



Soundings

Newsletter of the *South Port Sailing Club*

Oct. 2006

2006 South Port Final Furl

A salute to our
Past Commodores

Saturday 18 November

This year's dress theme:
The 60s, when South Port was founded

Cocktails: 6:00 p.m.
Dinner to follow

The Other Place Catering &
Reception Center
1395 Walker Rd., Windsor
\$35.00 per person
"CASH BAR"

To reserve, see insert



Final Furl Music

Please bring your favorite 60's music on a CD.

Final Furl Photos

Chris Eagen is looking for digital pictures of the 2006 year. Pictures will become part of a digital library of the club as well as a PowerPoint presentation at the "Final Furl". If you have any photos you would like to submit please email Chris at ckeagen@tanzer75.net

If you have a lot of photos please copy them to a disc and leave them in the mail slot in the club. Discs will be returned.



**Cradle
moving
14 Oct.**

**Haulout
21 Oct.**



www.southportsailingclub.com

Ryan Masse & Chris Eagen have set up a new Web site for SPSC. One new feature is the Forum, which members can use to sell things, find crew, or keep in touch with sailors abroad.

Do you have a business, trade or special skill that you would like to tell fellow members about?

In the spirit of supporting fellow club members throughout their endeavours, we are allowing "Family Members" to list their business, trade or special skill on the new Web site.

To view the page that your name would be added to, go to: www.southportsailingclub.com/links.html
Contact Chris Eagen at ckeagen@tanzer75.net for more details

Why my boat is best

Sue & John Bufton, the Ontario 28

The editor has asked us to contribute some ideas as to why our Ontario 28 "Wight Spirit" is the best boat. Firstly a disclaimer: there is no such thing as a single best boat. The ideal boat depends on what you want to do and local conditions. John's been sailing continuously for over 50 years now on oceans and estuaries, lakes large and small, in dinghies and keelboats, racing and cruising and he is sure that the old phrase "horses for courses" applies to boats as well. However for a cruiser sailing on Lake St. Clair, with occasional forays further afield, the Ontario 28 is a boat well suited to South Port.

The boat was designed in 1978 by former C&C employees, and she is often mistaken for a C&C design. The Ontario 28 was generally built well above industry standards for 28 foot production fiberglass sailboats. Conceived as a cruising boat, she has a spade rudder, fin keel, and lines which trace their origins to the C&C design team. The result is a good cruising boat with respectable performance. The Ontario 28 has a relatively shoal draft (only 4 ft), a surprisingly wide beam (10 ft), and a moderate

displacement for a 28-ft cruising boat (6800 lb). With an overall length of 28'7", the Ontario 28 is a big 28 footer. Many manufacturers would have labelled this boat as a 29 footer. Indeed, in the mid-80s, Ontario Yachts started to market this boat as the Ontario 29.

The Ontario 28 was developed as the "little sister" to the Ontario 32. Ontario Yachts wanted to build a smaller and more affordable version of their popular larger model. Dick Kneulman, former Ontario Yachts owner, said that they were very satisfied with the design of the Ontario 28, describing it as "a good sailing boat with lots of room."

The Ontario 28 was produced from approximately 1978 to 1985. Fewer than fifty Ontario 28s were ever built. She has a number of interesting design features. These include a T-shaped cockpit, and wide cabin with lots of standing headroom, and small bulwarks around the deck. Bulwarks are rare on any production fiberglass boat, especially on vessels under 30 ft in length. A 12-hp Yanmar diesel provides thrifty and reliable auxiliary propulsion.



We bought "Wight Spirit" 11 years ago with the idea that we would progress to a bigger boat eventually. However, we found she suits our needs with good accommodation for a couple cruising, space for friends and a large cockpit. Wheel steering is a great advantage, freeing up cockpit space, and allowing less physically able crew to helm without strain when the wind pipes up. *Canadian Yachting* in a 1999 review described the boat as a "keeper." We agree!

Chris Eagen, the Tanzer 24



Well, I could say I think my boat, Tia Lisa, is the best for many different reasons. The cabin space, the waterline or maybe it's that super smooth bottom. Perhaps it's the feeling of total reliance that I get when the weather kicks up and sends six foot waves my way. Those could be the reasons, but they are not. I think my boat's the best because of the fleet of

sailors that I get to sail against when I take her out to race. They're the reason my boat is the best, and I can't think of a better bunch of skippers that I would rather beat on the race course...

