



MACASSA BAY YACHT CLUB • Fall 2021

Macassa Mariner



FROM THE BRIDGE

Reports from MBYC Executives



COMMODORE

Report from Brian Leslie

Well, here we are coming to the end of the boating season once again. If you had the opportunity to get away from the dock you were treated to a very warm and breezy summer which made for great sailing and watersports. We were able to have next to normal BBQ most Saturdays and enjoy the patio and its great views.

We all hate the word Covid as it has affected everyone's daily routine and will continue for some time to come. Most of us have had both vaccinations by now and are starting to feel a little safer, but as you all know we have to follow the Government guidelines and ask for proof of double vaccinations if you wish to be seated indoors at the club's bar. We have mandated that all employee's and members on the Executive be double vaccinated so that you can feel confident that we are doing our part for all the membership.

We are going to try for a general meeting in person with the option of joining by Zoom. I am not convinced that most of the members are ready for an in-person meeting, but we have been asked to try. As of October 19, 2021 ONCA (Ontario Not For Profit Act) will be proclaimed and we will be obligated to follow the new bylaws.

Continued on page 2.

MBYC Directors 2021

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

Intrim Dock/Yard Master – Jack Allan

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

Club Photography - Dave Bailey, Bob Mueller, Mark Mackesy 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: Winter Deadline: November 15, 2021 (If you have your submission prior please send.)

Macassa Bay Yacht Club

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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

Commodore's Report - Continued from page 1.

As such there will be many changes in the way we run our club and business.

If changing our bylaws wasn't enough, we must come to terms that our club's waterfront will be changing possibly as early as the fall of 2022 and this will mean a financial challenge to the club and its members.

Please don't shoot the messenger and try to remember that the future of MBYC depends on our commitment to moving forward and planning for the future.

Wishing all our members and families a happy Thanksgiving. ■



SECOND ANNUAL CLUB REGATTA

Winners - 1st place, Roger Metcalfe's Crew
& 2nd place, Brian Leslie's Crew. Organized by Terry Wagg.

Vessel Liability Insurance

Please keep the club up-to-date with your valid Vessel Liability Insurance Policy.

When renewing any time of the year, either email a digital copy to mbycdockmanager@gmail.com, or leave a hard copy at the club, attention: Jim Bowen. MBYC does not store or provide dockage to boats without valid insurance.



SECRETARY/TREASURER

Report from Sandy Kovacs

Hope everyone had a great summer (it seemed too short to me), and now it's time to think about storage.

The preliminary list is available in the Club (white binder) during bar open hours. Payment of storage is due not later than **Wednesday, September 28th** or financial penalty applies.

If you did not store in our yard last year, but wish to do so now, please contact Jack Allan, Director - Docks & Yard A.S.A.P. since space is limited.

If you are storing, please remember that flares and sources of ignition must be removed from your boat not later than the day of lift-out (Yard Reg. #18), and that ladders used to access boats must be securely fastened and locked to cradle/stands when not in active use (Yard Reg. #19).

Let's hope for some favourable weather so we can all enjoy these last few weeks. Please continue to stay safe, and I look forward to seeing everyone soon. ■



BAR MANAGEMENT

Report from Gerry Boyar

Words can not express my sincere "gratitude" for all our members and patrons that have collectively come together on a regular basis to support and assist our Yacht Club with the "New Way" of conducting our Bar Services. With many current and interesting challenges and changes ahead of us that we are dealing with, I hope that we will all continue to strive and be stronger during these challenging times with a common goal of perpetually improving our club. With humble appreciation for your continued interest. ■

2021 MBYC COMMODORE'S BALL

live BAND! 🎵
entertainment

SAT NOV 13th
THE WATERFRONT
BANQUET CENTRE
555 BAY ST N

doors open 6pm - dinner 7pm - tickets \$60 pp





MEMBERSHIP

Report from Carl Easton

It has been a very quiet summer.

