



# Macassa Mariner



## FROM THE BRIDGE

Reports from MBYC Executives



### COMMODORE 2022

Robert Schindler

**As many of you have observed recently, Spring is finally starting to show her true colours.** Although the weather has been unpredictable lately, the activity around the club is increasing with everyday. Members removing their winter covers to work parties preparing our docks and grounds, our 2022 season is off to a running start!

During the winter our club was unfortunately dealing with the residual effects of Covid. It has been quite the roller coaster ride over the past two years of closures and with the overall moral of the membership suffering a little. It's tough to be upbeat about the current state of affairs, but with things easing hopefully we can all start utilizing the clubhouse and facilities as in the past.

if you have been keeping up with the Macassa Monday Memo, there are a number of events planned for this season. The recent St. Patrick's Day event held in Mitchell Hall was a rousing success albeit a minor hiccup, but still very well received and attended. This was the first ticked event held at the club in over two years and hats off to the Entertainment Committee and the Volunteers that made it happen.

*Continued on the next page.*

## MBYC Spring Launch - May 3rd & May 4th



### MBYC Directors 2022

- Commodore** – Robert Schindler
- Past Commodore** – Brian Leslie
- Vice Commodore** – John Modesto
- Secretary** – Charles Mitchell Jr.
- Treasurer** – Barry Costello (Interim)
- Secretary-Treasurer** – Sandy Kovacs
- Director - Building Maintenance** – Ray Lizee
- Director - Membership** – Linda Mitchell
- Director - Dock/Yard Master** – Jack Allan
- Director - Entertainment** – Jo-Anne Lavigne
- Director - Bar Management** – Mark Mackesy
- Sergeant-at-Arms** – John Boasman
- Auditors** – Scott Miles and Bruce McLeod

### Newsletter Staff & Contributors

- Editor/Designer** - Helena Laidlaw-Allan
  - Club Photography** - Bob Mueller, Stan McCall, Mark Mackesy, Dave Bailey, Roy Maybery and other club contributors.
- Thank you.*

### Website - [mbyc-hamilton.org](http://mbyc-hamilton.org)

**Web Editor** - Terry Wagg

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### Macassa Bay Yacht Club

80 Harbour Front Drive  
Hamilton ON L8L 0B1  
905 529-9205 [www.mbyc-hamilton.org/](http://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 Linda Mitchell (Membership) through the Club's website or leave a note at the bar.*



# FROM THE BRIDGE

## Reports from MBYC Executives

Continued from the front page.

At the present our Clubhouse Bar is operating at a reduced schedule but with the warmer weather and days getting longer expect that to change going forward. William Mitchell Hall is open for business and can be rented through our Bar for a nominal fee.

One more thing to touch on is that we're hoping to put together a few different work parties for the clubhouse and grounds. We will be prioritizing a list of chores that need to be addressed and I implore anyone that has not volunteered in the past to come lend a hand. As we all know MBYC is a cooperative and without volunteers there would be no club!

Have a safe summer, may you have fair winds and calm seas. ■

Mitchell Hall rentals enquires are coming in. If you plan to rent the hall, don't delay. There are only so many weekends in the summer.

We're working on a new simpler rental form.

Lets hope it warms up soon so we can enjoy our new umbrellas on the balcony, courtesy of Molson Coors. By coincidence, we now have Molson Canadian on Draft.

In the future we plan to open later one night a week so members can enjoy a sunset cocktail. ■



### DIRECTOR - Entertainment

Report from Jo-Anne Lavigne

**The arrival of spring is always a welcome sign of renewal and I'm happy to add it also brings the return of social club activities.**

The best way to stay informed is by reading the MBYC Monday Memo which is emailed to you each Monday. Every regular and social member is entitled to receive this weekly email. The MBYC Monday Memo (MMM) will also be printed and posted at the club.

