

MUSKEGON YACHT CLUB

# PORTWATCH

APRIL 2016



**Welcome Spring!**

**Upcoming Events:**

**Wine Dinner – April 28<sup>th</sup> – Reservations Required**

**Launch Day and Kentucky Derby Party – May 7<sup>th</sup>**

**America's Cup Presentation – June 3<sup>rd</sup>**

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**3198 Edgewater, Muskegon, MI 49441 • 231-755-1414**

**[www.muskegonyachtclub.org](http://www.muskegonyachtclub.org)**

## FLAG OFFICERS

Commodore.....Sam Nedeau  
Vice Commodore.....Larry Taunt  
Rear Commodore.....Bud Ainsworth  
Treasurer.....Dean Runk  
Secretary.....Josh Wallace  
Past Commodore.....Andy Price

## BOARD OF DIRECTORS

Brad Fisher  
Mike Gassmann  
Lisa Richards  
Jay Wallace Jr.  
Tim Wallace

## FLEET OFFICERS

Fleet Captain of Sail.....Greg Young  
Fleet Captain of Power.....Paul Wickland  
Fleet Surgeon.....Dr. Don Crandall

## STANDING COMMITTEES

By Laws.....Bill Newman & Ben Broughton  
Dock & Yard.....Andy Bos  
House.....Eric Bombery  
Juniors.....Scott Corder  
Membership.....Cathy Young  
Pool.....Andy Bos & Carly Reagan  
Facilities.....  
Race.....Jon Ledsworth  
Regatta.....Bud Ainsworth  
Social.....Rome Palmer & Scott Miller

## MYC STAFF

General Manager.....Kim Nguyen  
Chef.....Adam White  
Business Manager.....Sue Peters  
Facilities Manager.....Nicky Anderson

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## *On the Cover:*

Wishing for spring weather soon!

## *Portwatch Submissions:*

Please email Sue Peters  
[myc.sue@gmail.com](mailto:myc.sue@gmail.com)  
Deadline for content submission is the 20<sup>th</sup> of each month.

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## *MYC Staff Contacts:*

Kim Nguyen,  
General Manager:  
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Adam White, Chef:  
[myc.chefadam@gmail.com](mailto:myc.chefadam@gmail.com)

Sue Peters,  
Business Manager:  
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Nicky Anderson,  
Facilities Manager:  
[myc.nicky@gmail.com](mailto:myc.nicky@gmail.com)

# COMMODORE'S COMMENTS:

## SHOULD WE:

Like previous Commodores, I'd like to utilize this forum for engaging and or informing the membership of issues and on goings with the club. For this month I simply went back to my notes from the past month and grabbed some of the most basic comments from members and board. For the most part, these Should We: responses reflect the opinion of the board, but admittedly, some of this is all me as well.

**Should We: Make the club cash free?** Maybe, no cash at the bar would provide a lot of benefits and it would solve several issues, but for now it is believed that it would adversely affect the staff's income, and it would possibly affect the laid back spirit of the club. But maybe we should.

**Should We: Allow non-members to utilize the club for restaurant and other services, short of purchasing liquor?** No, we are a private club and our members pay for the privilege of utilizing our club. The use of the club by anyone, even if it is just to use the restroom, to some extent, comes with a cost, which is paid for by the members. Non-members are allowed to utilize our club house services when accompanied by a member and signed-in.

**Should We: Extend our hours?** Yes, once we have the demand to do so. Until that time, being open when we simply do not have a sufficient number of members utilizing the club's services is financially irresponsible.

**Should We: Increase annual dues?** Honestly, yes. MYC did not increase dues for 11 years. As a result, our membership became conditioned to not having a dues increase. Unfortunately, minimum wage, insurance and several other customary expenses continued to increase over the years, leaving MYC's budgets lagging as a result. Will we increase dues? Maybe, but at this time

there are no specific plans to do so. We'd rather focus on enhancing the experience of the club for the membership, which should in turn, provide for an operational profit.

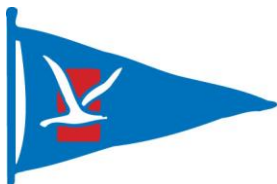
Should We: Put in a fence? Yes, for several reasons. And erecting a fence is among our plans to effectuate and is part of the strategic plan.

