



# GYC Winter 2023 Newsletter



Georgian Yacht Club – Owen Sound

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## Mark Your Calendars Important Dates for 2023\*

Feb. 23	Pub Night
Apr 12	AGM Meeting
April 15	Spring Icebreaker Potluck
May 6	Launch
May 13	Fuel Dock Opens
June 17	SailPast

Oct. 20 and 21. Haulout

\*See Calendar on Page 23 for more dates

## Winter Daydreams

In the middle of winter, it's good to think about the boating done during the summer, to remember how great some of the days were and to plan for the next season's trips.



*Southwest nook at Croker Island, across from the Benjamin Islands*

In this issue, we're going to have a bunch of stories by GYC boaters describing their routes and anchorages, their day sails and longer excursions, with the thought that sharing these experiences might introduce others to local spots and remoter areas they haven't been to yet, along the way seeing how people in the club approach their sails. It helps that the tellers of these stories are available to others in the club to ask questions of and can fill in the details about where they went and how they went about it.

— Joseph Hardin, Communications Director

EUCHRE\*CRIBBAGE\*SHUFFLEBOARD

## Georgian Yacht Club

PRESENTS

### PUB AND GAMES NIGHT

Drop by the GYC clubhouse on  
Saturday February 25th at 7pm

Bring your favourite appetizer and your game face.  
BYOB

rsvp by email or at the GYC facebook event page.  
We will also be accepting donations for our local  
food bank.

CROKINOLE\*BANANAGRAM\*LADDER BALL

## Open Hatches at GYC



### New event for Sail Past 2023

Open your boat to other members. Help other boaters learn about new (or old) features on your boat that might also help them on theirs. Share learned experiences.

More info on page 13

## The Three Amigos

*[Chris Collard: Wind Rush]*

John Gilbert (Come From Away), Ron Ball (Panacea), and Chris Collard (Wind Rush). We are dock-mates, good friends, and we sail together at least once a week taking turns on each of our boats. We day-sail for 2-4 hours depending on the wind and guess what? We sail more often! What could be better?



*John Gilbert*



*Ron Ball*



*Chris Collard (and friend)*

Setting up a time requires a look at the weather forecast and a consult of our schedules, and because we have different levels of experience we may go out and enjoy a sail in winds that normally may have kept us on the dock, be they strong or weak! Together we can practice the retrieval of floating winch handles without a net. Two lost off my boat leaves me thinking that non-floating might be better!

This idea is certainly not restricted to wind powered boats. Power boaters can easily enjoy the same fellowship with a toot around the bay with dock mates. The idea is to use our boats in a social setting more often in our too-short a season.

Launch Date Reminder:  
May 6, 2023

## Spring is Near...

*[Adam Walton: Mae Lou]*

Looking out the window and watching the snow fall; I can't help but think spring is too far away. With spring and summer comes sailing season!



*Adam and daughters Elsa and Ivy*

My wife and I have two daughters aged 9 and 7, and our sailboat 'Mae Lou' gets her name from a combination of their middle names, Maeve and Louise. They don't always love sailing, but as long as I promise them a swim at Paynter's Bay (Hibou) or at Sarawak beach (also known as "Our Beach"), they are always up for it. A mid afternoon snack on board also ensures the kids stay happy.



Our favourite days normally start at noon, or just before, and we head straight for the beach. Always sailing, even if the winds are light. We drop anchor in about ten to twelve feet, and I immediately inflate a pool float. The girls can't wait to get in the water! Their shrieks and laughter break the silence, while we swim and enjoy the natural beauty of our surroundings.

## Our Maiden Voyage

*[Robin and Marg McMahon: Marinita]*

"Spontaneous"... That is the word we would use to describe ourselves. Sometimes it has led to great adventures and other times it has led to lessons learned the hard way.



*Marinita*

Our last adventure occurred in the summer of 2022. We have always been power boaters and we had just got our slip for our 26-foot cabin cruiser. Our boat needed repaired before we could dock it which meant our slip remained unoccupied. Meanwhile, back at the yacht club we got talking with some members about sailing. Their enthusiasm and stories were contagious. This sounded like something we needed to try.

Did we know anything about sailing?.....NO.  
Did we know anything about a sail boat?.....NO.



*Enjoying the new boat*

Well, within a week we had purchased a sailboat. It was a 27-foot Hughes and to make it special it belonged to a long- standing member and sailor from the yacht club...Bill Bedell.

Now What?

With a lot of advice and help from many members of the club, we started to learn the art of sailing. We started by going out with Randy Wright and his crew on race nights. There we were learning the basics of sailing. However, our sailing terminology needed to be improved. Robin liked to use "ropes" instead of "lines" and I preferred "tipping" instead of "heeling". Within a short period of time, we were out sailing on the Bay by ourselves. Since we made it back safely Robin felt we were ready for an overnight trip.



*Marinita and crew*

We decided to go to Meaford and we booked a slip at the Marina. We left our dock at 10:30 am on a Saturday. It was sunny, hot and the wind was from the west. Perfect, so we thought. Once we got into the open water at Vails Point the water was rough with 4-foot swells. The wind was now at our back and with our lack of experience we found it hard to catch the wind. We brought in the Genoa, kept our main sail up and motored across the Army base. Once we turned to go into Meaford we turned off the motor and sailed in. Everything was going well until we turned into the wind to drop the main sail. A gust of wind hit at the point of turning and "tipped" the boat right over, so the rails were touching the water.

Upon much insistence from myself to Robin, he got the boat upright. I however, decided it was time for a good shot of brandy. We arrived at the dock in Meaford at 4:30 pm. We docked, had some drinks, barbequed supper and met some great people. Victory was ours!!!

The next morning, we left Meaford at 10:45 am, excited about the journey home. It was a very long journey home as there was little to no wind the entire trip. We tacked our way until we turned into the bay.



At this point we knew we had another 3 hours to get to the dock. Somehow tacking in did not seem fun anymore so we left the main sail up to look good and put the motor on. We felt guilty for about 2 minutes. We arrived at our dock at 7:00pm. We climbed into the truck, got Chinese food and went home. Our first adventure overnight and 13.5 hours of sailing in total.



*Marinita at GYC dock*

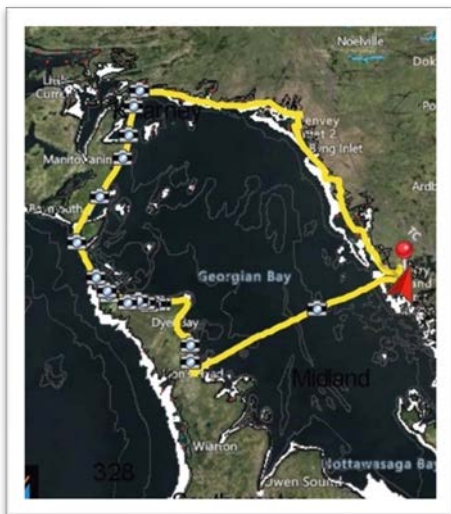
This was just the beginning for us. We are looking forward to more memories, more adventures and more fun as we learn how to sail.

## Destinations: Two Week Trip

*[Chris Haslam: So Hard Done By]*

### 2021: 2-week trip

We departed GYC at 6:00am with one other boat from the club and headed east; destination of Echo Bay, located in the boundaries of the Massassauga Provincial Park. With water levels at a high we were able to get into a larger back bay that we shared with only 1 other boater. We were able to wake-board and water ski, so we stayed there 2 nights.



*Map of our route*

We were also a short 15 minute dinghy ride to Henry's Fish and Chips in San Souci.

We departed Echo bay and travelled the smallcraft route north and into Parry Sound. We spent the afternoon in town and hiked up to the fire tower. We departed the Parry Sound town dock and headed for our anchorage, Regatta Bay, just west of Snug Harbour; spent one night there. The following morning, we continued north on the small craft route through Point Au Baril, enjoying the scenery at a slow and steady 8mph.



*Bakers, in Doggy Style headed across on plane*

We arrived at St Amants in Byng Inlet, Britt, where gas is the same price at the dock as it was on the road! Stayed the night at the marina there and enjoyed some fishing and water sports again. The following day we proceeded north again along the small craft route to our next anchorage in the Bad River, where the following morning we had a medical emergency, so our stay was cut short. We will return in 2023 to try again. From the Bad River we made it to Killarney, where with the help of other GYC members I was able to tend to our emergency. It was in Killarney where we ended our first week of travel up the east shore.



