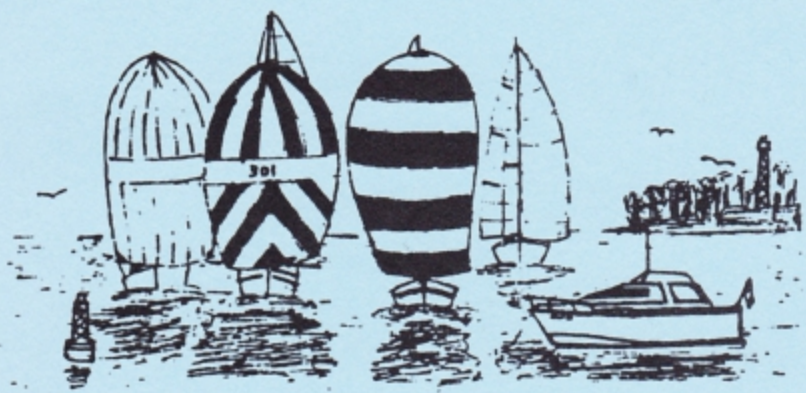


COLLINS MIXER



Collins Bay Yacht Club



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Dinner, Dancing, Awards
Banquet

Saturday Oct. 15, 1988

at the

Collins Bay Legion Hall



6:15 Cocktails

7:00pm Dinner

For tickets and information

call Bonnie 389-7945

See you there!

\$32.00 per couple

1988 EXECUTIVE COMMITTEE

Commodore	Dave Sewell	542-9014/545-4539
Vice Commodore	Bill Worthy	389-3077
Past Commodore	Gord Unsworth	389-9260
Secretary	Sue Muldoon	376-6807
Treasurer	Chester Copeland	384-2286
Membership	Bob Dendy	389-4504
Fleet Captain Sail	Peter Horrocks	352-3608
Race Committee	Al Walker	542-4412
Social Committee	Bonnie Twigg	389-7945
Cruise Committee	Hans Von Rosen	1-259-2847
Hospitality	Karen Thompson	384-2776
Newsletter	Tim Muldoon	376-6807

Message from the Bridge

We hope to see you at the banquet on Saturday, October 15, 6.15 p.m. (Dinner - 7 p.m.) at the Legion Hall, Collins Bay.

Do please plan to attend.

Awards! prizes, cash bar, dinner, dancing (see advertisement elsewhere in this edition of the Mixer).

Come on the day & haul out and enjoy yourselves!!

Attendance is a message. If you're there, then we know we're right in our planning. If you are not, you're giving us a message. We are not planning events that you want to participate in. Ergo; if enough people are not interested in the event, and do not participate, we get the message that our planning efforts are misdirected.

Feeling guilty? Don't. If everyone attended out of guilt, then we would go on planning events that were not really wanted, but at which attendance was good, artificially.

BE THERE, BECAUSE YOU WANT TO HAVE A GOOD TIME. THAT WAY YOU PROBABLY WILL.

Your executive meets on the second Monday of each month, weather permitting at the CBYC Club House, Collins Bay Marina, otherwise at the Collins Bay Legion.

We are setting aside the November meeting especially to evaluate this summers program, set some directions for next year and discuss some new ideas.



If you want to participate, you would be welcome. Please let Sue Muldoon know (376-6807).

If you have any suggestions pass them on to any member of the executive.

SEE YOU AT THE BANQUET.

Good sailing.

DAVE SEWELL
Commodore



The Weather Corner

On Shore Wind "dams up" Gradient Wind

At noon hour it had been hotter than the hinges.... must have been 30 plus and humid! Boy, was it humid. The act of breathing was enough to make the sweat pour.

By race time. 6 p.m., it had cooled just a little and the wind was blowing lightly 5-10 kts from the S.W. There was a little westerly in the wind, every once in a while. In hind sight this wind direction should have seemed strange because all morning up until noon, and for awhile afterwards it died completely, the wind had been pretty steady from the N.W. Of course the Mayfor was wrong, as usual. It called for N.W. winds 11-16, and here it was blowing S.W. And then again maybe the Mayfor wasn't wrong as we were to find out!

The race course was set. A beat to Fairfield, spinnaker run to Salmon (KN 3) and a close reach or beat back "home" to the finish.

As the sun set, instead of dropping as it usually does, the wind shifted more westerly. Now-and-again it even shifted north west. Nobody paid much attention.

On the spinnaker run to Salmon, these little wind shifts to north of west called for some quick response to keep the chute from collapsing.

When the squall line hit the lead boats were around the buoy and were on the final leg, going to windward on a close reach. They were the first to get knocked down. For no apparent visual reason, they were all lying flat. When the wind, blasting straight out of the North! hit these with spinnakers still flying, you can imagine what happened. For about 30-45 seconds which seemed like an eternity, shear pandemonium! hardware ripped out of the deck, poles bent, boats knocked down, near collision with the island, etc.

