

# Kingston Yacht Club



## KYC Quarterly Log Labour Day Edition September 2011

### Commodore's Comments

Where did summer go??? I must have been busy, because the summer has flown by and it is time to organize the kids back to school, which for some might be a good thing!

The Club has been extremely busy with various regattas, starting with the Soling IOM's in June, the 29er/49ers in July, Shark Canadians in August, as well as CORK.

Congratulations to all of those club members who walked away with hardware from these events. The club hosted a Volunteer reception for CORK to a very appreciative group and we have added three more burgees to our collection, two from Australia and one from Florida from our out of town Race Management volunteers.

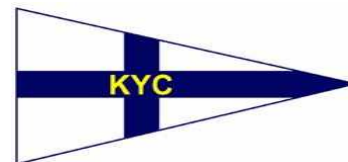
Looking forward to the fall, we are continuing our TGIF's throughout to encourage people to continue using the club, so check your calendars for upcoming themes, and also Special Events.

I would like to take a moment to thank Maddie Crothers for the superb job she has done running the Junior Sailing program and to wish her well in her future endeavours. Sadly, Maddie is moving on to greater things. I would also like to mention that the Instructors did an awesome job putting together a program for Awards night. Well done!

I would also like to thank our summer staff, who did a fantastic job! For those of you continuing at school, all the best with your studies.

I look forward to the line-up of fall activities. See you all at the club!

Megaera Fitzpatrick  
KYC Commodore



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## The View from Ashore...

Well, no big surprise that the summer is winding down. Overall though, we have had a pretty good season at KYC. The club has been very active as 550 adult members make KYC their sailing home and 200+ junior sailors went through the various levels and sessions of our award winning Junior Sailing program.

A club like KYC does not enjoy success without hard work from many people. First and foremost, a huge pat-on-the-back to our numerous volunteers. The time and energy you all donate is greatly appreciated and does not go unnoticed.

This year we had a nice mix of new and returning staff members. I thank you all for your contribution to a great summer on the lake. As expected, we had a few stumbles along the way, however, overall I feel we came together with a significant team effort that lead the way to excellent member service.

Although I am a great believer in the Team Philosophy I would be amiss if I did not take some space to congratulate Maddie Crothers on a great KYC career. Maddie leaves the KYC Team after nine years as a junior sailing instructor, the last two as the JS Head Instructor. So, to Maddie and other KYC Team members that will not be returning in 2012 I wish you all health, happiness and success in your future endeavours.

Your Strategic Planning Committee has been meeting just about weekly these days. The architectural firm of Shoalts & Zaback have been contracted to produce as-is drawings of the clubhouse as well as schematic drawings of various options of what could be done if the current facility is renovated. This process includes studies and tests that focus on things like structural and environmental matters. The plan is to have a preliminary report to the KYC membership in a "Town Hall" style meeting sometime during the first half of October with a more detailed report presented at the November 24th AGM.

Mast de-stepping will be on Saturday, October 29th with haulout the following day. The Board of Directors has decided that the shear-legs, or A-frame as some call it, will not be replaced until the spring. Therefore, members may have their masts de-stepped at KYC via the boom truck on Saturday the 29th or anytime at Portsmouth Olympic Harbour. As you will recall, this past spring POH offered the mast stepping service to KYC members at no charge. There will however, be a fee of \$36.75 to de-step masts at POH this fall. To de-step masts at KYC on Saturday the 29th the fee will be directly related to the time you require the boom truck which normally is in the range of \$65 to \$125 and also depends on the number of users on that day.

Thanks to KYC members that supported your club's F&B operation this summer. Overall I feel we made some steps in the right direction and look forward to further advancements in 2012. The support the "Kids Menu" and "Cottage Fridays" received were both pleasant surprises.

We are in the preliminary stages of developing a "New Member Buddy" system that will see new members receiving an improved introduction to KYC along with ongoing support during their inaugural KYC season. An area of particular concern is new members that join as part of the Adult Learn To Sail (ALTS) Program. Please let me know if you would like to be part of this program. Also, new members are encouraged to let me know how their year at KYC was and are welcome to make suggestions on what we could have done to make your year better.