Farewell to the Dawsons



A very pleasant evening and farewell potluck dinner was spent at the SPSC clubhouse

on Thursday, September 14th. It was a happy occasion as we are all expecting Renée, Ian and Kathrine to return to Windsor for visits. They are moving to Halifax, where Ian is working for KPMG, Renée will be continuing her PhD in biomedical engineering, and Kathrine will be keeping them both in line.



Memories of Ian's escapades were discussed, as he has been around South Port for a long time,

starting with taking sailing lessons in 1977, teaching in 1985 and '87, then buying his Shark, Shikasta, in 1997 -- one year before meeting Renée. Little did she know then that she would be racing in that Shark, and become the sailing school committee chair for three years.

Over the evening, Ian reminded a few people of some of his adventures, from his point of view, with various members of the club. Renée and Ian have given much to the club and it was a pleasure for Commodore John Shaw to present to Ian the Jack Merion Award, which is presented in recognition of members who have made a significant contribution to SPSC. This is the first time it has been awarded in 7 years. Renée was presented with a bouquet of flowers to mark the special occasion.

We give the family all our best wishes and know that many new experiences are on the horizon. We know they will reach the mark safely, and enjoy the sail.




The clubhouse kitchen is looking for donations of teaspoons and dishtowels. Leave them in the kitchen, or contact Margaret Entwistle.




The summer sailing lesson program was a great success. Thanks to Renée Dawson, Lynn Baker, and all the instructors. Andrew can't wait to try out the new 420 next season.

Soundings
 is the newsletter of the
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Please get your contributions for the next issue by 20 October to Jackie (519.971.9699; robtim@cogeco.ca)

Spending a long weekend on cold, windswept Lake Ontario can drive you to drink...and where are the pedicures ?

Ah yes, The Canada Day weekend a time to relax and unwind – and forget the daily news grind at Queen’s Park. Unless your significant other is a sailor, that is. In which case, things don’t usually work out quite like that.

If you were on shore last Canada Day weekend, the weather was sunny and warm. A bit breezy, perhaps. But nice. On Lake Ontario, where I was, there was a 40-kph wind and it was, well, choppy. And cold. Very, very cold.

I spent the weekend sick, soaked to the skin, with my husband barking oddly incomprehensible orders, like “come-about” to me as he skippered his 27 foot sailboat. This is not to suggest that Dave is in any way dictatorial, but he’s short and bossy and his friends call him Napoleon.

I was “crew” which (too late) I learned is a four letter word meaning the person who does all the dirty and dangerous work on a boat, while the skipper steers.

Crew get to stand on a windswept, slippery hatch cover and tie and untie the sails – watching the cold dark waters of Lake Ontario churn beneath you.

Crew get to haul on the sheets, and trim the sails in the great nautical hierarchy. If you are really lucky, crew get to crawl on all fours to the front of the boat to tie on a bowline. (Oh, that’s right. It’s called the bow...and the back is the stern.) And ropes aren’t ropes, they are either sheets or lines.

That’s the other thing about sailing, they speak another language. Don’t get me wrong, it’s not that I’m a die-hard landlubber, it’s just that I prefer a little more pampering and relaxation on my days off. A romantic weekend for me involves

a soft bed, a manicure/pedicure with perhaps a massage thrown in.

Sleeping on a sailboat is cramped and uncomfortable, and forget about manicures. You won’t have any nails left by the time you’ve winched enough of those lines.



Not just that, my husband races his boat, so it’s stripped of every unnecessary piece of weight. There are no fancy barbecues or cooking equipment that might make the trip bearable.

I mentioned all these drawbacks casually (and quite politely) to Dave several times last year as a reason why I’d just as soon not sail. I thought his response would be to give it up, or at least cut back. Not a bit of it.

He “solved” the problem by buying a bigger boat. The bed – oops, berth – is softer. There’s a microwave oven. Our sailing friends keep telling me how “lucky” I am that Dave has bought ME a bigger boat so I’ll be more comfortable. ME? I’d be happy if I never sailed again. I figure Dave’s bought a

\$40,000.00 microwave oven. It would take a boat the size of the Royal Yacht Britannia to make me comfortable.

