



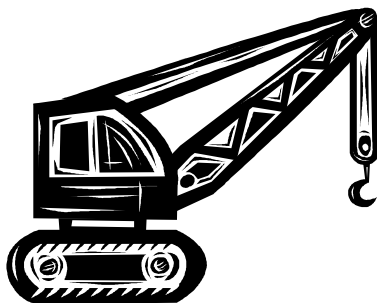
Soundings

Newsletter of South Port Sailing Club April 2008

Launch Saturday May 3 2008

From the Harbour Master,

Wesley Arthur



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Launch is quickly approaching (May 3rd)! For this reason, if you have not submitted your Summer Dockage Form, please do so as soon as possible. Remember, everyone must submit a form, whether you are launching at the club or not. This summer release form allows the harbour committee to properly allocate docks for the summer; it also represents the means by which dockage fees must be paid.

Launch will begin at 7:30 a.m., as usual. Please do not park in the laneway until both cranes have arrived. After this time, parking will be permitted on the north side of the laneway only. It is requested that any trailered boats that are not being launched are removed from the property prior to launch day. This will clear up some much needed space for what is always a congested (if not chaotic) launch day.

Also, when launching your boat, please remember that 'time is money'. As you have most likely noticed from the Summer Release forms, in order to account for longer launch times over recent years, the crane fees have been slightly increased. In order to reduce these costs, please be ready when it is your turn: have your guide ropes hanging from your bow and stern, your can of antifouling open, and your paint roller in hand if you are hoping to paint the bow and stern pad areas. It may even be possible to enlist the help of a fellow sailor.

As always, stay clear of the cranes and pinch points, and do not walk beneath overhead lifts. Safety is of utmost priority. Should any questions arise during the launch, please feel free to ask the person in the orange vest directing the crane.

Finally, as cradles will be folded and stored as we launch, please bring any tools that are necessary to collapse your cradle. If you have a non-folding cradle, please ensure that it is stored in such a way that it can be removed from the property.

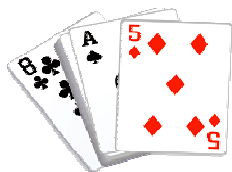
I look forward to seeing you at launch! If you have any questions, please feel free to contact me.

Games & Card Night

April 12th & 19th.

7:30 p.m.

***Contact Lorne & Rita Mann for further
Information***



May 10th & 24th

Remembering our Statement of Purpose
***South Port Sailing Club is a family oriented,
self-help organization that promotes a
variety of Sailing activities for its members.
The Club relies solely on the participation of
members to further the well-being and
development of the Club sponsored activities.
These activities include racing, cruising,
junior sailing and instruction in both
keelboats and dinghies with any related
social events.***



Mainstays Pot Luck Dinner

Join us Monday April 7, 2008

6:30 p.m.

**Help us plan our Summer activities. New members, it is a good time to get to know other members. All Ladies welcome !
Come out and enjoy the evening**

***Articles from Members are welcomed for
publication in Soundings.***

***Please email text and/or photos to Jackie at
robtim@cogeco.ca***

***A recent vacation..an interesting photo..a
sailing article..what's behind the name on
your boat..a tasteful sailing joke..
all submissions considered. Thank you***

505 10th (!) Annual Regatta

May 24/25 2008 @ South Port. If you can assist on the water or with dinner, contact Renka Gesing at 519-979-6398. Members are welcome to join us for dinner.

Call Renka to reserve.

Seniors Lunch

**2nd Wednesday of every
Month**

April 9, 2008



Spring ?

As promised, a photo of the new C & D dock following two weekend work parties by members. You probably expected to see the new wood? Hard to believe this was taken Easter Sunday, March 23, 2008. Who knew ?

As the old saying goes

'Welcome to Essex County'





Annual Members Meeting March 3, 2008



Commodore Lynn Baker called the meeting to order



Property, Membership, Harbour & Social chairs



Race chair, Vice Commodore & Cruise chair



Members in attendance



Recording Secretary, Brenda Petro (left) and members



Rear Commodore and Harbour Master

Members Meeting Highlights

Commodore Lynn Baker called the meeting to order at 7:00 p.m. with the 2008 Executive and 38 members in attendance. The Dragon Boat team were welcomed, and the committee chairs presented their reports, opening the floor to questions.

