



Soundings

Newsletter of the South Port Sailing Club May 2004

Harbour Reconfiguration Plan 'B'; Final Report to Members by Ian Dawson

Summary

- 2003 Executive was tasked to report back to the membership on what Plan 'B' would look like, what it would cost and how we would pay for it.
- 2004 Executive is in a position to communicate the first two of the three requirements to the members.
- The engineering drawings are complete, and enclosed with this newsletter.
- The cost estimate is complete.
- Benefits of undertaking the project to SPSC are summarized.
- Answers to questions posed by the members have been developed.
- There will be a **members' meeting on June 3rd** to discuss these findings.
- Many people have been involved in this project in one way or another and their efforts have been diligently carried out and thanks are extended to the current committee members Dave Connor, Ian Dawson, Al Finch, Duncan Hind, Bob Linton, Gillian Linton, Phil Peck and John Shaw. Others deserving of thanks are Bob Fuller, Bill Noakes, Robert Smith and Gary Wolf.

Recommendations

On April 20, 2004, the Harbour Reconfiguration committee recommended to the Executive that:

- SPSC not proceed with Plan 'B', communicate this to the members and thereafter cease work on this project. This recommendation was accepted.
- a communiqué be published, outlining the project objectives, process undertaken, findings, benefits, answers to questions and cost to ensure that the membership is fully informed so that major questions about the completeness of the effort and communication of the results are not raised. This recommendation was accepted, subject to also holding a member's meeting on May 27, 2004 at 7:00.
- the subcommittee continue its work by looking

into defining and prioritizing major projects (electrical upgrades, ongoing dredging obligations, crane capacity increases, dinghy relocations, etc.) and be known as the SPSC Development committee. This recommendation was accepted.

The Harbour Reconfiguration committee also noted that no major property construction projects should be undertaken that could jeopardize the success of the 2005 Shark Worlds.

Objectives and Process

On May 27, 2003, the majority of the members voted to strike a committee which would define in detail •

Please see p. 4

Sailabration

Sunday 6 June
Sailpast at 2:00 pm
Dinner at 4:30 pm



Inside

Cleanup Day: May 8.....	2
Yard Sale: May 15	2
Shark Worlds	2
Racing Notes	3
Mainstays	3
Harbour reconfiguration, cont'd.....	4
The Launch	7
May calendar	8
Harbour reconfiguration drawings.....	attached

SPSC Clean up Day

Saturday 8 May

8:00 am - noon

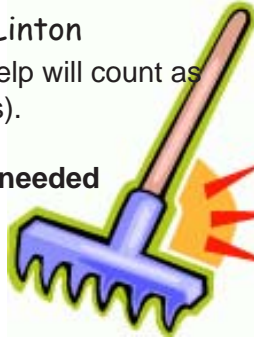
Includes free breakfast by the Saturday
Breakfast Bunch

Cleanup chief: Bob Linton

Please assist if you can (your help will count as
SPSC work hours).

Jobs to get done and the tools needed

- Clean goby mats. Bring any ideas and garden tools (hoe) or small tools
- Club house siding cleaning. Power wash equipment. Club will provide cleaner.
- Replace grass edging. Bring spades to cut ground.
- Lower pedestal light beside power box. Arm power?



This is an ideal opportunity to pass on your treasures. Please leave your donated items in the porch starting May 9th, we plan to price items on Wednesday, May 12th.

For the bake table, please leave items on Friday 14th or Saturday, before 10.00am. If you wish to price your own items that will be helpful. If you have a big item to sell privately, there is a 10% charge to us and you need to be present at the sale. Electrical items must be marked that they in working order.

General reminders:

- **Club House Cleaning:** Please do the initial cleaning early in the week and a touch up Thursday or Friday
- **Masts:** Must be raised by June 1st. Any mast owner after this date will be charged \$50 and the mast must be stored beside parking lot, Not on the grass.
- **Garbage:** Please take home as much as possible as we cannot empty the bin.
- **Batteries and oil.** Club members are responsible for disposal.
- **Cradles:** Anyone replacing there cradle, please identify so that it is not stored. Club member is responsible for disposal.



Shark Worlds Report

from Lynn Baker, for the Shark Worlds
Organizing Committee

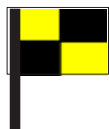
Help Wanted: Energetic, creative, highly motivated; imaginative, innovative, and thick skinned individual capable of planning entertainment and events for a group of highly focused, competitive and often soggy individuals over a one-week period. Good contacts with beer companies would be an asset.