Sail on! ■



### DIRECTOR - BAR MANAGEMENT

Report by Mark Mackesy

**If we can staff it, your club bar will be open almost the entire first week of May. Lift in Tuesday until Mother's Day on the 8th of May.**

That will be the first time in two years that MBYC will be open for that many days in a row. Wow.

A decision was made to open the club on both Lift In days, Tuesday and Wednesday from one until seven. Thursday the "Jumbo Jerks" gang will celebrate Cinco de Mayo, as they did at the club before Covid times. All are welcome. Noon until six.

Friday, Saturday and Sunday we'll be open our normal hours.

After that we will revert to our usual three day opening until Thursday, May 26th, when another large group has asked that we open the bar.

The "Rotary Alumni" will hold a spring get together. Again, it's your club, all are welcome. Many of the faces will be familiar.

Staffing is still an issue, as it is at all bars and clubs. We're still working on it and maybe when you read this, we will have hired someone.

Expect to see some new faces.

### DIRECTOR - Membership

Report from Linda Mitchell

**I am sure everyone is happy to see our long cold winter come to a close.** Spring is finally here and lift in is only a short time away.

As our boating season approaches on behalf of myself and the Executive Committee, I would like to welcome our new social and regular members. We hope you enjoy our club.

I have been a member of Macassa Bay for more than 35 years and I have seen many changes. I would like to say the contributions made by the Executive and Membership at large is remarkable. The dedication and hard work to our club has made Macassa Bay successful and well respected in our community and with other clubs on Lake Ontario.

Lastly if anyone has a family or friend that would like to become a member of Macassa Bay please contact me bring them into our club to a function or for a drink. We are friendly happy people and would welcome them to join.

*I would like to wish everyone a Happy, Healthy, Safe and fun filled 2022 boating season.* ■



## DIRECTOR - Dock & Yard

*Report from Jack Allan*

mbycdockmanager@gmail.com

**Right up to Launch we will be working to get the docks and yard in good condition for our new season.**

We rebuilt part of Main Dock B. I had a good crew helping, and when the weather is agreeable, we will still continue our improvements. Thanks to everyone who helped, even on the coldest days.

We are also updating the electrical on the docks and putting in a new electrical box. Thanks again to **Peter Bruch** and **John Fraser** for all their expertise.

When the weather permits we will be replacing the gate off the patio, with a recycled rolling gate.

We also will be refurbishing the Weed Machine, while it is on the parking lot. **Rob Schindler** is the Team Leader and will need volunteers to assist to overhaul the engine and paint. You can contact him directly.

We will also be spraying the weeds this year and it looks like the water will be higher and that should help keep the weeds down as well.

All members who store and have a dock at the club, must have current Vessel Liability Insurance in their name. Remember to give the club (attn: Jack Allan) a copy of your policy every time you renew or get a new boat. Digital copies can be emailed to the Dock Manager or a hard copy can be left in the black-mail box at the entrance to Dock A. *A reminder list of members who need to submit renewed insurance papers before launch, is posted at the club.*

MBYC does not allow uninsured boats to have a dock or store at our club.

DO NOT leave any recreation vehicles or motorbikes on the club yard, as a way to store personal property, that you don't want to keep at home. The club yard is not for this purpose. We are not responsible for any personal property left at the club.

The only bikes that can be left at the club, are non-motorized type, they are to be stored on the rack by the workshop, be sure to lock them. Canoes can only be stored on the Canoe Rack (\$) by arrangement. *All bikes and canoes must be removed from the club yard before haul-out in the Fall.*

We welcomed a number of new Regular Members to the docks and I hope they enjoy all the club can offer.

**Launch is booked for Tuesday, May 3rd (powerboat side), and Wednesday, May 4th (sail side). ■**



## DIRECTOR - Building Maintenance

*Report from Ray Lizee*

**I am SO looking forward to this year's boating season, after spending the entire winter working outside on a Federal Building in Mississauga.**

And I am SO looking forward to not having to wear masks everywhere, and having our beloved clubhouse back to almost normal activity levels.