*Joined by Ann and Rudy Hatchy and Ross and Karin Burrows and rafted up in Covered Portage*

For our second week we were joined by 4 more boats from the GYC, and we anchored for a couple nights in Covered Portage. From there, four of us broke off and continued to Fraser Bay and explored Badgeley Point (another GYC member's suggestion), anchoring there for 2 nights. Then we headed into the Pool at the back of Baie Fine for 2 more nights.

We refueled and restocked supplies in Little Current before heading south to Cove Island for a one night stay, due to weather (wind and rain). We stayed two nights in Tobermory enjoying the Civic long weekend with fireworks right in the harbour. We spent the last day putting towards Owen Sound a slow ride got us to White cloud for supper, with a 40-minute sunset run back to the club. A great 2 weeks circling around Georgian Bay.

## DESTINATIONS: PHOTO ALBUM



*Myles and his catch*



*Josh, Ben and Miles at Henry's San Souci*



*Our Anchorage in Covered Portage*



*Cody and Caitlin Sykes joined us for games as we putted back from Tobermory*



*Erica dying Cody's beard*



*Westerly Island Lighthouse*



*Tall Ship coming into Killarney*



*Ben's Helicopter ride to Sudbury*



*Reel Time headed into the Pool*



*Sportsman Lodge, Killarney*



## Boating: From a Power Boater

*[Paul and Norma Beatty: Matthan]*

Boating - from a power boater who has been at it for a long time and still learning. I have been asked to write an article from a power boaters' point of view.

Truth be known, way back when most of you were kids- let's say the mid 60's, I came very, very, very close to buying a new Alberg 30. It came with a full inventory of sails and something new, an inboard Atomic 4 engine.

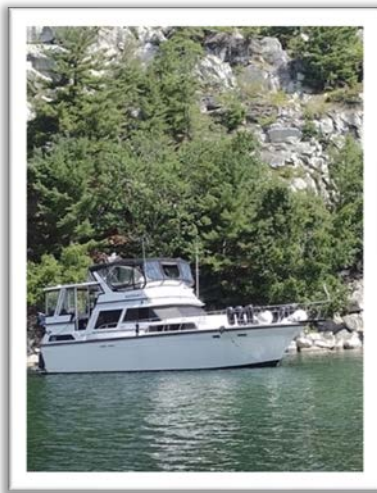
In later years, during a 5 year boat rebuild which I call a 'power boat dry spell', I rigged a borrowed canoe with sponsons, rudder and a sail. Hey - I'm a sailor !!!!! Even tried my hand at wind surfing and dingy sailing. Perhaps you have heard me say, "I like Sailors".

### **Now, to the actual events.**

I grew up on waterfront property at Balmy Beach at the Indian River mouth. Dad had a dock and a boat but very little time to enjoy it. My first boat was a wooden raft, 2 feet wide and 4 feet long with 2 inner tubes underneath for floatation. I pushed that thing everywhere.

Next came 2 metal barrels welded together, and two canoe paddles taped together made a kayak type paddle. It was not very stable and difficult to paddle, which led to dad's power boat.

He had a 14-foot wooden lapstrake hull with an Elto 12 HP outboard built by an Owen Sound company located where the present-day Georgian Shores marina is located. As soon as I could swim with my shoes on the boat was mine. Well ---- not out of sight and I had to earn gas money. I was hooked. Pouring gasoline down its throat became pure pleasure. Still is today. Problem is, a 12 HP outboard did not go very fast AND it was not mine.



*Matthan at Covered Portage*

Work, earning and saving led to a new 16-foot aluminum with a steering wheel and a used 25 HP outboard. Those old heavy outboards do not like wide open throttle while pulling water skiers. Yes, I poured a lot of fuel down its throat, but it finally spit a connecting rod out its side. Good. Bought a 40 HP Scott outboard and bolted it on. Within a year the transom came apart so built a metal knee brace and bolted it in. Added 2 Volkswagen bucket seats at the rear.

Vandestadt and McGruer assisted me in building a fiberglass inboard gas tank plus other boat stuff. Slaters Auto Electric converted a car starter to operate forward or reverse. To this I added a car jack so now the outboard could be trimmed out. Some of you may remember this fine craft. Speed, water skiing, did I mention speed, a touch over 40 MPH and a friend coined the term 'Shingle'. The shingle was wonderful. Just not quite enough power to bare foot.

As a side note, I have always enjoyed reading manuals. My first introduction to a manual was called 'Science and Mechanics'. In it they explained the benefits of planing the head, increasing the bore, using power pistons and porting both intake and exhaust. Took the leap and when the tools were put away the reworked outboard now had enough power to bare foot behind. That is when I realized no amount of horsepower would help me barefoot. About 5 seconds was still all I could manage. On the other hand, the 'shingle', with a 40 HP label on the outboard could pass most boats in the bay, except for a boat one of the Myatt's owned, and Jamie Harrison with his father's tri hull.

History has a way of repeating itself and like before, after pouring any spare cash in the form of gasoline down its throat this great outboard also poked a connecting rod out the side. Good. Bolted on a new 60 HP Evinrude. Still did not increase my bare foot time but with the speed prop trimmed half out of the water it had a wonderful sound and a touch over 45 MPH. At the time I was driving a Volkswagen BUT the boat had more horsepower. The "Shingle would nearly fly". It is after all, just a case of priorities.

Next came an 18-foot Steury fiberglass ski boat on a trailer with a large V8 inboard/outboard. It

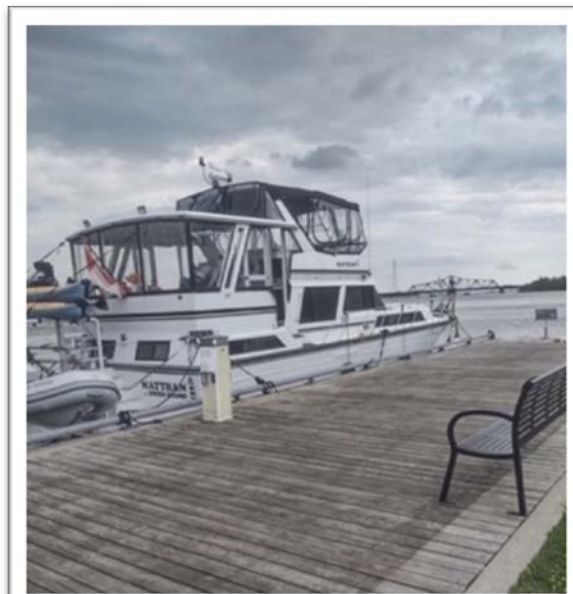
had a wonderful yellow colour with matching bucket seat interior. Bought the boat in Barrie and towed it home with the wife's Chevy Astra. Had to stop part way up the Meaford hill to let the engine cool. The windshield diverted most of the wind but every wave over 3 feet came over the bow and drenched all. Did this often so I installed a second bilge pump.

This boat had power and speed. 55 MPH with a water ski prop. In the Trent Severn it pulled 12 skiers out of the water 6 of which were on single skis and pulled them all at 42 MPH. Norma loved it. She drove the boat on a flat calm day from Lions Head to Balmy Beach at full throttle. Nothing flew apart. We stuffed the baby daughter between the buckets and pinned the throttle. Oh, by the way, 5 seconds was still all I could barefoot. Oh well.

When the family increased and with no excess money, bought a 23-foot Penn Yan tunnel hull 'in a basket'. A dead head log had gone thru the tunnel so the boat came cheap. At the time I was working 90-hour weeks so it took 5 very long years and any spare cash to fiberglass the tunnel, install a strut, prop, align everything, build a top over flybridge, outfit the cabin, build a trailer and finally launch. The boat never did work as advertised. From it I learned that weight was important. Fortunately, Norma hated it. It was with this boat we joined the Yacht Club in 1987 or 88, not sure of date.

Next came a new 26-foot Wilker cabin cruiser with a high performance V8 and a Bravo II drive. The boat was Norma's choice - named it 'Matthan'. 3900 RPM and 39 MPH cruise took us eventually to Mackinaw Island and every anchorage, the east shore, Trent Severn, Peterborough, north shore and home. Anchored at night, moved nearly every day. At that speed Killarney was 2 hours and 45 minutes and 42 gallon (2.5 MPG) from dock to dock. Going 10 or 15 miles out of your way took no time, just fuel.