The position: Social Chair for the Shark World Cup Regatta, to be held at South Port in July of 2005. The successful candidate will be expected to plan Opening and Closing Ceremonies, and nightly entertainment for the duration of the Regatta. The individual will NOT be expected to cook, clean or do windows.

Anyone interested in this rewarding position should contact Mo Regnier.

In other news... the planning continues and more volunteers will be required as we move from the planning stage to the implementation stage. Volunteers will also be required for the 2004 Shark Canadians to be held at SPSC this summer. Remember..this is a great way to earn your work hours.

Racing Notes, from Matt Draisey Mainstays, from Sue Bufton



The Notice of Race, Entry Form and Sailing Instructions should all be available in about two weeks, sooner on the web site. There are certain points competitors should be aware of.

Class Flags: Those who are competing for series and club championship prizes in a class must fly a class flag. Solid colour pennants according to the table below are an acceptable alternative.

Measurement: All boats racing should be measured. Unmeasured boats should arrange to have their boat measured at some time during the year. Fleet Captains will know the necessary details. [which brings up the next point]

Fleet Captains: We need Fleet Captains.

Casual Racers: We are trying to encourage more participation. The NOR and SIs will have details. Generous rating adjustments will be available for casual racers without effecting the series standing of more serious racers. Casual racers must complete an entry form, but do not need class flags.

Numeral or Alternative Solid Colour Pennant

Shark	#6	black
JOG B	#1	white
JOG A	#2	blue
PHRFC	#3	white
PHRFB	#4	white
PHRFA	#5	yellow



Once again the Mainstays enjoyed a successful Spring Pot Luck Supper on April 5th. It was good to see everyone back from their winter travels.

Future events

- Wednesday, May 12th - Pricing day for Yard Sale Items, starting at 9.30 am. Please bring pen, pencil and masking tape with you. Also save your grocery bags for bagging purchases.
- Saturday May 14th – Yard Sale – Please be there at 8.00 am ready for an 8.30 am start, we will continue until 2.00 pm. You don't have to be an active Mainstay to help, all help will be very much appreciated. Come out and make some new friends on either or both of these dates.
- Wednesday- May 19th - Flower planting at the Club starting at 10.00 am, bring your own gardening tools.
- Thursday, May 27th – Wine & Cheese Evening, 6.30 pm. Whether we sail or stay in the Club will depend on the weather and the water!

**Thanks Rick Labonte
for
accepting to take over position of
Social Chair.
Let him know if you want to help
with any events, or have
suggestions.**

Soundings

is the newsletter of the
South Port Sailing Club
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We attempt to go to press by the
20th of each month. Please get your
contributions to:

Renka Gesing
254.5015; renka@cogeco.ca

Harbour Reconfiguration Plan 'B' (continued from pg. 1)

what Plan 'B' would look like (i.e.: engineering drawings), what the firm cost would be and bring these findings back to the membership based on the concept drawing produced by Bob Fuller. The ultimate objective of this committee's work was to move forward with a plan to reconfigure the harbour or to stop using harbour reconfiguration as the reason to do nothing.

From this starting point, the committee confirmed the feasibility of laying out a functional harbour, confirmed the legal constraints on property usage and confirmed the technical feasibility of the reconfigured harbour from an engineering perspective. The services of GW Wolf Design & Engineering Ltd. were retained to develop engineering solutions, produce a set of engineering drawings, compile bid package documents and define the Opinion of Probable Cost. Questions raised by members to the committee were summarized and answers were developed. Since any construction start date was moved to August 2005, the project did not go to tender.

Economic Considerations

- The opinion of probable cost is well in excess of \$600,000.
- The opinion of probable cost prepared by the engineer is based on consultation with contractors, standard unit cost rates used by the industry and estimates of the work involved (i.e. excavation volumes, length of rip-rap, quantity of pipe taps, etc.)
- The engineer's experience is that the opinion of probable cost falls within a 10% range of the winning bid when construction projects are tendered.
- Although some different engineering solutions might drop the cost at the expense of harbour functionality, there is no realistic way for the \$350,000 target to be met.
- Due to the cost, there is no point to defining a financing plan for this project.
- The cost of this project has been cut off at \$14,000, which includes surveyor's and engineer's fees.

