



Nov. 2011

Collingwood Yacht Club

AGM, Awards

Saturday November 12, 2011

***** Location: Collingwood Yacht Club Clubhouse***
Heritage Drive, Collingwood**

**Gathering + Boating & Racing Awards 4:00 pm
AGM 4:30 - 6:30 pm
Cocktails & Hors d'oeuvres 6:30 - 7:00 pm (post AGM)**

IMPORTANT DATES 2011

Nov. 12 (Sat) AGM, AWARDS: CYC Clubhouse 4:00- 7:00 pm.

IMPORTANT DATES 2012

Jan. 01 (Sun .)	Commodore's New Year's Levee- Clubhouse
Apr. 21 (Sat)	Dock Commissioning
May 06 (Sun)	Lift-In for all boats 0800h. (Confirmed Date)
June 23(Sat)	Sail Past (tentative)
June 30-July 1	Georgian Bay Cup Race
Sept. 30 (Sun)	Lift-out for all boats 0800h. (Confirmed Date)
Oct. 13 (Sat)	Dock Decommissioning

AGM and Awards

As in 2010, you will note there is no dinner or dance associated with the AGM. The meeting and awards ceremony will be held at the CYC Clubhouse and will be followed by some refreshments and hors d'oeuvres.

The Sailpast Party in June was a catered meal and dance, attracting over 160 people and getting the 2011 sailing season off to a roaring start. The CYC plan, as explained in the spring COLYAC, was to make sailpast the main social event of the year as the timing of sailpast makes the party more accessible to members than the an AGM, held in middle/late November.

You are encouraged to participate in the AGM as there are a number of issues that will require careful consideration. Honouring our racers and other award winners is also part of the Club's tradition.

EDITORIAL COMMENT- Jim Kilgour

There is one proposed amendment to the Club Constitution. The proposal is printed in the AGM announcement on page 8 of this newsletter. If accepted, the amendment will reflect changes in electronic communications that did not exist at the time the Club was formed.

Requested Change to the Constitution

The Board of Directors is requesting a minor amendment to the Club Constitution that would bring our operations into the digital age.

The majority of members who were involved in the CYC survey in the spring, indicated agreement with receiving their COLYAC electronically, rather than through the mail. Of course, there were a number of members who have requested COLYAC and meeting notifications in the mail, but reducing mailings from 170 pieces to 25 will significantly reduce the cost of communications and speed up the notification process at the same time. We will still need to produce paper copies of the Club Directory. Members who desire communications to be delivered in the mail will be able to indicate their wishes in the information sheet distributed with the Club's Annual Billing in January.

The Constitution, however, specifies written notice of meetings and constitutional amendments, meaning that all notices of meeting would have to be printed and sent to 100% of the membership. The proposed amendment would allow for e-mail notification for the majority of members.

SOME CHANGES TO CYC POLICIES 2012

A number of issues have caused some grief over the past season(s) and the Board has consulted the Constitution and Club Policies for a way to encourage members to follow the Club's operating procedure.

MOORING LINES (to be added to existing policy)..

Both the Constitution (Bylaw #29), and the Policies describe proper mooring procedure. In addition, the newsletter annually reminds members of what is required to keep both your vessel and the docks safe from damage. During the high winds that preceded lift-out, it was noted that over 50% of vessels were not moored according to the Club specifications. Without proper spring lines, boats were surging fore and aft. With loose or missing lines to the stern

mooring balls, boats and finger-docks were blown downwind by strong gale-force gusts of wind. One of the docks suffered a cracked and broken stringer as well as some stripped bolts. Other boats were tied with inadequate line, or line that was prone to excessive wear. The existing policy provides some remedy, but the Board was sufficiently alarmed by the lack of attention paid to the existing Policy that they deemed it necessary to add the following to the Club Policy on mooring lines...

...in addition to all other remedies previously established for failure to observe this Policy, the Commodore, or the Chair of the Mooring Committee, or another designate as appointed the Board, may levy a penalty against any Member found to be in violation of this Policy. The assessment of such penalty shall be promptly communicated to the offending member and to the Treasurer, who shall add such penalty to such Members current account. Any Member disputing such determination shall be permitted to make submissions in person or in writing to be considered at the next scheduled meeting of the board. At such meeting, the board may confirm, reduce, or waive such penalty or penalties in whole or in part, and such determination of the Board shall be final.

