



Soundings

Newsletter of the South Port Sailing Club

October 2005

Cruising notes, from the Buftons

SPSC cruisers enjoyed their final cruise of the season on the Labour Day weekend with a second visit to Thames River YC. As in previous years, our visit coincided with the visit of Grosse Point Sail Club, so TRYC had a full house for the weekend.

Five South Port yachts made the trip: Whitefin (Margaret & Jack Entwistle), Eidolon (Al Finch), Galatea (Bob Young), Blue Skies (Candy & Phil Daoust) and Wight Spirit (Sue & John Bufton). Others visited by road at during the weekend: Vice Commodore John Shaw & Manjit, Ora & Bruce Reid, and Lorette & Al Henderson. Also former South Port members MaryEllen & Marc Livingston visited us by dinghy from their trawler yacht moored in Luken's Marina.

The trip to the Thames on Saturday September 3rd saw light and variable winds with some members motoring all the way, but later arrivals caught an afternoon breeze from the North East. Happy Hour was held in the cockpit of Wight Spirit, and later we moved to the TRYC clubhouse for a group barbecue. The evening concluded with after dinner socializing at the TRYC's firepit.

Sunday saw TRYC organizing a dinghy poker run, but it was obviously rigged, as no SPSC members featured in the prize list! After the poker run, yachts were decorated overall in the theme of Pirates of the Caribbean and a barbecue dinner was enjoyed by all. South Port's own Bob Young was a most convincingly dressed (and armed) pirate and won the best

costume award. (word was that despite being a Commodore, his acting and appearance intimidated the judges and they were scared not to make him the winner!). After dinner SPSC balladeer Phil Daoust and a TRYC guitarist entertained the group around the firepit.

(continued on page 5)



Heather Marshall accepts a prize for Boomerang. See pg. 5 for the Harvest Moon results. (photo by Michael Baker)

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Remember Honour Celebrate Teach

The Canadian Government is celebrating 2005 as *The Year of The Veteran* to pay special tribute to Canadian veterans of wars of the last century. The ceremonies throughout this year in Canada and overseas are to commemorate their achievements and to mark the 60th Anniversary of the end of the Second World War.

Remembrance Day is approaching November 11th. Let us remember approximately 650,000 Canadians who served in WW1 and the nearly 69,000 who died. In WW11 a million Canadians served in the Canadian Armed Forces, in Allied forces or in the merchant navy. More than 47,000 gave their lives. More than 26,000 Canadian served in the Canadian Army Special Force in the Korean War. Over 500 gave their lives. As well, 125,000 Canadians have served in peacekeeping missions since 1947 and more than 100 died.

In 2004 a handful of WW1 veterans were still alive, and an estimated 15,000 from the Korean War, most in their early seventies. Veterans Affairs estimates there are only about 250,000 Canadian veterans from WW11 remaining, 30,000 of whom are women and most all are in their eighties.

Let us remember their sacrifices, leaving their homes and families to stand up for what Canada as country, believed. Let us honour them and celebrate the freedom and liberties we all enjoy today. To all members who had great grandfathers, grandfathers or fathers who served "South Port Sailing Club Remembers."

*Researched by Jackie Timothy through
Canada Online*

For Sale

Amarin Floater Jacket

Ladies, size small, red. Like new.
Worth \$100 + new, will sell for \$35.

Call Anna Mae Parent, 966.1075

1968 Shark #S-707-68 Spindrift

Great condition, ISCA measurement certified, Basic boat weight 2139 lb. Setup to race or cruise. No work needed, ready to go.

Includes:

- Tandem axel trailer
- 1992 5hp Merc. Outboard
- Knot meter
- Compass
- Depth sounder
- VHF radio
- Battery
- Ladder
- Porta potty
- Racing rudder
- Lifelines
- 2 spinnakers
- 1 Jib (like New)
- 3 genoas (1 racing, 2 cruising)
- 2 mains (1 racing, 1 cruising)
- Too much to list lots of extras

Asking \$7000.00 but open to offers. Call (519) 738-0408 or email Sail707@sympatico.ca



