

South Baymouth Community Development Association (SBCDA)

News from the “Mouth”

Spring 2026



Professional photographer Peter Baumgarten of Creative Island Photography captured these spectacular winter scenes of our South Bay Mouth Front Range Light...top photo of sunset over a frozen Lake Huron and bottom photo, a sunrise over a frozen South Bay harbour entrance!



The SBCDA is committed to community support for South Baymouth and our Township. Our **FACEBOOK** page (South Baymouth Community Development Association) and a new **WEBSITE** (www.southbaymouth.ca) spreads our voice and information for members...**JOIN US!!! Visit these new add-ons!**

Executive Board

President	Charlene Hemstreet
Vice-President	Rick Crouch
Secretary	John Greenway
Treasurer	John Greenway
Director #1	Loretta Mucha
Director #2	Eric Stillwaugh
Director #3	Valerie Bailey

As re-elected/acclaimed at the SBCDA Annual General Meeting on August 23, 2025 held at John Budd Memorial Park.

Message from the SBCDA

Our community group are once again planning a busy 2026 summer with many activities and events to support our village of South Baymouth and the Township of Tehkummah. We said last year, we had an “olde fashioned” winter, but this past winter went down in memory with the most snow, ice and cold in many years...so enjoy spring and summer because you know it will back again next December!

The village will again display our Welcome to South Baymouth banners and on “remembrance” dates, the Veteran’s Banners will salute those who served from South Bay Mouth with the SBCDA funding their display.

See our Event Page highlighting summer events including June 27th (July 1st weekend celebrations) and August 8th (return of Chi Cheemaun Day) along with many other activities. John Budd Memorial Park, pavilion and kitchen facilities await summer and community use.

Explore and enjoy the SBCDA’s new webpage and the SBCDA Facebook Page which now exceeds 400+ followers. Thank you!

Most of our fund raising events (BBQ’s Movie Nights, Bake Sale, Dinners in the Park and other events) will focus on supporting our commitment to repairs and re-opening of the South Bay Mouth Bowerman Trails...the past dedicated work of Dick and Eunice Bowerman as a township tourist attraction and is our main project for the next few years and hoping for strong community support.

And finally, to all of our business, individual and family members, our Executive of the SBCDA thanks you for the continuing support and donations which allows our association to function and to continue contributing to South Baymouth in the Township of Tehkummah. See the last page for your 2026 membership dues renewal or visit our new website!

Revitalizing the South Bay Mouth Bowerman Trails

– A Boost for Community and Tourism by Rick Crouch

As our South Bay Mouth Community Development Association (SBCDA) plans initiatives and events for 2026, one of the priorities we have identified pertains to the South Bay Mouth Bowerman Trails.

On March 9th, the SBCDA Board Members presented Council Members of Tehkummah Township, a detailed presentation on the Bowerman Trails - an iconic network of trails that has long been a cherished asset in South Baymouth. The presentation included highlighting the rich history of the trails, their current condition, and the need for thoughtful and lasting repairs to ensure they can be safely reopened for public enjoyment.

The Bowerman Trails are more than just pathways through nature; they are a vital part of the community's historic fabric. Their existence today is the result of a vision and countless hours of labour made by local residents Dick and Eunice Bowerman. These trails follow the historic gridwork of streets that were set out to address the potential for future growth of the village of South Baymouth. Included in this plan were extensions of First through Fifth Streets which run in a relative north/south direction across Highway 6. Each of these five streets then intersects with Dymont and Huron Streets which essentially run in an east/west direction to the Lake Huron shoreline.

For anyone that has walked the trails, they cover a varied and often rough topography through densely forested sections of cedar and other tree species, natural wetlands, and rocky outcroppings. While by no means an easy walk, the varied terrain highlights the changing physical landscape that is evident across most of Manitoulin.



