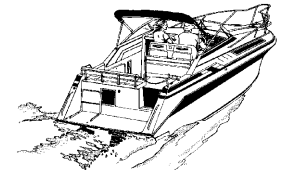


# Collins Mixer

## Collins Bay Yacht Club Newsletter



169

COMMODORE'S CORNER

SEPT 2011

### Upcoming Events

- **Sept 24** Thank You Hub & Miche & Welcome Buzzi Family
- **Oct 1st** Frostbite Chase Race and Chili Potluck Supper
- **Nov 5th** Annual Awards Banquet
- **Dec 3rd** Christmas Party

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From the Commodore

Well, what a summer! Sometimes it was too hot, sometimes no wind for us sailors and sometimes there was enough to blow your ears off! Mostly though we had fun didn't we?

The long distance cruise was a great success with 13 boats starting and as Jim said, several boats went as far as they wanted to go with one intrepid Nonsuch going the distance. The Simcoe/Civic Holiday weekend saw 19 boats involved and the Labour Day weekend at Waupoos saw 33 boats and 71 people from CBYC involved. That was a new record according to our club historian Judy Adams.

Racing has continued through the summer with the same weather results, some nights the barbeque starts early for lack of wind and some nights Carmen is in danger of being blown out of the cockpit!

As we wind down the boating season I would like to remind you all of the thank you Hub and Miche and welcome to Gerry and Lori night coming up on September 24 at the club house. Bring your favourite wine and we'll supply the cheese.

In the same vein, the year-end banquet is being held on November 5<sup>th</sup> at the RMC Officers Mess and following that is our annual general meeting Sunday morning November 6<sup>th</sup> at the curling club on Days Road.

After this bit of deathless prose I realize I only have one more chance to trash another line boats that aren't as good as the fabulous DOUGLAS marquee. This has me in a quandary as there are so many more boat brands available. What to do? Some one recently asked me why not pick on the Tanzer line but this was our first boat so I wouldn't think of doing that! Some one else suggested Bayfield but they need all the help they can get! Olsen, naw who cares! Oh well I'll try again to alienate another group next addition.

Fair winds,

Lionel



## COLLINS BAY MARINA NEW OWNERS

Hi All,

We would like to introduce ourselves as the new owners of Collins Bay Marina. We are The Buzzi family-Gerry, Lori, Brittany, Caitlyn, Desiree and last but not least Elmo!

We have had the opportunity to meet most of the boaters and the Yacht Club executive, and have been warmly welcomed by everyone. Thank you for all your help, patience and best wishes.

Although we have lots to learn about the marina, we love it!

We look forward to working with the great staff here at the marina and getting to know everyone.

Gerry and Lori Buzzi and family.



Top: Gerry, Lori

Bottom Row: Caitlyn, Elmo , Desiree, Brittany

<b>Board Position</b>	<b>Name</b>	<b>Boat</b>	<b>Telephone</b>
Commodore	Lionel Redford	<i>Naiad IV</i>	(613) 766-2812
Vice-Commodore	Owen Bird	<i>Bird Ship</i>	(613) 767-4185
Past Commodore	Claudia Stevenson	<i>Tamara C</i>	(613) 634-4035
Secretary	Richard White	<i>Orgueil</i>	(613) 354-6051
Treasurer	Bob White	<i>MoonShadow</i>	(613) 634-0223
Fleet Captain	Dave Sansom	<i>Dream Haze</i>	(613) 634-7815
Membership	Mike Miles	<i>Ondine II</i>	(613) 389-0428
Social Chair	Carissa Hyatt	<i>Bird Ship</i>	(613) 767-4185
Clubhouse	Lee Baker	<i>Pendragon</i>	(613) 373-2889
Race	Keith Davies		(613) 531-0475
Cruise Coordinator	Jim Gough	<i>Rus II</i>	(613) 821-1378
Sailing School Director	Phil Morris	<i>Wavelength</i>	(613) 881-0199
Newsletter	Glenda Levesque	<i>Miranda</i>	(613) 692-4778
Webmaster	Geoff Roulet	Jeannie	(613) 531-3348
Regalia	Crystal Baker	Pendragon	(613) 373-2889

Sub Committees:

Sailing School

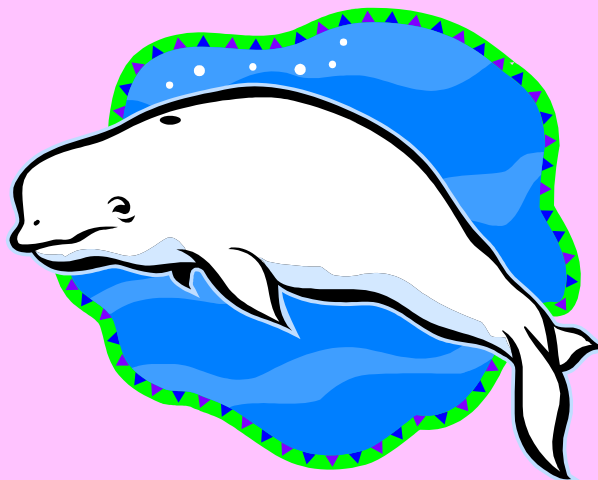
Administrator	Crystal Baker	<i>Pendragon</i>	(613) 373-2889
Historian	Judy Adams	<i>Aslan</i>	(613) 389-1812

## Did You Know?

Two boats from Collins Bay Marina are travelling south to the Caribbean- "Mor' Childs Play" and "Raftan". As hurricane "Irene" totally messed up the Inter-coastal waterway, these sailors are now working their way towards the mouth of the St. Lawrence with their families. They both have excellent blogs describing their experiences and showing their position on the map.

You can find the English blog for "Mor' Childs Play" at [morchildsplay.blogspot.com](http://morchildsplay.blogspot.com) and the French blog for "Raftan" at [levoyagederaftan.blogspot.com](http://levoyagederaftan.blogspot.com)

Follow their progress throughout the winter, and maybe next year.....???



