

MUDDY WATERS

2020 September/November Issue

Planned Club activities in 2020 were on hold due to Covid 19. However, again this year we were lucky with the weather for the dinghy poker run. It was not too hot and we were able to use the beach check point although Little Beach check point had to be moved into the protection of the harbour. With increased participation to 24 entrants, again we want to thank all those individuals and companies that donated prizes. Everyone walked away with a prize, and a smile on their face even after being drenched with "Muddy Water". We are now in the planning stage for the "Third Annual KYC Dinghy Poker Run". Trust you all had a great time, a lot of laughs and will be back next year for another drenching. Brian & Ralph

HERE'S TO BRIGHTER TIMES IN 2021



KYC DINGHY POKER RUN 2020



PORT STANLEY FESTIVAL 1967 NO ACTIVITY IN 2020

Covid 19 continued to impact planned activities at KYC

with the *Dinghy Poker Run* the only club activity to take place. What it didn't curtail was the acquisition of boats by new or seasoned members as well as the acquisition of more Dinghies—probably wanted to participate in the *THIRD ANNUAL POKER RUN in 2021*. Toward the end of the season several members changed boats with other club members. In all there were several new or ownership exchanged boats within the club prior to haul out and shrink wrap. Dock bidding this year is going to be interesting, might be all about can I fit my boat and dinghy in my dock.

One disadvantage for the local merchants was an advantage for boaters. The on-going work on the bridge meant no waiting for the bridge to open. Looks like we will be waiting next year again.

As far as boating was concerned I thought that this summer was one of the best for boating in a while with the lake calm more days than usual nice hot days and warm water.

Club member **Rick Morgan** took advantage of the summer and removed one of his *Bucket List* items, sailing north to the North Channel and safely back, with Phase I of his adventure starting on page 11.

Unfortunately no Commodores Ball this year and no Annual Membership meeting due to Covid existing Executive to remain for 2021.

Brian



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FROM THE BRIDGE

COMMODORE DAVE COURAGE



Hello Fellow KYC Members,

2020 ! It's certainly been a year of challenges for the club, starting with the early spring COVID-19 shutdown delaying spring clean-up and docks in. Once we were clear to operate, the dock crews did a great job of making the waterfront ready for our boats. Thank you to all involved. Unfortunately, we were forced to forgo our regular calendar of events, however Brian Knowles and Ralph Oliver and their crew gave us a great dinghy poker run to remember. A big thanks to the organizers, volunteers and contributors to the prize table. Improved water weaponry plans are being hatched for next year's run !! To all our new members, welcome aboard! While I'm sure you enjoyed the club and all it had to offer in 2020, it gets better! While we certainly made the best of 2020, I for one am glad to put it in the rearview mirror and look forward to the 2021 season bringing about normalcy and the opportunity to conduct club business as usual.

Dave Courage

Commodore

KYC DINGHY POKER RUN 2020



Members came prepared to drench the competition. Meeting in the "Well" awaiting instructions on the course selection, tensions ran high. When Mitzi fired the Cannon the excitement of the Poker Run began. The dinghies with their 24 participants began their move to Check Point Number 1 in the inner harbor.

THANKS TO **DAVE TIPPETT** FOR TAKING PICTURES.





CHECK POINT TWO KATHY ON LAND & IN THE WATER



CHECK POINT THREE INNER HARBOUR WAITING FOR DINGHIES



CHECK POINT FOUR FULL BUCKET DRENCHING COMING !



IT'S GOING TO BE BIGGER AND MORE POWERFUL WATER GUNS NEXT YEAR





THE WINNERS



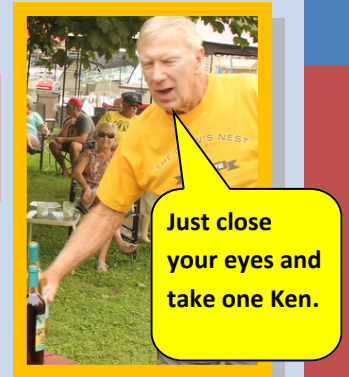
JIM KOZAK—first place winner \$216. We had a great time and the prize money makes it even better. I will defend next year.