The *Knot-a-Breast Dragon Boat Team* has been responsible for most of the new Social Members. The inclusion of the *Warlock Dragon Boat Team* has augmented their numbers.

A small number of social members have renewed and I expect with restrictions lessening we will see a greater number of Social Members returning in the new 2022 membership year.

We currently have 150 Regular Members and 258 Social Members (including applicants for regular membership) on the books.

Over the past few months I have had to field questions about FOBs and applying for Regular Membership.

MEMBERSHIP: I get frequent questions about becoming a Regular member. I wish there was a sure fire way to determine who gets the next Regular Membership. There is not.

To become a Regular Member you have to be a Social Member in good standing, own a suitable boat, apply to become a regular member and pay an application fee. You can apply without owning a boat but you will not be interviewed unless you can provide proof of ownership and current insurance. If you pass the interview the committee will recommend you for membership. Your name will be posted for two weeks, if there are no valid objections received you will pay the initiation fee and the difference between your social membership and the regular membership and receive your membership package and card.

Applying gets you on the applicant list. The applicant list is organized by seniority, your place on the list is determined by the date you joined the club as a social member. If you did not renew before the end of the membership year your new seniority date would be the date of your last renewal. If another applicant for Regular Membership with greater seniority applies they would displace you down the list. The length of time you have been on the list has no bearing on your position. Recently we have had three, long standing social members, purchase boats and apply for regular membership. They immediately became numbers one, two, and three, on the list.

Seniority is not the only criteria for membership. The club wants to recruit members who will be active and supportive. Your activity as a Social Member is taken into consideration at the interview. Participation in club events, work parties, bar-b-ques, etc., are considered. There is a provision for moving an applicant forward based on club activities. The selection committee has the option of selecting one applicant in three based on activity. This option is not always exercised. Regardless, seniority remains the primary factor. It would be very unlikely for a member very low on

the list to be jumped up substantially based only on activity.

In the future there is the possibility of adding a probation component to both Regular Membership and holding a dock.

That is the brief explanation, as you can see it is not as simple as getting on a list and progressing smoothly to the top.

Hope this helps.

FOBS: I frequently get asked about FOBs, not always politely.

I thought it may be worthwhile to attempt to explain how the FOB works and what it takes to set one up for a member.

A fob has a lot in common with your “tap” enabled credit card. It uses the same technology and works more or less the same way.

When you hold it near a reader or a keypad the number encoded in it is read, the security system reads the record associated with the number and performs the appropriate action, opening the door or gate or refusing entry and records the action for later reporting.

When the security system was first purchased an active FOB for each club member was created. Initially FOBs were optional; however, they are now a mandatory component of a club membership.

It is my responsibility to manage all FOBs in the club, I configure and authorize the FOB for a new member, I disable FOBs which have been lost or when a member is removed or leaves the club without turning in the FOB.

I recycle FOBs returned or unused from the initial shipment. When necessary I create reports on FOB activity.

FOBs are also disabled for members who fail to renew their membership before the end of the membership year. These FOBs will be re-enabled on payment of dues.

Each FOB must be managed individually. The FOB you buy at the bar will not work until it has been configured to you.

FOB records contain: the FOB number, the members first and last name, a PIN number, the member's security level, the members access rights, if the FOB is activated, if the member is active. Each FOB requires about ten fields to be filled in to activate it. This process takes only a few minutes on my laptop and I try to get it done as quickly as possible, however, I do have a life beyond MBYC so it may take me a day or two to have your FOB working.. Managing our system is not terribly difficult but it is time consuming since every action relating to a FOB must be processed manually, the FOB record software does not have handy shortcuts. An influx of new members or a number of members failing to renew creates a significant workload.

We are all volunteers, patience is appreciated. ■



FROM THE BRIDGE

Reports from MBYC Executives



INTERIM DOCK MASTER

Report from Jack Allan

**Time to store the boats again.
Where did the summer go?**

Haul-out will be Wednesday, October 13th and Thursday October 14th, using two cranes. Only members who are part of the crane crew and those who are moving their boats into position, are to be in the lot, for safety reasons. Make sure you are aware of where the crane is at all times. Don't walk under the crane arm while it is doing a lift.

