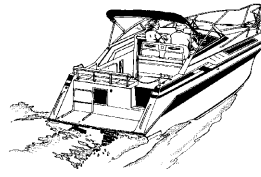


Collins Mixer

Collins Bay Yacht Club Newsletter



No. 147 September 2008

Commodore's Corner

The first sign that the boating season is winding down is a letter from Collins Bay Marina asking about your haul-out plans! This served as a reality check to remind me that the summer of 2008 will soon be making way for fall.

The weather this summer has been anything but cooperative! It has challenged our racers (the Simcoe Island race) and cruisers (heading out of Presqu'ile Bay to go around the County), but probably had the most impact on the Collins Bay Sailing School who had a full slate of classes booked and plans to be on the water every day. Nick Allinson and the other instructors met with frequent squalls & storm clouds which blew up often undetected by the weatherman, as was the RAIN which helped the water levels in the lakes, but didn't make it pleasant for those caught out on the water. On other days, the lake was calm, and that didn't help Nick's team get through the sailing program either! Nick, Lynsey, Jordan and Claudette, your coping skills were tested this summer and we appreciate your efforts!

One of the highlights of this year's cruising season was the Poker Run in early August. Cruise Captains, Barb and Clarence Hood (*Rebel Yell*) made some

changes to the cruise itinerary and everyone had a fabulous time! Thanks to Barb and Clarence and Judy Adams for making this event such a huge success!

A mix of racers, cruisers, sailing school instructors, and some marina staff enjoyed the Chateaubriand BBQ. Mango's newest crew member, Zoe, and her big brother Rhys, also joined us. Thanks to Hub, who insisted he was responsible for the fine weather, and to Miche who provided us with delicious cakes for dessert.

As we slip into fall, there are still some upcoming events for us to enjoy; the Fish & Chips cruise, the Frostbite race and the Chili Fest. The CBYC Executive will also resume our Strategic Planning sessions and preparations for the 2009 boating season. Be sure to mark the first weekend in November on your calendars. The annual End of Year Banquet will be held on November 1st and the Annual General Meeting on November 2nd. Stay tuned for more information.

Claudia Stevenson
Commodore

Upcoming Events



- **Sep 19** **International Talk Like A Pirate Day**
- **Sep 20-21** **CBYC Fish 'n Chips Cruise**
- **Oct 4** **Coffee Shop: 10-2 PM**
- **Oct 4** **Frostbite Race**
- **Oct 4** **Chili Fest**

2008 CBYC Executive

Commodore	Claudia Stevenson	<i>Tamara C</i>	(613) 634-4035
Vice Commodore	Paul Loyst	Pattio' Paul	(613) 389-0093
Past Commodore	David Sansom	<i>Dream Haze</i>	(613) 634-7815
Secretary	Ed Billing	<i>Prospero</i>	(613) 389-9868
Treasurer	David Wilby	<i>Offliction</i>	(613) 634-1900
Fleet Captain	Phil Morris	<i>Wavelength</i>	(613) 634-7462
Membership	David Athersych	<i>Out of the Blue</i>	(613) 542-9596
Social Co-chairs	Janice Wilby	<i>Offliction</i>	(613) 634-1900
	Pat & Lionel Redford	<i>Naiad IV</i>	(613) 766-2812
Clubhouse	Henk Muis	<i>Ya Ya</i>	(613) 547-2345
Race	Steve Yates	<i>Surfer Girl</i>	(613) 384-8200
Cruise Coordinator	Marilyn Sykes	<i>Day Dreams</i>	(613) 832-0468
Sailing School Director	Bruce Rand	<i>O'Naturel</i>	(613) 386-1386
Newsletter	Hans Mertins	<i>Moondance</i>	(613) 258-0355

KINGSTON POWER AND SAIL SQUADRON COURSES

Kingston Power and Sail Squadron offers a variety of courses this fall and winter. If you do not have a Pleasure Craft Operator Card (PCOC), our seminar and Boat Pro manual is a good way to prepare for the multiple choice exam. By 15 Sep 09, all operators of motorized pleasure craft must carry the card. For motorized vessels less than 4 meters in length (including Personal Water Craft) or if you were born after 1 April 1983, you need the card now. We offer the only Canadian PCOC recognized in the USA by the National Association of State Boating Law Administrators. Membership in Canadian Power and Sail Squadrons is not required to register for Boat Pro, Boating, Weather, Maritime Radio, Marine Maintenance, Marine Electronics and Electronic Navigation. Please visit <http://kingston.cps-ecp.org> or call 613-531-0650."

Thank you for your support.
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Collins Bay Marina News

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(613) 389-4455

Email: hub@collinsbaymarina.com
 Website: <http://www.collinsbaymarina.com>



Haul Out Season

The lovely month of September brings some of the finest boating weather of the season, and the need to think ahead about hauling your boat for the (shudder) winter. If you have not yet confirmed your need for winter storage, you had best be quick. Unclaimed space will have been opened up to the waiting list by the time you are read this newsletter. The shaded dates show the haul out schedule. Let us know your choice.