Now, that dreaded 7-letter word P-A-R-K-I-N-G! The policy is very straight forward: Members are permitted to use the parking lot when at the club using the club's facilities. So, some questions... Should we tow members that abuse club parking? Should staff be permitted to park? Should cruisers be limited to 1 space when they go cruising for several days? Should member parking be on a user pay basis? which would require an attendant with surplus cash that could go into a "pave the parking lot fund!" What about members that say they would come for lunch more if they knew parking was available? Now I am not looking to do anything drastic here. I hear lots about parking though so the intent is to generate discussion and I welcome your thoughts on this. As long as we have 500+ members and 24 parking spaces I suppose parking will always be a challenge.

Respectfully,

Glenn Singleton, KYC Manager  
613-548-3052 ext 4  
manager@kingstonyachtclub.com

### KYC CORINTHIAN FUND

With the season in full swing and KYC Sailing Teams going to North American Championships in New Jersey , the Canadian Youth Championships in Nova Scotia and individuals going to places like Los Angles for US National Championships , the KYC Corinthian Fund is not short on applications. This year we have been extremely fortunate to have the support of the Morgan Family as they made the Fund a suggested donation in the Memory of Owen Morgan. We are also pleased to announce that David Page was instrumental in arranging a generous donation from the Page Family Trust. On behalf of the committee and the KYC members I would like to sincerely thank the entire Morgan Family as well as David Page for helping the Fund take some significant steps forward. We will continue to pay it forward.

Gord Crothers Chairman  
KYC Corinthian Fund

## Another Great Summer for Sailing's Future!

It is hard to believe that another season has come to an end at KYC Junior Sailing! We had a very successful summer thanks to the hard work of the instructors and the enthusiasm and passion of all the sailors! With beautiful weather and great wind the 8 week program passed by quickly.

Over 210 sailors took part in the program this year. Beginning with the youngest group of sailors (as young as 5 years old) taking part in the Optimist Wet Feet program on Tuesday & Thursday nights, all the way up to our most advanced sailors training and racing for the full eight weeks of the program. Many of the programs were full to capacity throughout the summer, putting our fleets of Oppie, Optimists, FJ's and 420's to very good use and keeping the instructors on their toes!

The KYC Race Team has had some great results on the Regatta Circuit with members of the team competing at Sarnia Sailfest, the Four Sisters Regatta in Port Credit, 29er Canadians hosted here at KYC, Laser / Radial North Americans in New Jersey and the Mid-Ontario Championship Regatta at Sturgeon Lake. The final regattas of the summer season were CORK International and CORK OCR here in Kingston and the Canadian Youth Championships at St. Margaret Sailing Club in Nova Scotia at the end of August. After that, many members of the Race Team will continue to train and race into the fall season.

KYC will also be represented in the Optimist fleet at CORK International by a group of young racers who have spent 4 weeks in the Optimist Learn to Race program. Competing at CORK is a great way to put their new skills and knowledge to test!

Along with the great regatta results, some of the highlights of the summer at Junior Sailing include the Canada Celebration theme day, two delicious Feeding Frenzies, the Bronze Regatta hosted and run by the KYC Race Team, Junior Awards and two fun filled Cedar Island days. Wrapping up the summer was the annual BBQ and awards presentation recognizing accomplishments of some of our Junior Sailors and the always enjoyable JS Slide Show taking place August 19<sup>th</sup> at 7pm at the club.

There are many people to thank as we approach the end of the JS program, the members and staff at KYC for welcoming and accommodating the JS Sailors, members of the board and LTS committee for supporting the JS program and helping to make it a continued success, and most of all the Instructor staff! Thank you to all instructors who under the direction of Maddie Crothers, Head Instructor, have once again done a fantastic job all summer long!

Samara Crothers

## Great News from St. Maggie's Bay

The Trihedral CYA Canadian Youth Championships concluded at St Margaret's Sailing Club near Halifax on September 1<sup>st</sup>. This is one of the most important events in the CYA youth and development program. The CYA Youth Champs is the first stage of qualification for the Youth Worlds in Ireland in 2012. Competitors now have to meet training and competition standards over the coming winter at events in Florida.

In the competition for the Youth Worlds spot in the Laser Radial Male class, Hugh Macrae from KYC won top honours in the fleet of 42 of Canada's best male Laser Radial sailors, Brendan Authouse placed 24th. For the Youth Worlds Female spot, Violet Stafford also from Kingston Yacht Club topped the 20 boat fleet with Meghan Ruititis placing 5th.