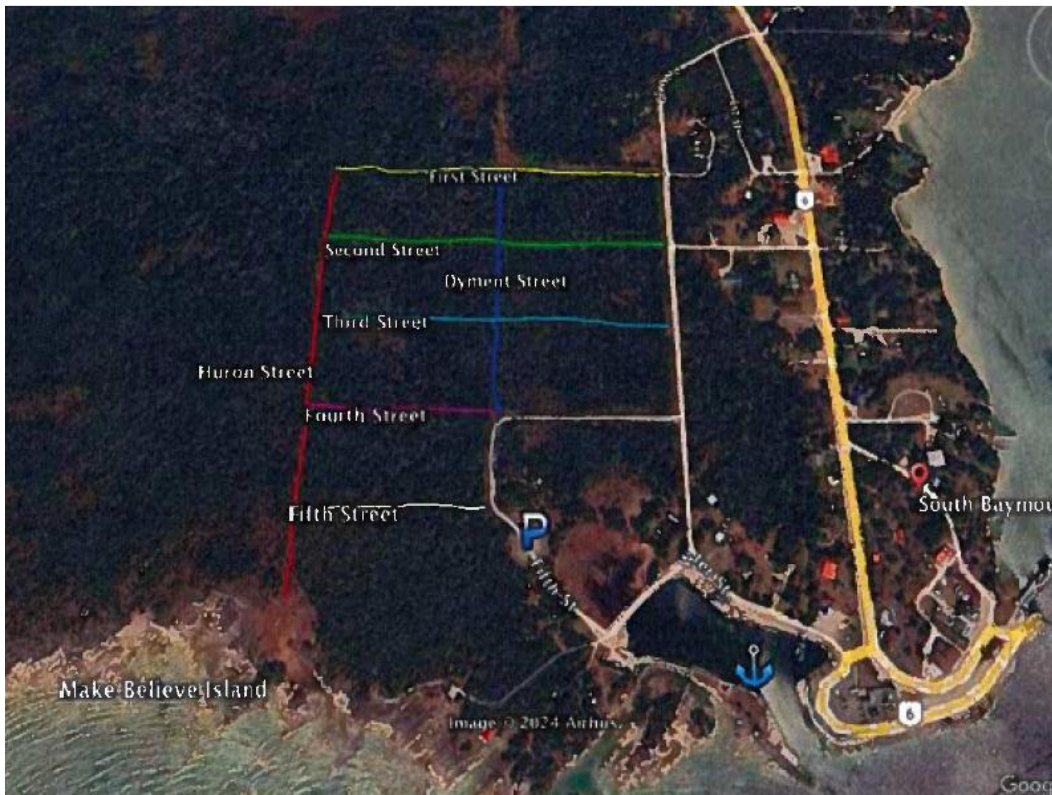
The South Bay Mouth Bowerman Trails have fallen into disrepair and remain “closed.” Work commenced in Fall 2024 but soon stalled with no advancement of repairs. The SBCDA has approached Tehkummah Council several times over 2024/2025 and as recently as March 2026 to offer assistance (repair spec, repair oversight, and other assistance) to complete the required rehabilitation and re-open the trails. Remaining grant funding should be available along with fundraising and donations offered to complete the task! To date, no response!

Trails such as these provide residents and visitors alike, with opportunities for recreation, fitness, and outdoor connection, fostering both physical and mental wellness. Families, seniors, and young adventurers alike benefit from the chance to explore these natural spaces, strengthening community bonds with a sense of nature along the way. One young couple and frequent trail users took the trails' use one step further, becoming engaged during a hike one evening to enjoy the setting sun while overlooking Lake Huron from what was affectively named by the trail's founders as "Make Believe Island."

Beyond these local benefits, well-maintained trails everywhere have proven to offer significant economic benefits. Online searches of things to see and do on Manitoulin highlight attractions like the Cup and Saucer Trail, those at Misery Bay Provincial Park and others. Tourism is a major driver of Manitoulin Island's economy, and trails like the South Bay Mouth Bowerman Trails are a magnet for visitors seeking opportunities here to hike, cycle, kayak amongst other activities that create memorable experiences and connection with nature. Restoring and re-opening these trails promises to attract outdoor enthusiasts from near and far and provides a boost to local businesses from restaurants and shops to accommodations. Each step along these trails translates to tangible support for South Baymouth, Tehkummah Township and the broader Manitoulin Island community.

The SBCDA's initiative is a call to action for everyone who values our community and its natural treasures. Supporting the revitalization of the South Bay Mouth Bowerman Trails is an investment in health, happiness, and economic vitality. With collective effort, we can restore these trails to their full potential, creating a legacy that benefits both full time and seasonal residents, and visitors for generations to come.

Let's walk this path together - literally and figuratively - and ensure the South Bay Mouth Bowerman Trails remain a shining jewel for all to enjoy. Your involvement matters. By becoming a SBCDA member, donating, or volunteering, you can help us continue to address among other things, improvement projects such as this that support local businesses, and enhance the quality of Manitoulin life for residents and visitors alike.



The layout of the South Bay Mouth Bowerman Trails (photo left) follows the extensions of First, Second, Third, Fourth, Fifth, and Dyment and Huron Streets from the original town plot.

As of the date of our newsletter publication, we have had no response from the Township on our offers of re-opening assistance.