	S	M	T	W	T	F	S
Sept	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
October	28	29	30	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25

Bird Patrol – Please Don’t Feed the Birds !!

You may have heard the disturbing news that some ducks may have been poisoned at Confederation Basin in August. Over 25 ducks died suspiciously at the Basin and at the time of writing officials were still investigating the cause, but poisoning seemed likely. In large numbers, water fowl can become pests around harbours – soiling the grounds, docks and boats. However, there are more humane methods of discouraging them from making a home in your harbour. **The first line of defence is do not feed the birds.**

In Collins Bay Marina we have applied garlic spray to the grass, allowed native plants and grasses to grow along the shoreline (hiding places for fox and other predators which the geese avoid) and have asked people to refrain from feeding the ducks and encouraging them to settle in Collins Bay.

Perhaps one of the best methods we’ve found is our dog patrol. Early in the morning, Marina Darling and her trusty dog Zoey have been patrolling the marina grounds and docks with Zoey persuading the birds to relocate. She reports that over time they are less frequent visitors. Not that we do not like birds, you understand, but they are not always considerate of others who visit the marina.

Staff

We sure are going to miss those kids! Heather, Brendan, Austen and Jordan have all returned to school for the fall semester. Austen and Brendan will be around but just on weekends. Our spring and fall stalwarts, Tony and Paul, are back with us again and will be helping with hauling boats for the winter as well as attending to our daily marina maintenance.

Successful Summer

Congratulations to the Club for another successful, fun filled season. The sailing school, cruises, social events, races, etc. added some spice and fun to the summer.

- *Hub, Miche, Landon and Mya*

Notes from the Fleet Captain

A couple of emails crossed my desk showing that while members may be aware of the minimum safety equipment that must normally be carried on a boat not everyone makes sure that they do have all that is required and that in the case of flares that they are in date. The required equipment can be found in the safe boating guide and also on-line at: <http://www.tc.gc.ca/marinesafety/tp/tp511/menu.htm>

Also note that some safety equipment such as flares or PFD must be certified by a Canadian agency. I recently bought some flares in Ontario which should not have been available in Canada as they were not Transport Canada approved. After contacting the manufacturer they verified this and contacted the store to make sure no further packs were sold. Just in case you bought some from the same source make sure all your flares are TC approved. USCG does not count! Also note that in the US flares are only valid for 3½ years instead of the 4 years in Canada. In some cases Orion mark the expiry date on flares as 3½ years after manufacture which is not applicable in Canada. (See their Q&A on line) <http://cilorion.com/?Page=faq>

PFD must be labeled as approved by Transport Canada, CCG, Fisheries and Oceans Canada or a combination of these agencies. They must be in good condition and the correct size. Periodically check your PFD by walking into water. I have found that many don't allow you to float in the HELP (heat escape lessening) position without you rolling over with your face in the water- not a good way to prolong survival.

Interestingly Fire Extinguishers only need to be approved by Underwriters Labs of Canada if they are Canadian made otherwise UL or USCG (marine use) are fine but don't forget to get the right size and number.

Note also the fine print in the Safe Boating guide that power driven pleasure craft over 8m long require a properly adjusted compass, delving a little further it would appear that the compass has to be installed and adjusted according to manufacturers recommendations. Hands up anyone who has a deviation chart for their binnacle compass!

If the voyage is more than 20 nautical miles from shore (pretty tough on Lake Ontario) a compass bearing device is required.

Radar reflectors are required on pleasure craft less than 20 m in length unless "they are not essential to the safety of the vessel or the small size of the vessel and its operation away from radar navigation" makes compliance impractical" -How is that for a caveat!

There was an article in the Kingston Power Squadron recently on fines for infringements. The failure to produce a PCOC (Pleasure Craft Operator Card) when required to have one is \$305 -so don't just make sure you have one but also that you carry it with you. Note that by September of next year all operators of all power driven vessels will need one. Safety offenses like insufficient PFD or fire extinguishers carry fines of \$240 while lack of other equipment such as a heaving line or bailer will set you back \$125. Well worth checking your equipment before you set out!

An item which is not on the required list is a VHF radio. The newer fixed mount radios have Digital Selective Calling (and I have recently seen a Handheld VHF with DSC and built in GPS). To make use of this you will have to get a Canadian MMSI (Mobile Maritime Service Identity). This is somewhat like a phone number which identifies your station for distress calls as well as for routine hailing.

In the states there is a slick system to get a MMSI on-line, but in Canada you have to send in a form. For a VHF which does not require a station license the form is at: http://sd.ic.gc.ca/engdoc/cpc2307AnnexA_e.pdf You can mail email or fax the form to the appropriate agency (Spectrum Management and Telecommunications) in Ottawa <http://www.ic.gc.ca/epic/site/smt-gst.nsf/en/sf01742e.html#Ontario> Incidentally if you need to look up a MMSI by boat name or owner try https://sd.ic.gc.ca/pls/engdoc_anon/mmsi_search.ship

CBYC Pirates Poker Run and Cruise – Aug 2-4 2008

Pirates of the Caribbean Thousand Islands!!!