For 18 years we joyfully poured fuel down its throat. It was a very wet boat but rode the 6-foot troughs with ease including 10-foot following seas. Just don't point it into a head sea. Had to sew an additional second top to prevent the water from raining inside. The 2 children used to climb into the V berth in rough weather and nick name it 'air time'. More than a few trips were made by following the chart plotter



*Matthan at Little Current Dock Swing Bridge in background*

because I could only get glimpses through the spray-soaked windshield.

Very early in the life of the Wilker I learned something about my wife. Actually, it happened on our first trip North. You see, the Wilker had great accommodations for sleeping. But the frig was tiny and the propane stove was scary. Did I mention the hot water heater required hydro plus there was no boat heat either. Now I say this cautiously and with affection -- the city girl missed her shower and microwave.

So halfway thru our 2 weeks of holidays I left Killarney for Owen Sound and spent my 2nd week of holidays installing a microwave and a generator. Quickly found out that commercial generators were out of the budget and besides, too big to fit. Modified a Honda 2100-Watt generator to water cooled exhaust with a water lift muffler, drew fuel from the boat tank and installed numerous safety devices. It was about this time that someone in the club nick named me 'Mr Gadget' and it stuck. Just a note to the men - there is huge benefits to a happy wife, if you get my point. Norma and I were never scared by heavy weather in the Wilker but life changes. After 18 years the Wilker sold in 2 weeks. I was boatless again.

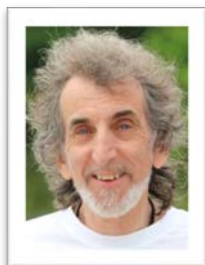
**Boating: From a Power Boater continues on Page 16**

## Trevor Stokes: GYC 's Webmaster

*[Trevor Stokes – MiYotie]*

### A Bit of History:

Trevor Stokes has been the webmaster at GYC for quite a while. Keeping the site up, secure and with features that people want and use takes a lot of time and patience. Here's some background on someone and something we often take for granted. [ *Joseph Hardin* ]



*Trevor Stokes*

### About me

I have had a variety of jobs. Instrumentation for the British Navy to help get planes safely (and quickly and heavier??) on and off of aircraft carriers. Then testing transistors for early heart pacemakers and quality control for a large semiconductor

company. After that came many years with a German database company who supplied Stats Canada and SOCAN. And more recently, developing software for life safety systems for US army bases, airports in Egypt and Belgium, and many large buildings all over the world, including Israel.

**Here's some new and/or little-known features of the web site that Trevor has implemented that should be of interest.**

### News Posts:

Any club member can share their news, tips, sailing history and more by making a post using a simple but powerful block editor. Other members can make comments. (Sounds a lot like Facebook!) The previous site and the current one both had this capability, and we can use it more.

### NEW! - Trip Reports:

The Winter Newsletter introduces a series of articles on various club member's sailing and boating experiences with the goal of sharing knowledge about everything from day sailing to sailing routes, anchorages and personal experiences on the water or working with boats. The Posts feature in the website has been modified to allow anyone to put up their experiences or short trip reports that may show others new places to go or ways to get there. Just click on the + sign in the toll bar at the top of the screen and

type or paste in your notes and pictures. They'll then be available to everyone, reachable by clicking on Trip Reports in the left-hand side menu.

### Spouses on Committees:

Members' spouses often serve on committees but, until recently, couldn't receive the emails that a director sends to all to of his committee members. Enter your spouse's email address in your profile, and let Communications or Membership know by email which committees they serve on. If you and your spouse share the same email, still let the directors know: especially if you, the member, aren't on the same committee as the spouse, because then you will receive the email from the director that your spouse needs to see.

### Dock Mapping:

Hidden in the Mooring director's page is a Mooring Plan. Click on that and select a basin. A larger scale drawing of the basin appears. Hover the mouse over a dock and click: a pop up with details of the boat and member appears.

This was a fun project that meant relearning some high school geometry. The four co-ordinates of the grey rectangles had to be rotated and relocated.

### Some More History

When I joined the GYC we had a website developed using Drupal. It separated the public pages of the site from those that only members should see. It also

allowed members to log on to view those pages and to post news and pictures and trip reports, etc.

We also had a completely separate Microsoft Access database to manage Members, Boats, Docks and their relationships. But, because there were no connections between the site and the database, Membership and Mooring had to generate reports from the database and store them on the site. The reports (PDFs) were probably already "stale" by the time they were stored. And it meant that member profiles were in two places.



*Trevor's boat MiYotie*



The Drupal site was in need of work, so I was tasked with replacing it. I chose to implement it using **Wordpress** – one of the world’s most popular website builders. Initially, we pretty much replicated the old site’s structure, but later streamlined it a bit. Wordpress also lets us separate pages that the public sees from those with sensitive membership data. And all members are website authors and can still make news posts. Wordpress also has thousands of developers who build “plugins” for almost any customization you can think of.

- There are over 57,000 lines of code in the members admin utility.
- There are almost 6,000 lines of code in the GYC website plugin.
- The database, web site and our extensions use a total 150 MB of storage.

#### Sharing the Work

The source code for both projects is in Git repositories. If there are members with PHP and SQL experience, I’d be happy to do a code walk through.

Next, the Technology Committee was formed under Paul King to see if we could combine the member database with the website and ensure that data was always current.

Wordpress has its own MySQL database with users, users’ names, email addresses, etc. And there’s a plugin to extend this with any data you choose. I added postal address, phone numbers and spouse’s name. These became part of the user’s (member’s) profile, which they can maintain. No need for the Membership director to be told when a member gets a new email address (or even a new spouse!) With members’ cooperation, the contact information should always be current.

But members have boats, and boats have dimensions and billing codes. Members belong to committees. And boats occupy docks. All of this we need to manage. For this a separate utility was needed, but on a database shared with the website. I built that database around Wordpress’ users, with the user’s ID as the key to everything else. I added a record to hold a member’s status (Full, Associate or Past). Then came boat, committee, and dock tables. After that it was not difficult to link a member to a boat, a boat to a

dock and committee members to their committees. We also have A and B Lists and Dock Requests.

All of the above has to be managed by Membership, Mooring and the Treasurer. The Member Admin utility is the tool they use. It is written in PHP and presents the data as forms and lists that the directors use to add a new member, create a boat, assign that boat to a member, etc. This has to include the whole life cycle or a member and a boat. All of our club’s “business logic” is embedded in the code. You can’t make an Associate a director, you can’t put a past member on a committee. You can’t make a current member a past member if they are still acting as an emergency alternate. I worked closely with all of our directors to develop this, and still do. There’s even an audit to check if boats are left in limbo, or if a past member is still on the emailing list, etc.

**Deeper Dive:** This still wasn’t enough. The directors can see this data and even pull reports (printable or spreadsheets), but it needed to be presented to the members – and only the members. Wordpress again came to the rescue. Anyone can write a new plugin, so I developed a GYC specific one. And plugins can have short codes. A director, as editor of a web page, can embed a short code and the plugin expands it. For example, if a director wants to list the Full Members on their page, they only have to write:

`[members scope=full number=10]`

The plugin sees that, queries the database and lists 10 full members at a time and manages pagination. There is a short code for almost everything, so directors can display the fleet list, the members on their committee, A and B List, etc. And the instant another director updates something using the utility, the new data will appear on the site.

One special short code is used by the MY GYC/MY PROFILE page. I detect when you are visiting the page and look up all of the data we have stored on you. Only you, the logged in member, sees this. From this page I link to your profile – the contact information that you can change. Everything else on the page must be maintained by the respective directors – else you could give yourself a bigger dock or make yourself Commodore!

Invoicing was another issue: It was on another system with at least some contact information duplicated.

But, you've guessed it, someone in the Wordpress community had developed an Invoicing plugin. It took a bit of customizing, but we were able to use it. It's now integrated into the site. You probably viewed your last invoice at MY GYC/MY INVOICES. I'm not an artist, and I'm sure the site could be improved visually. For this there are thousands of "themes." I'd be happy to work with anyone who has suggestions for modernizing the look.