## Racing Report

The 2011 racing season is quickly drawing to a close with just two or three Fall Series Thursday night races remaining and the annual Frostbite long distance race in early October. On Sept 17th there is also the Pride Marine Amherst Island charity pursuit race that many of our members participate in with the proceeds this year going to Able Sail. Racing has been steady throughout the season. There have been one or two races abandoned or cancelled through lack of wind but nothing out of the ordinary.

In the Thursday night's Summer Series there were 9 races in PHRF 1/2 and 6 in PHRF 3. Scot Mundle cleaned up in the PHRF 1 fleet winning all races in which he competed, giving him 642.6 pts. Bruce Rand (O'Naturel) was second with 581.9 pts and Geoff Roulet (Jeannie) third with 438 pts. In PHRF 2, the team of Ray Shattler & Wayne Wall (Baron) took top honours with 631.2 pts, followed by Dave Johnston (Yer Out) with 578.1 pts, and Owen Bird (Birdship) with 535.1 pts. In PHRF 3 Gary Logan (Sabrina) edged out Bill Visser (Whistler) with 406.2 pts versus 396 pts.

Since my last report there has been 2 long distance races - the Simcoe Island Race held in good winds on July 23rd and the Pigeon Island Race following the Anniversary Regatta on Aug 6th. Scot Mundle (Old School) won the PHRF 1 Division of the Simcoe Island race followed by Bruce Rand (O'Naturel) and James Colburn (Synergy) while in Division 2 it was Ray Shattler & Wayne Wall (Baron) followed by Dave Johnston (Yer Out) and Carmen Knapp (Stardust IV).

The Pigeon Island Race can only be described as bitterly painful! Very light winds from all points of the compass were the order of the day

and of the 15 starters only 5 had the patience and stamina to stick with it. But for Dave Wilby sailing his new Olson 40, O'ffliction and H Cocaud sailing his G&S 42, Signature both of whom managed to fly their spinnakers on the return run before the wind turned northerly, the race would have been abandoned as none of the regular Thursday night racers managed to reach K9, the shortened course finish line, before the 18:00 cut-off time. Others finishing were, in PHRF 1, Investors Group (Bruce Anderson) and Happy Puppy (Dan McKindsey) and in PHRF 2 the sole finisher (at 8:15 pm!) was Baron (Ray Shattler & Wayne Wall). All deserve our admiration!!

Winds were much better on the previous day when the Anniversary Regatta was held. A great day all around starting with a scrumptious pancake breakfast courtesy of Carissa Hyatt and helpers, four good races under the expert and sole management of Bill Visser, and a very well attended and first-rate Chateaubriand dinner concluding with a delicious carrot cake dessert provided by Hub & Miche Steenbakker and celebrating the 40th Anniversary of the Collins Bay Marina. The racing was almost incidental! Almost all races were to A mark and back. In PHRF 1, it was the usual story with Scot Mundle (Old School) and Bruce Rand (O'Naturel) leading the way followed by KYC member Derek Lay (Organised Chaos) third, while in PHRF 2 first was Baron (Ray Shattler & Wayne Wall), closely followed by KYC T22 Mindemoya (Michael Nicol-Griffith) and then Lei Line (Julie Bennett). Well done to all.

Interestingly, had the low point scoring system been used, Mindemoya with two firsts and one second place finish would have been placed ahead of Baron who had one first and two seconds but this will no doubt be debated in the fall when the current Chip 3 high-point scoring system is reviewed.

Keith Davies

Racing Chair

**"It's remarkable how quickly a good and favorable wind can sweep away the maddening frustrations of shore living". -Ernest K. Gann**

## Long Point Challenge 2011

At dawn on July 26, 2011, James Colburn gazed east towards Wolfe Island. He had survived a very difficult night at sea. The singlehanded sailor was competing in the inaugural Long Point Challenge on Synergy, his Santa Cruz 27. The 20 knot winds and confused Lake Ontario seas had taken their toll over the last 18 hours. Synergy and Spankin Mad, a crewed Hawkfarm 28, had been trading positions since the beginning of the race, so he always had to be on his game. Bruised, battered, and exhausted, James was on his way home towards a warm, comfy bed.

In the summer of 2010, a group of racers from the Collins Bay Yacht Club began tossing around some ideas for a new long distance race. Eastern Lake Ontario had not seen a race over 60 miles in recent memory. People felt that the art of long distance racing was being lost on our end of the lake. As a result, it was decided to develop a new race, and June 25, 2011 saw the running of the inaugural Long Point Challenge.

The Long Point Challenge course begins and ends in Collins Bay, five nm west of Kingston, with the Lake Ontario Weather Buoy located 20 nm north of Rochester as its turning mark. This 107 nm course provides numerous strategic options, including the major decision of which side to leave the 20 mile long Amherst Island both outbound and inbound. Once past the island, boats could stay in relatively protected Prince Edward Bay or venture out into the open Lake Ontario. At Long Point (Prince Edward Point), boats could head to the middle of the lake or stick near the Prince Edward County Shore. As the race unfolded, these decisions proved pivotal.

The race day opened with sunny skies, and a brisk 15-20 knot SW breeze. There was much chatter before the skippers meeting as to which side to leave Amherst. Nobody revealed their cards until after the start, when the Olson 30 Old School lead most of the fleet westward, leaving Amherst Island to port. This route was about two nm longer than leaving the island to starboard, but the flatter waters offered by the protected North Channel were attractive. Two boats, Pleiades, a Tartan 35 and Wahoo, a F-31 trimaran took the eastward, or outside route, with steadier winds but on the nose with large waves.