RRRrrrrrrrrrrr Mateys!!

If you were there – you had a fabulous time with the other *Kapers* (another name for pirates). If you were not there – then shame on you – cus you missed a Jolly good time.

Why you ask me bucco! Well, all the wenches and pirates gathered at Irvine Bay on Saturday after a so-so sail from CBYC. The weather was just not co-operating which hails true for the whole season it seems.

Crew from Day Dreams, Slinge, Naiad IV, Gibwanasi 3 and Rebel Yell, competed for the vast array of prizes ranging from most authentic pirate to the best poker hand. The weather punked in and a storm was pending, so the decision was made to scuttle the trip to



Judy Adams' cottage and to have a happy hour and corn roast on Gibwanasi 3. Judy brought the bushel of corn, Rebel Yell brought the pot and the party gathered under darkening skies. This

allowed the Captains to keep watch on their ships while *gobbling and fluffing their pinkies*. (*Pirate speak for ...well you can look this one up!*)

The next morning dawned bright and clear, so the Pirates accepted Judy Adams' invitation to do brunch at her lovely cottage on Holliday Point. More contests and prizes were awarded, including 1st prize to Dave White for holding the longest "Captain Morgan Pose". This "Pirate in Pink" complete with pink crocs, pink tee and pink bandana was a scream!!

Later, the stuffed bunch (including Judy on Day Dreams) ambled over to Beurivage under cloudy skies and no winds. Once safely ensconced, some pirates swam, others lounged but all joined in the Piranhas Potluck on shore. This gastronomical frenzy was followed by an island walk-about, as the pirates

busked for new conquests. (*Busking in pirate speak means to cruise for something to attack!*)

After dinner and much grog, the *jungle drums* were beating overtime (*a grapevine for exaggerated stories*) and everyone finally settled down for some shut-eye.

The next morning, the chief pirate poker cruise organizers had us sail past their vessel Rebel Yell and grab the next set of instructions. Some of the boats had a great sail home; others could not catch the available wind and motored back. At the final destination (CBYC club house) final poker hands were shown, champagne flowed and bragging rights were pronounced.

Highlights of the weekend included:

- Super pirate costumes (Robert's earring was especially fetching!)

- Using Pirate slang was fun

- Pirate Brain Teasers were harder than you think!

- Pirate Flag Readings (brought to you by the *Picaroons* on Day Dreams) were educational!

- Know your Pirate Facts was enlightening. (Did you know that the Seaborne Spirit was the cruise ship attacked by pirates on 05Nov2005?)

- Great food, camaraderie and some sailing occurred, which is always good!

Special thanks to the wonderful buccaneers on Rebel Yell who did a superb job organizing such an original and fun theme.

Kudos to Judy Adams for going with the flow and extending her gracious hospitality.

Great job by Cruise Coordinator, Marilyn Sykes who ensured no one had to *walk the plank* the entire weekend.

Join us next year for another original Poker Run – we had so much fun we are surely signing up!

Joan and Dave
Gibwanasi 3

Continued next page.

CBYC Pirates Poker Run & Cruise Photos

Two Pirates



Four Pirates, Four Dinghies and One Boat!!



Three Pirates



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Sailing School News 2008



Where did the summer go? Well we have wrapped another successful year in our sailing school. All courses were well attended and lots of positive feedback was appreciated.

There were some small hiccups along the way with some damaged boats and some extreme weather in August.



We persevered and overcame the challenges as they occurred. Thanks to my instructor



team for getting through it all. We are in good shape equipment wise for next year's season.

We will be saying goodbye to one of our Hunters, the 146, let me know if anyone wants to purchase a "slightly used Hunter 146".

Cheers
Bruce Rand

Cont'd from page 4

Try typing "Wavelength" for the vessel name and you should find my number.

If you want to know more about DSC the power squadron offers a DSC endorsement course for those who already have their VHF license. Otherwise there are articles describing the use of DSC on line.

If you plan to buy a DSC radio try to get as class D rather than SC101. Class D has two receivers one dedicated to monitoring channel 70 for a DSC call and the other for normal receiving. The SC101 only has one receiver which monitors channel 70 only when it is not in use on another channel. In principle it would be possible to miss a DSC call on a SC101 receiver. The price of class D receivers has fallen to a point where they are competitive with SC101. Don't forget that most DSC receivers have to be connected to a separate GPS in order to transmit position of the boat.

Happy and safe boating.

Phil

Quebec City 400 Flotilla

The camaraderie and concern for others and the sharing of ideas and boating expertise by all the boaters made for an absolutely fabulous sailing adventure down the St Lawrence River where we joined the 400th Anniversary Celebration of the founding of Quebec City by Samuel de Champlain.

Our leisurely 5 week adventure allowed us to really enjoy many of the ports along the way. A lesson had been learned from the overly ambitious Newfoundland flotilla a few years ago. Extra days were planned in Kingston, Chrysler Park (Upper Canada Village), Valleyfield, Montreal and finally culminating in a week long stay in Quebec City.