In the other classes, Fred Scott and Aiden Ross placed 6<sup>th</sup> in the 29er class and we can also take some credit for Ali tenHove who was the crew on the 7<sup>th</sup> place 420 and Emily McIquham who qualifies for the Youth World spot in the 420 class.

These are great results for a club as small as ours and shows that our dedication to youth development, and a great staff and volunteer base can provide a platform for our sailors to compete and develop into some of the best sailors in Canada.

We wish Violet and Hugh good luck in the qualifying criteria for their place in the Youth Worlds next summer.

Paul Davis  
Vice-Commodore



## 2011 Shark Canadian Championship Regatta

A good regatta starts with a good team of players. And our volunteer players are the best. Thanks to all who helped plan, set up, organize, run and wrap-up the event. I believe everyone deserves a pat on the back and here you go.

Congratulations to:

Our Co-Chairs; Paul Davis and Lana Butler;  
Our Planning and Organizing Committee; Matt Fair, Glenn Singleton, Megaera Fitzpatrick, Peter Van Rossem, Ross Cameron, Matt White and Linda Schmalz;  
Our Harbour, Launch and Measurement Crew; Peter Van Rossem Sr., Gord Greer, Peter Kraszewski, Peter Van Rossem Jr., Matt Fair, John Adams, Julian Walker and Rob Crothers;  
Our Race Committee, headed by Ross Cameron – RD; Niilo Avarmaa, Megaera Fitzpatrick, Sheila Murphy, Allison Morgan, Rosemary Wilson, Robert Colwell, Jamie Gillespie, Joey MacDonald, Zoe Evans, John Fairlie, and Megan Willoughby;  
Our Jury, headed by Chief Judge, David Covo; Sean Marshall, Tim Irwin, and Lana Butler;  
Our Scoring Team; Lana Butler and Matt White;  
Our Registration, Meals and Shore Support People; Mary Wilson, Marianne Davis, Jennie and John Lowther, Jo Miller, Mariella Morrin, Terri and Ron Hodges, and Dorinda Singleton;  
Our Model Boat, Mini-Regatta Professionals; John Lowther, Paul Switzer and Peter Van Rossem Sr.

With the assistance of all of you, we were able to host a well attended Canadian Championship which has shown our prowess in preparation for next years World Championship. I hope you will consider coming back to share your expertise and help out for that grand event.

In this year's Canadians, we hosted 38 Sharks from across Ontario and Quebec; six of those were from our own KYC Shark fleet. Jonathan Livingston Seagull, with Peter Van Rossem Sr., Peter Van Rossem Jr., and Julian Walker, finished second winning the trophy for the Top Kingston Boat. The Mini Boat Regatta winner this year was KYC member Brandon Tattersall, receiving a Canadian Radio Yachting Association Membership.

The Rigging Shoppe in Toronto sponsored our event by donating prizes for the 1<sup>st</sup> place boat in each race and KYC's Heavy Fuel with Paul Davis, Matt White, and Brandon Tattersall, took home one of these prizes.

Our official Sponsors for this regatta were; Mount Gay Rum, The Rigging Shoppe, Pride Marine, West Marine, Kingston-Quinte Regional Shark Class Association, and The Canadian Radio Yachting Association.

We were grateful again this year for CORK's support. It was fantastic of them to allow us the use of their equipment for this event, as they do for many of our regattas.

The fleet sailed four races on Saturday. Sunday wind was little to nothing and racing was postponed on shore. The Race Committee went out and set a course around noon with the fleet in tow. They were able to get one more race off and had to abandon half a leg in as the wind dwindled to near nothing.

A special thank you goes to Jonathan Standley for hosting some spectators on his power boat for a closer look at the racing on Saturday afternoon and for being available to go out on Sunday.

Geoff Webster was with us and has taken some spectacular pictures. Please check out his website..... [www.photoone.smugmug.com/](http://www.photoone.smugmug.com/) He will be back next year to capture the Worlds on film (or should I say bytes?).

The KYC Staff were troopers, manning the facility and welcoming our guests. Thanks so much to Glenn and Brett, and all the Bar and Kitchen staff for being there for us.

Congratulations to the New Shark Canadian Champion, "Shark Poop", out of Nepean Sailing Club, with Johan Koppernaes, Doug Brown, and Michael Lee. Full results are at <http://www.kingstonyachtclub.com/shark>.

Lana Butler



Above: Thanks to a great KYC Team launching 40 sharks into our harbour went with relative ease!

