



MACASSA BAY YACHT CLUB • Fall 2025

Macassa Mariner



CLUB CRUISES 2026

Armando Facchini
is our new Cruise
Captain.

New to MBYC, he is very enthusiastic to book cruises for us next summer. He is already busy contacting clubs on our side of Lake Ontario to book cruises for next season. They are all usually arranged in the fall and winter.

So far we have booked **Etobicoke Yacht Club**, for the Labour Day weekend and Air show. They must have missed us this year!

Armando can be found on Dock A on his sailboat.

Thanks Armando and Jennifer, for stepping up! We look forward to an active Cruising Club next summer.



MBYC Directors 2025

Commodore – Ron Knap (acting)
Vice Commodore – Bob Schultheiss (acting)
Secretary – Lee Liver (acting)
Treasurer – Jason Ellis (acting)
Secretary-Treasurer – Sandy Kovacs
Director - Building Maintenance – Neil Matfin (acting)
Director - Membership – Robert Mueller
Director - Dock/Yard Master – Andrew Robinson
Director - Entertainment – Greg Coderre
Director - Bar Management – Terry Tebbutt
Sergeant-at-Arms – Gord Glead

If you need to contact any of the above Members, information is on our website - mbyc-hamilton.org

Newsletter Staff & Contributors

Editor/Designer - Helena Laidlaw-Allan
Club Photography - Mark Mackesy, Helena Laidlaw-Allan, Dave Baily, and other club contributors. Thank you.

Website - mbyc-hamilton.org

Web Editor - Terry Wagg

Macassa Mariner is published twice a year by MBYC. The Editor reserves 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: Fall/Winter. If you have your submissions, please send them to the editor. They will be held until we have a edition to publish.

Macassa Bay Yacht Club

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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 the Membership person through the Club's website or leave a note at the bar.



"PATHFINDER" Racing on the Harbour with MBYC!

Message from the Mariner Editor: Thanks to all the members who sent in photos of events at our club, and articles. Special thanks to Mark Mackesy, who contributed many of the photos in this issue.

VOLUNTEER HOURS

All Regular Members and Social Members with docks, are required to do 15 accredited volunteer hours in a calendar year.

HOW TO CLAIM YOUR VOLUNTEER HOURS

1. Do your volunteer contribution. Either as asked to by the club, or on your own volition, as something needing doing.
2. Fill out a form with the volunteer hours you spent, with date. The forms are kept near the coffee machine in the bar. Place the form in the plastic box provided. Keep a personal list as well, with your hours and what you contributed, including the date.
3. The Executive who is responsible for the area in which you volunteered, will be given the form to initialize. You then will be credited with the hours.

Thank you for contributing to the MBYC.



Bon voyage Jeff! Have a safe journey south.

**MBYC MARINER is published twice a year.
Spring/Summer and Fall/Winter.**

Send your MBYC MARINER submissions via Email (preferred) to editor.mbyc@gmail.com or drop your article/photos addressed to Helena Laidlaw-Allan, Mariner Newsletter. Please be sure to put your name and contact info with your submission. Your submission will be checked for spelling/grammar. Submissions are always subject to review for content suitability.

MBYC Online Regalia Store is online!

https://www.backspinstores.com/teams/macassa_bay/ Pay on line and choose to either have it delivered to the club or shipped directly to you house, for an additional fee.

WINTER DARTS LEAGUE IS UNDERWAY!

Darts are back! Winter League kicked off on Oct. 28th. It's not too late to join as a spare. This is your chance to make a point at MBYC!

ROOM WITH A VIEW

MITCHELL HALL FOR RENT

We have a great venue for weddings, baby showers, retirement parties etc. We also can supply a tent for the garden. Great view of the bay!



LIFT-OUT 2025



LIFT-OUT 2025



LIFT-OUT CHILLI CREW



FRIDAY \$7 LUNCH IS "SPECIAL"



■ Thanks to Mark Mackesy, Greg Coderre and Tom Falls, we have been enjoying a \$7 lunch "special" every Friday at noon, in the cub bar. If you would like to help prepare a special lunch, contact Mark.

MBYC BBQ CREWS

SPECIAL THANK YOU FROM YOUR ENTERTAINMENT DIRECTOR, GREG COLDERRE

I have to send a special thanks to all the members and family who made the 2025 Saturday BBQs the success they were. Many of you got more than one notch on your spatulas this summer. It is impossible to undertake such wonderfully convivial club events and activities without your participation. The BBQ committee is very appreciative of your time and efforts on maintaining these heritage events.



