

Soundings



NORTH BAY YACHT CLUB

P.O. BOX 1171, NORTH BAY, ONT. P1B 1E1

General Meeting

We have some important business that needs to be decided at the March General Meeting. PLEASE ATTEND so that we can approve the budget for the year!

As well, we will be planning what capital projects need to be done over the next 10 years. Attend the meeting so that you can get your ideas counted!

Awards Nominations

Have you thought of anyone who deserved the "2009 Sailor of the Year" or "2009 Helper of the Year"? Be sure to talk to or email one of the executive know, who you think is worthy! Deadline for nominations is **May 1, 2010**.

Important: Fees Due March 31

If you haven't already paid your membership fees in full for 2010, you have until March 31 to get your money in. If payment is not made by March 31 you will lose your slippage bumping rights and seniority.

A Night with Morning Light

Date: Tuesday, March 23

Place: Lulu's, Main St, Callander

Dinner: 5:30 pm

Movie: 6:30 pm

RSVP: Dan at djmfaulkner@cogeco.ca or call 474-6472 by



Friday, March 19

Morning Light is the boat that 15 young sailors sailed in the Transpac Race from LA to Hawaii. Get a sneak peek at:

<http://disneydvd.disney.go.com/morning-light.html>

Important Dates

General Meeting	Wed. Mar. 17
Winter Work Party	Sun. Mar. 14
Spend the Night with Morning Light	Tues. Mar. 23
General Meeting	Wed. Apr. 17
Clubhouse Cleaning	Sun. Apr. 25

Executive Meeting Highlights

- Mast crane training date set for May 2
- Identified trees that need to be taken down and discussed landscaping
- Requirements to extend Liquor Licence for selling alcohol on the point
- Conolift warranty work completed
- Boat and mast storage on-site
- Callander notified regarding errors in proposed Official Plan
- Reviewed dates of events for the year
- more formal Sail Past and Opening Party planned
- Annual Booklet revised to simplify and reduce duplications
- discussed potential capital projects for next 10 years

A Lighter Moment

We were up in the ship's store when I heard someone coming in hot through the very narrow passage into the marina. The entrance to the slips requires about a 290 degree turn very quickly once you come into the marina, so it's a good idea to come in slow. We all stepped out of the store to see the freshly anointed owner of a 25ish C&C type come barreling in from the lake with the 2 cycle on full throttle, blue smoke everywhere.

He couldn't quite figure out the left-hand/right-hand coordination between motor and tiller, while also yelling instructions to his scared to bajeezus crew. They, of course, could not hear him and instead were bracing for impact into a finger pier. The 'captain' realized he needed to take the docking maneuvers into his own hands so he bolted from the cockpit, grabbed the bow dock line and leapt to the dock with line in hand. He made it but, you guessed it, at full throttle the boat had other plans.

The tiller decided to steer its own course. The stern came within inches of crashing into the finger pier, but el capitano turned in time to grab the stern pulpit and attempt to bring the boat in. Horses beat man every time and all 9 horses dragged the guy from the dock. Still clenching the rail, his feet were now dangling right next to the motor. Everyone was flash forwarding to visions of a future double peg-leg. But, sometimes god looks out for the stupid. On the third revolution of the boat as it spun on it's keel, someone in the crew realized it was possible to kill the motor. When it finally stopped, the boat was in the middle of the turning basin in the harbor.

The crew tried to get the guy in but instead only managed to separate him from his pants. At which point he slipped and fell into the harbor. Our harbor is 'water locked' except for the entrance. It's not the kind of water you want to fall into. He finally came aboard via the swim ladder. All hands in the marina were there to help.

(from Cruising Anarchy website)



NBYC Executive 2010

Commodore
Dave Britton

1st Vice Commodore
Safety & Communications
John Simmonds

2nd Vice Commodore Cruising
Clary Hawes

Rear Commodore Grounds
Gail Geddes-Bell

Sailing Commodore Racing
Ken Cork

Executive Officer Clubhouse
Lynda O'Shea

Harbour Master
Bill Stewart

Treasurer
Paul Waque

Secretary
Jill Faulkner

Membership
Dale Britton

Picture of Callander Bay from the point, taken late February. Waters were a little slow for sailing.

Budget 2010

				2010 Budget	2009 Actuals to date
Gov't		\$2.00	hrs. 110	\$ 220	\$ 200
Common		\$ 100.00	75	\$ 7,500	7,540
Member		\$ 220.00	71	\$ 15,620	\$ 16,885
Slip fees	per foot	\$ 17.00	1511	\$ 25,687	27,746
Associate		\$ 100.00	12	\$ 1,200	1,400
Summer				\$ 1,500	1,666.50
Winter				\$ 6,500	7,607
Racing		30	\$ 70	\$ 2,100	\$ 200
Bar & Food				\$ 2,500	\$ 1,639
Hydro and				\$ 450	300
Discount				\$ (2,500)	(3,180)
Ice and		458		\$ 550	458
Dry Sail				\$ 0	55
Power				\$ 500	\$ 400.00
Sub.				\$ 61,827	\$ 62,916
GST refund		5.0%	est.	\$ 2,000	\$ 4,325
Total				\$ 63,827	67,241
Clubhouse,		\$ 450.- lic.		\$ 2,500	\$ 1,756
Security				\$ 1,700	
Sods and				\$ 1,000	
Grounds				\$ 3,000	\$ 4,536
Harbour				\$ 600	\$ 3,385
New decking				\$ 300	
Crushed				\$ 1,000	
Electrician				\$ 300	
Harbour				\$ 1,000	\$ 4,325
Cruising				\$ 500	\$ 100
Racing (incl. RHRF)				\$ 550	\$ 175
Racing		\$ 30.00	15	\$ 450	\$ 1,749
Property				\$ 3,800	\$ 3,058
Electrical				\$ 3,600	\$ 3,790
Septic		\$ 114.00	14	\$ 1,596	\$ 1,260
Garbage	Waste (Miller)			\$ 700	\$ 729
Insurance	Directors & Gen			\$ 6,400	\$ 6,408
Telephone	Bell			\$ 750	\$ 781
Administratio				\$ 125	\$ 531
Interest &				\$ 150	
Membership				\$ 0	
Booklet				\$ 500	\$ 435
Soundings	and Web Site			\$ 450	\$ 213
Legal and				\$ 1,500	\$ 1,286
OSA / CYA				\$ 0	
Share				\$ 0	
Way-Farer's				\$ 400	\$ 100
Launch/Haul				\$ 0	920
Yellow trailer				\$ 900	
Crane				\$ 1,500	
Sling test (5				\$ 250	
Harbour				\$ 500	
Snow				\$ 800	\$ 960
Ice				\$ 350	\$ 350
Fencing				\$ 2,500	
Security				\$ 2,300	
Power				\$ 0	
New mast				\$ 0	
Loan		\$ 1,200.00	12	\$ 14,400	\$ 12
Total				\$ 56,371	\$ 51,247
Net Income				\$ 7,456	\$ 15,994
	Allocated to			\$ 14,400	14,400
	Before loan			\$ 21,856	\$ 30,394