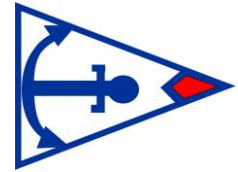




# The Bitter End

Editor: Bill Reynolds N



December 2017

**Newmarket Power & Sail Squadron**  
P.O. Box 93090 1111 Davis Drive  
Newmarket, Ontario L3Y 8K3

**Web Site:** [www.cps-ecp.ca/newmarket](http://www.cps-ecp.ca/newmarket)  
**E-mail:** [npsinfo@mailonly.ca](mailto:npsinfo@mailonly.ca)

## From the Bridge...

By this time, all the boats have been hauled and are on the hard for a long winter, and the boaters are impatiently waiting for the spring Melt - and by the sounds of it, there will be a lot to melt! According to weather predictions there will be a few major snowstorms from Windsor to Toronto and up to Ottawa and Montreal, and centres such as London, Barrie and Sault Ste Marie will likely have significantly more lake effect snowfall due to the abnormally warm temperatures of the Great Lakes.

Luckily winter (and snow) brings new activities- skiing, snowmobiling, building snowmen with the family or for the lucky ones- avoiding the cold and going south! Winter is also a great opportunity to brush up or learn new skills from one of the courses the Newmarket Power and Sail Squadron we are offering for the winter and fall term. We have a variety of courses being offered from January to May that are for novice to more experienced boaters, please look for all our offered courses and dates in this edition of the Bitter End.

As we are all looking forward to summer 2018, a great way to reminisce about summer memories is to visit the Toronto International Boat Show. This year it runs from [January 12-21st](#) and is a great way to look at all the new products and technology on the market, and get all the accessories you need at great prices. Of course, you can always browse the many boats on display, and perhaps upgrade your vessel if you have a case of footitis! Be sure to check out CPS at booth S-7 while you're visiting!

In October CPS has its Annual General Meeting, in Charlottetown, PEI. Since 1938 CPS has been following its mission statement, "committed community of experienced boaters inspiring others to adopt a safe boating attitude through education and training." This past AGM kicked off our 80th anniversary year. One way we're celebrating our 80th year is a new website! In the coming months, the website will be replaced by a new, user friendly website that will be easy to navigate.

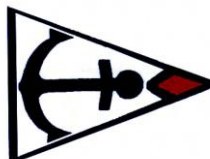
As the holidays are quickly approaching, it's a great time to relax and spend time with friends and loved ones. On behalf of the Newmarket Power and Sail Squadrons Bridge, I would like to wish everyone a Merry Christmas, and a happy and safe holiday season.

On behalf of the Bridge,

Cdr Stuart Denny

## The Newmarket Power & Sail Squadron Bridge 2017-18

<b>Commander</b>	Stuart Denny	<b>Editor</b>	Bill Reynolds, N
<b>Executive</b>	Bill Reynolds, N	<b>Social Officer</b>	Richard Bee, <u>AP</u>
<b>Secretary</b>	Janet Heard, AP	<b>Historian</b>	Scott Gibson, N
<b>Financial Officer</b>	Barbara Dodds	<b>Webmaster</b>	Alan MacDonald, <u>AP</u>
<b>Education Officer</b>	David Puttock, AP	<b>Membership Officer</b>	Scott Gibson, N
<b>Administration Officer</b>	Peter Heard, <u>AP</u>	<b>Officer at Large</b>	Bill Forbes, <u>AP</u>
<b>Public Relations Officer</b>	Marilyn Ellison, N	<b>Officer at Large</b>	Ian Ferguson, JN
<b>Immediate Past Commander</b>	Bill Reynolds, N		



\*\*\*\*\*

## Newmarket Boating Course Offerings – 2018

This season will see an ambitious selection of programs to satisfy the needs of everyone from beginning boaters to experts.

Classes will be taught at Dr. JM Denison SS at 135 Bristol Rd. We are offering Boating 2 (Beyond Basics), Boating 3 (Introduction to Navigation), Boating 4 (Near Shore Navigation Level 1 [formerly Seamanship]), Boating 5 (Near Shore Navigation Level 2 [formerly Advanced Piloting]), and Maritime Radio (VHF with DSC). Instructors have been found for all classes. Register on-line at [www.boatingcourses.ca](http://www.boatingcourses.ca) or [www.cps-ecp.ca/Newmarket/](http://www.cps-ecp.ca/Newmarket/)

**Boating 1 – Basics:** Time & location and date to be determined

**Boating 2 – Beyond Basics:** January 23, 2018 – February 27, 2018

**Boating 3 – Introduction to Navigation:** March 6, 2018 – April 17, 2018

**Boating 4 – Near Shore Navigation Level 1:** January 23, 2018 – April 17, 2018

**Boating 5 - Near Shore Navigation Level 2:** January 23, 2018 – April 17, 2018

**Maritime Radio:** April 24, 2018 – May 16, 2018

\*\*\*

### Day Trip by Ian Ferguson

What a beautiful Georgian Bay day! With the hint of a southerly wind and the bright sun in the cloudless sky



making it almost too warm for comfort, it was ideal for a trip up the shore. The last time I went through the Indian Dock Channel was in 1963 when the water level was very low. And I had to lift the motor on my 13' Leavens boat and walk through the channel. This time with higher water levels and a different boat it would be different.