Reminder from Property Chair Bob Linton

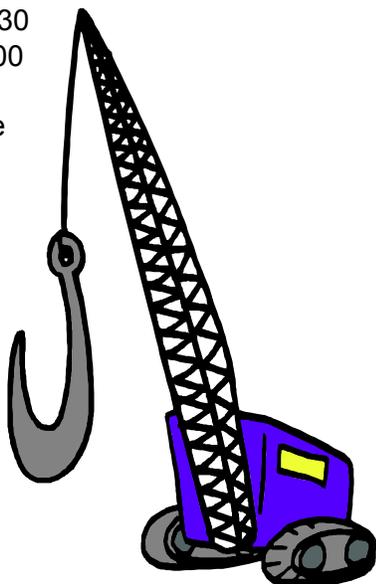
All members are welcome to use the facilities, kitchen utensils and club equipment, but please ensure you return the equipment to its storage place ready for the next member to use.

Whenever possible please take any garbage home. This saves the club for paying for garbage removal at over \$250 per pickup.

from the Harbourmaster, Jamie Halpin

The dog days of summer have come and gone and, as another great season draws to a close, it's time to start thinking about haul out. Haul out has been scheduled for Saturday, October 29th and cradle moving will take place on Saturday, October 22nd. With all of the folding cradles to reassemble it would be infinitely helpful if everyone came to cradle moving bearing an adjustable wrench. The Winter Storage Request and Release Forms have been included with this month's issue of Soundings. Please return your form by October 15th. Please be sure that your cradle is entirely assembled before haul out day, have a girth line rigged between your rudder and keel to pull the rear sling through, and have lines rigged fore and aft to guide your boat.

Haul out starts at 7:30 am. Be there by 7:00 am. Cradle moving starts at 8 am, hope to see you all there.



Mainstays

Ladies of the Club, please note that there will not be an October meeting. Next meeting:

**Social evening and
fixing up the Christmas Wreath**
November 7th, 3.30 p.m. at the Club.

Christmas Dinner
December 5th 2005
Greek Island restaurant on Ouelette Ave.
\$20.00 per person
choice of three entrees
Time to be announced later
Contact: Anna Mae Parent. 966-1075



Soundings

is the newsletter of the
South Port Sailing Club
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Please get your contributions by the
20th of each month to Renka
(254.5015; renka@cogeco.ca)

The High Cost of Cheap Toilet Paper, Jamie Halpin

The end of any long cruise is a sad time. All the anticipation of upcoming adventure is gone and begins to be replaced with thoughts of the unpleasant tasks that will have to be completed when you return home. One such task enters the mind through the nasal passages. This usually occurs when the seas begin to build and the ship begins to work. For when the ship begins to work, the sh__ begins to work. As the nauseous gasses flow from the holding tank vent, along the deck, and to your position in the cockpit, you realize that you are going to need a pump out.

Such was the situation when I returned to South Port and the end of August. South Port's portable pump-out station offers the convenience of performing the pump out in the privacy of your own well. It also provides the opportunity to become more closely acquainted with your own bodily wastes. On the rare occasion that it doesn't leak any excreta on your person or boat, you still have pleasure of attempting to drain it into the hole in the parking lot without the odoriferous stream striking the edge of the waste pipe and spraying all over your feet.

With this in mind, I managed to procrastinate for two days before the sun beating down on the deck above my holding tank had excited the putrid liquid into spreading its heady aroma throughout my cabin. I awoke to the fetid aroma of human faeces and resolved myself to brave the pump out. To my surprise the process was quick and painless (with the exception of the repulsive vapours emanating from the honey wagon's vent). Twenty minutes later my holding tank was thoroughly rinsed, the pump out was back in position over its drain, and I had but one task left to do. After carefully positioning my feet, I bent over to open the drain valve, turned it, and... nothing. Nothing. Absolutely nothing happened.

Clearly, the valve was clogged. No problem. All I had to do was find a piece of wire, snake the pipe, and all would be good. Moments later I had found a wire and was back at the honey wagon. It was then that it occurred to me that the only way to snake the drain was from the bottom. As soon as the clog broke I was going to get my excrement bath after all. Oh

well, such is life. I slid the wire up the pipe and, with some wiggling and plenty of sewage oozing over my hands, I was able to get it clear through the valve and into the tank. Still, nothing flowed. I had a solid wire running through the pipe. I could hear it scratch around inside the tank, and yet no liquid was flowing out. I teach physics for a living, and I could swear that what I was witnessing was physically impossible. A solid could pass through the pipe but a liquid couldn't. I pulled the wire out.

