



GYC Winter 2025 Newsletter

Georgian Yacht Club – Owen Sound



Beautiful sky at 2024 Haulout

We could have used a bunch of photos of boats covered in snow, but we imagine everyone has seen enough of the white stuff this year - except for those lucky enough to slip away to warmer climates. We hope you all are safe and warm and dreaming of warmer weather, where even waxing the boat feels like a more desirable activity than shoveling the sidewalk or driveway one more time.

GYC Website assistants needed:

For more information, see article on page 18.



Sparrow sleeping through the winter

'Isn't she lovely? Waiting patiently to feel her sail pulling and the water parting as she glides across the Sound.' - [Chris Collard: Wind Rush]

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Important Dates for 2025*

Apr 9 AGM at 19:00h

Apr TBA Spring Icebreaker

May 3 Launch Saturday 0800

**See Calendar at the end of this newsletter for more dates*

Newsletter design and layout: Susan Hardin
Newsletter Editor: Joseph Hardin

History of the GYC Burgee

[John Griffith: *Cedar Bank*]

Our fine burgee turns 70 this year. To commemorate the birthday, the History Committee has assembled some facts about the burgee.

Alex and Doris Vasey of Annan were active Members in the very early days of our Club with their sailboat “Gull”. The Vaseys designed the burgee for the Georgian Yacht Club in 1955 and it has been proudly flown on our Members’ boats since then.

Excerpt from the minutes of the Annual General Meeting, November 21, 1955:

“Alex Vasey gave a report and showed a sample of a proposed club burgee. The club burgee carries a red maple leaf for Canada, a yellow background for visibility and four bars for Lakes Huron, Michigan, Superior, and Georgian Bay. Motion

Fred Lazier moved and Frank Myatt seconded [sic] that the club burgee designed and produced by Mr. and Mrs. Alex Vasey be accepted subject to approval by the proper authorities. Carried.”



A prototype felt burgee submitted by Sandy Baker, passed down to her from her great uncle Clarence (Son) Redfern who was a prominent Member of the GYC and a director on the board for some time



The late Stan McLean, giving a presentation on the history of the burgee at a New Members event in 2022

According to the North American Vexillological Association (yes, there really is a scholarly group that study the design of flags) there are five principles for the design of good flags:

- Keep It Simple. The flag should be so simple that a child can draw it from memory
- Use Meaningful Symbolism. The flag's images, colours, or patterns should relate to what it symbolizes
- Use 2 or 3 Basic Colours
- No Lettering or Seals
- Be Distinctive or Be Related.

The Vasey’s design for our burgee does a great job at checking all of those boxes, don’t you think?

Burgee Etiquette

(source: Carlos Tessi of the Manhattan Yacht Club)

When mariners started crossing the oceans, flags were an important communications tool between ships when at sea and even ashore. Lives depended on correct interpretation of their meaning, especially on fighting ships. Today, proper use of flags is not just a way to identify vessels and boating organizations, but to give important instructions, make announcements, warn of approaching storms, and mostly to honor and keep alive the naval traditions and seamanship spirit of those sailors that preceded us.

Flags have different shapes and colors depending on their function. A pennant is a flag that is larger at the hoist than at the fly and can be triangular, tapering or swallow-tailed. A burgee is the pennant that identifies a recreational boating organization.

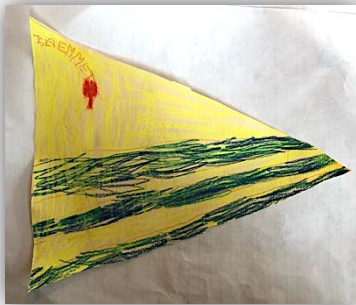
Burgee art from children or grandchildren of GYC members