About two miles into the race, Happy Puppy, a C&C 115 overtook Old School and continued to lead the fleet around the island. The predicted veer was realized as the top boats approached the west end of the island, so False Ducks was now a 12 mile close reach in a 18-20 knot breeze across Prince Edward Bay. The moment of reckoning was upon us...where were the boats that went around the outside of Amherst? For what seemed an eternity, neither the Tartan nor the trimaran were visible. On Old School, our hearts sank when we assumed that our gamble had cost us dearly. But then, out of the haze, we saw a mast abeam on the opposite tack. As it became closer, we realized that it was well behind us. Phew! But, which boat was it? The boat continued on port, then tacked behind O'Naturel, the double-handed Olson 30 that was about a mile behind us. It then reeled us in quickly, and sure enough, it was the trimaran. I guess that the inside route was favoured after all!

As the leaders of the fleet rounded the False Ducks, the majority headed south, deep into the lake. Happy Puppy lead the way, with Wahoo following about 10 degrees lower. Sometime later in the evening, the trimaran encountered large seas, likely the combination of the wind-swells and freighter wake. The waves caught the boat's bowsprit, and bent it under the boat. They had to back down to retrieve the pole, and subsequently retired from the race with bow damage. Fortunately that was the only damage – everyone on board was safe and sound when it was all over.

Out in the open lake competitors had other issues to deal with. As Daniel McKindsey on Happy Puppy recalls:

Still in shorts, I abandoned the helm to Hans (Mertins) and went to “relax” on the rail. Relax is such a relative word – a disturbed 2m wave pattern had set up, and the boat was anything but comfortable. Over and over again we reminded ourselves how happy we were to have a “big” boat, and how wet those guys on the Olsons and the Synergy must be

Old School dug into the north side of the course, anticipating a continued veer. This approach paid dividends, as Old School rounded the turning mark at 21:57, only 62 minutes behind Happy Puppy. The big C&C owes the Olson a fair bit of time under handicap, so they had effectively beat us by about 17 minutes to the mark.

## Long Point Challenge 2011—Continued

As the Olson is a known downwind flyer, and the C&C is an upwind machine, we knew they were within reach.

The rest of the fleet continued to beat into the slowly diminishing breeze and confused seas. For the leaders, there was adequate wind to have some fine surfs in the leftover swells. But, as Happy Puppy discovered, it is sometimes difficult to judge distance while surfing at night. McKindsey writes:

We noticed a red running light converging with us, and tried to sail below them. For a long time it looked like we were going to make it, then all of a sudden we weren't, and the boat was looking much closer. MUCH closer! They are only a half dozen boat lengths from us!! So a panic head to wind with spinnaker flailing. How come the other boat seems to slow down when you need them to go fast? We ended up dead in the water, drifting downwind sideways towards them. Fortunately the boat (on starboard of course) tacked, leaving us to short out our misery. A quick spinnaker drop, a quick 360, then relaunch. But wait, how come an hourglass figure is so ugly on a boat? Sigh... Down spinnaker, up jib and sort out the mess. Thought better about launching the 0.5oz (it was blowing 20 knots after all) and set to re-packing the spinnaker and re-setting. At least this gave us the opportunity to gybe over and make some badly wanted weather gauge.

The last of the fleet rounded the weather buoy at 02:45, about an hour before the first hints of daylight shone upon us. By this time, Spankin Mad and Synergy had traded places a half dozen times. This was to continue all morning to the finish line. All of the competitors except Pleiades elected to stay outside (East) of Amherst Island on the return leg. Unfortunately for Pleiades, the North Channel presented light and spotty patches of wind while the outside boats had light but consistent winds. Happy Puppy enjoyed a decent breeze until about four nm from the finish line. They took line honours in three knots of wind at 05:06:13 for an elapsed time of 18 hr 31 min. Old School drifted across the line 90 minutes later, earning the corrected time win. The rest of the boats trickled in throughout the day, with the CS30 Yer Out finishing at 13:25, eight minutes ahead of Pleiades and earning the Division Two title.

At 14:48, while most of the competitors were either catching up on sleep or recounting tales in the clubhouse, two boats were left fighting on the water. Synergy and Spanking Mad. After 140 miles of sailing, 28 hours of duelling, and never being out of sight of each other, they were still at it. Just before the finish, Brian Thomson and crew on Spanking Mad squeaked ahead of Synergy to take the lead when it mattered most. Spankin Mad finished one minute and 33 seconds ahead. James sums it up nicely:

Thanks everyone involved for organizing a great event. The Long Point Challenge was certainly a challenge solo, and it is something I would definitely do again. Oh and by the way I've lost a winch handle, antenna and my breakfast, lunch, and supper out there. If anyone has seen any of these things I would love to get everything back. Well, maybe not everything.

---

Scot Mundle is a Chiropractor in Napanee, ON. He has been racing since he was 12, when his cruising father told him "if you want to race, go get on a race boat!" Scot and his crew on Old School are the reigning Olson 30 North American Champions.



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## Sailing Upwind around Lake Ontario

In the last issue of the Mixer we reported that “Happy Puppy” won 1<sup>st</sup> place in the IRC-1 class and first place IRC overall in the Lake Ontario 300 this year. Here is the story of the Race in Dan’s own words.

### *The Story of Happy Puppy and the 2011 Lake Ontario 300*

After an eventful 2010 LO-300, Happy Puppy was anxious for another go in 2011. We made a few changes: a smaller crew (8) and an earlier delivery to give us more time to relax before the race. Our happy crew comprised Luc Vallée (Montreal, bow), Ray Schattler (mainsheet), Bill Reid (navigator and headsail trim), Denise Bienvenu (port watch captain and tactician), Kash Gilbert (pit & our youngest team member), Neil Asbil (Barrie, mast), Hans (who needs no further introduction :-)) and myself.

