



Collins Mixer

Collins Bay Yacht Club Newsletter

SAVE THE DATE

APRIL 27
Raise Your Mast

MAY 4
Wine and Cheese

MAY 11
Boaters' Rummage Sale

JUNE 8
Sail Past/Pancake Breakfast

JUNE 22
Saint-Jean-Baptiste

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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

There was a television commercial years ago with the slogan "don't wait for spring, do it now." If you were to visit the CBYC clubhouse, you would see that this slogan has been taken to heart and acted upon. A major renovation is in progress.

The old cabinetry and countertop have been removed and replaced with new cabinetry that allows for increased storage. A new under-the-counter refrigerator has been purchased and will be installed shortly. The interior walls of the clubhouse will be repaired and spruced up and the interior lighting will be modified so that it will be dimmable.

Our Clubhouse Chair, Glenn Reid, is investigating further improvements to the structure that would improve ventilation and allow for faster evacuation of the clubhouse in the event of an emergency.

These major improvements are in large part due to the investment of time and energy by Lee and Chrystal Baker, Claudia Stevenson, Cynthia Whalen-Grant and Larry Martin. I would like to convey many thanks to

these folks for organizing and executing a major improvement of the clubhouse from which we will all benefit.



The CBYC calendar for the 2019 season was finalized at our executive meeting earlier this month. I would encourage everyone to view the [calendar](#) as some familiar events have been moved to different times this year and some new events have been added. For example, the traditional Labour Day Weekend cruise has been changed. A new Thanksgiving cruise has been added and the focus and timing of our year-end banquet has also been modified. And, of course, if you can lend a hand with the organization of any of the calendar events, please make this known to the event organizer at your earliest convenience. As it has been said and proven many times before, many hands make for light work.

At last the 2019 season is upon us! See you soon at the marina!

Bill Amirault, *Commodore*

From the Helm

There isn't much to report from the helm this month. The marina's winter projects went well and were completed by mid-January. This gave the crew time to work on their own home renovation projects.

The crew has started getting the marina ready for the season. Launch will begin on April 17. That's less than 2 weeks away!!

We're looking forward to the warmer weather, seeing everyone again and to the start of 2019's boating season.

Gerry and Lori

Marina Owners & Operators



Boats anxiously awaiting their owners' return

Cruise Captain's Role

(Version française à la page 3)

In the *Mixer's* February issue, I mentioned that I would provide a description of the *Cruise Captain's* role and responsibilities. My goal is to "demystify" this role.

The *Cruise Captain* is responsible for managing a cruise. This involves two key responsibilities: **organizing** and **running** the cruise.

The number of tasks for each

of these responsibilities depend on the complexity of the cruise. For example, an impromptu cruise may require little effort, as each cruiser is responsible for their own needs. However, a greater level of effort would be required for a long-distance cruise, with planned events, slip and restaurant reservations, etc.

All cruises have some common tasks, but may differ in the way they are performed. These are:

Advertising the cruise This is done through the Cruise Coordinator ... except for impromptu cruises where a communication tool (to be identified) is used.

Collecting participants' information and payment A sign-up sheet with the cruise details and information required is prepared and given to the marina office administration (Lori). Lori also collects payments as participants sign-up for the cruise. *(Thank you so much Lori for your generous help! It's very much appreciated.)*

Providing additional cruise details to the participants who have signed up

Writing an article for the Mixer
The Cruise Captain may choose to write one or he/she may ask a volunteer. Photos, if possible, are always appreciated.

Again, depending on the complexity of the cruise, other tasks may be:

Coordinating with goods/service providers

For example, securing slips for the participants, making restaurant reservations, etc. Paying providers for goods/services.

Asking for volunteers' help

When there are many steps, having the help of volunteers lightens the load.

A balance of both planned and impromptu cruises will provide members ample opportunities. Understandably, one of the requirements to be able to take advantage of last-minute impromptu cruises is having a flexible schedule.

I am now calling upon CBYC members who would like to volunteer as a Cruise Captain for the planned cruises on our schedule as follows:

May 18-20

Shakedown Cruise

We are looking for a Cruise Captain and a concept

July 6-14

Week-Long Cruise

We are looking for a Cruise Captain to organize the *Round the County Cruise* or a cruise with a different concept.

August 3-5

Civic Holiday Cruise

We are looking for a Cruise Captain. Some activities of this traditional cruise may make up part of this cruise - to be confirmed. If not, the Cruise Captain will be free to come up with a new concept for this cruise.

August 31 - September 2

Gananoque Cruise

Cruise Captain: Peter Feltham
The cruise has been moved from July to the Labour Day Weekend this year to take advantage of the [Ring of Fire: The Music of Johnny Cash](#) that will be playing at the Thousand Islands Playhouse.

October 12-14

Thanksgiving Cruise @ PEYC

We need a Cruise Captain. Prince Edward Yacht Club is open to receiving us.

If you are interested in organizing one of these cruises, if you have any questions, or if you have any suggestions, please send me an email at cruise@collinsbayyachtclub.ca

To skip the French version below, jump to page 5.

Rôle du capitaine de croisière

Dans la dernière édition du *Mixer*, j'ai (Marco Rancourt, Coordonnateur de croisières) mentionné que je fournirais une description du rôle et des responsabilités du capitaine de croisière. Mon objectif est de démystifier ce rôle.

Le rôle du capitaine de croisière est de gérer la croisière. Ceci implique deux responsabilités clés : **organiser** et **diriger** la croisière.

Les tâches dépendent de la complexité inhérente à l'organisation et la direction de la croisière. À une extrémité du spectre, une croisière impromptue requiert peu d'effort, les participants étant responsables de leurs propres besoins. Cependant, un effort plus important serait nécessaire pour une croisière de longue distances, avec des événements planifiés, des réservations (marina, restaurant), etc.