Winter Scenes 2025 and 2026 in South Bay Mouth



Photo (bottom left) of Christmas tree lighting with the organizing and work of the Bennett family (l to r Jake, Tammy, Bill, Joey and Sammy). Photo (top right) a packed museum hosted attendees with food and deserts and carol sing-along hosted by Loretta Mucha, curator of the Little Schoolhouse Museum and Tammy Bennett. Photo (top left) of the Bennett/Wingrave/Lanktree “girls!” who helped. Small community comradeship at its finest!!! (Photos bottom right) Candy Canes/Xmas Wreaths decorated our village hydro poles thanks to Valerie Bailey and Lorie Leeson.

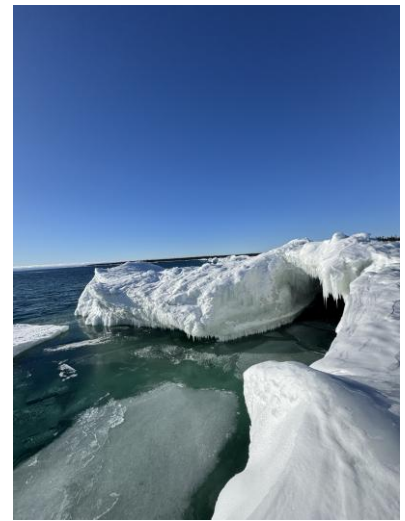




Who says bird feeders are for the birds??? Not going to argue with this “heavyweight!” And getting a “suntan” in the winter is not difficult for our local South Baymouth herd of deer with their young fawns that return to the village each winter!



Winter scenes (above) from the many snowfalls and prolonged periods of cold this past winter; ice caves (below pics from Lori Leeson) graced our southern shores!



Summer 2025 Activity Scenes in South Bay Mouth



Anita Greenway swings the paint brush (top left) on John Budd Memorial Park picnic tables which received a scraping and fresh coat of paint on the bottom legs; Capt. Rick Whyte (top right), BBQ Chef-In-Training, hangs the sign for the Chi Cheemaun Day Breakfast/Lunch BBQ. Photo below left has "Head Chef" Earl Davies joined by wife Elizabeth and Anita Greenway to make our first SBCDA Spaghetti Dinner in the park kitchen facilities...while the turnout was a little lower than expected, there were only excellent comments on the food with many coming back for "seconds!" and many doing "take out" on the spaghetti sauce! Bottom right photo shows the band "Little Bit Vintage" performing for the St. Andrews By the Sea United Church BBQ and Music Night!





A 2025 summer visitor to South Bay included an “American Pelican.” While not common in Northern Ontario, they are an occasional visitor but not in the large flocks found in southern climates. Pelicans are large water birds known for their distinctive long beaks and elastic throat pouches which they use for catching fish, and their impressive wingspan can spread to 2.7 meters. This one hung around for a while, sampled the fishing, and eventually moved on...perhaps looking for a similar mate or a neighbourhood of pelicans instead of Sand Hill Cranes cousins!!!



MS CHI-CHEEMAUN / SS NORISLE SALUTE EVENT!

SATURDAY, AUGUST 9, 2025
 Street vendors, breakfast and lunch
 BBQ, Norisle artifacts dedication,
 DJ dance in the park
All day in South Baymouth!

RIDE THE



MS CHI-CHEEMAUN

ON
AUGUST 9, 2025
ALL WALK-ON PASSENGERS ENJOY
50% OFF

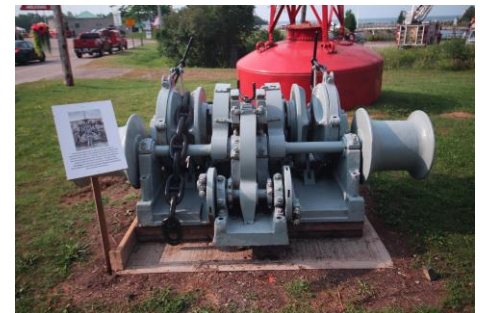
This offer is available:

- in person or
- by calling 1-800-265-3163

We encourage calling to avoid long line-ups inside the terminals.

Parking: \$10 daily at terminals as space permits.