Should We: Restrict the reciprocal privileges of the members of other area yacht clubs? Probably, but at this time we have no specific plans to do so. Nevertheless, we are aware that members of such clubs like White Lake Yacht Club do frequent our club in the months that their club is not open. At this point this does not seem to be a significant issue, but we are aware of the opportunity for potential abuse. On the face, it seems wrong that members of other clubs can utilize our facilities in periods that their clubs are not open for business and therefore, MYC members obviously cannot frequent their club. Hence, no actual reciprocal privileges. We are looking into this concern further.

Should We: Change our membership structure? Come to the meeting on April 16<sup>th</sup> and we will discuss.

In fact, I invite all of you to email me with your thought on the above.

Sam Nedeau  
Commodore



MYC Committee Meeting Reminders:

The normal 2<sup>nd</sup> Saturday meetings are moved to the 3<sup>rd</sup> Saturday this month:

Dock & Yard Committee – April 16th at 9:00 am

House Committee – April 16th at 10:00 am

Membership Committee – April 16<sup>th</sup> at 11:00am

Social Committee – as needed

Board Meeting – 3<sup>rd</sup> Thursdays at 7:00pm

**Membership Dues Structure & By-Laws Work Session – April 16<sup>th</sup> at 1pm**

**Open to all Regular Members**

2016 Capital Improvement Fund Update

**2016 Collected**  
**To Date:**

**\$ 20,652**



**Expenditures:**

**Avail Balance =**  
**\$20,652**

*Hours of Operation for April 2016*

	<u>Bar Hours</u>	<u>Kitchen Hours</u>
<b>Monday:</b>	<b>Club Closed</b>	<b>Club Closed</b>
<b>Tuesday:</b>	<b>Club Closed</b>	<b>Club Closed</b>
<b>Wednesday:</b>	<b>4pm – 10pm</b>	<b>4pm – 9pm</b>
<b>Thursday:</b>	<b>4pm – 10pm</b>	<b>4pm – 9pm</b>
<b>Friday:</b>	<b>12pm – Midnight</b>	<b>12pm – 9pm</b>
<b>Saturday:</b>	<b>12pm – Midnight</b>	<b>12pm – 9pm</b>
<b>Sunday:</b>	<b>1pm – 8pm</b>	<b>1pm – 8pm</b>

April 01, 2016



Greetings fellow MYC Members,

As nearly all of you may have noticed, we have been able to again accomplish a considerable amount of needed work around the club for the second consecutive year. This work has again been made possible by the close fiscal stewardship of your past and current board of directors, the continued funding of the Capital Improvement Fund (CIF) by you as members and the work managed and/or performed by a dedicated volunteer MYC members.

As we exit the 2015-16 fiscal year at the end of April and enter a normal twelve (12) month fiscal year, we are again doing so on a sound financial footing. In addition to the considerable amount of work accomplished with CIF funds, we, as a club, have also been able to accomplish and pay for additional capital improvements, and needed general repairs, via general revenues. As we prepare to enter our next "Seasonal" Budget Year, May 1<sup>st</sup> through April 30<sup>th</sup>, I take pleasure in presenting the attached recently approved Muskegon Yacht Club 2016-17 Budget in accordance with our MYC By-Laws.

MYC continued to operate within set budgets as we experienced solid financial performance throughout the past twelve (12) months by again:

- Adhering very closely to the established budget
- Making effective use of the member approved "Capital Improvement Fund"
- Continuing our efforts to improve our account collections
- Continuing our profitable "House" operations

As the board was working on the budget, it became clear that we will continue to experience increases throughout the coming years for line items such as the mandated increases in hourly wages for our staff, increases in our insurance, utility (gas & electric) and food & beverage costs. Rest assured your MYC Board of Directors will continue to work together to ensure we do all we can to continue to operate within our current dues structure as long as possible.

There are several projects vying for available CIF funding. Although we have not yet finalized the full scope of projects that will be undertaken, five (5) major projects that WILL be accomplished prior to the club's opening are:

- Air-conditioning of the Spinnaker Room (lower dining room). When we air conditioned the Lakeview Room last summer, we did so in such a way that a lot of the preparatory work for the lower level units was done at that time in that year's budget.
- "First Stage" of a "Two Stage" resolution of our "long time" issue of negative air pressure in the club. This condition is created by the lack of available "make-up air" to the current exhaust hood in the kitchen. This has always been a major code violation issue that we are now in a position to resolve.
- Doing some much needed "spot preservation work" on the North exterior wall of the Octagon Building in an effort to be a better neighbor to our neighbors to the North of our campus.
- Replacing the old and unsightly rusty chain-link fence around the pool deck with a new multi strand stainless steel "cable" fence system.
- Reworking the window wall opposite the bar.