I am happy to report that there was no water damage in the downstairs north wall of the Clubhouse. This had been a major source of concern, especially after the experience the club had with the washrooms.

The metal trim on the drywall near the door had rusted away, and the lower sections of drywall had crumbled. After opening the wall, there wasn't even any indication of dampness. What a relief !!

So we replaced the drywall and repainted the wall. Special thanks to Larissa and Rollie.

We will now start announcing projects and tasks to be done around the clubhouse and grounds more publicly, now that we can have work parties without contact tracing and all those other restrictions having to do with working indoors.

*Have a fail safe Lift In and a Happy Spring. ■*



## FAIR WINDS TO THE THOUSAND ISLANDS!



**Few things relax the soul and spirit like the sound of waves lapping a shore or hull.**

*By John Boasman*

Staring into the flames of a bon-fire, a close-up study of well varnished teak, whatever you deem as excellent music, and of course making way under full sail on those rare days when the winds and weather conspire to bring perfect conditions and 6 knots of velocity made good (VMG). For me, at least, and I`m guessing some of you, that`s really what it`s all about.

I started last year determined not to just mark time due to Covid-19. There was no reason why I couldn`t and shouldn`t sail to the 1000 Islands, even if it meant carrying extra fuel, anchoring everywhere and doing it alone. What better way to isolate? As it happened, last summer lady luck smiled upon me. In nine trips down the lake, I had never been able to sail as much as I did last year. It`s true I did encounter a storm that caused us to drag anchor at one in the morning. My wife, Chris joined me for only two nights, and you probably guessed, that was one of them. That incident aside, and a mechanical mishap of my own causing, it was one of the best sailing trips I have ever had. I had the good fortune of working out the mechanical issues while tied up to the Hanlan wall on Toronto Island. I got to stare into the flames of several fires over the three nights

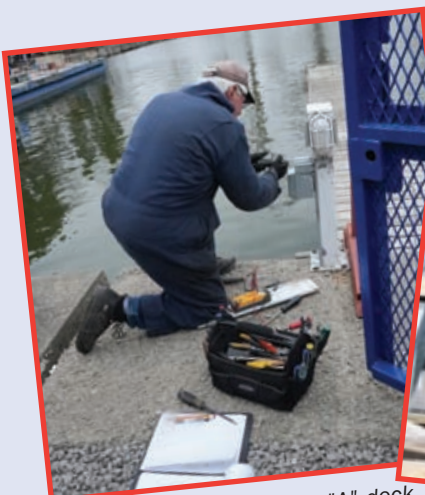
there. I also got to share in the good company of Blossom, Cracker Jacks, Saturday and Lady Rachel. If you aren`t familiar with these boats and their crew you should make it a point to get to know them as they are all fine people that I thoroughly enjoyed spending time with.

Under way early in the morning, a trick I learned from Jim Gardner, I made great time to Cobourg. At the conclusion of this voyage I kicked myself for not making note of every boat from our club that I encountered. Indeed, every day, I either met up with, or passed by, MBYC cruisers. It made it easier to forget the pandemic and feel good about the world again. As I continued to encounter more of our cruisers, it made me proud to be part of a club that had this many adventurous soles. If you`re ever asking yourself why this club?, make it a point to get to know more members. I`m sure that warm fuzzy feeling will grow within you as well.

Perhaps it`s the romantic dreamer in me that still feels like I`m 12 years old instead of my mid-sixties – (I know! hard to believe, isn`t it?) – I`m writing this 6 months after my trip and I still have this feeling. In fact, the older I get the more I want to stare into bon-fires, listen to music and waves and enjoy the company of truly good people. Far too much drama in the world today. If you`re a dreamer like me give me the thumbs up the next time you see me, I`ll know you`re one too.