Summer Activities 2025 included a repeat of Chi Cheemaun Day...this time celebrating and dedicating the S/S Norisle artifacts at the museum along with street vendors, bake sale, and BBQ (which are in the planning stages again for this summer). We encourage you to visit our museum and their outdoor display of Norisle artifacts with thanks to generous donations from Owen Sound Transportation Co, Porter Services, Marine Recycling of Port Colborne, SBCDA, and Manitoulin Transport for making this all possible. Also, thanks to Tehkummah Road crew for the artifacts' cement mounting platforms and signage mounts. Our free movie nights with movie style popcorn and “big screen” showing on the park pavilion stage entertained anywhere from 15 to 30 people per showing (hoping the crowds increase!!!)...movies included Back to the Future (40th Anniversary) with a real Delorean showing up, Elvis, Jaws (50th Anniversary), Top Gun and Top Gun-Maverick. The marina hosted fresh produce and baking from our Amish neighbours on several days each week of the summer. The Fish Fry dinner, spaghetti dinner, United Church music night, Canada Day weekend activities, and others fun events rounded out the summer festivities enjoyed by all as part of our SBCDA community support and commitment.

REMEMBERING THE M/V HIBOU

From archives - South Bay Mouth Tehkummah Little Schoolhouse Museum and The Scanner (Toronto Marine Historical Society)

Historical Collections of the Great Lakes
Bowling Green State University



90 years ago, the M/V Hibou, a passenger/freight ferry operated by the Dominion Transportation Company for Booth Fisheries, foundered while on a late season freight run to Manitoulin Island with planned stops in South Bay Mouth and other Georgian Bay and Manitoulin communities. Launched in 1907 as the S/S Alice, and later becoming the steamer S/S Hibou, the ship was built in Toronto, Ontario by the Canadian Shipbuilding Co. for the Canadian Ministry of Agriculture. Christened the "Alice," the 126-foot vessel was designed for use in quarantine service on the St. Lawrence River where incoming foreign ships and their passengers were "cleared" of having any diseases prior to arrival in Canada.

The ship was initially based in Québec City, Quebec and later in 1915, it was used to transport passengers and freight to and from Grosse Île, which served as a quarantine station for the city's port from 1832 to 1937. This was also once the main gateway into Canada for immigrants beginning a new life in a new country!

In 1922, the steamer was transferred to the Quarantine Service of the Department of Health. It was purchased by Capt. John Tackaberry Sr., a well-established mariner and ferry business entrepreneur of Owen Sound in 1926, and the vessel was rebuilt and converted from steam to diesel and for overnight passenger and freight service.

The ship was acquired by Booth Fisheries Corp. of Canada Ltd. and renamed the Hibou in 1928. The name Hibou is of French origin, meaning "owl" and carries the symbolic associations of the bird such as wisdom, mystery, and keen observation. It was then operated by Dominion Transportation Co., Ltd., a Booth subsidiary in providing passenger and freight service in northern Lake Huron and Georgian Bay. Along with Dominion's Caribou and Manitou, the ferry operated between Owen Sound, Manitoulin, and the North Channel. In 1934, the vessel was chartered to Seaway Lines Ltd. for use in the salt trade between Manitoulin, Sarnia, and Windsor.

In 1935, Dominion Transportation based the ship in Kingston, Ont. and operated it in the ferry and passenger excursion trades. Some staterooms were removed to add a dance hall. Dominion and its rival, Owen Sound Transportation Co., Ltd. merged their operations in 1936, and the M/V Hibou then began providing passenger and automobile ferry service between Tobermory on the Bruce and South Baymouth on Manitoulin Island.



**M/V HIBOU
approaching
dock at South
Bay Mouth in
1936**

On Friday, November 20th, 1936, the crew proceeded to load for her next trip which was scheduled to take her to Killarney, Collins Inlet, Manitowaning and South Bay Mouth. Her cargo manifest read as follows; flour and feed, 127 tons; oil and gasoline in drums, 7 tons, hay in bales, 10 tons; cased canned goods, 3 tons; bagged sugar, 7 tons, bagged potatoes, 3 tons; apples in barrels, 2 tons; soft drinks, 2 tons; bagged coal, 2 tons; molasses in drums, 1 ton; tubs and cases of lard, 5 tons; currants, raisins, prunes, figs, dates and starch, 3 tons; crated cabbages, 1 ton; other assorted package freight, 21 tons. The total was 194 tons, the largest freight load ever carried by HIBOU in Dominion Transportation Company service.



Hibou dockside (Peter B Worden Collection/MHSD)

HIBOU cleared the dock at about 4:00 a.m., Saturday, November 21, 1936. Capt. McKay just had a new compass installed and he wanted to test it once his ship was outside the piers. This is done by “swinging the compass” where the ship does a 360 degree turn with compass readings taken at increments, and this time, to obtain the “best” compass heading to enter Owen Sound Harbour by comparing the compass against a known heading...the “light ranges” to enter Owen Sound.