As you can see the aforementioned projects will consume the majority of our current available CIF fund balance. There are a couple of other projects under consideration, however, that will be undertaken as available remaining funds are better known.

I am aware that many may have questions about the impact the current dock repairs will have upon the MYC finances. The financial impact upon MYC should be limited to the amount of our deductible which is \$10,000.00. This amount is available and will be paid from operating revenues. Any further information about this project must be provided by the MYC Flags Officers outside of this report.

If you have any questions regarding this year's budget, or any aspect of the MYC finances, please feel free to contact me

Respectfully submitted,

E. Dean Runk  
MYC Treasurer

[migander22@aol.com](mailto:migander22@aol.com) / 616-901-9838 cell

## Muskegon Yacht Club

### 2016-17 BUDGET CONSOLIDATED FORMAT

	May 2016 - Apr 2017
	<u>12 months</u>
<b>RESTAURANT OPERATIONS</b>	
Sales Revenue	353,450.00
Cost of Goods Sold	161,340.00
Staff Expense	124,430.00
Other Misc. Expenses	3,390.00
	<u>64,290.00</u>
	<b>SURPLUS / (SHORTFALL)</b>
<b>DOCK &amp; YARD OPERATIONS / MARINA</b>	
Slip Rental Fee Income	175,000.00
Other Misc. Income	39,910.00
Staff Expense	7,840.00
Taxes, Permits & Insurance Expense	26,245.00
Utility Expense	16,085.00
Maintenance & Equipment Expense	25,400.00
Mortgage Expense (Principal & Interest)	113,905.00
	<u>25,435.00</u>
	<b>SURPLUS / (SHORTFALL)</b>
<b>CLUB &amp; MEMBERSHIP OPERATIONS</b>	
Dues & Initiation Fee Income	177,150.00
Other Income	34,890.00
Staff Expense	145,830.00
Taxes, Permits & Insurance Expense	30,725.00
Utility Expense	30,055.00
Maintenance & Equipment Expense	16,930.00
Misc. Operating Expenses	75,090.00
	<u>(86,590.00)</u>
	<b>SURPLUS / (SHORTFALL)</b>
<b>RESTAURANT OPERATIONS</b>	64,290.00
<b>DOCK &amp; YARD OPERATIONS / MARINA</b>	25,435.00
<b>CLUB &amp; MEMBERSHIP OPERATIONS</b>	<u>(86,590.00)</u>
<b>Net Income from Operations</b>	3,135.00
<b>INCREASE IN MEMBERSHIP EQUITY</b>	<b>56,085.00</b>
Capital Improvement Fund Income (est)	40,400.00



Capital Improvement Fund (CIF) Expenditures either Approved or Under Consideration (Not in any order of priority):

- Air conditioning of Spinnaker Room (lower dining room) \$8,500 – APPROVED
- Air make-up for kitchen to resolve negative air pressure issues (Phase I of a two phase project) \$16,000 – APPROVED
- New cable rail fence around pool deck periphery \$11,000 – APPROVED
- “Spot preservation” and painting of Octagon Bldg. exterior walls – APPROVED
- Bar window wall repair – PENDING
- Resurface concrete at each entrance with either carpet or some other surface Treatment – PENDING



## **WELCOME NEW MEMBERS**

***On behalf of the Membership Committee, we are happy to announce the following additions to the MYC Family:***

Barbara Beasecker	Associate Member	Muskegon
Robert & Joanne Cunningham	Regular Members	Grainger, IN
Sandra Eyk & Michele Eitniear	Regular Members	Muskegon
Debra Garzelloni	Associate Member	Muskegon
Roseline Howes	Regular Members	Ada
Kevin & Rosemary Murphy	Regular Members	Howard City
Gary & Deana Packingham	Associate Members	Norton Shores
Jean-Pierre Penhoat	Regular Member	Ada
Chester & Nancy Sanders	Regular Members	Twin Lake
Aley & Roger Siegel	Associate Members	Muskegon
Ross & Barbara Simpson	Regular Members	Grand Rapids
David & Amy Werner	Regular Members	Belmont
Michael & Carol Wood	Regular Members	Caledonia



## Dock and Yard Committee Report:

Dock repairs are underway. Things are progressing nicely. Power and water will be operating at all slips. Gin pole has been painted and will be reinstalled before launch. Big Thanks to Torresen's, Scott Morris, and Monarch Powder Coating. Time to see Bill Richardson for launch day activities and schedule – Launch Day is Saturday, May 7<sup>th</sup>. Outside water should be on after cold spell coming next week. Please clean up your mess when working on your boat.



