



# Collins Mixer

## Collins Bay Yacht Club Newsletter

### SAVE THE DATE

**OCTOBER 13 & 14**

*Coffee House  
&  
Paint With Christina*

**NOVEMBER 3**

*Annual Awards Banquet*

**NOVEMBER 4**

*Annual General Meeting*

## Commodore's Corner



could ever make it back to *Collins Bay Marina* in time, let alone make a COSTCO run. Although this cancelled event represented a missed opportunity for Adrian to meet our members and marina patrons to discuss selling/buying boats, he was very gracious about it. We had hoped that the event would simply be postponed to a later date in September, however, this was not possible. We will, without fail, be organizing this event next boating season. In the meantime, if you are looking for the boat of your dreams or if you are considering selling yours, Adrian and his team would be pleased to offer you their services. You can also meet him at the KYS kiosk at the upcoming Toronto Boat Show.

The last official race night was on September 20. As luck would have it, we were sailing back to the marina so H  l  ne captured the photo seen on the next page of the racers gracefully weaving back and forth at the start line.

There was a high wind warning on September 21. High winds indeed! We clocked 30.2 knots from our cockpit while at our slip. We could hear the Canada Geese

Between personal, social, yacht club, and marina commitments, H  l  ne and I have been quite busy this summer. We had been successful in keeping all of these balls in the air, until September 14 that is when we dropped an important one. You may remember that we had announced a TGIF BBQ to be hosted by Kingston Yacht Sales on that date. It completely slipped our minds and we forgot to organize it! You can well imagine our horror when we received an email from Adrian (the KYS host - and a Mixer advertiser, no less) at around 3 p.m. on the 14th from asking us at what time the party was starting. At that time we were in Forty Acres, sailing back to *Collins Bay Marina* with family members from the States who were visiting us for a week. There was no way that we

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complaining loudly as they laboriously flew straight into 20+ knot winds to quickly drop to the safety of Collins Bay (it was nothing like their usual graceful landings).

positions including that of Commodore. I am stepping down from this position and hopefully will be taking on another role on the executive. Stay tuned for an email with

In closing, I'd like to wish everyone an uneventful and safe haul-out. Secure your ladders, watch your step as you put your babies to bed for the season.



On Wednesday, September 26, the executive (those who were around), hosted a **Marina Staff Appreciation BBQ** in recognition of the crew's great work. We took this opportunity to offer Tony and Paul, on behalf of the club, our best wishes for a great retirement and gave them a gift certificate for Lee Valley. I would also, on behalf of the club, like welcome to Jean Harvey, Gerry's newest marina staff member. Jean is 3rd from the right in the above group photo.

A reminder to all members that the **Annual Awards Banquet** and **Annual General Meeting** are coming up at the beginning of November. To save paper, and to give the members a chance to get familiar with the information, the executive's annual reports will be posted on the **Members** section of the website prior to the AGM. Elections will be conducted at the AGM for various executive

more details surrounding the AGM later in October. The annual **Coffee House** will be held in the clubhouse on the weekend of October 13th which is a big haul-out

Yours truly,  
Peter Feltham  
Commodore, CBYC



(L to R): Paul, Dave, Gerry, Henry, Jean, Tony and James

weekend. All members are invited to pop in for a hot drink and a snack.

Lastly, the new Collins Mixer design may have caught your eye. The photograph was taken by Al MacLachlan at this spring's Wine and Cheese event. Thank you Al for allowing us to use it!



**774 Baker Crescent, Kingston, ON**

# From the Helm



“Why must we take down our mast?”, you may wonder. The answers can be found in an article published in the GAM yachting magazine in the fall 2016 issue. Click [here](#) to read it.

If you have not yet booked your haul out date, you can do so through the [online calendar](#) or directly through the office. Below are a few reminders regarding haul out:

- ▶ We kindly ask that you not park your vehicle where the crane may need to access a boat. Instead, park your vehicle in the parking area by the office/front lawn or on Coverdale Drive. If you need assistance to carry something to or from your boat, please ask any one of the crew who will be glad to help.
- ▶ We recycle used oil and antifreeze. Please give containers to one of the

staff rather than place them by the garbage cans, as there may be spillage.

- ▶ We also recycle dry cell batteries. These can be dropped off at the office.
- ▶ Please have your mast removed and holding tank pump out prior to your haul out date. We recommend that pump outs be done on weekends, between 9 and 5, as we have additional staff then.
- ▶ Don't forget to bring your cradle pads and check that they are in good condition.
- ▶ Boats 27' or shorter must be hauled out **by Friday October 5** at the latest. We cannot guarantee winter storage space after that date.
- ▶ All boats west of the laneway, and the two rows of boats closest to the water east of the laneway, **MUST launch before May 15th**. After this date, boats on land in these areas will be relocated in the yard at the owner's expense. If you need to stay on the hard beyond May 15th, let us know *before* haul out so we can place the boat in an

appropriate location so as to avoid a relocation expense.



*“It is said that knowledge is power and when it comes to boating you can never have too much of it. That knowledge can give you the confidence to really enjoy your boating experience and it can give others confidence in your abilities as a safe boat operator.”* Read more [here](#).



Should you have any non-perishable foods or unused toiletry items that you no longer need or want after this boating season, you are invited to drop them off at the office. We will be collecting your donations and bringing them to the local food bank.

We thank you for choosing to winter your boat with us at *Collins Bay Marina*.

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*Collins Bay Marina  
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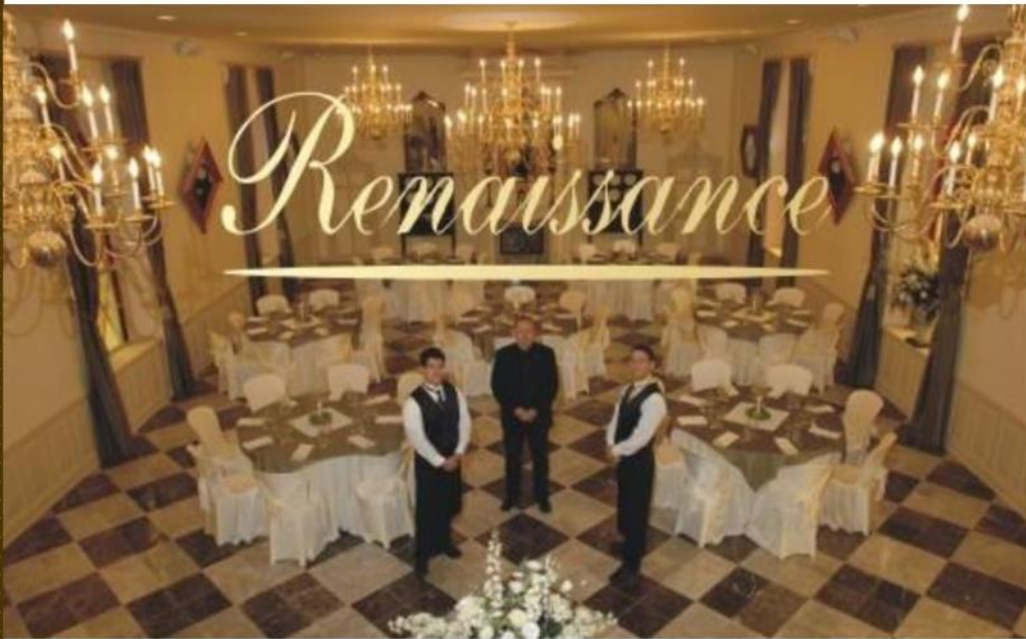
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**COME CELEBRATE**  
**CBYC's 2018 Boating Season at the**  
**ANNUAL AWARDS BANQUET**  
**on Saturday, November 3, 2018**  
**at the Renaissance**  
**285 Queen Street, Kingston**



The evening will begin at 6:00 p.m. with a reception, followed by a sit-down dinner and the awards ceremony.

**MANY DOOR PRIZES TO BE WON!**

Sign up at the marina office. Tickets (\$50 per person) must be purchased BY OCTOBER 21, 2018.

Please specify on the sign-up sheet your seating companion choices and any food allergies/restrictions.

**Questions?** [social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca)

# CBYC'S ANNUAL GENERAL MEETING 2018

## WHEN

**November 4  
10am - noon**

*(BEVERAGES/SNACKS SERVED @ 9:30AM)*

## WHERE

**Royal Kingston  
Curling Club  
130 Days Road (Kingston)**




What new initiatives will be proposed?



**I HAVE AN IDEA  
I'D LIKE TO  
DISCUSS!**



**I want to know  
more about ...**



I wonder who the new executive team will be?



**I have some  
feedback to  
share.**

# URGENT

## Sailing School Director Position

After three years of dedicated volunteerism as *Sailing School Director*, Richard Dickson (*Windsome*) is stepping down. The club is seeking to fill this important position. Might you be the right person for this role?