The organizers of the trip Hugh McCulley (Burlington B. & S.) and Les Armstrong (Fifty Point – our former home marina in Stoney Creek) were fantastic. We had heard them speak at Royal Hamilton Y.C. about their trip last summer at All of the Great Lakes. When we heard they were planning a trip down the St Lawrence to Quebec City for the celebrations and then BACK home again, we were excited about joining the Flotilla. We attended a number of meetings over the winter with captains and crew of about 40 other interested boaters.

A complete day-by-day itinerary with daily destinations, mileages, provisioning suggestions and important navigational information was compiled and distributed by Hugh and Les. They included detailed information from their own previous experiences, information not found in any of the available books. A list of available resources and to access them (i.e. charts, books, tide tables, currents and internet sites) were suggested and listed for us.

Twelve boats from many different yacht clubs on the north shore of Lake Ontario – 9 sailboats ranging from 28-36 feet and 3 trawlers (34-36 feet) – made up or QUEBEC 400 FLOTILLA – some with rotating crews.

Raymoni (Giles and Betty Beaudoin and Layla) were fortunate to have Pen and Richard Deering and Max (Shanwadithit) from our yacht club join up with us to explore Quebec City and also help us with the more difficult journey home. We now know why most pub-

lications talk of the “Great Circle Route” but no mentions coming back home UP the St Lawrence. That trip is best left to the power boats. We ALL agreed this was the BEST FLOTILLA ever!! What a great mix of people!!! What a fantastic trip!!!

More to follow...

Giles and Betty Beaudoin and Layla



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SEPTEMBER 2008

CBYC Race and Chateaubriand Photos

My import crew from Toronto:

Our crew bank page has been viewed from far and wide and two new sailors from Toronto, Nuno and Filipe, came down to join the Jeannie crew for Sat and Sun racing.

Geoff



Pat Russell Flips Out!

Yes, that was Pat Russell flipping flapjacks at the Pancake Breakfast on August 23rd. As a prelude to the 25th year Anniversary Regatta Pat Redford, one of the Social Co-Chairs organized a Pancake breakfast for all who were on hand. Judging from the speed with which the pancakes, sausages, coffee and juice disappeared, it was a complete success! Thanks to flipper Pat Russell, mixer Crystal Baker, cashier Patti Reis and barbecue maestros David Ward and Lee Baker.



Coffee Shop-Chili Fest Oct 4th

Our last coffee shop of the season is slated for Oct 4th, 10 A.M. – 2 P.M. Volunteers and bakers (not Lee and Crystal) are needed. Please call Pat Redford 613 766-2812.

Also, our annual Chili Fest pot luck dinner in the clubhouse. Bring a pot of your favourite chili, or suitable accompaniment, salad or dessert. Bring your own beverage.

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International Talk Like a Pirate Day—September 19th

<http://www.talklikeapirate.com/>

Why talk like a pirate - and how

Why is this day different from all others?

Why do we need an **International Talk Like a Pirate Day?**

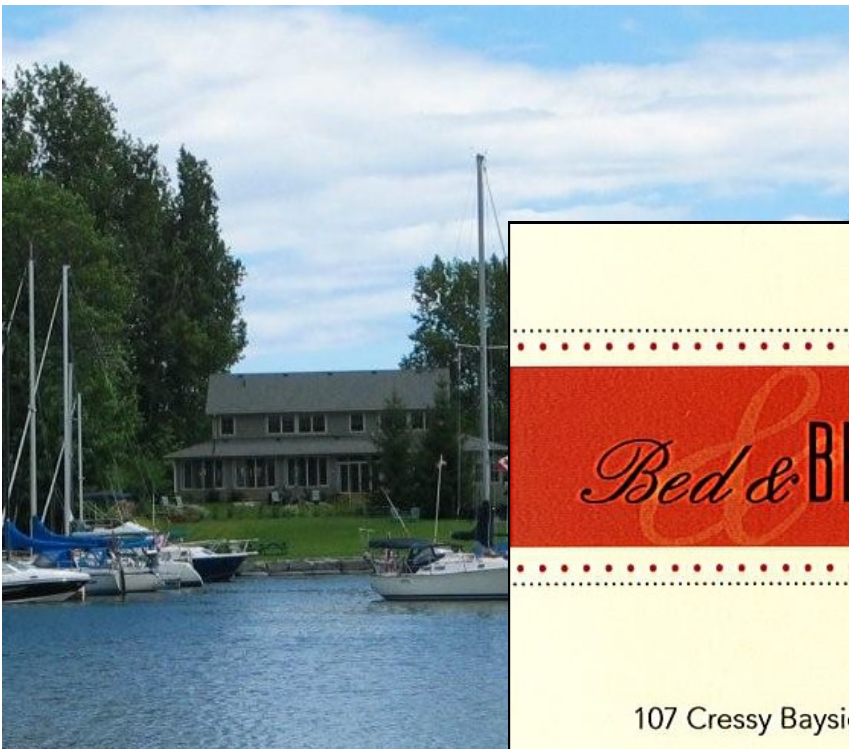
Make no mistake. We do. But it's a little hard to articulate why, especially when you've made the mistake of referring to your wife as a scurvy bilge rat and tried to order her back into the galley.