And as the stench began to recede, I knew I had one job left. That was to beg you, for the sake of all of us who have to share the pump out station, please spend a few extra dollars on marine toilet paper!



I guess what I needed was some pressure from the other side. I placed my hand over the vent and pumped the handle. The air pressure built inside the tank until the sides bowed out. I held the pressure there until my hand cramped and

still, nothing came out the drain. After several attempts I decided that the problem with pumping air in is that it is a gas. Gasses compress, so there was only so much pressure that I could create with air. I needed a liquid. I got a garbage can, filled it with water and pumped it into the tank. As the level neared the top, a knob on the vent began to float upward. Perfect. The vent has a float valve to close it off to prevent overflowing. I kept pumping. The valve didn't work, and effluent began projecting out of the front of the honey wagon.

I needed to seal the vent. After trying several objects, I found the best seal was a stick wedged into the vent. I began to pump again. It was a lovely demonstration of the venturi effect. Having narrowed the opening, the stream of waste was now flowing out at a much greater speed increasing its range quite impressively. Not only did I create the world's most vile squirt gun, I also created some serious pressure inside the tank. The walls bowed out more and more as the ordure shot further and further from the vent. I was begin to see the headlines in the Soundings "Harbourmaster Expelled from Club for Exploding Pump out Station". Still, nothing came out of the drainpipe.

Now at least I had the weight of all that water pushing down on the clog. Perhaps if I snaked it again... Once more, the wire went through but nothing came

out. As I stood staring at the cursed, reeking, apparatus and going through everything I knew about the states of matter, Bob Layfield drove by. He told me that I must have something soft in there like a tampon. It just lets the wire pass through and seals around it. The only way to get it clear was to take the valve off.

I went to my boat, got my channel locks, clamped them onto the valve and leaned my whole body weight into it. With a groan the valve began to turn. A few more turns and there it was: the reason for spending a few extra bucks on marine toilet paper. The pipe was stuffed solid with a piece of completely undissolved TP.

As the wire was still in place, all that was left was to stand back and pull. And then it came, in a torrent of biblical proportions. A stream of malodorous ochre liquor began to gush forth. It began to rise and spread until the entire concrete pad was one rancid Augean lake.

Staggering from the fumes, I rinsed that entire obscene mess into the sewer and reassembled the valve. And as the stench began to recede, I knew I had one job left. That was to beg you, for the sake of all of us who have to share the pump out station, please spend a few extra dollars on marine toilet paper!

Cruising Notes, cont'd from pg. 1

Prior to Monday's return, Grosse Point SC hosted a pancake breakfast, which was enjoyed by all. The return trip to South Port provided close to ideal conditions with a broad reach in 5-10 knots allowing adventurous cruisers to set their spinnakers and romp home. A marvellous weekend to end the cruising schedule, and it was good to see so many participants.

Final Furl Dinner Evening, November 12th

Look for the flyer in this mailing of *Soundings* or on the club notice board. This is not just an evening for racers; we will have awards for the Cruising Section too, and we plan to have a Cruisers' Table. Sign up and we'll see you there!

