



# APRIL 2011

## IMPORTANT DATES 2011

April 16(Sat)	Dock Commissioning work party
May 15(Sun)	<b>LIFT-IN</b> ----- <b>THIS IS A CHANGED DATE !!!!!!!!!!!!!!!</b>
June 18 (Sat)	<b>Sail Past</b>
June 25-26	<b>Georgian Bay Cup Race</b>
July 1 <sup>st</sup> Weekend	Rendezvous at the Islands- Beach Party
July 01 (Fri)	Canada Day Fireworks*
July 21-24	Collingwood ELVIS Festival
July 24 - 31	Georgian Bay Sailing Regatta (tentative)
Aug. 4, 5, 6, 7	Wakestock (plus several days before & after)*
Oct. 2(Sun)	<b>LIFT-OUT</b>
Oct. 15 (Sat)	Dock Decommissioning work party
Nov. 12 (Sat)	<b>AGM</b>

\* Some restrictions on road access without harbour pass

## COMMODORE'S COMMENTS- Tom Witort

The board of directors would like to thank all members whose dues were paid promptly this year. There were a few who had difficulty meeting the deadline and to those, extensions were made. The discussion surrounding the (defeated) motion about changing the seniority rules at the 2010 AGM, clearly indicated the membership favored enforcing the payment rules along with enforcing the attendant policies on mooring eligibility. The present Board has taken the direction to be more stringent with the policy of meeting the deadline for fees. We have also suspended admission of new members until we have done our best to provide moorings for those who joined in the past couple of years. Posting the names of those whose accounts are in arrears may also become a strategy, as it is in many Clubs.

All in all the club is in good financial shape, but it will be prudent to have a cautious money policy, as there are concerns due to anticipated low water levels and necessary club improvements. These may not be too pressing at the moment, but it is best to anticipate, and prepare for, future problems.

Another boating season is rapidly approaching. After the winter that we have endured, it will be most welcome. This winter was particularly hard on some of the clubs' facilities and repairs will be needed before launch. All members should keep this in mind, and be prepared to help out as much as they can. One thing is to have your boat ready, another, and most important, is preparing docks and moorings. Please contact Bill Drury ( facilities director) or show up when work parties are called for.

This year, we as a board, asked for an annual renewal of your waiver form as well as a copy of your 2010 or 2011 insurance policy. This would allow the Club to contact your insurer if something occurred and you were unable to be contacted. Further,

it was done to ensure that everyone has insurance; In accordance with Club Policy, an upcoming Town Bylaw for moored vessels, and expectations required by our Club insurer.

John Worts and Racing director Mike Campbell have, with a host of volunteers, been working on setting up the Georgian Bay Cup Race. The cup, which was found and restored by (past racing director) Doug Young, has provided a focus for this racing event which, if planned and executed properly, should become a race which will benefit both the Town of Collingwood and the Yacht Club. We can, with this event, help both the food bank and the Heart and Stroke Foundation, and give back to the Town.

Because of this event, we would encourage the owners of cradles that collapse to collapse them at lift-in, so we may store them in a more efficient manner. We are inviting other clubs to participate in the G.B.R. and some may bring their boats on trailers, to be launched with the small crane. Therefore, we will need to maintain all the room in the yard as possible.

As a community, we owe it to ourselves to keep the club as we keep our homes. To this effect, we should maintain our clubhouse and grounds, not only for our work hours, but because we care what our club looks like. An extra effort to keep the clubhouse facilities clean and grounds free of clutter gives us pride in where we gather for the summer.

Lift-in is coming. Let us all get out and make an effort to have everything ready for launch, and work together the rest of the year.

Thomas Witort- Commodore

## The date for LIFT-IN has been changed to SUN. MAY 15st

**Do not** park your car in the CYC Parking Lots on Sunday May 15, as the crane needs room to manoeuvre in both the upper and lower lots. Keeping the upper parking lot clear of vehicles is a priority. Every minute of crane time lost while moving vehicles for access costs **all** of us money. The key to reducing lift-in costs is to make sure the crane has unrestricted access to the boats and the lift crews are setting slings and moving boats in a safe and expeditious manner.

**Do not** step masts, or do anything else on May 15, that would delay the crane or prevent it lifting boats. If you are responsible for a crane stoppage you should expect to be billed for the down time. This provision also applies to vessels that require re-rigging the crane in order to provide a safe lift.

As you know, the crane's hourly charges are pretty steep. We believe that everyone wants to keep the cost as reasonable as possible, therefore, we implore you, the skipper, *to make special note of the sling position on your boat at lift-in.* [Take a picture, put marks on the boat. Don't trust your memory]. This will mean that at lift-out in October, you will be able to properly position the lifting slings on your boat so they do not end up over prop shafts, cradle pads, etc. *It is up to the skipper to know the proper position for lifting slings.*

Paint your name and the name of the vessel and the bow/stern direction on your cradle.