Someone remarked, the next day at work over coffee, at the wonderment of seeing so many boats returning to KYC with spinnakers flying straight out from the top of masts (different race, different part of the shoreline, same problem).

What in the Sam Hill happened! Beautiful clear race night, lovely evening, light breeze, mainly from the S.W. (as usual) and suddenly this short stiff blast out of the North, that knocks everybody for a loop ... What happened!!

My theory goes like this. The tremendous heating of the land from mid morning on, in that terrific heat and humidity caused the air to begin to rise. For a while the N.W. gradient (weather system) wind was able to rise over it and continue on its way.

But, the up-welling increased and grew in strength until a wall of rising air reached the upper altitude, West to East winds running at about 150 kts. At this point the rising air gets sheared off, but the gradient wind out of the North is blocked, "dammed-up," or trapped behind this wall of rising air. The gradient wind, in part fuels the up rising air, the rest just piles up behind the wall. By mid afternoon, inland, the apparent effect is that the wind dies.

Off shore the northerly wind dies for a while and then the wind starts up again blowing on shore, from the S.W. gradually increasing in strength until it blows 5-10 kts. In the afternoon, an on-shore breeze 5-10 or stronger from the S.W. is so typical for Kingston, no one gives it a second thought. But as the sun goes down the land cools, and the "dam" of up rising air weakens. Puffs out of the west and occasionally W.N.W. occur because here and there the "dam" is being breached.

Finally, the sun has set and the land has cooled beyond a critical point. The up welling of air is diminished, and the gradient wind from the N.W. which has piled up behind the "dam" bursts through and surges across the surface in a squall line as would water down a river valley ahead of a breached dam. Hence the 30-45 second squall line, literally out of "the clear blue."

This phenomena is likely to occur only very close to shore where because of the proximity to the land, it is likely to go unnoticed until you are flattened. At greater distance off shore, the air will have mixed and you are not likely to know that the phenomena even occurred.

So folks, take note. Near Kingston, in the late afternoon-evening of a blistering hot day, and your sailing along in a S.W. wind that is only blowing 8-10 kts, when normally the on shore breeze at this time of the day should be blowing 15-20 kts and you know that the forecast called for winds more-or-less out of the North, instead of remarking to your guests that the blinkety blank forecasters were wrong again, keep a weather eye out for the fact that, that apparently non-existent Northerly wind might reassert itself with a vengeance once the sun gets low enough in the sky.

Otherwise you may find that your guests have abandoned their long stemmed wine glasses in favour of a white knuckle operation in what quite evidently to them is going to be a total capsize and sudden death with the consequence that once back on terra-firma they may forever politely decline any future invitations to sail.

My guess is that when this phenomena is described for local conditions in Kingston, the same might apply for any near shore conditions, wherever the on shore breeze is blowing contrary to the forecasted, gradient or weather system wind of the day.

Of course all of this assumes that you observe the weather on your way to work in the morning, and again at noon on your way to lunch and listen to the Mayfor weather report on Channel 83A before you leave the dock.

You do, don't you?

Good Sailing.



The Perfect Triangle

There are many perfect triangles. For cruising boats of the Collins Bay Yacht Club this year's perfect triangle was the "Wild Strawberry Cruise". In perfect triangles good things come in threes:

Excellent destinations,

the Main Ducks,
Sacketts Harbour,
and home;

Great weather,

good westerlies,
glorious sunshine,
ideal temperatures;

Superb fellowship,

good meals,
gin & tonics at \$1.50,
quai-side hors d'oeuvres & singsongs

Three by three boats made up the fleet. Trinco III, Leprechaun and Aslan; Pyewacket, Roundel and Zuleika; Arethusa, Plachander and Alpine Star, all found adequate swinging room in the old fishermen's harbour. Wild strawberries, alas there were none, but wild flowers aplenty, surrounded by almost audible silence. Yours truly took to his dinghy, to sound out the upper bay. Six feet at the daymarker, rapidly shoaling to four, and then two and a half about one hundred yards further west. Thin water indeed.

At Sacketts Harbour all got a chance to practice Mediterranean mooring. It's easy, provided you are prepared. Not readily attempted singlehanded however. Sacketts Harbour was interesting, as always, although mooring fees have almost tripled since my last visit.

Alda Fairbairn organized a dinner trip to the "Barracks", while some of us walked. As usual, I ran out of film, photographing architectural prizes, which to others may be just a bunch of crumbling old houses.

Sunday's return trip was ideal. Port tack all the way in less than six (2 x 3) hours. Good things come in threes. It was a perfect three day cruise.

Hans Von Rosen

"I have a sneaking suspicion that I forgot someone, and apologize for my poor records."



Club Cruises 1988

The Collins Bay Yacht Club is a club without a label. There is racing, but we are not just a racing club. There are social events, but we can not really be classified as a social club. We are not an outright cruising club either, although many of our members cruise, alone and in company. Maybe we are a club of many colours.