*Fair winds!* ■

## AND THE WORK GOES ON ...



Jack working the wires on "A" dock.



Finder dock crew ...Jim & Jim



The spot you never touch on the panel on "B" dock

## UPCOMING CLUB EVENTS 2022

### April

- Every Friday in April the "Friday Meal Deal". Club Bar.
- Friday April 29th. "Cheque Day Chili". Club Bar.
- Saturday, 30th. "Ice Jam". Details TBA. Ticketed event.

### May

- Lift-In Breakfast for Boat Owners, Tuesday, May 3 & Wednesday, May 4th. Clubhouse.
- Saturday TBA. Yard Clean Up Day.
- Thursday, May 5th. "Cinq De Mayo" with the "Jumbo Jerks" at the Clubhouse. Noon to 6pm. Everybody welcome.
- Every Friday in May the "Friday Meal Deal". Club Bar.
- Saturday, May 7th. First Club Barbeque of the Season. Garden Gazebo 11:30am - 1pm.
- Every Saturday in May a Club Barbeque Lunch. *We need volunteers!*
- Monday May 23rd. Victoria Day
- Thursday May 26th. "Many Random Guys". Clubhouse, Noon to 4pm.
- Friday, May 27th. "Cheque Day Chili". Clubhouse Bar.

### JUNE

- Every Saturday in June. Club Barbeque Lunch. Volunteer!
- Saturday, June 11th. Sailpast then Sailpast Dinner. Details TBA. Ticked Event.

### JULY

- Friday, July 1st. *Canada Day - Celebrate!*
- MBYC Ribfest. Canada Day weekend. Details TBA.
- Every Saturday in July. Club Barbeque Lunch. Volunteer!

**More to come!**

## SPRING MBYC BAR HOURS

Thursday - As advertised.

Friday - 1pm to 7pm

Saturday - Noon until 6pm

Sunday - Noon until 6pm

*Subject to change.*

## Get ready to Cruise this Summer!

**Mark your calendar for two group sails  
and socializing with club members.**

First sail is to the **Toronto Hydroplane Club**, on the Toronto Jazz Festival weekend, July 15, 16, and 17th. Watch the Toronto Air Show on Labour Day weekend, from the lovely **Etobicoke Yacht Club** Sept. 2, 3, 4, and 5th.

*Sign up sheets will be posted closer to the events.  
Open to both power and sail! Numbers limited.*

*Laurie Bowen, Cruise Director*



## ORIGINS OF THE BBQ



**As barbeque season comes upon us, and as the boats are ready to take to the water, I thought it would be good to note the connection between barbeques and things maritime.**



The connection is the British pirate, privateer and explorer **William Dampier** (1651-1715). Among his accomplishments he was the first to circumnavigate the globe three times. He was also the first Englishman to visit Australia.

After seeing service in the Royal Navy Dampier took up a post as a sugar plantation manager in Jamaica. This was to eventually lead him to a buccaneering life. He clashed over management issues with the plantation owner and left for work in the logging industry in the southern end of the Gulf of Mexico.

Finding that there was conflict between England and Spain over control of the industry Dampier concluded that no fortune was to be made in logging. After a brief spell he fell in with a band of buccaneers and plunder became his chief means of living.

He had quite the career, Dampier spent the next twelve years on various buccaneering ships plundering as he went.

It turns out however, that there was another side to the man. William Dampier was a foodie. This brings us to the connection with the coming season. It was William Dampier who in 1697 invented the word barbecue.

Among his copious journals are numerous recipes. He was the first to provide an English language recipe for guacamole:

*3 large avocados  
1/4 cup of brown sugar  
1/2 tbsp of salt  
the juice of 1 lime, plantains for dipping*

He wrote recipes for mango chutney, flamingo, penguin and sea turtle. He also described breadfruit, which was to have later, dire consequences for Captain Blythe and the Bounty.