Below: After much anticipation...FINALLY everyone arrives at the start line!



## The Line Squall of August 5<sup>th</sup> 2010

There is an old saying that many locals claim as their own, and I think Kingston can lay claim to it as well. It is "If you don't like the weather wait ten minutes". What follows is my memory of a race day last August.

The day was changeable right from the start. By 9am it was already very warm with bright sunshine and a gentle breeze. As we drove to work the lake was a calm pleasant blue, glittering like a million diamonds in the morning sun. Being race day I was checking our KYC wind meter regularly to see what kind of conditions we would have for the 6 pm race. As can be the case in Kingston on some days the thermals come in and the wind can become strong by midday. That was the case today; I was seeing huge fluctuations in the wind speed. It went from under 10 knots to an average of 20 with erratic spikes of up to 35 in the early afternoon. The weather called for a chance of t-storms but if a racer stayed on shore every time we heard this there would be very little racing done. So our plan to race continued like it always does, get to the boat and see what happens. Around 5pm while we were prepping the boat for the race we had a strange little storm pass over us. It had a bit of rain with it but no lightning and we had a huge wind shift. Before this storm we had a very strong south west wind then it clocked to a very strong north wind but once this ten minute storm past, there was very little wind at all. And the heat was extreme again after the cooling north wind died off. The sky was blue and we had a light breeze from the south west again so we all felt like the race would be no problem, if anything we thought there might not be enough wind!

We motored out to the start area and were rigging the boat with our number one sail thinking this was the right sail for the conditions. Well, we didn't even get it hoisted before we experienced an increase in wind speed and decided at that time to go for our number two sail which is a little smaller but not our smallest sail. We had this change made and were ready just in time for the 6pm starting horn. The wind continued to increase but the skipper was confident with the sails we had up. The boat was handling just fine and we were doing well in the race. By now the sky had clouded over again and lightning could be seen in the distance. One boat in the fleet notified race committee of this fact but the storm looked to be a long way off so we continued with the race. As we headed to the windward mark the decision was made not to hoist the spinnaker sail for the downwind leg but to white sail. In hindsight that was the best decision the skipper could have made. There were dark black clouds directly over us at this point but still the conditions seemed stable. We heard some thunder but the wind hadn't increased nor had it started to rain. So we continued on. There were two boats in front of us that were flying their spinnakers; we were following them to the leeward mark. All was going well, we were cruising along at a good clip of 5 to 6 knots sailing wing on wing. I was forward steadying the main sail as we went downwind and

from my vantage point I had a clear, constant view of the boats that were behind us. These were the smaller boats of our fleet and as they rounded the windward mark they launched their spinnaker sails for the downwind leg. As I watched in horror, a very fast moving line squall caught all of them by surprise. I could tell at least three boats were in serious trouble as the squall hit. From where I was, it looked like one boat was on its side, sails were flying out in all the wrong directions, and then I couldn't see any of them at all. The white wall of the squall had swallowed them up! We had about thirty seconds to one minute from seeing the boats behind us get walloped before the line hit us. We had time to get our head sail down and somewhat secured; I ended up sprawled over it to hold it down. The full strength of the squall was now on us, the wind was gusting over 30 knots, one spike was 43, and the lake was whipped into a frothy turmoil with waves over a meter and spray coming from each crest. The wind was howling and the rain was pelting down now, making it very difficult to communicate with each other. The skipper was motoring now as well which made it that much harder to hear anything. The crew managed to wrestle the main sail down and get it securely tied, not an easy task when the boat is being buffeted with rain and heeling over from the wind and waves. The driving rain was lashing our faces and any bare skin making it feel like needles. We were all soaked to the skin from the rain and the waves crashing over the boat, we could only see for a distance of twenty feet or so around our boat. Everyone and everything was being whipped around by the heavy wind and rain. We did the best we could to weather the storm and keep everyone on board as well as the sails. Hope was that the squall would vanish as quickly as it started! The worst was over in about 15 minutes, slowly we could see a little farther as the rain and wind abated. Out of the rain and mist we started to see a few boats sailing by. They were the boats that were hit first, and had survived the squall with minimal damage. We kept motoring back to the location where the troubles first hit; one boat had lost a crew member overboard so we tried to reach their location to offer assistance. By this time it is getting much easier to see, the squall was pretty much past us now so we could see the rest of the boats from our fleet. The woman was back on board her boat and all the other boats were accounted for! Race committee did an excellent job keeping track of us all; no one was left behind to fend for themselves. All boats and crew survived this latest line squall, with a few boats suffering from broken parts and ripped sails. Pretty good results considering the length and suddenness of the storm. The sun was coming out now and the water was flat so what else could we do but hoist the sails to dump out the rain and dry them out, because we have another race in two days!