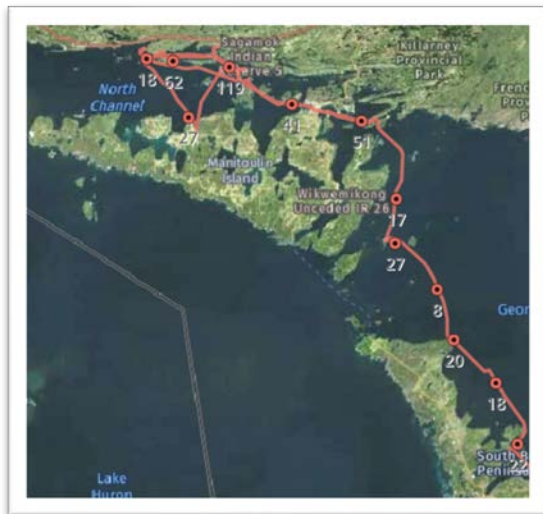
## Mujo V: A North Channel Summer

*[Joseph and Susan Hardin: Mujo V]*

What's all this about the North Channel anyway? What do people do when they go up to the North Channel? How do they get there? How long do they stay? Those are questions we asked when we first moved up here.

*Our Journey, Summer 2023*

*You can see our entire journey on our SPOT website (more info at the end of this article)*



We knew we wanted to see the North Channel, with its renowned scenery and comfortable sailing grounds, though it took us a while to get everything together to make the trip. Reading stories about other peoples'

sails helped us to understand what was involved, and that's the purpose of this story. Simply describing a summer's sail can be useful to new and seasoned sailors alike, introducing some to the areas and routes

we took and allowing others to compare their own experiences with ours.

So, last summer...

Our sailing is done in fairly big gulps. Once on the boat Susan and I want to stay there for a while, so our destinations recently have been up north. In the past, we've sailed among the local islands, out to White Cloud, Sydney Bay and around. Our boat used to be up at Lion's Head, so we headed up to Wingfield Basin often while up there. Maybe, after reading of some of the other boaters' experiences here, we'll take a look at more of the eastern shore of Georgian Bay next year. Last summer was typical of the last few years in that we headed out for the North Channel as soon as we got the boat ready to go.

At the GYC dock :

We had someone sitting our house for a while last summer, and they got here a little early, so we stayed on the boat at the GYC dock for a week or two, getting it ready for the trip up north. It was time well spent, working on the batteries and the electrical system, getting all the storage in order (which takes us forever), hooking up some newish electronics stuff and getting all the old electronics plugged back in, and talking to each other, messing with sails and rigging.

Once all seemed pretty much ready, and we had what we thought would be a good couple weeks of food aboard, we waited for a decent wind to take us up to Whitecloud or Little Port Elgin for the first day's sail. It went pretty easily, with the normal shifting winds messing with us around Cape Commodore and between the islands. With an expected west wind overnight, we dropped the anchor for the night at Little Port Elgin. We found a few other boats doing the same.

Next morning, we headed out for Wingfield Basin, and with a strong wind and decent wave heights it was a



*Mujo V at GYC*

bouncy ride. We stayed two nights in Wingfield waiting for a wind to take us to Club Island and had a good long sail. We arrive to find Mark and Kathy already anchored there. They were on their way back home after a trip that took them first over to the eastern shore and then back down via Club. The next day we had a good wind allowing us to sail all the way up to Snug Harbor.



*Mujo V at Snug Harbor*

Snug is not so easy to anchor in because the bottom drops off so quickly from the sides, but it has really good protection from all winds, and has fish and often mushrooms. Our anchor rode is only 120 feet, and the bottom at Snug falls off quickly to 30 feet and more. We found a 20-foot spot that held well, but next year we're investing in a 200 foot rode.

From Snug we went to Little Current, hitting the swing bridge with only a few minutes wait, and pumped out and got 22 liters of diesel. We had to wait for a fellow in front of us who walked down the dock apologizing for how long it was taking to fuel up, since he needed a couple thousand liters of fuel. We told him we were in no hurry and chatted a bit with the people just behind us, whom we had cut off a bit coming into the gas dock wall. We wanted to say sorry, but they laughed and said no problem, "first come first served."

Susan keeps a log while we're on the boat, and we'll intersperse it as we go along to get a better feel for the day.

**Tuesday Aug. 2, 2022**

**Snug Harbor to Little Current then Croker**

*I've never seen so many boats in the North Channel. I'd guess American boats make up a third of what we've come across so far. It's their first post-covid sailing opportunity. Up at 6 a.m. and off at 6:30. Motored the Landsdowne Channel, then sailed to the lighthouse. A great, easy 5 knot sail in NE winds, but we wanted to guarantee we reached the Little current bridge at 9 a.m. so we motored the last bit. Made it with a couple minutes to spare.*

*Five or six boats came east through the bridge with us. We were lucky enough to find a slot on Wally's Dock, just behind a massive motorboat. Fortunately, for us, he was filling his tanks with diesel. We had to wait for about an hour, while he put 3,000 litres in his tanks at \$2 a litre! So, we ran up to the grocery store and stocked up. The big boat was pulling out as we returned from the store, leaving an empty slot to give us the leeway we needed to get out of Little Current. The wind pushed us against the dock and the current pushed us forward as we left, but a quick tug on the aft starboard docking line by the dock attendant and we turned out and onward. No Problem. A pretty good Little Current experience, for a change. Heading to Croker Island, across from the Benjamin Islands.*

*The Benjamins looked quite crowded as we went by. Croker was, as well, but not bad early on. We tied up with an anchor out and a line to shore with only 4 other boats there, but by evening there were a dozen boats.*



*Susan, relaxing and painting at anchor*



**Wednesday, Aug. 3**

**Croker Island**

*Rained last night. Two boats had trouble with dragging their anchor – one bounced into the boat to our starboard side and then moved to the other side of the harbor. The other sailboat which came in yesterday and had so much trouble anchoring also drug their anchor. They had to rush to untie from shore, then re-anchor nearby.*

Croker Island is just to the east of the beautiful rocks of the Benjamins and seems to be getting more popular every year, it seems. There are a couple areas to anchor in Croker. The first one to the south is a well protected basin with plenty of trees to tie stern-to, and is safe from all but north west winds; that's where we anchored. There is also a nice area further north with a sandy beach that is good when the wind is out of the north. It's a popular place to go ashore and hike. The basin where we anchored is rimmed with rocks so it heats up early. In early August it gave us one of our warmest swimming areas of the summer. There was some excitement in the anchorage our first night there, as Susan noted. A blow came through and the boats next to us started bouncing around, and one up-anchored around 2 AM and reset further out. I slept through it.

After a few days at Croker, kayaking, fishing, reading and relaxing, we had a good wind to head up to Bear Drop, at the west end of the Whaleback channel. We went south of Eagle Island and Aird Island to get there. Bear Drop is a favorite of ours, with lots of area for boats and plenty of places to kayak, fish, swim, dinghy, and walk around. We catch small mouth bass and pickerel often and pike occasionally; and collect bolete mushrooms that we have fun trying to pick from our kayaks.

There was a shifting population of boats over the five days we stayed in Bear Drop, with an average of 8 to 12 at any one time, split between sail and motor. The boat rental outfit down in Gore Bay keeps the harbor population up, and the boaters from the States were up there last summer, after being gone for two years (those were nice quiet years for sailing up north).

**Saturday, Aug. 6**

**Croker Island to Bear Drop**

*Very little wind predicted today. May get up to 10 knots, according to Predict Wind – other said less. Waited until 11am, with plans to head straight east then head up the Newport Channel. We motored for 1 ½ hours until south winds allowed us to sail past the channel and up around John Island. We entered Bear Drop and Whales Back channel from the south-west. More than a dozen boats were anchored in Bear Drop when we arrived at 4pm. Had to reset the anchor 3 times before it finally set.*

*We left Bear Drop after a 5-day stay. Off to Gore Bay. Had a nice ride down on a nice wind.*



Joseph kayaking at the Bear Drop cut

**Thursday, Aug. 11**

**Bear Drop to Gore Bay**

*Due for a pump out and fresh water. Sails up at 10:30 shortly after clearing buoys at Bear Drop. Headed SW through major markers then tacked and headed towards Gore Bay (SE). With a 15kt wind at our back, we sailed for 2 hours wing on wing. We then sailed on a fairly comfortable tack in 9-16 knots, making up to 8 knots at one point. Arrived at Gore Bay at 2:30.*

Gore Bay is a favorite place for a pump out, and to get fresh groceries and parts to fix things on the boat. They have a good dock, a good sized chandlery, a good hardware store and grocery store. They also have a health foods store, and a good coffee shop who makes a pretty good mocha.