Everett, age 9



Brielle, age 8



Isla, age 5



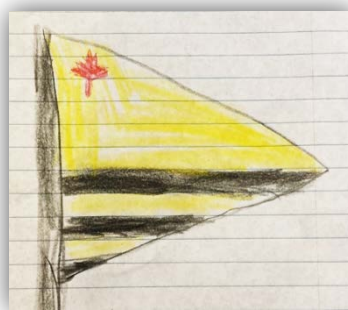
Owen, Age 9



Miles, age 7



Scarlet, age 10



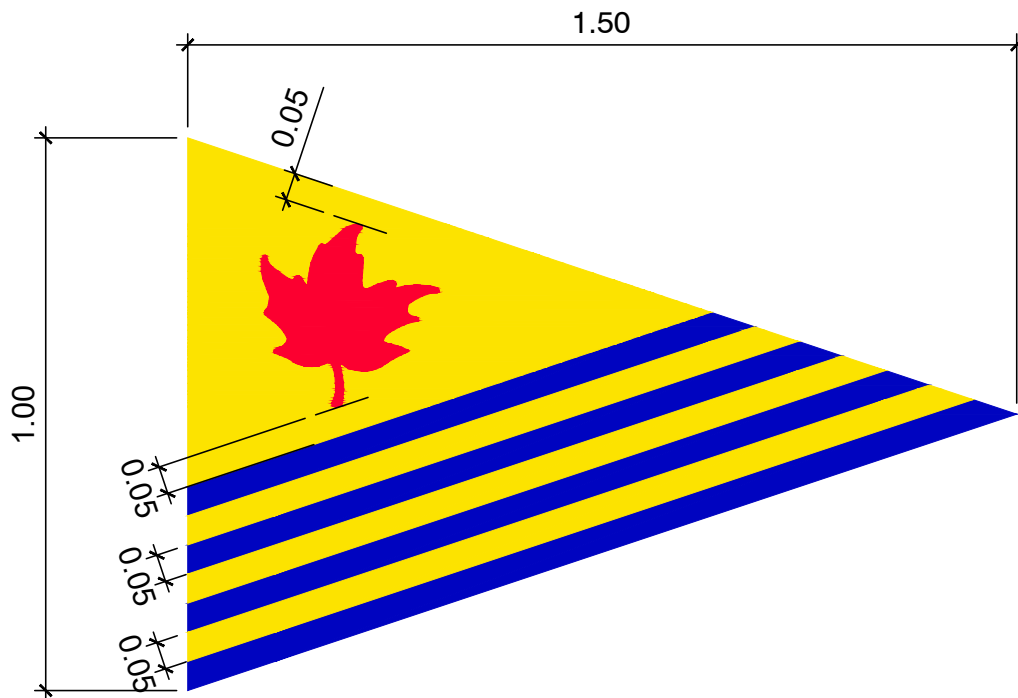
Senna, age 11



Suraya, age 12

THE BURGEE

EST. 1955



THE BURGEE OF THE GEORGIAN YACHT CLUB

IS A PENNANT FLAG WITH A HOIST-TO-FLY RATIO OF 1:1.5. THE BURGEE FEATURES A STYLIZED RED MAPLE LEAF REPRESENTING CANADA, ON A YELLOW FIELD FOR VISIBILITY, WITH FOUR BLUE BARS FOR LAKE HURON, LAKE MICHIGAN, LAKE SUPERIOR, AND GEORGIAN BAY.

DESIGNED BY ALEX AND DORIS VASEY AND ADOPTED AS THE OFFICIAL CLUB BURGEE BY VOTE OF THE MEMBERSHIP AT THE ANNUAL GENERAL MEETING HELD ON NOVEMBER 21, 1955.

RED

PANTONE	186C
RAL	3024
CMYK	0,100,80,5
RGB	242,0,48

YELLOW

PANTONE	102C
RAL	1021
CMYK	0,10,100,1
RGB	252,227,0

BLUE

PANTONE	072C
RAL	5017
CMYK	100,98.4,12.5,14.1
RGB	0,4,192

Coast Guard Auxiliary

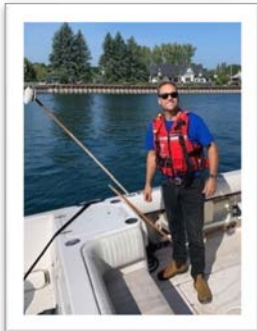
[Kurtis Mink: *Why Knot*]

There is a new volunteer rescue service that has been created in Owen Sound, in cooperation with the Canadian Coast Guard Auxiliary, Unit 552 Owen Sound. Seven of the nine members of the team are Members or spouses of the Georgian Yacht Club, and the unit operates out of the GYC marina. Seven of the nine have earned their commercial operator certificates, and many are signed up for more training in the months to come.



The unit has already been active this past year. We have completed six calls, dispatched by the Joint Rescue Coordination Center in Trenton. These calls included searching for a boat adrift, looking for missing kayakers, performing tow-ins for stranded boats, and responding to a report of a vessel on fire.

The unit has three vessels registered with the CCGA, including Why Knot Eggain, a 1986 Egg Harbor 37 and its tender, a Quicksilver inflatable with a 40 HP engine, and Mink Marine, a 1996 Grady White 27 with twin 225 HP engines. These vessels have been set up with some special rescue equipment, including a gas powered dewatering pump and towing lines to assist in the rescue calls. But, as always, the strength of the unit resides in the abilities of the team members. And, as with any volunteer organization we are always willing to consider offers of assistance anyone might



have, including help with fundraising, equipment, supplies and donations. We would also encourage everyone to reach out to their local officials and encourage them to support us and other local volunteer units.

Members:

Kurtis Mink
Christine Mink
Kourtney Rowen
Steve Rowen
John Griffith
Adam Bowerman
Johnny Sollazzo

Non member crew:

Patti Mink
Peter Hogenbirk

Thank you to those that have volunteered and thank you to the GYC for allowing us to operate out of this facility.

If anyone ever requires assistance please reach out to Sarnia Coast Guard at *16 on your cell phone or channel 16 on your VHF.

If you have any questions about the unit, or questions in general, please contact Kurtis at +1(519) 387-6465.



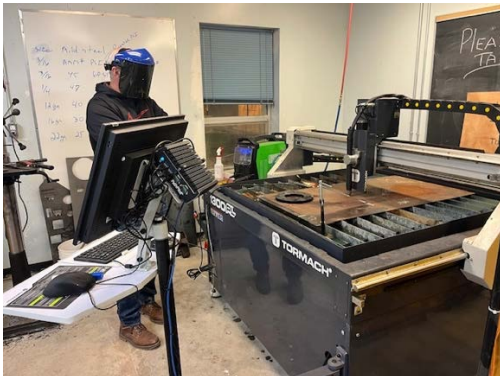
Grey Bruce Makers Space

[Steve Furness: Scallywag]

Dreaming of Boat Repairs? Check Out the Grey Bruce Maker Space

It's the long, dull and snowy days of January and you might be forgiven for not thinking about launch day but it's not too early to be thinking about boat repairs. Yes, those major improvements you have in the back of your mind that you know need to be done are the perfect projects for winter. And what better place to design and prepare those projects than at the Grey Bruce Maker Space located at the Sydenham Campus next to Georgian College.

The Grey Bruce Maker Space is a public facility that has a wide range of equipment for fabricating and making stuff. It has a fully equipped wood shop with equipment larger than what you would typically see in someone's garage. The highlight piece of equipment is the large CNC machine that is capable of cutting and carving large 8 by 4 sheets of wood or metal. The metal and machine shop is fully equipped with welders, plasma cutter, cutting and shaping equipment as well as metal CNC machines. The fabrication and design shop has laser cutters and 3d printers and an electronic work bench.



All these facilities are available to the public for a monthly fee. There is safety orientation that users must attend before using the machines but after that the facility and equipment are available to create and design whatever you can imagine.

For me my major project is designing and fabricating of a new tiller for the sailboat as the old one has soft spots.

You will also find numerous other boaters working away or even volunteering at the Grey Bruce Maker Space.