Gin Pole Painting – Before & After

THANK YOU to Steve Johnson for all your help with our painting projects. Your help, expertise and kindness is very much appreciated by all!



## House Committee Report:

House Committee Report - Thank you to all who have participated in the recent Monkey Surveys. Your feedback and comments are valued. Look for more to come in the near future!



## Membership Committee Report:

Attention all Regular Members - Join us on Saturday, April 16th at 1:00 pm in the MYC Lakeview Room for an open forum to discuss our membership structure, dues and bylaws. Let your voice be heard!



## Juniors Committee Report:

### **REGISTRATION IS NOW OPEN FOR SAILING SCHOOL CLASSES!**

All the information on the MYC Sailing School web site has been updated for the summer of 2016. You can now enroll and even pay on line at [www.mycsailingschool.org](http://www.mycsailingschool.org).

### **NEW MYC JUNIOR OFFERINGS FOR 2016**

#### ***Daily shuttle service to and from North Muskegon***

- We plan to offer free boat rides to/from North Muskegon for sailing school students who live on the north side of Muskegon Lake! If you live in or know people with kids on the north side, spread the word!

#### ***One Week Youth Race Camp June 20 – 24***

- This special week-long youth race camp is the perfect opportunity for your child to grow their experience!
- Sailors who are already racing AND those who are interested in racing for the first time are both welcome in this class and will receive personalized instruction based upon their individual skill levels.
- First timers will be introduced to the Racing Rules of Sailing, will learn how races are conducted and will receive focused instruction about how to sail their boat in a race. Experienced racers will receive more advanced instruction focused on boat handling, sail trim and racing

tactics. The importance of safety, sportsmanship, personal responsibility and team spirit will be emphasized at all levels.

- Upon completion of this one week Race Camp, sailors will be prepared for and will learn about opportunities to attend one or more of several West Michigan youth sailing regattas in the summer of 2016.

### **2016 BUTTERFLY NATIONALS**

- July 12-14 at White Lake Yacht Club.

### **2016 WEST MICHIGAN YOUTH SAILING ASSOCIATION SCHEDULE**

- Friday June 24 at Gull Lake Yacht Club
- Friday July 8 at White Lake Yacht Club
- Friday July 22 at Spring Lake Yacht Club
- Friday August 5 at Muskegon Yacht Club

### **2016 WMYA WESTERNS REGATTA**

August 10-14 at Spring Lake Yacht Club.

### **REGISTRATION IS NOW OPEN FOR MYC JUNIOR RACE TEAM!**

All the information under the Juniors tab on the MYC web site has been updated for 2016. Information and registration for Race Camp, Weekly Race Team practices, and the 2016 Regatta schedule can all be found in the Junior pages. Please register early so we can plan a great season!!

### **PLEASE DONATE TO THE MJSA GoFundMe WEB SITE**

Click on the link below to instantly donate to the Muskegon Junior Sailing Association. You'll automatically receive a receipt for your tax-deductible donation and your donation will go directly into the MJSA bank account!

<http://www.gofundme.com/MJSAsailing>

### **Do we have your email address?**

Our "MYC Newsflash" announcements will keep you up-to-date on what's happening at your club! If you aren't receiving them, let Kim know and you will be added to the list!

[myc.kimn@gmail.com](mailto:myc.kimn@gmail.com)



## Race Committee Report:

# Greetings MYC Racers!

## Welcome to the 2016 Season!

We will be utilizing *Yachtscoring* for the registration as well as the scoring process this year so please read this notice carefully and completely as this is VERY different from years past.

**It will be necessary to submit multiple registrations** for the various events this season. The good news is that this is **VERY** easy and after you have registered for the first one, the following ones only take a few seconds. All the links are at the bottom of the email

**Step number 1:** Click on the link below to register for the Wed Night Series. Log in if you have used before or proceed and a log in will be created. Fill everything out, accept the waiver, proceed to fee payment. You will be able to utilize Pay Pal, Club Charge, or mail/deliver a check to the club. The \$130 fee covers ALL of the MYC summer events with the exception of the Harbor Hospice Regatta which is a separate fundraising event. You will receive a confirmation email and you will need to email or deliver to the club your proof of insurance and LMPHRF certificate when it arrives. You will NOT be scored without MYC having received these.