J Kraszewski

## ***Women in Wind (WinW)***

*Women in Wind* is a Kingston Yacht Club (KYC) program, exclusively for women, run by women. All women members of KYC, who have reasonable sailing skills, are welcome to participate in WinW. Our goal is to help women gain confidence, sailing experience and friendship through a variety of programs offered under the *Women in Wind* banner.

### **WinW 2011 Steering Committee**

**Co-ordinators:** Sandra Stewart & Johanna MacKinnon

**Skills Building:** Ruth Smith, Brenda Charette, Rosemary Wilson

**Wednesday Night Sailing:** Anne Beatson

**Racing:** Joan Kraszewski

**Women's Sailing Weekend:** Rosemary Wilson

**Dinghy Sailing:** Linda Shanks

**Communications:** Email- Joan Butler

**Log-** Teresa Garrahan

**Logo Development:** June Blackburn & Sandra Stewart

### **Summer "2011" Update**

***New this year:*** an "Info Sheet for *WinW* Sailors" was prepared and distributed. The Info Sheet is intended to provide information to promote a fun and safe Wednesday Night sail. Also, a contact list of *WinW* sailors was developed, and shared. The purpose of this contact list is to enhance communication for Wednesday night sails- last minute changes, cancellations etc.

Thank you to June Blackburn and Sandra Stewart for organizing the sale of ***Women in Wind logo tote bags.***

### **Wednesday May 25<sup>th</sup> - Meet and Greet**

*WinW* hosted a "***Meet and Greet***". A "pot luck" of appetizers was served. The event was extremely successful with high participation by returning and new member *WinW* sailors.

### **Wednesday June 1<sup>st</sup> – Wednesday Night Sailing Program: Anne Beatson**

***WinW Wednesday Evening Sailing Program commenced on*** June 1<sup>st</sup>.

Thank you to Anne for her efforts and commitment to keep us all organized in terms of boat assignment.

***Thank you to the Wednesday night women skippers!***

## **Monday July 11 and Monday July 18 Dinghy Sailing: *By Linda Shanks***

A two night course for women in the sport of *dinghy sailing* was held on July 11 and 18<sup>th</sup>. There was a great deal of interest in this event with seven women, of various sailing ability, signing up to work with instructors from the Junior Sailing Program. Sam and Maddie Crothers had graciously arranged for us to convene on two Monday evenings to work on our dinghy skills with a couple of the instructors.

The first evening was confined to on land training due to poor weather, so we reviewed points of sale and some sailing rules. We even advanced to some racing tactics and a lively discussion of strategies for rounding the mark ensued! In the end, the rain did not let up and we were unable to set sail.

We arrived with great excitement on the second evening and launched the boats intrepidly. We had a light wind which was perfect for us to learn to manage the lines, the tiller and most importantly the bailing! A great night was had by all and many requested that a third night be set up. Alas, this did not prove viable, but there was great enthusiasm for us to continue with this valuable program next year. We wish to again congratulate the Junior Instructors on the program they put together for us and the good humour and expertise that they brought to the task.

Thank you to Linda for organizing this instructional event.

## **Wednesday August 17- Summer Race: *By Joan Kraszewski***

### *Women in Wind – Summer 2011 Race*

One race was held this year. On August 17<sup>th</sup>, eighteen women sailors enjoyed a beautiful summer evening race.

Race Committee: Peter Kraszewski

*Women in Wind* Race Committee Coordinator: Joan Kraszewski.



The ladies enjoy an evening aboard "Seattle Slew"!

## What a Great Sail

I have just returned from a month long cruising/racing vacation, so I'll only provide a brief update on KYC activities. The Junior Sailing program has now finished, and it looks like it was a great season. We saw a record turn out at the Awards Night, and that seems like a good barometer for how the kids and parents thought the summer went, and how well our instructor staff did their job. Congratulations to all of our Junior Sailors and to all of the KYC staff who make the program the fantastic success that it is.