Il existe des tâches qui sont communes à tous types de croisières (sauf peut-être les croisières impromptues. Elles

peuvent toutefois différer quant à la façon dont elles sont exécutées. Celles-ci sont :

Publiciser la croisière

Ceci est fait via le coordonnateur de croisières ... sauf pour ce qui est des croisières impromptues, pour lesquelles l'outil de communication commun (à être identifié) est utilisé.

Collecter les informations des participants et leurs paiements

Une fiche d'inscription contenant les détails de la croisière et les informations requises est préparée et remise à l'administration du bureau de la marina (Lori). Lori collecte également les paiements lorsque les participants s'inscrivent pour la croisière. *(Merci Lori pour ton aide si précieuse ! C'est vraiment apprécié)*

Fournir des détails supplémentaires de la croisière à ceux et celle qui se sont inscrits.

Écrire un article pour le Mixer

Le capitaine de croisière peut choisir d'en écrire un ou demander à un volontaire. Les photos, si possible, sont toujours appréciées.

Encore une fois, en fonction de la complexité de la croisière, d'autres tâches peuvent être :

Coordonner avec les fournisseurs de biens et/ou de services

Par exemple, obtenir des « slips » pour les participants, faire des réservations de restaurant, etc. Effectuer les paiements groupes aux fournisseurs.

Demander l'aide de volontaires

Quand il y a plusieurs tâches, l'aide de volontaires aide à alléger la charge.

Un équilibre entre des croisières planifiées et impromptues offrira aux membres de nombreuses opportunités. Naturellement, l'une des conditions préalables pour pouvoir profiter des croisières impromptues de dernière minute est d'avoir un horaire flexible.

Je lance maintenant un appel aux membres du club qui souhaitent se porter volontaires en tant que capitaine de croisière pour l'une des croisières prévues à notre calendrier, comme suit:

18 au 20 mai

Croisière de rodage

Nous sommes à la recherche d'un capitaine de croisière ainsi que d'un concept.

6 au 14 juillet

Croisière d'une semaine

Nous sommes à la recherche

d'un capitaine de croisière, que ce soit pour une *Croisière autour du compté* ou un concept différent.

3 au 5 août

Croisière du congé civique

Nous recherchons un capitaine de croisière. Certaines activités de cette croisière traditionnelle pourraient toujours faire partie de cette croisière - à confirmer. Sinon, le capitaine de croisière sera libre de proposer un nouveau concept pour cette croisière.

31 août au 2 septembre

Croisière de Gananoque

Le capitaine de croisière est Peter Feltham. La croisière a été déplacée de juillet au week-end de la fête du Travail cette année pour profiter de la pièce [Ring of Fire: The Music of Johnny Cash](#) à l'affiche du *Thousand Islands Playhouse*.

12 au 14 octobre

Croisière de l'Action de grâce @ PEYC

Nous sommes à la recherche d'un capitaine de croisière. Prince Edward Yacht Club est prêt à nous recevoir.

Si vous souhaitez organiser l'une de ces croisières, si vous avez des questions ou si vous avez des suggestions, envoyez-moi un courriel à cruise@collinsbayyachtclub.ca

CBYC

Wine and Cheese

Saturday May 4, 2019

7:00 in the Clubhouse



All are welcome to come celebrate the beginning of a new boating season at CBYC's Wine and Cheese event. We'll be gathering in the Club House where cheese and other light snacks will be available.

Don't forget to bring your favourite bottle of wine, or beverage of choice. Please join us for a fun evening of catching up with old friends, sharing the opportunity to welcome new members, and making new friends.

Ottawa's "Fight the Blues" Cruise

Anne and I had originally planned to host the "Fight the Blues" Cruise in February but were forced to postpone the event as Anne was struck down with the flu, followed with a pneumonia. But once back up on her feet, we were once again keen to host the event.

Eleven club members gathered at our place on March 9, including one couple from Montreal, to celebrate the imminent end (or so we hope) of winter. We were all happy to see one another, some of whom we hadn't seen since last fall.

Everyone participated in the evening's theme by wearing a sailing/nautical outfit, which was fine for the evening but a harsh reality when leaving their house in the cold, snowy and icy conditions to get to our place and back home again.

The decorations were easy. I simply pulled out the boat equipment stored in our basement for the winter - PDFs, fenders, fire extinguishers, binoculars, scuba gear, flashlights, etc. - supplemented by store-bought decorations.



minded friends and would like to thank them all for accepting our invitation and making it a success: Peter and H el ene (*Cattitude*), Louis and Maryse (*Dream Weaver*), Dave and Shelley (*Panacea*), John and Sharron (*Sundog*) and Larry (*Huron Tiger*).

Enjoy what's left of the non-sailing season!

Marco & Anne
Le R ve Possible

P.S. Our inflatable crab didn't see its shadow, so sailing season is at our doorstep!

Anne and I had a great time hosting this bunch of like-



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Blast from the Past

Cruisin' Round Prince Edward or Slippin' an' Slidin' through Quinte appeared in the Mixer's August 2008 issue. This is another example of the fun that can be had during a week-long Around the County Cruise. Perhaps one will be organized this summer?

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



I was mentioning to Cap'n Salty, my old maritime friend and mentor, that the gang had great adventures circumnavigating the lesser continent of Prince Edward County. He perked up and, with a quizzical air, inquired whether I was thinking of comparing our adventure to a real circumnavigation like around Newfoundland or Australia. I indicated that we were not that pretentious, but could claim some challenges did occur on what in total was a stimulating and enjoyable cruise.