Chopsticks, Cashew, kumquat, tortilla and soy sauce were all terms coined by William Dampier. So as we enjoy the summer months at the barbecue we live a culinary and buccaneering legacy. ■

*By Roy Maybery*

## TRAVELS BY WINDY

### Up the Welland – First time

By Carl (“Windy”) Easton

**Most of my sailing experience has been cruising on the Great Lakes, the Chesapeake Bay, the Intercostal Waterway and the Caribbean, however, I have also done a few canal transits.** While I have had many “interesting” experiences while sailing some of these canal transits provided many very memorable experiences.

I have traveled the Rideau Canal from Kingston to Ottawa and return in my trawler “R Tern”. “R Tern” was also my first ride up the Erie Canal before I owned her and a few years later I did almost the whole length of the Erie Canal again when she was mine.

Trips on the “recreational” canals are very different from a transit of a big ship canal like the Welland.

So far I have made seven transits of the Welland Canal, four up bound and three down bound, two up bound in other people’s boats, one up and down in my CS 27 “Grey Escape” and one up and two down in my trawler “R-Tern”.

My first up bound transit of the Welland Canal was a delivery trip. I was delivering the Viking 33 that I crewed on for many years to Lions Head for the owner to cruise the North Channel.

The owner provided a canal crew for the trip up the locks; that was a very good thing! At the time small craft were allowed to transit, however, the canal made very few accommodations to facilitate their passage..

After registering at the small craft dock we eventually received clearance to enter lock one. Entering the first lock for the first time was intimidating, much like entering a huge roofless cavern. The lock gates towered over our mast and streams of water were squirting from high above on the center seam of the lock gates. The realization that above us there were almost fifty feet of water behind the lock gave pause for thought.

On that first trip we were followed into the lock by one of the older steam powered lake freighters of the “Glen” series. Compared to the lake boats of today she was small but more than large enough to be very intimidating as she crept in, effectively trapping us in a blind alley.

When the valves were first opened to flood the lock the intruding water formed a series of six foot high mushroom down the center of the lock. The turbulence created required the effort all six crew to hold us off the wall with broomsticks. In subsequent trips the flooding was much less dramatic as the valves nearest the small craft were not opened. For the first trip the lock walls were in poor condition with large holes and protruding re-bars making the lifts very nervous making in case a piece of re-bar got snagged on our rigging or over the toe rail.

When we arrived at the flight locks the stress ante was upped quite a bit. The gates of the first and second locks were higher than our mast. The gates of the flight locks were now more than double that height. We felt very insignificant with them towering over us while cuddled up as close to them as we could get in the spray of water leaking through the center seam over a hundred feet above us.

A violent thunderstorm added a great deal of “interest” to our trip through the flight locks. At the time the lock decks were drained by gutters which discharged directly into the lock. Every couple of boat lengths there was a torrent of water pouring down from the lock deck which could have easily sunk us if we let the boat get directly under it. Between the torrential downpours, the waterfalls, the turbulence and the proximity of the freighter made the first trip up the flight locks a very “memorable” experience.

At lock seven, the last lock before the long flat section to the control lock at Pt Colborne the owner paid the transit fee and he and the transit crew departed. He departed with the words “She has no scratches now, don’t add any”!

I was left with my crew to get her to Lions Head on time, in one piece and scratch free. Our freighter companion was experiencing mechanical problems and we were required to match his pace (about three Knots) so the bridges did not have to do unnecessary lifts. We were also held at Port Colborne for about six hours while his engine repairs were performed before we were able to transit the control lock. That day the lift into Lake Erie was about six inches as opposed to the fiftyish foot lifts of all the other locks. My first transit of the Welland canal had required almost a full day.

The rest of the delivery trip was pretty interesting; fire at sea, grounding, heavy weather on Lake Huron etc. In spite of all that we did arrive in Lions Head on time and scratch free, however, that is a tale for another time. ■

## “BUCKET LIST” TRIP TO THE NORTH CHANNEL



A couple of years ago I got a book for Christmas “Fifty Places To Sail Before You Die” by Chris Santella which got me thinking about places I would like to sail. One of the places mentioned is The North Channel.

