

MACASSA BAY YACHT CLUB • Winter 2020/2021

Macassa Mariner



FROM THE BRIDGE

Reports from MBYC Executives



COMMODORE

Report from Brian Leslie

We have just had our first virtual meeting and AGM and barring a few audio issues I would say it was a success.

Sixty-seven members attended the meeting and it was 2 hrs in duration. We will endeavour to streamline the procedure in the future.

As most know, we were unable to have any in-person meetings or gatherings with more than 10 people indoors or 25 outdoors at the Club. Most organizations have gone to either virtual meetings or postponed them until the restrictions are lifted. Most recently Ontario has been put in a total lockdown, until the end of January 2021.

We have missed several General Meetings, including those featuring our Nominations and Elections. Going forward, we will see if we can hold nominations and possibly elections virtually.

We will continue to repair and upgrade our docks, buildings and property as needed. Although we have started to do some of these upgrades, we have many necessary repairs that will need attention in 2021. The Directors are working on a plan to deal with the larger expenses.

All Directors have been asked to work on a budget and list of needed repairs, upgrades, and a wish list for the future.

Continued on next page.



Red sky at night sailors delight!

MBYC Directors 2020

Commodore – Brian Leslie

Past Commodore – John Modesto

Vice Commodore – Robert Schindler

Secretary – Charles Mitchell Jr.

Treasurer – Adam Wilk

Secretary-Treasurer – Sandy Kovacs

Director - Building Maintenance – Ray Lizee

Director - Membership – Carl Easton

Dock/Yard Master – Dave Thornhill

Director - Entertainment – Mark Mackesy

Director - Bar Management – Gerry Boyar

Sergeant-at-Arms – Frank Harild

Auditors – Bob Mueller, Bill Newman

Newsletter Staff & Contributors

Editor/Designer - Helena Laidlaw-Allan

Advertising - Bruce McLeod

Club Photography - Dave Bailey, Brian Leslie, and other club contributors.

Sorry if we missed anyone.

Website - mbyc-hamilton.org

Web Editor - Terry Wagg

Macassa Mariner is published

three times a year by MBYC.

The Editors reserve the right to

edit submissions when necessary.

Thank you to everyone who submitted

candid photos. Submissions can be

sent to editor.mbyc@gmail.com

Next Edition of the Mariner: Spring

Deadline: April 15, 2021 (If you have your

submission prior please send.)

Macassa Bay Yacht Club

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Hamilton ON L8L 0B1

905 529-9205 www.mbyc-hamilton.org/

Please keep us updated on your e-mail listing and phone # so we can keep you informed of any important notifications regarding our club. Send an e-mail to Carl Easton (Membership) through the Club's website or leave a note at the bar.



FROM THE BRIDGE

Reports from MBYC Executives

Continued from cover

As many of you know, I am incredibly supportive of our volunteers. They truly represent what a self-help club means. Without them our costs for repairs and maintenance would be quite costly. A huge thanks to Jack Allan, Helena Laidlaw-Allan, Mark Campagna, Jim Bowen, Bill Newman, Peter Boothroyd, Trevor Onken, Jim Tarves, Barry Miller and several more.

We managed to open our Bar mid-August to mid-December with limited hours. There were some complaints that some bar patrons were not following the rules set out by the City of Hamilton and the Ontario Government. Failure to follow the rules can result in large fines for the patron and huge fines for the club.

We know these are tough times to do business and to try for normal activities, but things will get better in the new year.

These are uncharted times for all of us and our club. Please continue to support our club through your payments for memberships in 2021. Our club is truly a diamond in the rough, and we need everyone to continue to support it.

I am sorry to announce that MBYC lost four long time members this past year. JoAnne Pollice, Lois Freeman Collins, Jorgen Hansen and Colleen Gleason. Please accept our apologies if anyone was missed.

Both Joyce and I would like to wish all members and their families a safe and healthy Christmas and New Year' and are hoping that 2021 is a return to better times. ■



DIRECTOR - BUILDING MAINTENANCE

Report from Ray Lizee

As COVID Forever continues, Jim Tarves and myself have volunteered to clean and sanitize the outside access washrooms, taking over from Trevor.