Our current boat “Kinship” is a 23-foot welded aluminum with a 225 hp outboard motor. With the motor up, the draft is only 16 inches – a definite advantage. Our boat could very happily travel at speeds in the 30+ mph range – another advantage, because it was quite a long way up to Indian Dock Channel. This made possible a “fast-up-and-slow-back” approach.

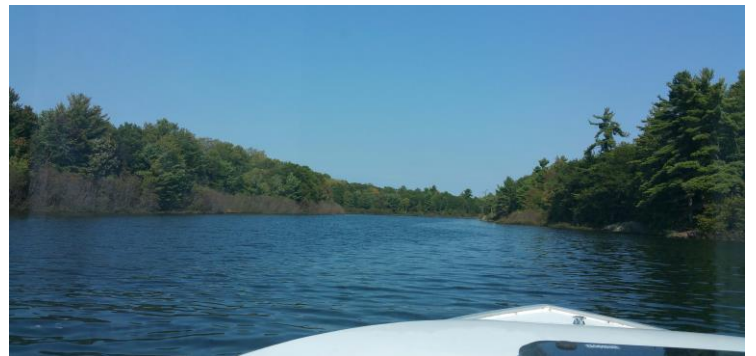
We had done the trip up to Parry Island several times, and the weather allowed us to take the shortest, fastest route up. This route from Red Rock, Go Home Bay to O’Donnell point saves 1.4 miles off the regular route, but requires using the GPS because it is unmarked and far enough away from shore that no near shore marks can be used. Not only does it save time, but as no other boats know the way, we don’t have to slow down to let them pass. Of course, we still must slow for the congested narrow passages like Manitou Dock and Frying Pan Island where Henry’s Fish Restaurant used to be.



It is not that easy to find Indian Dock Channel. After we passed Frying Pan Island and proceeded towards the southern approaches to Parry Sound, we veered off to the north to search for the elusive channel. Even when we found it, there was some doubt because no channel was



visible. It looked like a dead end. The path forward appeared completely blocked by reeds and vegetation with a wall of trees behind. Closer, it still seemed impassable. Then two PWC’s emerged coming toward us at normal high



PWC speed, and confirmed the way through, so we continued. As we got closer, a deeper bay appeared to the right which would allow us to go another 50 m further, but the water was beginning to get shallow. Up with the motor, and monitoring the depth carefully, we progressed into the bay to find another bay opening up to our left. Then another PWC emerged at typical speed!

Onward we went, finding apparent dead ends at short intervals and always another bay opening at each turn. The



channel was narrow, but not less than we could handle. We kept carefully in the middle as the water continued to get shallower. The depth meter hovered around 4 ft, but the minimum was 3.4 ft. This meant the actual depth was over 4 ft. The channel seemed longer than I remembered, but we made it all the way then the water started to get deeper and we emerged in an attractive large bay (Armer Bay) with Parry Island (uninhabited) on our left and very few cottages

on McLaren Island to our right. What a great place to stop for lunch.

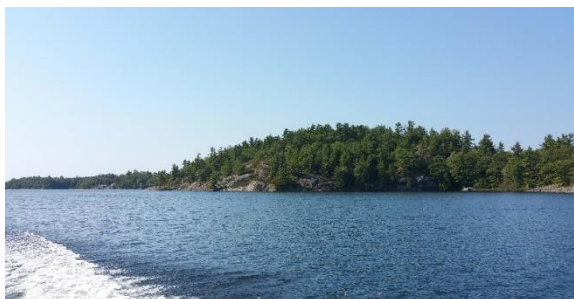
It was easy to stop and just drift as the wind was so light. We sat in the back of the boat and enjoyed the warm sun

as well as the scenery. To the north and west there were many beautiful secluded bays in Parry Island that would make wonderful overnight anchorages but only one cruiser in evidence. To the south and east, the McLaren Island shore was mostly inhospitable for cottages without good places for docks and shore access, so that left us mainly alone to enjoy. After our leisurely lunch, we had only drifted a few hundred metres, and we could now continue up Five Mile Bay to start our homeward journey.



After rounding the north-eastern point of McLaren Island we were already in the narrow South Channel and encountering more boat traffic at Leisur Lee Pt. We continued past the next constriction at Five Mile Narrows, meeting more oncoming boats. After that we passed Craganmor Pt where there is a restaurant that I have heard good things about. The channel then leads to Devils Elbow, then another narrow part at Sloan Island, and a one-mile "straight run" to Amanda Island. It was great fun!

The main channel is open and very nice from here through the San



Souci channel and on to the long three-mile straight run to the McCurry Rocks, where the day beacon is hard to see at such a



distance. (By the way the "new" channel marked by McCurry Rocks is actually better than the "old" one that used to go just

east of Track Island.) We took the usual wiggles through Manitou Dock and O'Donnell Pt, but this time turned left to follow the inside channel toward The Pig and The Sow and proceeded four miles into Big David Bay. This time after passing between the closely spaced spars, we went through Indian Harbour slowly as there were several cruisers at anchor. After that we took the dogs leg through the Monument Channel just for fun. Finally, the Muskoka Landing Channel and we were almost home.

The whole trip was 70.6 miles and, with lunch stop, took about five hours. It was a really satisfying day.

*To all our members:*

*Wishing you a safe and joy filled holiday season with Friends and Family*

*From the Newmarket Squadron Bridge*