### What are the main responsibilities?

- Lead the planning and the implementation of all aspects of the sail training program, including marketing, hiring, registrations, maintaining and updating equipment, and supporting school operations.
- Oversee and support the activities of the school administrator, operations manager, head instructor, coaching staff, and volunteers
- Liaise closely with the owners and operators of the **Collins Bay Marina** on all matters pertaining to the smooth operation of the sailing school on marina property; and maintain regular contact with the **Ontario Sailing Association** and **Sail Canada** to ensure the program runs in accordance with prescribed standards

### What are the current and upcoming challenges?

- planned implementation of a new **Wet Feet Program** for children 5 to 8 years old
- continued refinement of newly added keelboat and youth race programs
- ongoing fleet maintenance, updating, and rationalization
- coordinating volunteer support to school operations and maintenance

### What does it take to be successful in this position?

- planning and organizational abilities to oversee the program
- leadership skills and a willingness/desire to mentor young adult coaches
- ability to communicate and maintain good relations with school staff, students, parents, club members, and the marina

Still unsure? What if we said that although Richard is stepping down from this position, he, and the current *Sailing School Administrator*, Keith Davies, will remain actively involved with the sailing school next season and as such will be excellent resources for our new *Sailing School Director*?

For more information regarding this opportunity, please contact our *Past Commodore*, Claudia Stevenson (*Tamara C*), at [pastcommodore@collinsbayyachtclub.ca](mailto:pastcommodore@collinsbayyachtclub.ca).



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# Blast from the Past

Here's an article that was published in the August 2006 *Mixer*, one that our racers may appreciate. The article was written by *Collins Bay Marina's* former owner and operator, Hub Steenbakkers. You will recognize the name of a current club member in the article (hint: his boat is on A Dock).

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

## CBYC Represented at Newport-Bermuda Centennial Race 2006

Earlier this month, the CBYC CRT (Crack Racing Team), a.k.a. The Three Canadian Amigos crewed on an 80' Maxi, *Nirvana*, in the 100th anniversary of the Newport Bermuda race. There were 265 boats in the race with probably 200 of them well over 50' long. There were numerous divisions starting every 10 minutes in a channel less than a mile wide. Let's just say there was a lot of expensive hardware milling around in a small space! We had an excellent start followed 4 1/2 days later by a 3rd place finish in our division of 15 boats. That standing gave the boat owner, Charlie Kiefer, the honour of having tea with Princess Anne. We carried a crew of 20 great people from a broad range of places like Austin, Chicago, Boston, Fort Lauderdale, Halifax and yes, Kingston! **Bruce Rand** did a fantastic job as one of the two watch captains. The position of high responsibility converted Bruce from the laid back mellow man that we all know, to a lean, mean racing machine that was constantly focused on crew safety and ship's performance. **George Jackson** was the man about the boat, trimming and driving the boat. **Hub** was on the three man bow team.

Things are quite different on a Maxi. It seems odd to load a boat up with 1100 gals of diesel before going out on a race. The first thing

you (better) learn is that you don't try to hold a sheet or halyard just by hand. A flagging 374' jib sheet can rip your head off. Trimming in said sheet using an 18" diameter winch powered by two guys on coffee grinders is interesting. The sheet makes a high pitched dinging sound as it slides up the winch under several tons of load. Getting a foresail down takes ten people lined up along the 40' long foot! The spinnaker weighs over 400 lbs and is lifted by halyard through a small garage door in the foredeck. Yet all this 56 tons of aluminum hull and equipment ghosts along at 13.5 knots with a true wind speed of only 11.

While the on-watch is scurrying around on deck making the boat go fast, the off-watch is watching "Caddie Shack" on the big screen TV in the air conditioned salon! Hey, it was a 5-star race! One day, we like most of the other yachts, sailed into the doldrums, otherwise known as "the swimming hole." Up went the swim flag and we all went swimming in cobalt blue water 10,000' deep! Some didn't have it quite so good. On the first day, a

Trans-Pacific 52 whacked into something, maybe a container, in the middle of the night. With her bow all crushed in she limped back to Newport. Good thing for sealed bulkheads! Coming into Bermuda at 2:00 am was surreal. You could smell the island flowers two miles away! It was a tropical paradise indeed. Hanging out at the Royal Bermuda Yacht Club was a treat as well. The eye candy was incredible - 60, 70, 80, 90, 98 'ers all lined up in a row. Carbon, Kevlar, titanium abounded.

All in all we are happy to say we did CBYC proud!

Hub Steenbakkers



Since Bruce Rand is still a member of the Collins Bay Yacht Club, I took the opportunity to ask him a few questions about this race and his experience.

Hélène Hubert, Mixer Editor

- Bridge clearance 122 ft
- Cruising range on diesel (from Newport RI) approximately 3000 gallons
- 25 Kw generator

Yes, it was that kinda ride and memory.

*We were a crew of 24 or 25, including our 5-star chef, Kevin. In spite of having to work in tight quarters (the galley was forward of the mast), he managed to prepare an awesome array of meals for us.*

*I was either helming or calling tactics for the other watch captain Craig Johnson.*

*We set up 2 watches of 11 or 12 crew each - 4 hour shifts overnight and 6 during the day. Fatigue management is always an issue on the overnight watch. Typically we would rotate helm every 20 or 30 minutes as the concentration that is required to sail in the dark is huge. We had 3 key drivers on each watch. We also had the skippers' brother as our primary navigator and I was his backup. Our longest passage was over 5 days of continuous racing.*

*Some tidbits about Nirvana:*

- *The boat was an Aluminium Pedrick 81 built by Palmer Johnson in Wisconsin and set the course record for the Newport Bermuda race in 1984. She held the record for 17 years and is documented in many sailing books in print. She is currently moored in Europe and under new ownership after the passing of our skipper Charles Keifer III*
- *Draft 17"9" ish*
- *Displacement 109000 lbs*



George (Geo) is fourth from the bow and Hub is fifth



Bruce is standing at the wheel to the right of the American flag.



# Frostbite Race 2018

Our annual **Frostbite Race** was held on Saturday, September 22. It uses a "Pursuit" format where the time adjustment to compensate for individual boat handicaps is made at the beginning of the race rather than the end when it is typically done. Instead of having everyone start the race at once, boats with higher handicaps (meaning slower boats) start before boats with lower handicaps, and theoretically everyone will finish at the same time. This format can make for an interesting finish as boats will cover the boat behind to try and prevent them from passing. The main idea is to pass every boat that started before you, while not letting anyone by.

There are four courses we typically choose between, ranging from 17.4 to 25.8 nautical miles. The winds on the morning of the race were in the 5 to 10 knot range but were predicted to lighten, so we chose to eliminate the long course. As well, CORK was holding races south and east of

Portsmouth Olympic Harbour so we eliminated our "Harbour" course. In the end we chose to race the "Bayfield with a bump" course. It takes you from the mouth of Collins Bay to Bayfield shoal (H43), back to Myles Shoal (K1), out to Simcoe Island (KE2), back to Penitentiary Shoal (K3) and home.

We had eight starters including one from Kingston Yacht Club. Handicaps ranged from a high of 189 to a low of 64. The fastest boat started 44 minutes after the slowest.

Winds were very tricky with shore winds better at some points and offshore winds better later. We had wind shifts galore and wind holes where you just had to wait it out. Watching the wind and the boats in front (unless you were leading), and a lot of luck, made you faster than the next boat.

In the end the racers finished within one hour of each other. The winning boat was *Breakaway J*, a J80 from KYC with a 127 handicap. Second place went to

*Horizon Dancer*, a C&C 27 with a 189 handicap. Third went to *Investors Group*, an Olson 30 with a 108 handicap.

This day of lightening winds did not play into the "fast" boat hands and they were in the rear of the pack. The rest of the fleet in order of finishing was *Mad Carew* (C&C 27), *Happy Puppy* (C&C 110), *Ariane C* (Bavaria 33), and *Jeannie* (J35). *Simmac II* (C&C 27) chose to withdraw and did not finish.

This is a fun event that I would encourage our "non racers" to enter in the future as the start is not intimidating and the courses are all interesting. You don't need to be fast to have a great day on the water.

Congratulations to all of the participants!

John Giles, Race Chair



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## Fall CORK 2018

While the end of August brings most sailing school activities to a close for the year, a small group of dedicated junior sailors from our sailing school continued to train in September to compete in the FALL CORK (Canadian Olympic-training Regatta Kingston) at Portsmouth Olympic Harbour on the weekend of September 22-23.

The FALL CORK regatta is smaller than CORK INTERNATIONAL held in August, attracting boats primarily from Ontario and Quebec, but the competition is still tough - as our sailors found out.