Make sure thru-hulls are only open as needed and hoses are connected and secure.

Prior to lifting your boat, put fenders on the proper side and fasten a fifty foot bow and stern line to the boat.

Insurance and safety regulations prohibit passengers from being aboard a boat which is being launched.

**Children and family dogs have no place in the launch area. Small children and dogs should be left at home.**

**Do not** stand underneath boats while they are in the air. **Do not** stand between a boat and another one being lifted. If the lifted boat swings, your head could be crushed in an instant. If you need to get on your boat to rig slings, be sure to have a ladder ready.

If you have a trailered boat, have someone detailed to move your vehicle and trailer away from the launch area.

If you are assisting the launch, make sure to record your work hours in the Clubhouse. Remember that people who are launching should not expect to garner more than an hours worth of work hours unless they have contacted the lift master in advance, *and have been assigned a work time.*

Work hours for lift-in are only assigned for those assisting with the Club's official launch. Work hours may also be earned for the crew(s) moving cradles into the summer storage areas.

Hot dogs, Hamburgers and pop etc. will be available in the clubhouse. Thanks go out to Cynthia Rowlinson and the Social Committee.

There will be designated lift masters. If there are special instructions for lifting your boat let them know. Instructions to the crane operator and/or their assistants are to be communicated through The lift masters.

**Any changes to the lift-in information above will be posted on the clubhouse doors prior to lift-in. You should also check the Club website for current news.**

### GENERAL RULES FOR LIFT IN

- a. Four people are needed to hold the slings in position prior to lifting (one at each corner of the boat). The skipper is to advise on the sling position.
- b. One person is needed to man the fifty-foot bow line, another is needed for the stern line.
- c. A couple of people are needed to fend the boat off the dock once it is in the water.
- d. Up to four people are needed to go aboard to slide the slings over obstructions on the boat if the crane operator cannot do so.
- e. Skippers are requested to clear their boats from the lifting area as quickly as possible.
- f. Once skipper and crew have tied up their boat at their mooring, they should return to the lift-in area to help others. *The mast-lifting crane area will be unavailable until the lifts at the elevator are complete.*

We will have a suitable area on Terminals property for storing cradles. We are requesting that members, who can, remove boat trailers from the property. If your cradle is collapsable it would be good to do so to reduce the space needed for storage.

It is anticipated that cradles will be moved to their storage area next to the elevator during lift-in day. A fork lift with suitable sized equipment will be available to assist in moving. We expect to pack in the cradles as tightly as possible in the area immediately south of the elevator. **The area immediately south of the of the elevator man-door must be kept clear for vehicles servicing the microwave equipment on top of the elevator.** We will not be putting cradles or trailers along the fence to the east of the upper embankment. Individual members are to clean up and dispose of winter and spring junk like wood blocks, sandbags, "bottle" weights, paint cans, brushes, ladders, tarps etc. Space for most boat trailers will be available east of the door to the elevator. Please keep trailers clear of the area until people directing the cradle stacking can give direction.

The Mooring Committee may not be able to assign the dock you requested, or had, last year. We have to consider each boat's draft, width, length, windage, manoeuvrability and seniority. The Mooring Committee will have done its best to give you your choice, but the anticipated water levels and your vessel's draft are important factors in assigning moorings. If water levels return to normal we will be better able to accommodate member's desires with respect to where they wish to keep their vessel.

A mooring chart will be posted in the clubhouse and on the Club website.

### WHY CHANGE LIFT-IN ????

This newsletter is being finalized on April 6<sup>th</sup>. As of now the ice is still thick in the basin and the weather has been fairly miserable for working on boats or attending to repairs on docks etc. Frankly we are behind at the moment.

A check of facilities over the last few days has revealed that the winter caused more damage than usual and it will be necessary to do a substantial amount of work to get the docks ready for boats. On top of major repairs on the wavebreak and its

ramps, we need to repair a lot of steel swing arms for docks, electrical cables, electrical panels, lights, replace water lines and remove substantial amounts of trash from the premises. There will be lots of work to fulfill work hour commitments along with getting boats prepared for the new launch date of Sunday May 15. The goal is to get work done before lift-in so members can devote their time to getting ready to enjoy the water, rather than scrambling to make their docking space secure.

An additional advantage of delaying, is the 2 to 4 inch increase in water levels that can be anticipated. Right now levels are more than a foot below last year and a few extra inches of depth should make lift-in easier for some of our boaters. Today levels are 6" below datum and have (relative to datum) varied between -3 and -7 inches during the past 12 hours. By May 15 levels should be running above datum.

## CLUB WEBSITE

The improved website is running more smoothly and it is suggested that members should check the site regularly as you peruse your e-mail. Work party information, changes to the schedules and social notes will be on line. COLYAC will also be posted in the space available to visitors.