Harvest Moon Regatta Results

Boat	Skipper	Club	Total
Sera K	Imeson, Peter	CIYC	1
Windswept	Hurst, Brian	BRSC	2
No Resistance	Robichaud, Dave	SPSC	3
Mai Toi	Brown, Rene	SPSC	1
Chinook	Murphy, John	SPSC	2
Breezin	Layfield, Bob	SPSC	3
Kiwitea	Domney, Lyn	SPSC	4
Skylark	Halpin, Jim	SPSC	5
Windstar	McVinnie, David	BRSC	6
Knot Again	Preney, John		7
Lexan	McCrinkle, A.W.	WYC	11
Blame it on Buffett	Barnes, Dwight	BRSC	11
Blue Skies	Daoust, Phil	BRSC	11
Shikasta	Dawson, Ian	SPSC	1
		SPSC	2
Sunkist	Trepanier, John	LMYC	3
Whitefin	Entwistle, Jack	SPSC	4
Schwanky	White, Derik	SPSC	5
Blue Jay	Brockman, Noel	BRSC	1
Addendum	Fuller, Bob	SPSC	2
Dynamo Hummm	Davidson, Joe	SPSC	3
Red Sky At Night	Robbins, William	LMYC	4
Dingo	Ferguson, Rob	LMYC	5
Whatever	Mooney, George	LMYC	6
Casper	Boyce, Tom	LMYC	7
Kyrre	Morrison, Craig	LMYC	8
Boomerang	Salter, Mike	SPSC	1
Slo - Poke	Lintunen, N. & T.	LMYC	2
Lionheart II	Strahl, Len		3
Blitz!	A. Buliga/J. Amyot	LMYC	4
Yes	Kozieradzki, Andy	LMYC	5
Sorceress	Krygsman, Erica	BRSC	6
Firewater	Hallenbart, Andy	SPSC	7
Hard A Tack	Stridiron, Bill	BYC	8
Special Delivery	Bingham, Robert	LMYC	9
Zamboni	Johnson, Alan	WYC	10
Ruffian	Noakes, Bill	SPSC	11
On A Tack	Blyth, Ken	SPSC	12

Ian Dawson, in the Sharik **Shikasta** with Adam & Renka Gesing, won the "Power Squadron Perpetual Trophy" for the best corrected time of 3:02:05. **Hard A Tack**, a Mumm30 registered to John Vermeulen/Greg Stevens/Bill Stridiron won the trophy for first to finish with a time of 3:30:08.

2005 Club Championships

PHRF A		Total	
Boomerang	Salter, Mike	SPSC	22
Ruffian	Noakes, Bill	SPSC	48.8
Firewater	Hellenbart, Andy	SPSC	57
Lionheart	Strahl, Len		78
On A Tack	Blyth, Ken	SPSC	89.4
Sorceress	Krygsman, Erica	BRSC	116
Narrow Margin	Boivin, Gene	SPSC	128
Zamboni	Johnson, Alan	WYC	133
Risky Business	Stridiron, Bill	SPSC	133

JOG		Total	
Mai Toi	Brown, Rene	SPSC	20.8
Kiwitea	Domney, Lyn	SPSC	46.2
Breezin	Layfield, Bob	SPSC	54
East of Midnight	Soles, Peter	SPSC	86.1
Skylark	Halpin, Jim	SPSC	97.3
Nimue	Howarth, David	SPSC	98
Windsong	Halpin, Jamie	SPSC	99
Kazz	Allum, Paul	SPSC	118

PHRF B			
Dynamo Hummm	Davidson, Joe	SPSC	21
Panic	Mogyorody, Kevin	SPSC	24.8
Addendum	Fuller, Bob	SPSC	33
Chinook	Murphy, John	SPSC	43
Up Beat	Lehmann, Fred	SPSC	67

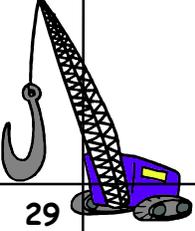
Shark			
Spongeworthy	Reginier, Mo	SPSC	30
Loanshark	Brockman, Luke	SPSC	63
Marmoset	Barlow, Andrew	SPSC	74
Invincible	Lehmann, Vince	SPSC	81
	Noakes, Craig	SPSC	83
Shikasta	Dawson, Ian	SPSC	108
Finn McCoul	Edgley, Frank	SPSC	129
No Marshmallows	Andrews, Graham	SPSC	133
Smother Mary	Helm, Jason	SPSC	143
Stringendo	Coulbourne, Dave	SPSC	150
Katibatic	Malone, Robert	SPSC	168
Cheers	Fuller, Darcy	SPSC	173

PHRF C			
### ####	#####, #####	SPSC	29.5
No Resistance	Robichaud, David	SPSC	38
Xanadu	Hind, Wayne	SPSC	39.8
Schwanky	White, Derek	SPSC	40.8
Alcoholics Alluvus	Giles, Scott		87
Shamar	Ramey, Paul	SPSC	97
Clewless	Bowsher, Sarah	SPSC	112