We left for Port Credit on Wednesday evening, and enjoyed an absolutely delightful full moon sail overnight before the wind fizzled out in the morning and we had to turn to the iron lung to get us the rest of the way. A quick stop in Cobourg for provisioning left us arriving in Port Credit in the early evening of Thursday. Six of us were aboard for the delivery, which was a wonderful experience and allowed for the core of the team to gel nicely before the race.

Friday dawned HOT and windless, but fortunately a light easterly built in and we were able to get out for some boat handling practice and the obligatory man-overboard drill. So in the middle of a practice tack, Bill “fell” off the back of the boat (Thanks Bill!!), much to the surprise of the practicing crew who were wondering what the splashing was all about. A valuable exercise which showed some failings in how the safety gear was mounted (difficulty releasing the man-overboard pole and strobe), and of course, room for improvement in our recovery technique. So a second attempt was in order. So as we sailed upwind, Luc, on foredeck gestured to me, and I jumped overboard into surprisingly cold water (at least relative to the hot air). It is surprising how quickly the boat looks very far away indeed – rather humbling I must say. And this was upwind in light air and flat seas. I do not think that I would want to know what it feels like to fall overboard at night, downwind under chute in 30 knots and six foot seas. Once back aboard, Luc laughed and said that he only meant for me to throw over the pole and strobe! I guess that the joke was on me, but we did take advantage of the swimming time to clean the slime accumulation off of the underbody.

Race day dawned again hot and humid, with light wind. The forecast was definitely not encouraging – light to non-existent winds for the next 2 days followed by storms on Monday. Fortunately, the wind quickly built past the forecasted strength to about 10 knots, directly out of the east. Our class (IRC-1) comprised a mix of boats ranging from a Beneteau 40.7, another 115, an IMX-38, a Farr 30 (the scratch boat) and a number of other boats, and was one of the last starts giving us a view of the fleet ahead of us.

We managed (with a little luck) a boat end start on starboard tack, and gradually started picking off boats as we headed to the Gibraltar mark, the first mark of the course. It was very gratifying to see how well the Puppy fared upwind in those conditions against the fleet, often sailing higher and faster than the other boats, and by the time we headed around Toronto Island, we were in very good company indeed. An uneventful first day and evening found us basically sailing upwind along the rhumb line, slowly moving out on the fleet, and we settled into our watch rotations and enjoyed some really nice sailing. The only downside were the lake flies, that settled over the boat by the hundred. Bill came up from the nav station with blood pouring down his legs from the bites, and Ray, who was sleeping in the quarter berth came up flailing wildly with a much more appropriate set of adjectives to describe the flies than “lake”. Ask him next time you see him – I dare not publish it in what is supposed to be a family newsletter :-)

Around midnight, the wind started to lighten, and we found ourselves too far inshore at Point Petrie. Fortunately, the lull did not last too long, but long enough to let the leading IRC-2 boats get ahead of us offshore, and we started to play catch-up from that point. Gradually the wind moved southward, and we set the code zero, then eventually the S2 as we approached Main Duck. It was fun to try to identify other boats in the dark as we gradually gained on them. A glorious sunrise found us sailing downwind (for the only time of the race!) in about 15 knots of breeze as we approached Main Duck, and we rounded around 9am and started the starboard tack fetch to Oswego, cracked off just enough to be sailing at about 8 knots most of the way across, in lumpy 4-5 foot seas.

At about this time, Denise quietly announced that we were leading our class and division, which encouraged us to continue to push harder. For most of us, this meant sleeping on the rail, which turned out to be surprisingly comfortable, especially given the heat. It was unbearably hot below what with temperatures in the mid-30's and hatches closed because of the water coming over the bow.

As we neared Oswego, our routing software (Expedition) was suggesting a long port tack back to the middle of the lake, this in anticipation of a further shift west which would lift us back to the layline on starboard overnight. However with the weather models being so inaccurate so far, we did not completely trust the models, and while we followed the basic concept, but did not go as far out as the models recommended. None-the-less, after a few rather large shifts, we did find ourselves sailing upwind (again!) along the starboard rhumbline in about 15-18 knots of breeze. Unfortunately with the windshift we were left with a short, heavy chop that was directly perpendicular to our course, in the dead of night with no moon. Needless to say, helming was a challenge, and Denise, Luc and I could manage no more than about an hour at a stretch without suffering ridicule from the peanut gallery on the rail every time we pounded hard on a wave that we had missed, and helmsman rotations were frequent. This went on for 18 hours, almost all of the way to Niagara.

By early morning, the first signs of the promised squalls were appearing, and with it came a further windshift, basically bringing the wind bang on the nose, obliging us to tack frequently, as the windshifts were substantial. The smell of rain was in the air, and sure enough, around 6am we hit the edge of the squall. Somewhat nervous after last year's rather expensive experience, we were perhaps a little over-cautious, but never saw winds beyond 25 knots or so, which quickly ended. Some of the boats further behind us saw more wind (up to about 40 knots) and more rain, but certainly nothing worrisome.

But, after the storm came... nothing. Absolutely dead air. 4 foot seas with zero wind. Slating sails and frayed nerves. And flies. Those #@&! flies. By the hundred. All apparently famished. Where do they come from anyway? It was sailing's version of hell. Gradually the wind built in from the east at about 2 knots, so we set the chute and we found ourselves now sailing (or trying to sail) dead downwind in a 2 knot breeze against four foot head seas. Eventually some kind sole took me off the helm before I had a total meltdown and we rounded the Niagara bouy at a painfully slow pace considering the nearly two knot head current.

Gradually the wind moved back to the west and we set the code zero again. What a wonderful sail. 7+ knot boatspeed at 6 knots true wind at 40 degrees apparent. Gradually the wind built to 10 knots, along with boatspeed, and we charged off across the lake towards the finish at Port Credit. All of a sudden – whammo! Wipout. That is one powerful sail when you can overpower the boat in 10 knots of breeze! Somewhat wizened, and a bit humbled, we continued our charge, with much more attention to the helm loading.