I explained that we started out on the Saturday in fresh and friendly breezes, friendly being from the south side of south-west, allowing a steady close-hauled sail

all the way up the North Channel of the Bay of Quinte and along the Adolphus Reach to come to anchor off the beautiful home and great party place belonging to our club members, Norma and Dennis Reed. The gang from 17 boats feasted on local pork barbequed to perfection by the host, while the hostess organized all the appetizers and salads from all the boats and prepared that great strawberry shortcake finale for the evening. On completing



our repast to the accompaniment of vintage refreshments, a social time ensued with some stimulating games. "Games!", Cap'n Salty blurts, "Games! Games are not for serious sailors, you should





be practicing knots, or listening to tales of the old days, or..." Interrupting his potential tirade, I explained that we certainly heard the tales from the old days and that the games had a significant learning component; we were able to learn a lot about what we didn't know, and it was a very humbling experience, and we each went away committed to create an even better "learning" experience for others!

In the meantime the weather, appearing to potentially cause some disturbance to our peaceful evening, persuaded us to return to our boats and batten down the hatches. And it was good that we did, for that sudden rain squall that hit sent a few boats slippin' and slidin' sideways down the shore. Some slipped and stuck, but some of us slipped and slipped, so repositioning was required in the pouring rain, with a great ball of mud and weeds on the anchor, and no time to have donned the foul

weather gear. It was a warm rain; that's how I remember it, but it made my glasses blurry.

I heard Cap'n Salty snort and begin to squint his eyes the way he does when trying to see through

a fog, either through a real fog or when he perceives a fog caused by less than astute thinking. "Grappa!", he says, "Stay away from the grappa and get a better GRIPPA. Ya need a long road!" "Road, we were no where near the road, although we were headed in that direction", I countered. "Rode! R-O-D-E, rode; you need lots of it! Seven to one if you have a storm brewin'", Salty exclaimed, his eyes still squinting at me through the fog. Being in a no-win situation, I quickly deferred to the Cap'n's wisdom and didn't

complain about the longer distance I'd have to row to get the dog ashore.

After a long night of star gazing on a night with no stars, we departed Sunday morning in clearing weather through Picton Bay, up the Long Reach to Deseronto, and through the Telegraph Narrows to Big Bay. At this point some sailed, some motored, but all arrived at our new anchorage at Sandy Cove and (with lots of rode and distance from neighbours) spent a quiet night in the bay. Monday's destination was the CFB Trenton Yacht Club, and with a deceptively calm day to start, sails were unfurled and raised to cross Big Bay to the Belleville Bridge. Bringing up the rear, as a good Past Commodore would do, it was intriguing to see just how quickly the sails were stowed and all boats proceeded to a steaming formation. We, of course, felt obliged to follow suit. After the Belleville Bridge, with the wind reaching as high as 28 knots on the nose, we slowly wended our way to Trenton. Approaching the



yacht club, instead of wending, we weeded our way to the docks under the leadership of Marilyn Sykes, and were welcomed by the great Trenton club members who assisted in safely docking our boats.

Three years of tradition required us to prepare for a great barbeque feast in the club house, and we did so with gusto. The BBQs were full of stuff to be burned to perfection. Larry Norman, in particular, prepared a delicious looking burned frozen chicken which Shirley politely delighted in. There were folks who brought underpants for napkins! There were more great “learning how much we don’t know” games and the inevitable winners who really didn’t know that many answers, but they knew the most. Sour Grapes? Sure, there was lots of fermented sour grape for all. Luckily, before anyone started a sing-song, the sun set and all went peacefully to their snugly sheltered craft.



Parade was forming at sevenish on Tuesday, and left in small platoons for breakfast at the base mess; a real meal in preparation for the transit of the Murray Canal. A gorgeous calm day favored us for our motoring past Trenton and into the canal, then past Brighton and on to the Public Dock on Presqu’ile Point. We found the dock had a reserved sign for our flotilla and proceeded to pile up boats to a total of eleven on the five-boat dock. That accomplished, and with Tamara C and Ondine II having chosen to forego the pleasures of the party crowd by staying at the canal exit, a hike was organized. The Presqu’ile Point Lighthouse was visited and history studied and a great walk was being had until a suggestion was made that Happy Hour was about to begin and we were going to be late. Shortcuts were found and the planned tour

was suspended until next year. The wharf was transformed into a wonderful buffet of appetizers and conversations. The day’s exertions and the anticipation of an early departure for Waupoos

on Wednesday morning quieted the gang down early.

Leaving at about 6:30AM was either too early or too late to miss the fine fireworks as a storm bore down on the lead pack of boats approaching Scotch Bonnet Rock. The weatherman had forgotten to warn us of this one. This made for a pretty exciting start to our



55 nautical mile passage. After the rain, the weather cleared somewhat, the wind came up to allow a close reach, the reefs were taken out and as we rounded for Point Petre, a broader reach was possible. As the seas were reaching the meter in height, and passing Point Petre with wind dying on

the stern quarter, the motion became, as one intrepid sailor described it, like being in a washing machine.

When Cap'n Salty heard this, he gaffawed with delight and reminded me that real fishing sailors had to ride the giant swells on the Grand Banks in a dory full of half dead cod while waiting for the schooner to come pick them up. Not much sympathy there! However, after slogging down the coast and rounding Long Point, the sun shone, the wind steadied, the waves diminished, and a great close-hauled sail to the west end of Waupoos Island provided a fitting end to this day's adventure. All the fleet, increased by the welcome addition of Aslan and Sequala, anchored on the north of the island, the swimming was great, and a restful night was appreciated by all.

On Thursday, everyone gradually made their way to Waupoos Marina where hot

showers and the charms of Prince Edward County awaited us. Many made their way by dinghy, shanks mare and more creative ways to the County Cidery for a celebratory lunch. On the way back, we topped up our dwindling provisions with fresh blueberries, raspberries and beans at the roadside stands.