**Mujo V: A North Channel Summer continues on Page 19**

## GYC & Ontario Boating Assoc.

[Becky Middlebrook- GYC Commodore  
Ella May & Nayala]



### EXCITING NEWS IN 2023: WE HAVE RECENTLY BECOME A MEMBER OF AN ONTARIO BOATING ASSOCIATION

We are excited to share with you the news that the GYC has recently become a member of an Ontario Boating Association: The Ontario Sailing Association. The OSA consists of 240 clubs who serve over 100,000 boaters. Out of the 240 clubs, 50% are 50/50 sail and power, so don't be fooled by the name! This new partnership has huge benefits for the GYC.

The Ontario Sailing Association [ OSA ] is a not-for-profit volunteer organization, committed to the promotion and development of all aspects of boating. Like us, the OSA is governed by a volunteer board who are elected by the members [the clubs]. Full-time staff are available to support clubs, just like ours, to assist with all aspects from operations to governance.

We wanted to find ways of reaching some new goals and while searching for information from other yacht clubs we discovered that an association could help us. We found that there were already policies and procedures designed for yacht clubs. As members of the Ontario Sailing Association we could obtain the information we needed without spending hours and hours of time, trying to reinvent the wheel. This new partnership will assist the board in meeting mandatory provincial regulations and adopt up to date policies.

Immediately upon joining the OSA, we were able to access policies and procedures, which are well developed and legally vetted. The staff has been very receptive and responsive to questions and has already provided assistance through zoom meetings.

In addition to assisting the board with developing policies, the OSA has engaged with our Ad Hoc Bylaws committee. The committee held its first meeting in January to begin the lengthy, complicated process, of amending our articles and bylaws to meet the new mandatory regulations for Ontario Not-for-Profit Corporations Act [ONCA]. These amendments must be completed by October 2024.

If you have any questions please reach out to me. If you're at the boat show check in at the OSA booth, they'll be happy to see you!

## New Event: Open Hatches 2023

[Sail Past Event, 2023]

I've often wondered what some of the boats at GYC, large and small, look like down below, and I'm often surprised when I get to visit in one and talk with the skipper about why things were done the way they were.

We're going to have a day at the club where everyone can get a chance to see a number of boats and talk with their crew, and where you can show off your boat too. Open Hatches Day at GYC will be on the day of the Sail Past, for the couple hours between the sail and the dinner. More info in the Spring

[Joseph Hardin – Communications Director]



## Coming Soon: Dragonfly @ GYC

*[Joseph Hardin: Communications Director]*

### Future Feature Article:

#### Dragonfly

The GYC was fortunate to have been the home port for a while of one of the Little Boats that participated in the 1940 Dunkirk miracle, Dragonfly. The boat's journey to the GYC was long and often precarious. There were a number of times when it seemed Dragonfly would not survive to be afloat again.

The next issue of the GYC newsletter will have an in depth story on how its final resurrection was achieved, and the central role that a GYC member, Hubert Van Alphen, played in that effort. A large number of pictures and unpublished documentation of the boat and its renovation and relocating will appear with the story. Stay tuned...



## Thank You

Thank you to everyone who submitted material or ideas for the development of this newsletter. We couldn't have done this without you.

- Communications Committee  
(Susan Hardin: Design and Layout)

## Have YOU volunteered yet?

**Volunteering is an important part of your membership responsibilities.**

Volunteers are needed in all areas of the club, including the production of this newsletter. Please share your skills and your time.

Contact any of the directors to find out how you can help.

EUCHRE\*CRIBBAGE\*SHUFFLEBOARD

## Georgian Yacht Club

PRESENTS

## PUB AND GAMES NIGHT

Drop by the GYC clubhouse on  
Saturday February 25th at 7pm

Bring your favourite appetizer and your game face.  
BYOB

rsvp by email or at the GYC facebook event page.  
We will also be accepting donations for our local  
food bank.



CROKINOLE\*BANANAGRAM\*LADDER BALL

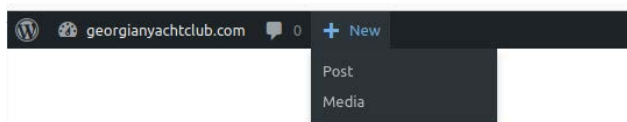


## Share Your Trip Reports

### Share your story - How to post a Trip report

There is a new menu entry on the GYC website: "Trip Reports". You can put up your short or long note about a trip you've been on, or one you're planning.

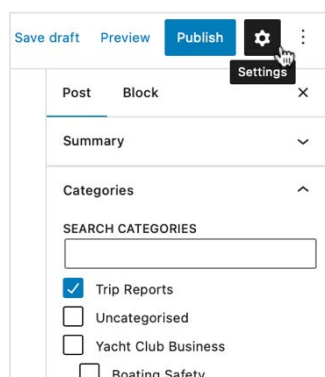
1. Sign in to the GYC Website
2. Look for the + sign on the top menu bar
3. Click on that + and choose Post.



You'll then find yourself in the editor. Paste (or type) your report in and paste (or choose) photos you'd like to add.

After adding text and/or photos go over to the Categories choice in the menu on the right and click the Trip Report box.

That's it. Preview your entry if you like (click on the Preview button at the top) or just Publish it by clicking on the Publish button at the top.



If there is any material you'd like only club members to see, use the Read More tag. Trevor has a short note on how to do that below.

OR, just send us your notes or story and we'll put them up, no problem. Then others can benefit from your experiences.

[communications@georgianyachtclub.com](mailto:communications@georgianyachtclub.com)

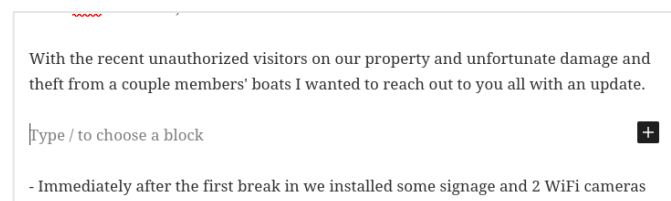
From Trevor Stokes, GYC Webmaster

Hi All, We had a long discussion in 2017 about the security of news posts on the summary page of our site. Some changes I am making now reminded me of the problem. It is still there.

Back then I suggested that posts (at least with sensitive content) use the "read more" tag to hide sensitive content.

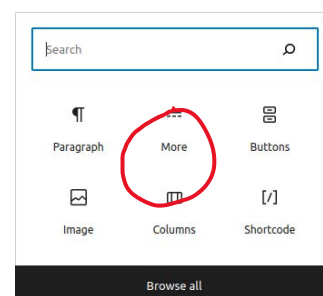
If you are creating a new post, or if you think an existing post needs the tag, do this in the editor. Or even if your post is very long!

- 1) Place the cursor where you want the teaser or intro to end.
- 2) Press Enter (you may have to press twice if mid-paragraph). This appears.

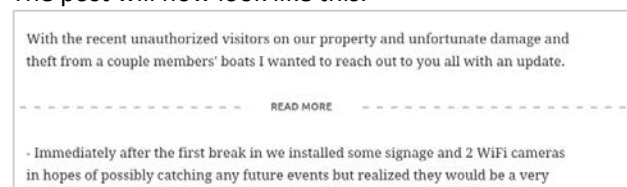


- 3) Click on the + sign.

4) Look for the "More" element in the design category and click on it. You may have to click "Browse all" if it isn't one of your recent block elements.



The post will now look like this.



- 5) Update

On post summary pages only the intro (above the "Read More" line) will appear. Logged in members have to click on [Continue reading ->](#) to view the whole post.

## Boating: From a Power Boater

Continued from page 7

Secretly I had been looking. Most fiberglass boats were experiencing fiberglass pox -- bubbles in the hull below the waterline not to mention core problems in the deck. During one of our trips north I saw an aluminum hulled boat. It was not pretty but it was not fiberglass. After a few trips to the U.S., finally found a 41-foot Marinette flybridge cruiser with an aft hardtop and wing doors, so in 2007, removed everything I could to reduce its height and had it trucked to Wiarton from Atlanta Georgia.

Fourteen foot 3 inches wide and fourteen foot 2 inches high sitting on the commercial trailer. In case you do not know, that is over width and over height for the highway. I loaded all the flybridge and rear hardtop on my trailer and followed it home. To complicate the reassemble problem in Wiarton, our son arrived home with a girl and announced he was getting married. Now, we had a rule - no summer weddings - that is boating season. Curt knew and understood the rule BUT he said, what if they got married on the boat???????? In a fit of panic, Norma said, it is still shrink wrapped, disassembled and not even close to being ready for the water and beside you do not even know what it looks like! The next day they climbed up, crawled on their belly inside, came home and announced it was perfect. The pressure was on. I will spare you the details but need to give huge credit to Ken Flood. Without his help it would likely still be in pieces. The wedding was at White Cloud Island anchorage where our children spent most of their summers. Seventeen people on the bow and a few in the flybridge. The weather cooperated for a memorable day. Chayle took some great pictures.