The original idea of the Grey Bruce Maker Space was to create a space and facility where people could design and make stuff knowing that some would go on to become entrepreneurs. And it's no accident that the facility is collocated with the Small Business Enterprise Center and next to Georgian College. Interested makers can just walk down the hall and get advice on how to start that new business. It is a place where skills can be upgraded and shared and where skills training can be programmed. It's also a cool place to hang out and share ideas with other like-minded makers. So, I don't believe I am going into the business of sail boat tiller fabrication, but who knows.

The Grey Bruce Maker Space is open daily and anyone interested is free to drop in for a tour or check out their website.

Visit <https://greybrucemakers.ca> to learn more.

From Windmill to Sailor

[Menno Harmsen: *Vrouwe Morgan*]

Let me introduce you to my nephew, Jippe Kreuning. From a young age, Jippe was immersed in the world of traditional occupations and, in particular, windmills. In the Netherlands, when someone talks about a windmill, they don't talk about the kind that kills whales, or causes cancer, but the kind that were built during the 13th, 14th and 15th century. The other kinds are called "modern windmills". These windmills were primarily used to pump the Netherlands dry, where over half of the Netherlands is below sea level; although later on they were also used to saw wood, and mill flower and oils like linseed oil.





Jippe and his parents, Joan Harmsen and Tom Kreuning lived in a windmill build in 1630.
<https://www.molend.nl/index.html>
<https://youtu.be/BA8y1ogadcQ>.

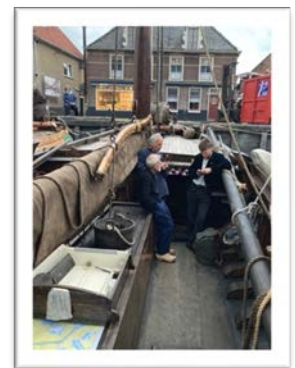
As Jippe grew up, he learned the art of windmill and at the age of 16 he became the youngest windmill in the Netherlands. As with sailing, the 14th century windmill is totally dependent on the weather. Too much wind and he risks damage to the mill or worse, fire. The mill consists mostly of wood (including gears, drive shafts etc) and thatch. Not enough wind and production stops, or water doesn't get pumped. The wind mill was the highest structure for miles around and thunderstorms have posed a large risk since the 14th century. To manage the wind, the miller can rotate the top part of the wind mill to catch the optimal angle to the wind. He can also add or take away sails to adjust to the wind force.

There are a lot of similarities with sailing. Therefore, it was not a large leap for Jippe to become interested in the art of sailing. To stay within the boundaries of his interest in traditional occupations, he gravitated towards traditional Dutch sailing. There are several traditional Dutch sailboat designs (see my article in the 2024 winter newsletter).

Jippe's first exposure to Dutch traditional sailing began aboard the MK63, <https://www.bottermk63hoorn.nl/>. The MK63 (MK stands for the town Marken) is a wooden fishing vessel built in 1912. It is a Dutch "floating monument" and as such, volunteers are needed to maintain and sail it. The two volunteers involved were a man in his sixties and the captain who was well into his eighties. So a strapping young lad was very welcome indeed. Jippe sailed the traditional fishing grounds of the "Ijsselmeer" and the "Waddenzee" with this crew for several seasons.

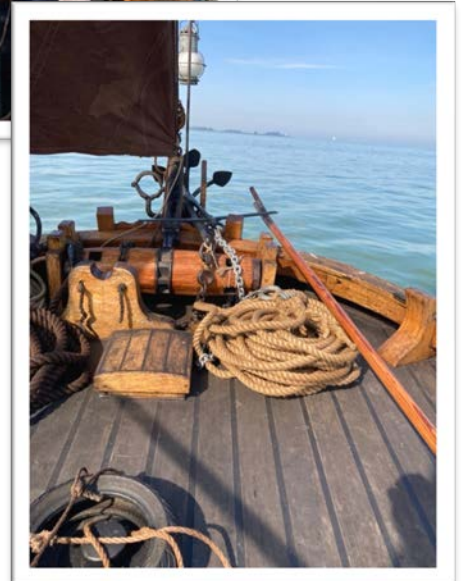
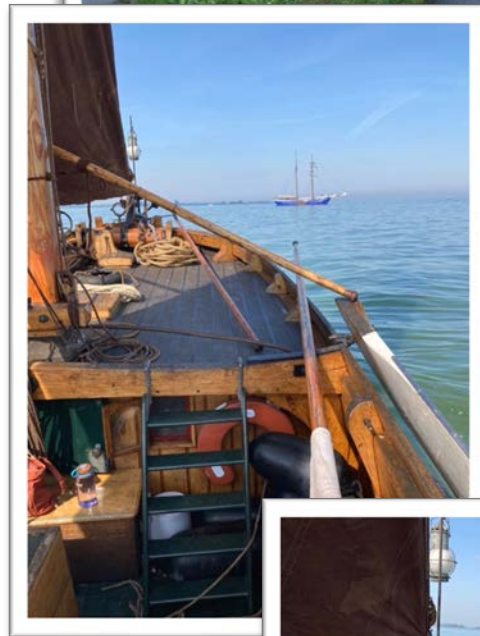


On board this boat, he learned the traditional sailing technique of side dragging of nets. This involves setting the vessel up in such a way that it drifts sideways while dragging the fishing net. While Jippe was enjoying his time on board the MK63, he also felt that some of the methods to prepare rope and sails for the boat were too modern. During this time Jippe started a sail making loft to satisfy his desire to outfit these traditional boats with sails and rope, prepared in the more traditional ways of the period. His sail making business started to take off.



To answer the call to sail, Jippe purchased his own sailboat in 2024. The WR35 (WR stands for the town Wieringen) became his obsession. It also is a traditional wooden fishing vessel, built in 1910. Although the boat was already largely restored, Jippe made it his own and of course, ensured the sails and ropes are from his own sail loft.

Today, his main occupation is windmill at the windmill “de Bonte Hen”
<https://www.zaanschemolen.nl/project/de-bonte-hen/> in the Zaanse Schans <https://www.dezaanseschans.nl/en/> and his main hobby is sailing.