Beneficial Outcomes

- A survey of the property defining the location of all installations as of September 2003 was made. Until now, we had no idea where anything but our property lines and the club house were located. This is an

important input for any future property layout changes we might choose to consider.

- Legal agreements SPSC has with its Bell and Pilot's Cove neighbours are understood. Until now, SPSC's current rights and responsibilities were not clear.
 1. We know that the fence along the northern boundary of our driveway and the cedars along the western boundary of our parking lot suffice for privacy purposes with Pilot's Cove.
 2. We know that we need to continue to keep traffic dust to a minimum.
 3. We know that a 50' strip along our south property line starting from the east steel wall at the creek extending ~250' west must be maintained as a green space. SPSC has the right to add a laneway on that strip of land.
- A detailed plan defining all necessary construction elements including those that were not readily apparent at the concept drawing stage is on file. This plan addresses railing requirements, laneway reinforcements, drainage provisions, soil mechanics, etc. Until now, The uncertainty of what needs to be done at what cost to accomplish the objectives of the proposed reconfiguration has been eliminated.
- A cost to undertake the construction according to the detailed plan is in hand. Until now, the amount of financial exposure to undertake harbour reconfiguration was not known. In the future we will not wonder if the plan is economically feasible since firm cost data is in hand.
- A detailed set of drawings and a spreadsheet outlining costs can be manipulated to accurately determine the cost and feasibility of other "what-if" scenarios.

Questions & Answers

The questions in **bold** are those that were most frequency asked by the members over the past year.

1. What economic arguments justify this project?

- The rationale for undertaking this project never had an economic justification to its consideration. The intent was to define a harbour that would more fully address the needs of as many members as possible.

2. What are the economic implications of proceeding with this project?

- The estimated project cost based on the engineer's opinion of probable cost is well in excess of \$600,000.

The annual principal & interest cost (40-year amortization, 6.5% per annum) to pay for this project would be ~\$40,000 with a significant risk exposure to rising interest rates.

- The estimated cost under which it was voted to proceed with defining Plan 'B' was \$350,000
- The estimated reduction in winter storage revenues is ~\$9,000 per year
- The estimated increase in summer dockage can only be realized if we have an increase in the number of members looking for larger boats. To date, that demand is not apparent. Assumed increase in summer dockage revenues is \$0.
- The estimated reduction in basin dredging cost is \$0 since it is expected that while the frequency of dredging would decrease, the amount to be dredged would increase.
- The estimated reduction in the cost of creek dredging north of C dock to the lake is \$0.
- The estimated reduction in the cost of creek dredging south of C dock is still to be worked out, but will be addressed prior to the May 27 meeting.

3. How does SPSC intend to finance the project?

- There is no feasible way to finance the amount of this capital project which is why the Executive is recommending that the club not proceed.

4. What alternate investment plans are being considered?

- There are no alternative investment plans currently on the table.
- This undertaking was intended to either proceed or to eliminate it as a reason to postpone other capital projects.

5. How does the plan affect winter storage?

- Not all boats can be stored on site since the larger cranes cannot carry the larger boats down the driveway. Likely 25 boats in the 33' x 11' size range will have to find alternate winter storage at a loss of winter dockage revenue of ~\$9,000.

6. How does the plan affect available green space?

- Less room for children to play
- Less area for swing sets
- Reduced space for picnics and outdoor events

7. How does the plan affect available space for parking cars?

- Continuing to move towards folding cradles will open the west strip for parking
- The net reduction in parking square footage will be negligible as the roughly 100'x100' area of current parking lot will be moved to a 200'x50' area south of the driveway, running west from the rear range light. This presumes increased use of folding cradles by our members and the elimination of boatless trailer parking.
- The average distance from the cars to the boats will increase
- This is one of the four major concerns expressed by the membership

8. To compensate for an increased basin, can we purchase more land?

- This is not a financially feasible option.

9. What is the change in dredging frequency?

- Per 1992 flow study, current walls divert 65% of creek silt from basin
- Closing D/E fairway opening will increase diversion rate to 85%
- Closing B/C fairway opening will increase diversion rate to 90%
- Dredging frequencies cannot be accurately predicted since water levels cannot be accurately predicted nor can the number of northerly wind days pushing channel silt up the creek for which southerly winds cannot compensate.
- If the change in frequency lengthens, the amount of area to be dredged increases, resulting in a net zero change in probable basin dredging costs

10. Where will the future dredged material from the basin be unloaded to?

- Dig, fill, empty and resurface the western strip of parking lot as done in 2004

11. How would a dredging barge access the basin?

- A-dock has no change in access from pre-reconfiguration
- B/C-dock has no change in access from pre-reconfiguration & is wider than current
- D/E-dock will require removal & replacement of last section of C/D docks/posts
- F-dock will be abandoned as a dredging obligation

12. What is the impact of shifting the harbour focus from medium to large boats?

- Strength of dredging mandate based on actual

shift in boat composition which would potentially alter the club's financial assumptions to place greater importance on dredging.