We still own the Marinette. To quote Norma, I have 'Paulerized' it to become our cottage.

**Let's talk power boats.** There are a few ways we use them. It really does not matter what you have as long as it meets your needs.

Some boats are 'day use', likely trailerable, might even be 40 feet long but usually return home each day.

Some boats are 'dock to dock' use. They need to be plugged in each night or the owners do not like anchoring. Nothing wrong with this.

Some boats are 'live aboard /a cottage', and by design and planning, we fall into this category. I have thoroughly enjoyed planning, designing, sanding, drilling, cutting, welding, installing, wiring, tinkering, painting, dreaming until the boat has evolved to fit our lifestyle. Our boat is not pretty like modern factory boats but built like a tank and has nearly every convenience. The layout begs for company. Yes, it has a microwave. Twin 454's deliver a 21 MPH high cruise speed, giving 1 statue MPG (to those of you who are modern that is 282 L / 100 K) but 17 MPH is easier on the engines. Except for rough weather we often 1 engine the boat at 7 1/2 MPH and enjoy the trip. Two engines at 2150 RPM give 10 MPH and we have gone north and back at that speed, more than once.



Matthan at White Cloud dock

The rougher the water gets the faster we travel. The boat stiffens up with speed, reduces the roll in a beam sea, plus trim tabs need water flow to be effective. Norma never complains about rough weather until there is more water coming over the boat than going under and yes, we have been out in 8 and 10 footers and one day they were just huge but far apart.

Running 15 MPH and full throttle up the wave and 20+ MPH surfing down with engines at idle, stuffing the pulp into every wave with water pouring down both side decks and heavy spray obscuring sight through the flybridge window. The boat never shudders or pounds and although it has never happened that big

blunt bow would cause a 180-degree direction change if my attention span at the wheel was to lapse. It is in conditions like this where I wish for big diesels with all their torque. For the other 99 % of boating I love my gas engines. I have learned from Norma's posture/death grip, that when the boat starts to roll, it is time to pour more fuel down its throat to reduce the roll. I enjoy the roll but if this happens, even at anchor, I know there is a spousal problem developing which requires immediate attention.



Matthan at White Cloud dock

We live each day on batteries and power most things from an inverter with the generator used to run the AC's, heat hot water and recharge batteries. About 2 1/2 to 3 hours of generator run time is required to recharge the batteries every 24 hours. Our electric battery consumption is 240 to 300 amp hours every 24 hours. The batteries hardly ever go below 80% full and last 7 to 8 years. Because of the large house battery bank we can use a house size fan in each cabin or electric blankets if required. We have 2100 liters of fuel (that is 450 miles on a really rough day and 650 miles at slower speeds ) and usually go thru 3 to 4000 liters during an extra-long summer, lots of company and extensive travelling. There is enough cold or frozen storage for most of the summer, an unlimited supply of drinking water and a 513 liter holding tank (an easy 6 weeks for 4 people).

Norma bakes bread and all that stuff so our trips to town are usually about milk or veggies or picking up family. As for the lay out, each end of the boat has a north/south bed, head and shower. Galley has a house size frig/freezer, micro/convection oven, induction cook top, ice maker we use as freezer, lots of storage space, a pantry cupboard, even a basement, etc. Salon seats 4. Aft deck seats 4 to 6. Flybridge seats 6

to 8. Front deck has a large pad to do yoga and relax on with room in front of that for 4 portable chairs on the deck. The toys hang off the transom. There are four levels inside which means a few steps but with all the levels, having an extra couple aboard gives easy separation and except for the extra food prep there is really no inconvenience.

This layout is not unique. It is typical of most aft cabin boats with a hard top. In my opinion, most bang for the buck. We have a few of this style in the club. We enjoy anchoring, preferably swinging , not tied to shore and always put out 10 to 1 of chain with a 72 pound anchor. The boat is about 50 feet long with everything hanging out, then in 12 feet of water add 120 feet of chain so we need a lot of swinging room. In limited space we tie ashore. Our record is 90 continuous nights at anchor. We did make a few trips to a dock but never stayed a night. Still trying to break this record.

#### **Some thoughts to both Power and Sail.**

Power boats usually overtake sailboats. Sailors have suggested we overtake/pass on the downwind side if possible as this reduces their roll. Also, if the sail boats would temporarily reduce speed, the pass is accomplished faster. This could be a subject for a future article.

Each design of boat has its drawbacks. Every boat should be named 'Compromise'. Wood boats get dry rot, fiberglass boats get core problems, steel boats rust, and aluminum boats are very sensitive to any leaked voltage, either DC or AC. We also have to paint ours, then polish, just like a vehicle. Because it is aluminum, to beef up the structure, thicker, not higher aluminum is used. In this way the interior space is maximized.

We started going east with a trailerable speed boat and still enjoy the area; however, the boat traffic is busy and pushy. You need to get halfway to Parry Sound before the traffic drops off plus the anchorages increase. There is lots of quieter areas all the way to Pointe Au Baril. Some of the anchorages are considered 'park' and anchoring is free but tying ashore has a fee.

#### **Do be careful. There are rocks everywhere.**

If you do not own a rock, somewhere, you have not



boated. Since 1989 I own 3, one inside Lions Head harbor of all places. As a side note, I often hear sailors talk about sneaking into there or touching here and just backed off. If I touch it will likely be 2 props, maybe struts, maybe shafts, maybe a tow required and definitely costly. Oh, to be a sailor!

The northeast top end of Georgian Bay, the Bustard Island area, has sheltered anchorages but this is now a park and they collect a fee and do take garbage. There are rivers emptying into this area most of which are not charted but the fishing is great and the water temp is warmer. You can easily get lost in a dingy with all the tributaries, also great for a kayak.

The Killarney area has a rock strewn, dead head infested, poisonous snake area called Covered Portage Cove. Avoid it at all costs. Just Kidding. It's our favorite place but can be busy. Our record is 17 nights at anchor there. Like I said, avoid it.

West on Lansdowne channel, then east brings you into 3 bays with reasonable anchorages. McGregor Bay is mostly American owned and they do not like outsiders but stay to the right when entering and you will find anchorages. The rocks in here are very close to the top, the water is black so navigate with great care. From Little Current to Blind River is full of hidey holes and except for mid-season a lot of anchorages are empty. Just motor in, drop the hook and swing, enjoy. Outside of Blind River is Turnbull Island with good anchorage. This is as far west as we usually go. From here it is mostly marina's all the way to the Sault.

For the power boaters who plan on heading north to Killarney the shortest distance is a straight line from Cape Croker Light to Killarney East (Red Rock). This puts you about 6 miles east of Cabot Head in open water. In low water years, there is a slight jog around some submerged rocks about 20 miles before Killarney and my GPS shows 105 statute miles for the complete trip. If instead of going straight you divert to Wingfield Basin for the night, then sail northwest to get in the lee of Manitoulin Island, maybe stop at Club Island for the second night, then by keeping Campbell Rock on your starboard you will enter Killarney from the west side so add an extra 20 miles making it 125 miles for the trip. There is usually 4 weather/wind scenarios going north. The first is what comes out of Colpoys Bay, then the wind over the flat land abeam

of Lions Head. Next is what comes thru the gap from Tobermory and finally the west winds funneling east through the north of Manitoulin Island. As the winds are usually from the west this means a beam sea of varying degrees. As I have already stated, when the boat rolls we get up on top for stability. Plan your available fuel carefully. Lions Head has fuel but it is out of the way; however for those of you who travel dock to dock, a nice stop.



Matthan anchored at the Pool

Over the years many club members have provided us with their boating and navigating knowledge. I still marvel at what they accomplished with a compass, watch and a simple chart. Pioneers from our club have paved the way for us. Only the children remain as members today but do thank them for their parent's contribution.

I must confess. In "Paulerizing" the boat I have made a few mistakes. Trial and error is great, but costly. Not that I have all the answers but if you plan on making changes to your vessel, come and talk. I will tell you my sins or suggest a better source of knowledge. Helping is what makes the world go round. Norma also has accumulated a lot of knowledge re food storage and pre-preparation. Ideas on how to, where to pack food to make the best use of space. What utensils can be combined to minimize storage. She is also a genius with a microwave/convection oven and used to teach classes.