During the summer, the WR35 can be found moored in an open air museum in the town of Enkhuizen, and during the winter, she lays next to the windmill, the Bonte Hen, where Jippe can perform winter maintenance on both the windmill and his boat. If you ever find yourself spending some time in the Netherlands, check out the Zaanse Schans and while there, when you visit the windmill de “Bonte Hen” tell the windmill that Menno sent you.

Smooth sailing everyone!

Adventures Aboard s/v Felicity June 2024

[Becky Middlebrook: Ella May]

We have an enormous playground on these great lakes, and I have wanted to experience waters beyond Georgian Bay. An opportunity presented itself to discover Michigan by sailing along the west side of Lake Huron in June 2024. After connecting with a women's sailing Facebook page, I volunteered for a boat delivery from Muskegon, Michigan to the east coast. I signed up to cover a leg of this delivery for two-weeks from Mackinaw City to Detroit on a 39' Cal sailboat. Back in January, I didn't realize that I would be the most experienced sailor amongst a young group of women. Yikes!



*Spring sail- day
at home before
heading away.*

*Our land hosts at
Petoskey June 9.*



June 2- Jumped on Nyala with the gals for a warmup before heading north to the US.

June 9 -Touring with our North Channel friends & land hosts in Petoskey, Michigan today. Gorgeous lakeside town. I will be saying goodbye to Paul and heading to the sailboat tomorrow in Mackinaw City to meet the captain and crew aboard s/v Felicity, a 39' Cal to sail down the Lake Huron shoreline.

June 10: Day 1. Met captain and young crew of 3 at Mackinaw City Marina. Our Captain Maddie, in center of pic below, is a very new sailor and is a whopping 20 years old! She previously did The Loop with her family on their power boat for a year and it became obvious that she was quite familiar with the numerous systems on this older boat and seemed to be able to do most of the necessary troubleshooting.



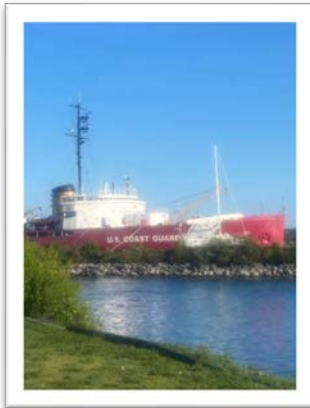
Felicity is a 39' Cal registered in Michigan.

As these trips usually begin, it started as a workday and it became apparent that a number of boat systems still required some tweaking before heading out, so Maddie set to doing that while some of us tended to the provisioning in town. This was not really a city and not really a grocery store. This is a tourist trap town and a quaint gateway to Mackinac Island by hydro-jet boats. Famous for its fudge but I declined the \$20 blocks of chocolate sugar.

The water system is leaking, and the dodger won't fit onto its frame. Lots of work to sort through before heading out. She has planned a very gradual trip down the western Huron shoreline to stay at marinas rather than on the hook and although I prefer to anchor, I was perhaps relieved to have available facilities if things went awry.



Crew for week 1



Coast Guard based at
Macinaw City

Day 2 -Tuesday June 11:

Finally pushed off the dock. We took a slight detour to have some fun sailing under the famous Mackinaw Bridge (120' clearance) then did a 180 to sail over, tie up at the Mackinac Island State Marina and enjoy the day on the Island.



Appreciating the immense size
passing underneath



Boaters all over the Great Lakes
refer to this as "the Bridge"

Mackinac Island has a quaint small town restricted to horse carriages and bicycles. Sites include the infamous Grand Hotel, Forts and more fudge. This teenage crew walked circles around me touring the town and after 3 miles, mostly up hill, I escaped and sought out a bar with a good G & T and red meat!



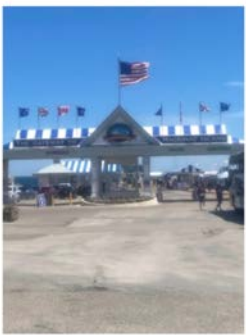
The famous 19th century
GRAND HOTEL,. \$10 to
walk through it. Rooms
\$900. Kept on walking!



Day 3-Wednesday June 12.

Sighting seeing completed, we are finally out on the water and already passing several freighters that are heading to the bridge. It seemed intriguing to encounter these vessels and although we are in some close quarters they are breezing past us quickly and look akin to ghost-like cities of steel.

This Cal is 17,000 lb, so she needs some good wind. We enjoyed a 45NM trek, SE 120 degrees, with very light wind, so sailing was slow heading down to Rogers City Marina. The word city, again, is used loosely with a population of 2000. Once again, we see very clean well-appointed marinas. Michigan ice cream is worth the trip!



Captain and 4 crew are managing socially very well despite being strangers until now with ages ranging from 18 to 68. There is a great deal of boat handling and sail training occurring for the inexperienced crew and I am frequently being called upon to be involved in that, but take a guarded approach even when asked. Maddie is the captain and owner. She is out of her league many times but unless we are at risk, I await her lead. Docking and sail management seem to require constant attention. I hadn't planned on this situation but eventually settle into what is needed. When it's time to hoist sails, they all look to me for guidance and that was okay. I love to sail.

Day 4- Thursday June 13. Best sail to date. Wind 18-20 kt NW. Speed 7.5 kt. Enjoying the prevailing winds as we travel south on a mostly beam reach.



Great day to be a Sailor

Staying 2-3 miles offshore. Michigan shoreline is a little unsettling with its unusual shallow depths and not as beautiful as our lovely Georgian Bay shoreline with its bluffs.

This boat feels solid in moderate wind but has some functional issues. The foresail, a jib, is baggy and the luff is too long for the furler and, even with all possible adjustments, the upwind sailing is dismal. I miss the self-tailing winches on Nyala, and this heavier boat is more of a challenge to make the sails perform to their optimum. Another short day, total 33 nautical miles (nm). Tonight's destination, Presquille Marina, although very remote, was pleasant. Marina staff are very accommodating. No Wi-Fi is available until the 1/2-mile hike to the pretty lighthouse. This 1840 lighthouse is one of the oldest on the Great Lakes.