Happy Hour ashore began with Norma and Sally's limerick contest, followed by the annual meeting of the Fender Heads Society where two new members, Gary Logan and Terry Smythe, were inducted. We cooked our dinners on BBQ's provided by the Marina and ate ashore.

The Cruise Captains, Dennis Reed and Gary Logan, as well as the Cruise Co-ordinator, Marilyn Sykes, congratulated everyone on another successful CBYC Round the County cruise. We thank them for all of their preparations and success in keeping their ducks in order.

We had some superb sails and our sailing skills were tested the day the weatherman was late for work!

Cap'n Salty had to have the last word after listening to my story. Says he with a twinkle in his eye, "Well bye, ya got all the sailors accounted for, in roughly the same condition as they set out, resting on a piece of habitable dry land, and with or without their boat. That's a successful cruise!"

Cap'n Salty's buddy, Dave



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Playing 'Cat and Mouse' with our Anchor

Late August 2018. It is a beautiful clear morning, light winds from the SW and it is time to up anchor. After two nights in Stella Bay on our Bayfield 25, *Drifter*, we have just returned to the boat from an enjoyable breakfast at the local café ([The Back Kitchen](#)) with another couple, Louis Gagnon and Stacey Jones whom we had not met before.

Back in the boat, the dinghy tied to the stern, I go forward to raise the anchor. 'Up she comes!' Whoops! She doesn't! We don't have an anchor winch, but usually we have no trouble. Let's try again and use the engine. Nope. The boat rotates in a perfect circle, her nose glued to the center! What next? With a lot of effort, with the help of the paltry wavelets and without the engine, I finally see our anchor. It is well below the surface, clearly dragging on something. Darn! It is part of a 3/8 inch chain which is very securely attached to the ground. It is entwined around one of our flukes, nicely jammed between the fluke and the 'head' of our Danforth anchor. Oh dear, now what? Very luckily for us, Louis has noticed our dilemma and

comes over to offer help. This time, he and Maurice use the mainsheet winch and the anchor almost reaches the surface. SNAP! BANG! The plastic winch handle breaks with Louis landing on the cockpit sole. Ouch! Thank goodness, he is okay. This is obviously not working!! Louis, who swims like a fish, decides to go in with his scuba mask and flippers. We try various ways of shifting the weight off our anchor and onto the chain, in order to disconnect the two, but nothing works.

Finally, Louis decides to bring his boat over (a large and beautiful Catalina 380 named *Stolen Moments*) and uses his strong electrical winch to do the job. Wow, it brings 'the workings' right up above the water and our bow pops up a foot, back to her proper level. But now what? We still cannot disentangle the two.

Another person to the rescue! Paul and Dorothy Young (from KYC) have been watching all this with considerable interest. Paul, offering help, brings over his chain cutters, not so large, but definitely strong. From his dinghy, with great care, he cuts through the links of the offending chain over and over again. With each cut, the chain twists, or untwists, and where he has cut is now on the other

side. Finally, as the last cut is made, the chain slithers like a snake, back into the water as though it had never been there at all. I suspect Paul's chain cutters are not so sharp as they were and I am thinking that I need a new anchor, the kind with a bar across the top, to prevent this kind of incident from ever happening again!!

So almost three hours later, *with many, many thanks to both of our rescuers*, we begin our journey home. Luckily it is still a beautiful day with lots of time to reflect on the 'Joys of Sailing'. And yes, it is all worth it, especially when finding good friends in the process.

This little story is really a way of saying thank you, to our 'saviours', for their help and best wishes for the rest of the season.

Ruth Smith (*Drifter*)



Oh the Fun We'll Have!

Ahoy everyone!

We, Liz Taylor Reid and Chantal Thomas (*Horizon Dancer*) are your social crew for the 2019 boating season. We are so excited and energized about making CBYC's 2019 "social scene" a great one!

Our goal is to offer you a fun-filled calendar of "tried and true" events as well as different ones to keep it fresh. We are hoping to attract as many as possible to attend the events so that you can make new friends and tighten old knots while having a blast!

We are very committed to making our social scene a fun one, and we'll do our part to make sure that the events are a success. But we won't be able to do it all by ourselves - we will need volunteer participation from time-to-time. What might this look like? Well, you could help set up for an event, help take down and/or clean up after the event, offer prize donations, and if you have a business you could consider sponsoring one of the events. Can we count on you to give us a hand? Yes? Great! Email us at social@collinsbayyachtclub.ca to let us know at which event we'll be working together. Your

time and effort will be greatly appreciated and will contribute to the event's success.

PLANNED EVENTS

Saturday Mornings

June to August
Guided Outdoor Yoga
10 a.m. @ Collins Bay Marina
(weather permitting)

April 27

Raise Your Mast
Club House Social

May 4

Wine & Cheese

May 11

Skipper Rummage Sale /
Race Committee Boat Fundraiser

June 8

Sail Past & Pancake Breakfast

June 22

St-Jean-Baptiste /
Summer Solstice

June 29

Pirate Roof Top Party
Club House Social

July 13

Dock Crawl

July 26

TGIF BBQ

August 17

A Cut Above – Steak Dinner

September 21

Chilifest Potluck

October 19

Batten the Hatch –
End of Season Party at KYC

Make sure to check out our [social calendar](#) found on the Collins Bay Yacht Club website for details of upcoming events.

We hope that you all have a fun (and safe) boating season.

Something beautiful is on the horizon !

Chantal & Liz
Your Social Crew



2018 Lake Ontario and U.S. Cruise

(Version française à la page 18.)

To our great surprise, Anne and I were the recipients of CBYC's 2018 *Annual Cruising Award*. The reason, we were told, is because of our month-long cruise around Lake Ontario on our 22-foot sailboat, *Le Rêve Possible*. We were absolutely honoured to receive this award!

We thought we'd share our adventure with you.