MURRAY McDONALD—second place \$108 got beat by an “Ace”. I am going to come back strong next year.



LYNN SUTHERLAND—worst hand and I got drowned for \$36! Great time and shopping for a big water gun for next year.





I'll just stick it down here. No one will notice



I got the trophy



Tools and more tools.



That's a good year



What' Greg going think?



What's in the bag??



Looks good

Dave what do you think?



Yikes I like it

A little wine and a Firehouse



Ralph I got it, start the boat!



LOTS OF FUN



SAILING ADVENTURE OF MEMBER RICK MORGAN - PART 1

Rick started out his sailing trip with former member **Max Wood** a fellow submariner. I want to thank Rick for taking the time to share his adventure with the KYC Membership and providing some information for those members who may have thought of following the same path to adventure.



Cruising in a sailboat is a totally different experience than most power boaters imagine. Sailing is more about the voyage than the destination. We don't see any reason to "Go Fast", will gladly trade off time for money, are ready to accept any and all-weather conditions and look forward to the challenges. In fact, days spent heeled over at a 30 degree angle with waves that would keep the power fleet in harbour are the highlights of the season. Since I left the navy so many years ago, the idea of cruising in my own ocean-going sailboat has been a constant in my imagination. Finally, I found the right boat that fit my budget, worked on upgrading the electronics and rigging and decided that 2020 would be my best and maybe final shot to live the dream. My only concern was crew. Although I had some commitments from possible crewmembers, I expected that a good part of the trip would be single-handed. When Max Wood agreed to crew with me as far as Lake Huron, I decided to go for it. Max and I left Port Stanley Lighthouse behind us just after noon on July 26, bound for Sarnia, with the first port of call Erieau. With the wind against us, we were forced to motor (and this will be a familiar scene) with wind building through the day, finally dropping anchor in Rondeau Bay, under a black velvet sky. We woke to strong winds, still against us, so elected to hold over at anchor. We enjoyed a good meal and conversation and departed next morning for points west.



Tuesday July 28, 2020

We left Erieau early, in a dead calm, throughout the day the wind built, but it had veered a bit to the south, allowing us to sail, with a small boost from the motor. As the day wore on, the wind strengthened but the waves never got much higher than 5 feet and we made some great time, with the rail buried for most of the run. By late afternoon, after a couple of tacks, we rounded Point Pelee and headed for the North Shore, hoping to make Amherstburg. Just off Kingsville we had an overheating issue, so we opted to shelter in Kingsville and deal with the diesel. Luckily, the problem turned out to be fine weed from Rondeau Bay, clogging the freshwater strainer. Just a note on Kingsville; There is a public dock close to the ferry terminal, but nothing else to offer recreational boaters except a safe harbour. We did however meet some nice folks who came down to see if we needed help and brought us some block ice, which much we appreciated, ice being a necessity on a cruising sailboat without refrigeration.

Wednesday July 29

A few hours of sailing brought us to the Detroit River approaches and here starts the slow upstream slog. Currents average 2 to 3 knots from Lake St Clair south, so the northern leg was a leisurely motor past Amherstburg and Boblo island eventually reaching Windsor mid-afternoon.



By dinner time, we had reached the mouth of the river. Water levels were so high that Windsor Yacht Club was underwater, so the choice would be to anchor behind Peche Island (which is very do-able) or carry on to Sarnia, I was surprised when Max called an old friend and former KYC member, Wes Robinson, for advice and Wes offered us the use of the dock at his Riverside home, which was only a mile or two from our location. Needless to say, we accepted, spent a great evening with Wes, enjoyed some Windsor Style pizza and a hot shower, (the first in 3 days) and a comfortable night in a real bed. Thursday July 30 An early start, with no wind. Motored across Lake St. Clair, dodging freighters and fishing boats, who seem to like to drift around the channel markers, creating some navigational issues. Late morning we entered the St. Clair River, by Walpole Island. Here you can really notice the current strengthening,

even the channel markers seem to be fighting to hold their positions. Hours on with very little to see on the Canadian Side, there are hundreds of cottages and McMansions all along the US sides, water covering many of the properties and sandbags protecting the lower lying houses. Makes you wonder about the property values over there. Nevertheless, giant US Flags and Vote Trump signs everywhere. With the current slowing us down, we have plenty of time to enjoy the scenery, finally sighting Stag Island at about 16:00. From here the river widens and the current strengthens. I had heard many stories about the passage into Lake Huron. The volume of water trying to empty into the river is incredible if you think about it and the current is unbelievable. Added to that are strong backwaters along the shore which don't do much to help, in fact they confuse the water, even slowing you down at times. I was told that you need to make 6 knots to get through to the Lake and I think that's about right. Here's a shot of my chartplotter taken right under the Bluewater bridge. We are at 3000 rpm which will usually get me moving at over 7 knots in flat water...