I am meeting many North Channel sailors here wherever we dock! We assisted other boats to prepare lines for a predicted storm which resulted in ripping up some of the unattended furling jibs.



Presquille Light



Calm sailing, lots of time for crew to read and nap.

Day 5- Friday June 14

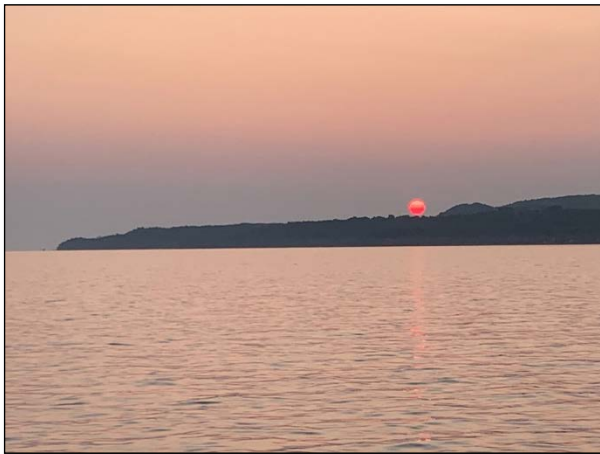
Intermittent sailing with light to moderate winds today and still staying well offshore. Today's trip of 46 nm ended with the new sailors having fun trying out the helm for the last 10 miles. This destination was however not on the "bucket" list. Keep on sailing past this one! Alpena state marina is not the highlight destination of the excursion. How can anyone make a sewage plant beside a marina a pleasant experience with the wrong wind?

This harbour is tucked in with good protection although most Michigan marinas are well established with well fortified encircling break walls. On our arrival, the fishing boats were parading, by the dozens, out of the harbour for the first night of the annual June Walleye tournament. The two teenagers and I escaped the tiresome vegan and non-alcoholic boat menu, and we searched the town for red meat and wine for me! It was a hilarious and enjoyable visit away from our restricted living quarters, hearing about the lives of these young people and sharing mine. Leaving the boat gave me the unexpected opportunity to hear about their vocational dreams and plans for college in the fall. Had lots of fun and was starting to feel like the den mother. LOL. **CONTINUED ON PAGE 14**

GYC to Balsam Lake An exploration of the Trent-Severn Waterway

[Steve Rowen: *SeaBreeze*]

On Thursday, August 1st, 2025 at 05:30, Kourtney and I and our young son Ollie departed the GYC in the *SeaBreeze*, a Doral Prestancia 31, and began following the GYC members Kimberly and Adam Bowerman and their young daughter in their boat as we started to make our way towards Meaford to fuel up. We originally planned on getting fuel the night before at the club but due to a series of unfortunate events the gas dock did not open as scheduled and by the time we received messaging about the gas dock the marina in Owen Sound had closed. Despite this minor setback. The conditions for a crossing of Georgian Bay were perfect, with clear skies and a bay that looked like a perfect sheet of glass. Soon after our departure, the sky lit on fire as the sun slowly crept above the escarpment.



Fully fueled up, we set course for Port Severn, passing between the mainland and Christian, Beckwith and Giant Tomb Island. At Port Severn, we passed under the first of many swing bridges and went through Lock 45 (Port Severn) to enter the Trent-Severn Waterway. Not too long into our travel of this historic waterway connecting Georgian Bay with Lake Ontario, we arrived at Lock 44, the Big Chute Marine Railway, the only one of it's kind currently operating in North America. The marine railway was originally installed as a "temporary lock" when construction of the lock system came to a halt to preserve man hours and resources during the first world war. The plan was to build a system of 3 locks, but this was later abandoned in an efforts to control invasive sea lamprey populations. The current railway has been in operation

since 1978 and is capable of carrying vessels up to 100 feet in length with beams up to 24 feet. Vessels are floated into a cradle on a carriage and webbing straps are used to support the boat. Smaller vessels and PWC can sit directly on the floor of the carriage. Once in place, four electric motors pull the carriage along a dual track system designed to keep the carriage level as it ascends or descends the 18m between Gloucester Pool and the Severn river. Travelling through Big Chute feels like riding a very slow moving, old wooden roller-coaster.



Big Chute heading home towards Georgian Bay



Lock 43: Swift Rapids

Once above Big Chute we travelled along the Severn river as it narrowed and the banks became more dense with cottages, kids fishing, and the odd rope swing hanging from a nearby cliff or tree. Our first day of travel saw us pass through lock 43 at Swift Rapids. The currents here were strong and boating this section of the waterway was very different than the wind and the waves of Georgian Bay. We did not arrive at the Hamlet Swing until after 17:30 meaning that we missed the last bridge swing of the day.

We ended up mooring up to the center buttress of the bridge. That evening we used the access ladders of the bridge to get off of the bridge and got permission from a local business to use their waterfront and riverside beach for a quick swim. The next morning the owners dropped off some popsicles and some other goodies for the kids.



Hamlet Swing Bridge

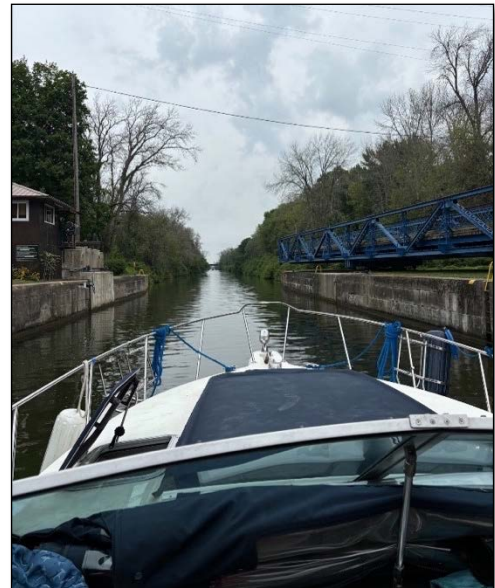
Friday morning, we were packed and ready to go for the first bridge swing, but the bridge attendant forgot the keys. Eventually we were underway, through lock 42 at Couchaching. We were able to drop our radio antennas and pass under the CNR swing bridge, before crossing Lake Couchaching. We stopped once again to fuel up at Atherly Narrows. The dock attendants here were amazing, and even though it was still breakfast time, they opened up their store so we could get some amazingly large servings of Kawartha's Dairy ice cream.

