

# COLLINS MIXER

Collins Bay Yacht Club | Newsletter

## Save the date

APRIL 10th 2022

First Launch day

Fill the Launch Form ASAP

Launch Days 2022						
Month	Day	Time	Zone	Day	Time	Zone
April	10	14	17	17	17	17
April	11	11	14	14	14	14
April	12	12	15	15	15	15
April	13	13	16	16	16	16
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April	15	15	18	18	18	18
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April	23	23	26	26	26	26
April	24	24	27	27	27	27
April	25	25	28	28	28	28
April	26	26	29	29	29	29
April	27	27	30	30	30	30
April	28	28	1	1	1	1
April	29	29	2	2	2	2
April	30	30	3	3	3	3
May	1	1	4	4	4	4
May	2	2	5	5	5	5
May	3	3	6	6	6	6
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May	8	8	11	11	11	11
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May	24	24	27	27	27	27
May	25	25	28	28	28	28
May	26	26	29	29	29	29
May	27	27	30	30	30	30
May	28	28	31	31	31	31
May	29	29	1	1	1	1
May	30	30	2	2	2	2
May	31	31	3	3	3	3

## In this issue

Commodore's Corner	1
From the Helm	3
Fleet captain	5
Membership	6
Sailing School.	7
The editor	8
Blast from the Past	10
Race Captain	13
Boat Porn	15
Green Mix	16
2022 Executive Team	17
Ode to Nautical Wife.	18

## New content

Do you have an article, a regular column, a picture, a video or a comment to share? Your contributions are really welcome at:

[mixer@collinsbayyachtclub.ca](mailto:mixer@collinsbayyachtclub.ca)



## Commodore's corner

There are less than three weeks remaining before Christmas as I write this column. The snow is falling and we are experiencing our first real snow event of the winter in Kingston. Many people are well advanced in their planning for the holidays and Christmas decorations are a common sight everywhere. This wonderful season is upon us and, for those of us who have already posted our letters to Santa, we are looking forward to that very special gift that will enhance our holiday pleasure. Christmas has arrived a bit earlier than usual for the Collins Bay Yacht Club. Although I have not yet posted my letter to Santa, I think he was anticipating my wish list. At the top of my list would have been a good level of attendance and participation at the CBYC AGM that was held last month. This gift has been delivered and is very much appreciated.

The second item on my wish list would have been to have club members volunteer for the vacant positions on the club executive. This gift, too, has been delivered. The vast majority of

## ElectMarine blog



I created a new blog this year on electric and electronic equipments that we might consider for our boats.

I post regularly on AGM and Lithium batteries, GPS, Inverter, Solar Panel, MPPT, pumps etc.

I have many posts called 'truc', focused on technical concepts like how to calculate the efficiency of a solar panel.

There is an index allowing you to search by subject, and everything is archived, sorted by month.

Here is the URL address of the blog: <https://electmarine.wordpress.com/>

I appreciate your comments and feedback.

PS I didn't put any Search Engine Optimisation (SEO) so use the address above please.

Gilles Brunet (Garuda)

Retired electronics technician...

last year's executive has agreed to continue their service to the club. Bruce Anderson, last year's fleet captain, has agreed to move into the racing chair position as Hans Merton has moved off the executive. Phil Morris has agreed to fill the fleet captain position. Gilles Brunet has agreed to take on the editor of the Mixer duties allowing Mark Sansom to take on

'Your club executive is planning for a full resumption of club activities for the 2022 season. That, too, will be a wonderful gift!' Bill Amirault

Sailing School OP manager, on top of his Webmaster duties. After having the social chair remain vacant for the past two years, April Skaling has stepped forward to fill the social chair. And Richard Dickson, who has served previously as the Sailing School Director, has agreed to take on the duties of the Sailing School Director for a one-year term as we plan the resumption of sailing school operations for the 2022 season. These are indeed wonderful gifts that are going to go a long way in enhancing my pleasure over the holidays. I am sure that you feel the same way.