The penalty for a determined first violation of this Policy shall be \$50.00, and for each additional violation, an additional \$100 (so, for example, a second violation shall be \$150 and a third violation is \$250.00 and so forth).

DINGHIES CANOES KAYAKS

The present Policy states that each vessel owner is permitted one dinghy on Club premises during the sailing season. Dinghies are expected to be removed from Club premises during winter lay-up.

An increasing number of members have been leaving dinghies in various places on Club property during the winter. Last year two were left on trailers until spring. Another was left on the grassed embankment until it finally disappeared in late May. The expectation is that dinghies and any other craft would be off Club property by lift-out. The dinghy Policy is to be amended to indicate...

Each member who has fully paid for mooring for the year (a "mooring member") may in that year, store one rigid or inflatable dinghy on club premises from Lift-In until Lift-Out at no additional cost, provided that such dinghy is stored in a designated area and is properly secured at all times. Such member shall provide, annually, a suitable description of the dinghy to the Mooring Committee sufficient to establish its ownership.

Additionally, one canoe or kayak per mooring member may be permitted to be stored on the same conditions as above except that storage of such canoe/kayak shall only be permitted during the months of June, July and August. Availability of such storage shall be determined annually by the Mooring Committee, at its discretion, based on available space and on a mooring member's seniority.

TRAILERS:

Trailers are becoming an issue for a number of reasons. Our agreement with the Town is that no trailers or cradles will restrict access by the Town to the south basement door about mid-way along the south face of the elevator. We are very careful to keep the area clear while storing cradles after lift-in. However, many of the trailers arrive in the weeks following lift-in when there is noone available to police where the trailers are placed. The Town

gets rather "testy" when vehicle access is blocked for those tradespeople who maintain the rooftop 'antenna farm' and the lift elevator inside the building.

Further, some member's trailers are exceptionally large and are parked without due regard to members who need access to the elevator dock, they filled up a substantial portion of the lower parking area this past year, obstructing access to vehicles and eliminating over 25% of the usual parking area. Accommodating the cradles and trailers for the 72 or so boats that winter-store on Club property is not the problem at present. It is the approximately 25 additional trailers that arrive later, that create most of the problem. The Board consensus is that owners who winter-store boats are also paying for cradle/trailer storage at the same time.

As many members are aware, the Town of Collingwood has declared the elevator "up for sale" and there has been a call for proposals on how the elevator could be utilized. THIS DOES NOT PUT OUR LEASE AT RISK. However, the lease does specify that our leased land starts

10 feet south of the line of the elevator basement . We have been using the area since 1996 without a problem and it has become the section used for packing unused cradles. Once the elevator is ready for sale or development, we will effectively lose that portion of the trailer and cradle storage area. We have to prepare for this eventuality.

The Board discussed the very limited space available on club premises for the storage of trailers at the base of the Elevators. To discourage such storage, a new Policy was adopted and an additional storage fee established (such fee to commence in 2012: fee tentatively established at \$250.00 plus HST, but subject to suggested discussion at November 2011 AGM and proper establishment by incoming Board following AGM. For vessels winter stored on Club premises, the cost of storage will also include summer storage for cradles and trailers.

LIFT-OUT NOTES- Brian Bailey

Another large, challenging, but safe lift -out. The wind made things difficult for Doug, operating the 100 ton crane, especially with mast-up boats. The rain showers were a nuisance, but not enough to slow us down much. Volunteers, who were listed, arrived on time and did a great job working with both cranes. Gary Cooper managed the 40 ton mobile crane and Brian Bailey managed the 100 ton crane. Thank you to Herb Hawkins timing the 40 ton, and Nancy Dudgeon timing the 100 ton. Jim Bond and I worked out a somewhat different approach that went fairly well and, with a bit of tweaking as a result of what we learned, we can improve for next year. Lift- in should be very fast next spring. Thank you to those boat owners who cooperated so well when we changed their lift out sequence at short notice, as we juggled some positions.