The North Channel runs from Lake Huron to Lake Superior and as the end of Lake Superior is almost the middle of the continent, I thought I would like to sail from the middle of the continent to the Atlantic Ocean. I now had a bucket list.

When my friends Mark and Andy, who keep their boat in Midland, Ontario, told me that they would like to sail their boat to Lake Superior this year I said you can count me in. The plan was to take two weeks in June and see how far we could go. From the start we realized that it was a bit ambitious but we would give it our best shot.

### Friday June 9

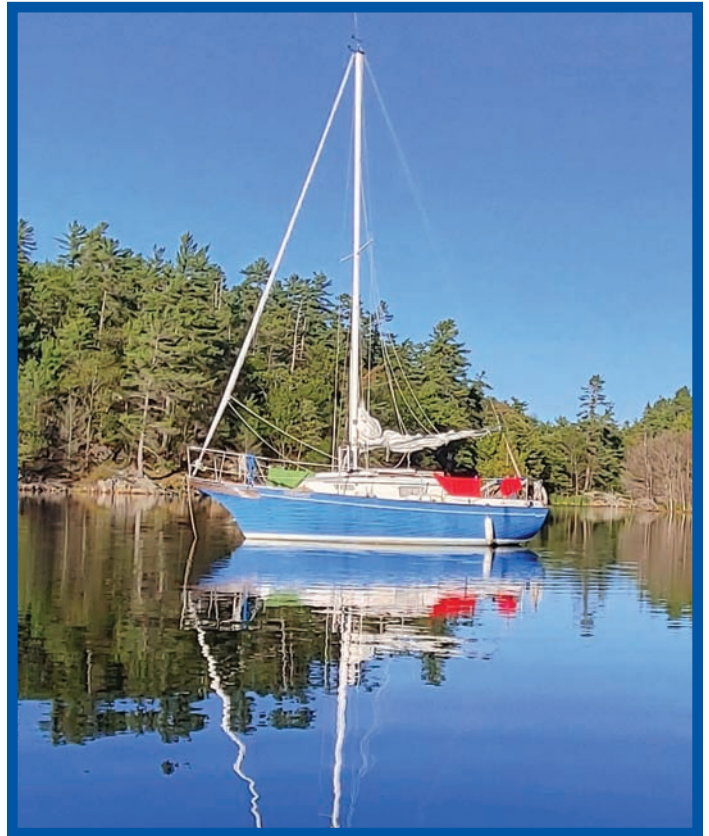
We arrived at Wye Heritage Marina in Midland, Ontario (440 44.95'N, 790 51.1'W), loaded up the Bayfield 25 and were on our way by 2:00 pm. As we headed north up Severn Sound the wind was from the north so we motored. The Raymarine autopilot (Ray, for short) was not working and we discovered that the ground wire in the receptacle was disconnected. The screw that held the wire in was stripped so we soldered it and put Ray to work.

That night we anchored at South Beach on Hope Island (440 54.06'N, 800 10.3'W). We set an anchor alarm at 150 ft. and went to sleep. We had covered 17 miles on the first day.

### Saturday June 10

We left South Beach, Hope Island by 6:00 am and headed into Georgian Bay. It wasn't long before the motor died. It turned out to be a loose screw and it was sucking air into the fuel intake. An easy fix once we found the problem! We motored most of the day as the forecast wind did not pick up until late in the afternoon. We then sailed at 4.5 knots with reefed sails. As we came round the top of the Bruce Peninsula the wind off the land increased the temperature by 15 degrees Celsius.

We anchored in Wingfield Basin, Cabot Head (450 15.17'N, 810 17.5'W). This is a harbour that



is very sheltered from south winds. We had pork chops and rice for supper. It was a good day, having covered 54 miles.