The club Shark refurbishment program slowed down significantly for the summer as everyone had other things on their mind, but the boats will be back at the club shortly, looking shiny and white, and I'll be calling on volunteers to help put the boats back together. If you weren't involved this past winter/spring with this project and would like to get involved, please let me know.

Since my KYC report is a little short due to my absence from around the club this summer, I thought I'd share a short "sailing" report of my trip to the North Channel and back. I kept a blog going while on the trip, and that can be found at:

<http://ramble-on-2011.blogspot.com/>

for anyone wanting more details.

The goal of this trip was to combine a cruise through the Great Lakes with the focal point being our participating in the Bayview - Mackinac race, followed by a trip through the North Channel with my two boys followed by hopscotching back to Kingston.

Right off I would like to thank Conrad and Elsabe for sorting out complicated travel arrangements to join Linda and I for the race, and my friend John who both helped deliver the boat to Port Huron and crewed during the race. Linda and I appreciated both their company and skills.

Throughout the trip, we typically combined some overnight runs with a few day long stretches. This allowed us to keep a good pace as well as some time to catch up on sleep and enjoy our surroundings and destinations. It was critical to be at Port Huron in time for the start of the race, and thus we had a schedule to keep.

We tackled Lake Ontario in a single shot by getting out of Kingston at the crack of dawn, and found ourselves pulling into the Welland piers at sunrise the next morning so we could immediately transit the canal, and then crash at Port Colborne on Lake Erie to catch up on sleep. While going upstream in the canal is somewhat challenging due to swirling currents as they flood the locks, the shipping traffic was minimal and we were out the other end in about 8 hours (our return transit was even faster at less than 7 hours!)

After getting a good sleep we struck out for Erie PA. Lake Erie treated us to light breezes and flat water, and at times, too little wind. Upon arrival, we checked in to US Customs, and found ourselves a marina close to downtown so we could see what Erie was all about. Turns out, there was a huge motorcycle convention going on ... "Roar on the Shore". Our choice of "close to downtown" turned out to be less than optimal as most of the motorcycles were Harleys. The next day we decided to do a long haul to Pelee Island where we could then take a longer break and enjoy the sights, wine, and the island lifestyle. From Pelee, we tackled the Detroit river, Lake St Claire, and St Claire River over two days stopping at Windsor, and then ending up at Sarnia (directly across from Port Huron). While mostly under motor, we did get hit by a nasty storm right at Detroit. Our teeth were full of grit, and I think the boat got a complete sand blasting on it's Port side due to the huge coal and gravel piles along the shore near the Steel mills.

The Bayview - Mackinac Race (aka Port Huron - Mac) is the little sister of the Chicago - Mac race. The Bayview - Mac race may only draw about half the number of boats as it's big sister, but at 220 boats this year, it is still a lot of boats. The entrants range from cruisers, fleets of C&C's, Beneteau Firsts, PHRF and IRC divisions. There were a lot of boats my size, but many were much bigger. Unlike the LO300, the big boys come out to sail both Mac races. Fleets of GL70s, Farris, and other carbon speed machines arrive at Port Huron after finishing the Chicago - Mac (which included some serious weather and unfortunate deaths this year), and some of them will continue on to do the Trans-Superior.

The festivities involved in races of this size are pretty amazing. Port Huron was buzzing with activity, and the Black River was packed to the gills with participants in the days before the race. Everyone is rafted 3-4 deep, and the atmosphere is electric with activity. The entire town comes out as well because their Blue Water Fest is occurring at the same time. They gawk at the sailboats, and we enjoyed the spectacle that their continuous parade of power boats provided.

The actual race provided a full spectrum of conditions. The start was particularly frustrating as the winds were very light and resulted in numerous postponements while different fleets waited for enough wind to get off the line. It was getting near late afternoon before all the fleets were out of the gate. The light winds were particularly frustrating for us, as our division stayed in a tight bunch until late evening providing no opportunity for us to get the boat moving (we were the fastest boat in our division).

We continuously monitored the weather, wind and other lake conditions as the weather briefing for-told of all sort of potential nastiness that would be crossing the lake as the race progressed. Sure enough, by nightfall we were dodging storm cells, reefing down, and trying to keep on top of the changing conditions. Both nights we also found ourselves without any wind and having to deal with the frustration of drifting with the lake currents, managing left over swells, and trying to avoid moving backwards.