Over the years we have been privileged to assist new boaters by showing our method of doing things. Then when they go looking they know what to look for. So - to the power boaters – don't run your generators after dusk and to the stick boaters, remember, I almost was and really do 'like sailors'. [end]

## Mujo V: A North Channel Summer

Continued from page 12

Gore Bay is also the home of the recently opened Purvis Fish and Chips, a five star place we think, in the hexagonal Pavilion building on the water. We've had to dodge the Purvis fishing boat coming into the Bay, so we figure the fish is fresh. There are often local art displays and art sales on the first floor of the pavilion, and on the weekends, you'll find a flea market on the main street.



Foraging is fun! Bass and Chanterelle Mushrooms

From Gore we headed up towards Eagle Island. Given the right winds, it was a straight shot through the channel between the two islands north of Gore, Darch and Innes. Then we headed north a bit and east around to the main Eagle Island anchorage. Eagle has been a great place for smallmouth bass and chanterelle mushrooms at times, and it is big enough that we seldom have trouble with neighbors, though Susan once did kayak over to a party boat and ask them to keep it down. They agreed to knock it off after 9 p.m.

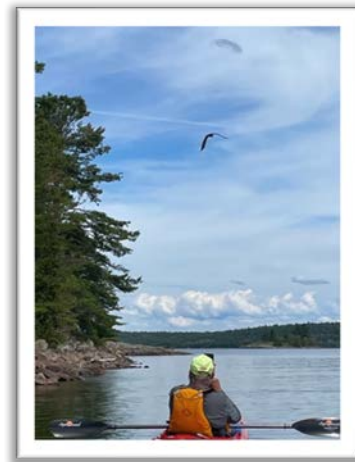
As we sailed up, we noticed a boat on the west end of Eagle in a small, protected area that we later learned was called Armour Island. The next day we kayaked over there to see what it was like.

**Sunday August 14**

**Eagle to Armour Island (northwest corner off of Eagle Island)**

*Bears, eagles, and beavers. We kayaked the mile from Eagle harbor to the N.W. anchorage to check it out. On the way, we watched a bear exploring the north shoreline and eagles flying overhead. The sailboat we saw yesterday, on our passage from Gore into Eagle, was still*

*anchored there. The sailors told us it was a well-protected anchorage, except for North winds. They also told us they were*



Joseph watching a bald eagle, a bear is nearby on the shore

*leaving.*

*We quickly kayaked back, pulled up anchor and motored into this new anchorage. We took the dinghy around to explore, checking out the huge beaver lodge (no beaver though) and beautiful rocks. Beautiful anchorage. Interesting rocks, well protected, private. We got some very nice drone video here*



Armour Island

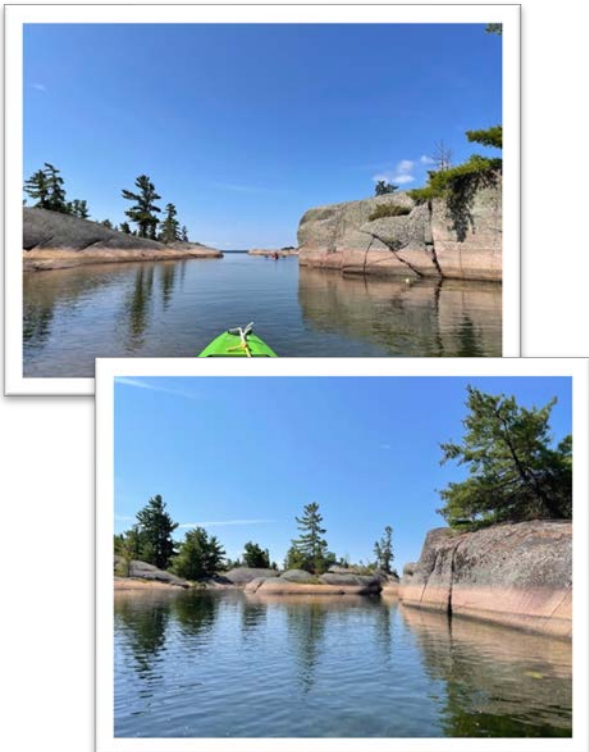
We tied up to a rock at Armour and stayed there for a few days, the only boat in sight. Even when the wind turned into the north a bit, we were fine. From Armour we went back to Eagle for a few days and then headed up to Spanish to pump out. We need to pump the

holding tank about every ten days or so, and Spanish has a grocery store with fresh greens.

**Monday, Aug. 22 – Thursday, Aug. 25**  
**Eagle to Spanish to Fox Harbor**

*On Monday, we sailed from Eagle to Spanish Harbor to pump out and pick up some groceries. We'd planned to sail to Bear Bottom, east of Bear Drop, but the winds weren't cooperating. After getting groceries, we sailed from Spanish back through Little Detroit, heading towards Eagle, but ended up in Fox Harbor for several days. The kayaking on the east side of Fox Harbor is quite spectacular. I look forward to spending more time kayaking and exploring there.*

We're putting in some pictures of the kayaking at Fox. We'd been there before but had not explored the east side of the island. We'll stop back by there again. From Fox we headed up to Bear Bottom, a small anchorage, good for only a couple' three boats, just east of Bear Drop. If you're the only one of two boats there, or alone, it's a nice place, with plenty of spots to kayak to and islands you can explore, and it's an easy kayak back to Bear Drop and the islands and inlets there.



**Thursday, Aug. 25**

**Departed Fox at 10:30 a.m. Arrived Bear Bottom at 2pm.**

*Wind east, 12 knots. Sailed to Little Detroit, smooth 5 knots. Once through, the wind died down to 6 knots, but with the wind at our back and waves pushing us along, we continued to make 5 knots. Nice sail. Rained the whole time but not uncomfortable, just cool. No one in Bear Bottom, so we anchored at our favorite spot in the center. Kayaked and fished for a few days.*



Anchorage at Bear Bottom

*From Bear Bottom we headed east into an area that was new to us. This is one of the draws of the North Channel, there is always someplace that you haven't been to, near by.*

**Saturday, Aug. 27**

**Bear Bottom to Longpoint Cove**

*We hadn't explored the north shore past Bear Drop so we decided to head to Longpoint Cove, just northeast, around the corner from Bear. Motored the first 45 minutes, then sailed up and around past little islands. Longpoint is a very pretty and well protected anchorage. Tall granite hills and lots of nooks and crannies to kayak and fish. Unfortunately, there is a persistent hum from a lime plant on the mainland. While you can occasionally hear this hum when you are in Bear Drop, it is much more muted there and less annoying. Longpoint could be a favorite anchorage for me, if not for the noise.*



By now we were wondering how the garden was doing at home. The people taking care of the house had raved about the peas and corn so we decided to head home and see for ourselves. We retraced our steps to Eagle, then through Little Current to Snug Harbor, where we had to wait out a gale, then down past Club to Wingfield Basin, where we waited a couple days for a breeze.

**Sunday, Aug. 28**

**Longpoint Cove to Eagle**

South wind, 12-15 knots and gusting. Waves ½ meter. Motored out of anchorage to first buoy south. With only the jib, we sailed through the Whalesback Channel at 5 knots and across Aired Bay at 6-7 knots. We dropped the sail to get through Little Detroit, then sailed on to Eagle, jib only. 4 hours and 50 minutes, 21 miles. Poor weather expected as we head home.

**Monday, Aug. 29**

**Eagle to Snug Harbor**

Trying to avoid upcoming storms. Motored from Eagle to south of Benjamins. Wind south, 12-15 knots, gusting to 20. Sailed at 5-7 knots from Benjamins to Little Current. Slipped into Wally's for Pump out, water, and diesel. Total fuel used for entire North Channel trip (from Little Current and back to Little Current – about 4 weeks): 18 litres. Caught the 3pm Little Current Bridge. Sails up at the first buoy. Wind south at 11-14 knots. Sailed at 6-7 knots. Planned to stop at Heywood, but weather and wave forecast made Snug Harbor look better for the next few days. Anchored at 5:30. Took two tries to find good holding into the north-west corner.