### Sunday June 11

Bacon and eggs for breakfast and we left around 10:00 am. There was 2 metre waves and head winds. As we got further out, the wind came round from the west and died down a bit. We were doing 4.5 knots with

one reef in the main and a full jib. We put a second reef in the main and rolled up some of the jib and we were still doing 5 knots. It was a beautiful day for sailing. We anchored at Club Harbour, Club Island (450 34.06N, 810 35.4W). We could see the bottom at 8 metres and were able to watch the new Rocna anchor set. These anchors are really impressive, they set first time and you can sleep knowing they are not going to drag.

We jumped in for a swim but could not get out quick enough as the water was freezing. We were the only boat there.

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### **Monday June 12**

We left Club Island at 8:30 am and put the sails up but the wind was against us and then it died completely so motored for 4 hours, sailed a bit when the wind picked up and then had to motor again. We phoned Little Current and found out that the swing bridge was not working because of computer problems so we had to anchor at Heywood Island (450 56.0'N, 810 46.08'W).

There was a Constellation 40' there and we had seen them at a previous anchorage. The owners are here from the United States for three months.

### **Tuesday June 13**

Left Heywood Island and arrived at the swing bridge to Little Current at noon but missed the bridge and had to wait an hour for it to open. Originally it was a railway bridge but it is now a one way swing bridge.

We got fuel and a pump out at the town dock in Little Current (450 58.9'N, 810 46.08'W).

We had used 16.8 litres of diesel and had motored for approximately 20 hr. After we had had some lunch and done some shopping we headed out. It was too early to stop for the day.

The goal was to make it to the harbour at Clapperton Island (460 0'N, 820 14'W) before it got dark because there were rocks on the approach to the harbour. It is a very large anchorage here and we were the only boat. The water was refreshing, not freezing like Club Island.

### **Wednesday June 14**

Went to Gore Bay (450 55.3"N, 820 27.6"W). There is a new breakwater as you approach the marina that was just built last year. It is a nice town. There is a large yacht chartering company here for those who have money and no boat. This is about the middle of the North Channel and is the farthest west that we got. We had lunch at the restaurant and downloaded the latest weather forecasts. After a big discussion about the weather and various options about where we could go we decided to head across and go to Spanish. We left Gore Bay at around 2:00 pm and headed north. To get there, there is a narrow channel called The Little Detroit (460 08.9'N, 820 22.4'W). With the east wind there was a strong current flowing



through the channel. There is a range on the rock but half way through you lose that range and you make a turn and pick up another range on the far shore. You have to make a call on the radio before entering the channel to announce that you are coming through. We were motoring at 4.5 knots and the current pushed us up to 6.3 knots.

We stayed the night at the marina at Spanish (460 11.0'N, 820 21.5'W). This was our first night at a dock, at a cost of \$50. It would have been a 20 minute walk into town and it was late so we didn't go. There was an observation platform on the hill above the marina and we climbed up in time to see the sun set. Spanish is a popular area for fishing.

### **Thursday June 13**

Left Spanish at 11:00 am. We still had an east wind so the current was against us going through Little Detroit. We had to watch the range behind us on the shore and just stay in the middle of the channel when we made the turn half way through. The Bayfield has a shoal keel so you have to keep the boat pointed straight into the current. If the current caught the keel the boat could be turned very quickly. With the wind and current against us we were slowed down to 2.5 knots. We made it through safely and motored against the wind all day. It was 7 hours from Spanish to the anchorage at Sturgeon Cove (460 3.9'N, 810 54.6'W). There were submerged rocks across the entrance so we had someone on the bow for a lookout.

The distance travelled was 25 miles.





We walked along and had fish & chips for lunch and bought fresh fish for supper, bought right off the fishing boat.

The forecast was for favourable winds for the next three days then rain.

### **Monday June 19**

We left Killarney by 8:00am.