As we sailed into Port Credit, the increase in temperature was phenomenal, and with the temperature increase came a huge vacuum, and we drifted the last 500 metres to the finish with Ray, our human guy, holding out the Code Zero clew as we sailed wing and wing to the finish. We immediately started to get congratulatory emails for our win, including one from our sailmaker, Evolution Sails. What an amazing feeling to have done so well in an event like this. Perhaps the coolest call was from my Mom, a decided non-computer, non-sailing person who had been following the race on the Yellow-brick tracking site for the whole race, and who was very excited by the whole thing. To me, this is the real benefit of the tracking system – it allows a much more inclusive involvement of others in the race and makes the whole thing sport more accessible. It is a very cool trend, and as costs start coming down, hopefully will see wider use.

All-in-all, a wonderful experience. The boat and crew performed flawlessly, the crew dynamics were as good as they get, and we had a blast. My deepest, most sincere thanks to all of you – it would be a true privilege to sail with the same crew again, and I hope we have many more opportunities to do so. I hope that more CBYC boat will participate in future editions – it is an amazing community and an easy entry for non-racers because it emphasizes long term strategy and boat management rather than boat-handling and racing tactics.

For us, next year will be a family affair. The plan is to bring a couple of support boats and families so that we can turn the deliveries into family cruises, and so that the whole event becomes more inclusive for our better halves and children. We are also looking at either the Chicago-Mac and the Port Huron-Mac as a paired event. Stay tuned!

Daniel McKindsey, Happy Puppy



**Social Report:**

The summer is wrapping up with the new CBYC owners who are quickly learning the ropes. The executive held a Meet and Greet with the family last month, and with much support, the transition seems to be off to a smooth start. The racers are looking forward to the fall series and the cruisers will soon be planning their sail to warmer waters.

**Pancake Breakfast: Collins Bay Clubhouse****August 6, 2011**

This year's Pancake Breakfast was a great success as many members came to the clubhouse for a hot breakfast. We served 39 adults and 2 children who enjoyed mingling over real maple syrup. The volunteers were fantastic and the help was plenty. We managed to raise nearly \$100 that morning. Thanks to all for your support!

Dave White was a great help first thing in the morning as he vacuumed the floors and help to get everything set up. Jim Gough managed the BBQ while Owen Bird and Jim Beliveau kept the pancakes turning up golden brown. Chris Gough and Beverly Shattler served up the meals and Chris MacLachlan kept the orange juice flowing. Lynsey Yates was a great help on the clean up crew.

Carissa Hyatt  
Social Chair

**Save the Dates:****Chili Fest: CBYC Clubhouse****October 1, 2011****Potluck style dinner.****Bring your favourite chili pot or side dish along with your beverage****Annual Awards Banquet:****Senior Staff mess****November 5<sup>th</sup>, 2011****CBYC Christmas Party:****Renaissance Hall****December 3, 2011**

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## The Long Distance Cruise

This year the long distance cruise invited people to come for as long as they could and to go as far as they liked. The destination goal was Cobourg. On July 16<sup>th</sup> some boats set off from Collins Bay, while others joined from anchorages along the way. In all, there were eleven boats. On the first day we sailed, mostly, to Hay Bay where we all anchored in front of Lee and Crystal Baker's home for a lovely shore BBQ. Everyone brought ashore their "white elephant" gifts, some of which went to luck Bingo winners.

The next day, minus one of our boats, we headed up the Long Reach with fickle winds. Fickle that is until we came around Foresters Island into a rather fresh nose on breeze. For most it was a motor through Telegraph Narrows and on to the anchorage at Big Sandy Bay. Sabrina IV must starch its main to allow it to sail so close to the wind! Dream Haze had business in Bellville and headed there in the company of Cabernet after a pausing for a refreshing swim. Some others did not like the sound of the overnight weather and also opted for a Belleville marina berth for the night. Those left divided up the happy hour during which Beluga V conducted a remote test of the weather alert feature of their new radio, courtesy of Environment Canada.

Day three promised a bit of weather and Day Dreams suggested and then arranged for CFB Trenton Yacht Club to find impromptu space for nine boats. Perfection opted to continue on to the Murray Canal and tie up there. CFBTYC not only accommodated us but gave us access to their facilities at a time when they were making preparations for a visit the next day from the Lieutenant Governor of Ontario. We gathered for happy hour and between then and when we served potluck we were treated to a monsoon. It was a truly spectacular downpour.



The Laughter—Robert, Lionel, Lee, Crystal, Pat



The Friends—Ina, Jan, Shirley, Romie



The Kiss—Bill, Jim

After the potluck we awarded prizes to the winners of the scavenger hunt and then drew for the remainder of the white elephant gifts.

Day four was a day of decision and all those at the CFBTYC decided to forgo the Murray Canal and Cobourg and retrace our route but not before we had breakfast at the CFB Trenton cafeteria. On the way back a few boats stayed again at Big Sandy Bay while the remainder continued on to Hay Bay and beyond.

On day five Lee and Crystal Baker graciously offered up their front lawn yet again and those that were left gladly accepted. We motored and sailed and then combined the two for an enjoyable trip back. We scraped together another happy hour and potluck and a pleasant evening passed quickly.

Day six started off calm enough but by the time the last boat pulled anchor a light breeze out of the west had become a handful of wind. Naiad IV reported seeing 39 kts at one point. It was a bumpy affair getting out of Hay Bay. Toucan Duet had a spot of trouble and ended up with a swamped dinghy. Pendragon, ahead of Toucan Duet and running a slightly overheating engine, turned around a rescued Toucan Duet's dinghy after they cut the line. Very gallant! It was a brisk run back to the marina but all made it safely there or to anchor elsewhere. It should be mentioned that of all the boats that set out with Cobourg as the turnaround destination, only Perfection made the whole trip. Well done Perfection!