Talking like a pirate is fun. It's really that simple. It gives your conversation a swagger, an elán, denied to landlocked lubbers. It's a "whimsical alternative" to all the serious things that make the news so depressing. In other words, silliness is the holiday's best selling point.

Before we go any further, there's something we need to be clear about. Pirates were and are bad people. Really reprehensible! Even the most casual exploration of the history of pirates (and believe us, casual is an accurate description of our research) leaves you hip deep in blood and barbarity. We recognize this, all right? We aren't for one minute suggesting that real, honest-to-God pirates were in any way, shape or form worth emulating.

So what is it exactly that we're celebrating here, if not pirates? What, you're wondering, is the point? We're going to be painfully honest here, perhaps fatally so. The point is, there is no point. And that's what's fun about Talk Like a Pirate Day specifically, and talking like a pirate in general.

We're talking about the mere image of swaggering pirateness. And while this is a guys' guide, the comely wench will have fun talking like a pirate, too. It's powerful, yet harmless. Perhaps, dare we suggest it, the ultimate aphrodisiac! Try it!



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How to Talk Like a Pirate

The basics

Pirate lingo is rich and complicated, sort of like a good stew. If you just want a quick fix, a surface gloss, a "pirate patina," if you will, here are the five basic words that you cannot live without. Master them, and you can face Talk Like a Pirate Day with a smile on your face and a parrot on your shoulder, if that's your thing.

Ahoy! - "Hello!"

Avast! - Stop and give attention. It can be used in a sense of surprise, "*Whoa! Get a load of that!*" which today makes it more of a "*Check it out*" or "*No way!*" or "*Get off!*"

Aye! - "*Why yes, I agree most heartily with everything you just said or did.*"

Aye aye! - "*I'll get right on that sir, as soon as my break is over.*"

Arrr! - This one is often confused with *arrrrgh*, which is of course the sound you make when you sit on a belaying pin. "Arrr!" can mean, variously, "*yes,*" "*I agree,*" "*I'm happy,*" "*I'm enjoying this beer,*" "*My team is going to win it all,*" "*I saw that television show, it sucked!*" and "*That was a clever remark you or I just made.*" And those are just a few of the myriad possibilities of *Arrr!*

Advanced pirate lingo; or On beyond "Aarr!"

Once you've mastered the basics, you're ready to start expanding your pirate vocabulary. Try these for starters:

Beauty – The best possible pirate address for a woman. Always preceded by "me," as in, "*C'mere, me beauty,*" or even, "*me buxom beauty,*" to one particularly well endowed. You'll be surprised how effective this is.

Bilge rat – The bilge is the lowest level of the ship. It's loaded with ballast and slimy, reeking water. A bilge rat, then, is a rat that lives in the worst place on the ship. **On TLAP Day** – A lot of guy humour involves insulting your buddies to prove your friendship. It's important that everyone understand you are smarter, more powerful and much luckier with the wenches than they are. Since bilge rat is a pretty dirty thing to call someone, by all means use it on your friends.

Bung hole – Victuals on a ship were stored in wooden casks. The stopper in the barrel is called the bung,

and the hole is called the bung hole. That's all. It sounds a lot worse, doesn't it? **On TLAP Day** – When dinner is served you'll make quite an impression when you say, "*Well, me hearties, let's see what crawled out of the bung hole.*" That statement will be instantly followed by the sound of people putting down their utensils and pushing themselves away from the table. Great! More for you!

Grog – An alcoholic drink, usually rum diluted with water, but in this context you could use it to refer to any alcoholic beverage other than beer, and we aren't prepared to be picky about that, either. Call your beer grog if you want. We won't stop you! Water aboard ship was stored for long periods in slimy wooden barrels, so you can see why rum was added to each sailor's water ration – to kill the rancid taste. **On TLAP Day** – Drink up, me hearties! And call whatever you're drinking grog if you want to. If some prissy pedant purses his lips and protests the word grog can only be used if drinking rum and water, not the Singapore Sling you're holding, keelhaul him!

Hornpipe – Both a single-reeded musical instrument sailors often had aboard ship, and a spirited dance that sailors do. **On TLAP Day** – We are not big fans of the capering, it's not our favourite art form, if you will, so we don't have a lot to say on the subject, other than to observe that the common term for being filled with lust is "horny," and hornpipe then has some comical possibilities. "*Is that a hornpipe in your pocket, or are you just glad to see me? Or both?*"

Lubber – (or land lubber) This is the seaman's version of land lover, mangled by typical pirate disregard for elocution. A lubber is someone who does not go to sea, who stays on the land. **On TLAP Day** – More likely than not, you are a lubber 364 days of the year. But not if you're talking like a pirate! Then the word lubber becomes one of the more fierce weapons in your arsenal of piratical lingo. In a room where everyone is talking like pirates, lubber is ALWAYS an insult.