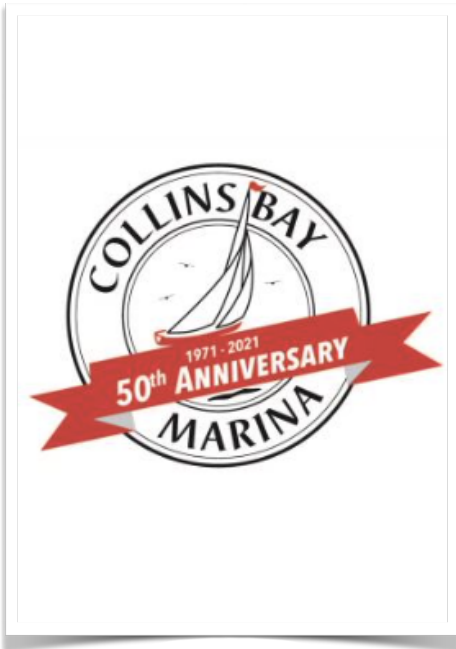
The last item on my Christmas list would be to see the end of COVID and the return to a more familiar level of health and social interaction. This gift has not yet been delivered but I am hopeful that, even if it isn't under the Christmas tree, it will surely arrive by the spring of 2022.

Your club executive is planning for a full resumption of club activities for the 2022 season. That, too, will be a wonderful gift! I would be remis if I did not convey our collective gratitude to those members who have served on the club executive this past year. I would also be remis if I did not convey our collective appreciation for those members who have stepped forward to serve on the club executive for the 2022 season. Your service to the club is critical to the club's success. Thank you! And, of course, many thanks to the marina ownership for their ongoing and crucial support of the CBYC.

Please accept my best wishes for a very Merry Christmas and a Happy & Prosperous New Year!

Bill Amirault

CBYC Commodore



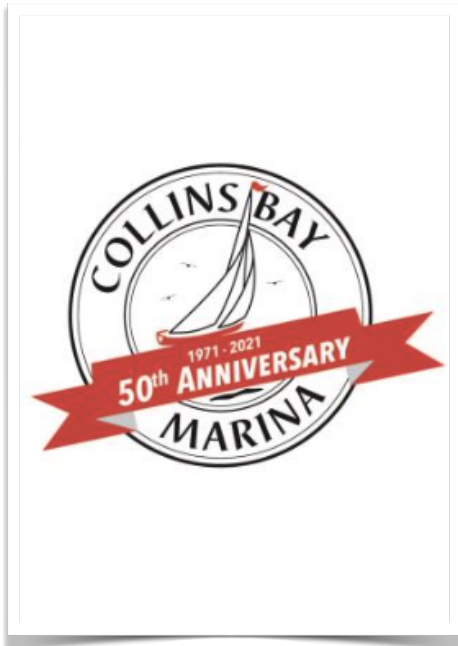
## From the Helm

The 2021 season was successful and safe! Haul out although busy; went very well! You might think Gerry and I are enjoying time off but we are just as busy. Although the boaters are sparse, we are hard at work preparing for the 2022 season as well as completing maintenance and repairs on the equipment and of course welding a dock!

The 2022 season looks just as busy and jam packed as the 2021 season, with a lengthy wait list. If you already know you won't need a slip or won't be launching this season (or you won't need winter storage for 2022), please let the office know right away so we can accommodate those who want to be at CBM!

**The summer confirmation mail out will be mailed out just after Christmas, so watch for your package and don't forget to confirm your spot by the end of February at the latest.**





### About CBYC membership

If you just received this newsletter and desire more information on membership.

Click on this link:

<http://collinsbaymarina.com/cbyc/about/membership/>

The summer confirmation mail out will be mailed out just after Christmas, so watch for your package and don't forget to confirm your spot by the end of February at the latest.

The launch calendar is on the website, so let us know as soon as possible your preferred launch date as dates fill up quickly. If you have any questions, feel free to call or email us!

The wood pole that supports the WIFI and camera equipment is being replaced so the camera is not accessible at this time.

We would like to welcome all the new members and executive! We are looking forward to the 2022 season and events!



Gerry, I, the girls, Copper and crew wish you all a very Merry Christmas and a happy, safe and healthy 2022!

## From the Fleet Captain

### Electronic Flares are now approved for Pleasure Craft in Canada

For some years there have been moves to reduce the requirements for pyrotechnic distress signals for pleasure craft in Canada.

They have a validity of 4 years from date of manufacture are relatively expensive to replace and difficult to dispose of properly.

(Although last year, Collins Bay Marina and Marine outfitters held a flare disposal day in co-operation with CIL & CPS which was the first to my knowledge in Kingston and over 700 flares were returned some as old as 50 years!)

In late 2017 the number of approved flares was reduced by 50% for Canadian pleasure craft as long as there was also a way of 2 means communication (such as a marine VHF radio ) carried on the boat.