If you wish to have a dock at the club in 2022, please fill out a **Dock Request Form**, available at the bar and by emailing mbycdockmanager@gmail.com. Only NEW Regular and Temporary Social Members who had docks in 2021, need to submit this form. For Regular Members who had a dock in 2021, If you don't want the dock in 2022 please let us know you are giving up your dock.

All dock and storing boats at our club, must have current **Vessel Liability Insurance**. Remember to give the club a copy of your policy every time you renew your insurance or get a new boat. **The club does not allow uninsured boats to have a dock or store at our club.**

Later in October we will be rebuilding part of the main Dock B. We will be needing a crew to do this necessary job, to keep our docks in good condition. We will also be replacing the gate off the patio and making it a rolling gate.

Thank you to **Jim Bowen** and my wife **Helena Laidlaw-Allan**, for assisting me with all the paperwork that goes with this job.

I also want to thank **Mark Campagna, John Fraser, Roly Baldessarini, Bill Newman, Peter Hampson, Peter Boothroyd, and John Modesto**, who regularly help with all the dock, equipment, and yard maintenance.

I also would like to thank Helena and Bar Manager, **Gerry Boyar**, who helped book in **Reciprocal Visitors**. Also Bill Chamberlain who did a great job as *Officer of the Day* when we were on vacation.

We had 20+ boats visit us from many reciprocal clubs, from Toronto to Whitby. All visitors were asked to book ahead, although we did accommodate a few "drop-ins". Many gave us positive comments about the club, how friendly we are, and what a great location.

By the end of the season most of the available docks were being rented, helping to bring in income to the club. ■



DIRECTOR - BUILDING MAINTENANCE

Report from Ray Lizee

Well this summer beats them all. Not quite as hot as last year, but hot never the less, with the grass staying green all through August. First time in my 12 years in Hamilton.

And what happens? The downstairs AC unit broke down twice. Let me tell you what happened. The first breakdown was the economizer control board. An economizer on an AC unit allows controlled mixing of outside air with inside air. So to cool Mitchell Hall during a big function in winter, the unit will take cold outside air and mix it with inside air, instead of starting the compressor. It does this with louvers and temperature sensors.

The second breakdown was inside the primary AC compressor, where the electric motor broke down, blowing the fuses. The 3 units we have are built as 2 stage air coolers, meaning they have 2 compressors. When a call is made for cooling, the first compressor starts up. If the cooling load is heavy, the controls will start the second compressor. For now, we disabled the defective compressor and are running with just one. This will get us through the off season. Special thanks to **Dennis Culver** for his expertise and service in keeping that unit running.

Mean while, back in the Outhouse, (the former clubhouse), **Kevin Williams** framed and sheathed the area above the showers. I had started this project before COVID hit, so thanks to Kevin for finishing it off. For sheathing, we used a material called "Denseglass", and light gauge steel studs. Denseglass is a form of drywall that has a fiberglass finish over the gypsum board, instead of paper. It is waterproof, fireproof, mildew proof and our wildlife will not scratch or chew their way through it. The next step will be to tape and paint it. (And no, you can't build a boat out of Denseglass LOL.)

Kevin also stripped out the bathrooms in the Outbuilding, revealing some damage to the original wood structure. Just realize that the former clubhouse was not built using modern techniques. It is built with heavy vertical barn boards as a load bearing wall, with cross bracing to hold it together. This really shows it's age. Parts of my own home were built this way. Another problem to solve.