## FLEET CAPTAIN'S COMMENTS- Dan Blackwell

Boating Equipment 2010:

Not everyone is aware that the rules for equipment on your vessel have changed/been modified. This is above and beyond the requirement that all persons who steer the vessel must have a Pleasure Craft Operator Card.

One of the biggest changes is what was not included in the Small Vessel Regulations and the Safe Boating Guide before, but was always required by other regulations under the Canada Shipping Act. Whether or not you realized it, you were always required to have on board proper navigation lights, a magnetic compass and a radar reflector. Most people had the navigation lights and the compass, but do you have a radar reflector? Any vessel less than 20 meters and built of mostly non-metallic materials requires a radar reflector on board.

More importantly, all vessels with a freeboard of 0.5 meters (1'8") are required to have a re-boarding device. I would also recommend having a method of deploying the ladder by a person in the water.

Next, the categories / sizes of vessels have changed. The main change is the vessel category from 6 meters to 8 meters which is now 6 meters to 9 meters (19'8" to 29'6"). This will impact quite a few vessels in the club who may be looking to replace their flares this year. This change allows a reduction in the number of flares carried for those vessels between 8 and 9 meters (from 12 flares to 6). Also, these vessels can have a buoyant heaving line in place of a lifebuoy.

The old category of 12 to 20 meters is now 12 to 24 meters so there are some changes to the length of anchor rode.

One omission is the lack of requiring a first aid kit. I recommend every vessel, no matter how big or small, carry a proper first aid kit. The best one I have found is a \$30.00 Red Cross kit at COSTCO. They do not always carry this item, but keep your eyes open for it. Two years ago we bought all our kids one for Christmas (they are all grown, married and thankfully living away from home.)

Lifejackets: We have had PFD's for many years and many boaters think they are a pain. Best to take each one of your jackets every year and put them in the bathtub (bathtub, not the pool as it has too much chlorine which damages the foam and material) and see if the foam in them is not breaking down and absorbing water instead of keeping you afloat. I had a reminder of this 2 years ago when I jumped into the water with a floater coat on to clean the bottom of the boat. It did keep me above the water but absorbed about 30 pounds of water and it became so heavy I had to take it off to get out of the water. The other problem with PFD's is that not all of them will turn an unconscious person face up in the water. Look hard for one that will do this. Most of it depends on your body mass and where the foam is located in the jacket. Also to test this, the person must go totally limp, similar to

an unconscious person. This takes practice, you will probably not be successful the first time you try this.

Finally, if you were wondering what you can now get a ticket for, by any peace officer, take a look at this site, <http://laws-lois.justice.gc.ca/eng/regulations/SOR-96-313/index.html>

Tab down to The Canada Shipping Act and enjoy the wondrous list.

Have a great safe summer on the water.

## SOCIAL ACTIVITIES- Cynthia Rowlinson

### SATURDAY JUNE 18TH SAILPAST

Last year the Sailpast became the premier social event of the CYC season. It featured a sumptuous meal and a great dance under a large tent in the parking lot. A similar format is planned for this June. We need to pre-sell as many tickets as possible.

Ticket Information:

1. \$30 per person until May 30.

Bring cash or a cheque to the Lift-in lunch when tickets will be available.

2. After June 01 Tickets will be \$40 This is a premium charge for making last minute additions.

Please help us organize the Sailpast dinner and dance so that everyone gets a great meal and has a table to sit at with friends. We will have a large tent and tables. Knowing the number of people well ahead of time is essential for planning. This is a rain or shine event. More details in the June COLYAC.

The Sailpast organizer will need some extra help the day before Sailpast and a few hours the day of. So, if you are looking for those work hours or just to help, call Chris Macfarlane 444-6526 or [chrismacfarlane@hotmail.com](mailto:chrismacfarlane@hotmail.com).

### Saturday June 25th - Georgian Bay Cup BBQ

1700- Georgian Bay Cup Race- Skippers Meeting  
1800- Barbeque for competitors and members (cost to be announced)

Sunday June 26

0700- Start of Georgian Bay Cup Race

## ANNUAL REMINDERS- Editor Jim Kilgour

### PCOC CARDS

As of September 15, 2009 Pleasure Craft Operator Certificates (PCOC) were mandatory for *anyone* operating a motorized vessel in Canadian waters. Presently the fine for operating a motorized vessel without a certificate is \$250 per offense.

### GET YOUR PLEASURE CRAFT OPERATOR'S CARD NOW

Blue Mountain Power and Sail Squadron is offering its Canadian Coast Guard accredited Pleasure Craft Operator course at Collingwood Collegiate Institute on May 17 & 24 at 7:00 pm. The course includes two three-hour sessions. Cost is \$60.

For more information or to pre-register contact Dwight Dyson 519-599-5533.