- Greater density of well revenues with larger boats (i.e. \$/sq ft of basin capacity) is possible.

13. What is the impact on our plans of any agreements that exist with our neighbours?

- The fence along the northern boundary of our driveway and the cedars along the western boundary of our parking lot must remain and suffice for privacy purposes with Pilot's Cove.
- Continuing care when driving on the parking lot will continue to keep dust to a minimum.
- A 50' strip of land adjacent to the Bell's must be maintained as a green space subject to our ability to add a laneway on that strip until the ownership of the Bell property changes. No boat storage or dockage of any kind is permitted in this green space area.
- These agreements are reflected in the drawings

14. What level of visibility reduction will result from the new layout?

- The railing from the picnic tables and lawn chairs will be roughly at eye level, blocking a clear view to the lake.
- From the porch, it is below eye level, block some of the line of sight to the boats
- The fencing can be built with plexiglass inserts to reduce the impact.

15. Why is a sloped bank shown at F-dock rather than a steel wall?

- Sloped is cheaper to construct (steel walls require tie rod anchors)
- Backfill behind steel needs to, ironically, be trucked in since excavated material is suspect
- A sloped wall will reduce potential navigable hazards with the transoms of dry-sailed keelboats.
- ERCA prefers sloped embankments and with steel walls they would require us to put concrete blocks, stones and the like for a fish habitat which would make floating docks and ramps more difficult to configure.

16. How do dry-sailors get to their launched boats?

- Wood decking on top of steel wall will run along the length of the launch area.
- A vertical ladder would be provided to be able to access the bow or stern of the boats.

17. What is the proposed location of the post-launch dinghy docks?

- Floating docks along the 2 runs of steel walls in the extreme SE corner of F-dock.

18. How do dinghies get to the ramp in adverse southerly winds?

- There is a provision to add a secondary ramp provision adjacent to crane drop-off location

18. Does the plan consolidate the Sailing School's activities?

- The plan allows for the total consolidation of teaching, launching, bicycle parking, foot traffic and related activities to the east of the porch.
- The prime reason for consolidating the Sailing School activities was safety by reducing the need to run through the parking lot and around the small boat hoist.

20. What will the nature of western walkway be after reconfiguration?

- Cedar grove must be maintained.
- Gravel, but sod could be used if the member's prefer.

21. What alternative harbour layouts were considered?

- The committee looked at 4 different harbour layout options, namely:
 - A. E-W dock configuration with small boats close to the clubhouse
 - B. Keep the current parking lot/dinghy area and dig a basin in front of the current F-dock
 - C. N-S dock configuration
 - D. E-W dock configuration with large boats close to the clubhouse
- The fourth option yielded the smallest reduction in green space, the greatest well to fairway real estate ratio and the least number of sharp turns relative to boat size within the harbour.

Members' Meeting to discuss Harbour reconfiguration

**June 3
7:00 pm**

Harbour Committee Notes, from Doug Watson

The depth soundings of the fairways and the entrance to the harbour have also been posted. The depths listed are as a result of dredging. No wells have been sounded due to lack of time. I wish to thank Andrew Barlow, Glenn Bennett, Andy Hellenbart and Jamie Halpin for their efforts in completing the depth sounding. I am happy to announce that no one blessed the creek this year.

The outer range marker has been repaired and should be installed shortly after launch. Thanks to the "Keeper Of The Light" Wayne Hind for looking after the repair. Since Wayne wished to pass on this task to another individual, it is with great joy (that I found a volunteer) that I announce that Darcy Fuller has stepped forward. By the power of the harbour committee I dub thee "Young Keeper of the Light." Thanks Darcy.

Boat launch was a huge success this year, with 76 boats placed in the water; two however attempted to demonstrate a submarine drill.