The upstairs of our main building has not been used for two summers, and you can tell. So we have made the request for volunteers, and had an excellent response. We will be posting the various tasks that need to be done, on bulletin boards and by email. By the time the cooler

weather arrives, the upstairs bar will be ready for service, and hopefully Mitchell Hall can go back on the market for rental. Apart from general cleaning and minor repairs, we will be replacing the beer cooler. The original unit has too many problems with door tracks and rusted racks. **Kevin Small**, who used to operate *Frosty's Fish and Chips* in Dundas, has offered his cooler as a replacement. Rob Schindler and his merry mob of mighty movers will be making the switch.

A roofing company has been selected to replace the shingles on the main building. On the vertical sections that you see from the roadway, the shingles will be replaced by siding. And yes, the stories you heard about the roof leaking during those heavy rainstorms are true, but those leaks are minor. We did look at a metal roof, an interesting option, but the COVID economy makes this too difficult. Metal roofs are installed on barns and outbuildings throughout the countryside, constantly and easily, but it becomes problematic in an urban setting.

Thanks so much for everyone's patience and help as we bounce and roll back into operation. ■



ENTERTAINMENT

Report from Mark Mackesy

Due to You Know What, most of the Entertainment workload this year had to do with our weekly club barbeques.

Which had to change with the Covid times.

Instead of the usual week after Lift-In, the barbeques didn't start until July. Instead of crews of 4 or 5, we needed crews of 5 or 6. Instead of members putting on their own condiments, the crews had to put them on for them (*I had no idea that relish was so popular*). We had to use cling wrap as protective barriers.

Our MBYC members stepped up and got the job done. Once we got started, we only lost one weekend due to a lack of volunteers (*how could that happen? I mean, really? Did I not beg enough for volunteers?*).

One thing we hope to revive is the Team Executive crew. Apparently, in olden times, once a summer the Board of Directors would run the Saturday barbeque. This year I have suggested Saturday, Oct 9th, as a date to renew this fun tradition. If it's not rained out it should be an entertaining barbeque. Hehe.

Barbeque Volunteers. If you volunteered and are not on this list, it's because you never wrote your name on the BBQ Sign-Up List. Or I messed up. Or I know you don't want to be mentioned. You may not recognize some names.

2022 ENTERTAINMENT SCHEDULE

We can dream, can't we?

February	Pot Luck Dinner
March	St Patrick's Dinner
April	Pasta Night? TBA.
May	Lift In Breakfast
May	Boaters Yard Sale
June	Sail Past Dinner
June	Parade of Lights
July	Canada Day
September	Fun Regatta
October	Lift out Chilli
November	Commodore's Ball
December	Children's Xmas Party
December	MBYC Open House

Some **Crew Captains** have brought non-members in to help. Some may be KAB crew (*who also are mostly not mentioned individually here*).

Doug Cihocki	Sherry Mullally
Irene Reinhold	Kaillie Pyott
Grant Sommerville	Sara Mullally
Bruce McCloud	Janette Smith
Samantha Craige	Greg Coderre
Larrissa Metcalfe	Mike Ronney
Rodger Metcalfe	Kathy MacFarlane
Linda Metcalfe	Gerry Schweinbenz
Steven Cago	Kevin Small
Andrea Wydysz	Dalia Small
Kevin Williams	Tom Falls
Bill Chamberlain	Sandra Hudson
Jo Chamberlain	Anna Fricker
The Knot A Breast Team	Chris Steifeling
Jo-Anne Lavigne	Laurie Townsend
	Drew Hibrant

If this list doesn't seem long enough, it's because many people volunteered more than once. Some volunteered three times.

Thanks to all who volunteered! You are the backbone of the club. In other Entertainment News.

As I was writing this **Terry Wagg** was organizing the 2nd Annual MBYC Fun Regatta. Another great idea from the past that the club is trying to revive.

As for the remainder of the Entertainment season, including the Commodores Ball (tickets on sale now), let's think positive thoughts. ■

BBQ CREWS SUMMER 2021



AROUND THE CLUB AND BEYOND - SUMMER 2021



DREAM OF A LIFETIME PART 8 - ATLANTIC & HOME 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 then up the Atlantic coast.