**Step number 2** Proceed to hit the next link to register for the Blacklock Cup. Input your email and password, all of your info will be already completed. Indicated Spin or Non spin etc., Accept the waiver and you are done. **DO NOT PROCEED TO THE PAYMENT** screen. This is for visiting boats and for one off entries. Your season entry has covered your fee (except for Harbor Hospice)

**Step 3-7** Repeat Step 2 for the Torresen and BBS Regatta, The Nedeau Cup Regatta, The Governor's Cup, and the UK Fall Series Regattas.

Wed night Series link:

[http://www.yachtscoring.com/event\\_registration\\_email.cfm?eid=1659](http://www.yachtscoring.com/event_registration_email.cfm?eid=1659)

Blacklock Cup Series Link:

[http://www.yachtscoring.com/event\\_registration\\_email.cfm?eid=1700](http://www.yachtscoring.com/event_registration_email.cfm?eid=1700)

Torresen and BBS Regatta Link:

[http://www.yachtscoring.com/event\\_registration\\_email.cfm?eid=1696](http://www.yachtscoring.com/event_registration_email.cfm?eid=1696)

Nedeau Cup Link:

[http://www.yachtscoring.com/event\\_registration\\_email.cfm?eid=1697](http://www.yachtscoring.com/event_registration_email.cfm?eid=1697)

Governor's Cup Link:

[http://www.yachtscoring.com/event\\_registration\\_email.cfm?eid=1698](http://www.yachtscoring.com/event_registration_email.cfm?eid=1698)

UK Fall Series Link:

[http://www.yachtscoring.com/event\\_registration\\_email.cfm?eid=1699](http://www.yachtscoring.com/event_registration_email.cfm?eid=1699)

Harbor Hospice Race:

[http://www.yachtscoring.com/event\\_registration\\_email.cfm?eid=1695](http://www.yachtscoring.com/event_registration_email.cfm?eid=1695)

Please feel free to contact anyone on the Race Committee if you have questions or need help!

We are excited about the upcoming season and our new format that we introduced at the last meeting.

We look forward to seeing everyone in a few short weeks on the water!

Thanks!

*Your MYC Race Committee*

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**EVERY WEDNESDAY NIGHT  
7 PM  
MYC ROUND ROOM  
HAVE A DRINK, EAT SOME FOOD, PLAY SOME  
CARDS!  
EVERYONE IS WELCOME TO ATTEND!**





## News from the General Manager:

Now that spring has sprung, the countdown has begun and we are one step closer to an epic summer. The MYC Event calendar is filling up fast and we have plenty of things already planned. Please look for future correspondence on the many regattas and parties, Mother's Day brunch, Launch day, Commodore's Reception, America's Cup Presentation, Power Boat Weekend, Commodore's Ball, and much, much more! The next and final wine dinner of the season is scheduled for April 28<sup>th</sup>. Reservations are required to attend. Looking for a venue to host a party? Please contact me for more information on our catering and banquet services. The new MYC Promotional video created by Eagle Eye Photography has now been uploaded to YouTube. Watch it by clicking on the link below, like it, and share it. Perfect way to showcase all of our great MYC amenities!

<https://www.youtube.com/watch?v=8qzDpfvJv0M>

Looking to get involved at the MYC? Join one of our committees! We are always willing to welcome new people and fresh ideas. Committee meetings are held the second Saturday of each month, starting at 9 AM (except for this month, which will be held on 4/16).

If you see an unfamiliar face around the club, please extend a warm MYC welcome and help our new members and staff feel at home. And like always, if you have any questions, comments, or concerns, please feel free to give me a call.

Thank you,  
Kim Nguyen  
Myc.kimn@gmail.com



**Monthly Automatic Bill-Pay**  
*Are you enrolled in this convenient service?*

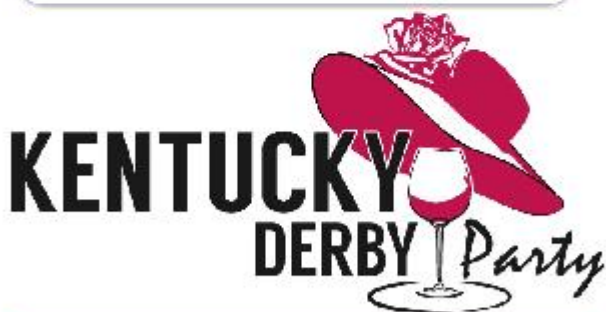
*MYC will automatically charge your credit or debit card once each month for the balance due on your account. No more mailing checks! Contact Sue in the business office to sign up.*



SAVETHEDATES!