Just to give you an idea,....without a headwind (which we didn't have) I make the current to be over 5 knots here. After giving the audience ashore, enjoying their "Bridge Fries" a good half hour's entertainment we cleared the river and tied up for the night at Lake Huron Yachts marina. This is a self serve facility, with showers, but no fuel, and a great bargain at \$40. Per night...

Friday July 31

From this point I would be singlehanded as far as Port Elgin, where I would pick up my next crew. I said goodbye to Max, and slipped out of Point Edward at about 10am. Winds were moderate from the North forecasted to strengthen later in the day, but not too bad, so I set a course for Bayfield, my next port of call. With the help of the motor, I was able to point fairly close to the wind and my track should set me a few miles south of Bayfield, where I could furl the canvas and motor into port....at least that was the plan. As the day wore on, the wind strengthened, veered Northwest and a beam sea (waves coming at a 90 degree angle) started building up to an average 8 feet by mid-afternoon. we spent the day rocking and rolling and if you think about a "Tilt-a-whirl" at the fair, you will have some idea. Lucky for me, I have never been affected by sea sickness, in fact I spent many days in much rougher conditions in the North Atlantic during my navy days. The constant washing machine action eventually had some other effects and about 20 miles north of Port Franks, and half-way to my destination the diesel died, The rolling apparently broke up a layer of algae and water that had been quietly building up at the bottom of the fuel tank for decades, and kept it suspended in the fuel, making the motor more or less unusable. Since I was still under sail, I was forced to come off the wind a little, steering a few degrees to the south and carried on, This track would get me to St. Josephs only 6 or 7 miles from Bayfield, and I hoped I would be able to sail on the opposite tack, get a little farther north and get into Bayfield under sail. I had done it before. Just off St Joseph, I came about and fought the north wind for almost an hour but could not make any progress towards Bayfield at all. Since Plan "A" was a no go. I looked at my options. I could stay on the lake until the wind died and the waves calmed down, which usually happens at night on Huron, but night was coming fast and If I "Hove to" (basically trying to ride it out in my current position) I figured I would eventually drift onto the southern shore, and without the motor could possibly lose the boat. My only option was to head for Grand Bend, which was a couple of hours south and try to make the harbour under sail. The approach to Grand Bend harbour is pretty direct, with the right timing it would be doable to sail to the channel marker, drop sail and drift right up the channel, so I headed south with a still strong wind which I estimated to be about 40-45 KPH, and with waves now over 10 feet, started the run south. The waves were directly off my stern on this tack, and with sail reduced to about the same area as a single bedsheet. I ran south for about 1 1/2 hours, surfing down the back of huge waves, averaging speeds over 10 knots, which is WAYYY beyond the theoretical max speed for a Tartan 34. Dusk turned into dark and because of low hanging clouds, another pitch-black moonless night. I felt like I was flying, Grand Bend light was clear , dead ahead and as I approached the shore, the beach was framed by the town lights, and an ugly scene it was too, waves were breaking and backing off the shore, a tall wall of white water was waiting , I set my lines for the approach maneuver, adjusted my chartplotter to give me a clear picture of the approach and at about 500 meters out, crossed my fingers and punched the starter on the diesel, hoping it would kick in and give me better chance to make it into harbour.

TO BE CONTINUED

BOAT CHANGES

WITHIN THE CLUB



CHECK OUT WHO GOT WHAT?