DAY 1 – JUNE 25 CAPE VINCENT

We left Collins Bay Marina at 10:30 a.m. We had a nice strong wind. We had a frustrating sail to Cape Vincent as the wind kept changing direction.

Once there, we inadvertently docked in the wrong slip. While backing out, I hit the back side corner of the boat. Thankfully it's built like a tank. We docked the boat at another dock only to realize, after the mooring lines were all securely tied, that we were in a *no docking zone*. #@&*! We ended up manhandling the boat into the right slip.

We then had to report our arrival to the US Customs and

Border Protection (CBP). I had planned on using the new CBP [ROAM app](#) that I had downloaded to my cell phone, but then realized that I had forgotten my password at home. #@&*! We instead walked to the CBP office to report in.

The village dates back to the 19th century (1800) and was established by Napoleon Bonaparte's supporters, including his brother, who left France after Napoleon was defeated at Waterloo in 1815. They had planned his escape from St. Helen's Island to bring him to Cape Vincent, where they had built a house for him.

After Napoleon died in prison, some of his supporters returned to France while others remained permanently in Cape Vincent.

The village celebrates its French origins annually on the second Saturday of July, around France's Bastille Day.

(Click [here](#) to learn more about Cape Vincent's French Festival.)

DAY 2 – JUNE 26 CAPE VINCENT

Because the tourist season hadn't yet begun, most everything was closed, opening weekends only.

We decided to go visit the lighthouse at Tibbetts Point. It is a 5 km walk (one way). Along the way we saw beautiful residences (too big to call houses) and lovely gardens. Unfortunately for us, the lighthouse was closed and would only open 3 hours later.



The weather for the next day was to be rain and strong winds from the south. Too risky and exhausting for us so we decided to stay until the 28th.

DAY 3 – JUNE 27 CAPE VINCENT

We spent our day tackling boat maintenance jobs, going to the municipal library to use their free WIFI, an opportunity to also charge our electronic devices and the VHF, and to stock up on groceries and fuel.



DAY 4 – JUNE 28 SACKETS HARBOUR

We couldn't see much around Cape Vincent (NY) when we got up that morning. There is a heavy drizzle that prevented us from seeing the Canadian side of the St. Lawrence River. We wondered if we'd be able to leave for [Sackets Harbor \(NY\)](#). But the drizzle stopped before we completed the preparation for our departure. We left around 10:45 am.

We head for the mouth of the river, while passing a Canadian Coast Guard ship, then we turn South upon entering Lake Ontario. Since the winds are light, and there are threatening clouds over the horizon, but also because we do not want to reach our destination too late in the day, we opt for

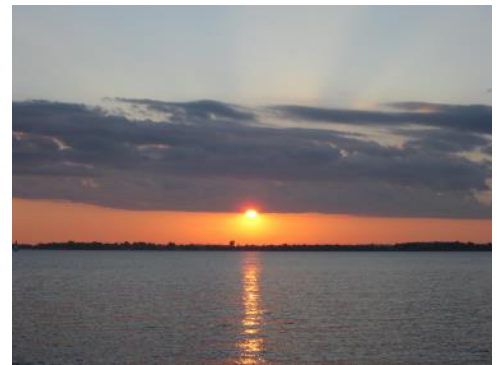
using the outboard instead of raising the sails.

The trip went well except that we weren't able to stay at the [Madison Barracks Marina](#) for safety reasons due to a power outage. We therefore opted to stay at [Navy Point Marine](#), located close to the town.

As soon as we arrived, we made a reservation at the [Tin Pan Galley](#) restaurant – a strong recommendation by Shelley (*Panacea*) – to celebrate our 32nd wedding anniversary (albeit one week late). We then explored the town's main street.

Dinner was party for our buds! The portions were American-size and the starters were enough to fill us up. Anne ordered a half-portion for her main and she still couldn't finish it all. Then when I'm about to ask for the bill, a waitress goes by with a mouth-watering dessert: a chocolate fudge cake. We (read I) succumb to temptation, with caution, by ordering one cake... with two spoons. Despite all our will power (and God knows I have a lot of will power when it comes to desserts ...) we couldn't finish it. That's okay. We asked to have it boxed and we preciousely placed it in our cooler for later.

With our bellies full, we decided to go for a walk on the [War of 1812 Battlegrounds](#) located near the marina. It is a nice grassy park where some buildings remain from the era following the war. There is also an interesting interpretative trail with panels explaining parts of the battles that occurred on this hill. We witness a superb sunset from a promontory with a panoramic view of the Black River Bay.



DAY 5 – JUNE 29 SACKETS HARBOUR

After breakfast, we grabbed a coffee at the Chrissy Beanz Bakery on Main Street.

Afterwards we walked to the Madison Barracks grocery store to reprovision. It is a good 20-minute walk, but it is the only remaining grocery store in town. While small, it had enough variety to satisfy our basic needs.

Before getting to the grocery store, we visited the [garrison](#). It no longer serves a military purpose and most of its buildings are now used for

lodging. As for the hospital, it unfortunately is in a state of disrepair. You can still see where the parade square was, preserved as a grassy area.

In the afternoon, we visited the Pickering-Beach Museum, located in the ancestral home of the Pickering-Beach family, built in 1817. A guide brings us back to a distant past with the help of antiques displayed in each room. This is how Anne and I like to immerse ourselves in history, through narration and ancient objects.

We then took a tour of the buildings located on the battlefield that we saw last evening, including the garrison commandant's house. This time we learn about what it was like to be a soldier in Sackets Harbour in the early 19th century and about life at the garrison.

The town of Sackets Harbor played a crucial role in the War of 1812. Warships were built there, which were used to launch attacks on Canadian towns and cities. Canadian-based English troops attacked the town twice (1812 and 1813) to destroy its navy shipbuilding capacity and capture weapons and ammunition, but they were unsuccessful.