Some observations: A number of lower level boats were not adequately prepared in that the keel locations and blocking were not known ahead of time. Another common issue that can help with boat placement on a cradle is having the adjustable pads at the right height and location. Please mark and measure your cradle details before lift- in so that time and money can be saved at lift- out. Certain boat owners, including some of the heavy boats, are always in the fastest group because they are well prepared. If you need advice on how it can be done I am sure they would be happy to provide advice.

Numbers: The lower level, 100 ton crane, lifted 45 boats and was completed by 5:00 pm. Average cost per boat was \$78.67. Quickest lifts were Carl Wintermeyer's Mirage 35 at 3.62 min; Paul Butchers cat at 3.80 min. 6 other boats were under 5 min and another 9 boats under 6 min. Average time per boat was 8.46 min. The 40 ton mobile lifted 38 boats and was completed by about 4:00 pm. Average cost per boat for the upper level and trailer boats was \$65.42. Average time per boat upper level 6.84 min and trailer boats 5.85 min. Quickest upper level lift, once again, was George Peterson's Touche at 4.12 min, followed by Ken Brays RPM at 4.2 min. Quickest trailer boat lift was Doug Young's Sgian Dubh at

4.25 min, followed by Dirk Sells Willy T at 4.38 min.

Billing details are in the hands of the treasurer and you will be billed shortly for lift- out and winter storage.

Thanks to all the hardworking crews for a safe and efficient lift. Thanks to Cynthia and the clubhouse crew for feeding us so well.

EXTENSION CORDS TO WINTER-STORED BOATS

Be advised that all extension cords must be unplugged for the winter. Leaving equipment and chargers operating all winter aboard your vessel is heavy on electricity and costs the Club dearly. The cords also constitute a shock and fire hazard when unattended. Heaters, light bulbs and trickle chargers have been implicated as causes of a majority (up to 70%) of winter marina fires. Unplug and roll up your extension cords for the winter. By and large, winter air is much less humid than air in the spring or summer, keeping heat on in the boat is more likely to cause condensation damage simply letting the cold air circulate .

COMMODORE'S LEVEE- Sun. Jan. 01, 2012

1:00 pm. - 3:00 pm.

The Club will provide wine and a light snack.

Join the Commodore and executive to welcome the new year. Tell tall tales and plan some of the boating and cruising activities for the new year. Last year's Levee was a great success and we look forward to seeing more members on the first day of 2012.

Don't Forget:

1. Fill out the Work Hour Sheets and get them signed. Unworked hours are charged out at \$40/hour.
2. Billing for 2012 will arrive in January
Accounts are due in full by February 01.

SUPER MAC AND BACK- Adrian van den Hoven



A Short History of a Long Race

(Excerpted from an article by Bill Tucker)
(www.solosailors.org/pdfs/supermacandback08-tucker.pdf)

I am told that the first singlehanded Mac, known as the *Port Huron to Mackinac Island Solo Challenge*, was the brain child of a bunch of sailors sitting around a bar table during a wintery evening in Michigan. The first *Solo Mac* was held in June of 1979, a race of 230 nautical Miles. That wasn't enough sailing for some, and in 1981 the first *Super Mac* was held in which skippers just waved at Mackinac Island as they sailed on their way to Chicago for a race of 517 miles. In 1997 the *Chicago Mac* was held with the initiation of a race of 287 nautical miles from Chicago to Mackinac Island held at the same time as the *Port Huron Solo Mac*. In 2002 the first *Super Mac from Chicago* was held along with the Super Mac from Port Huron.

Of course, if your home port is Port Huron and you have just sailed to Chicago, why not race back home, and so, in June 2008, the first *Super Mac and Back* was held, with starting lines at both Chicago and Port Huron.