MBYC BBQ CREWS



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Thanks to all the BBQ crews for a wonderful summer for good eating. The MBYC BBQs are a good way to do your volunteer hours and spend time visiting with club friends.



AROUND THE CLUB • SUMMER



THE NORTH CHANNEL 2025 by Stan McCall



"For anyone who's spent any time sailing the Great Lakes, the North Channel is a spot to aspire to."

Mark Stevens in "Fifty Places To Sail before You Die".

On July 25 2025 17 boats converged at Spider Bay Marina in the town of Little Current on the North Channel of Georgian Bay in Ontario for the North Channel Trailer Sailors Associations annual two week cruise.

Some people drive their boats two or three days to get here and others leave their boats up here all year. Last year I towed an 18.5 ft Sandpiper up there but I sold that and bought a Westerly 22 last September in Kagawong. I stored it up there for the winter and put it in the water this spring.

For the first week I had Mark Welch for crew and after a week, on the Saturday, I did a crew swap in Killarney and John Campbell crewed with me for the second week. The float plan included 13 anchorages with one lay day each week which would allow us flexibility for bad weather. Each day we planned to sail from 7 to 17 miles. We would start each day with a radio meeting to discuss the weather and where we were going and any information about the next anchorage.

The first day we were going to Thomas Bay but the two boats that arrived first advised that it was not a good anchorage for all the fleet because of rocks and because the waves were coming straight in the bay so they told us on the radio that we were going to an anchorage with no name except "Mile 58" which is two miles into Collins Inlet. Collins Inlet is a passage around the top of Phillip Edwards Island which is part of Killarney Provincial Park. One of the attractions of sailing up here is that there are no cottages. The next day we motored up Collins Inlet to Beaverstone Bay a distance of 15 miles. There was enough gap between the boats that everyone had the long narrow passage to themselves.

Two days later we sailed over to the town of Killarney on our way to the anchorage of Covered Portage Cove in Killarney Bay. On the way through Killarney we



stopped to buy some fresh lake trout, some ice and to fill up our gas cans. We planned to spend two days there. On the Friday we all gathered at one of the bigger boats. Some people were on the boat and some rafted up in their dinghies and we played a game of bingo. Everyone had brought a small gift prize so everyone eventually won.

Saturday we were supposed to be heading around the peninsula to an anchorage called Blueberry but there were strong wind and waves as we got round the end of the peninsula so some people went into other anchorages to get out of the weather rather than going all the way up to Blueberry. I was heading to Killarney to do a crew change. We got there before our replacement crew member, John, got there so we got rid of our garbage, filled up our water bottles and went and had fish and chips for lunch. I also picked up some fresh fish for supper. It was about 3:00 pm by the time we headed out and having heard on the radio from others about the water conditions we decided to cross Lansdowne Channel and head into Powderhouse Bay. There are a number of red and green channel markers you have to navigate around as you come out of Killarney Channel and cross the top end of Lansdowne Channel to get into Powderhouse Bay. We were very protected from the wind and it was the only time on the trip where we anchored where there was a cottage. I was surprised that I was able tune into the radio meeting that evening since the other boats were on the other side of the peninsula.



Sunday we were headed for Mary Ann Cove in Baie Fine and had a good sail on a beam reach across Frazer Bay. Baie Fine is a fiord and there are a number of channel markers that you must navigate round and some of them you must go between the marker and a cliff. Up at the end of Baie Fine there is a narrow passage that leads to an anchorage called The Pool. It is a fairly large anchorage surrounded by hills. This was John's first time there so I asked on the radio if any boats were going to make the trip up there. One boat was, so we hitched a ride. We towed my dinghy since I have a 10' dinghy and there were 8 of us on the boat. Once anchored, all 8 got in the dinghy and rowed ashore. It was rather difficult rowing but we made it. There is about a 20 min hike up to a mountain lake.

Back at Mary Ann Cove I noticed a Sandpiper anchored there so I rowed over to have a chat. He had only bought the boat two weeks previously and a week later he was up here sailing solo and having a ball. A Sandpiper is 18.5 ft long and weighs 1200lb so it is easy to tow. If you can't bring your big boat up here then get a second boat and have some amazing adventures. While talking to him he said "You are Stan McCall? I have seen your posts on FB." He had some questions about the boat and I was able to help him out.