We use the alcohol-based formula, and sometimes bleach. Well, this is damaging surfaces in the bathrooms and elsewhere. Bill Newman and myself dismantled one of the door handles, so as to repaint part of the door. Paint chips were coming off.

As well, the door handles themselves are corroding, with the finish being eroding off. Now, any future work should take into consideration the harmful effects of constant cleaning with fairly aggressive agents. Any

design should also incorporate structures that will be easy to wipe down, avoiding crevices, corners, fancy returns and so on.

With the lockdown, there is no more access to the Building for socializing.

This does present opportunities for renovation work, especially now that the upstairs washrooms have been updated. Ideas and volunteers are welcome.

For example, one issue is the moisture entering the wall around the door that we have all been using to enter the downstairs bar from the patio. You may have noticed the drywall breaking away at the bottom near the door.

Also, in cleaning the yard around the building, we have been picking up pieces of roof shingle, mostly coming off the vertical side that receives sun. As roofers know, it's always the sunny side that goes first. So we will look at having this done in the spring.

In this lockdown, construction continues, and it is busy out there. It is the bars, restaurants, barbers, pet groomers and the like that suffer the most. And of course our seniors who can't receive visitors.

*Merry Christmas. Joyeux Noel et Bonnee Annee a tous !
(Does anybody know I speak French? Yeah, a few do)* ■



SECRETARY/TREASURER

Report from Sandy Kovacs

Just a reminder that dock deposits must be received not later than February 15, 2021 in order to avoid penalty.

Cheques may be left in the Club mailbox located near the main entrance.

You may also mail to MBYC, 80 Harbour Front Drive, Hamilton, L8L 0B1.

The mailbox is checked daily.

Merry Christmas everyone and please stay safe. Let's hope 2021 is a much better year all around. ■



MEMBERSHIP

Report from Carl Easton

Membership has been very quiet for some time now. With the club hours severely restricted renewals have been very slow. With the year winding down, even in spite of the pandemic members

are starting to come out of the woodwork to renew.

We expected that social members would be slower or less likely to renew due to the lack of opportunity to use the clubhouse facilities.

Continued from page 2

This does not appear to be the case, renewals of both regular and social memberships keeping pace with each other, as I write this, regular renewals are leading by one.

At the virtual meeting I was asked what my plans were to get members to renew.

The short answer; renewing a membership on time is the responsibility of the member. If it is known that a member will have a legitimate problem in renewing on time accommodation will be made, but we have to know about the problem before the close of membership. If the membership director phones or otherwise reminds individual members to renew it is very likely that members may slip through the cracks and the membership director would be admonished for not treating all members the same.

The information contained in the membership records should be the best available information about our members.

There are three reasons why membership information may be inaccurate:

- 1) *The membership director has made a typo or other entry error (rare, but not unknown)*
- 2) *The information on the application form is incorrect or illegible (somewhat more common),*
- 3) *Something in the members' life has changed, phone number, address, new boat etc., etc., and they have kept it a secret from the membership director (happens a lot).*

The last situation can be easily corrected by sending the membership director an email with the changed information or leaving a note of the change to the attention of the membership director at the bar.

Recently I have been working on enhancing the membership record spreadsheet make it more useful as a planning tool in support of future budgeting processes.

Spreadsheets can be a superb tool for creating models of future outcomes (ie. "what if we...") but only if the data they hold is accurate.

I am doing my best to ensure the data is as accurate as I can make it.

In the meantime I am looking forward to getting my Covid vaccination and surviving until the return of a summer of boating. ■

The MAIN GATE is to be kept closed at all times, during the winter.
You can access your boat but the Club House is closed.



ENTERTAINMENT

Report from Mark Mackesy

On December 16th, at our first ever virtual club meeting, when the Commodore called on me to give my report, I have to admit, I wasn't prepared.

For once I was kind of at a loss for words.

Due to the clubs' Covid 19 shutdown of entertainment activities there wasn't much to report.