### VHF RADIO SEMINAR

*Each person on a vessel who operates a VHF radio must have successfully completed a VHF Radio Operator's Certificate course.* Illegal operation of a marine VHF radio may carry a fine of up to \$5,000. Each spring the local Blue Mountain Squadron offers the VHF course as part of their training schedule.

New in 2005, was the inclusion of certification in Digital Selective Calling (DSC) operation. This is the new Calling and Emergency Frequency (ch 70) which is now operational in Canada. It will allow you to contact another vessel by punching in a special number, just like a telephone. Further, the radio, if connected to a GPS, will broadcast a distress signal as well as a GPS position.

If you already have a VHF certificate you do not have to obtain DSC certification. However, a better understanding of the radio's operation will help in using this new feature. By writing the relevant portion of the exam your "old" certificate can be upgraded to include DSC. Many who only want DSC certification attend the whole course to refresh their knowledge of general radio use; then write the DSC exam to finish up.

### VHF Marine Radio Seminar and License

The seminar is four evenings, with the exam on the final evening.

Tuesday, May 3<sup>rd</sup>; Thursday May 5<sup>th</sup>  
Tuesday, May 10<sup>th</sup>; & Thursday May 12<sup>th</sup>

1900 – 2100 hours  
Collingwood Collegiate  
Room 213

Cost is \$70.00 for CPS members and \$95.00 for non members. (includes instruction, books, Instructional CD, exam and competency card)  
DSC Certification is \$60.00. On May 11 and 13(exam) (includes all the materials for a full course)

For more information, please call Jim Kilgour 705-445- 0371

### A FEW OTHER REMINDERS-

+ Excerpts from Club Policies

#### 1. VESSEL LENGTH

*It is Club policy that the Board must be notified prior to bringing a vessel longer than 30 feet to the Club.* Space for longer, larger, deeper boats is restricted and your new pride and joy may find itself without a CYC mooring. A member who purchases an "oversized" boat during the boating season should not expect to have a suitable mooring, as all moorings are spoken for and there are, presently, no free moorings for boats over 30 feet.

#### 2. MOORING LINES

There must be two bow lines, stern lines and spring lines per boat. Mooring lines must be of NYLON. For boats up to 20 feet and/or 3,000 pounds, the minimum rope diameter is 3/8". For boats above 20 feet and/or 3,000 pounds, the minimum rope diameter is 1/2". Some of our larger vessels should be using 5/8ths or 3/4" line. Mooring lines attached to floats should be shackled to the chain below the float. Lines must be provided with appropriate chafing gear.

The usual practice is to put a line from one side of the stern to the finger dock, the other stern line will go to a stern mooring float. Use appropriate bow and stern spring lines on the finger dock to prevent the boat from 'surging'.

#### 3. DISPOSAL OF HAZARDOUS WASTE

##### Batteries, Paint, solvents, used engine oil, Tires

-Tires must be taken to the local landfill or a garage where a fee will be charged for their disposal. (About \$5.00)

-Lead acid batteries may be taken to a garage where a credit may be issued as most batteries have a fairly high level of recoverable materials.

-Used engine oil must be taken to a garage or oil recycling depot. There is usually no charge for disposal.

-Contact the local landfill for information on disposal of paints and solvents.

Local landfill phone: 705 444-1325 (open til 4:00 pm. on Saturday)

#### 4. ETHYLENE GLYCOL BASED ANTIFREEZE

It is illegal to permit glycol based antifreeze to enter our lakes and streams. I would suggest that each skipper drain their exhaust systems of such materials prior to going into the water. The material you capture can be disposed of at most service stations for a small fee. The same goes for used engine oil. The other option is to take anti-freeze and used oil to the Huronia landfill site during a Hazardous Household Waste disposal day. It

may be a good idea to utilize alcohol based antifreeze (plumbing antifreeze) when you winterize your vessel. That type of product is generally considered to be non-toxic and biodegradable.

Huronia Landfill Site (near Stayner) will handle paints, automotive fluids and many other low hazard wastes during normal site hours.

### 5. MOVING CRADLES

Having a bunch of empty cradles sitting around for several weeks after lift-in has been an eyesore as well as a hazard for almost a decade.

Several years ago, Jim Ree modified his business fork lift so that cradles could be lifted and stowed next to the elevator as soon as the lift is underway. The expectation is that the annual mess will be gone by the end of the day.

1. Members must clean up all of their junk, paint cans and garbage prior to lift-in
2. Blocks and supports will have to be moved away from the lift-in site as soon as the boat is at the dock. Members are encouraged to take valuable stuff home and store it there until the fall lift-out. The compressor storage shed close by the mast lift area is not a storage site for tarp frames, blocks, junk etc.
3. All cradles and trailers must be labeled (if not done already)  
eg: Name of owner KILGOUR  
Name of boat RAKU II  
Vessel Weight1 0,000 lb.  
Indicate: BOW & STERN
4. A post lift-in cleanup will dispose of all un-stored junk; no matter how good it looks; so take your treasures home.

