tested by plowing a furrow through the gravel of the shoal between the Brothers Islands?

Let the record show that the new keel stood up perfectly to this rather spectacular "Sea Trial".

Which club member, in an attempt to lend a hand during the above mentioned episode, dropped anchor, without the anchor being attached to the boat, and had to go on a shopping trip next morning?

The News Nose knows, and he isn't saying.....yet!

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The 2018 Executive Committee

Board Position	Name	Boat	Contact
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Vice Commodore	Phil Morris	Wavelength	vicecommodore@collinsbayyachtclub.ca
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Social Director	VACANT		social@collinsbayyachtclub.ca
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Sailing School Operations Manager	VACANT		school@collinsbayyachtclub.ca
Club Historian	Robert Van Dyk	Day Dreams	history@collinsbayyachtclub.ca