Smartly – Do something quickly. **On TLAP Day** – "*Smartly, me lass,*" you might say when sending the bar maid off for another round. She will be so impressed she might well spit in your beer.

How to Celebrate TLAPD

Just in case your busy schedule has intruded to catch you unawares on the eve of this important holiday, here's some suggestions you can easily incorporate into your daily routine

Red and black is in. Not your colors? That's okay! Pirate complexions invariably tended toward more sallow hues due the high incidence of scurvy. This is also your opportunity to incorporate any acne outbreaks or hairy moles into your overall ensemble. Use this day to display them with pride. Don't be afraid to put your comb away for the day, either. Plundering the high seas leaves little time for involved daily hygiene routines.

Accessorize. Pirates favoured shiny metallic accents, preferably the timeless look of gold. The bolder the better... feel free to improvise! Pirates rarely consulted popular fashion, preferring instead to pioneer their own trends. If you're male, this is a prime opportunity to try jewellery while maintaining your masculinity. Just think of it as wearing your trophies. A natural look works as well – you can't go wrong with a good skull and crossbones. Hats are also important, but can be tailored to your individual taste. Scarves combine fashion and function; flattering headgear for many, they also serve to wipe off any unfortunate stains. It's also recommended you invest in a sturdy, preferably thigh-length, boot.

Consider carefully your pirate name. Tired of being Jane? Here's your chance for a colourful change. Try putting an adjective or descriptive phrase in front of your name, first or last. For example, Rufus is now Bloody Red Rufus, or Mad Dog Rufus. The more visually evocative the title, the better. Alliteration slips off the tongue easier and makes your name, and therefore you, more memorable. (Try this at job interviews and you'll get results).

Talk with flair. Have fun with this! Change your "you" to "ye" and your "my" to "me." Pepper your sentences with "scurvy," "bloody," and "smarmy". End at least every other sentence with "argghh" and begin the other sentences with "aye." Show affection by assigning nicknames to others, such as "bilge rat" or "bastard." This is a great trick at work or cocktail

parties if you can't recall someone's name. Remember, everyone finds an accent attractive.

Don't be afraid to advertise yourself! Let others know you're coming, and that it'll be on your terms. Create a personalized flag that relates to you (in red or black, of course), and attach it to your vehicle's radio antenna. Make sure the flag is easily detachable for those times you'd prefer to drive incognito.

Keep your mind active – challenge yourself! Create a treasure map for your office on pay week while you search for your check. Use your co-workers' desks as landmarks. Invite your colleagues to join in the challenge by telling them to "find their own treasure, or walk the plank!"

Delegate – it's important you take care of yourself at home and in the workplace. Refer all inquiries and requests to your pet parrot. This works whether the parrot is live or stuffed. Either way, optimal parrot placement is on the left shoulder. (Be sure it is securely anchored – no one trusts an unsteady parrot). Insist others treat your parrot with respect and as your representative, or risk your wrath. It may be necessary for you to engage in hand-to-hand combat or swordplay at least once before your wishes are respected. Be firm, and your co-workers/family members will follow your lead. (You may wish to substitute a monkey or ferret).

Value your assets. Don't hesitate to bring your hooked hand to Human Resources to request your 50 pieces of silver for losing your appendage while fixing the copier.

Offer to pioneer a new training series for your company based on piratical theory. Ideas for topics: "Walking the Plank: The How-To in Merging Companies and their Personnel," "Pillage and Plunder: Strategizing Sales Techniques," "Davy Jones's Locker: You and your T1"; and "Pirates are People Too: Mediation and Interpersonal Relationships."

Mutinies happen. When you're escorted from your workplace, take it in stride. Pirates never worked well when accepted in the general population, anyway.

SEPTEMBER 2008

Wild Weekend at Waupoos

It was a dull grey day on the North Channel but the wind was steady and pretty fair out of the southwest, so a close haul from the Brothers to Prinyers was doable.



Cap'n Salty just settled his rear on the stern rail seat and between stories and chewin' his pipe made comments like, "up a bit!" and "yer too high!", until I quietly suggested that he take the wheel and show me how it's done. It's fortunate we were going upwind as the Cap'n likes to replace his pipe tobacco with dulse occasionally, and this was an occasion. Smoldering dulse fumes are recommended neither for man nor beast, but Salty doesn't seem to mind. I suppose being ageless and timeless provides some immunity.

I had invited him along for the Waupoos Cruise on the condition that he behave himself and stay in the background. "Don't cha worry" he replied, "I'll just act like one of yer de-bonne-aire yachtsmen and no one will even notice me. I explained that there was going to be a good crowd from our club, 23 boats and 2 land yachts containing over 55 members and guests; but everyone was matched up appropriately, so he had better not get any ideas. There was also going to be a sizable group from the Kingston Yacht Club, 18 boats with 40 souls aboard, so they were fair game if he could find someone his age and personality match. Good luck!