PARTY  
SATURDAY, APRIL 30<sup>TH</sup>



SATURDAY  
MAY 7<sup>th</sup>



# MUSKEGON YACHT CLUB

## LAUNCH DAY

**SATURDAY, MAY 7, 2016**

**7:00 AM BREAKFAST**

**LUNCH BUFFET & OPEN MENU TO FOLLOW LAUNCH  
ACTIVITIES**



**DIVA FOR SALE**  
**2001 Tartan 3700**  
**Many Extras**

By Owner- Ken Stewart  
[ken@steweng.com](mailto:ken@steweng.com)  
[231-206-6684](tel:231-206-6684)

## MYC LAUNCH DAY 2016

**NO OVERNIGHT PARKING IN THE MYC LOT  
FROM CLOSE ON FRIDAY – UNTIL AFTER  
LAUNCH ACTIVITIES ON SATURDAY!  
VEHICLES LEFT IN THE LOT WILL BE  
SUBJECT TO TOWING.**

*Please See Nicky for Direction and/or Supplies,  
Saturday (5/7/16) 8am-Noon*

Outside:

- Empty and clean out fire pit.
- Bring all white fire pit chairs out from Octagon to fire pit area. Wipe down chairs.
- Put all picnic tables out on lawn.
- Distribute garbage cans to their proper locations around grounds.
- Bring the patio furniture out from Octagon to Patio.
- Wipe down patio furniture
- Bring pool furniture out from Octagon to pool.

If any volunteers wish to work inside, the following can be done:

Inside:

- Wipe down all wood bar chairs
- Clean ceiling fans (3 in dining room, 4 upstairs)
- Wash walls (bar, foyer, dining room, stairwell)
- Polish trophies/dust trophy case and book shelves
- Clean bar windows
- Clean dining room windows
- Clean lake view room windows
- Dust blinds in lake view room
- Dust blinds in dining room

# LAUNCH DAY

## May 7, 2016

### Preparation & Check List

If you store at MYC and are going to launch on Saturday, May 7, 2016 you are involved in a team effort to launch all the boats as safe and fast as possible. This means we need you to be at MYC from 7:30 a.m. until all the work is done. Bill Richardson will post a job schedule at the club. Please check your assignment and be ready to work at 8:00 a.m. If you are not able to attend or help launch your boat, you must have a representative available to work that day. Please check in with the launch crew to let them know who will be launching your boat. Breakfast will be served at 7:00 a.m. See you on May 7<sup>th</sup> and THANK YOU in advance for all your help in making this day run as smoothly as possible.

#### **DOCK AND YARD COMMITTEE CHECK LIST & SUGGESTIONS:**

These suggestions and check list were prepared to help everyone get to the proper level of preparedness when it comes time to put your boat in the water at the assigned time on Launch Day.

#### **BEFORE LAUNCH**

(All of these steps should be done BEFORE you come to the service dock for launch.)

1. Before Launch Day: Test start the engine in the cradle. If the engine won't start, try to get it repaired

before launch. You should know before launch whether your engine will start.

2. Be sure your last name & your boat name is on the cradle. This will help the cradle crew locate your cradle.
3. Hang dock lines over the side at the bow and the stern for use by the launch crew in handling your boat. Let them drape down so they can be reached by the launch crew when your boat is lifted off the cradle.
4. Be sure your batteries are connected and charged.
5. Have your backstay and topping lift off to let the cross bars of the lifting gear center on your boat. Make sure your mast will stand upright with these undone.
6. Have your ignition key in the ignition and ready.
7. Be sure that your seacock is open for the engine fresh water intake.

## **YOU SHOULD NOW BE READY TO COME TO THE LAUNCH AREA**

8. Bring your roller and bottom paint to the launch area if needed to touch up pad areas just before launch.

## **AT LAUNCH AREA**

1. Be aware of the launch sequence so you can be at the launch area when your boat arrives.
2. While waiting for your boat to be launched, be sure you assist the launching crews in any way possible. If your name isn't on the assignment list, make sure you add it where needed.