MOST POPULAR BOAT IN 2020



IF YOU HAVEN'T GOT A DINGHY YOU BETTER BE LOOKING FOR ONE OVER THE WINTER. THEY ARE CHEAP ON GAS, A LOT OF FUN AND YOU WILL ALSO BE READY FOR THE POKER RUN IN 2021. ALTHOUGH THERE MIGHT BE A PARKING PROBLEM NEXT YEAR AT KYC!

HAPPY BIRTHDAY JASON



Not many club functions, however a few birthday celebrations took place. **Rick and Donna Banman** entertained with a bar-b-que and cake for son Jason's birthday. Happy Birthday Jason and thanks to the Banman's for the hot dogs.



Did I hear it's
somebody's birthday??
Have a happy one!





Bill signals "Almost there"—end of the 2020 season.

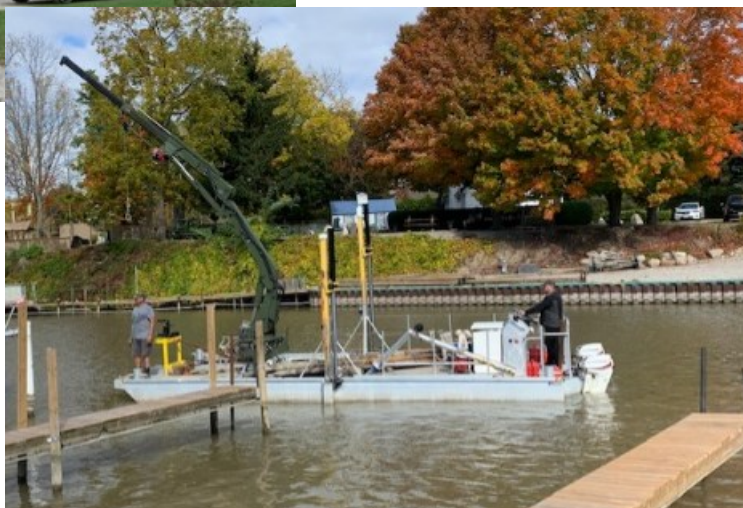


Dave gently guiding the boat into place.



Boats all in a row waiting for winterizing and shrink wrap.

Barge Crew removing centre poles



Members Rick and Brian having a lunch break



Ken and Brian readying dock for lifting while barge passes.

DOCK COMING OUT



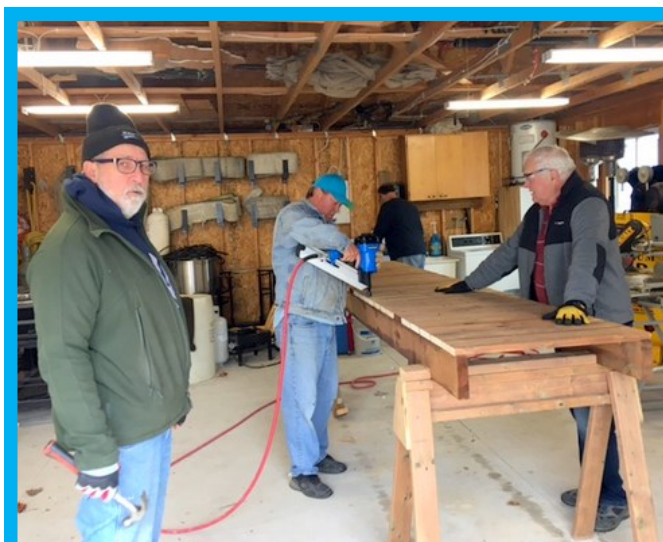
Tyler training new *Barge Crew* on the removal of docks. The new docks now include cleats installed for the barge to be able to pick up the dock and will be in place for members to tie their boat to.

Barge in place and crane ready to lift the dock for winter storage.

Short and long term benefits of barge appreciated.



DOCK BUILDING



The **"Dock Building Team"** was hard at it preparing the remaining docks for the 2021 season. Led by **Mark Newsom, Bob Ashcroft, Rick Morgan** and **Mike Blake** they are seen putting the new dock side rails in the jig, and then nailing the individual boards in place. It is the 1st of November and a little chilly outside, however the anticipation of a boat launch only 36 +/- weeks away they are anxious to get the job done.

KYC HISTORY



SPRING DANCE NOTICE 1937.