The ship was still moving ahead slow, and McKay ordered the wheel to starboard and later hard to port; the Captain also used the twin screw engine capability for quicker turning. Under the effect of a full port wheel and power on the starboard screw only, HIBOU swung sharply and part way into the turn, the ferry began to take on a starboard list. While this was not an unusual occurrence for the ship under these circumstances, instead of recovering in the normal manner, she kept heeling over to starboard. McKay then ordered the wheel to starboard in an attempt to bring the ship back on an even keel, but it had no effect and the list increased with the ship lying over on her side.

Capt. McKay gave his two mates orders to go below and wake all the crew, many of whom had turned in after the hard work of stowing the cargo. They descended, roused everyone, and then came back on deck. McKay realized that, since the ship was listing so far over, the port lifeboat could not be launched. He put all hands to work on the starboard boat, but after being lifted up off the chocks, the boat swung over against the davits and the slope of the deck gave the men such poor footing that they could not free the boat from its position. By this time, the water was up to the starboard promenade deck and was gaining entrance to the 'tween deck and running down into the engine room. Capt. McKay ordered the liferafts to be thrown overboard and then returned to the bridge, firing rockets for assistance and blowing distress signals on the whistle. Neither of these measures brought any help at all, although at least one person on shore did see the flares, and finally Capt. McKay ordered “abandon ship” and the crew onto the rafts.

By this time, HIBOU was so far over on her side that the crewmen could simply step off the edge of the boat deck onto the rafts. Although it was bitterly cold, Georgian Bay was still calm and all the crew on deck got off except for a porter who refused to jump and reportedly became quite hysterical, and the Captain, who remained on the bridge. The rest of those who were lost were, at the time of the abandon ship order, nowhere in sight, even though some ten minutes had elapsed since all hands were called on deck.

The wooden rafts were loaded quickly, two of them carrying four men each while one left with only two. None of those who did not board rafts were saved. The rafts pulled away from the sinking vessel and shortly thereafter, the water in the engine room reached the generator and the lights were extinguished. The men on the rafts never saw their ship take her final plunge to the bottom, and instead of trying to see her in the darkness, they were concentrating their efforts on paddling the rafts towards shore where they could see a light in a farmhouse window. It must have seemed to the men that they would never reach shore as their progress was painfully slow, their only paddles being their hands and feet. Not only was it horribly cold in the water, but it began to snow as well, and the men on the rafts had difficulty in keeping their bearings. It was not until almost 7:00 a.m. that the first raft hit shore and its passengers stumbled up to the farmhouse where help awaited them.

With the coming of dawn, it was ascertained that HIBOU lay in about 80 feet of water in a position 2.2 miles off the Owen Sound pierheads, well out of the navigation channel. Seven lives were lost in the sinking!

R. K. Smith, Director of Marine Services, ordered a preliminary inquiry into the loss of HIBOU and Capt. Henry W. King, the Supervising Examiner of Masters and Mates, was dispatched to Owen Sound to conduct the inquiry. Capt. King was a veteran of the Niagara River passenger steamers.

Capt. King held his inquiry at Owen Sound on November 30th and December 1st, 1936, and he called as witnesses six of the surviving crewmen; the four remaining survivors were still being held in hospital suffering from severe exposure and were unable to attend to give testimony. Capt. King quickly got to the heart of the matter and minced no words in expressing, during the course of the inquiry, his dismay at the foolish actions of some of the crewmen, actions which he believed to be the direct cause of the disaster.

As he listened to the testimony of the crew, Capt. King reconstructed the events of the night of the sinking, and he concluded that the first great error lay in loading the vessel with so much heavy cargo on the 'tween deck instead of in the lower hold. Having almost 105 tons of freight so high in the ship brought her centre of gravity well above the water line and this produced a vessel that was not only normally cranky (inclined to list easily), but in this case, extremely unstable. King then turned to the pumping out of the ballast. He determined that although McKay wanted only the forepeak and midship tanks pumped dry, a

misunderstanding of the order had led the Chief Engineer to have all three tanks cleared of ballast and this made the vessel even more top-heavy.