Cruising is why many of us sail and CBYC cruises are a chance to spend time with and enjoy the company of other club members. Although the weather presented a few challenges, this cruise gave us that chance. Lets see what we can come up with for next years long distance **cruise**.

Jim Gough  
Cruise Coordinator

## **Nautical Fact**

Quarters—The term “quarters” crops up quite frequently in nautical language. Sailors describe wind direction as blowing from a ‘quarter’ while ‘quarter points’ are subdivisions of a compass. We have the ‘quarterdeck’ where the commander of a ship would exercise control. In naval warfare to fight at ‘close quarters’ was to be right next to an opponent. ‘General Quarters’ or Battle Stations is an announcement made aboard a naval warship to signal the crew to prepare for battle. Quarter has also been used to describe the upper portion of the aft side of the ship usually between the aftermost mast and the stern. It has also been used to describe the general direction on either side of a ship located 45° off the stern. The small boats that sailing ships would carry abaft the mizzen mast were called ‘quarter boats’.



The Fleet Sailing



Dingy Towing Service—Krys and Jim



Rainbows and Wine



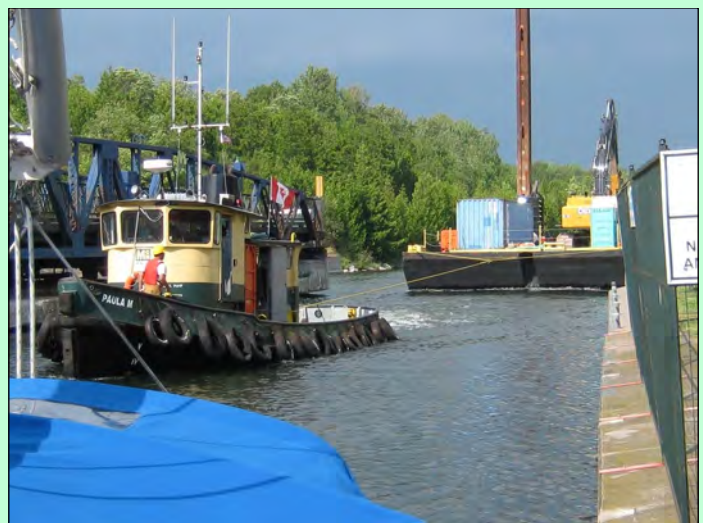
Funny Hats—Kersten and Tim



The Food



Amazing Sunsets



Canal Antics

## August Civic Holiday Cruise

Advertised as one of the premier cruises of the season, our CBYC Cruise Captains, Dennis Reed and Gary Logan made this one to remember.

### Day One (July 30)



It was a beautiful warm July day with gentle winds blowing. Seventeen boats set sail with the goal to drop hook near Lyons Island, and assemble for evening activities on the beautiful property of Dennis and Norma Reed.

After setting hook, many of the CBYC members chose to refresh with a warm dip in the Adolphus Reach before heading to shore. Anyone passing by this portion of the Reach and seeing such a mass collection of sailboats all aiming for the same location would surely figure they were up to something special. Indeed our Cruise Captains had a few surprises lined up to make this a special event.

Once all dinghies and tenders were secured to the dock, lounge chairs were set up on the gorgeous waterfront property. Individual refreshments and cocktails began to appear. During one of the season's most beautiful sunsets, our evening hosts, Dennis and Norma, served up the feast on the patio of their home. Mouth watering, succulent pork chops and corn on the cob with all the trimmings had been prepared. After dessert was served we all assembled back to the waters edge for what we all thought would be a quiet evening.



It was then that CBYC Fender Heads made their appearance.

Hans (alias Fender Head #5) chose to recall a previous year's event whereby he had snagged part of the clothes line with his boat on his departure. Seems we had not seen the last bite of the infamous clothesline. Norma took a nasty tumble when she attempted to point out where the clothesline was still snagged to the shore. Thankfully she was not injured.



John



Gary



Hans

Guitars came out and CBYC sing songs sheets were passed out for anyone to attempt to assist our talented group. After this Dennis announced the morning breakfast time and details for the following day Crazy Race. More to follow on that one!

**Day Two (July 31)**

The group re-amassed onto the property for specially prepared egg omelets along with sausages coffee and juice. Thanks to our sponsors, especially the Get 'er Done Gang and Gibwanasi's crew, for volunteering to prepare these feasts which far exceeded expectations and the meager price collected to offset for this event.



The Crazy Race details were finally revealed. Numbers were drawn from a hat. During the voyage to Crystal and Lee Baker's residence in Hay Bay, the Crazy Race was to reassemble in their secret order (as drawn from a hat) at the Ferry Crossing. Ondine II was to set the lead and was the only boat position that was known at the time. In addition to setting the course, all participants were to follow Ondine II and repeat anything that she did. It was up to the remainder of the fleet to sort their respective order out. With the large number of participants and vast variety of sailboat types, it turned to be a challenging and crazy race for sure. Many of the participants held at the Ferry Crossing attempting to get their proper order. As it turned out,

Moondance (position number two), had delayed departure and nobody knew the other boat positions. This really must have been odd for the Ferry Boat Captains as seventeen sailboats all loitering and hesitating to cross the Ferry until they were in their assumed order. Fortunately the Ferry Boat Captains had been pre-warned of this crazy event.

Mike did a great job on Ondine II and setting several challenging and crazy things including heading around Glen Island before finishing up. Thanks Mike, I personally would never have ventured down that narrow channel had he not set the course there.