Normally in December we would have held the *Children's Christmas Party* on the first Sunday of December and the *MBYC Christmas Open House* on the second Sunday. Both cancelled.

Due to the pandemic, the Commodore decided not to have any fundraising normally associated with the Open House.

Our next event would probably be a repeat of last year's very successful *Chinese New Year Party*. I suspect that's unlikely to happen.

For this reason, we finally cleaned out the last of our freezer items and donated them to the Good Shepard.

Prior to the shutdown volunteers cleaned and reorganized the club's kitchen and closet. They also reorganized the closets where various seasonal decorations, etc. are stored. So everything is ready whenever things start up again.

As always, thanks to all the volunteers, both regular and social, that make Entertainment (and the club) go. Without them, things just won't happen. Or if they did, things would be much more expensive!

Let's look forward to club activities resuming some time in 2021.

Ho, ho, ho, ■



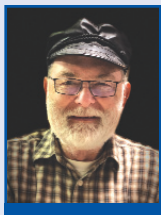
BAR MANAGEMENT

Report from Gerry Boyar

Thanks to everyone who supported our Club Bar and Staff over the summer.

We were able to use the patio earlier in the season, then we moved inside as the weather got cooler. Although the number of people allowed in the bar was restricted due to Covid-19 regulations, members were happy to be able to socialize at a distance. All being well we hope to reopen as soon as it deemed safe to do so.

I wish you a Happy New Year and hope to see you all soon. ■



THE OPINION OF ONE EXECUTIVE MEMBER

A yacht club exists primarily to support the needs of its' Yachting (boating) members;

however, over time some members will retire from

boating and many members will see the club as a centre of their social life.

Over time the original purpose can become blurred if the interests of the bulk of the membership drift away from boating. As the club matures this seems to be occurring.

I have a number of years of experience living in condos, for much of the time I have served on the condominium management boards.

These boards have been responsible for budgets ranging from around \$60,000.00 /yr. to \$1.200,000.00/yr.

Today our club budget is approaching \$500,000.00/yr.

In my view, the core functions of a Yacht Club are close analogs of a condominium or a Co-op corporation.

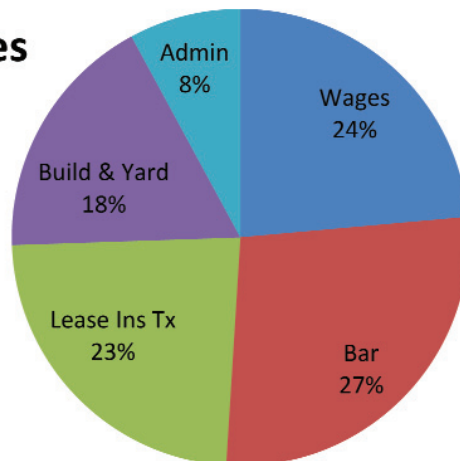
As a club we have property and facilities common to all members which must be supported, funded and maintained.

We have an extensive physical plant that is servicing and protecting boat owners: a winter storage yard/parking, perimeter fencing, entrance gates, dock gates, docks, walkways, dock services, power, water, stabilizers (*spuds, weights and chains*), yard equipment, fork lifts, small vessel racks, mast racks, dock carts, maintenance buildings, club tools, lifting beams and slings, mast crane etc. etc. all of which require constant maintenance and upgrading.

We have a club house facility common to all members which has our bar and social lounges, washrooms and other areas which are used for larger meetings and are available for rental. The clubhouse has significant expenses such as: housekeeping, mechanical systems (refrigeration, heating and A/C), bar systems and paid bar staff etc..