Once past the narrows we made our way into Lake Simcoe and found ourselves crossing open water again in amazing conditions. From Lake Simcoe we started a long procession of lockages (Gamebridge, Thorah, Portage, Talbot and Bolsover), some of them so close together that

you can see the doors of the next lock while exiting the one you just passed through.

Somewhere along the way we got ahead of Kim and Adam and stopped for a swim to cool off from the oppressive heat. Two more swing bridges (Boundary road and Bolsover) led to the very shallow Canal lake where we passed through the hole in the wall, a stone arch under one of the oldest stone arched bridges in Canada.

The final lock of the journey was the Kirkfield lift lock (Lock 36). The lock at Kirkfield was likely the most impressive lock of the entire journey and is actually the second highest hydraulic lift lock in the world at 49 feet and is situated at the highest point of the entire waterway. We arrived at Balsam lake around dinner time and anchored here for a couple nights.



Lock 37: Bolsover



Ice Cream

The return voyage did not provide us with the amazing weather that we had on the way up. Although most of the waterway was sheltered, the wind at the top of Kirkfield was pretty intense and should have warned us about what was to come. Some of the lock attendants in Thorah asked us how far we were travelling and warned us about the conditions. By the time we crossed Simcoe, we were in the middle of a windstorm and a small craft warning, and had to boat through some challenging conditions with waves coming from rapidly changing directions. We got as far as Lock 42 (Couchaching) on this day.



Lock 42: Couchaching

The next day we awoke to some rain, but it quickly cleared. All ready to go, we eagerly awaited the first lockage of the day which was delayed due to an electrical issue at the Hamlet swing bridge. The kids killed time watching Adam catch small rock bass and bluegills with his hands and feeding the resident, three legged snapping turtle who lives in the lock. Eventually we got underway, making it past swift rapids, the return trip (downhill) on the Big Chute marine railway, and past the locks at Port Severn, followed by a rocky crossing of Georgian Bay (nothing compared to Simcoe the day before) arriving back at GYC just as darkness began to take hold of the club, greeted by family and friends. 4 days of travel, 7 days on the boat, a total of 20 lockages, 10 swing bridges and a lifetime of memories.



Home at last, GYC

Adventures Aboard s/v Felicity June 2024

[Becky Middlebrook: Ella May]

...Continued from page 11

Day 6 - Saturday June 17

0700h Threw off the lines early this morning for a long day to Tawas, located on the north shore of the thumb of Saginaw bay. Powering for the planned 70 miles, the boat cleared just west of the freighter shipping lane. We can monitor the vessels with their names and countries on the AIS system as they move along us. Two miles offshore the depth sounder still reads 35'. Our heading is mostly 180 and with no wind we are motoring our way through the swell all day long with a boat speed of 5.7 kts. The autopilot is working hard today, and one must be a little mindful not to dislodge the 12v connection at the back of the helm seat while sharing sleepy turns on watch. This shoreline stretch is still primarily bush and occasional cottages.

East Tawas State Marina is tucked west and deep in around the north tip of Saginaw Bay and once we head westerly it seems to take all day to round the point to approach the marina. Until now, it had felt quite rural along the shoreline, but the town and industries start to appear.

Once we cleared through and head into the harbour, it is pleasant and although small, this town is full of small shops and several good restaurants. The marina, again state owned, is beautifully planned and groomed and facilities are cleaned daily.

Day 7- Sunday, June 16

Today was the launch of the June heat wave so although we would have preferred to be out on the water, we needed to remain in Tawas for the day to clean, reprovision and transition to the next crew.



New and old crews enjoyed having pizza dinner together (don't skimp on the pepperoni) and we were invited to recount experiences of the week through a little exercise titled, "high, low, cheer and gratitude".

Although I long to be out at anchor to end and begin the days in nature, it has been advantageous to stay in marinas so that we can stretch our legs and discover the town in the evenings, checking in back home and having some alone time.

Week one is completed.

Day 8 Monday 17th

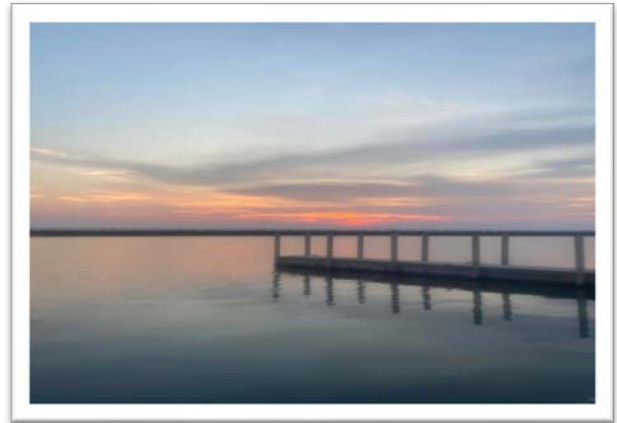
We are now reduced to one captain and two crew. The new male crew member is a non-sailor but is a little older and is very keen.

We said our goodbyes to the departing crew and set sail at noon to cross the Saginaw Bay and end up on its southeast point. We were fortunate to have a substantial southwest wind on our starboard beam, taking us easily across the 30-mile stretch. It was the most glorious sail with only one tack at the beginning heading out of the harbour. This boat settled right into its groove with some decent speeds up to 8 kt, well balanced and staying on course.