### 6. WORK HOURS

Lift-in will provide lots of opportunity for boat owners and non-boat owners to obtain substantial work hours.

At the lighthouse and elevator sites: Two complete crews. 1 for lighthouse and upper bank site one for the lower area  
-4 crew to get on and off boats and handle slings  
-4 crew to position slings and handle control lines  
-1 CYC lift master to assist the crane crew  
-1 lift timer at each site

At the clubhouse

-2 people to handle coffee and snacks, prepare lunch and assist with cleanup  
-4 to 8 people to assist with cradle disposal

It looks like some 23-25 people can get in work hours on May 15; with a similar number of opportunities available in the fall.

In general the spring and fall lifts, plus the work on commissioning docks and decommissioning in the fall, plus substantial work repairing docks, repositioning and renewing mooring chains and resetting water and electrical lines adds up to a substantial number of available hours for completing a member's work hour commitment.

### 7. WORK HOUR CREDITS: Now \$40/hour !!!

The only record the Club has for work hours is a completed Work Hour Form, available in the lower clubhouse area.

One part of the form is to be put in the work hour box, the other section is to be retained by the member in case there is a problem in the late fall when total hours are being tabulated.

If you are working on a project it is best to have the form initialed by the work party leader or a director involved with the project. Some work hours, like a clean-up and water-line repair don't usually have a project director and simply require the form to be deposited in the appropriate box in the lower clubhouse area. *Be sure to PRINT your NAME on the form so we know who to credit with the hours.*

Probably the single biggest complaint about the annual January billing is the charge for unworked hours received by individual members. A fair percentage of the complaints come

from members who have worked some, or all, of their hours, but did not submit a form. Although the Directors usually resolve these

problems after consultation, it would be less of a hassle if the form had been completed in the first place.

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## SOLO RACING - A DREAM ACCOMPLISHED

BY: Adrian van den Hoven

### *Editors Note:*

*In two previous articles COLYAC has chronicled Adrian's previous racing exploits and his goal of completing a major solo race on all of the Great Lakes. In previous years he has sailed, and won his division, in races on Lakes Huron, Michigan and Superior. In 2011 he was determined to add Lakes Ontario and Erie to his accomplishments.*

Having completed long-distance solo races in three of the five Great Lakes, I was keen to sail the last two lakes by the end of the summer of 2010.

The First of July fireworks in Collingwood provided a perfect sendoff to start my journey; time of departure, 2230. Joseph, a friend of mine, and I did an overnight passage to Tobermory arriving at 1400 the following day. After a brief stop for lunch and a quick check of the weather we headed south on Lake Huron. Throughout the evening and into the morning of the following day we beat into 20+ knots of wind, winds which slowly abated into the afternoon. Later in the afternoon we were under motor alone as we pulled into Bayfield at 1800. Having had little to no sleep thus far, Joseph and I decided to stay put, have dinner and rest.

Sunday July 4 we departed Bayfield at 0600. Winds were very light from the south so we motored all the way to Sarnia Yacht Club, arriving at 1600. While motoring we had tried our hand at fishing so our evening dinner featured our fresh-caught salmon while we watched the 4<sup>th</sup> of July fireworks on the American side of the river.

After a good night's sleep, my friend Joseph headed back to Collingwood by bus; leaving me to sail solo from Sarnia into unfamiliar territory through Lake St. Clair and the Detroit River. Passing under the Ambassador Bridge at 1830, and still feeling uncertain of my direction, I decided to press on to Lake Erie. By 2200 I was sailing with the asymmetrical spinnaker in 8 knots from the south, boat speed was 6 knots. Tuesday July 6<sup>th</sup> at 1330 the wind went west and died, not comfortable when the temperature on deck was 91F and the water temp read between 82-84F. After a beautiful sunset the wind filled in from the SE and I put the spinnaker back up and sailed until 8 am. the next morning.

Forty-eight hours after leaving Sarnia I arrived at Sugar Loaf Marina in Port Colborne at the entrance to the Welland Canal. While marina staff were helping provision the boat I was lucky enough to make the acquaintance of a Pilot who would shortly help me proceed downbound through the locks. We started the first lock at 1930 Wednesday, finishing up at 0400 Thursday morning in Port Wellar. A rest was in order as I had been moving non-stop since Monday.

Departing Port Wellar at noon with light winds, I motored towards Port Credit Yacht Club where the Lake Ontario 300 would start. With no vacancy at PYC, I motored two hours to Etobicoke Yacht Club where OPHIR rested until the race start on July 17. With the Solo Challenge more than a week away I was thrilled to have arrived with plenty of time to spare. The extra time also gave me the opportunity to get in my application for the Lake Erie Solo Race and test new sails with my sailmaker.

### **Lake Ontario 300**

Race Day July 17. (Because they are supposed to be slower, Solo racers are scheduled to start last.)