A few years ago, the US Coast Guard approved a white electronic visual distress signal in lieu of conventional flares however use of electronic flares remained under evaluation by Transport Canada.

Sail Canada and Canadian Power and Sail Squadrons lobbied TC to approve electronic flares and the Radio Technical Commission for Maritime Services (RTCM) in Arlington, Virginia published a new industry standard for this equipment using data from research done by the United States Coast Guard (USCG).

Within the last few weeks Transport Canada has now recognized that an electronic visual distress signal device (eVDSD) can be carried on pleasure craft in place of all approved

rocket parachute flares, multi-star flares, hand flares or a watertight flashlight; [Visit Transport Canada here...](#)

The electronic flare must meet the RTCM Standard 13200.0. Additionally, an approved conventional smoke flare must be carried for daytime use. These eVDSDs have a new distress signal characteristic in the form of dual colour cyan and red-orange S-O-S light sequence.

The only unit currently meeting this specification in the Sirius Signal C-1002 which retails for around 300 \$US as a kit that includes the eVDSD with a distress flag, whistle and a mobile app. [Sirius Signal.com](#)



Dave Wilby at Marine Outfitters is now stocking them for the 2022 season.

If 5 or more people wish to purchase these flares, we can get a 10% discount at Marine Outfitters.

If you are interested, please contact me: [fleet@collinsbayyachtclub.ca](mailto:fleet@collinsbayyachtclub.ca)

Phil Morris

Fleet Captain

## Membership News

### Updated Fee Structure

As you may have noticed, there were a few changes in the membership structure and fees proposed to this year's AGM. They were intended to simplify things and to eliminate a couple of irritants identified by members.

Here's a summary of the changes as approved by the members present:

1. The Full membership fee is now \$150, an increase of \$10. As defined in the club constitution, other fees are calculated as a percentage of the Full membership. Yes, inflation is everywhere.
2. There is no difference in fees based on early / late renewal.
3. The initiation fee for Full members is now one-time only, so that someone who returns to the club after letting their membership lapse does not have to pay it again.
4. Considering the change noted above the Sustaining member class is no longer relevant and has been eliminated.

**Membership renewal date remains May 15 with a deadline of July 1.**

Huh? In practical terms this means that:

- Renewal is requested by May 15 because it ensures continued access to club services, and because it makes the Membership Chair's life easier. (After that date I would rather be on the boat than in front of the computer.)
- After July 1 those who have not renewed are removed from the list of current members and no longer have access to club services. However, there is no penalty for renewal after that date and membership once again becomes valid whenever payment is received.

As always, contact [membership@collinsbayyachtclub.ca](mailto:membership@collinsbayyachtclub.ca) if you have any questions.

George Dew  
Membership Chair



## From the Sailing School

CBYC Sailing School Committee seeking volunteer members.

I have always believed that a yacht club, as a community of sailors, has a responsibility to pass on the love of sailing to the next generation. In that light, sail training, especially youth sail training, needs to be seen as a core aspect of our club, and is the concern of all club members.

If the past two “COVID” years have been hard on all of us individually, and on the club as a whole, they have been doubly hard on our sailing school, which has been unable to run any sail training since the start of the pandemic. In the last edition of the Mixer, and again at the AGM, our Commodore outlined some of the challenges facing the sailing school, and the need for input from club membership to help determine what the future of the school should be, and assistance in making that happen.

The good news is that at the AGM we were able to fill the three key sailing school positions: in addition to myself returning for a second go as School Director, Darlene Amirault is staying on as School Administrator, and Mark Sansom is coming aboard as Operations Manager. We are committed to having a sail training program in 2022. What we need now are a few interested club members to join us in forming a sailing school committee, not only to help prepare for next summer, but to take a holistic look at the school and its sail training programs, and develop a longer-term plan to ensure their continued viability.

We will need to start planning for next summer early in the new year, and I would like to have a first committee meeting no later than mid January. If you are interested in joining the Sailing School Committee, or in assisting the school in any other way, please contact me at [schooldirector@collinsbayyachtclub.ca](mailto:schooldirector@collinsbayyachtclub.ca)

Richard Dickson, Sailing School Director.

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## New Mixer editor

Hi, my name is Gilles Brunet and I am your new Mixer's editor. I hope you will like the new graphical design of our **250th edition**.

I joined the CBYC a couple of months ago and I am excited to bring my experience, energy and creativity to the Collins Mixer.