The *Super Mac and Back* is officially held every three years. For the first running, Bill Tucker estimated that the 1034 miles should take about 8 to 12 days. He actually finished in 11.5 days (uncorrected time). The winner at 8 days, 17 hrs, 29 minutes, 49 seconds was Walt Norris on Yuk Fu Too (corrected time)

Editor's note:

In several previous articles COLYAC has chronicled Adrian's exploits in sailing solo in the *Port Huron Mac*, followed by the tale of last years *Lake Ontario 300* and *Lake Erie 300*. (Adrian did the *Chicago Mac* solo and the *Trans Superior* races in 2009). This spring we also announced his intent to be the first Canadian to attempt the *Super Mac and Back*.

As many of you know he was successful in that

endeavor; coming in first in each of the three legs of the race and first overall. To top off the year's racing, he left in late August for lake Erie and for the second time placed first in his division for that race. Adrian turned fifty this summer and has certainly proven that, like fine wine, things can improve with age.

In 2008, after a seven year hiatus, I returned to solo sailing. That year featured the first running of the Super Mac and Back in which two boats finished from each of the Port Huron and Chicago sides. Walt Norris and Bill Tucker were the Port Huron finishers with Walt taking home first place. In looking at that time over a few beers with a friend, Peter, we figured it would be nearly impossible to beat that time.

Since returning to racing in 2008, OPHIR and I have managed to complete a Solo Challenge on all five of the Great Lakes; coming in first in all but the Lake Ontario 300. Born in 1961, I began to consider what challenges I could take on in my 50th year. After reading Bill Tucker's "My story", I realized that an attempt at the Super Mac and Back would be almost three times longer than my longest solo race to date; the Trans-Superior was, after all, 338 miles compared to the 1034 miles from Port Huron to Chicago and return. The race would take 10 to 12 days and who knows what kind of weather Mother Nature would deal out in that length of time. The memory of last year's 52 knot winds on Lake Ontario were still fresh in my mind. After rereading Bills story once more I decided "Why not?" and began planning the upgrades needed for such a grueling challenge.

I talked about upgrading my chart plotter with John Gyles and, after much consideration regarding weight, John and I chose to install a RayMarine C90 Radar on a mast at the stern of the boat. I also re-torqued all of the keel bolts, serviced all the winches and, to save power, switched to LED lights. All the safety equipment was double-checked before I left port.

My friend, Jamie, was willing to assist with another delivery so, after provisioning OPHIR we were ready to depart Collingwood; it was nearly midnight on Friday June 10. While motoring out of the harbour channel, our eyes were fixed on the radar screen ("You can go anywhere on the Great Lakes with this radar running"). Bang! We hit one of the small green spar buoys marking the channel. I ran forward to push the can away from the hull. I quickly checked the bow lights and along the hull and everything looked okay. "Go anywhere on the Great Lakes with this radar.... sure we can't get out of my own harbour!" After my rant, Jamie started to laugh, "that was funny buddy." I agreed and remarked that "I hope no one was watching."

We hoisted the mainsail and installed the reefing lines and were sailing with 12 knots on the stern. It was cool as the water temperature was 42.1F. Later Saturday morning the wind died and a light rain began to fall. We arrived in Tobermory at 1500 and began to work on the "things to do list". We had a good night's sleep at the 'Tub'. The following day we left at 1800 with winds at 10 knots and then building to 20 knots off the Starboard quarter; OPHIR hit 10 knots. We pulled into Godrich at 0930 having sailed 98 miles in 15 hours.

While packing the main, 2 slides came off the battcar system. I phoned John Gyles to order 6 new cars with ball bearings; having the mainsail coming out of the track would dash any hope of finishing the SM&B.

While in Godrich I visited family and Jamie was picked up by a friend. It was time to head for Sarnia, alone.

I departed Godrich at 2000 Tuesday and OPHIR and I arrived in Sarnia the next day at 0545. After a nap I went for breakfast and a visit to Doyle Sailmakers to pick up the new battcars. After installing them I went overboard, in 64F water, to clean OPHIR's bottom. I also topped up the batteries with distilled water and battery equalizer. I joined the Wednesday night racers for pizza and beer in the clubhouse and sat down to watch game 7 of the Stanley Cup finals. By the second period it was Boston 3, Vancouver 0, so I headed for bed.