CBYC had eight sailors who are working towards their CANSail 4 or 5, racing in the Club 420 class. The crews were Raigilie & Ocean, Evan & Jericho, Andrew & Morgan, and Niko & Aiden. The first day of racing felt like a repeat of the summer regatta,

with light winds in the morning that all but disappeared early in the afternoon, allowing for only two races to take place.

The only other bit of excitement was when the CBYC Frostbite racers “crashed the party” by passing through the regatta course! Showing great courtesy and sportsmanship, the keelboats kept well clear of the dinghy sailors.

At the end of Day 1, it was our newest crew (Niko & Aiden) who had the best standing, with a 10<sup>th</sup> place finish in the first race.

Sunday saw somewhat improved conditions, which permitted three more races. Our more experienced sailors pulled up their socks and sailed better as the day went on. Best overall result once again went to Ocean & Raigilie, finishing 15th out of 28 boats.



Thanks to Jack and Sabine for leading the training sessions throughout September and for providing great coaching and support to our sailors during the competition.

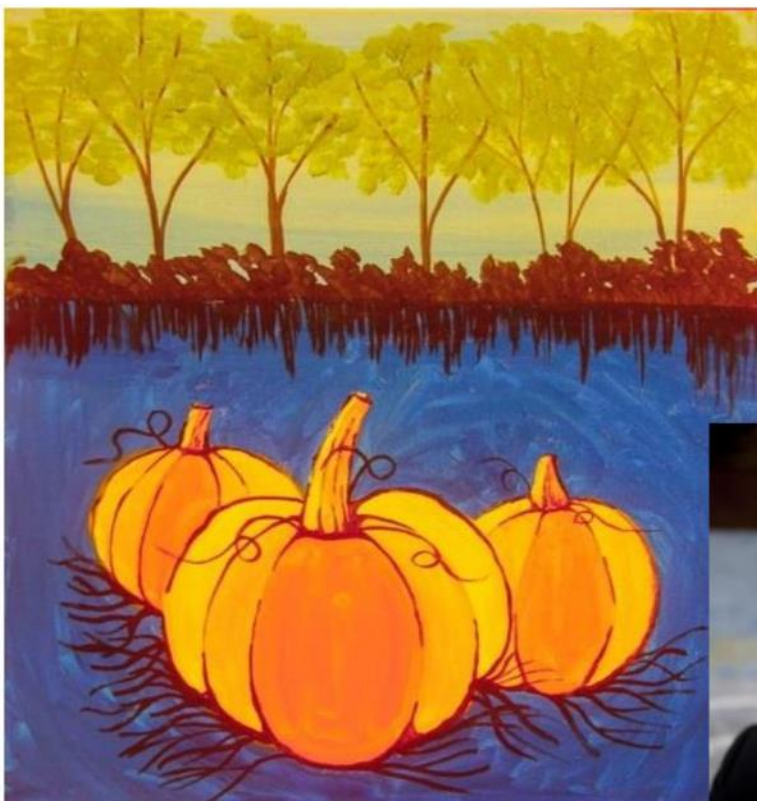
Once again, many thanks to all the parents and other volunteers who helped transport boats and equipment to Portsmouth Olympic Harbour and for providing moral support. By Sunday afternoon, we finally seemed to have cracked the code, and got all of the boats and equipment returned to Collins Bay and put away in record time.

Click [here](#) for race results.

Richard Dickson,  
Sailing School Director







## PAINT WITH CHRISTINA



Come out for a fun afternoon of guided creativity with CBYC club member [Christina MacLachlan](#).

All levels welcome! Bring your own beverage. Art supplies and snacks will be provided.

Saturday, October 13  
1 - 3 pm  
CBYC Clubhouse  
\$20  
*(Pay fee on day of event)*

Sign up by  
**Friday, October 12**  
at  
[social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca)

PAINT  
WITH  
CHRISTINA



Come out for a fun afternoon of guided creativity with CBYC club member [Christina MacLachlan](#). All levels are welcome!

Bring your own beverage. Art supplies and snacks will be provided.

Sunday, October 14  
1 - 3 pm  
CBYC Clubhouse  
\$20  
*(Pay fee on day of event)*

Sign up by  
**Friday, October 12**  
at  
[social@collinsbayyachtclub.ca](mailto:social@collinsbayyachtclub.ca)



## Ghislain vs Florence

As many of you know, Ghislain Trudel (Pharr Aweigh), is a retired Hydro Quebec lineman. Every fall, he accepts a contract through [Holland Power Services](#) to go on a mission to restore power in devastated areas further to a natural disaster.

Ghislain and Sylvie were hoping to have time to haul out their boat before Ghislain would receive the call to go on a mission (this time it would be in North Carolina to repair damages caused by hurricane Florence). But this was not to be. Ghislain accepted to go far away before Pharr Aweigh could be put to bed.

Below is an account of this year's experience as explained by Sylvie (the English translation follows):



*« Ghislain m'a dit qu'afin de venir en aide à la Caroline du Nord à la suite de l'ouragan Florence, l'effort de coordination logistique était le plus grand qu'il a vu depuis qu'il va en mission pour reconstruire les réseaux d'électricité dans les régions dévastées.*

*Selon ce qu'il a entendu, il y avait autour de 20 000 personnes impliquées - pas seulement des électriciens, mais de tous les corps de métiers. Ce fut une immense coordination logistique pour loger et nourrir tout les travailleurs. En fait, puisque les routes étaient impraticables les premiers jours, les camions d'approvisionnement (nourriture, essence, diesel, etc.) n'ont pu se rendre aux travailleurs, donc il manquait de tout. Juste pour rétablir le réseau électrique il y avait au moins 1 500 camions de compagnies électriques, lesquels sont venus non seulement des environs mais aussi du mid-ouest américain, de la Floride et du Canada.*

*En anticipation des dommages que l'ouragan causerait, l'équipe dont faisait partie Ghislain, a été appelé avant même que Florence touche terre. L'équipe s'est rendue à Raleigh, la capitale de la Caroline du Nord. Les vents très forts et les routes impraticables en raison des inondations les ont empêché de voyager plus loin.*

*Une fois qu'il a été possible de reprendre la route, l'équipe s'est rendue à Wilmington, environs trois heures de route au sud de Raleigh, là où Florence a causé les dommages les plus importants. Ils sont arrivés à Wilmington, vers 21h30 et ont été dirigés vers les roulottes installées temporairement pour les loger. (À Raleigh ils avaient couché à l'hôtel Renaissance.)*

*La chaleur était accablante et il n'y avait pas de climatisation dans la roulotte, donc Ghislain et son partenaire ont décidé de coucher dans leur camion.*



*Ghislain s'est allongé sur les deux sièges avant avec une glacière entre les deux sièges et son partenaire dans la boîte du camion.*

*Une heure après s'être endormis, ils ont été réveillé par une bonne nouvelle. Les organisateurs leur avaient trouvé un petit motel touristique qui venait de fermer pour la saison mais dont la propriétaire a acceptée d'ouvrir pour l'occasion. Quelle chance ! Le matin ils conduisaient 35 km*

*pour se rendre à un site où les organisateurs avaient érigé d'immenses tentes. C'est ici que le petit déjeuner était préparé et servi ainsi qu'un lunch pour le midi leur était remis. Les travailleurs revenaient à ce site pour souper.*

*Ils ont travaillé des journées de 16 heures. Ils se levaient à 5h15 pour prendre la route à 6h et retournaient à l'hôtel entre 22h et 22h30. Ce n'était pas une vacance !*

*Quand ils ont été démobilisés, il restait encore environ 8 000 foyers sans d'électricité. Comme ils n'avaient plus besoin d'autant de monteurs de lignes de réseau électrique, ceux qui sont venus de loin ont quitter les premiers. L'équipe a été parti 15 jours en tout, soit du 10 au 25 septembre. »*

## **ENGLISH VERSION**

*"Ghislain told me that since he's been going on missions to restore power lines in devastated areas, he's never seen the level of logistical effort that was afforded North Carolina further to Hurricane Florence. From what he heard, there were about 20,000 workers involved - not just electricians, but from all trades. This meant that arrangements had to be made to house and feed everyone. Because the roads were impassable the first*

*few days, supply trucks (food, gas, diesel, etc.) could not get to the workers, so there was a shortage of supplies.*

*There were at least 1,500 electrical power company trucks on site to restore the power grid. They came not only from the surrounding areas but also from the American Midwest, Florida and Canada.*

*Anticipating the degree of damage Florence would cause, the team that Ghislain was part of was called before she even reached land. The team travelled to Raleigh, the capital of North Carolina. Very strong winds and impassable roads due to flooding prevented them from traveling further.*

*Once it was possible to travel again, the team made its way to Wilmington, about a three hour drive south of Raleigh, where Florence hit the hardest. They arrived in Wilmington, around 9:30 pm and were directed to the trailers that were temporarily installed to house them. (In Raleigh they had slept at the Renaissance Hotel.)*