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

Leaving Great Bridge at 0750 on May the 9th, we had a mail stop at Norfolk and after departing at 1200 we entered the Chesapeake Bay.

We took our time in the naval yards and harbour where hundreds of ships lay like peas in a pod, most of them with personnel aboard. Hampton Road channel led us into Chesapeake Bay, The bay was full of crab and fish traps. These traps have nylon cords and they don't break very easily when you get tangled up in them. We had to make sure which way the floats or Javex bottles were drifting, so as to clear the lines going to traps. While cruising up the bay one motor quit. We went along on one motor while I tore the other one apart to find we had sheared a woodruff key in the fly wheel, allowing the ignition to slip it's timing. Went up Wallace Creek to a little town, took a taxi to a marina for repairs. *May 10th we departed Fox Hill at 0455 to make up time and so pulled into Fletton for fuel and the starboard engine would not restart. We arranged for a mechanic to pick up the motor and take it back to his shop.*



Three days later it was back on the boat and ready to go. During our stay over we feasted on big crab dinners.

While in Fletton for 4 nights we had a chance to talk with the local crabbers as small craft warnings were up on the 11th. One of the crabbers came in on the 13th with a flat bottomed boat filled to the gunnels with crab. He gave us a full pail of blue crabs for us to eat so we steamed them and had them for dinner and supper. It was later that day when Bobby returned and mounted the repaired engine back onto the "Reta May".

Started out from Fletton at 12:10 on the 14th and ran into a terrific rain storm, put into Smith Point and left again at 1400 hours. Heavy swells and hazy as we crossed the mouth of the Potomac River and on to the Patuxent River. Rounded the abandoned lighthouse shown on the chart and came to Solomon's Isle for the night, arriving at 18:15. The next morning the 15th coming down

the river and clearing Cove Point, decided there was more protection on the Choptank River and to Tilghman Island and up the Knapps Narrows, here the crab traps were thicker than ever.

Departing on the 16th we cleared from Napps Narrows in Chesapeake Bay at 0610 for a nice early start up Eastern Bat, to pass through the narrows behind Ken Island and into the Chester River. We passed the channel going west into Baltimore and some thirty miles farther north took the channel into Elk River the Black Creek and entered the Chesapeake Delaware Canal at Chesapeake City. This canal is bordered on the port side by vapour lights, one fifth of a mile apart, 135 lights in all. You can tell exactly where you are at any time.

We left the canal at 06:20 on the 17th and started up the Delaware River but found it was too rough for comfortable travel so put into Salem for a breather. We had been travelling for nine and one half hours with a lot of debris in the canal and a very stiff current. The next day we headed out the Delaware to Cape May but stopped in the Cohansey River when the tide changed. Stayed for several days to wait out a spell of very cold rain. *While travelling 3 freighters had passed us going the other way and the full freighters were not a problem, however one was empty and threw a wall of water at us that looked to be 10' high. We managed to take it on an angle so we would roll with it on*

our quarter instead of head on. Getting ready to leave we had trouble with the engine which acted up at Fletton. Finally a mechanic repaired it and we turned south down by Cape May to go up to the Jersey Coast. After one day's travel out port motor started giving trouble once more.

A BIG decision had to be made. Preparing to go around Sandy

Hook and up the Hudson River where we would be close quarters with the ocean going freighters, both motors had to be functioning properly. Our one motor had let us down three times in the last six days and was acting up again. Time was running out. My older son at home was on holidays, expecting a call to join us for the last stages of the trip. So with disappointment and heavy hearts we decided to call him to meet us with the trailer and put an end to our voyage.

It was Friday May 24th when Herb arrived in Ocean City N.J. with the trailer and it was a real treat to see him after such a long time. We all slept on board that evening while Dad and I talked into the small hours of the morning telling Herb



DREAM OF A LIFETIME PART 8 - Continued

about our adventures and the people we met. Although it was good to see Herb it was very sad to see the "Reta May" being hauled out of the water on Saturday morning May 25th.