Thursday was pumpout, top up the fuel tank and head down the St. Clair River to the Black River where the Port Huron Yacht Club is located. I had dinner with a few of the solo sailors. Friday morning was breakfast, a trip to provision OPHIR and a final trip up the mast to check the rig. The day ended with me in charge of a skippers meeting at the Thomas Edison Inn at the base of the Bluewater Bridge.

Saturday June 18 was race day. I am always a little nervous starting a Solo Challenge. The morning start was 0900 ET. The Chicago counterpart starts at 0800CT, so we were starting at the same time. Of the 16 starting boats, 12 were expected to finish at Mackinac Island with four of us continuing on to Chicago.

The Race

The start was in light winds at 1 to 2 knots. After using my windseeker to cross the start line we were up and racing. It took some time but the winds filled in from the northeast on the bow. After finally making it around the Godrich mark at 2335 the winds were at 60 degrees apparent to starboard, course over ground was 330 degrees, boat speed 6-7 knots with the #1 headsail out to the toerail. Sunday the 19th the winds continued out of the east at 10-15K. It was a bright and beautiful sunny day but the temperature on OPHIR never rose above 17C with all hatches closed except the companionway. Late in the evening the wind died and after trying a variety of sails it was the light windseeker that best kept the boat moving in the right direction. As a beautiful moon rose into the sky a number of freighters sailed around me. By 0700 on Monday the wind had filled in from the east and it was not long before we passed Spectacle Reef Light with the chute drawing. By 0900 the wind was SE at 10- 15K and a quick check showed that in the 48 hours since the race start, we had covered 242 miles. Not bad!

We crossed the finish line at Mackinac Island at 1053:25 having stowed the chute 4 miles from the finish due to concerns with the winds that were now gusting to 25K. Ophir and I were first in our division as well as first overall. I then called the Race Committee to inform them that I was going to continue to Chicago.

Nearing the Mackinac Bridge, I decided to reset the chute and lie down for a rest. Lying in my bunk I could feel the boat moving fast. I arose and an instrument check confirmed the wind has risen to 22 true so I took the chute down and sailed past Grey's Reef with the main up. Boats from the Chicago side were beating upwind towards me and BUMBLEBEE, a Frers 52, had already rounded the Mackinac mark and was heading back South on Lake Michigan as she competed in the Michigan 500. Both of us put our chutes up and we sailed together for a while until her huge masthead chute pulled BUMBLEBEE (PHRF 36) away from OPHIR (PHRF 150). By Tuesday morning the wind had died again, so I reset the windseeker and doused the mainsail as the sloppy seas were causing the mainsail to 'flag'. Ahead, I could see the Manitou Light, so I trimmed the windseeker and set the autopilot to course and, with no vessels in sight, went below to rest. I fell asleep and when

I arose we had sailed past the light and were almost clear of the Manitou Islands. OPHIR was doing about three knots with just a windseeker up. The winds continued light so we headed out into the Lake where winds filled in from the north giving us a terrific afternoon spinnaker run.

By late Tuesday afternoon storms were moving across Lake Michigan near Port Washington, north of Milwaukee Wis. I double reefed the main and put up the storm jib and, shortly after, winds hit 34 knots and there were several lightning strikes a quarter mile from us. After the storms passed, the wind settled in from the south at 20-25 K, so with a #3 and a double-reefed main we headed on a port tack towards the Wisconsin side of the Lake. I was counting on a correct forecast with winds veering to the SW. During this time I had my first sound rest.. I would set my alarm for 20 minutes, sleep, wake up, look at the 3-4' waves and 200'visibility, check the radar, course, speed and depth, reset the alarm and go back to sleep for another 20 minutes. If you can get several of these back to back sleeps you feel so much better; your aches and pains go away. The constant movement of a boat seems to amplify the pain of old injuries many times over and the only thing that works for me is some prolonged rest.

The Sirius Weather Radio was showing a low approaching from the west, OPHIR was beating upwind with the auto pilot (RayMarine X5) helming perfectly set to wind. The cabin furnace was on, I was warm and life was good; I was resting.