OPHIR was off to a good start. Winds were S 20 knots, the symmetrical spinnaker was up and I was moving well, then the thunder storms started rolling in. As the storm approached from the stern, I knew I had to get my chute down ASAP. After stuffing the chute down the forward hatch I made my way back to the helm to put the autopilot on standby and was hit by a gust of 35 knots. This squall knocked out three of the 17 single-handed boats.

Sailing along with the #2 genoa up, and feeling a tad nervous, I was keeping an eye on where the wind was coming from and observed One Girls Ocean Challenge round up with her chute up. I knew then I was going to be hit with more weather. Paying attention to the wind on the stern, I watched in disbelief as the water behind my boat turned white! About this time I was thinking I had bit off more than I could chew. OPHIR instantly shot to 11 knots and broached violently. All I could do is watch my mast flex in the wind as if it were made of rubber. Everything seemed surreal. After regaining control of the boat I was sailing downwind with the #2 dragging beside the boat. It took seconds for me to realize it had been torn from the rig. I grabbed the sheet and began to haul the sail back into the boat. Imagine my surprise when I noticed the halyard had broken about four feet from the snap shackle (it was a 7500lb spectra halyard). Now sailing under main alone, I looked around for other possible damage and noted that both the roller on the tip of the port spreader and the Windex were missing. The storm was now going through the rest of the fleet and my VHF radio was busy with "Pan Pan" and "Mayday" and reports of 68 knots of wind. OPHIR had been hit with 52 knots; the most she has encountered in any race.

As I watched boats withdrawing from the race, it was obvious that much damage had been inflicted upon the fleet. One boat sank, another dismasted and it wasn't long before I knew I needed to get a move on. I hoisted my storm chute and during the time I flew it, sometime around 2000, OPHIR hit 14.3 knots; the fastest she had ever gone.

Later in the evening the wind diminished enough for me to fly my regular spinnaker. Around 0300, exhausted and with one hell of a sore body, I felt it necessary for me to lie down. Approximately 1 minute into my "rest period" OPHIR started spinning. I stuck out my head to look at the spinnaker which was backwinded into the rig. I grabbed the helm and released the autopilot and spun the boat back downwind. The spinnaker and the mainsail reset themselves. Ophir had just spun through 360 degrees in 20 knots of wind. All of this confirmed my early suspicion that there were problems with the drive unit in the autopilot. There was nothing to do but hand steer the boat until after sunrise. I also noticed damage to the chute from the 360, repairs were needed and the Main Duck Islands were approaching.

After navigating around the "Ducks" I was now powerreaching with a #3 jib plus the mainsail: it was time to change the autopilot drive in 6 foot seas (an interesting challenge indeed). After rounding the mark at Oswego the wind began to die. I changed foresails from the #3 to the larger #1, only to run into a big hole (no wind). Winds eventually filled in from the south and I had a good run with the asymmetrical chute until more thunderstorms could be seen over the bow. I was down to only one genoa halyard, and being a little scared, I sailed with just the main so I could lie down and rest my back. Thunderstorms rolled through the area north of Rochester from 0100 to 0400. Slowly the wind began to shift to the bow and by noon the skies had gradually cleared. We continued to beat towards the next rounding at Niagara. After rounding the Niagara mark before sunset on Tuesday the 20<sup>th</sup>, the wind died again. I tried to keep to the right of the course hoping for wind. I was sore and exhausted and laid down for a short rest. I awoke several hours later and all the boats around me were gone.

OPHIR and I finished at 1223:51; two days, 23 hours, 46 minutes and 53 seconds. Up until 20 miles from the finish I had a chance at 1<sup>st</sup> place, but the wheels had fallen off. We ended up 7<sup>th</sup> out of 17 boats. On the bright side I had completed Lake #4; no mean feat after coming so close to losing the rig early in the race.

It was now time to rest and get ready to fly to Chicago for the 102<sup>nd</sup> running of the "Mac" on SMOKUM TOO. We did well in the race and just missed First overall by 19 seconds. On the return

to Thornbury we had a good sail across the top of Lake Huron. After clearing Customs in Tobermory we motored home to Thornbury where family and friends greeted the crew of SMOKUM TOO.

Friday July 30- Back to reality, also known as Work; but only for less than a month.

### The Lake Erie Solo Race

Saturday morning August 21, I picked up my friend, Bill, in Collingwood, to drive to the Etobicoke Yacht Club where I would join with Dave for a 1330 departure for the Welland Canal where I expected to join Jamie and his daughter Shae. We arrived at 1900, bought our lock pass from a kiosk and proceeded to enter lock #8. Jamie mentioned that the other two boats that were up-bound with us had been waiting since 10 am that morning. The trip through the locks came complete with thunder storms and heavy rain and we were grateful to reach Port Colburne at 0300. We did a quick change of engine oil and then fell into bed. The next morning, after breakfast, Jamie and Shae left for home. There were no electric outlets on the dock so that made it safe to go overboard and clean OPHIR's bottom.