During our trip we had more than 142 guests come aboard who signed our log book which I faithfully filled in at the end of each day. This was the end of our 7 month journey where



we had covered approximately 5500 miles. I am completing my portion of Dad's story so that my granddaughters will have an account of what their grandfather did when he was 23 years old. That winter was often referred to as the coldest winter on

record in the south. Our Dream Come True was over but we had made enough friends and had enough experience to last a lifetime.

After we returned home, the Hamilton Spectator published our story in the paper.



Dad was a very religious man and would kneel in prayer by his bed every night before going to sleep. I was always amazed at how intelligent

and resourceful dad was in all that he was involved with. The fact that he felt competent to build a boat by ourselves truly impressed me, having no previous experience. When we started this venture, we started as father and son. Part way through our voyage we became more like brothers.

On July 4 th , 1969, I was honoured to be best man at my Dad's wedding when he remarried to Blanche Jonassen (nee Baker). Blanche brought her children, Raymond, Jay, and Verna into our family.

Rest in Peace Dad!



I would first like to thank my daughter Cherie for starting me thinking about recording this Mississippi voyage, for the sake of my granddaughters Taylor, Emily, and Jaimie. Cherie had taken to telling the story of this voyage as a school project when she was in Grade 5 in 1979. She based it on letters between her mother, Wendy and I that she found snooping through my dresser drawers! This story of

course all took place long before she was born in 1969.

Cherie presented me with a draft of "Dream Of A Lifetime" back in August, 2014 for my birthday. Many thanks to Kathleen Medeiros for transcribing Dad's original writings! Following this birthday, I started to write my thoughts down to be added to Dad's original story. It is now November 2018, four years later and I have spent a lot of hours leafing through the log book and reliving our journey. Over the last few weeks, I have spent many hours leaning over this

computer as I watched Cherie make this book come to life. I am so very grateful for Cherie's patience and thoughtful input during the entire creation.

On December 19, 2017, Paul Wilson of the Hamilton Spectator published "**A boat, a dream, and Christmas Day in New Orleans**" commemorating the 55th Anniversary of our voyage.



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

MBYC PAYS TRIBUTE TO TWO REGULAR MEMBERS PASSED

MBYC recently lost two of it's long time Regular Members, Wayne Lockley & Brian Cable.



WAYNE CHARLES LOCKLEY

I never dreamed that I would be standing here today and speaking of the passing of my best friend.

Indeed not a very happy time in my life and such a big loss to Wayne's family, MBYC Family and all his many friends.

Wayne and I first met at the Hamilton Bay Sailing club. Sailing and repairing boats for so many years together. A friendship from the moment we first met.

We also shared our Wednesday nights at MBYC, summer or winter it did not matter. This became a ritual for Wayne and me. Wayne's first name was actually Charles, Wayne was his middle name but he went by Wayne to everyone. Charles was also something else we shared. My best friend was a true gentleman and the gentlest person I have ever met. He became more than a brother to me and a true friend to my family. We will truly miss Wayne in our daily lives, each and every day.

Wayne and I could call each other at 6:30am in the morning and think nothing of it.

Wayne always had a smile, a grin and a twinkle in his eyes, and I'm sure all wondered, what was he thinking about with that twinkle. Lol.. Wendy, thank you for being such a great friend and sharing this remarkable man with all of us.

Those we love don't go away, they walk beside us every day. Unseen, unheard, but always near, still loved, still missed, and still so very dear to us.

Wayne, till we meet again, may you rest in peace my friend Charles Wayne Lockley, Safe voyage and may you never run out of rum.

Charlie Mitchell, Past Vice Commodore. MBYC

BRIAN CABLE

Announcing the passing this week of long time Regular Member, Brian Cable. Unfortunately it happened so recently, we haven't his story to tell you at this time. Condolences to his family,