After an uneventful night at Prinyers Cove, except for the middle-of-the-night shower, we pressed on for Waupoos for the Saturday evening festivities. We tried sailing for a bit, but not being capable of figuring

out when and where the wind was going to emerge, decided that the batteries were in need of charging. Nuff said? Cap'n Salty, at one thoughtful moment, began to speak. "Y'know, that Prinyers place is a pretty protected harbour. The three other boats from yer club that were safely anchored out in the bay took off early this morning with nary a hail or a wave." "Well", I replied with some trepidation, "They may have thought I was a bit of a wimp parking on the wall." "WELL?" he snorted, giving me his they-could-be-right smile. "It was only for the dog", I countered. "Sure!" he replied, "But after the last escape you told me about you could use lots of anchoring practice." Nuff said!



Waupoos, at last, and most everyone is here; docked effectively by the marina staff and help from friendly



Wild Weekend at Waupoos cont'd

boaters. By the time we got in it appeared the party had begun.



“What’s this about Happy Hour starting at 4 in the afternoon?” I exclaimed. “No problem!” says the bearded

fisherman, ‘In the Maritimes, my time, its 5, be see’n yas!’”



Pot Luck was for supper, the culinary display created by all from both Collin Bay and Kingston club members. (The

Cap’n brought his own Captain Highliner Fish Sticks



and did not share, thankfully!) This supper was where Pat and Lionel Redford, our esteemed organizers for the weekend could provide instructions for the eve-

ning and beyond. The Cap’n gave me a nudge. “That feller talks like that preacher from Glace Bay. Is he retired from the ministry?” “Sort of” I said, returning the nudge, “Revenue Canada” “Ohhh.” Most of us were looking for a quiet evening and retiring early; and most of us did.



The sun came up right on time Sunday morning, but the Cap’n lay in for a bit. When he joined up with us at the Pub where we were having a great lunch on the patio, he looked pretty worn, but bubbling with excitement. “What a night!”

he grimaced, “You folks really know how to throw a party, and even I learned a lot. That was the first time I participated in a Man Overboard Procedure practiced on dry land. There we were in the hot tub just a cruising along and some bloke fell overboard. The skipper made a crash stop and several bodies jumped overboard, hauled the MOB back to the tub, and threw him back in! The skipper shoved the throttle into forward and the cruise resumed. Ten second

flat! That Phil would be proud. But I kept thinking the MOB might be safer on dry land, than the tub kept drownin’ by Anyway, yer are a real bunch. There personal delivery crew to their after the hot



feller proud. thinking might be safer on cruising in from his mates. buddies helpful was per- of the own boats tub cruise,

and someone even made sure everyone knew it was 2 o’clock in the morning. What a thoughtful crew! But when I tried discussing the MOB exercise with the cruisers this morning, the only response was “I don’t remember” again and again.”

Wild Weekend at Waupoos cont'd some more

Cap'n Salty took a breath at this point but kept on going, "Well, jeeze bye, gotta get goin', I'm meeting the Queen at the Cidery!" "Whoa! What Queen?" says



me. "Well" Salty grinned, "The Queen of St Margarets Bay is havin' lunch with some of your bunch at the Cidery and I'm invited," "Just watch

o u t
f o r
h e r
C o n-
s o r t"

I warned, "He's a Maritimer too, ya know. But his beard is trimmed, and it looks like he could trim your beard with no problem."



The Annual Barbeque provided the climax to our festivities, wonderfully prepared and served by the Waupoos Marina staff; great beef and chicken, roasted potatoes, salads, and "crème de la crème" corn on the cob! And after dessert it was great to see the band set up with the musicians having hair as grey as ours. We



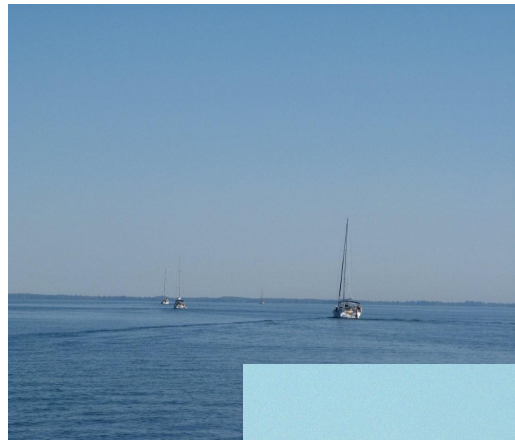
knew that the 60's, and 70's would be our musical venue for the evening and cautiously wild dancing would prevail. We

were not disappointed!

The last but not least event of the Waupoos Weekend Cruise, after farewells were made



next morning, was a relaxing race back to Collins Bay. Everyone but me slept most of the way back,



even Cap'n Salty. He didn't have any tales to tell today, I wonder why. Having successfully completed the

race and docked safely, old Salty said that he enjoyed our summer together but would be heading back home as he had to meet Hannah. "Who's Hannah? I ques-



tioned. "What can I say, they call her Hannah the Hurricane" Salty says with a big wink, "And she's headed for the Maritimes." With that he says goodbye and hands me a short list of suggestions for future consideration:

If you're goin' for a cruise in the Hot Tub, take lots of water to prevent dehydration.