Treasurer, Bill Frank for Jan Graybiel

30 to 40% of the budget is allocated to Dredging. The balance of discussion were the 2008 budgets of the committee including Property, Racing, Cruising and Social.

Membership, Bill Frank

During these difficult economic times, a growing membership will be a slow process. The committee will be reviewing the graduates from our sailing courses in hopes of attracting new members. With resignations and new members, we are holding our own. There was a question as to whether the initiations fees were a deterrent in attracting new members however, a study was conducted and South Ports are the best in the area.

Harbour Master, Wesley Arthur

C & D docks have been completed at a cost of \$4,500.00. Wesley requested the dockage forms and cheques be submitted prior to launch. Future projects include work on the dinghy/launch area and the dinghy docks. Dredging fees are always an issue but it appears water levels are up at this date. Soundings will be completed soon to determine the levels. A further request was made to have masts off the picnic tables to allow clean up for Sail-A-Bration.

Social Chair, Derek White

Social has been given a budget to help with events for 2008. Sail-a-Bration will be June 7th. There was discussion of a Spring Fling to get the season started. Any suggestions are welcomed by the committee. Final Furl may be held at another venue in 2008. Social will be looking into it. Any help with upcoming events is welcomed.

Property, Peter Soles

There was discussion with respect to the clubhouse cleaning issue during the summer months. If a member cannot clean, please notify the property chair, and a volunteer will replace you. Projects for 2008 include concrete along E & F docks, starting at F with a budget of approximately \$6,500.00.

Quotes on carpet replacement in the main room with tile from door to door is being considered. There was also discussion of a moveable bar to be used at functions with an approximate budget of \$2,000.00. It is expected there will be approximately 3 work parties during the summer.

Racing, Chris Eagen

The dates of the Women's Challenge are on the website. The Invitational will be changed to the long weekend in August. Volunteers are needed in the upcoming events. The Race Committee boat has been replaced and Fred Eagen will continue to oversee the Wednesday night races. In 2007 the Club realized 42 days of racing. There will be a cruising class added to some of the Regattas to increase participation. There was discussion the Town of Tecumseh should be notified of the break wall, that is in need of repair.

Junior Sailing, Bob Fuller

Preliminary drawings of the new building were available for viewing by the Members. Temporary memberships will be made available to Adult Students of the Sailing Program. Tuesday night dinghy racing will continue this year. The code 40's will be sold.

Cruising, Jack Entwistle

The tentative schedule for 2008 appeared in Soundings, and is posted on the website calendar. There has been interest expressed in a cruise to the North Channel, and the race/cruise to Pelee will take place again this year. With regard to the Nexus card, it has been taking 2 1/2 months for a renewal. The card is good for 5 years, at a cost of \$50.00 Canadian.

Lynn Baker will present a Burgee to Jamie Halpin to thank him for all his work as harbor master the past years, and wish him well on his journey this summer. A token of appreciation will also be given to Renka Gesing who has retired as Editor of Soundings. She brought the newsletter to a higher level by way of the general lay out, and photos each month. The meeting was adjourned, and a great evening of socializing took place.

ANNUAL SHAKEDOWN

REGATTA

To PUT N BAY, OHIO

MAY 17, 2008

Application forms available at

LMYC Club House or their Website

You may also join in on May 18, 2008 and do
the 'Shake Up'

Regatta from P.I.B. to Cedar Island Yacht
Club

Burgers & Sausages with

Flag presentation @ 7:00 p.m.



Clubhouse Duties Reminder



If you are unable to carry out your duties the week you are scheduled, please contact the property chair and arrangements will be made to replace you. If you wish to switch with another Members that is listed that month, feel free to do so.

We ask that the garbage be taken to the dumpster, not left outside the building.

If supplies are needed, or you notice anything that needs repair, please use the sheets at the back of the kitchen binder, and slip it through the office mail slot.

Remember the value of cleaning hours has been increased to 150% . 1 hour of cleaning is worth 1 1/2 toward work hours.

Thank you



Photo by Len Strahl

Only one more month !

May 3

Reminder

FROM SOCIAL CHAIR

In order to facilitate clean up of the property prior to Sail-A-Bration, *we would ask all members to remove their masts from the picnic tables by May 17, 2008.* You do have the option to move them to another location on the property, if you are unable to rig your boat before this date. Thank you for your co-operation in this matter.