3. If you know ahead of time that your boat will not start, let the launch crew know so arrangements can be made to pull your boat out of the way and into a slip. Be sure you have long dock lines ready.
4. Let the launch crew know if you would like your cradle pads removed and set aside. This is recommended to prevent possible theft.
5. As soon as your boat is launched and floating, climb aboard and start your engine. If your engine will not start, your boat must be pulled out of the way immediately so you won't hinder the launching process for boats behind yours.
6. As soon as your engine is started pull away from the launch area to make way for the next boat to be launched. As you pull away from the launch area verify that your water pump is working so you don't overheat your engine.
7. Help new boaters or new members understand the launching process.
8. Last, but not least, be sure you help out in any way you can so everyone gets done as soon as possible.

## **STEPPING YOUR MAST**

1. Have your wind instruments and antenna installed atop your mast.
2. Tie all shrouds and stays to the mast for ease in carrying the mast to the service area.
3. Turnbuckles should be fully loosened ahead of time for quick connection.
4. If re-using cotter pins, be sure they are straightened out for quick insertion.

5. If you have a Roller Furling continuous loop, tie the furler spool and lines up out of the way onto the forestay.
6. Electrical connections should be cleaned and ready to plug in.
7. All pins, turnbuckles, and cotter pins should be ready for the mast crew. Have them separated and ready so no sorting is necessary.
8. Have a few extra deck pins handy in case of accidental loss overboard while installing.
9. If using turnbuckle boots on shrouds, install the boot caps on bottom of tube temporarily. This helps keep the boots up out of the way while the pins are inserted and turnbuckles are snugged.

## **YOU SHOULD NOW BE READY TO STEP YOUR MAST.**

1. Be sure that you help direct the mast stepping crew for any special situations or needs in stepping your mast.
2. Help new boaters or new members understand the mast stepping process.
3. Be sure that you help others so everyone gets done as soon as possible.
4. Last, but not least, if you are using the Gin Pole, make sure to tie it back properly so it hangs over the service dock and well out of the way of sailboats coming in to use the service dock. Many wind indicators have been broken off because the Gin Pole was incorrectly tied back.





## “The Stowaway”

By Mark Myaard

It was only our third season with the Cape Dory 27 and our second vacation cruise on Lake Michigan. With both of us working for the same major corporation, we could only get away for a one week coastal cruise, port hopping on Lake Michigan, out of Muskegon. Having only seven days, this short cruise would be a marathon to see how far up the coast we could push before we had to turn around. When you are on a time schedule cruising on Lake Michigan, you will be doing a lot of motor sailing and there is no guarantee that you won't be weathered in at any stop along the way. Our goal was to make Leland, a quaint little fishing port approximately 130 miles north of our home port. The race was on and we managed to make our goal by mid-week and prep for the sprint home. Our first stop on the way back was Frankfort, where the town is right on the small inland lake waterfront. Covering 39 miles on the water doesn't sound like much, but it took us all day to get there at 5 knots. Having arrived in Frankfort, we made our way to the approved anchorage area just past the Municipal Marina. The marine weather channel warned of a late night thunderstorm, which prompted me to set two anchors. After a short trip to town for dinner, we settled in for a nice evening aboard. Before sundown, I noticed a beautiful ancient oak tree only twenty feet from the waterfront that must have been over a hundred feet tall. Anchored close enough to town, we were almost under the canopy of this giant tower of green. With a big blow coming in, hopefully this wouldn't be a problem.

The marine forecast was right on the money... at about 3:00 a.m., I woke up to one heck of a blow. Crawling out of the V-berth, peering out of the bronze port, I was anxious to judge our position in relation to shore. To my surprise, we seemed to be holding fast. Twenty minutes later, it was all over and time to

crawl back in the bunk. By 7:30 in the morning, I was swabbing down the deck in preparation for our cruise home. There was a fair amount of storm- debris in the form of twigs and leaves from the big oak tree, along with the typical deceased summer-time bugs. This made the swab a little more time consuming. I took special notice of some type of animal or marine life feces on board, that I had never seen on deck in my thirteen years of sailing. Interesting... I wonder what kind of creature did that?

Getting out on the water highway heading south, felt really good on this grey and moist summer morning. It was the kind of day where the horizon of Lake Michigan blended in perfectly with the sky making it invisible. There was about a one foot chop with a light wind on the nose, pretty much dictating motor-sailing, if we wanted to make good time to the next port. With heavy morning dew on the blue sail cover, I purposely left it on to dry off before stowing down below. The next job was to hook up and dial in the cantankerous old Tillermaster auto- pilot before settling in with a hot cup of coffee.