From Mary Ann Cove we went to Beaver Island. There was not a lot of wind and we had to do a lot of tacking. Beaver Island Harbour is between Beaver Island

and Strawberry Island. It is quite a wide anchorage with lots of room so there was no need to tie off to the shore. In the afternoon we had a social time with some people on Swallow and others rafted up in their dinghy. Food was passed around and our meet lasted a good hour and a half. The water temperature was 71 degrees Fahrenheit which is quite refreshing after a day in the sun. We did not have great sunsets because of the smoke in the air.

Tuesday we headed for Little Current. There wasn't much wind as we tacked up the east side of Beaver Island. The fastest we got was 2 knots but it was mostly 1/2 to 1 knot. At the top of Strawberry Island there is a lighthouse. As you round the lighthouse there are two green lights, which create a range. When you get them in line and follow the line in until you get to some channel markers, you can easily navigate to the swing-bridge at Little Current. We had left the anchorage at 9 am and we got the 2pm bridge. At 5:30 pm we all met at the Manitoulin Brewing Company for supper and a social time.

One of the boats had motor problems and had been towed in by one of the other boats for two days. The impeller was perished and needed to be replaced. The water pump on their outboard is at the bottom of the shaft and you have to remove the bottom unit to get at it. They were able to get it off working from their dinghy but had to pull the boat out of the water to get it back together. This is one of the pluses of sailing with a group. There are people who are willing to give help where needed.

Our next destination was North Benjamin Island however the first boat in said it was not a good anchorage with an east wind so we went over to Croker Island instead. The distance that day was about 16 miles but we did it in less than half the time of our previous sail because of good wind. We picked a spot to anchor between three power boats that were rafted up together and the shore. We dropped the anchor and backed up then I took our Bruce anchor and rowed close to shore to drop it. The shore was covered in large rocks that came down into the water. As John pulled the rope in on the boat you could see that the anchor was bouncing over the rocks and then it dug in. We went in for a swim to check on the anchor and it was

in about 5ft of water but it was on it's side with only two of the three flukes buried so I swam down and set it straight. That evening we had a campfire and social time on the beach.

The next day the group was heading over to North Benjamin but we decided to leave the group and head south to get to Clapperton Harbour anchorage. We had wind but it was not favourable and we had to do a fair bit of tacking. As you come round the bottom of Clapperton Island there are shoals you have to go around and rocks to avoid. Clapperton Harbour is very big and there was only one other boat there. We anchored behind an island in about 15 ft of water. On shore there

was a bunch of dilapidated cabins and what looked like it might have been a fishing lodge at one time but had completely caved in.

Friday we were heading down Mudge Bay to Kagawong. We had strong wind coming up the bay and waves of about a meter. The forecast was for thunder storms all afternoon. We motored out past some rocks and had a hard time finding the green channel marker. When we got past McInnes Bank which has a day marker on it we got the sails up but we needed the motor on to make any progress and to maintain steerage. We had the cover off the motor because we had been having a lot of trouble with it starting. A wave flooded the motor and it died. I immediately went and dropped the anchor and let out all the rope. We were in 43 ft of water and I thought I was going to have to tie another rope on but it held with only 3:1 scope. We took down the jib and put on the storm jib and tied a good reef in the main.



So what were our options? We could head back to Clapperton Harbour which would be down wind once we got past McInnes Bank or we could head north east and try to get to Little Current but thunder was rolling around and conditions were deteriorating so we did a "Pan Pan" call on the radio. The coast guard did a request for help and a couple in a large trawler came to tow us in to Kagawong Marina. We threw a rope across and they tied it off then John went to pull up the anchor but couldn't because the rope to the other boat was tight and he was trying to pull two boats. We signalled for them to come closer and he finally broke the anchor loose and got it up. I must say I am very impressed with that anchor that I bought before this trip. It is a Rocna Vulcan with a sharp tip and weight on the tip to make it dig in. An anchor needs to be on a bow roller ready to be deployed in a hurry and capable of holding in a variety of bottom conditions.

By the time we had supper, we were safely at a slip in Kagawong Marina and the storm systems had passed and the bay was calm. I had a great two weeks with a different crew each week. Next year will be the 40th year of the North Channel Trailer Sailors going to the North Channel. It will be the last week in July and the first week of August. If you have never been to the North Channel you have all winter to make plans. You could trailer a boat up there. You could also sail a boat up there or you could rent a boat out of Gore Bay. Next year will be a new adventure.

■ ***Do you have a boating story to share?
Send it the MBYC Mariner.***