From Property chair, Peter Soles

CALLING ALL VOLUNTEERS FOR GROUNDS CLEAN UP DAY @ SPSC

Please bring your rakes and any other tools
you may need..



Saturday morning May 10th

ESSEX COUNTY PHRF FLAG PRESENTATION

BOAT OF THE YEAR 2007



Wesley Arthur, August West SPSC First Spinnaker



Chris Eagen, Tia Lisa SPSC Third Spinnaker



Rene Brown, Mai Toi SPSC First Jog



Dave Robichaud, No Resistance SPSC Second Jog



Members Brad Roy, Derek White & Peter Soles enjoy socializing

The Essex County PHRF Association Annual General Meeting was held at LaSalle Mariners Yacht Club March 2, 2008. Commodore Kevin Mogyorody presented the flags for the Essex County Boat of the Year for 2007. Not present was Noel Brockman of Belle River who took second place in Spinnaker class. Congratulations South Port skippers !!

Message from the Commodore, Lynn Baker



The daffodils are poking their heads through the soil in my garden. There's water on top of the ice in the creek. And some people have already taken the tarps off their boats. All signs that spring is FINALLY coming.

As we finish up business from last year and look forward to the coming season, I would like to thank two people who have worked very hard for South Port over the past few years.



Renka on Schwanky, during the 2007 Women's Challenge

When Renka Gesing took over the task of editing Soundings....the newsletter was mostly words. It wasn't easy to include photographs. With her background in publishing, she was able to give the newsletter a whole new look. I guess you could say she dragged us into the new technology. But putting out Soundings is about more than pictures. As any of us who have done the job knows, there are the relentless deadlines that don't go away when the boats are hauled out. And the often thankless task of harassing people for articles. Renka did it all (as have past editors) with good cheer. She has gone back to teaching full time and has handed over the job to Jackie Timothy – but is still there to help out when needed. Thanks Renka. We all appreciate your hard work. Enjoy your yellow orchid !



Jamie Halpin
We wish you fair
winds & calm seas !

When Jamie Halpin heads off to his east coast adventure at the end of the school year, he will be leaving behind one of the more difficult jobs in the club: Harbourmaster. Jamie worked hard. Taking soundings, hiring cranes, assigning wells, collecting cheques, deciding on the need for dredging...and making sure the launch and haulout days went well... and so much more. Wes Arthur is the new harbourmaster...but Jamie hasn't walked away. He's worked side by side with Wes to show him the ropes and ensure a seamless transition. We can't send Jamie to Maritimes without a South Port burgee... There is one in the office with his name on it.

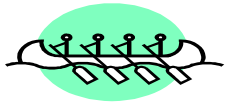
It was great to see such a (relatively) good turnout for the membership meeting. Hope to see more of you next time. Thanks to Derek for his usual tasty post meeting treats...and who knew our Vice Commodore Rene had such a handy hand in the kitchen. The Chili con queso was great.

Look for some freshening up of the Club House and grounds in the weeks and months to come.

Cheers Lynn

Nautical Quotes, a new addition to Soundings

“The pessimist complains about the wind; the optimist expects it to change;
the realist adjusts the sails “ William Arthur Ward



Dragon boat Races 2008

‘Paddling for the Cure’

*The ladies of South Port in Maggie’s Wings
will participate again this year on
July 19 and 20th.*

*A coaching/training weekend for the team
will take place at the Club on June 21, 22.
Anyone who has been diagnosed with Breast
Cancer, who is interested in joining the team
can obtain information on their website*

www.abreastorknot.org



The crew of Maggie’s Wings

Social chair, Derek White

Spring Fling Pot Luck Party

Saturday April 26, 2008

6:30 p.m.

Bring a dish...BYOB

Let’s get the boats out of bed and get the Season started !! Come out and enjoy the evening.