*The heat was overwhelming and there was no air conditioning in the trailer, so Ghislain and his partner decided to instead sleep in their truck. Ghislain lay down on*

*both front seats with a cooler between the two seats and his partner slept in the truck's box.*

*An hour after having fallen asleep, they were awakened with good news. The organizers found a small motel that had just closed for the season but under the circumstances, the owner agreed to open it to the workers. How fortunate!*

*They drove 35 km each morning to a site where the organizers had erected huge tents. This is where breakfast was prepared and served and lunch bags handed out. The workers returned to this site for supper.*

*They worked 16-hour days, waking up at 5:15 a.m. to hit the road at 6 a.m. and returned to the hotel between 10 p.m. and 10:30 p.m. It was not a vacation!*

*When they were demobilized, there were still around 8,000 homes without electricity. However, as they no longer needed as many powerline technicians, those who came from afar were the first to leave. The team was gone for 15 days in all, from September 10 to 25."*



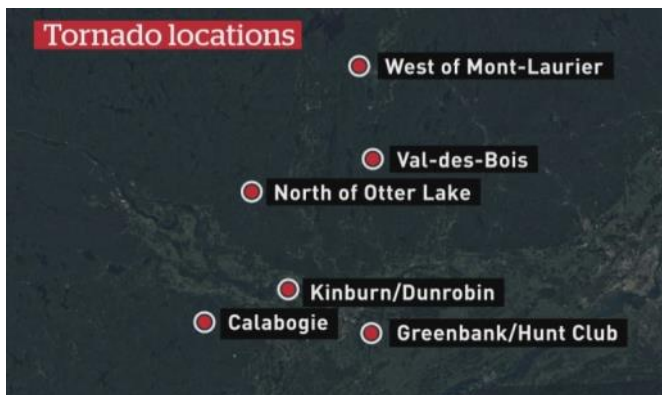
## Meanwhile in Canada . . .

On September 21, while Ghislain was away to help restore electrical power in North Carolina, the Ottawa-Gatineau region was hit by several tornados, causing significant damage and mass power outages.

Based on damage reports, the tornado was likely an EF-2, meaning it had sustained winds of 179 to 218 km/h. The tornado caused considerable damage, dozens of roofs were blown off homes, many trees were snapped or uprooted, and electrical transmission towers continue to be affected.

On Saturday morning, Hydro Ottawa reported that 171,462 customers were still without electricity, and more than 80 poles were damaged or torn down. As well, 38,909 Hydro-Québec customers were without power as of 9:22 a.m. ET.

[Source](#)






# UFO (Unidentified Floating Object!)



Is this Louis Saucier from La Nef on a SUP?!  
(Photo submitted by Andrew Hope (Shimmer), AKA SUP Drill Sergeant)


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## Sail Canada Women's National Keelboat Championships

September 16 at 9:17 PM



44 Incredible women participated in this year's Women's Keelboat Championships at Mimico Cruising Club!

1st Place - Melodie Gummer, Janice Wilby & Sue Fraser on Cariat

2nd Place - Elizabeth Rouget, Timma Flanagan & Brynn Paisley on Borne Home

3rd Place - Amanda Karahanas, Christina Campbell & Sara Morton on Spot

Sail Canada Voile Canada Helly Hansen

#SailCanadaChamps #sailtwin #FEELALIVE



# They Did It Again!

“Thirteen teams competed in the 2018 *Sail Canada Women's Keelboat Championship* held September 14-16 in Etobicoke, ON. Using the Shark 24 on Humber Bay, Melodie Gummer's team from the Kingston Yacht Club took the Championship for the third year in a row.

[Results.](#) “

Source: [Scuttlebutt Sailing News](#)



## Sail Canada Women's National Keelboat Championships

September 17 at 8:44 PM



The winners...



Winners l to r: Melodie Gummer, Janice Wilby, Sue Fraser



## Jeannie Brings the Étienne Brûlé Trophy Back To CBYC

In 2011, the *Collins Bay Yacht Club* initiated the **Long Point Challenge**; a 107 nautical mile round trip race out into the Lake via the gap between Prince Edward County's Long Point peninsula and Main Duck Island, around the Lake Ontario weather buoy on the Canada-US border south of the town of Wellington, and then back to Collins Bay.

This year, the race started on Saturday, June 23. It was cold and damp on June 24, but the winds were great for the first 16 hours of the race. Once we passed the K9 buoy and were out in the Lake we had 8 to 12-knot winds on the starboard beam. We were flying, first on white sail and then spinnaker, on a track that was almost the true course to the turning mark. We rounded the mark at 22:05 and headed for home on a close reach in 8 to 12 knot winds.

We were consistently sailing at 5+ knots and were predicting a finish near 08:00. But, the winds died and by 03:00 we were

sitting about 10 nm SW of the end of Long Point in 0 knot winds. Fortunately the lake current flows to the east, the way we wanted to drift.

At 07:00 the winds picked up slightly to 2 to 4 knots and we began to slowly make our way to the gap at the end of Long Point. We did not get there until 13:12, after the noon shortened course time.

So, following the sailing instructions, the race ended there and, with the next boat 10 nm behind and experiencing the same very light winds, *Jeannie* had line honours and first place on corrected time.

The name of the winning boat is inscribed on the Étienne Brûlé trophy, named after the first European to visit the Great Lakes. From 2011 to 2016, the first boat home and the winner on corrected time was from the CBYC fleet. Last year, however, this changed when *Peregrine*, a Nonsuch 33 from CFB Trenton YC, took the race. This year, the Étienne Brûlé trophy will again bear the name of a CBYC boat - that of *Jeannie*.

Geoff Roulet (*Jeannie*)



*Jeannie's* Crew (l to r):  
Tristan Thomson, Geoff Roulet, Randy Kempe, and Franck Don Simoni

# FALL COFFEE HOUSE



DATE: SATURDAY, OCTOBER 13 & SUNDAY, OCTOBER 14

TIME: 9 – 4

WHERE: CLUBHOUSE (S.S. MARIA)

WHAT: Coffee, tea, hot chocolate and snacks will be available for a donation towards the CBYC Sailing School

WHY: Hauling out is hard work and often done in cool fall weather. So, you're invited to come in to warm up, have a well-deserved break, and socialize.

## EVERYONE IS WELCOME!

## “Rodeoing” to Main Duck      Vers Main Duck à rodéo

If there is a place where Anne and I like to go, it is Main Duck Island, situated 19 nm south of Collins Bay Marina. However, there needs to be the right meteorological conditions to get there and return safely. The forecast appeared to be favourable on the weekend of August 18th.

That Saturday the winds were 15 kts from the northeast and forecasted to be from the north by noon. The Prince Edward Point buoy was indeed registering northeast winds of 15 kts, gusting to 19 kts. Light winds were forecasted for the Monday, our planned return day, meaning we'd have to use our outboard.

We left CBM around 10 a.m., after we had fueled up. We waited to be passed the shoal at the east end of the Brothers Islands before raising the sails as to raise the sails in 15-kt winds would have meant lowering the retractable keel, which would not have been a safe thing to do over the shoal.

Once we had passed the shoal, we raised the double-reefed main and unfurled half of the 150% genoa. It was enough to sail along at 4.5 to 5 kts, which is very reasonable considering that *Le Rêve Possible's* hull speed is about 6 kts.

The wind and the waves were on our port quarter. It wasn't too bad initially as the waves were about 1½ feet high. But as we sailed away from Kingston towards our destination, the waves grew to 3+ feet. Since *Le Rêve Possible* has a wide transom and is very buoyant, these conditions create a “hobbyhorse” effect.

Il existe un endroit où moi et Anne aimons aller. Il s'agit de l'Île Main Duck située à 19 miles nautiques au sud de Collins Bay Marina. Il doit toutefois y avoir les bonnes conditions météorologiques pour y aller et en revenir. Les prévisions semblaient être favorables lors de la fin de semaine du 18 août.

Les vents étaient du nord-est et soufflaient à 15 nd le samedi et les prévisions étaient qu'il reviendrait au nord vers l'heure du midi. La bouée de Prince Edward Point enregistrerait effectivement des vents de 15 nd avec des rafales à 19 kn. Les prévisions pour lundi montraient des vents légers, ce qui nous forcerait probablement à utiliser le moteur à notre retour.

Nous avons quitté la marina vers 10h00, après avoir fait le plein. Nous avons attendu d'avoir traversé les hauts fonds situés à l'est des îles Brothers avant de hisser les voiles. Pour les utiliser avec des vents de 15 nd, il aurait fallu abaisser la quille rétractable, ce qui n'aurait pas été sécuritaire avec les hauts fonds.