Julie my wife and I had a Tanzer 26 for over 10 years and now we enjoy our Hunter 34 purchased a year ago.

Recently, I published a weekly newsletter on EV cars, and now I am really excited to work with you on the Mixer, a newsletter with a long history.

You are welcome to send me pictures, videos, and texts of your choice. The last two years were difficult for everyone and hopefully 2022 will bring even with Omicron, more social interactions at CBYC.

I encourage you to read the newsletter on your electronic device and ideally not printing it, so we can save paper and reduce our greenhouse gas emission footprint. I created two PDF versions; one in English and one in French.

You will notice all the many hyperlinks (little arrows) allowing you to open a web site or write an email to a member of the executive for instance. These are some of the many advantages of an electronic format like PDF. Zooming in is another one if the font is too small for you.

Finally I want to thank Mark Sansom for the excellent work he did on Mixer in the last years. Mark is still our webmaster and now our Sailing School Operating Manager.

[Mixer@collinsbayyachtclub.ca](mailto:Mixer@collinsbayyachtclub.ca)

Gilles Brunet on Garuda

Mixer editor

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# Blast from the Past

## GUIDE TO ANCHORAGES

### IRVINE BAY, WOLFE ISLAND – A CAUTIONARY TALE

During Covid, CBYC is not able to hold organized cruises so Jean White (our Vice Commodore) and George Dew (the Cruise Coordinator that year) have asked several of the members to share details of some of our favourite anchorages or in this case a fun memory of a so so anchorage.

First, for CBYC’s newer members, Club sponsored cruises were a fabulous, vibrant and fun part of our sailing summers. From the start of our membership in 2001 to 2015, there would be five to six cruises per year often with 10 to 20 boats participating.

How Robert and I (Day Dreams) miss these CBYC Cruises! They were always great fun and allowed us to explore new anchorages with our

good sailing buddies on other boats. In 2008 and 09, we participated in the Civic Holiday Pirate Poker Runs which took us in direction of the 1000 Islands. They were three days spent with fabulous sails, silly games, fun Happy Hours and shared meals. And, of course, pirate costumes and pirate talk were mandatory! Lots of “Hey Maties and Arrrggghhhs” could be heard throughout the weekend. We had so much fun in 2008 that the cruise was repeated in 2009.

There are two parts to my description of Irvine Bay. Part 1 describes Irvine Bay as an anchorage. Part 2 provides a cautionary tale about anchoring at Irvine Bay as part of a Club Cruise.

### Part 1 – Irvine Bay as an anchorage

Wolfe Island has a few great anchorages and some sketchy bays that could be used as anchorages under the right conditions. The first of the large bays east of Marysville is Holiday Bay where one of CBYC’s founding members, Judy Adams has a cottage. Holiday Bay is shallow with lots of shoals and not good for anchoring. The



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next bay is Irvine Bay, which is shown on the electronic charts as a possible anchorage. It is a large bay with low lying farmland.

Watching your depth sounder you can find reasonable anchoring in Irvine Bay. There are some shoals and weeds but with careful anchoring, you should be protected from a gentle south wind. The scenery is very pastoral and you can hear the cattle mooing for their milking time.

This anchorage should be avoided in north, west or east winds! And, even in a south wind, the low lying land may not offer full protection.

### **Part 2 – Irvine Bay – the Cautionary Tale**

At the start of the August long weekend in 2009, eleven boats set out from CBM to spend our first night of the Cruise at Irvine Bay. Bos'un Bob (aka Bob White from Moonshadow) was the scribe for the event, and I will use some of his description of the event (taken from the August 2009 Mixer):

“the boats.....journeyed to Irvine Bay...This was a great sail that belied what was to come!

Happy hours were held on three of the boats, then dinner occurred on the same boats with a slightly different cast. After dinner and much partying, everyone went to bed snug in their berths and safe on their anchors, quite unaware of the impending havoc to come.

At 1:30, a gentle breeze gave way to a steady wind that rocked the boats to and fro but no surprises yet! At 4:00, the pitter-pat of rain turned into a howling gale with gusts approaching 40 knots and lo' 4 of the 11 boats anchored there dragged. Naiad, having arrived first in the anchorage was

up wind from all the chaos and blissfully unaware of the horns blowing, anchors tangling and gentle mayhem off her stern. When the new day dawned, Pendragon"... (whose then owners had never anchored her before) “was tied up to Toucan Duet” (who had just had a brand new gel coat added, that got badly scratched in the upheaval). Pendragon made a retreat back to CBM. Day Dreams who had never dragged anchor before (nor since), was bearing down on Rebel Yell X and made a very quick job of reversing out of harm's way and retreating deeper into the bay where I sat on anchor watch until dawn.