While approaching Milwaukee, winds continued to gust up to 25 keeping me busy adding and removing reefs to maintain speed and keep OPHIR balanced. After tacking we were lifted up the coast with more squalls hitting us until I could see Chicago about 40 miles ahead. By now, winds had dropped to about 16 K and it was time to switch to the #1 headsail for more power. The wind continued to gust up to 22 knots all the way to Chicago and between reefing and hand steering in the shipping lanes my body was very sore!

OPHIR rounded the Chicago mark at 4 Mile Crib at 0147. Our elapsed time was 4 days, 16 hours, 47 seconds and we were in first place for the Port Huron to Chicago Super Mac; time to start back. I did a big long gybe around the light and sailed out on a beam reach. In the dark of night the best course is to sail safely away from this busy place.

We sailed up the Wisconsin coast and during our 0800 call-in, VOYAGER, a C&C 44, called OPHIR. I had been unsuccessful on many of my last call-ins to contact another boat. The rules make it mandatory to call other boats, take their coordinates and your position, it's nice to know where other boats are. VOYAGER and I exchanged our positions, there was a slight pause and Mike Spence answered that "you're ahead of me".

"I am?" was my response. Actually I had figured that OPHIR was ahead, but to hear Mike say it in a positive voice confirmed my suspicions and made me smile. I was, on corrected time, about 13 hours ahead of him. My confidence in my satellite forecasts were justified.

Winds continued to blow around 20 K from the west, so I put the #3 back on. With a forecast of NW winds we sailed up the coast north of Milwaukee unfortunately suffering a lift during one of my sleeping periods. As the forecast did not call for backing winds, I threw up the asymmetrical spinnaker and headed for the Manitou. During the next 12 hours OPHIR sailed at 6-7 knots with 12 knots of apparent wind on the beam. It was a good time for sleep and I was able to get a lot of rest. Upon reaching the Manitou, the winds went NW at 17 knots and I was able to sail through

the Grey's Reef Passage during the night while using the #1 headsail.

After sunrise we were ready to head downwind to Mackinac Island. While getting the chute ready I missed one of the aids to navigation; one that was not in the sailing instructions. I was tired and unsure of the rules and whether or not they required everyone to take all aids on the proper side, so I turned back and beat back to the G1(F6,4s) light. I was very tired but mostly mad at myself for wasting an hour unnecessarily. I promised myself that I would get that hour back and more. We sailed downwind to the Mackinac Island finish line and crossed at 0955. It had taken just over 5 days to sail Lake Michigan twice, a rhumb line distance of nearly 600 miles. I had some concern about the position of the other boats that were racing. By staying on the Wisconsin shore for too long and wasting time at Grey Reef, I would have to sail hard to stay ahead of Bill Tucker and John Ollila on GL3 and FINNAIR respectively. Both skippers were experienced, having completed solos on all five of the Lakes, and Bill had competed in the 2008 Super Mac and Back. I also suspected that VOYAGER had managed to pass me on the north leg of Lake Michigan, meaning I would have to sail hard to keep in the same air as Mike Spence. I figured an approaching high would provide a short sleigh ride down Lake Huron so I set sails for the last leg of this adventure.

I was able to get some much needed rest during the night but morning brought light winds and I was soon on the left side of the rhumb line, sailing downwind with light sheets on the chute. On Sunday June 26 we rounded the Goderich mark at 2149, sailed 18 miles further and fell into a big hole. Using a cigar to detect wind currents, I almost choked to death on the unmoving cloud of smoke but, finally, there was a little whisp of air and I was able to get the windseeker to fly, hoist the main and then hoist the #1 as a 4 knot breeze filled in from the east. The Port Huron finish was 30 miles away.

We finished at 1224, took the sails down, and headed for Sarnia Yacht Club. Mark Gutteridge from GUTSEA was there to shake my hand upon arriving and said "Good Job, you have won the Super Mac and Back. Mark had mentored me during my first solo race and he was very proud of me.

The corrected finish times are:

OPHIR	Mirage 33	7d 08:19:00
VOYAGER	C&C 44	7d 19:28:01
FINNAIR	Tartan 28	8d 00:04:52
GL3	Beneteau 30	8d 02:24:38

Reflections: What did I learn?

I seemed to get sound naps when the boat was sailing in steady winds. When there was too much or too little wind I had to work the boat and there was little rest.