Un coup passé les hauts fonds, nous avons hissé la grande voile avec deux ris de pris, puis sorti la moitié du génois 150%. C'était suffisant pour atteindre une vitesse de 4.5 à 5 nd, ce qui est très raisonnable considérant que *Le Rêve Possible* a une vitesse maximale d'environ 6 nd.

Nous avons le vent et les vagues sur le quart-arrière, ce qui n'était pas trop mal au début, avec des vagues de 1½ pi. Mais en s'éloignant de Kingston vers notre destination, et avec le fetch du vent augmentant, la hauteur des vagues a augmenté à 3 pi. Comme le tableau de notre bateau est large et a une grande flottabilité, ces conditions génèrent l'effet de cheval d'arçon.



Still all was good .... until I had to go down below to prepare our lunch. It was just a salad, but the 15 minutes it took me to cut and mix the ingredients felt like an hour had gone by. I made my way out of the cabin with little appetite to consume what I had prepared. I felt nauseous for the rest of the day.

Meanwhile, we made good speed and could soon see the islands on the horizon. Visibility was excellent and we could see the island from a greater than usual distance. Our speed and the wind, however, were not sufficient to deter the flies from convening in our cockpit. By the time we had reached our destination, their number had grown to a few hundred. Our saving grace was that they weren't the biting lake flies.

The winds were still blowing strong when we approached Main Duck Island. We knew we would be facing a challenging situation as the waves increased and their fetch decreased in shallower waters. We've experienced these conditions before and our outboard really doesn't like them. Its propeller tends to pop out of the water on wave crests, and after a couple of times automatically starts to idle. We therefore decided that the best tactic would be to keep sailing as close as possible to the School Bay entrance before using the outboard.

We didn't want to have all of our sails out, so we lowered the main about one mile off the entrance and kept using the genoa, which we could quickly furl in once the outboard could be used safely. We then positioned the boat in line with the School Bay's sector range that helps guide boaters in and avoid cutting in too close to the shallow rocks located on the west side of the channel.

Tout allait quand même bien, jusqu'à ce que je doive descendre dans la cabine pour préparer le repas du midi. Il ne s'agissait que d'une salade, mais les 15 min que j'ai prises à couper et mélanger les ingrédients m'ont semblé durer une heure. Si bien que je suis ressorti de la cabine sans trop d'appétit. J'ai ressenti des nausées jusqu'à ce que je m'endorme à la fin de la journée.

Pendant ce temps, nous allions à bonne vitesse et avons pu rapidement observer l'île à l'horizon. La visibilité était excellente et nous pouvions voir l'île à plus grande distance que d'habitude. Notre vitesse et le vent n'étaient pas suffisants toutefois pour dissuader les mouches de tenir une convention dans notre cockpit. Leur nombre augmenta progressivement pour atteindre quelques centaines à notre arrivée à destination. Heureusement, elles n'étaient pas du type à nous mordre.

En approchant l'île Main Duck avec un vent fort, nous savions que les vagues augmenteraient en hauteur et diminueraient en fetch avec le fond marin remontant. Ce n'était pas la première fois que nous rencontrions ces conditions que notre hors-bords n'appréciait pas. En effet, l'hélice ayant tendance à sortir de l'eau sur la crête des vagues, le moteur se met automatiquement au ralenti après quelques fois. Nous avons donc décidé que la meilleure tactique serait de naviguer à la voile jusqu'à l'approche de l'entrée de School Bay avant de recourir au hors-bords.

Nous ne voulions toutefois pas garder toutes nos voiles sorties et avons rentré la grande voile à un mile de l'entrée, pour ne conserver que le génois qui serait rapide à enrôler lorsque le moteur pourrait prendre la relève de façon sécuritaire. Nous avons donc positionné le bateau avec l'alignement présent au fond de School Bay, et qui empêche les plaisanciers de couper court et ainsi s'approcher des rochers situés en eau peu profonde du côté ouest du chenal.

We furled in the foresail about 200 meters from the channel buoys and could see that the “L”-shaped dock was already quite busy. The Fortunately, there were still two spots in shallower waters where we could fit *Le Rêve Possible*. The spot we chose was on the inside of the “L”, but we’d be fighting the wind to dock and would have no room to manoeuvre. On our way to the spot, we asked a boater for docking assistance and all went as planned.

The dock is in good condition and has room for about three 30-footers and a couple of 20-footers. Once filled up, you can either raft up to another boat at the dock or anchor in the bay. There is usually about 5-7 feet of water at the most at the dock and in the bay, but it was down to 4-6 feet when we were there.

When we arrived, there were three 30-footers and a big cruiser at the dock. Two of the sailboats were liveboards. There was also a group of about 15 guys who were dropped-off on the island with their camping gear for a planned bachelor party. There were a lot more people present than we were used to, but it just made for more opportunities to have fun.

The island is not without aspects that could deter boaters from going there. For one, there is very little shelter from northerly winds, other than being at the School Bay dock. We also nicknamed it Snake Island because of the omnipresence of this non-venomous specie. There are so many of them, and with few predators, that they threw the ecosystem off-balance. So they’ve had to learn to hunt fish to survive. We did see a couple of prey birds a few years ago, but they now seem to have moved on. Some boaters have said that there are a couple of coyotes on the island which they occasional hear at night. There are visible

Nous avons enroulé la voile de misaine à 200 mètres des bouées du chenal et pouvions déjà voir que le quai était déjà assez occupé. Le quai a la forme d’un « L » et, heureusement, il restait deux endroits en eau peu profonde où nous pouvions accoster *Le Rêve Possible*. En passant près d’un voilier accosté, nous avons demandé à ses occupants de nous aider à accoster du côté intérieur du « L », en faisant face au vent et en ayant très peu d’espace de manœuvre. Tout s’est déroulé tel que prévu.

Le quai, qui est en bonne condition, peut accommoder trois bateaux de 30 pieds et deux d’environ 20 pieds. Sinon, il faut accoster en parallèle ou s’ancre dans la baie. La profondeur au quai et dans la baie est habituellement de 5 à 7 pieds, mais elle était de 4 à 5 pieds lors de notre passage.

À notre arrive, il y avait trois voiliers de 30 et quelques pieds et un gros croiseur. Deux des voiliers étaient des habitables. Il y avait également un groupe d’environ 15 gars qui ont été déposés sur l’île avec leurs tentes, pour fêter un enterrement de vie de garçon. Il y avait bien plus de gens présents que nous étions habitués, mais il fallait y voir plus d’opportunités d’avoir du plaisir.

L’île n’est pas sans avoir certains aspects qui peuvent dissuader les plaisanciers de s’y aventurer. Il y a très peu d’abris contre les vents du nord en-dehors de School Bay (au quai). Nous l’avons également surnommée l’île aux serpents dû à l’omniprésence de cette espèce (non venimeuse). Il y en a tellement qu’ils ont dû apprendre à chasser le poisson pour survivre, ayant débalancé l’écosystème puisqu’ils n’ont eux-mêmes que très peu de prédateurs. Nous avons bien vu quelques oiseaux de proie il y a quelques années, mais ils semblent avoir quitté l’île. Certains plaisanciers ont également mentionné

traces on the ground to support their assertion, but we have never seen them. School Bay also has a growing community of large snapping turtles, the biggest with a shell of about 15-18 inches.

avoir parfois entendu des coyotes pendant la nuit. Nous avons pu observer certaines traces qui pourraient confirmer leur présence, mais ne les avons jamais vus. Il y a également une communauté croissante de tortues serpentine dans School Bay, dont la plus grosse ayant une carapace d'environ 15 à 18 po de diamètre.



Dinner for a  
snapping turtle

Une tortue  
serpentine à  
souper

They usually come around the boats at dinnertime. Mosquitoes can also be ferocious, as we discovered last year. Standing as close to an open fire as we could, some were still between us and the flames (go figure...!). We also experienced biting houseflies for the first time this year. Finally, there are a couple of plant species one should not rub against: poison ivy and giant hogweed. To avoid these and Lyme disease transmitting ticks, Anne and I usually wear long pants and light-colored tops when walking the trails, but other boaters don't seem to bother with this. We must admit that the trails are usually cleared wide enough to avoid contact with the surrounding plants and trees. All of these potentially negative aspects don't deter us from coming over to enjoy the island's attractions.

Elles viennent habituellement se promener autour des bateaux vers l'heure du souper. Les moustiques peuvent également être féroces, comme nous avons pu le constater l'année passée. Nous tenant le plus près possible du feu à ciel ouvert, il y en avait qui réussissaient à voler entre nous et la flamme (essayez de comprendre ça...!). Nous avons également aperçu (et sentis) pour la première fois les mouches qui mordent. Finalement, il y a deux plantes dont il faut se tenir loin lorsque sur la terre ferme : l'herbe à puce et le berce du Caucase. Pour éviter leur contact ainsi que les tiques pouvant transmettre la maladie de Lyme, Anne et moi nous habillons habituellement de pantalons longs et d'un haut de corps de couleur pâle lorsque nous nous promenons dans les sentiers, mais les autres plaisanciers ne semblent pas tenir compte de leur présence. Il faut dire que les sentiers sont dégagés assez large pour éviter le contact avec les plantes et les arbres. Tous ces aspects potentiellement négatifs ne nous dérangent pas assez en comparaison des attraits de l'île.