Thanks to Brayden Uttley and Rob Malone for their skill and hard work with the fork lift driving and cradle moving; Andy, Andrew, Ken Blyth and Wesley Arthur (trainee) for directing the crane operators; Scott Turner and Bill Frank recording boat lifts and the people working in the kitchen providing the chilly and dogs. Also special thanks to Wayne who organized the moving of the cradles and trailered boats for the crane lift.

Repairs to the poles (pushed over by the dredging operation) were completed immediately after launch. Thanks to Rick and Jeff Labonte, Graham Cowan and Kevin Mogyorody.

"Boat launch was a huge success this year, with 76 boats placed in the water; two however attempted to demonstrate a submarine drill."

Few people turned out for cradle moving the next (rainy and wet) day. Thanks to the few who did come, we managed to store the cradles in as little space as possible. This only supports the need to

have a folding cradle. People with old cradles need to review this issue and make plans for the near future. Thanks again to Brayden and Rob for their skill and hard work

with the fork lift driving and cradle moving, also for letting Wayne Hind drive for the first part of the morning. Thanks to Andy for organizing the storage, and to Scott, Bill Steel, Paul Major, Bill Noakes, Jeff, Rick Labonte, Kevin and René Brown for their help. The dock repairs were also completed, thanks to Peter Soles, Bill Steel, René and Paul.

Please excuse me if I have forgotten any one who helped out with the harbour committee work. All your help was certainly noticed and greatly valued.

Now that the boats are in the water and all repairs have been completed, I am looking forward to the 2004 boating season. I wish to give a special thanks to the people that have supported me in the pre-season prep work; I think you know who you are. To all of South Port, have a great and safe season and please remember to have those haul out forms in early (it's just around the corner).

Several wells available.

Submit any requests for well changes to the Harbour Committee as outlined in the well allocations policy.

No boat will place in a new well designated for a larger boat.

The Launch Lunch, from Lynn Baker

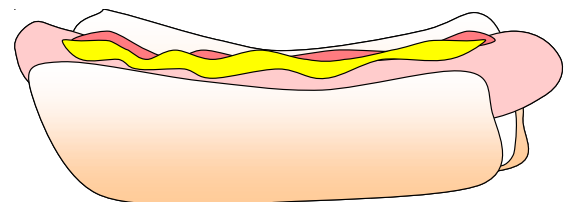
Serving up lunch at launch and haulout is something Bill and I love to do.

This year.... a vacation south collided with launch day. However, a wonderful bunch of friends and family took over and made it work.








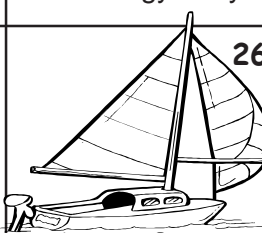


A special thanks to Manjit Shaw and Cathy Macdonald, Wendy Hartley and Anne Marie Norton for leaping into the breach. Also to chefs Ian Shaw and John Baker...for producing Ian and John's barbecued smokies, and to Matt for running around and picking up food...

I hear we ran out of food. Sorry. Usually there's a lot left over.

Once again.. thanks to everyone for supporting the South Port Sailing School...by lunching at the Launch Cafe (1998 prices!).



May 2004 SPSC Calendar

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
					1	2
					Games Night for everyone 6:00 pm Pot Luck Dinner 7:30 pm LAST Games night until the fall. Info: Lorne & Rita Mann	
3	4	5	6	7	8	9
Club House Duties  (May 2-8) Leonard & Jane Webber, Derek White					Cleanup Day 8.30 am - noon 	Start leaving your Yard Sale items on SPSC porch
10	11	12	13	14	15	16
(May 9-15) Jeff Watson, Kathy Knight & Bob Young	 7:15 pm Executive Meeting	9:30 am start Pricing day for Yard Sale items  Men's Lunch			SPSC Yard Sale 8.30 am - 2:00 pm 	
17	18	19	20	21	22-23	
(May 16-27) Dennis, Helena Whiston, Derek White		10:00 am Flower planting  6:45 pm KS1R1 Kevin Mogyorody			Blue/Green Instructor Course	
24	25	26	27	28	29-30	
(May 23-29) Graham & Patricia Andrews, Nick Beaudoin	 6:30 pm Dinghy racing	 6:45 pm KS1R2 Bill Gispén	6.30 pm Mainstays Wine & Cheese Evening 		Blue/Green Instructor Course 505 Regatta  (May 30 - June 5) Glen & Kara Bennett, Andrew Blencowe	