From Spectacle Reef east of Mackinac to Grey Reef and the Manitou, one needs to be ever-alert as the land is too close for comfort and there are a lot of freighters in a confined area. The best rest came in open waters.

Having satellite weather and radar helped to anticipate storms, tacks and speed. This was very important when it came to reducing sail in time.

I ran OPHIR's diesel for 40 engine hours during the 9 days, 3 hours and 24 minutes of racing. Her fuel tank capacity is 73 liters. With radar, refrigeration and a furnace OPHIR was down to 4 or 5 liters in her reserve tank at the end of the race. I should have carried an extra five gallons (23 liters) of fuel.

Your sleep timer needs a really LOUD alarm to wake you up. A cell phone near your ear does not always work if you are really tired.

Always carry extras; if the boat needs something to operate, then carry a spare. This goes for the galley as well: e.g.. Can openers, stove sparkers, etc.

Make sure the electrical system is in good shape. OPHIR has a 120 amp alternator with double belts and four 6 volt batters in two series banks. There is a separate starting battery.

I carried chart books for both Lake Huron and Lake Michigan, plus official paper charts and electronic charts for the chart plotter.

One must remember to sail safe if you want to finish, you have to finish to have a chance to win.

Mother Nature dealt OPHIR and I a great hand. In total we had only four light areas over nine days.

Finally, If you are thinking about doing a solo challenge, just prep the boat and do it! It's a blast.



MUSING WHILE CRUISING 2011- Jim Kilgour

Judging by the number of vehicles in the upper and lower parking lots during July and August, a significant number of CYC members spent time cruising this past summer. My gut feeling is that the last few years have seen an uptick in members using their boats for extended exploration of Georgian Bay.

I do not know how others fared during this past season, but I managed almost five weeks of travel over two cruises. The weather was really terrific overall. In July, I had 4 days with rain, but three of the rainfalls occurred at night. The daylight rainfall lasted less than an hour, but it was a deluge, dropping about 5 cm of "wet" in fifty minutes. The concern at the time was not about getting damp, but whether or not we could see other boats and obstructions as we made our way west on the McBean Channel. The chart plotter was a real blessing, giving us position information throughout the rainfall. The situation was quite interesting as there was little in the way of advanced warning except for one crack of thunder and the onset of the rain. Other boats, about five miles away had no rainfall whatsoever.

From a cruising standpoint the winds were usually light and the nights sometimes too warm. After a cool start in July, the water warmed up providing great opportunities for swimming. The fish were biting as well, providing good sport and fillets for dinner and breakfast.

Certainly, in July, the boat traffic was down compared to last year. This has been a decade-long trend blamed on fuel costs and the economy, but I believe the reduced number of cruisers has a number of other causes as well. Without a doubt the events of 9/11 have changed the boating habits of many Americans. Travel to Canada is fairly easy, with few additional restrictions upon entry. However, many of our southern neighbours are not prepared to undergo the hassle imposed by Immigration and Homeland Security when they return to the States at the end of their vacation. I do note the size of American boats is increasing with boats in the fifty foot range taking over from the "old" thirty-five to forty foot vessels. Many Ontario boaters are conserving fuel by moving boats to places that are only a short distance to cruising grounds. Places like Britt and Pt au Baril Station come to mind. Cottages are also a factor as many former boaters acquire summer dwellings and move their summer activities to a landbased space. Marinas along the east shore tell me that transient boaters are no longer their main source of revenue as they witness the increase in the number of seasonally moored vessels; for both larger cruising boats and more, and bigger, cottage boats.

Graham Lacey at Wright's Marina (Britt) made a useful observation as well. He recalled the years when the same cruising boats arrived at about the same time each year. Over time he watched as the couples matured, changed boats and their small children grew up, reached College age and then were seldom seen with their parents afterwards. Then there was a time when grandchildren joined the original couple and grandparents took great joy in introducing that generation to cruising. Finally, the "old guard" died out (literally) or became unable to continue the boating lifestyle and the "kids" were unable, or too busy to carry on. Our busy world with high college costs, less certain employment, 24/7 business communications and caring for elderly parents has changed the way in which people, and families, structure their summer vacations.