I-LYA News

Upcoming I-LYA meeting in Westlake, Ohio at the Holiday Inn. Visit the website for agenda, dinner reservations, and meeting room designation forms at

<http://www.i-lya.com>

Check the 2008 Preliminary Sailing Schedule

Cleveland Deepwater August 1, Toledo Deepwater August 2, Detroit Deepwater August 3,

I-LYA Regatta, August 4 thru August 6

Welcome New Member from Rear Commodore,
Membership chair, Bill Frank

Our newest member, Jay Laird is very keen to get underway sailing with his newest purchase, a Chrysler 22, soon to be named ‘Free Ride’. The boat was previously owned by Past Commodore, Phil Peck. In fact, he is so keen, when I saw him March 15, the first to take the cover off a boat this spring, he quickly asked “Where is everyone ? Shouldn’t they be down here working on their boats... There isn’t much time before launch” Well Jay, I don’t know about that, but it is great to see a young lad with so much enthusiasm to get started on the season. Jay is a glazer at Gryphon Glass and his partner, Rachelle Jones is employed in the office at International Machinery. They have a 2 year old daughter, Jayda. He crewed for Dave Robichaud the summer of 2007 on his boat,

No Resistance, and will continue as crew the upcoming season. Jay has sailed a U.S. 18’ Yacht around Peche Island and the Detroit River. When you see Jay and Rachelle around the club, please welcome them.



April 2008 Calendar

This is the calendar displayed on the Web site. For details on each entry, please click on *calendar* on the Web site at www.southportsailingclub.com (the links are not active in *Soundings* but details will be included in the newsletter)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
	1	2	3	4	5	6 Brockman, L
7 Mainstays Social Evening	8	9 Seniors Lunch	10	11	12 Games & Card night	13 Bufton, J & S
14	15	16	17	18	19 Games & Card night	20 Colborne, D & C
21	22	23	24	25	26 Spring Fling Pot	27 Cowan, G
28	29	30				

May clubhouse Duties

May 4 Dolsen M & M **May 18 Gesing, A & R** **June 1 Young B/Draisey M**
May 11 Domney P **May 25 Weber, S & P**



Soundings

is the newsletter of the South Port Sailing Club

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519.979.7772

www.southportsailingclub.com

Editor: Jackie Timothy

Please send your contributions for the May issue by

April 24th to Jackie:

519.971.9699 or

robtim@cogeco.ca



Sail-A-Bration 2008

Saturday June 7th

- Time:** 1:00 p.m. Festivities commence
- Sail by:** 2:30 p.m. Receive your bottle of wine from the Commodore
- Dinner:** 5:00 p.m.
- Entertainment:** Details to follow
- Dinner Menu:** Details to follow
- Cost:** \$12.50 per person
Kids 10 & under eat Free

We invite each family to bring a dessert
Family & Friends Welcome

Flyer with Reservation form will follow with May Soundings !



What's in a (boat) name ?
Send the meaning behind the name on your boat to Jackie at robtim@cogeco.ca
Thanks to all members who have sent in submissions to date !

Seniors March meeting by, Alan Henderson

Frank McLean was busy over the winter months building a wind vane for his C & C 27. He showed it off at the March Meeting of the South Port Seniors. You can expect he will have a similar crowd watching when he tries it out later this spring.



Left to right
Bill Noakes, Al Finch, Don Stratton, Frank McLean & Gary Bauld



Left to right
Frank McLean, Gary Bauld & Wayne Hind

Windsong to Sea, Part 3, Welland to Montreal by Jamie Halpin

I awoke bright and early ready to transit the Welland Canal. Allen Shearn had warned me that the cost of transiting the canal had gone up and that they only accepted cash. Fortunately, the Morlan Marina had a cash machine. I went to get cash before my crew arrived only to discover that the cash machine was broken! Thank goodness for cell phones. I called my crew and asked them to bring me cash.

My ex-girlfriend Angela and her friend Greg arrived with cash in hand and we left the dock at 9 a.m. We waited hours at lock 8 (the locks are numbered from bottom up) while the Beluga Formation locked up. Once we were in lock 8 it took only about six hours to lock through. The process was pretty simple. You motored in until you were told to stop, approached the wall, and were handed two 100 foot long 5/8 yellow poly propylene lines: one for the bow and one for the stern. The bowman and stern man each ran their line around a cleat and eased it off while the third person stood amidships with a boat hook and fended as we were lowered 40 to 50 feet. I just used my regular fenders along with two small fender boards. I don't think the fender boards ever came into play.

The most interesting point was where the locks were twinned. At one point I was behind *Windsong's* helm looking down into the bridge deck of an upbound freighter! We had all but the last two locks to ourselves. We locked through the last two along with a 50 foot power yacht.