I am happy to see more appreciation for wearing lifejackets. This was not the case at the beginning of the week.

We arrived at the Port Austin State Marina and fortunately were assigned one of the two docks that was deep enough for this 7-foot keel. It's impressive how the marinas are well appointed despite a local population less than the size of Hepworth. Walleye fishing here seems to be as American as football.

The heat wave has caught up with us now and we all started out the night sleeping on the cabin roof. Despite the heat, we've only experienced one inconsequential weather incident, so far.



Day 9 - Tuesday June 18

We made an early start this morning for an anticipated longer run of 70 nm, to Lexington. Unfortunately, the captain challenged the shallow depths of the harbour on our departure, but no injury to boat or crew occurred and after some maneuverings were able to be on our way. After we cleared the shallows outside of the harbor we begin to feel the strength of the south winds, although it seems to take forever to round the thumb of the point. We spent some time floating around when the engine began to overheat and adding some additional coolant seemed to address the issue for now.

After rounding the south end of the thumb of Saginaw Bay, we spent the day motor-sailing into the south wind and waves, It was a slow crawl, but we managed to cut some miles off the GPS calculations and we ended up with a 51-nm trip as we pulled into Port Sanilac. This is the largest marina to date, moored primarily with sailboats and has a well-appointed marine repair, lift and storage facility.



Border Patrol Vessel departing after their visit.

Day 10- Wednesday June 19

Light south winds and heat continues as we set off motoring for Port Huron. We can see freighters ahead displayed on the AIS boat system and it's interesting to identify them as they move their huge bulks along. We are anywhere from 1-3 nm off their course. The total freighter count was only six today. Once spotted on the horizon, they are alongside within 15-20 minutes. We have been watching both the shorelines all day as they grow with industrial plants and storage facilities.

A few miles before arriving at the Bluewater Bridge, we received a friendly visit from the US border patrol. Interestingly, they initially chatted it up with the captain to disarm her from their purpose, which was to check out if the boat, captain and crew were all legal! While their captain did all the talking, the other two stood near the stern with their hands on their holsters which was a tad disenchanting. Seems that one of the required papers was lacking and a strong warning was issued and was required to be produced in the future.

Onward, it was a fun experience to (motor) under the Bluewater Bridge from the north. An interesting comment from our captain Maddie, "I didn't know Canada was so close and it looks so normal"! LOL. Maddie is from Tennessee. Did I say they were all young?! Approaching the channel with the current behind us, we maintained 8 kt with only 75% of our previous RPM. We had considered the effects of the current prior to our arrival, but it wasn't difficult and it didn't seem terribly unusual from what we experience in Little Current on a good windy day. We didn't pass any freighters near the narrow part of the

bridge but surprisingly the passable area under the bridge was not wide.

We continued on then, turning west, into the Black River on the north side and moved through two lift bridges. We hailed the bridges to pass through and then carried on into the River Marina, which is literally along the river with a 1/2-mile single row of floating docks attached perpendicularly to the wall.

It's like a little compact city here with condominiums lined up on one side and docks on the other, which appear primarily to be 25' to 35' powerboats, appearing to be used as weekend cottages. Far cry from the beauty that we experience up in our north but, nonetheless, for those who live in this highly populated area, it is no doubt a pleasant escape.

Unlike our usual onshore routines, we found ourselves desperately drawn to a nearby bowling alley for the superb air conditioning where we spent the evening bowling, playing games and eating some excellent Mediterranean food. The heat wave is so intense today, especially in this tight channel. Short day 25 nm.



Blue Water Bridge



Lift Bridge along the Black River



Marina along the Black River



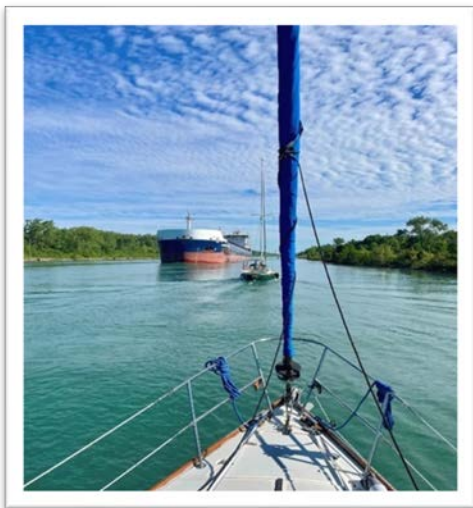
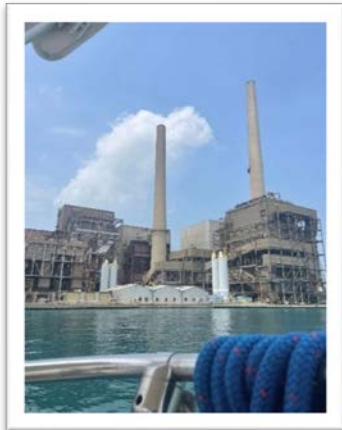
Typical to see pilot boats along the Port Huron Channel

Day 11- Thursday June 20

Felicity departed from Port Huron at noon in hopes of escaping the heat and high humidity after the captain tried to source out some boat repair supplies. A weather check indicates a thunder cell well south of Detroit, our destination.

Exited the Black River (named for the tannins) through the 2 lift bridges, Seventh and Military St's, and back out into the current of the St Clair River, southbound. We are motoring and moving quickly with the current behind us at over 8 kt. All sailboats are bare poles along this route. Surprisingly we are not coming across as much small craft for June as was expected.

The industry on the Canadian side, our port side, is impressive as we pass by Sarnia. The US side is primarily a variety of waterfront residences with some industry although some green belt has been preserved, mostly to port. Freighters continue to travel north out to Lake Huron. It seems we spent close to 3 hours traversing the river with consistent depth of 35' with some smaller channels. This was a part of the trip I also looked forward to. I was born and raised in Essex County, and this was an interesting way to approach the area from the north.