Dave and I departed Port Colburne at 1400, motoring for about an hour until the wind filled in from the NE. OPHIR was turned into the wind and we raised the main. We sailed all night hugging the Canadian shore at Rondeau Harbour and then SW to Point Pelee, east of Pelee Island and finally arriving at Put-In Bay at 2200. We had sailed for 32 hours and covered 184 nautical miles; all of it downwind with just the mainsail up.

On Tuesday morning we moved from a mooring ball to a proper slip and spent the next couple of days working on the boat and checking out Put-In Bay. One memorable attraction was the Perry Memorial Site which is dedicated to War of 1812 and the Battle of Lake Erie. Thursday morning Dave and I departed for North Cape Yacht Club where I would have two days to get ready for the start of the Lake Erie Solo.

### Race Day Start- Saturday August 28

I made a good start at 1000 with light SW winds. Before we sailed past Point Pelee at 2200 the winds had backed to the east and then veered to the south again. I was able to sail all night at close to 6.5 knots while power reaching with the #1 genoa. At 0600 Sunday morning I raised the chute and was able to carry it until 15 miles before the Seneca Reef Light near Buffalo; OPHIR had made a great run of 120 miles in 24 hours. Shortly after rounding the Seneca Reef Light (and starting back west to the finish line) the wind dropped to south 10 knots, eventually it died just after I passed Sturgeon Point near Dunkirk N.Y.. I spent about 30 frustrating minutes trying to get the boat moving with a wind-seeker up. Winds were confusing with NW breezes out on the Lake and SW along the shore, which made for an interesting light wind sail to the finish near Erie Penn. I finished at 18:38:17; took my own time and proceeded to motor the 3 to 4 miles to Erie Yacht Club which lies at the west end of Erie Harbour, a protected harbour which is large enough for the locals to race in.

I had a spaghetti dinner on the pier with some of the racers who had finished and my friend Dave who had driven in a rental vehicle from the start at North Cape.

On Tuesday Dave and I loaded items from the car back onto OPHIR and waited for Mina to arrive on Wednesday after the awards ceremony.

#### Editor's Note:

*You should know that the start of September featured some of the highest sustained west and northwest winds in the past several decades. You may recall the strong winds and high seas that were experienced from Sept 2<sup>nd</sup> to the 9th.*

Wednesday's (Sept. 1) long range forecast for Erie predicted a daytime high of 18C, which meant that a cold front had to be arriving. I was concerned about being 150 miles from the Detroit River with winds predicted to be on the bow in a shallow lake, so Mina and I departed for the Detroit Rover right after the Awards ceremony was complete. The trip featured 15 knots of

wind and short steep 3 foot seas. We had talked to one of the solo racers, Dave Evans, who had mentioned that we should stay at La Salle (south of Windsor) and we were able to arrive there at 2200 on Thursday after a run of 32 hours and 163 miles. We woke up Friday (September 3) and Dave took Mina and I for breakfast and we looked at the damage Thursdays storm had made in the area.

On Saturday morning we departed La Salle at 0730 and saw winds of 35 knots on Lake St. Clair; thankfully they were on the stern! OPHIR docked at Bridge View Marina at 2040. We woke up the next day at 10 am to be invited to breakfast that was being served on the dock near OPHIR. Later that evening a member of the BVYC invited us to a movie under the stars at the Yacht Club; it had been a great day!

Monday morning was crew change time again. Chris was coming from Collingwood to help bring OPHIR back home. The weather over the Great Lakes continued very unsettled with more sustained high winds from the south in the forecast. Chris' arrival was delayed as he had to tend to a few "fires" at work, so he did not arrive until after dinner. We departed BVYC at 2130, motored for about 1 ½ hours, and then sailed for 100 miles under autopilot and the mainsail. Tuesday noon, while I was in my bunk, I could feel the boat surfing; that was enough for the autopilot, so I went out and took over the helm. Winds increased to the point where spray was blowing off breaking waves and the boat hit 13.4 knots under main alone. With about 5 miles to go until Devil's Channel (top of the Bruce Peninsula) we saw a front coming in from the west and reefed the main in anticipation of higher winds. We arrived in Tobermory about 2000. I remember telling Chris that "the Tub should be quiet", it was not. Boats had been storm-stayed there for about a week. We spent 24 hours resting and then departed Wednesday (September 8). We began with a double-reefed mainsail and sailed all the way to Collingwood in 12 hours. We hit 10.9 knots with winds NW at about 30 knots. At one point I was trying to get some rest. Chris, being a considerate friend, had tired of the chatter on the VHF and tried to turn it off so I could sleep. Unfortunately, the VHF breaker is near the breaker for sailing instruments which also powers the autopilot. So, while Chris was turning off the VHF, a wave hit the boat and he inadvertently shut down the autopilot, Chris quickly turned it back on as I thought "I wonder if that will effect anything?" Turns out it does and the "auto" went into standby mode and OPHIR did a jibe. Thankfully the boom brake was on and nothing was damaged. I felt and heard the jibe along with Chris yelling for me. I rushed from my bunk to the cockpit and while Chris explained what had happened we jibed back onto our proper course, reset the autopilot and continued on our way.