Anne and I like the island for many reasons. It is inhabited, while archeological sites (house and ruins) remain. There are a couple of walking trails which are maintained by Environment Canada staff, one of which goes all the way to the west end of the island (a 40-minute walk one way), where the lighthouse and the keeper's and assistant keeper's houses remain. For safety reasons, they are not accessible to the public.

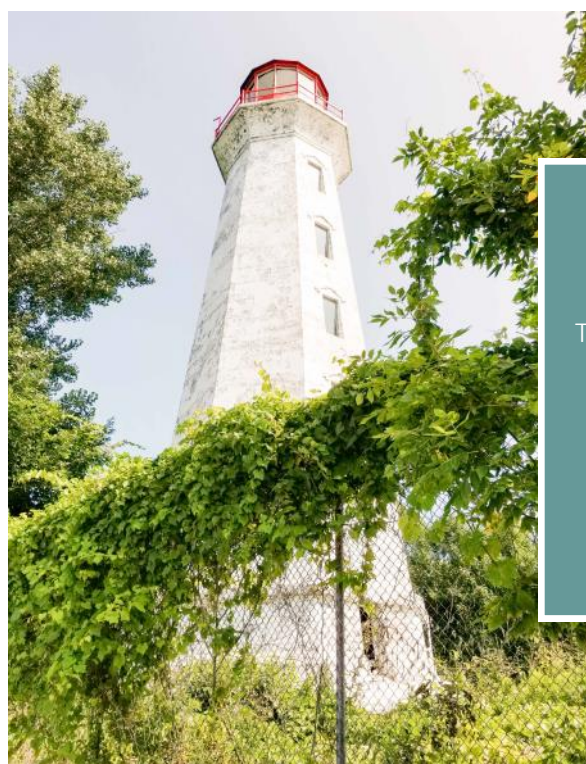
Anne et moi aimons nous rendre à l'île pour plusieurs raisons. Elle est inhabitée tout en contenant des sites archéologiques (maison et ruines). On y trouve quelques sentiers pédestres entretenus par le personnel d'Environnement Canada. L'un d'eux se rend à l'extrémité ouest de l'île (40 minutes de marche pour l'aller seulement) où se trouvent le phare automatisé ainsi que les anciennes maisons du gardien et de son assistant ; bien qu'interdit d'accès car considérés comme non sécuritaires.



Old lighthouse keeper's house  
L'ancienne maison du gardien de phare



Foster Estate ruins  
Les ruines de la propriété Foster

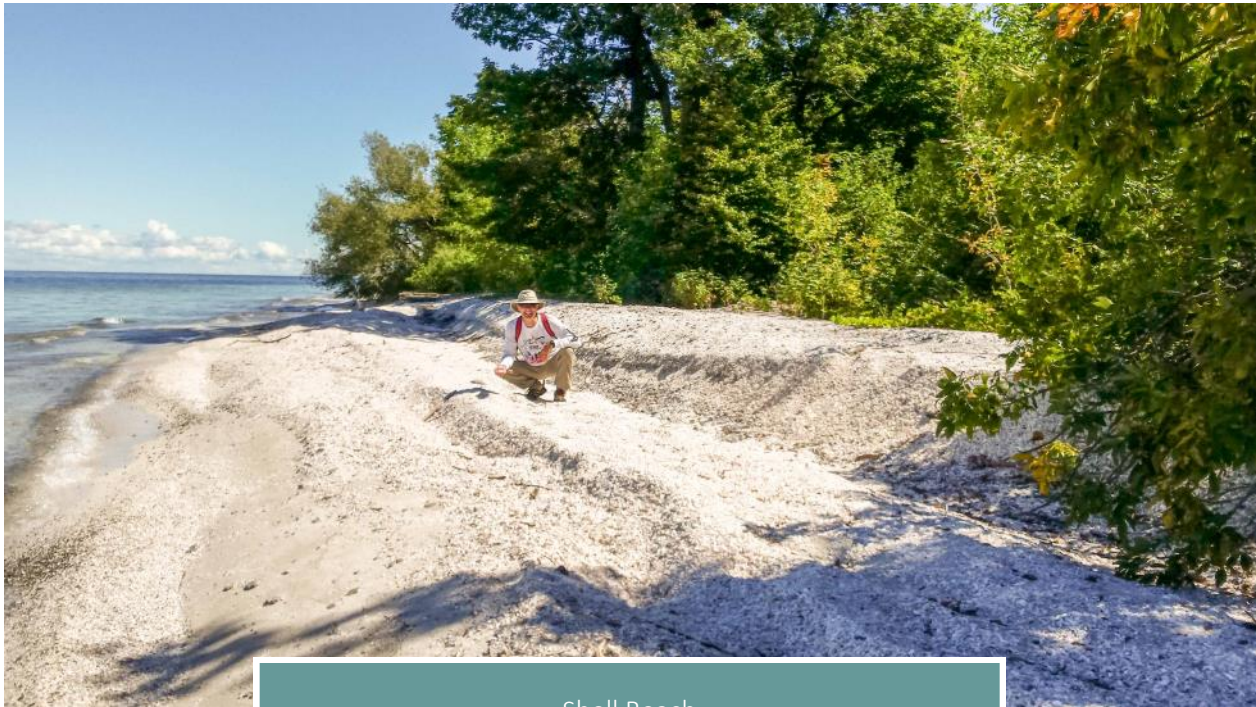


The lighthouse  
Le phare



There's what we call Shell Beach on the west end of the island. It has turquoise-coloured water and a slab rock bottom.

La plage que l'on surnomme « de coquillages » située du côté ouest de l'île offre un beau panorama avec son eau turquoise et son fond constitué d'immenses dalles de pierre.



Shell Beach

La plage aux coquillages

We enjoy snorkelling in the bays around School Bay. We can see fish and the wreck of an island ferry which burned and sank.

Nous aimons également faire de l'apnée dans School Bay et les baies environnantes afin d'y observer du poisson et de visiter l'épave de l'ancien traversier de l'île qui a coulé après avoir pris feu.



A break after snorkeling

Un peu de repos après une séance d'apnée



Adjacent bay to School Bay

Une des baies adjacentes à School Bay

Anne and I did pretty much all of what is described the day following our arrival. We ended the day with another of our favorite activities, but let me first set the stage for its description. Boaters attracted to the island are for the most part looking for a quiet mooring with direct (or a short tender drive) access to land in a national park-like environment. While they relax around the dock between activities, they like to engage with other boaters. And since picnic tables are kept on the dock, they end up sharing them during meals. This is how we met Don, Esok and their son Chris. They regularly sail to the island from Kingston. They started the tradition of hosting an impromptu potluck dinner with other boaters. This generates some interesting on-the-fly dishes. Don and his family arrived on Sunday, after most of the weekend boaters and the bachelor party had left. Another boat came in before they did. So here we were, having dinner together, talking on a variety of insignificant topics, fueled by the wine and Bloody Marys, and with more food than we could eat, when a sailboat appeared with two men onboard.

Anne et moi avons couvert presque tous ces attraites et activités le lendemain de notre arrivée. Nous avons conclu la journée avec une autre de nos activités favorites, mais laissez-moi d'abord dresser la table pour sa description. Les plaisanciers attirés par l'île recherchent pour la plupart un mouillage tranquille avec accès direct (ou courte distance en annexe) à la terre dans un environnement semblable à un parc national. Alors qu'ils relaxent sur le quai entre leurs activités, ils aiment engager la conversation avec les autres plaisanciers. Et comme les tables à piquenique sont gardées sur le quai, ils se les partagent lors des repas. C'est ainsi que nous avons rencontré Don, Esok et leur fils Chris. Ils se rendent régulièrement sur l'île, à partir de Kingston. Ils ont démarré la tradition de tenir un souper potluck improvisé auquel participent les plaisanciers présents. Ceci crée des menus de repas concoctés à la volée et composés d'une grande variété d'éléments. Don et sa famille sont arrivés sur l'île le dimanche, après que la plupart des plaisanciers (et le groupe de fêtards) aient quitté. Un autre voilier s'était également joint à nous avant leur arrivée. Nous voilà donc en train





We helped them dock, then Don invited them to join us as there were only minutes left before sunset and the arrival of the swarming mosquitoes. He knew there was not enough time for the two boaters to prepare a meal in their Tanzer 25 before the concerted and virulent attack. So they joined our happy bunch, which broke up 15 minutes later to bunker down in our respective sailboat.