By 5 p.m. *Windsong* was floating in a nearly calm Lake Ontario. She had now sailed on all five Great Lakes! We motored to Niagara on the Lake and tied up at Lake Niagara at the Lake Sailing Club, founded by no other than George Hinterholler. Hinterholler designed the Shark and was in charge of production at C & C when *Windsong* was built. Greg's parents met us there and took us out for dinner at the Angel Inn, the oldest pub in Upper Canada.

Greg left us that night and Angela and I continued on to Toronto the next morning. Winds were dead calm and we were to remain that way for three days of scorching 30o C heat. The skyline of Toronto emerged from the mist about halfway across the lake. We tied up to the public wall on Toronto island and visited the Gibraltar Point lighthouse. Built in 1908 it is the oldest surviving lighthouse on the Great Lakes. From there we played planes, trains and automobiles, as we took the ferry to the city, the streetcar and subway to Angela's apartment, then her car to her brother Fil's in Mississauga for dinner.

After a peaceful evening looking across the harbor at Toronto, we motored through the calm to Cobourg where we were able to anchor for the first time since Rondeau Bay. We met a couple at the gas dock who also owned a C & C 30. They recommended a dinner restaurant, a breakfast restaurant and an ice cream parlour. We partook in all three.

Our third day of motoring in the calm took us through the Murray Canal and into the Bay of Quinte, where we anchored for the night at Grassy Point and watched a beautiful sunset.

For our last stretch to Kingston, the wind returned and *Windsong* was able to sail out of the Great Lakes and into the St. Lawrence. We tied up in the Confederation Basin. Directly astern was a Martello tower, part of the city's battlements. You could imagine being inside that tower heaving away as you practiced with the great guns in preparation for the epic battle that never came. We had dinner at Chez Piggy, a restaurant in an ancient stone barn that dated back to the same era as the Martello tower. The food was far better than the name.

Angela disembarked to go to a wedding in Ottawa, and I planned to do some diving for the first day since Kingston has some of the best shipwrecks on the Great Lakes. Luck was against me. The long calm that would have been perfect for diving was over, and the strong SW winds kept the boats from running. The same wind was ideal for driving me down the St. Lawrence. I unfurled my sails, broad reached, and ran clear through the Thousand Islands. Literally a thousand lumps of pink granite topped with white and jack pines, with a house or cottage on nearly every one. Some islands were so small that they were diked all the way around to keep the cottages from washing away. For every island there must have been ten boats. It was the busiest traffic I had seen besides Toronto Harbor. I anchored for the night beside Skelton Island, one of the last in the chain just upstream of Brockville. I couldn't help but wonder about the name of the island. Was there some dark clouded history to it? Did the name once have another 'e'?

When I awoke at 07:00 I had to put on a sweater for the first time on the entire trip. Today I was to enter the St. Lawrence Seaway locks. At the Iroquois, the first lock, I found that, like the Welland Canal, the credit card machine was shut down and the fee increased to \$25.00 cash. That seemed awfully convenient. The lockkeeper gave me heck for entering the locks single handed. I knew that it would take some creativity, but for this lock it was irrelevant. The drop was only three feet and you didn't even need to tie up. I sailed most of the day passing Chrysler's Farm and Upper Canada Village. We had a couple of family reunions at Upper Canada Village when I was a kid. It is something similar to Greenfield Village in Detroit. It is made up of buildings that were salvaged from the towns that were flooded during creation of the Seaway, and is populated by historical re-enactors. I had never realized that Chrysler's farm was right next door. I guess when you are having a reunion with your American relatives, it is best not to emphasize major battles from the War of 1812.

The next set of locks were the American Eisenhower and Snellen locks. They were very easy to single hand through. They had a floating bollard system that consisted of a large steel buoy with a bollard on it, set into a recess in the wall. You simply tied up and road down. The fee system was not so convenient. I discovered that I had the American and Canadian fees mixed up. The fee was \$60.00 not \$50.00 and cash only. I had \$55.00. They re-opened the lock and kicked me out! I had to cross the river through a series of islands to the town of Long Sault to find a cash machine. I consoled myself in the fact that it was actually very pretty area and this was to be the first real set back I had encountered in almost 600 miles. Two hours later I was finally able to lock through. I anchored for the night in the reeds near Ile Dodens about 7 miles downstream of Cornwall.