That evening we walked to the town's Visitor Center, where the movie "Wonder" starring Julia Roberts and Owen Wilson was shown on the front lawn. The grassy area was filled with movie goers of all ages. Though the movie was interesting, after having spent two hours sitting on our beach towels, we were quite stiff.

DAY 6 – JUNE 30 SACKETS HARBOUR

The next day, the rain discouraged us from cooking breakfast outside, so we walked up the "Main" in search of a restaurant. It being a small town, we ended up returning to the Chrissy Beanz Bakery.

Since the rain had stopped when we returned to the boat, we decided on doing some chores - laundry for Anne while I cleaned the cockpit lockers. Rain had found its way inside them and had been sitting there for too long. Mold started to grow on the inside of the hull and on the equipment we keep in the lockers. It took me the better part of the day to complete the work - at 40°C (with Humidex) no less!!

We then fix our 2nd handrail, which must be screwed on from inside the cabin while the other holds it firmly in place from the outside. Temperature is higher inside than outside, so

Anne and I alternate roles to complete the task.

We decide to leave very early tomorrow for Oswego, a 67 km trip, which should take us all day. Oswego is the point of entry of the State's internal navigable canal which is used by freighters. We must be careful when approaching because they can sneak up on you quickly.

Although exhausted from the heat, we must get to the grocery store to once again reprovision before leaving in the morning. Fortunately, a marina neighbor offers us round-trip transportation. Needless to say, we accept with pleasure and relief!! We had planned to stay in Sackets Harbour longer, but the weather forecast was favorable, and we felt that we had seen what we wanted to



see. We would therefore leave for Oswego.

So here ends Part 1 of our month-long adventure. For those of you following our story, you will find the account

of our next destinations, Oswego and Fair Haven, in the Mixer's July 2018 issue. The rest of our adventure will appear in upcoming issues.

(To skip the French version below, jump to page 22.)

Marco Rancourt
Le Rêve Possible

Croisière Lac Ontario et États-Unis 2018

À notre très grande surprise, Anne et moi avons été les récipiendaires du prix *Annual Cruising Award* pour 2018. La raison, qu'on nous a dit, est que nous avons fait une croisière d'un mois autour du Lac Ontario sur notre voilier de 22 pieds, *Le Rêve Possible*. Quel honneur de recevoir ce prix !

Nous avons pensé de partager notre aventure avec vous.

JOUR 1 – 25 JUIN CAPE VINCENT

Nous sommes parti de Collins Bay Marina à 10h30. Le vent était bon et fort. Le voyage à Cape Vincent a été frustrant à cause du vent que ne faisait que changer de direction.

Une fois rendu à Cape Vincent, on s'est trompé de quai pour s'amarrer et, en essayant de reculer dans l'enclos, j'ai heurté le coin arrière du

bateau. Heureusement qu'il est fait solide. On s'est ensuite déplacé à un autre quai mais, sans s'en rendre compte, on s'est amarrer à un endroit interdit. Je m'en suis rendu compte après avoir fini d'attacher toutes les cordes. #@&*! On a donc déplacé le bateau à la main jusqu'au bon endroit.

Il fallait ensuite qu'on se rapporte aux douanes. J'avais planifié faire ça en utilisant la nouvelle application [ROAM](#) que j'avais téléchargée sur mon cellulaire, mais j'ai oublié mon mot de passe à la maison. #@&*! On a donc marché jusqu'au bureau des douanes pour nous rapporter.

Le village date du 19e siècle (1800) et a été créé par des partisans de Napoléon Bonaparte qui on quitté la France après sa défaite à Waterloo en 1815. Parmi eux, il y avait son frère. Ils planifiaient le faire évader de l'île St-Hélène et l'amener à Cape Vincent, où ils avaient construit une maison pour lui. Après sa mort en prison, certains partisans sont retournés en France alors que d'autres se sont établis à Cape Vincent en permanence. Le village fête ses origines françaises le deuxième samedi de juillet chaque année, autour de la fête nationale française.

(Cliquez [ici](#) pour en savoir plus sur le festival.)

JOUR 2 – 26 JUIN CAPE VINCENT

On s'est buttés à des portes closes dans le village. La majorité des attrait touristiques ne sont ouverts que la fin de semaine car la saison n'a pas encore commencé.

Nous avons décidé d'aller visiter le phare à Tibbets Point. C'est une marche de 5 kilomètres (un aller seulement). Le long de la route on a pu admirer de superbes demeures (trop grosses pour les appeler des maisons) ainsi que de très beaux jardins. Le phare, malheureusement, était fermé et n'ouvrait que 3 heures plus tard.





La météo pour le lendemain prédisaient de la pluie et des vents forts en provenance du sud. Trop risqué et épuisant, nous avons décidé de retarder notre départ à jeudi, le 28.

JOUR 3 – 27 JUIN CAPE VINCENT

En matinée nous avons fait des travaux sur le bateau jusqu'à ce qu'il se mette à pleuvoir. En après-midi on s'est rendus à la bibliothèque municipale car j'ai découvert qu'ils avaient le WiFi gratuit. J'en ai également profité pour recharger nos appareils électroniques et la radio VHF. En soirée nous avons fait l'épicerie et le plein d'essence.



JOUR 4 – 28 JUIN SACKETS HARBOUR

Nous n'y voyons pas grand-chose à Cap Vincent (N.Y.) ce

matin. Il tombe une bruine très dense qui nous empêche de voir le côté canadien du Fleuve St-Laurent. Nous nous demandons si nous allons pouvoir partir aujourd'hui vers [Sackets Harbor \(N.Y.\)](#). Mais la bruine cesse avant que nous complétions la préparation au départ. Nous partons donc vers 10h45.