Anne and I left the following morning, after a light breakfast. The MARFOR announced southeast winds at 10 kts. My reading of the surrounding trees was more around 15-20 kts. We therefore decided to double-reef our main and unfurl one third of our genoa. The 6 kts of speed we made from our departure proved me right. Waves were already 3 feet high, increasing to 5+ feet. The boat was rocking significantly with one instance where we almost broached (adrenaline rush). We decided to completely furl-in the genoa, which eased the motion. I had problems manoeuvring in the cockpit since I seemed to have hurt my back while snorkeling the day before. My capacity to work the sails was therefore very limited and I knew I couldn't go on deck to lower the main. Furling the foresail was then the best option. We were still making 4 kts with the double-reefed main, which was acceptable under the circumstances.

de « potluck » ensemble, ayant des conversations intenses sur une variété de sujets insignifiants, alimentés par le vin/bloody mary, et avec plus de nourriture que nous ne pouvions en consommer, lorsqu'un voilier se pointe, avec deux personnes à bords. Nous les aidons à accoster, puis Don se met à les presser de nous rejoindre pour le repas puisqu'il ne restait que quelques minutes avant le coucher du soleil et l'arrivée massive des moustiques. Il savait qu'ils n'auraient pas assez de temps pour se préparer un repas dans leur Tanzer 25 avant l'attaque concertée et virulente. Ils se sont donc joint à notre bande de joyeux lurons, qui s'est dissoute 15 minutes plus tard pour se barricader dans leur voilier respectif.

Anne et moi avons quitté le lendemain matin, après avoir manger un petit-déjeuner léger. Les prévisions maritimes mentionnaient un vent su sud-est de 10 nd. Mon observation des arbres environnants me donnait plutôt des vents de 15 à 20 nd. Nous avons donc décidé de garder les deux ris sur la grande voile et de ne sortir que le tiers du génois. La vitesse de 6 nd que nous avons atteinte dès le départ m'a donné raison en ce qui a trait au vent. Les vagues étaient déjà d'une hauteur de 3 pi et elles ont augmenté à 5 pi et plus. Le bateau se faisait brasser pas mal et est venu bien près à un moment de partir au large (poussée d'adrénaline...). C'est à ce moment que nous avons décidé d'enrouler complètement le génois, ce qui a atténué les mouvements du bateau. J'avais déjà des problèmes à me déplacer dans le cockpit dû au fait que je m'étais blessé au dos en faisant de l'apnée la veille. Ma capacité à manoeuvrer les voiles étaient donc très limitée et je savais que je ne pouvais me rendre sur le pont pour baisser la grande voile. Enrouler la misaine était alors la meilleure option. Nous faisons tout de même 4 nd avec la grande voile et deux ris de pris, ce qui était acceptable dans les circonstances.

The crossing to CBM took us a bit longer because of the slower cruising speed and because we chose to follow the marked channel instead of going across the shoal on the east side of the Brothers Islands. With the main out and the keel down, and expecting the waves to grow bigger and turbulent over the shoal, there was no hesitation to avoid it. We waited to be sheltered from the swell in Collins Bay, so that I could go on the deck to lower the main. One could argue that having the main halyard brought back to the cockpit would be beneficial in such circumstances and I would agree. However, this would require that I add hardware (read holes) on deck and I prefer to avoid doing this.

In retrospect, we pushed ourselves beyond our comfort zone, experiencing discomfort and occasional adrenalin rushes. However, we believe that this is required to become more experienced and confident sailors and to learn to trust our sailboat. Ultimately, it becomes another story to share.

I could have provided more information about Main Duck Island but it would have significantly increased the length of this article. I therefore restrained myself from doing so. Those interested in knowing more can read about the history of Main Duck Island, beyond what is written in the Ports book, on [Parks Canada](http://Parks Canada), [Wikipedia](http://Wikipedia), [lighthousefriends.com](http://lighthousefriends.com), [loor.ca](http://loor.ca), and [cruising.ca](http://cruising.ca).

Marco Rancourt  
*Le Rêve Possible*

Le retour vers la marina nous a pris un peu plus de temps que l'aller vers l'île, avec une vitesse de croisière moindre et parce que nous avons choisi de suivre le chenal marqué plutôt que de couper au travers des hauts fonds à l'est des îles Brothers. Avec la grande voile sortie et la quille abaissée, et anticipant que les vagues grossissent et deviennent plus désordonnées à la surface des hauts fonds, il n'y avait pas d'hésitation à les contourner. Nous avons attendu d'être à l'abri des vagues dans Collins Bay, avant que je ne monte sur le pont pour abaisser la grande voile. On pourrait dire que dans de telles circonstances, il serait préférable d'avoir la drisse de la grande voile ramenée dans le cockpit et je serais d'accord avec cette affirmation. Toutefois, ceci requerrait que j'ajoute un taquet (lire ajouter des trous) sur le pont et je préfère éviter cela.

En rétrospective, nous avons dépassé notre zone de confort sur cette croisière en expérimentant de l'inconfort et, occasionnellement, des poussées d'adrénaline. Pour nous toutefois, ceci est requis pour gagner de la confiance en nous et en notre bateau, et pour enrichir notre expérience comme marin. Ultimement, ceci devient une autre histoire à partager.

Je ne pouvais fournir de l'information intéressante sur l'île Main Duck sans ajouter considérablement de texte à cet article. Je me suis donc retenu de le faire. Les intéressé(e)s peuvent lire sur l'histoire de l'île, au-delà de ce qu'on trouve dans le livre des ports, sur le site de [Parc Canada](http://Parc Canada) ainsi que sur les sites unilingues anglophones énumérés dans le texte à gauche.

Marco Rancourt  
*Le Rêve Possible*

# Peppi's Epic Voyage

Some of you may remember the invitation Peppi posted on the bulletin board by the washrooms earlier this summer. I accepted his challenge. The following is a tribute to our epic voyage from CBYC to NYC on his **SV Let It Be**.

We left Collins Bay on September 12th and Peppi continued on his own from NYC where I got off and returned to the Collins Bay Marina. By the time you read this, Peppi will be around or beyond Cape May.

## Peppi's Privateers

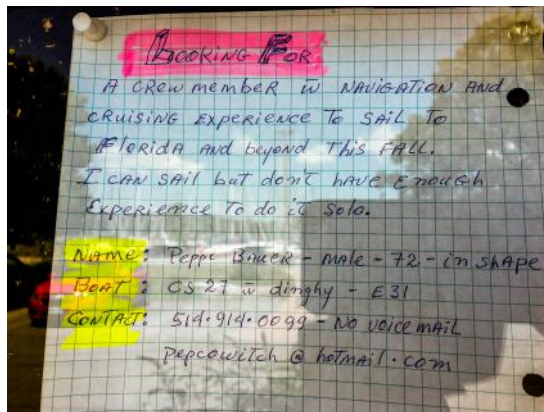
(With apologies to [Stan Rogers](#) and his [Barrett's Privateers](#))

*Oh, the year was 2000 18  
(How I wish I was at CBYC again)  
A letter came from Monsieur Bauer  
To the best CS 27 I'd ever seen*

(CHORUS)

God damn them all!  
I was told we'd cruise the seas for  
good old fun  
I'm a broken man on a New York  
pier  
The last of Peppi's Privateers

*Well Peppi cried to the town  
(How I wish I was at CBYC now)  
For one brave man, a sailor who  
Would make for him the **Let It  
Be's** crew*



(REPEAT CHORUS)

*On Chuvalo's birthday we put to sea  
(How I wish I was at CBYC now)  
It was thirteen days to Manhattan  
Working like mad men all the way*

(REPEAT CHORUS)

*So here I am in my 73<sup>rd</sup> year  
(How I wish I was at CBYC now)  
It's been 14 days since I sailed away  
And I just made New York yesterday*

## Pep(pi) Talk

Just like the words of wisdom in the Beatles' song **Let It Be**, below are the words of wisdom that I shared with Peppi, a beginner sailor, during our epic voyage:

1. An exhaust extension on a diesel motor causes overheating, reduced power, severe vibration and results in a swim ... (yep, before we had even reached the end of Collins Bay) ... to remove it and cure all the problems.

2. Everything needs to be secured/tied down or it will go flying or fall overboard.

3. Inverters need to be disconnected before attaching shore power or it might/will get fried.

4. Fancy marinas (e.g. [Shadows](#)) appreciate the "ambience" of seasoned sailors and sailboats (resulting in good docking rates and shore services).

5. As a team, the crew of two sailboats can mast both boats cheaper and quicker at the self-service crane than if they had used the services of the marina.

6. The Scottish poem ( *...and things that go bump in the night, Good Lord, deliver us*) applies to deadheads when anchored or at the dock.