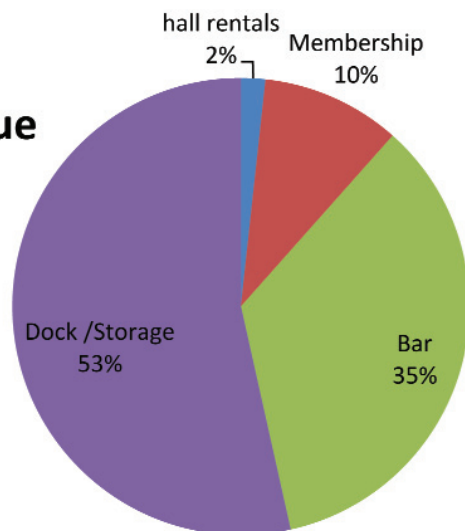
Expenses

2019



Revenue

2019



These percentage figures are real and based on 2019 actual numbers

Expenses shared between the clubhouse and the yard/docks include utilities, insurance, lease, taxes and some service contracts.

When I joined MBYC in 1985 my membership cost fifty dollars and my dock cost two hundred dollars.

Today a social membership (*including sales tax*) only costs sixty five dollars, a regular membership (*including sales tax*) only costs one hundred dollars, my dock costs almost thirteen hundred dollars (*not including sales tax*).

Dockage has now increased by a factor of six and yet membership only doubled.

The pie charts (above) show the sources of income and expense for a normal year. The percentage figures are real and based on 2019 actual numbers.

THE OPINION OF ONE EXECUTIVE MEMBER *Continued*

Our financial record has just less than one hundred and twenty line items, to make the pie charts more readable similar items have been grouped as much as possible.

The data shows the sources of income and expenditure. It is clear that the major source of income is from the yard and docks. This comes exclusively from members with boats on a dock and wintering in the yard. The expense chart is self-explanatory.

I thank the auditors for allowing me to use the charts they developed, our information is the same, their charts are simple and clear.

The charts do not take into account planning for future maintenance or replacement items (in condo terms that would be called a Reserve Fund).

In the very foreseeable future there will be major expenses required for the clubhouse as roofing, heating and ventilation equipment other original installations are nearing the end of their useful life.

In our lease negotiations with the city there will be a requirement for constant improvement and upgrading of our facilities to keep up with community standards. This will also require long term planning and budgeting for future expenses

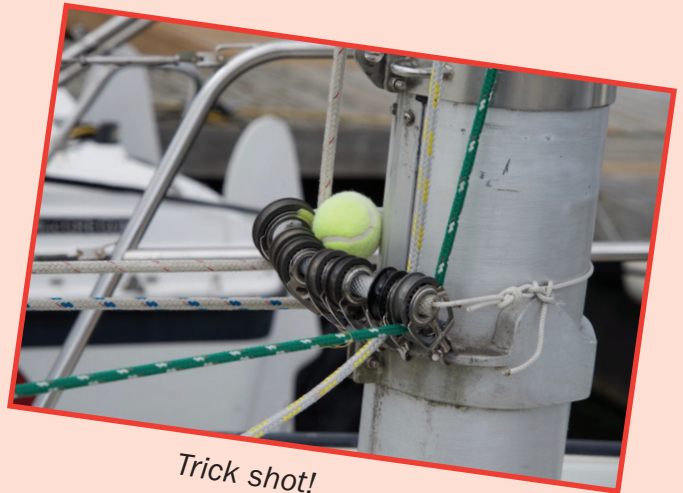
It seems apparent that some adjustments should be made to create a better balance of income and expense. In order to adequately meet the future financial needs of the club the elected executive needs additional capabilities and flexibility.

Submitted by Carl Easton

Check out the MBYC Website
mbyc-hamilton.org

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We also have a Buy & Sell Section.
Why wait for spring!