**Tuesday, Aug. 30 -Wednesday, Aug 31.  
Snug Harbor**

Gale Warning for Wednesday. Strong west winds on Tuesday tested our anchor, but it held. Put out another 30 feet on anchor rode. Winds picked up around 1 p.m. slowly rising towards 4pm, then staying high for several hours. Fortunately, since we were tucked into the northwest corner, we experienced a smoother ride than those who were out in

*the center of the anchorage. Weather looks a little rough for the next few days, but it's time to head home. We'll shoot for Wingfield Basin tomorrow but will stop at Club if needed.*



Beautiful skies at Snug Harbor

**September 1 – 3**

**Snug to Wingfield Basin, Wingfield to White Cloud**

We sailed (all but 40 minutes) from Snug to Wingfield Basin on Thursday, September 1. High winds kept us at Wingfield for a day. On Saturday we sailed in SSW winds to White Cloud. Several other GYC boats were there.



Joseph fishing at dusk, Wingfield Basin

Coming out of Wingfield on the way to White Cloud I noticed we were not spurting water out of the exhaust. We turned back in and dropped the anchor to have a look. Sure enough, the impeller had broken up. The Volvo Penta is an easy engine for changing impellers, so this took us about 45 minutes, and we were on our way again.

White Cloud was pretty busy but not crowded. We saw a couple of GYC boats anchored there. The next day was looking a little messy but we were ready to be home and so we headed out in the morning.

**Sunday, Sept. 4**

**White Cloud to Georgian Yacht Club**

*Winds shifting and increasing. Light rain. Sailed south of White Cloud in 15 knot winds from E and NE. Waves up to .5 to 1 meter. We had to work very hard to clear Cape Commodore on this tack. We should have headed around the north of White Cloud for a much easier sail. We sailed down near Cobble Beach. Then, when faced with fog, drizzle, and a possible squall, we doused the sails and motored home.*

More than in previous years, we did our best to only sail when there was wind, sit still when there wasn't, and ride out a few storms when there was too much wind. We motored little and used very little diesel. All in all, a very good trip. [end]

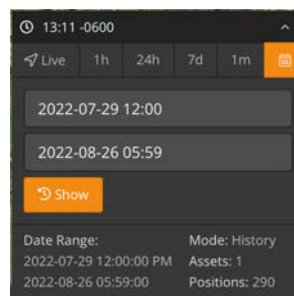
**Follow Us:**

Follow us on our recent trip. Get a better idea of where we sailed and anchored, by going to our FindMeSpot page on the web. (The maps included here are from that service)

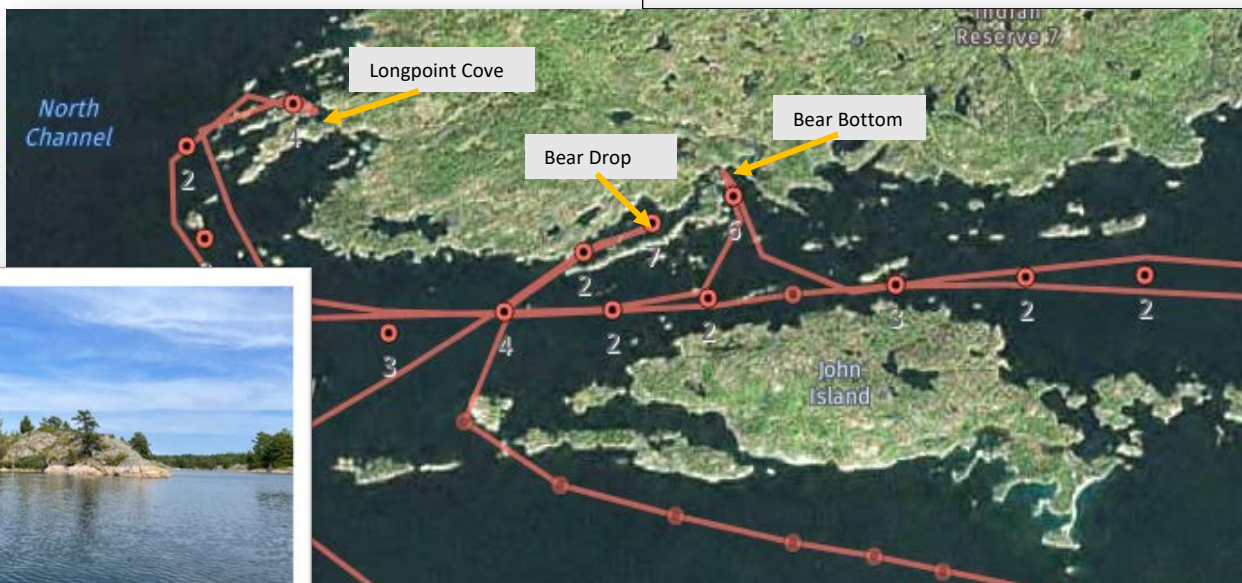
**Go to:** <https://maps.findmespot.com/s/BHMB>

**Password is:** mujo2015 (\*note that it is a small 'm')

You can click on the button that says "Load Limited Data" and begin browsing. Or, for best results, enter the dates shown in the picture below. Then click on the "Show" button. The map will focus on our trip from Wingfield Basin to the North Channel, and a return to Wingfield Basin.



We have used this service for several years to allow our friends and family to follow us on our trip.



Longpoint Cove  
– the most westward point on our trip

## GYC Calendar of Events 2023

### Membership Year, Nov 1 2022 to Oct 31 2023:

**Nov 1. 2022**      **First day of Membership Year 2023**

Nov 7,              Board Meeting at 1900 hrs

Nov 16             Ladders and dock skirts Lifted, boats unplugged, all boats out of water.

Nov 26             TBA Christmas Potluck

**Nov 30**            **ANNUAL fees are DUE**

Dec 5               2022      Board Meeting at 1900 hrs

### **2023**

Jan 9,      Board Meeting at 1900 hrs.

Jan 9              Late Dues Final Notice

Feb 6              Board Meeting at 1900 h

Feb 6              Membership Cancellation if dues not paid

Feb 25             GYC Pub and Games Night – Social Event

Mar 6              Board Meeting at 1900 h.

Mar 7              Financial Report Available after March Board mtg

Apr 3              Board Meeting at 1900 h

Apr 4              Director Reports-Spring newsletter are due

**Apr 12**            **AGM** at 19:00h [2<sup>nd</sup> Wed of April]

Apr 7              (Easter-Good Friday)

Apr                TBA Launch meeting 9:00am

Apr 15             Spring Icebreaker Potluck at the Clubhouse

May 1              Board Meeting at 1900 h

**May 6**            **Launch** Saturday 0800 (1<sup>st</sup> Saturday of May)

**May 7**            **Cradle moving** Sunday 0900

May 13            **Fuel Dock opens**

Jun 5              Board Meeting at 1900h

Jun 6              Summer Mode begins for the Board.

Jun TBA           Meet & Greet

Jun 3              Equipment Day

**Jun 17**            **\*Saturday\*Sail Past** Skippers' Meet 1300h (Father's Day weekend)

Divine Service 1330h, Salute 1400h, Dinner 1730h

Jun 18            **\*Sunday\* Sail Past Race**

TBA                Georgian Yacht Club Rendezvous

Sep 5              Board Meeting at 1900 h

Sep 9              Corn Roast (weekend following Labor Day)

Sep15 & 16        GYC Fishing Derby

Sep 23             Commodore at Home Dinner (2 weekends after Corn roast)

Oct TBA            Haul out MEETING 0900 am.

Oct 2              Board Meeting-1900h Schedule C Approval, Membership Invoices to Follow

Oct 14             Cradle Moving 9:00am (Weekend before haul out)

**Oct 20 & 21**      **Haul Out** 20<sup>st</sup> – 1030am. 21<sup>st</sup> – 0800am (2 weekends after Thanksgiving)

Oct 21             Fuel Pumps, Pump Out & Mast Crane decommissioned.

Oct 21             Boats with holding tanks must be out of the water.

Oct 28             Fall Workday and lunch. 9:00am

Oct 31             Financial Year End (All Expenses Submitted)

Oct 31             Membership Yr '23 ENDS.Changes to Membership & Dock Release **Due today.**



## Contacts for GYC Operations

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Ad-Hoc Chairs and Administration

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Security Committee	Steve Furness		<a href="mailto:Steve.Furness@Grey.ca">Steve.Furness@Grey.ca</a>
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Boat Insurance			<a href="mailto:boatinsurance@georgianyachtclub.com">boatinsurance@georgianyachtclub.com</a>
Invoicing			<a href="mailto:invoicing@georgianyachtclub.com">invoicing@georgianyachtclub.com</a>