Nous nous dirigeons vers l'entrée du fleuve, en croisant un navire de la garde côtière canadienne, puis nous tournons vers le sud en embarquant sur le Lac Ontario. Comme les vents sont faibles et qu'il y a des nuages menaçants à l'horizon, mais également parce que nous ne voulons pas arriver trop tard à destination, nous décidons d'utiliser le moteur au lieu de sortir les voiles.

Le trajet s'est fait sans problème, sauf qu'on n'a pas pu avoir de place à la [Marina de la Garnison de Madison](#), tel que planifié, car il y avait une panne d'électricité et elle n'acceptait aucun bateau pour des raisons de sécurité. Nous optons donc pour de [Navy Point Marine](#), située près du village.

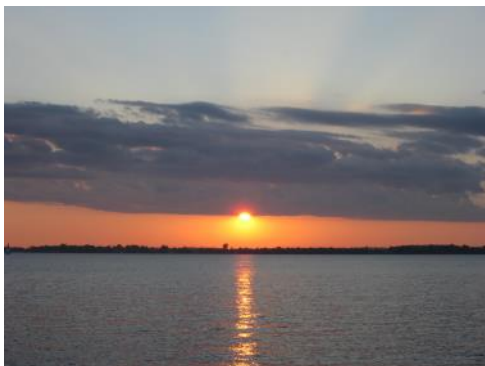
Dès notre arrivée, nous réservons deux places au restaurant [Tin Pan Galley](#) – chaudement recommandé par Shelley (*Panacea*) – pour

célébrer notre 32^e anniversaire de mariage (avec une semaine de retard). Nous allons ensuite explorer la rue principale.

Notre souper est un festival pour les papilles gustatives, en plus de se faire servir des assiettes de « taille américaine ». Les entrées suffisent à nous rassasier. Anne ne prend qu'une demie-assiette comme plat de résistance et nous n'arrivons tout de même pas à vider nos assiettes. Puis, et alors que je m'apprête à demander l'addition, une serveuse passe près de nous avec un dessert des plus invitant : un gâteau au chocolat fondant. Nous nous laissons tenter (en fait, je me laisse tenter), avec prudence, en le commandant avec deux cuillères. Malgré toute notre bonne volonté (et Dieu sait que j'en ai pour les desserts...) nous n'arrivons pas à le terminer. Qu'à cela ne tienne, nous faisons emballer ce qui reste et le serrons précieusement dans notre glacière pour plus tard.

Le ventre plein, nous décidons d'aller marcher sur [le champ de bataille de la Guerre de 1812](#) situé près de la marina. C'est un joli parc gazonné où l'on trouve des bâtiments datant d'après la guerre. Il y a également un sentier d'interprétation avec des panneaux qui décrivent certaines parties des combats

qui ont eu lieu sur la colline. Nous assistons à un coucher de soleil superbe à partir d'un promontoire offrant une vue panoramique sur la Baie de la Rivière Black.



JOUR 5 – 29 JUIN SACKETS HARBOUR

Après le petit-déjeuner, nous allons prendre un café à la pâtisserie Chrissy Beanz (Rue Main), puis nous marchons jusqu'à l'épicerie de la Garnison Madison pour y faire des provisions. Celle-ci est à une bonne vingtaine de minutes de marche de la marina, mais c'est la seule épicerie existante dans le village. Bien que petite, elle offre un éventail de produits qui suffit à nos besoins rudimentaires.

Avant de nous rendre à l'épicerie, nous faisons le tour de la [garnison](#). Celle-ci a perdu sa vocation militaire. Les bâtiments sont pour la plupart utilisés comme logements. Quant à l'hôpital, elle tombe malheureusement en décrépitude. Il est toujours possible de voir les traces du

terrain d'exercice militaire, conservé comme espace gazonné.

En après-midi, nous visitons le musée Pickering-Beach, situé dans la maison ancestrale de la famille Pickering-Beach, construite en 1817. Une guide nous fait visiter la résidence en nous plongeant dans le passé, aidée par les nombreuses antiquités présentes dans chaque pièce. C'est de cette façon qu'Anne et moi aimons nous immerger dans l'histoire, à travers la narration et les objets anciens.

Nous effectuons ensuite une visite guidée des divers bâtiments situés sur le champ de bataille visité la veille, dont la demeure du commandant de la garnison. Dans ce cas-ci, c'est la vie des soldats et de la garnison au début du 19^e Siècle qui nous est décrite.

Le village de Sackets Harbor a joué un rôle crucial pour les américains lors de la Guerre de 1812. On y construisait les navires de guerre. Ceux-ci servaient à attaquer les villes canadiennes. Les forces britanniques du Canada ont tenté sans succès à 2 reprises (en 1812 et 1813) d'attaquer le village pour détruire le chantier naval ainsi que de capturer de l'armement et des munitions. En soirée, nous nous rendons sur le terrain du centre du

tourisme du village où l'on projette en plein air le film "Merveilleux" avec Julia Roberts et Owen Wilson. Les parterres sont remplis de cinéphiles de tous âges et le film est intéressant. Mais après avoir passé deux heures assis sur nos serviettes de plage, nous nous relevons courbaturés.

JOUR 6 – 30 JUIN SACKETS HARBOUR

Le lendemain, la pluie ne nous incite pas à nous faire le petit-déjeuner à l'extérieur et nous remontons la « Main » à la recherche d'un restaurant. Le village étant petit, nous retournons à la pâtisserie Chrissy Beanz.

La pluie ayant cessée à notre retour au bateau, nous nous mettons à l'œuvre. Anne fait le lavage tandis que je nettoie les coffres de l'habitable. De l'eau de pluie s'y est infiltrée et y est demeurée trop longtemps. La moisissure a commencé à se répandre sur l'intérieur de la coque et sur les équipements que nous entreposons dans les coffres. Ça me prend une bonne partie de la journée pour compléter le travail, à 40°C (avec humidex) !!