We sailed all day, 50 miles in 12 hours. Reefing, shaking out reefs, reefing again and shaking out reefs again. Great sailing with about 3 or 4 ft. waves. We had discovered that Ray was not working because of low

voltage so it was good to be able to put him to work again. Got in to Wingfield Basin, Cabot Head (450 15.17'N, 810 17.5'W) at 8:30 pm.

### **Tuesday June 20**

Sailed from Wingfield Basin to Hope Island. 54 miles, beautiful sailing but we had to motor the last three hours. We arrived at South Beach at 9:30 pm (440 54.06'N, 800 10.3'W). We were rocked by the wind and the waves but we slept well.

### **Wednesday June 21**

We sailed out of the anchorage without starting the engine. Sailed past Giant Tomb Island, the wind was from the west, following us down. The ETA at Midland is 3:30 pm. We were on a run with just the main and one reef and making 3.2 knots. The distance from Hope Island to Wye Heritage Marine in Midland was 17 miles.

The forecast for the next three days was for rain, and with the alternator not working, we decided to come home early. We removed the alternator and headed home. Another great adventure. I have now sailed part of the North Channel but Lake Superior is still on my bucket list for another day.

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*Stan McCall retired from his career as a machine designer and now works as a handyman. He teaches at The Hamilton Bay Sailing Club, he owns a Grampian 26 sailboat. He sails the Great Lakes and one day will make it all the way to the ocean.*

*Stan is a new Regular Member to MBYC and has his sail boat on Dock A this summer.*

***If you have a story to tell email it as a pdf to editor.mbyc@gmail.com. The Macassa Mariner is published three times a year.***

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### **Friday June 16**

Left Sturgeon Cove by reversing our track on the GPS. #1 battery was flat but we managed to start the engine with the house battery. We discovered the alternator was not charging. Mark and Andy wanted to go and see if they could find a cottage on an island that they stayed at almost 50 years ago. It was near Battleship Island in the area of 46005.4'N, 81048.7'W but they could not find it. There are just too many islands and they all look the same.

We motored all the way back to Little Current to see if we could get the alternator fixed. That was not possible so we stayed the night at the dock charging both batteries from shore power. We would have to go into a marina every couple of days to charge the batteries.

### **Saturday June 17**

We went from Little Current to Baie Fine. We ate lunch at Mary Ann Cove (460 00.77'N, 810 37.9'W). As you head up Baie Fine you have to stay close to the cliff on the right side but once you are past that bit you can go right down the middle. The clouds were down on the mountains which reminded me of Scotland. As you get to the end of Baie Fine there is a narrow passage that takes you up to The Pool (460 02.8'N, 810 28.7'W). The sun came out as we got there and we motored back in glorious sunshine. Westayed the night in Snug Harbour 450 57.3'N, 810 38.6'W. We had covered 37 miles.

### **Sunday June 18**

We went from Snug Harbour to Killarney (450 58.2'N, 810 30.93'W). We tied up at the dock at the Sportsman Inn for a pump out and fuel for \$45.00 We needed a slip for the night so that we could charge our batteries and the cost was \$75.

## ST. PAT'S DAY AT MACASSA 2022

**There was fun to be had and boy did we have it!**

An evening of games, gabs and great food and GREEN.

We started with lovely pin-wheels and Pub cheese while being serenaded by the "Harp Stylings" of Doug Collins!!!! Dinner followed with a hearty Guinness Irish Stew and traditional soda bread and incase you were still hungry - Guinness Chocolate Cupcakes with Bailey's Icing. Not to mention a decadent chocolate cake to commemorate our Commodores' Birthday!

We all competed in MBYC Bingo and minute to win it games – Big Congrats to Sarah who took home the big Prize of a Bottle of Bailey's Irish Cream.

A small taste of the great events that we are in store for!!

*Larissa Metcalfe*



## COMMODORE'S BALL 2021