As we approached Collingwood I remember thinking about the number of times I have welcomed the sight of the Terminals coming into view. A lot has happened since I first sailed out of CYC some 20 seasons ago.

After Chris and I tied OPHIR in her slip, I kissed the concrete pier in front of her. I looked at Chris and said "It's one thing to reach the summit, but it's even better to get off the mountain". We were home, safe and sound. My dream of doing the five Great Lakes Solos was complete!

### Adrian's further adventures- 2011

*Chatted with "Ade" today (Apr. 02) as he was looking at how he will add some additional equipment to his boat; specifically a plotter and radar designed to make racing safer in fog or night sailing/racing.*

*He is part of an elite group. One of only a handful of sailors who have raced solo on all of the Great Lakes. He is also the only Canadian to have done so. This summer he is working towards another first as he is planning to enter the Port Huron-Mackinac- Chicago- Mackinac- Port Huron Solo Race. The total distance for this non-stop race is about 1500 miles, which will cover some 9 to 10 days <sup>plus</sup> depending on wind conditions. If Adrian completes the race he will be the first Canadian to do so. The race starts on June 18 (when the water is still pretty cold) and should finish at the south end of Lake Huron sometime around Canada Day. Adrian expects to use up his full complement of summer holidays between delivery, racing and return. Looks like the adventure continues!*

**SOME STATISTICS ON RACING IN THE FIVE GREAT LAKES**

LAKES	HURON	MICHIGAN	SUPERIOR	ONTARIO &	ERIE
Race Distance NM	230	287	338	300	287
Race time (hr:min)	62:56	98:58	83:50	71:46	56:38
delivery & return time (hr)	81	119	172	256 Total	
Total distance	670	1078	1379	1934 Total	

Total Racing Distance for all races: 1442 nm  
 Hours racing for all races (Hr:Min:sec) 374:30:07  
 Total Delivery time 629 hrs  
 Total distance (race + delivery) 5061 nm

**A FEW FINAL NOTES**

**Mandatory Equipment Changes**

With respect to Dan Blackwell's article. My Grampian 30 is actually 29 1/2<sup>+</sup> feet long. So I checked whether it qualified for the lesser equipment specified in the new regulations. 29'6" works out to 8.99M so a Grampian 30 does not qualify as it is just a bit longer than 9M. However, any vessel rated at 29 feet in length would be able to qualify.

**The Terminals**

During the budget deliberations by the Collingwood Council, the Deputy Mayor expressed a real desire to get the elevator sold for development; something past Councils have wanted since 1996. The best proposal to date was brought forward by the FRAM group about 6 years ago, but the plan died a sudden death after the election of the "Carrier" administration. I cannot say what the future will hold but there are a few items that relate to the future.....

The elevator and the elevator office are both designated under the Heritage District legislation, so any development would have to take that into consideration. That would likely mean that the south face would be retained with structural changes taking place to the north. FRAM's plan was to clean up the south face, repaint and convert the towers and bin floor into observations areas, restaurants and shops. The addition of structures and towers to the north face would provide parking, apartments and other amenities.

The long-term lease with the town provides that if the Town requires us to move, that the Town must provide similar and satisfactory arrangements in another area of the Harbour. If we consider that the required space would most likely have to be in the west side of the harbour, which is a protected wetland, then moving us is unlikely. Further it is nearly impossible to obtain the needed certificates to allow the necessary dredging, which further limits the Town's options. Finally, the dredging and disposal of semi-contaminated sediments make any proposal for dredging fiscally impossible without major input\$ from the Federal Government.

**Special Event Passes for the Harbour**

This year the plan is to issue two passes to each member for harbour access during special events. At present the two scheduled events are Canada Day Fireworks and Wakestock in August. The cards cost the

Town a fair bit, so the idea is to create a card with a Town and CYC logo to identify members vehicles; with a replaceable sticker on the back. This could allow the heavy plastic card to be permanent, with an annual sticker replacement to keep the card up to date. The new cards should be included with the June COLYAC.

**Inflatable PFDs**

Inflatable PFDs are great as they are light, have little bulk and allow lots of ventilation on hot sticky days when the sun is beating down. However, under the law, they do not qualify as a PFD unless they are being worn all the time while aboard, or in your dinghy.

Summer isn't here, but it is coming.  
 Boats need prepping.  
 Work needs doing.  
 Races need winning.  
 New adventures await, on the water.

See you at the Club,

*Jim Kilgour* - COLYAC Editor