Nous posons ensuite notre 2^e main-courante en bois qui doit être vissée à partir de la cabine, pendant que l'autre la tient fermement en place de

l'extérieur. Or il fait plus chaud à l'intérieur qu'à l'extérieur. Anne et moi alternons les rôles pour compléter la tâche.

On partira donc très tôt demain pour Oswego, soit un trajet de 67 km, ce qui devrait nous prendre toute la journée, si tout va bien. Il faut dire qu'Oswego est le point d'entrée du canal navigable qui entre aux États-Unis et est emprunté par des paquebots. Il faut donc être prudents lorsqu'on s'en approche car ils peuvent nous arriver dans le dos assez rapidement.

Bien qu'épuisés par la chaleur, il nous faut faire une épicerie pour pouvoir quitter demain. Heureusement, un voisin de marina nous offre le transport aller-retour. Inutile de dire que nous acceptons avec plaisir et soulagement!!

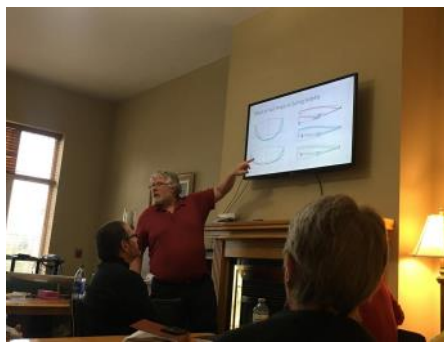
Nous avons planifié rester plus longtemps à Sackets Harbor, mais la météo est favorable et nous avons le sentiment d'avoir vu ce que nous voulions voir. Nous quitterons donc pour Oswego.



Voici donc la première partie de notre aventure. Pour ceux et celles d'entre vous qui suivent notre histoire, vous trouverez le récit de nos prochaines destinations, Oswego et Fair Haven, dans le numéro de juillet 2018 du *Mixer*. Le reste de notre aventure apparaîtra dans les prochains numéros.

Marco Rancourt

Boat Design Seminar



There is much more to sailing than casting off your lines, hoisting your sails and enjoying precious time on the water, as the group who attended Danny McKindsey's seminar on March 30 found out!

Danny enlightened us on sailboat designs which go into the performance of boats, and many more technical aspects which we don't normally think about (or know). Danny, assisted by

Raymond Toth, answered questions and encouraged discussion which continued during dinner.

Thirty-nine sailors attended a great seminar, including about ten from out-of-town and surrounding communities.

Thanks to Commodore Bill, for hosting the event and to Cynthia Whalen-Grant and Jean White for organizing and serving the potluck contributions, as well as to Jacquie MacKinnon for welcoming and signing people in at the door.

I hope we can encourage Danny to consider a return engagement sometime. In the meantime, we can all look forward to the next CBYC event, *Raise Your Mast*, taking place on Saturday, April 27 at Collins Bay Marina (see poster in this *Mixer* for details.

Claudia Stevenson, Tamara C



774 Baker Crescent, Kingston, ON

Great Lakes' Plastic Pollution



shorelines. Across the Great Lake region plastic travels through watersheds and from beaches into the lakes before flowing with currents downstream, eventually, adding to the pollution in the oceans.

Here's are some interesting facts:

6 billion plastic pop and water bottles are sold in the province of Ontario each year and less than half are recycled. Many enter the waterways from runoff, or are blown into the Lakes or tossed over board by boaters.

it does in salt water. Most notably, plastic does not float in fresh water. Rather, it breaks down into small pieces known as "microplastics".

Nearly 40 million people drink the water from the Great Lakes. Microplastics are so small and so prevalent they can make their way past water treatment facilities and end up in our drinking water (and even in our beer!). These tiny pieces come from many sources, one is from washing synthetic clothing (e.g. fleece fabric) where tiny plastic particles are washed down the drain. Researchers have discovered that bottled water is more likely to contain microplastics than tap water.

5 trillion cigarette butts are littered each year, making them the most littered item in the world. They're a non-biodegradable plastic filled with toxic chemicals (tar, formaldehyde, arsenic, nicotine). They leach into our soil and waterways, poisoning fish and wildlife that mistake them for food.

Plastic pollution is present in the Great Lakes. However, scientists have only just begun to study how our Great Lakes are affected by it.

The pollution in the Great Lake does not come from far away places (unlike that found in the oceans). It comes from our

22 million pounds of plastic end up in the Great Lakes every year and it never goes away. Instead, it deteriorates into small pieces know as microplastics.

Plastic pollution behaves differently in fresh water than



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Approximately 12% of Canada's petroleum is used to make plastic bags. These bags never breakdown and many end up in our waterways. Paper bags, as we know, are biodegradable.

Here are 5 things we can do to reduce, or better yet, eliminate plastic pollution:

1. Don't buy plastic-wrapped produce (e.g. English cucumbers, pomelos, Asian pears). Use reusable produce and shopping bags.
2. Many takeout coffee cups are lined with plastic or wax, including the lids, so not biodegradable. Therefore, instead of going through the drive-through

for a cup of coffee, make your way inside and bring along your own reusable coffee cup.

3. Don't buy individual, one-time-use water bottles. Instead use a reusable bottle and fill it from the tap.
4. DON'T throw cigarette butts on the ground or in the water. Put them in the garbage.
5. DON'T use single-use plastics. Start supporting grocery stores that have

bulk produce, especially local vendors.

We cannot change how much plastic is currently in our Great Lakes and in the oceans (though there are [initiatives](#) to make a positive difference), but we can each be good stewards of the waterways and land contributing in a positive way on improving the environment for ourselves and for future generations.

Gail Robertson-Graham
(Huron Tiger)



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