Check out the price per person for food and dancing to "Billie Bending Orchestra". Not sure about "Park New Babies Here!" was about did club provide baby sitting?.



Building the deck and the finished product. Recognize anyone?
Notice the location of the Flag pole beside the clubhouse.



Circa 19.. view looking west at a time when the American Boaters came to visit and party at KYC. Times have changed my question is why?

Know your club "Correction"

Every time you arrive at the club, you place your key fob on the activation pad and the gate automatically slides open, allowing you to drive into the parking lot and access the club facilities, the gate then closes. According to the KYC Rules the gate is to be closed at all times.

WHAT HAPPENS IF THE HYDRO GOES OUT FOR AN EXTENDED PERIOD OF TIME?

I thought incorrectly that you could not get out, I also missed the electrical outlet set-ups.



Not being an electrician I provided inaccurate instructions regarding electrical services at KYC and the proof readers missed it. Bill is an electrician and corrected my mistake. I now know the club a little better myself. Here is what you need to know to correct this matter. The dock box outlets are 20A protected by a 20A breaker in the green boxes and a duplex GFCI outlet with access for each member to plug in a dock box fridge. The GFCI outlets are "piggybacked" on one of the 30A boat outlets and in the case of a serious overload would trip the main breaker for the dock. This meets current Ontario Electrical Code requirements and has been inspected and passed. The 30A boat plug ins are powered from a circuit breaker at the nearest panel to your boat. You should familiarize yourself with the location of the breaker for your boat. Poles along the berm are not equipped with 30A but rather 15A outlets for boats being winterized or commissioned on the hard. The GFCI outlets on the light poles from the well to the Lyons club fence have been renewed and covers updated to code as required. The club gate is powered by back up batteries should there be a municipal power failure. The gate is intended to operate normally during a power failure. The gate has been tested from the inside (exiting) and works fine. Brian Kingswood has identified a wiring problem with the fob reader and power back up. This will be resolved so that the fob reader will work during a power failure as well for entering the club. We do recommend that the gate be blocked open in the event of a power failure for emergency access should the batteries fail. New batteries were installed and the gate tested in 2020. If the gate fails to open on fob use the man gate (354) and a vehicle (the tractor) to open the gate from the inside and block it open until the power is resolved. Anyone blocking the gate open is responsible and must make arrangements to close the gate when power returns. The fob reader will be repaired ASAP. **Bill Graves, Past Commodore—Advisory Board Chair.**



PHOTOS & STORIES



I know that I have tried on several occasions before to get members to participate in the preparation of *Muddy Water* and for the most part without success. If you have one of the above items (camera or cell phone) you can take pictures of any club activities or functions and send them to me for inclusion in the next issues of Muddy Waters. With the pictures if you could send some information about the activity it would be greatly appreciated. Did you take a trip on your boat, did you have an enjoyable day on the water, did you discover something unusual about your boat, did you have to fix something on your boat. Did you visit another marina or Yacht Club and what was your experience—share with pictures. Send the information to bknowles3@gmail.com

Thanks and I look forward to your input in the next issue.

Brian

LAUGH TO END THE YEAR

Here's a guy with only seconds to live..

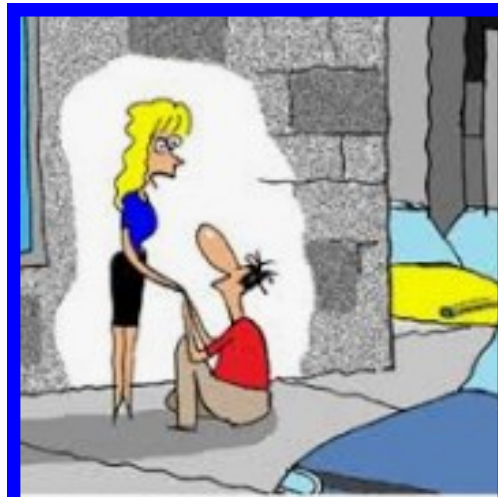


"Did you name it after me,
like you said you would?"

**BEST ONE EVER — LAUGH EVERY TIME I
SEE IT.**



'Let's go eat and come back when he's finished.'



*"Usually when a man gets on his knees
he has something romantic to ask, not
ask if I'll help him winterize his boat."*