Moonshadow took the prize for the farthest drag from the morning carnage, surprised that when they woke up in the morning they were at least .5 km from where they had set anchor the night before. Extracting their anchor included clearing off a huge ball of weeds. “Toucan Duet got a prize for 24-7 hosting of Pendragon. Moksha was awarded the prize for non-disruptive dragging.”

The second night of the cruise was spent peacefully and safely at Beaurivage where the party continued and everyone recounted their version of the previous night's events.

Needless to say, Irvine Bay has not been used as a venue for a Club cruise since and I very much doubt if any of the participants to the 2009 Pirate Poker Run have anchored there again.

I leave it to our good sailing friends to decide as to whether they want to risk the weather at Irvine Bay!

Submitted by Marilyn Sykes and Robert van Dyk



## From the Race Captain

**2022 Racing Season – We Want You! Everyone Welcome.**



Here's to hoping the title of this article is not an oxymoron!

After two summers with no racing, we are optimistic about a 2022 racing season at CBYC.

For those new to the club or with short term memories, CBYC race night runs May to September every Thursday evening with the first signal sounded at 1800 near the mouth of Collins Bay. We also run a number of weekend long distance races for which dates will be posted in the new year.

If you have never raced before, please read on because we want and need your participation. There are any number of reasons not to race, all outweighed by the reasons get out there.

All boats are welcome regardless of their age, design, equipment and crew skill.

### Reasons to Race:

- Racing gets you on the water every week, rain or shine when the conditions are safe. Your boat gets off the dock and exercised regularly, building your confidence in it.
- Racing improves your sailing skills quickly. You get to judge your boat speed against others in your fleet and measure improvements week by week.
- Racing has mental health benefits. Fresh air clears your mind as does the focus your boat demands.
- Racing improves your communications and teamwork skills.
- It's social, not just with your crew but at the after-race BBQ gathering in the clubhouse.
- It's social, other racers will be happy to share tips, experiences, and advice (sometimes more than you want!).

Yes, there are quite a few rules, but don't let that intimidate you. They are logical and keep things fair and safe. If you are not sure of your rights, simply keep away from other boats until you gain confidence in your knowledge.

A good resource for the Racing Rules of Sailing is <https://www.racingrulesofsailing.org/>.

If you have any questions, please feel free to contact me, your CBYC Race Chair at [race@collinsbayyachtclub.ca](mailto:race@collinsbayyachtclub.ca).

More to come in the next edition of the Mixer.

Stay Safe!

Bruce Anderson    Race Captain

### Boat Porn

"emphasizing the sensuous or sensational aspects of a nonsexual subject and stimulating a compulsive interest in their audience"



Iphone 6s - 4.15mm - f/2.2 - 1/490 sec - 3024 x 4032 pix

By Gilles Brunet

# GREEN MIX

I propose a new column where we can exchange ideas about ways to reduce our carbon footprint.

This week I suggest an electric motor for your dinghy. Especially the version with the hydrogeneration option. While you are sailing, if you tow the dinghy, the propeller drives its electric motor which becomes a generator and it is recharging the 1276Wh lithium battery.

One of our friends on C dock, bought the ePropeller, 3HP with a 48Volt Lithium Battery, good for 500 cycles, around 10 years.

This is a first step; decarbonizing our dinghys.

[See a video here.](#)

Gilles Brunet (Garuda)



### Performance

At the core of Spirit 10 Plus electric outboard motor, it's a 1kW BLDC motor, equivalent to 3HP.

Power (W)	Speed (mph / kph)	Runtime (h:mm)	Range (mile / km)
35	2.2 / 3.5	3625	80 / 129
65	3.7 / 6.3	1935	53 / 85.3
125	5.5 / 9.6	1000	35 / 56
250	8.4 / 13.7	500	22 / 35.5
500	13.3 / 21.3	230	13.3 / 21.3
750	17.9 / 29.2	140	9.5 / 15.3
1000	24.2 / 39.0	115	7.8 / 12.5

\*The performance data is based on a 12-foot aluminum boat with one person and one Spirit battery Plus in calm lake water. The actual speed, range and running time may vary because of different boats, load, weather, etc.