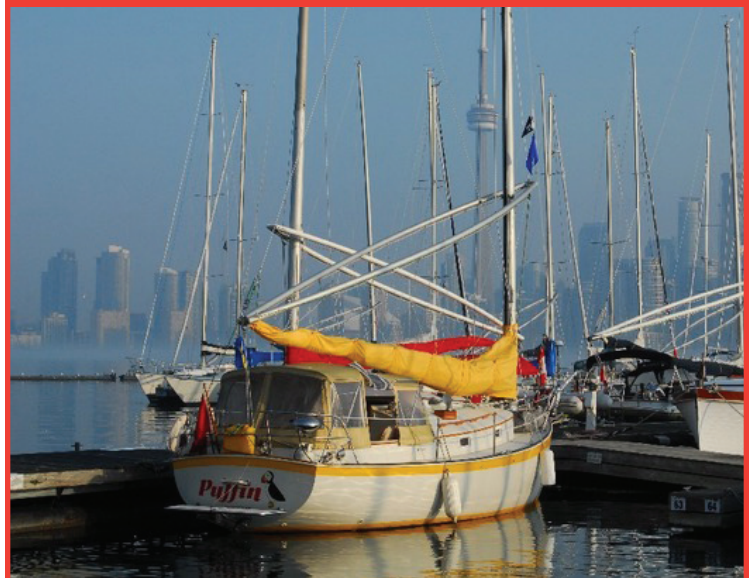


Trick shot!



On the hard.

Andy Hoekstra's new boat "Puffin"



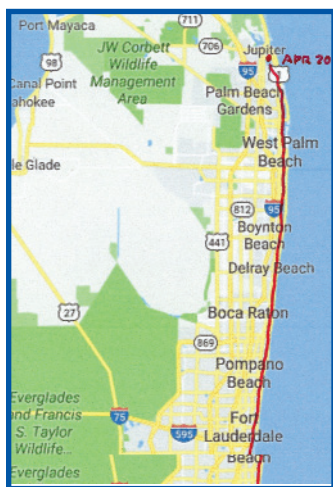
DREAM OF A LIFETIME PART 6 - A trip down the Mississippi 1962 - 1963



By Grant Somerville, with Cherie Somerville

As a social member of MBYC, I am excited to share with you, The next Chapter of my memories of the boat trip that I took with my dad down the Mississippi in 1962.

This story is a excerpt from a recently published book and written in two voices, Grant (italics) and his father Bruce Somerville.



It was Feb 21st when we moved to Clearwater Island to have the boat hauled out to copper the bottom and spent 6 more days there. During that time Dick Preston of the Chamber of Commerce visited us and took our story and many pictures, then invited us back to his place for supper. A reporter from the Clearwater Sun came to take our story and pictures of the 'Crazy Canadians' and we had many people come by just to talk with us and to see the

Reta May. We were being treated like royalty after the article appeared and the owner of the '66 Marina', Paul Yarusso, his wife, and Jerry Halloway took us to an evening at the Greyhound Races. Feb 24th was a day with high winds and we accompanied Paul and Jerry on their boat to pull a barge off a sand bar that had broken free and drifted ashore.

While still in Clearwater, Florida, Feb.22 we did some varnishing on the boat and loafed among the fisherman. A 125 mph wind swept down through St. Petersburg. We were very glad we had nylon lines. At the local marina we watched the assembly of the "Flying Cloud" a 51 ft. ketch rigged catamaran. The hull was shipped from Italy and the two aluminum masts were brought from England. After being rigged and fitted, it left for the Bahamas.

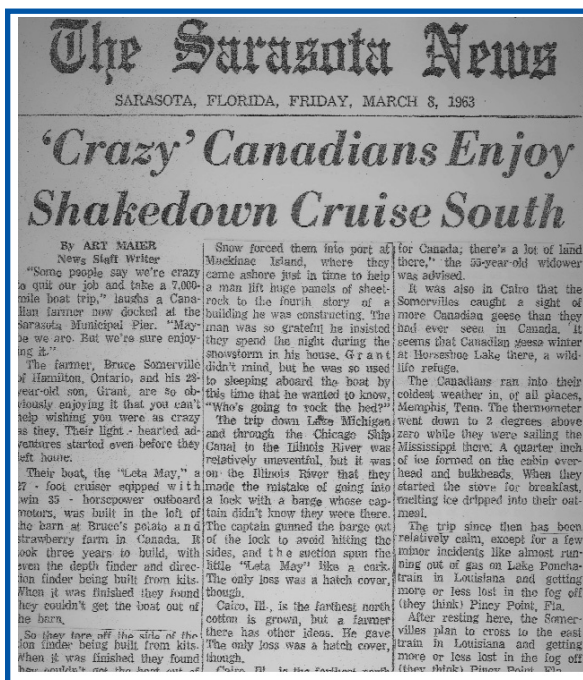
February 28th we ran down the coast, across Tampa Bay paralleling the Sunshine Causeway and into City Pier Sarasota. Visited all the sights of the area and made the front page of the newspaper again with the story and pictures. By now the temperature was getting into the mid 20s and we were enjoying the warmth after such a long, cold run so decided to spend the next 24 nights tied up at Sarasota.