Lake St Clair is now before us, but the term lake is deceiving. Although small fishing boats have cart blanche, freighters and keel boats are mostly limited to the buoyed channel which is consistently a straight line and same depth of 35-40 ft. The Detroit skyline is just on the horizon, the Ford building perhaps? As we move along the lake a dark cloud system to the southwest can be seen. It was now the time to review all the strategy we had made for heavy weather and batten down the boat.

Freighters, continued over the lake but only 2 or 3 pleasure boats passed us. It no longer felt like the fair-weather day back in the channel and things seemed to be changing quickly. Had the forecast worsened significantly? Unknown to us we had lost coverage of data for our weather reports as we were motoring for Detroit. Sky is getting darker, and winds are building. It seems we hadn't thought this one through early enough as the lightning is seen in the distance to the southwest and we are in the middle of Lake St. Clair. Having grown up in this area I was, or should have been, fully aware of the intensity and speed of the weather systems that pass through this part of the country. It was all feeling a little foolish at this point.

Paul had driven from home and was now over at the north end of the Detroit River at our planned destination and had texted that he had arrived. I realized that perhaps he could send us the forecasts by text to my phone. The weather was now changing quickly and through a series of texts and pictures of the radar after 30 min of all feeling some twinges of doom, we were finally relieved that the storm had switched and passed further to the south of Detroit. A predicted weather cell apparently brought heavy rains to Detroit and vicinity but then relocated along an eastern line to Lake Erie.

Our passage into the Detroit River was short and our entrance into a small west channel involved a very narrow and shallow entrance to then be able to approach the Greyhaven Marina. After making the required 180 degree turn, we headed for the outside dock and Paul and the marina owner were waiting to catch the lines. It was much cooler out on the water, but we were all relieved to be tied up after finishing the unnerving afternoon crossing on the lake.

Greyhaven is a quaint little marina, approx. 30 slips with a feisty little owner who was waiting for us before she took her charter sailboat out for a sunset cruise. Not a bad gig.



Felicity would stay moored there in Detroit and everyone planned to visit the museums and galleries until the next crew arrived in 3 days. It could have been a great time of touring, but I said my goodbyes and gave my thanks to the captain and crew and climbed into Paul's airconditioned car, happy to leave the humidity and heat behind. Paul and I headed back to Sarnia and found a great hotel and restaurant. It was good to be back in Canada.

It perhaps doesn't seem like an exotic boat delivery, but it turned into a fun little adventure with new sights and as always, I learned something new. An enjoyable and interesting couple of weeks that I would have missed had I not felt brave enough to join in with strangers who are new friends.

Becky Middlebrook

Felicity is currently moored In Boston. Future destination undetermined.



GYC Website Assistant Needed

The database and code behind the website manage our members, committees, boats and docks and more. The big advantage is that the utility is tailored to our club's very specific needs. Things like the life cycle of the 'A' or 'B' list or the rules committee membership

The big disadvantage is also the fact that it is unique. It's not "off the shelf" and we can't rely on some software company to maintain it and keep it up-to-date.

All of our directors are "Editors" which means they can manage webpage content. Some of our directors have access to the database utility. Membership adds new members, promote members from Associate to Full and keeps track of which committees a member serves on. Mooring assigns boats to docks and maintains boat dimension data. The treasurer and helpers produce invoices – also using our own utility.

But currently I am the only one who has access to the code base. I make changes when directors request them. And I generally keep everything up-to-date. I don't plan on going anywhere, but... We really need to have someone else familiar with the system. Do we have any members with some of these skills who'd be willing to learn how everything works?

RDBMS theory
PHP and MySQL
Wordpress
Wordpress Plugins and Short Codes
GIT

Familiarity with LAMP/XAMP/WAMP would be useful. I test out all of the changes on a local copy running on Apache. Once it's tested I deploy the code to the live system using GIT.

I can share the GIT repository with anyone who's interested. And I can do a code walk through.

Trevor Stokes, Webmaster

Calendar of Events

March 3 – Oct 6 2025

Mar 3	Board Meeting at 1900 h.
Mar 8	Financial Report Available after March Board mtg
Mar 24	Board Meeting at 1900 h.
Apr 2 Tuesday	Board Meeting at 1900 h
Apr 9	AGM at 19:00h (2 nd Saturday of April)
Apr TBA	Launch meeting 9:00am
Apr TBA	Social – Ice breaker
May 3	Launch Saturday 0800. (1 st Saturday of May)
May 4	Cradle moving Sunday 0900
May 5	Board Meeting at 1900 h
May 11	Property WORKDAY and lunch 9:00 am.
May TBA	Fuel Dock opens.
Jun TBA	Meet & Greet 8:30 and Equipment Day 9:45
Jun 3	Board Meeting at 1900h
Jun 4	Board Meetings on Pause until Sep
Jun 14	*Saturday*Sail Past
Jun 15	*Sunday* Sail Past Race
Jul 7	Board Meeting at 1900h
Aug 4	Board Meeting at 1900h
Aug 9	Commodore Away
Sept 1	Board Meeting at 1900h
Sept 12-13	Fishing Derby
Sept 27	Commodore at Home
Oct 6	Board Meeting at 1900h

GYC Contacts

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Finance	Peter Struthers	519 881 6638(M)	treasurer@georgianyachtclub.com
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Utilities	Joe Fryer	519 371-6621 519 270-2624	joefryer47@gmail.com
White Cloud	John Griffith	226 755-2956(M)	john.griffithmarine@gmail.com

The club also has the following, dedicated email addresses.

Email Address	Notes
boatinsurance@georgianyachtclub.com	Send your boat's insurance certificate to this address. Or give the address to your broker. Most brokers will send the certificate each year when renewed.
invoicing@georgianyachtclub.com	Invoices will be sent to you from this address. You will also use this when paying Membership Dues and Fees with an E-transfer payment.
webmaster@georgianyachtclub.com	Use this email address for issues with logging on, problems with the web site , etc.