7. Thank goodness for "mean low water" on charts because tides and currents take time to understand.

8. It's best to spend 2 days on the wall BEFORE getting to a lock than it is to spend 2 days IN the lock, 12 feet down, no less! (This was not us - good words of wisdom though).



9. Two men (us) take twice as long to do groceries than it takes one slow guy.

10. More radio stations does not mean better music; just more repeats.

11. All *Walmarts* are at least 5 miles from any marina (need to take a taxi there and back; or if you're lucky, a bus).

12. Crew need a shower and/or change of clothes when the taxi driver immediately opens all the windows!

race from Belleville to Picton. This being the 50<sup>th</sup> anniversary of the race, the BQYC and Prince Edward YC (PEYC) went all out in hosting the related social events: a pizza dinner and dance welcoming party at BQYC Friday evening, full breakfast Saturday morning before the start, prime rib banquet and dance Saturday evening at PEYC, and breakfast in Picton Sunday morning before the boats departed for the Binnacle Trophy Race back to Belleville, or in our case the sail home to Collins Bay.

were well back in the fleet when we realized this with one minute to the start. Still that gave us a great view of fifty-plus sails stretched across the bay, and also a chance to pat ourselves on the back as we worked our way through the fleet.



The view ahead at the start from *Jeannie's* perspective

Dave White (*Gibwanasi 4*)



Piping the fleet out to the start line

Early in the race the wind was slightly ahead of the mast and only a few brave crews raised their spinnakers.



The Katie Gray Trophy

## Katie Gray Race

On Labour Day Weekend, *Gibwanasi 4*, *Tingirrautalik*, and *Jeannie* made their way to the Bay of Quinte YC (BQYC) to participate in the *Katie Gray Race*, an annual

On Saturday morning, 62 boats were piped out to the start line just south of Belleville's Meyers Pier. Half of the fleet had signed up to use spinnakers while the rest, consisting of many family-crewed cruisers, opted for white sails. The race committee set a start line that stretched north-south across almost the full width of the bay. A south wind gave us a beam reach approach to the line which fortunately reduced the urge for all 62 boats to fight for a place at the starboard end. On *Jeannie*, we managed to miss the first signal and



*Gibwanasi 4* early in the race



*Tingirrautalik* in the tick of the fleet early in the race



The spinnaker fleet making its way through Telegraph Narrows with *Tingirraulik* in the middle

As we approached the Highway 49 bridge over Telegraph Narrows and the course swung slightly north, spinnakers began appearing in increasing numbers. At this point *Jeannie* was in the leading pack of 8 boats with *Tingirraulik* a little way behind in the middle of the spinnaker fleet and *Gibwanasi 4* further astern in the white sail fleet. Fortunately the wind stayed in the south and we did not face the challenge of spinnaker gybes in the narrow channel and in a close cluster of boats.

and turned south.

*Jeannie* had a great tacking duel down Long Reach with her five closest competitors. With quick sail trimming by the crew we inched ahead with each change of course and were the third boat to cross the finish line in Picton Bay. With time correction for PHRF rating *Jeannie* ended up mid-fleet in the spinnaker group results with *Tingirraulik* a couple of places back. *Gibwanasi 4* arrive at the line with a pack of white sail boats.

the US and *Irish Rover III* a Catalina 30 from BQYC were presented with trophies for best corrected times in the spinnaker and white sail fleets. Sunday morning, after a leisurely breakfast, the three CBYC boats took advantage of following winds for an easy sail back east towards home.

We all enjoyed the weekend, both the racing and hospitality provided by BQYC and PEYC. I have talked to the organizers at BQYC and they have assured me that again in 2019 there will be a welcoming party on the Friday



In the leading group, *War Paint* and *Rebel 3* from PEYC did a better job of flying their spinnakers and had separated themselves from the pack by the time we passed Foresters Island

It was an exciting day for all, topped off by a great dinner and awards ceremony where *Promises Promises*, a Pearson 30 out of Crescent YC in

Long Reach looking north from *Jeannie* at the finish

evening in Belleville and an awards dinner and dance on the Saturday in Picton. The crews of *Jeannie*, *Tingirraulik*, and *Gibwanasi 4* encourage all CBYC members to consider taking part in the Katie Gray events on Labour Day weekend next year. It could make a great replacement for the Waupoos cruise that seems to have lost favour.



*Jeannie* beating her way south in Long Reach



The younger half of the *Tingirraulik* crew enjoying the awards dinner

The Katie Gray Race committee has kindly offered to run a Sunday morning start for us for a *Moondance* trophy race back to Collins Bay. With a few more boats in the Katie Gray Race, CBYC could challenge for the Ian Morch Team Trophy!

regenerate it and reuse it over and over again.

The second item was a multipurpose immersion blender. I chose the [Braun Multiquick 7 Hand Blender](#). It is very powerful.

Geoff Roulet (*Jeannie*)

## Secrets to Awesome Cruising

You may remember an article in the January 2018 *Mixer* titled **Secrets to Awesome Cruising**. I had mentioned two items that I had intended trying out this boating season. One was an [H2Out](#) space dryer to be placed in our dry pantry to keep our dry goods from going stale due to humidity (most importantly the crackers for happy hour!). I'm happy to report that it did a great job! After several weeks, once the blue beans turn pink from having absorbed moisture, you can



It has become my new kitchen best friend! Yes, it is AC powered, but because we have an inverter and solar power I can use it while anchored out.

Et voilà !

Hélène Hubert (*Cattitude*)

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If you have an article, a recipe, or cruising tips you'd like to share with our club members, send them to [mixer@collinsbayyachtclub.ca](mailto:mixer@collinsbayyachtclub.ca) and they'll appear in future *Mixer* issues.



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## The 2018 Executive Committee

Board Position	Name	Boat	Contact
Commodore	Peter Feltham	Cattitude	<a href="mailto:commodore@collinsbayyachtclub.ca">commodore@collinsbayyachtclub.ca</a>
Vice Commodore	Phil Morris	Wavelength	<a href="mailto:vicecommodore@collinsbayyachtclub.ca">vicecommodore@collinsbayyachtclub.ca</a>
Past Commodore	Claudia Stevenson	Tamara C	<a href="mailto:pastcommodore@collinsbayyachtclub.ca">pastcommodore@collinsbayyachtclub.ca</a>
Secretary	Dan Delorey	Entre Amis I	<a href="mailto:secretary@collinsbayyachtclub.ca">secretary@collinsbayyachtclub.ca</a>
Treasurer	Jacque MacKinnon	Bittern	<a href="mailto:treasurer@collinsbayyachtclub.ca">treasurer@collinsbayyachtclub.ca</a>
Fleet Captain	Robert Mackey	Tingirrautalik	<a href="mailto:fleet@collinsbayyachtclub.ca">fleet@collinsbayyachtclub.ca</a>
<b>Cruise Director</b>	<b>VACANT</b>		<a href="mailto:cruise@collinsbayyachtclub.ca">cruise@collinsbayyachtclub.ca</a>
Membership Director	Ed Nash	Bay Breeze	<a href="mailto:membership@collinsbayyachtclub.ca">membership@collinsbayyachtclub.ca</a>
<b>Social Director</b>	<b>VACANT</b>		<a href="mailto:social@collinsbayyachtclub.ca">social@collinsbayyachtclub.ca</a>
Clubhouse Chair	Bill Amirault	Aslan	<a href="mailto:house@collinsbayyachtclub.ca">house@collinsbayyachtclub.ca</a>
Race Chair	John Giles	Poppy	<a href="mailto:race@collinsbayyachtclub.ca">race@collinsbayyachtclub.ca</a>
Sailing School Director	Richard Dickson	Windsome	<a href="mailto:schooldirector@collinsbayyachtclub.ca">schooldirector@collinsbayyachtclub.ca</a>
Newsletter Editor	Hélène Hubert	Cattitude	<a href="mailto:mixer@collinsbayyachtclub.ca">mixer@collinsbayyachtclub.ca</a>
Webmaster	Geoff Roulet	Jeannie	<a href="mailto:cbyc@collinsbayyachtclub.ca">cbyc@collinsbayyachtclub.ca</a>
Collins Bay Marina	Lori & Gerry Buzzi	Perfect Waste of Time	<a href="mailto:helm@collinsbaymarina.com">helm@collinsbaymarina.com</a>
<b>SUBCOMMITTEES</b>			
Sailing School Administrator	Keith Davies		<a href="mailto:school@collinsbayyachtclub.ca">school@collinsbayyachtclub.ca</a>
<b>Sailing School Operations Manager</b>	<b>VACANT</b>		<a href="mailto:school@collinsbayyachtclub.ca">school@collinsbayyachtclub.ca</a>
Club Historian	Robert van Dyk	Day Dreams	<a href="mailto:history@collinsbayyachtclub.ca">history@collinsbayyachtclub.ca</a>