Capt. King felt that the compass-testing incident was really only the “last straw for the camel,” and that had the ship not rolled over at that moment, she would probably have done so at a later point in the voyage anyway. His opinion was that the heeling of the ship in the hard port turn started the cargo shifting and diesel fuel flowed to the low end of the tank, thus making the list even worse. At about this time, the square-piled flour bags around the 10 x 10-foot empty space on the starboard side of the main deck started to collapse and the hole was quickly filled by the shifting bags. This put the ship over even further and at this stage water began to seep into the 'tween deck around the cargo port doors which had been poorly caulked by the deckhands. The aft starboard gangway was covered only by a wooden shutter and as this door was submerged further and further into the water, the pressure forced its collapse, and the full-scale flooding of the cargo holds began. Water also appears to have come in through the only open porthole on the low side of the 'tween deck, that being in the crew's lavatory aft.

The Mate severely criticized members of the crew whose testimony, he felt, indicated that they had not taken proper care about their work in the loading and stowage of the cargo. The Mate was criticized for not holding regular boat drills, although he acknowledged the fact that more intensive training could hardly have prepared the crew to overcome the physical difficulties which they had encountered in trying to launch the lifeboat that night out on Georgian Bay.

His main criticism, however, was reserved for Capt. Norman McKay, on whom he placed the full responsibility for the loss of the HIBOU. He reasoned that McKay was fully aware of the way in which his ship was being loaded and should have known that the vessel would be very unstable in that condition even though McKay was not aware of the misunderstanding over the ballast water. Capt. King would undoubtedly have recommended a formal investigation had not Capt. McKay been lost with his ship.

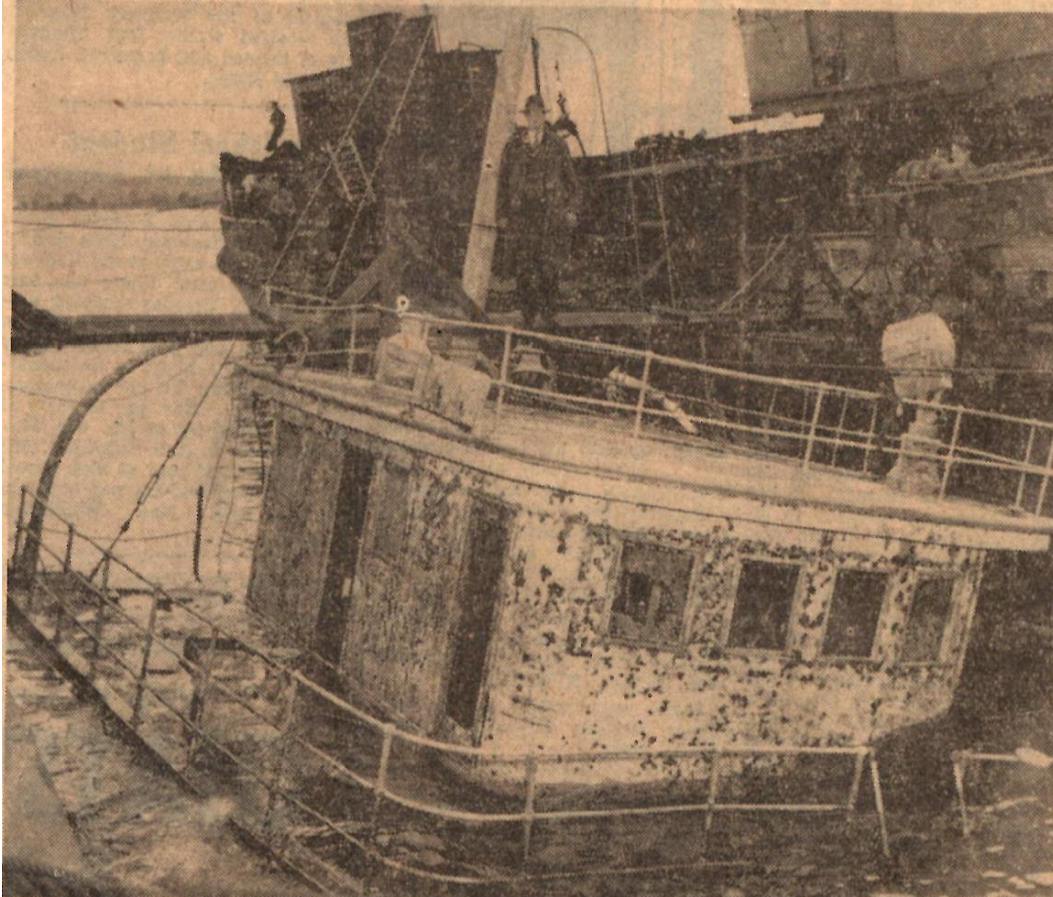
For the next half decade, HIBOU lay on the bottom of the bay...but she was not forgotten. Then too, her loss caused a storm of public worry about the safety of the other ships used on the Tobermory/South Bay Mouth ferry service. The whole matter appears to have died a natural death after the Supervisor of Nautical Services recommended that all vessels altered by the addition of structures above the main deck for the carriage of cargo or passengers should be inclined in a stability test which remains a practice to this day.