If you run all the way from the marina to the cheese factory, stop and enjoy it, running all the way back is dangerous and wastes energy.

If you have to go into the ditch on the way back from the Cidery wear long pants or itchy ankles may result.

And finally, don't put your boots on before you check for dead fish or wasps; wasps like the smell of dead fish!

Best Regards,

Cap'n Salty and Dream Haze

KYC Challenge Cup 2008

The Challenge Cup competition is designed to encourage participation in Cruising Fleet events and competition between KYC sailors and sailors from other clubs. The competition will be held annually in conjunction with a KYC Cruising Fleet inter-club rendezvous.

Sailing Instructions

Race Date: Monday September 1, 2008

Participation: KYC and CBYC Cruising Fleets

Course: from the entrance to Waupoos Marina to the Westernmost Brothers Island.

Start Time: between 8 AM and 1 PM local time on race day.

Sails: No restriction on sails, use of motor while on the course results in a "did not finish".

Results Calculation – the respective fleet captains will:

1. Record the result reported by each vessel on the Challenge Cup results form,
2. Compile the total time for each club, and
3. Calculate an average fleet time based on the number of boats that report a start and finish time.

The fleet captains will exchange results sheets and verify the results. The club with the lower average time shall be the race winner.



True cruising racers: note the umbrella.



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KYC Challenge Cup 2008 Results

Collins Bay Yacht Club		Elapsed Time					
Boat Name	Type	Start	Finish	hr	min	sec	total seconds
Velox	C&C 110	12:46:17	16:45:56	3	59	39	14379
Yoki Lintu	Tanzer 26	12:43:15	17:11:20	4	28	5	16085
Moondance	Saga 35	12:37:00	17:17:00	4	40	0	16800
Dream Haze	Catalina 320	12:43:26	18:14:07	5	30	41	19841
Commotion	CS 33	11:27:32	16:58:39	5	31	7	19867
Poco Loco	Catalina 27	11:23:00	17:17:08	5	54	8	21248
Fleet Total							108220
Fleet Avg				5	0	37	18037

Kingston Yacht Club		Elapsed Time					
Boat Name	Type	Start	Finish	hr	min	sec	total seconds
Dancing Spirits	Freres 39	11:02:30	17:13:40	6	11	10	22270
Take Five	C&C 37	11:46:58	17:36:27	5	49	29	20969
Fleet Total							43239
Fleet Avg				6	0	20	21620

Note CBYC won again, decisively. The advantage went to those who delayed their start until after 12:30. KYC has graciously accepted defeat and would like to remind CBYC that we are welcome and encouraged to attend the Cup presentation in January – date and time to be announced. - submitted by Dave Johnston





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CBYC 2008 Reciprocal Program

Invitations have been sent to the following clubs for the 2008 season.

Alexandra YC *	Toronto ON
Ashbridge's Bay YC *	Toronto ON
Bay of Quinte YC *	Belleville ON
Brockport YC *	Brockport NY
Brockville YC *	Brockville ON
Bronte Harbour YC *	Oakville ON
Burlington Sailing & Boating Club *	Burlington ON
Cathedral Bluffs YC *	Scarborough ON
CFB Trenton YC *	Trenton ON
Cobourg YC *	Cobourg ON
Crescent YC *	Chaumont NY
Dalhousie YC *	St. Catharines ON
Etobicoke YC *	Etobicoke ON
Fairhaven YC *	Fairhaven NY
Fifty Point YC *	Stoney Creek ON
Frenchman's Bay YC *	Pickering ON
Grimsby YC *	Grimsby ON
Henderson Harbour YC *	Manilus NY
Highland YC (Bluffers Pk) *	Scarborough ON
Kingston YC *	Kingston ON
Mimico Cruising Club *	Etobicoke ON
National Yacht Club (The) *	Toronto ON
Niagara-on-the-Lake Sailing Club *	Niagara-on-the-Lake ON
Oak Orchard YC *	Oak Orchard NY
Oakville Yacht Squadron (The)	Oakville ON
Olcott YC *	Olcott NY
Oswego YC *	Oswego NY
Port Credit YC *	Port Credit ON
Port Hope YC *	Port Hope ON
Prince Edward YC *	Picton ON
Pultneyville YC *	Pultneyville NY
Rochester YC *	Rochester NY
Royal Canadian YC (The) *	Toronto ON
Royal Hamilton YC (The) *	Hamilton ON
Sodus Bay YC *	Sodus Point NY
Stormont YC *	Cornwall ON
Thousand Islands YC *	Iroquois ON
Tuscarora YC *	Wilson NY
Whitby YC *	Whitby ON
Youngstown YC	Youngstown NY

*** Indicates clubs which have so far extended Reciprocal invitations to CBYC for 2008
Please refer to the binder in the Clubhouse or the website for the latest updates.**