During that time we met Skip Brainard who was on vacation with his grandfather and driving their new Chrysler Convertible. They treated us to a tour of the Ringling Museum, many dinners out, propane pick ups, trips to the

laundromat, watched a water ski performance together and drove us to the beach for a day.

Sunday March 3rd I was admiring a large boat that had pulled in during the evening. The skipper, John invited me on board the 'Wasp' which was privately owned and was originally built for the navy as a very fast sub chaser. In the wheelhouse they had all the most modern electronic equipment that you could imagine. John lives on board which is required for insurance purposes. He explained that he would receive a call from his boss to meet him in some port in Florida and John would travel at night using radar to make better time.

March 7th Arthur Maier of The 'Sarasota Sun' came down to see the boat from Canada and to get our story of the trip. Dad and I had decided to re-varnish the decks of the Reta May and the weather was perfectly dry for doing this. The following day Art came by with a copy of the newspaper that featured our story and a picture of Dad and I sanding the decks.



DREAM OF A LIFETIME PART 6 - Continued

Saturday March 9th we met Bill, Edi and their daughter Bonny Rueger of the sailboat 'Tamure' (homebuilt by Bill) who were on their way to spend a year sailing the Caribbean. Edi was teaching Bonny on board for the year out of school. It would be 1 1/2 years later that they would tour across Canada by car and stop in for a visit. We prepared a dinner for them and had a film night showing us many beautiful photos of their Caribbean cruise. I had Wendy for dinner as well to meet the Ruegers and to see their slide show of their boat trip. Their favorite Island was St. Johns in the U. S. Virgin Islands which consequently was where Wendy and I would, a year later spend our honeymoon in a tent on the beach in 1965.

Thursday March 14th Harry Pearlstein of Toms River N.J., having seen our article in the paper, stopped by to see the boat and meet with us. Harry's lady friend, Brenda and son Kenny invited us to spend a couple of days at their home on Siesta Key, one of the outer islands. Their home was a magnificent structure so Dad and I were sleeping in soft beds, doing our laundry, swimming in their pool and enjoying thick steaks off the barbecue. Following that they made a point of dropping by the boat every day for 7 straight days to treat us to lunch at many very nice restaurants and to tour the area. March 22nd they dropped by the boat to say goodbye as they were on their way back to New Jersey. We had spent 24 nights in Sarasota and made many new friends and salute the Americans for their warm and open hospitality. During our stay we had 20 guests on board to sign our log book.

March 24th when we decided to leave Sarasota and many new found friends to continue our journey. We departed at 0840 and as we passed Venice Inlet there was a submarine coming to port which gave us a rather eerie feeling. Boca Grande Pass was a bit sloppy due to the south eastern but continued on to anchor for dinner by La Costa Island. Following that we continued onto Punta Rassa where we took on fuel and tied up for the night at a very nice dock for small boats. It was then 1630 hours.



March 25th we departed at 0850 for a smooth cruise and pulled in to anchor for dinner just above Naples. Following dinner we then continued on the inside of the island chain past Naples then onto Marco where we anchored out for that night.

March 26th. In the morning we tried fishing and caught 2 catfish which we cooked up for lunch. At 1410 we lifted anchor and cruised down to Goodland where we passed under a hand operated bridge. At 1500 hours we dropped the anchor for the night.