Once at Lee and Crystal Baker's waterfront in Hay Bay, it was another beautiful evening with a potluck supper and to share the results of the Crazy Race while hoisting a few drinks. Despite all the confusion, two boats actually finished in their proper place. Numerous prizes including several bottles of wine were included as prizes. Thanks goes to Geoff for his total honesty in declaring he had not circled Glen Island. Someone else got to drink his prize. Before heading back out to our respective boats we all witnessed another amazing sunset. Thanks Lee and Crystal for providing your home for this gathering. It was quite a sight to see so many boats at anchor in front of your beachfront property in the wonderful protected location in Hay Bay.

**Day Three (Aug 1)**

The early morning fog lifted to see the end of this weekend event. Good sailing winds started to blow. Boats departed, some for back home while others chose to head off in many different destinations such as Port Credit, Niagara on the Lake and others finished by the Picton township tour. All in all, it was an amazing weekend. Mark this as another successful Collins Bay Yacht Club event gone down in history.

Events as revisited by Larry and Gail Graham,

Oriana

## Waupoos Weekend Cruise

So what is a retired marina operator to do? Go on a CBYC boat cruise of course! Despite being still buried in un-packed boxes at our new residence, Hub and I decided to pack some bags and take the kids for an aquatic escape, aboard our 27' SeaRay "Aquatic Escape II". It felt strange to not be working at the marina for the Labour Day weekend, but instead discovering for ourselves the fun and camaraderie of a CBYC cruise.

We departed on Friday September 2 with beautiful weather and smooth waters for an easy 75 minute cruise to Waupoos where we were pleased to discover many familiar boats anchored off Waupoos Island. We joined in to anchor and swim and then headed across to our reserved slip at the marina where, yet again, we were greeted by many Collins Bay boaters. In fact, it was Wayne from "Velox" who answered our 68 radio call! Cathy and Helen swam over to say hello, Beverley, Ray and Mike walked over and then the fun began!

Happy Hour began the moment we arrived as we joined *Ondine II*, then a gang on *Breaking Waves*. Some enjoyed dinner at the Waupoos Winery or the Duke of Marysburgh Pub that night. I'm told there was also a Happy Mid-night Hour in the Hot Tub.

Saturday's forecast of severe winds turned out to be severe doldrums and boy, was it HOT. We broke away to spend the afternoon anchored and swimming in the cool water. When we returned all 33 of the CBYC boats participating had arrived as well as Ian and Liz Smith in their Aliner camper land yacht (their boat is currently in the Bahamas). Saturday evening's fun began with a t-shirt contest. A big thank you to our judges Jim Gough, Marilyn Sykes and Jacques Levesque for the daunting task of reading everyone's shirt and picking the winners: Hans Mertins for the most loved, Hub Steenbakkers for the most politically incorrect, John Morrison for the best story (with an honourable mention to Lionel Redford) and Janet Sansom for the most innovative. In keeping with the "Taste of the County" theme of the weekend, winners of the t-shirt competition each won a bottle of wine from Waupoos Winery. The potluck dinner was delicious and bountiful. Thanks to Hans Mertins for the fun and challenging trivial pursuit game played by romantic flashlight after the potluck. Each team that participated received chocolate mints and the winning team received ice wine and pairing chocolate – all from Waupoos Winery. And all that was just the first day!

Sunday at the crack of 11am was the Chinese Auction which was most entertaining especially for Mya and Landon (what luck for Landon to open the book "50 year Anniversary collection of Playboy cartoons"! ). 34 gifts were auctioned, stolen, opened, stolen again....despite their efforts to win the basket of videos, the kids got me a lovely fisherman knit sweater. Mike and Andrew both managed to walk away with a screwdriver set. Thanks to Lionel and Pat for organising and running the Auction and also to Lionel for being MC for all the festivities.

Then it was lunchtime and many worked up an appetite with a walk to the Duke, Waupoos Winery or Cidery for lunch. We were visiting with Linda (the owner of Waupoos Marina) and, not sure if the kids would be up to the hike to the Cidery, she loaned us her 1971 Cadillac convertible! What a highlight for us! Ian and Gayle Whitfield joined us and we enjoyed a lovely meal of pizza at the Cidery followed by chocolate and gelato at the Winery. The beautiful afternoon was spent by CBYC members walking in the county, buying fresh produce, napping, reading, swimming (who knew Danny could Butterfly?) and generally enjoying the day.

Sunday night was the irregular meeting of the Fender Head Society (FHS), A new member, Jim Beliveau, was inducted and honoured for his "Aw, shoot" moment. The membership was sealed with a toast of some Sacred Fluid with his new brotherhood.

“Celebrations by Linda May” catered the dinner Sunday night and it was delicious. The meal served began with appetisers followed by a salad bar, bbq pork, roast beef, garlic mashed potatoes, homemade baked beans and corn that was so fresh it melted in your mouth. Dessert was apple crisp with locally made vanilla ice cream. Yum!

Drew Ackerman and his band entertained us and got most everyone up and on the dance floor. Landon jitterbugged and waltzed until he was so hot and sweaty there was nothing to do but go jump in the lake to cool down. Just as the band was packing up for the night, a thunderstorm rolled in with heavy rains but by then most of us were snug in our V-berths.

Monday morning dawned bright and fresh with a North wind. When we finally stirred on Monday morning and poked our heads out of the hatch we discovered that many of the boats had already departed (must be a sailboat thing). We were one of the last to leave and enjoyed watching the white sails scattered across the lake ahead of us as the Collins Bay boats raced home in the “Moondance Challenge”. (Hans will announce the winner at the end of season Banquet November 5).

The weekend was more than we expected – everyone was so welcoming to us, there were many fun things to do, the company was awesome and we have many great memories. Thanks to Geoff and Romie for organizing the cruise and to the many others who helped to make it so much fun for all. We’ve heard so much about the CBYC cruises over the years, it was wonderful to finally be a part of an entire cruise.

Hope to see you on the next cruise!