Finally, relaxing on the seat cushion with the one-cylinder diesel thumping away and the buzzing of the Tillermaster keeping us on course, I happened to look up at movement under the sail cover, just above my head. To my complete and utter surprise, there was a flat furry chestnut- colored tail sliding along the boom. It only disappeared when it ran in to one of the hook and eye clasps that held the cover together, and popped back down again. Only the tail was visible hanging down about six inches. I pointed it out to my wife Kathy and said "I think we have a stowaway!" The tail had moved all the way up to the gooseneck by the mast and I got up to further investigate. When I approached it, it moved all the way back to the end of the boom and disappeared in the curl of the sail. I asked Kathy to grab a flashlight and a five gallon bucket out of the starboard locker. Shining the light in to the dark hole of the sail, I couldn't believe what I was seeing. It was a real

live flying squirrel! Its big dark nocturnal eyes popping out of its cute furry face was really something to see, especially on a sailboat five miles off shore. Right at that moment it made a beeline for the topping lift line that leads to the tip of the mast. With a quick and lucky movement, I brushed him in to the pail. If I would have missed, I don't know how I would have gotten him down out of the rigging. We were definitely being cussed out in squirrel talk and after a minute, everybody settled down. With the tall pail sitting in the cockpit, we could really get a good look at him. What an interesting and cute little animal. Now it all makes sense, this guy must have blown aboard from the big oak tree during the thunderstorm. Also, that explains the unidentifiable goo on the deck that I cleaned off in the morning. Of course, we promptly named him "Rocky" after the famous cartoon flying squirrel from our childhoods.

My wife asked, now that we have him on board, what do we do with him? Looking at the chart, I said that we could get him ashore in Arcadia, the next port south. Nothing on the planet can provide aid and comfort like a woman and Kathy worked immediately to add to Rocky's comfort with a soft cloth for a nest, an aerosol cap full of fresh water and two Ritz crackers. When I saw the crackers, I said are you out of your mind? Squirrels eat nuts and berries... he won't touch those crackers! After safely stowing him down below, in about 30 minutes, I went to check on him. Rocky was sitting on his haunches, holding the orange Ritz cracker in his little arms, munching down on it like it was his last meal. Good grief... I hate being wrong!

Over the years, I had been in to Arcadia before and knew there was a little pond to the left just inside the channel. The perfect spot to get Rocky back on terra firma. The pond is unique and you can get up to shore so close, you can almost touch it. The Cape Dory only draws four feet and this should work out great. The plan was to have Kathy drive the boat in close and I would

slide Rocky in the water a few squirrel strokes from land. Well... that didn't work out so well. Rocky slid in to the water just over an arms' length from shore. It started out good, he was on his way and then he turned around and was making an Olympic-style effort to get back on board! I asked her to slowly drive around and I would scoop him up in the bucket. After the turn, I was hanging way over the bow with bucket in hand and she drove the boat right over top of him. I thought he was a goner. As fast as possible, we switched positions and Rocky popped up astern. I parked the boat right next to him and she managed to get him in the bucket. When we had him back in the cockpit, I reached down to pick up his lifeless body in my hand. His little head tilted over to the side between my thumb and forefinger with his big eyes closed. We were crushed. We tried so hard to save him and now this. As I held his lifeless body I stroked his small head and said "Rocky, Rocky, Rocky... you were only a foot from land and you turned around and chased the boat!" At that moment, he let out a small cough with a little water, then a second one with a lot of water. We couldn't believe it... Rocky made it! He was alive!

He was obviously all beat up after this ordeal and needed to rest and recover. We got him settled in to a new comfort station for the next attempt to get him ashore. Next time, we get him on land in a nice wooded area and not take any chances letting him go. The very next port was Portage Lake, many hours away. I checked in on him a little while later and he was fine. Sitting up like before, and you guessed it... munching on another Ritz cracker. We made it to Portage Lake before nightfall and cruised all the way to the end of the lake where I knew there was an old dock right next to the woods. Getting him ashore was a big relief and I let him run out of the pail in the woods. He immediately scampered up a big maple tree and was giving me the business in squirrel talk. After sitting there a moment, he jumped in to the air about 30 feet off the ground, popped in to a perfect square and

flew in to the next tree. Our little stowaway was in his new home after a big adventure.

Although this happened almost 30 years ago, it was such an amazing experience, I remember like it was yesterday.

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