SPSC Invitational			
PHRF A			
Hard Attack	Vermeulen, John	BYC	1
LionHeart II	Strahl, Len		2
Zamboni	Johnson, Alan	WYC	3
Slo-Poke	Lintunen, N. & T.	LMYC	4
Ruffian	Noakes, Bill	SPSC	5
PHRF B			
Dynamo	Davidson, Joe	SPSC	1
Chinook	Murphy, John	SPSC	2
Marmoset	Barlow, Andrew	SPSC	3
No Resistance	Robichaud, Dave	SPSC	4
Schwanky	White, Derek	SPSC	5
JOG			
Mai Toi	Brown, Rene	SPSC	1
Kiwi Tea	Domney, Lyn	SPSC	2
Skylark	Halpin, Jim	SPSC	3

Sunday Summer Series			
Wabul	Hind, Chris		5
No Resistance	Robichaud, Dave	SPSC	7
Mojo	Ginham, John	SPSC	10
Marianna	Arthur, Wesley	SPSC	11
East of Midnight	Soles, Peter	SPSC	11
Breezin	Layfield, Bob	SPSC	12
Wet Dream	Labonte, Rick	SPSC	12
Kiwitea	Domney, Lyn	SPSC	13

October 2005 SPSC Calendar

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
<p>November 2005 Club House Duties</p> <p>Oct 29-Nov 5 Nov 6-12 Nov 13-19 Nov 20-26</p> <p>Martin, J&S* McClinton, B&B* McLean, F&L* Mendoza, R&R* White, D</p> <p>Nov 26-Dec 3 <i>If you can't make your week, please trade with another member.</i></p> <p>Moorehouse, D&J*</p>					<p>1</p> <p>7:30 pm Games night at the club</p> 	<p>2</p>
<p>3</p> <p>Club House Duties (Oct 2-8) Howarth, D&E* Lukaniuk, M</p> 	<p>4</p>	<p>5</p>	<p>6</p>	<p>7</p>	<p>8</p>	<p>9</p>
<p>10</p> <p>(Oct 9-15) Labonte, R&S* Lehmann, F&H</p> 	<p>11</p> <p>7:15 pm Executive Meeting</p>	<p>12</p> <p>Men's Lunch</p>	<p>13</p>	<p>14</p>	<p>15</p> <p>7:30 pm Games night</p>  <p>Deadline for sending Winter Storage form (see insert) to Jamie Halpin</p>	<p>16</p> <p>Land cruise, to start at SPSC, end up at a place T.B.D. for dinner. Start time 3:00 p.m. Contact: John Novak</p>
<p>17</p> <p>(Oct 16-22) Langlois, E&E* Massender, B</p> 	<p>18</p>	<p>19</p>	<p>20</p> <p>Deadline for sending form for Final Furl (Nov. 12, see insert) to Jeff Labonte</p>	<p>21</p>	<p>22</p> <p>Cradle moving 8:00 am</p> 	<p>23</p>
<p>24</p> <p>(Oct 23-29) Herzenberg, M&K* Kosior, D&D</p> 	<p>25</p>	<p>26</p>	<p>27</p>	<p>28</p>	<p>29</p> <p>Haul out 7:30 am (but be there by 7:00 am)</p>	<p>30</p>

FINAL FURL
NOVEMBER 12, 2005

7:30 p.m.

Knights of Columbus
152 Lesperance Road
Tecumseh



Buffet Style

Chicken, Cabbage Rolls, Ham, Pasta, Roast Potatoes, Gravy, Tossed Salad,
Rolls/Butter, Coffee, 2 bottles wine per table

\$30.00 per person ————— by OCTOBER 29, 2005 (haulout)

\$35.00 per person ————— after OCTOBER 29, 2005

(TEAR OFF)

MEMBER (s) _____

GUEST (s) _____

GUEST (s) _____

GUEST (s) _____

Send to: Jeff Labonte
Social Chair, SPSC
210 Brighton Rd
Tecumseh, ON N8N 2L3
(519) 971-5447
jlabonte@cogeco.ca

Important to know approximate numbers of attendants by October 20, 2005.