March 27th we left Goodland at 0800 to cruise into Everglades City but stopped along the way to do some fishing. We caught 2 gaftopsail and a trout that we ate for lunch. After lunch I climbed a coconut tree to get ourselves a coconut. This is also where I picked up some bait and purchased a fishing map of the Everglades. Stamped on the front cover 'NOT FOR NAVIGATION'.

We of course decided to fish our way to Flamingo by going through the Everglades that are comprised of many floating mangrove islands that continuously change positions due to tide and currents. This is why the fishing map is not to be used for navigation!

Continued down the coast. Called in at Marco, Goodland and Everglades City. The weather was very good and we enjoyed quite a bit of good fishing.

Leaving Everglades City we were heading to round Cape Sable. The water got rough and radio reports were calling for a big blow. We began looking for a marker at the mouth of the Little Shark River. It called for a 25 ft. white tower. With the glasses we could see something white among the trees. It appeared about 10 or 12ft in height, but we could see no sign of an opening. Decided to go in and investigate. The reason we could see no opening was quite evident, the river, heavily lined by mangroves, made a sharp turn to port after leaving the gulf. These rivers don't have much fall so it depends on the tide as to which way they flow.

We had purchased some fishing charts at Everglades City which came very handy for finding our way through this maze of rivers, inlets, lakes and canals. First Little Shark River, then Oyster Bar, Cormorant Pass, Whitewater Bay, Tarpon Creek, the last two with only 3-1/2 to 4 feet of

DREAM OF A LIFETIME PART 5 - Continued

water on the channel. On to Coat Bay and Flamingo Canal to the Marina. We fuelled up then went back to Tarpon Creek and Whitewater Bay to fish and explore, finding a great variety of fish, turtle and sting ray, as well as great flocks of Cormorant and Egrets.

A couple of times while sitting on the bow of Reta May, I signalled Grant to cut the engines, thinking we were going to hit a log which turned out to be massive loggerhead turtles.

At night when everything was quiet and we were in our bunks, we could hear the fish chewing on the barnacles and the drum fish booming out and being replied to in the distance. We stayed in the Everglades a week before we came out to head for the Keys.

Sunday March 30th we decided to head back into the Everglades to do more fishing. We spent 6 nights in the Everglades and had some wonderful meals of fish until our steering mechanism broke. It was a new steering system called Steermaster, a push/pull cable within a casing. It is interesting how the fish stopped biting and I got my last good lure snagged on the bottom so decided to see if I could dive down to retrieve it. When I dove in and started swimming to get to the line the boat started leaving me, it was due to the strong tide so fortunately I was able to grab the swim ladder as I was drifting past the boat. Never occurred to me that there are Crocks in these waters. Mmmm?

On the 6th day after eating the last of the rice that we had, we decided to head back to Flamingo so Dad sat on one motor and would steer the other with his feet as I stood at the helm and hollered back instructions. We eventually made it back where Dad removed the wire from our mast and made some splinters from our filleting board to make a splint for the broken steering cable. This temporary fix lasted for the remainder of the voyage.

The Conservation Officer at Flamingo marked out a course on our chart of a very scenic route across Florida Bay to Key Largo and Plantation Key. This course was mainly used by the officers making their rounds of park area and was only marked by saplings stuck in the sand. As soon as we got out in Florida Bay the water colour changed to a very light green and unbelievably clear. You could see fish and rays darting about in 20 feet of water. This was in the channels, as most of the water was only 2 feet deep. We managed to keep off the sand bars and shoals and soon hit more open water. Spotting a radio tower which was our marker for Tavernier, turning west to Plantation Bay and through Tavernier Creek to the Strait of Florida which lies between the Keys and Cuba. We were heading for the house of some friends on Key Largo and soon found the marker for the channel which we followed in through shoal waters behind Alligator Reef. The channel had been dug out of the coral and the spoil used to build up the lots.