There is no particular moral to this, just an observation and a suggestion that boating's future may well depend on the present crop of boaters ensuring that their

children enjoy, understand and appreciate the opportunities Georgian Bay offers for a lifetime of enjoyment.

KUDOS- Thanks to many people

The problem with doing something like this is that many members will be missed. But here goes....

BILL DRURY- Organizing the repair and painting of the clubhouse, Cleaning up the lower deck and discarding the unused storage shed, new water lines on the east side.

GORD AGNEW- Many electrical repairs on the docks, rescue of the supply cart on the elevator dock which went for an extended swim sometime in August.

CHRIS MACFARLANE- continued improvements to the clubhouse area and more coming

JOHN WORTS/MIKE CAMPBELL/TOM & SHANNON WITORT- Georgian Bay Cup advertising, organization and dinner. The race was well received by all participants. The Cup was won by Peter Kriisa, the K-Force Trophy by Steve Armstrong.

ADRIAN VANDEN HOVEN- solo racing, Super Mac & Back- 1st place, Lake Erie Challenge- 1st place. Over 3,000 miles of sailing this summer.

CYNTHIA ROWLINSON- A great Rendezvous and an organized crew for social events

JAMES BOND/LOUIS FOUBERT & CREWS- a great job moving, removing and storing cradles and trailers for lift-in and lift-out

GUY LOUNSBURY- Chief trailer mover and "backer upper" during the two lifts.

MICHAEL STAHR & OLA SWANZEY- Have kept the Clubs finances under tight control. Michael is retiring from the treasurer position.

BRIAN BAILEY/GARY COOPER & CREWS- another safe and reasonably fast lift-out in less than perfect weather.

Time to get this COLYAC off to the printer. I expect that in 2012 most of you will be receiving the newsletter by e-mail as a PDF file. The Annual Directory will be printed and left for pickup at the Club. The remaining books will be mailed about two weeks later.

See you at the AGM.

Jim Kilgour- editor

NOTICE OF ANNUAL GENERAL MEETING COLLINGWOOD YACHT CLUB INCORPORATED

Take notice that the Annual General Meeting of the Collingwood Yacht Club will be held at the COLLINGWOOD YACHT CLUB CLUBHOUSE, Heritage Drive Collingwood, Saturday November 12, 2011 at 1630 hours (4:30 P.M.), to consider and approve the following:

- a. Reading of the Notice of Meeting
- b. Reading of the Minutes of the previous Annual Meeting
- c. Reading of Communications
- d. Reports of Officers
- e. Reports of Standing Committees
- f. Voting of Motions

Motion:

BE IT RESOLVED THAT CYC Bylaws:

- # 5- Notice of Annual General Meeting
- # 6- Notice of Special General Meeting
- # 26- Notice of amendment to bylaws

shall be amended to replace the word "written" with wording to reflect the use of electronic media as well as written notice. Eg: the word "written notification" could be replaced with the phrase "electronic or written notification"

The amendment would allow the Board to legally send out meeting notices by e-mail to those members who have not requested mailed notice.

- g. New Business
- h. Election of Officers and Directors for 2012
- i. Appointment of Auditors for 2012
- j. Adjournment

A quorum for the Annual General meeting shall be fifteen active members in good standing personally present at the meeting.

Minutes of the 2010 AGM and the 2011 Financial Report will be available at the meeting.

PROPOSED SLATE OF OFFICERS & DIRECTORS

The following slate of Officers and Directors is expected to be presented by the Nominating Committee at the 2011 Annual General Meeting.

Past Commodore	Wayne Hunter(an unelected position)		
Commodore	Tom Witort		
Vice Commodore	Paul Montgomery		
Fleet Captain	Dan Blackwell		
Directors:	Ralph Neate	Cynthia Rowlinson	Sue Butcher
	John Rowe	Mike Campbell	Bill Drury

The nominees have agreed to stand.

The tasks to be handled by each Director (secretary, treasurer, etc.) are assigned at the first directors meeting following the election of the Club's Board of Directors.

Signed,

Wayne hunter: Chair of the Nominating Committee