I awoke the next morning to the sound of water fowl. One bird landed on the deck directly above the shelf where I put my glasses at night. I could hear it clicking away on the deck over my bunk. "Ah, how serene"! "I just hope it doesn't make a mess on the deck". I dozed off for a while then reached for my glasses. There had been no bird. The clicking had been Spot. The ship's cat, playing with my glasses. They were nowhere to be found, Several minutes of groping around like Velma from Scooby Doo revealed them buried undamaged on the other side of the bunk.

With my sight restored, I weighed anchor and headed for the Beauharnois locks. How was I going to pull this one off? The procedure would be the same as the Welland Canal: two people tending lines and one person fending. In a pinch you could tend a line and fend at the same time. That still required two people, and Spot isn't much of a line handler. The solution proved very easy: I locked through in a raft of 19 boats. It looked like a giant rafting party in the swimming hole off South Port, complete with powerboat chicks in bikinis! It was in this raft that I met Barry and his wife Yvonne aboard

their gorgeous 1940's vintage ketch *Calypso*. I rafted off of them to get through the Cote'- Sainte Catherine and Saint-Lambert lock as well.

The Saint-Lambert lock released me 30 feet above sea level, and a half mile downstream of the Old Port of Montreal. Both Angela and I had decided that The Old Port was the best place to meet in Montreal. The problem was that the cruising guide said I would have to battle the five knot current to get up there. I've read about the "six knot currents" in the Detroit River and I knew that authors were prone to exaggeration when it comes to currents. I did however take to heart the advice to hug the commercial docks, and use their stepped shape to help avoid the current.

I crossed the river and pointed *Windsong's* nose into the current. With the knot-meter reading six knots through the water, the GPS told me I was making about one knot over the bottom. The cruising guide was not exaggerating ! Last spring, Al Finch and I installed Max, my Universal M25XP diesel. Now it was time to find out what she would do. I opened the throttle wide and steered as close to the wall as I dared, with the standing waves of the torrent all around me. I crept along for about a thousand feet before I neared the first step that protruded about 100 feet out in the current. As I approached the step, the current began to decrease and I surged forward at six knots true. The sooner I turned, the more current I would have to battle. It began a game of chicken with a 30 foot high concrete wall ! I veered at the last second and plunged into barricade of rushing water. In the collision of *Windsong's* speed and the oncoming water, the knot-meter jumped well past seven knots. The process repeated a dozen times as my knuckles grew whiter and whiter.

Finally, I entered the calm waters of the Old Port where I found Angela and her friend Sharon waiting for me. I looked around and discovered that the only other sailboat in the harbor was a McGregor, the lamentable sailboat/powerboat hybrid ! It was no wonder: few sailboats could have made it through that current. *Windsong* never would have made it with her old Atomic Four !

Jamie has yet to bring us down the rest of the St. Lawrence to Quebec, around the Gaspé, through the Northumberland Strait and the Bras D'Or to Sydney.
Stayed tuned for more *Windsong* to Sea in upcoming issues of Soundings.

Photos of this portion of the trip on Page 14.



Photos by Jamie

Welland Canal



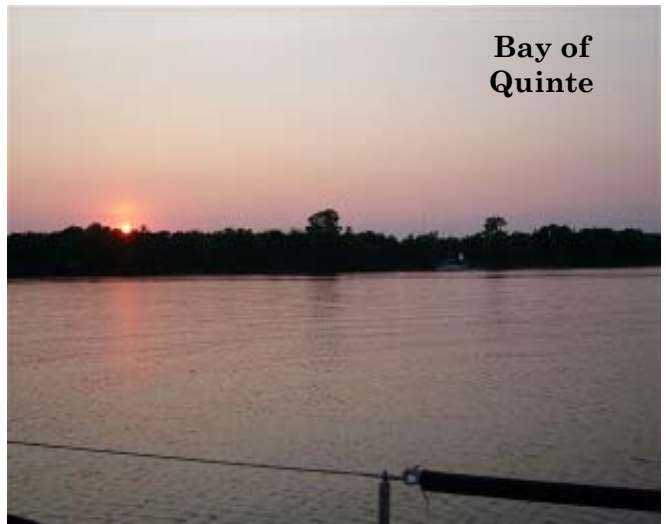
Toronto Skyline



1000 Islands



Bay of Quinte



Gibraltar Point Light



Lock Party