**774 Baker Crescent, Kingston, ON**



## The 2021/2022 New Executive

Board Position	Name	Boat	Email*
Commodore	Bill Amirault	Aslan	<a href="mailto:commodore@collinsbayyachtclub.ca">commodore@</a>
Vice Commodore	Jean White	Moon Shadow	<a href="mailto:vicecommodore@collinsbayyachtclub.ca">vicecommodore@</a>
Past Commodore			<a href="mailto:pastcommodore@collinsbayyachtclub.ca">pastcommodore@</a>
Secretary	Claudia Stevenson	Tamara C	<a href="mailto:secretary@collinsbayyachtclub.ca">secretary@</a>
Treasurer	Jacquie MacKinnon	Bittern	<a href="mailto:treasurer@collinsbayyachtclub.ca">treasurer@</a>
Fleet Captain	Phil Morris - Peter DesRoches	Wavelength Long Gone	<a href="mailto:fleet@collinsbayyachtclub.ca">fleet@</a>
Cruise Chair	Peter MacKinnon	Bittern	<a href="mailto:cruise@collinsbayyachtclub.ca">cruise@</a>
Membership Chair	George Dew	Melba J	<a href="mailto:membership@collinsbayyachtclub.ca">membership@</a>
Social Chair	April Skaling	Long Gone	<a href="mailto:social@collinsbayyachtclub.ca">social@</a>
Clubhouse Chair	Ruth Cass-Beggs Smith	Drifter	<a href="mailto:house@collinsbayyachtclub.ca">house@</a>
Race Chair	Bruce Anderson	Sielu Lintu & Investors Group	<a href="mailto:race@collinsbayyachtclub.ca">race@</a>
Sailing School Dir.	Richard Dickson	Windsome	<a href="mailto:schooldirector@collinsbayyachtclub.ca">schooldirector@</a>
Newsletter Editor	Gilles Brunet	Garuda	<a href="mailto:mixer@collinsbayyachtclub.ca">mixer@</a>
Collins Bay Marina	Lori & Gerry Buzzi	Perfect Waste of Time	<a href="mailto:helm@collinsbaymarina.com">helm@collinsbaymarina.com</a>

### Also our subcommittees

Sailing School Admin.	Darlene Amirault	Aslan	<a href="mailto:school@collinsbayyachtclub.ca">school@</a>
Sailing School OP man.	Mark Sansom	Dream Haze	<a href="mailto:school@collinsbayyachtclub.ca">school@</a>
Club Historian	Robert van Dyk	Day Dreams	<a href="mailto:history@collinsbayyachtclub.ca">history@</a>
Webmaster	Mark Sansom	Dream Haze	<a href="mailto:cbyc@collinsbayyachtclub.ca">cbyc@</a>
Women's Sailing Chair	Ruth Cass-Beggs Smith	Drifter	<a href="mailto:Womens.sailing@collinsbayyachtclub.ca">Womens.sailing@</a>
Sailing School Keelboat manager	Richard Dickson	Windsome	<a href="mailto:school@collinsbayyachtclub.ca">school@</a>

\* The CBYC email addresses all end by @collinsbayyachtclub.ca

# Ode To A Nautical Wife At Christmas

There are types of sailors that most of us know,

They exist in marinas wherever you go.

Some adore the experience of being afloat,  
While for others the priority is maintaining the boat.

Some are active and always planning the next cruise,  
While others are simply content to offer their views.

Some like to race, push the boat, feel the thrill,  
While others at anchorages prefer to be still.

Some are drawn to tech and all it provides,  
They have the best gear that money can buy.

The traditionalists shake their heads and say a firm “nope,”  
Their most recent upgrades are a couple of ropes.

Whatever the type, and there are types galore,  
All soon find themselves at the Outfitters store.

That’s when we find the true measure of each of our honeys,  
Once they learn what we’ve done with our hard-earned money.

Of course, we can claim the expenditures were needed,  
But this does little to explain the guidelines unheeded.

The experienced sailor offers no manufactured excuse,  
But settles back while the admiral decides to let loose.

This storm will surely pass and the skies will surely clear,  
And for a while the Outfitters will not see us there.

But just as there are types of sailors that most of us know,  
There are also sailors’ partners wherever you go.

These partners may choose to participate in various measures,  
And those who share our nautical passion are absolute treasures.

So, when it comes to naughty or nice,  
My first choice remains a nautical wife.