Night and day, we were always in sight of numerous competitors. We were always trying to keep track of who they were and how we were doing against them. During my off shift in the small hours of the second night I was abruptly awoken by a full volume "starboard" hail from Linda (right over my head). I immediately crawled out of my bunk and handed up the million candle power flashlight to the on deck crew. They were, of course, under control, but being below and half asleep, the thoughts of another boat's bow coming through the side of the hull were floating about my head.

We ended the race with a fresh breeze on the nose and the Bois Blanc and Mackinac islands coming into view. Reefs went in and were shaken out, and we kept the boat powered up all the way to the finish.

Once ashore, the mayhem of rafting was fully underway. I was immediately notified that we were going to get a random safety inspection. That resulted in the enormous mess down below getting even worse as I had to root around to locate all the various bits of equipment I was asked to produce.

Mackinac Island, for those who have never been there, is a cross between Niagara on the Lake and Disney Land. Horse drawn vehicles and bicycles only. Beautiful, immaculate homes, lots of history, a Fort, all with a resort like atmosphere. After tracking down the location of showers and getting cleaned up, we wandered the Island a little and then looked for a place to get a proper meal. The big event party and awards ceremony were the following day. It was good fun and was certainly something to see. It is a very well run race, and getting to the party on the Island is a big part of it.



The finish of the race marked the half way point of our trip. We were at the furthest from KYC we were going to get and it was time to work our way back home. We headed back into the North Channel to Spanish, where I would pick up my two boys and drop off John, and we would continue through the North Channel before starting the reverse journey back to KYC. For those interested in reading more about the remainder of the trip, take a look at my blog (noted above).

Cheers & Happy Sailing,

Chris Walmsley



**The KYC Log has gone PAPERLESS**

The Log is now being sent out by email only. If you would like to receive a hard copy in the mail, please contact the main office.

If you are not currently receiving email from the office, please contact [manager@kingstonyachtclub.com](mailto:manager@kingstonyachtclub.com) to be included on KYC's email distribution list

## CORK 2011

Sunday August 28<sup>th</sup> was the last day of CORK and feeling the effect of "Irene" only the Albacore class launched to try to race. As the northerly wind gusted above 30 knots, the sailors headed back to shore and we had to abandon racing for the day.

KYC members and boats have again played an essential role in ensuring the success of the CORK events and the volunteer BBQ hosted on August 25<sup>th</sup> was a great success – **many thanks to the club and Beau's for their support.**

CORK International. (Youth and Development classes) was again our largest event, with 430 boats and more than 550 sailors. Counting officials, volunteers, coaches, parents and chaperones to that, we can easily triple that number. Once again, Ontario Sailing provided great support as our partner in organizing the coaching aspect of the event.

CORK OCR – Olympic Classes. (Olympic and invited development classes). This year an impressive number of National team members attended this event, with competitors in the Laser class including some top ranked sailors from the USA, New Zealand and the Virgin Islands.

CORK Offshore and One Design includes the traditional Offshore (PHRF) event, Sportboats and dinghies. This year the Albacore class completed for their Ontario Championships. .

Next up is the CORK FALL REGATTA, September 17 and 18, it is a great event including the Optimist, 420, 29er, 49er, Laser and Radial classes – and this year the Contender class (single handed with the helm steering from the trapeze), will be here as well.

**Volunteers – sign up now online or by contacting Tim or Marianne at the CORK office to join the fun and camaraderie during FALL CORK.**

**Thank you to each and every one for your support, CORK would not be possible without you volunteers contributing your time and skills to host sailing events here in Kingston!**

Tim Irwin, Event Chair Marianne Davis, Event Services Chair

Email – [sail@cork.org](mailto:sail@cork.org) Phone - 613 545 1322.

Website – [www.cork.org](http://www.cork.org)



KYC's Dragon Bait enjoys racing at CORK 2011!