Miche



### WAUPOOS CRUISE PARTICIPATING YACHTS:

Beluga V, Day Dreams, Ondine II, Rus II, Freya, Purrfection, Tamara C, Naiad IV, Helen May, Miranda, Aquatic Escape II, Velox, Osprey, Breaking Waves, Sabrina IV, Luffin' Life, Moondance, Toucan Duet, Seafarer, Slinge II, Shimmer, Commotion, Wind Song I, Pirate Jenny, Gibwanasi, DreamHaze, Cabernet, Innisfree, Happy Puppy, Raymond, Moon Shadow, Pendragon, Wavelength, and land yacht “Aliner Camper” for Ian and Liz Smith.



Krys, Jim, Alan and Ruth



Ian, Pat, Liz, and Lionel



*A good time!!*

T-Shirt  
Contest



## *Sailing School*

The sailing School wrapped up on September 2<sup>nd</sup>. The full results are not yet in but a full report will be given at the AGM . By all measures it has been a successful year,

We managed to recruit an excellent Instructor team who came together from the very start. They worked well as a team and displayed skill and enthusiasm. Most of them are able to return next year so that we are in a much better position with regard to continuity of coaches.

We maintained our excellent safety record and have instituted an incident examination procedure to guide policies and procedures. As a result of investigation of one incident which demonstrated unreliability of a coach boat motor we have purchased a new motor and repaired the other so we have a viable spare.

We had strong youth registrations and have coached at least 86 white sail and 24 bronze sail students of whom 80 White sail and 11 bronze sail completed all the requirements for certification. All the 5 Bronze 5 students successfully gained certification. Registrations in the bronze programme were particularly strong so before the start we purchased a new 420 and a used 420 which allowed us to take up to 10 bronze students in a session. Adult registrations were more disappointing and we need to continue to think how to promote this programme for the coming season.

The full financial picture is not complete but including the capital purchases it should be another banner year for the school with an increase in the bank balance after all capital purchases and financial commitments.

We plan to sell two of our much loved Hunter 140s If any members are interested in buying them please contact me in the next few weeks. We have not decided yet what to replace them with, however we do plan to discuss options for the school and capital plans over winter. A number of you have expressed interest in participating in a strategic study and I will be contacting you next month. If you are interested in participating please contact me.

Phil Morris

Sailing School Director

### *Classified Advertisement*

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## Sail Care Made Easy

You can get involved in your own sail care without even touching a needle and twine! That said, you should carry a small kit to keep ahead of a developing problem. What is a developing problem and how do you spot it?

The most common is on roller furling headsails and lies in the exposed edges and corners. Scratch the exposed stitches with your thumbnail. If it breaks away (the stitch, that is!) then it has enough sun burn to need re-stitching. Now, that one is a case of "A Stitch in Time Saves Nine". You can do a few yourself (dental floss is handy) but really it should be seen by the sail maker.

The wider problem on the "U.V. Strip" is the cloth itself which may be weak by the time the stitch is breaking. This weakness may show up at spreader height on the leech or anywhere. Like weak stitches, broken cloth means overall weakness: take it to the sail loft! By the way, if the U.V. strip is white, make sure the sail really does roll with the U.V. strip to the outside!

Main sails, if properly covered have no achilles heel like your headsails u.v. cover. Indeed, for some, the only sign of breakdown with age may be brittleness in the luff slides. Many of these are plastic and eventually our old foe, u.v. radiation will yellow these. One day you make a hard jibe and several may break. This is usually the sign to get them all changed. If you only suspect this weakness, take the sail at season's end and hammer-test a slide or two. If one breaks (protect your eyes and others around you), try another the same way; it'll break too. Now, you are convinced so take it to the loft.

Spinnakers show their damage by being held up to the light as you sail along. Make note of the locations of the holes you see. Sometimes in the loft, it takes longer to find the damage than to repair it. So write it down when sailing - something like "two panels below the numbers, port side and one little hole three feet above that..."

Carry some self adhesive cloth and tape available at

the sail loft. Don't use duct tape (or even carry it, if you ask me!). No sail maker will thank you for doing your "Red Green" bit with the stuff. The sail which comes in caked with it is like presenting at the Burns unit with butter all over a third degree burn; it sounds neat but is just a problem for the professional!

Laminated sails have another set of problems depending on the age and type of cloth. major de-lamination (handling the sail makes a sound like Rice Krispies) cannot be remedied but small cracks and areas can be covered with 'sticky-back'. Cut the corners of the patches round for neatness and durability.

Out and out mishaps to your sails could occur any time and to a sail of any age. The sail loft is always available in season for these situations but what does annoy most sailmakers is having to deal with breakdowns in season which would not have happened had there been routine maintenance. That means off season maintenance. So watch your sails all the while. Do any small things to help in getting along. Remove any damaging things around the sail - sharp spreader ends, ugly great shackles at genoa clews, sharp batten ends in mainsail pockets, snapped off cable ties somewhere in spinnaker territory...and take this gear in to the sail loft at season's end, not in the spring! Some bring it in every fall, some every second season, some only when a sail needs repair. Remember though, a good sailmaker can read your sail like a book and anticipate its prospects by seeing its history.

By the loft's getting to know you and your gear, you have the best assurance that your sailing season will be trouble free in this most important area. Observation and timeliness are your two most effective attributes.

Last and not least: having judged your gear to be okay, don't leave it where mice or other rodents can get into it. Every spring we cope with otherwise fine sails nearly destroyed by rodents. Sheds and garages are taboo! Also the cottage, and the boathouse and the barn.... That may not leave many places but.. you can bring them to the sail loft!

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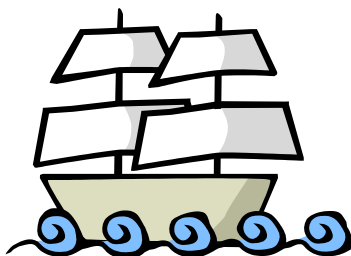
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