The HIBOU was abandoned by her owners and various salvage projects failed to reach fruition. In 1942, the Sincennes-McNaughton Line Ltd, (Sin-Mac) sent the famous salvage master Capt. Thomas Reid of United Towing & Salvage Co. Ltd., to Owen Sound to bid on the job of raising the vessel. Reid's bid of \$40,000 won the contract. Using the barges LONDONDERRY and INTERNATIONAL, Reid worked through the summer of '42 and on October 2nd was rewarded with success as HIBOU was brought to the surface. The ship was little more than a ghostly spectre of her former self. The steel pilothouse and smoking room remained, but all the rest of the wooden promenade deck cabin had disappeared along with the funnel.



Much the worse for wear, the M/V HIBOU surfaces from the depths of Georgian Bay in October 1942.

Pilot House of Motorship Hibou Brought to Surface



The above picture shows the pilot house of the Motorship Hibou as it was brought to the surface on Friday afternoon during the operations for the salvaging of the ship when it was sunk in Owen Sound bay on November 21, 1936. The stack of the boat was brought up, but broke off soon after getting it above the water, corrosion

of the water having weakened it. A Sun-Times photographer who went into the pilot house took an electric light bulb out of its socket, and it was found later to be in excellent condition and lighted at once. It is expected the boat will be brought all the way up on Saturday and docked. —Sun-Times Photo.

HIBOU was towed into Owen Sound harbour and was moored at the Great Lakes Elevator dock. Purchased outright by Sin-Mac, she was later towed down the Welland Canal to Montreal. Sin-Mac officials wrote on June 7, 1943, to C. P. Edwards, Deputy Minister of Transport, advising that repairs to the ship were estimated (somewhat conservatively) at \$70,000 to \$100,000 and Sin-Mac was not prepared to return the HIBOU to service. They had received an offer from a U. S. concern that wished to purchase HIBOU and operate her in the Caribbean under Panamanian registry. Sin-Mac wanted to know if the government had any objections to the sale. Apparently, there were no objections and during the summer of 1943, HIBOU was sold to the Pan American Steamship Corporation of Panama S. A, Puerto Cortes, Honduras...a firm having its head office at New York. She was rebuilt, probably at Sorel, Quebec, and afterwards, her tonnage was registered as 446 Gross, 236 Net. In November 1943, flying the flag of Honduras, HIBOU sailed down the St. Lawrence under her own power.

Little documentation exists about the activities of HIBOU in the Caribbean, nor do we know what she looked like at this stage, but she was not renamed! In 1953, Pan American replaced HIBOU with two other vessels and shortly afterwards the firm went out of business. The HIBOU was dropped from documentation when she foundered in the Atlantic Ocean on a voyage from Panama to Buenos Aires in March 1953.

And so, in unfamiliar waters far from her Great Lakes home, the HIBOU spent the last years in the Caribbean...the little ship that had so shocked the people of the Georgian Bay area with her tragic accident. She was a ship that should never have been lost and she carried with her, as she left the lakes, the image of men who would not have died but for human errors according to the marine investigation!



Coming Events



June 7 – Pancake Breakfast in the Park



June 27 (Canada Day/Weekend Celebrations)

Tehkummah Fire Department Annual Yard Sale TBD/Fish Derby

BBQ Breakfast (0800 – 1030) (if Yard Sale is a go!)

Bake Sale and Silent Auction at Museum (1000 – 1300)

Lunch BBQ at Museum (1130 – 1330) Parade (1300)

Annual Fish Dinner at the Park (1700 – 1900)

Fireworks at the Marina (after dusk)



July 18 Pig in the Park “Pig Roast” Dinner



August 7 – United Church BBQ and Music in the Park

August 8 (Chi Cheemaun Salute)



Street Vendors (0900 – 1500) Breakfast BBQ (0830 – 1030)

Bake Sale (1000 to 1300) Lunch BBQ (1130 to 1330)

DJ Dance in the Park – 2000 - 2200



August 23 Spaghetti Supper in the Park (1700 – 1900)



August 23 (SBCDA AGM with guest speakers and presentations) 1400



Free Movie Nights in the Park (twice per month July and August) To Be Announced



To Be Announced – Other Events as scheduled!!!

Membership and Community

Sympathy to:

Derek Lee and family in the loss of mother and grandmother, Val Lee of South Bay Mouth.