KYC's Orange Peel participated as a CORK Race Committee boat

# Calendar of Events

Month	Day	Event
September	Friday the 2 <sup>nd</sup>	KYC Labour Day Feeding Frenzy
	Sat & Sun, 3 <sup>rd</sup> & 4 <sup>th</sup>	Labour Day Cruise
	Friday the 9 <sup>th</sup>	New Members' Appreciation & Commodore's Cocktail Party
	Saturday the 10 <sup>th</sup>	Carruthers Racing
	Saturday the 17 <sup>th</sup>	The Amherst Island Pursuit Race
	Saturday the 17 <sup>th</sup>	Able Sail Kingston Regatta
	Thursday the 29 <sup>th</sup>	Weeknight Racing Ends
	Friday the 30 <sup>th</sup>	2011 IOM Canadian Eastern/Region 1 Championship
October	Sat & Sun, 1 <sup>st</sup> & 2 <sup>nd</sup>	2011 IOM Canadian Eastern/Region 1 Championship
	Sat, Sun & Mon 8 <sup>th</sup> , 9 <sup>th</sup> & 10 <sup>th</sup>	Thanksgiving at Jemmett's Landing
	Saturday the 29 <sup>th</sup>	De-Stepping Masts
	Sunday the 30 <sup>th</sup>	Haulout
November	Saturday the 5 <sup>th</sup>	Sailor Awards Night & Dinner
	Thursday the 24 <sup>th</sup>	Annual General Meeting & Dinner
	Saturday the 26 <sup>th</sup>	Lobster Night & Dance
December	Thursday the 8 <sup>th</sup>	Ladies' Lunch
	Friday the 16 <sup>th</sup>	Roast Beef Feast & Carol Sing

## Get Involved at KYC!

*At KYC there is always lots to do and...*

*"Many hands make light work"*

If you would like to help...

please contact Matt White, the Membership Director, to be connected with the right person.  
**membership@kingstonyachtclub.com or Glenn at 548-3052 ext 4**

### Please Make Note: KYC Log Publication Deadlines for 2011-2012

#### Publication Issue Contributors' Deadlines

2011 v4 Haulout Saturday, October 15th, 2011  
 2012 v1 Mid-Winter Saturday, January 7th, 2012  
 2012 v2 Sailpast Saturday, May 20th, 2012

Submissions should not exceed 500 words, should be submitted in electronic format, may include photographs, and should be sent to the KYC Log Editor at: [log@kingstonyachtclub.com](mailto:log@kingstonyachtclub.com)

# Kingston Yacht Club Contacts

## Board of Directors 2011

Position	Name	Email
Commodore	Megaera Fitzpatrick	commodore@kingstonyachtclub.com
Vice Commodore	Paul Davis	vicecommodore@kingstonyachtclub.com
Rear Commodore	Chris Walmsley	rearcommodore@kingstonyachtclub.com
Jr. Past Commodore	Rob Colwell	pastcommodore@kingstonyachtclub.com
Finance	Alison Brown	finance@kingstonyachtclub.com
Director at Large	Suzanne Hamilton	suzanne.hamilton@kingstonyachtclub.com
Director at Large	Rosemary Wilson	rosemary.wilson@kingstonyachtclub.com
Director at Large	Ross Cameron	ross.cameron@kingstonyachtclub.com
Director at Large	Peter Hartel	peter.hartel@kingstonyachtclub.com
Director at Large	Brandon Tattersall	brandon.tattersall@kingstonyachtclub.com
Director at Large	Matt White	matt.white@kingstonyachtclub.com
Director at Large	Samara Crothers	samara.crothers@kingstonyachtclub.com

## Other Volunteer Contacts

Archivist	David Page	archivist@kingstonyachtclub.com
Corinthian Fund	Gord Crothers	corinthian@kingstonyachtclub.com
Website Updates	Matt White	webupdates@kingstonyachtclub.com
KYC Log editor	Glenn Singleton	manager@kingstonyachtclub.com

## KYC Staff

General Manager	Glenn Singleton	manager@kingstonyachtclub.com
Office Manager	Frances O'Neill	office@kingstonyachtclub.com
Yard Steward	David McCallum	office@kingstonyachtclub.com
Food & Beverage	Glenn Singleton	food@kingstonyachtclub.com

### KYC Fall Clubhouse Hours starting Tuesday, September 6th



	<b>BAR</b>	<b>OFFICE SERVICE</b>
Monday	4:00pm - 9:00pm	Closed
Tuesday	4:00pm - 9:00pm	9 to 12 and 1 to 5
Wednesday	4:00pm - 9:00pm	9 to 12 and 1 to 5
Thursday	4:00pm - 9:00pm	9 to 12 and 1 to 5
Friday	4:00pm - 9:00pm	9 to 12 and 1 to 5
Saturday	Noon - 6:00pm	Closed
Sunday	Noon - 6:00pm	Closed

The KYC Bar is always open for extended hours on "Special Event" nights.