During the annual meeting our commodore suggested that in addition to the racers the club cruisers deserved some recognition. By way of definition 'club cruisers' are those vessels and skippers who participate in a scheduled club cruise. Impromptu or individual voyages are excluded.

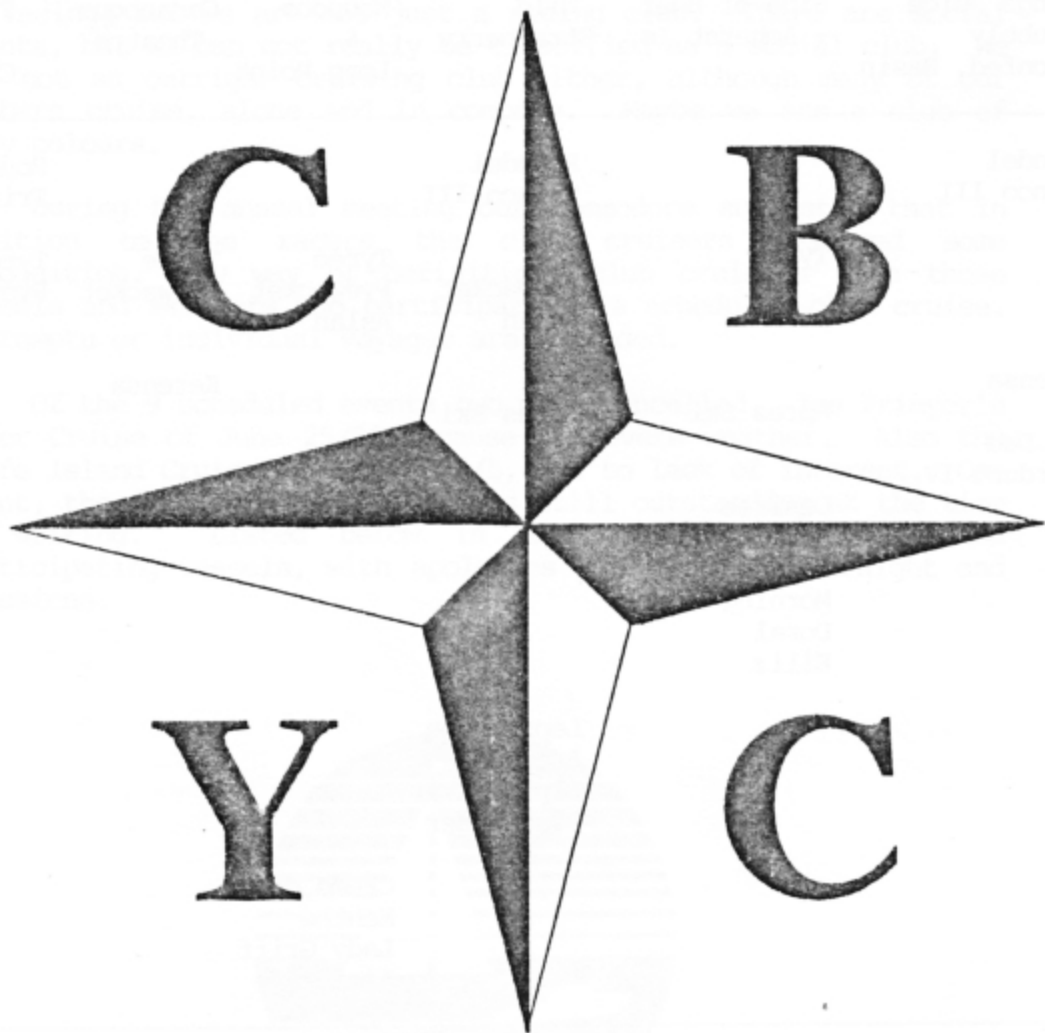
Of the 9 scheduled events two were cancelled. The Prinyer's Cover Cruise of June 25/26 because of severe weather. Also the Wolfe Island Cruise of Sept. 3/4/5, due to lack of interest. One event, the fall colours cruise, was still outstanding at the time of writing. Listed below is an overview of cruises and participating vessels, with apologies for possible oversight and omissions.



CBYC Interim Cruising List

Orange Juice & Bubbly - Confed. Basin	Side of Beef - Amherst Is.	Wild Strawberry	Waupoos & Long Point	Gananoque Theatre	Fish & Chips
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Roundel Trinco III		Roundel Trinco III		Roundel Trinco III	
	Tyree		Tyree	Tyree	Tyree
	Aslan	Pyewacket Aslan	Pyewacket Aslan	Pyewacket	Pyewacket
Kerensa				Kerensa	
Mad Dad Stardust IV	Apres Ski	Apres Ski			
	Desiree				
	Harmony II				
	Najade				
	Morning Mist				
	Doral				
	Eiliz				
		Leprechaun			
		Arethusa			
		Alpine Star			
		Plachander			
			Creme de		
			Menthe		
			Lady Griff		
			Almitra		





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