Julia Sanders in the loss of Capt. Wayne (Benson) Sanders. Wayne was a long-term serving mariner with Upper Lakes Shipping as 1st Mate and Captain, and past curator at the Museum.

The family of Ann Kelly (Long) of Owen Sound with her passing at home at 94. Steve, Michael, Shannon Lee and Kerry Ann and brother Norman (Gloria) and sister Agnes and all those she touched with her charity and giving work.

The family of Marion Gilmour of Sudbury with her passing at 97. Marion retired as a long-serving teacher and built a summer home in South Bay Mouth where she spent many summers with local friends and relatives.

Nancy (Leeson) Moggy and family in the passing of Grant. Grant served as marina attendant in South Baymouth for several years and despite health struggles, always had a positive outlook.

The Long family of Owen Sound on the passing of Norman Long and wife Gloria. The youngest son of Capt. Oz Long (Captain of the S/S Norisle) had a summer cottage in South Bay Mouth for many years.

The family of Nancy (Sisson) Leeson on her passing in Gore Bay. Nancy spent her life in South Bay Mouth (with husband Danny Leeson) as owner/operator of The Wigwam Motel and Gift Shop. Thoughts are with sons Brent and Bradley and their families.

Congratulations

Sydney Mucha and Trevor Tytgat on their wedding and subsequent new home purchase In September in Harrow, Ontario. Daughter of Jim and Wendy Mucha and granddaughter of Loretta Mucha.

Laura Greenway, and partner Nora Abolins, on the birth of her son, Theodore Jackson Greenway. Grandson for Jack and Anita Greenway and cousin for Greta Greenway.

In appreciation of all donations to the SBCDA

Thinking of You

Bill & Eileen Sloan

Gary Brown

Financial Update - SBCDA

It is important that we keep our membership up to date on the financial status of the SBCDA, which remains in a “healthy” status. Below - November 2025 Year End Financial Statement Summary.

Our next major project is to support the Township (once we get their permission) with the required repairs and refurbishment of the South Bay Mouth Bowerman Trails. We are continuing to undertake kitchen equipment purchases, eaves troughing and other upgrades for John Budd Memorial Park. In summary, we remain sound financially, and with your membership renewals and donations, we will continue to support and enhance South Bay Mouth and the Township of Tehkummah. **Thank you to all!**

2025 Year End Financials November 2025

Revenue	\$11,102.00	Memberships, Donations, BBQ's, Events
Costs of Good Sold	<u>\$ 2,167.00</u>	BBQ and Dinner Supplies
Gross Profit	\$ 8,935.00	

Expenses	\$ 8,670.00	Advertising, Newsletters, Postage, Accounting, Supplies
Current Bank Cash Assets November 2026 Year End	\$ 9,734.00	

Note: Our November 2025 Year End has been completed and filed with Revenue Canada and the Ontario Business Registry.

Our Osprey Family are Back!



Our thanks to Hydro One who responded to the SBCDA's request for a nesting platform on the hydro pole that experienced a nest burning fire last fall after the Osprey's migration southward. Sure enough, the pair, who mate for life, are back and one day after the new pole and platform was mounted, they were seen sitting on their “new” home with some sticks and nest building materials being gathered. Welcome back!!!

2026 Membership Renewal

For those who have renewed your 2026 membership and provided any additional donations for our causes, we thank you for your continued support. If you have not renewed, we encourage you to do so to support our community and contribute to the little “extras” provided by the SBCDA that makes South Baymouth a great place to live and visit. If you know of any others in your circle of family and friends who would be interested in membership or supporting our community, please pass the information along to them and encourage their membership. Form and payment methods available on our new website www.southbaymouth.ca or by completing and mailing this form with details below.

The goals of the SBCDA include community fundraising for village improvement projects, events support, promoting community awareness and spirit, supporting our community’s business interests and various other community activities. Remember...the future of the SBCDA will be determined by the active participation of our membership.



Name: _____

Business: _____

Address: _____

Phone: _____

E-mail: _____

Single	Family	Business
\$ 10.00	\$20.00	\$30.00

Any Additional Donation:\$ _____
(Amount) (In memoriam or South Baymouth/Bowerman Trails or Other)

In addition to the return of your completed form for updating our membership records with accompanying membership dues, we are now also accepting payments via e-transfer to greenway@greenwaymarine.ca password SBCDA Please indicate details for any donations in excess of membership renewals (receipt can be provided upon request).

Mail To: South Baymouth Community Development Association
P.O. Box 5
South Baymouth
Ontario, Canada P0P 1Z0