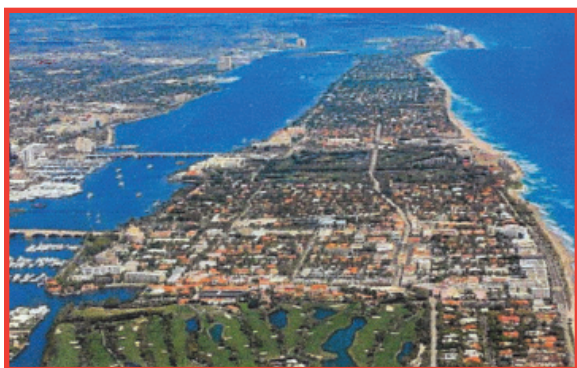


The bottom all around here is coral and very hard on boats and motors if you don't keep a sharp look out. Once inside the channel the coral reef keeps the waves from building up and the tarpon, snook and grouper are plentiful with the odd shark and barracuda. We had a lovely holiday here then stocked our galley and prepared to turn northward again.

When we arrived in Tavernier on April 5th we fueled up at the docks and walked to the post office. We then called Frank and Evangelina Johnson to say we had arrived. Dad had worked with Franks twin sons at Bertram's in Dundas and they had asked us to stop in and spend time with their father who was expecting a call from us.

We met Frank at the grocery store so he came aboard and directed us through the channel, under the highway, to the Atlantic side and into his channel that he had blasted out for a series of homes he was building on this stretch of the Keys. They insisted we move into the house to eat and sleep on land which we did for 11 nights. During that time Frank drove us into Homestead to look around and also went with Evangelina to church on the two Sundays. We helped Frank paint the garage floor of the new house next door that he had just completed building.

One morning, Frank asked if I needed a shave, so Evangelina who is a native of Cuba, with very broken English, offered to shave me.



DREAM OF A LIFETIME PART 6 - Continued

She used a double-sided razor blade that she held in her finger tips. It worked, she did not even nick me. Of course Frank and Dad were laughing all the time. While we were there Frank needed house plans drawn up, so I borrowed his drafting board and drew up his house plan for one of the new adjoining lots.

After changing our forwarding address at the post office we said goodbye and departed at 0915 on April 16th as we headed north finding the sounds and passes quite rough. Through Biscayne Bay around Miami were many beautiful homes and gardens. The scenery was nice, but the marinas looked too expensive for us. We anchored here for dinner and then went onto Hollywood Harbour and stayed for several days. Shopped, went sight-seeing, visited with crews from other boats and met some folks from around home, the first familiar faces we had seen in 6 months.

We stayed at the Hollywood Yacht Basin for 3 nights, during which the temperature was 31°C. On the 17th it was really hot, so we went to the beach and made friends with Fred aboard the NOMAD and Buddy aboard the REBEL. It was on April 18 that we called Allen Braithwaite from our Ancaster area. Later, Allen, Rusty and Jean Peg came onboard to see our home of the past 6 months, and to listen to some of our tales.

April 19th at 1000 we departed and continued north to Jupiter, through Fort Lauderdale with its expensive homes. All along this route, there is a "NO Wake" law which means a speed about five or six miles an hour. There was a nice marina at Jupiter with the usually friendly people, which by this time we were beginning to take for granted, having met so many of them along the waterway. This is sure appreciated when you are travelling. ■



Adapted from "Dream of a Lifetime – A trip down the Mississippi 1962-1963" © by Grant Somerville, with Cherie Somerville.

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Cherie Somerville cheriesomer@yahoo.com



Insulated
Carry Bag \$55

White V-Neck
T shirt \$20

CLUB REGALIA

By Martha Newman

As I write this note for the newsletter we are again facing a Covid lock-down.

For the past number of weeks with our limited club accessibility and limited bar hours

I have been able to take and fill a few orders for folks.

When we are once again allowed to open with limitations

I will be offering similar service.

There will be a display board of the items available and as well, everything is on the website.

We do have a couple of NEW things to offer, a v-neck white ladies cotton t-shirts, as well as a very nautically styled insulated carry bag. Have a look at the website.

I look forward to a time when we can all gather again and I can set up sale tables and hopefully bring in a few more new things.

Wishing everyone a safe and healthy 2021.



**Check out CLUB REGALIA
on the MBYC Website
mbyc-hamilton.org**