Sailors spend a great deal of time seeing very little of the world. My husband will brag about how long it took him “only” six hours to get to Oshawa. And, if you point out that you could get there in half an hour on the GO train, you get a withering look. Last Canada Day it took us three hours to sail to Toronto Island. We could have been there in 10 minutes on the ferry.

And, my family keeps losing stuff overboard. Among his losses, my husband counts two pair of prescription glasses and a Blackberry. My older son recently attempted to leap from the boat to the dock - and fell in. He lost both his dignity and his cell phone.

Last year, as we sailed past downtown, my sopping hair matted to my head, we passed the Sun’s head office on King Street. As I clung desperately to a lifeline, I pictured my colleagues all snug and cozy in the newsroom. And for the first time in my life, I actually envied people who work on holiday weekends.

So, I am praying for soft breezes today. One rule we have onboard is that we never drink – until we are safely into port. Last year when we finally arrived at the Island, I stripped off my sodden clothes, climbed into an equally sodden sleeping bag, poured myself a stiff gin and tonic – and wept, that I had ever been foolish enough to marry a sailor!

*by Christina Blizzard
Reprinted, with permission, from
The Toronto Sun, 2 July 2006*

Introducing current members, by Jackie Timothy

Graham & Patricia

Andrews joined South Port in 2000. They are the owners of a Shark NO MARSHMALLOWS, and enjoy cruising with their sons Matthew, Jordon and Michael. Graham is replacing Renée Dawson as Sailing School Committee Chair. Thanks, Graham, for taking on that challenge.



Andy & Doris

Hellenbart, both Past Commodores, have been members at South Port since 1969 with daughters, Andrea and Erika. Andy held the position of Commodore in 1981 and Doris in 1988. They are the owners of a C & C 35 FIREWATER, that participates in the Wednesday night Keelboat Races. Andy is our DRYA delegate.

Property committee, Rene Brown

Thank you to those members who came out to the Saturday morning property work parties. We were able to relocate the dinghy racks from the south wall of the club house to an area next to the storage shed. This will provide easier access for the dinghies and keep the grass alive to the south of the club house. The area where the racks used to be has been cleaned up, top soil spread and grass seed planted. If you are looking for a way to get your work hours in please call. There is a variety of jobs available.

Introducing our newest members, by Lynn Baker, membership



Elizabeth, Dennis and Lauren Rivet are the owners of a still-to-be-named C&C 24.

Dennis works at NARMCO. As for hobbies...he says everything is a hobby...including maintenance and repairs on his new boat. AND he runs marathons.

Elizabeth is an obstetrics nurse at Met Hospital...with a special interest in scrapbooking.

As for Lauren...she's 13 and involved in a number of activities including Arts, Karate....and sailing.



We welcome **Erica Krygsman & Brad Roy**, formerly of Belle River Sailing Club, and their children, Erin and Maeve.

Brad is the newest addition to the St. Clair marine staff, and loves anything boat-related, having a particular affinity for sailboats. He

loves music, plays the guitar, and has what Erica describes as "the coolest music collection ever". He enjoys hunting up north, and is a tool and die maker by trade.

Erica was introduced to racing some 13 years ago, and has been involved ever since. She is interested in branching out into cruising, provided she can get time away from her law practice. Her interests include renovating (nothing mechanical or electrical) reading and cooking.

Look for them on the water in their Hughes 25 PELICAN.

from the Harbour Master, Jamie Halpin

The big project in the harbour this summer was more dredging. We dug, and we dug, and we dug, until our entire dredging budget was spent. I hope we met our objective of ensuring that all members are afloat in their wells and able to get in and out without touching. To stay within budget we had to keep the entrance channel to only 40 feet wide, which means that you have to be very careful about staying in the channel. Hopefully, we have got things to a point where we can dredge less next year so that more money will be available for bank repair and to pave the walkway along E-dock.

Thanks to Dave Stephenson for the repair to the docks in the dinghy area and parts of A-Dock.

Now it is time to start thinking about that sad day when our boats make their final voyages for the season and arrive at the cranes. Haul out has been scheduled for Saturday, October 21st and cradle moving will take place on Saturday, October 14th. Once again, please bring an adjustable wrench to cradle moving to help reassemble the folding cradles.

The Winter Storage Request and Release Forms were sent out earlier this month. Notice that the form and the system for paying for winter storage and haul out have been changed to streamline the billing process. You will be required to calculate your own winter storage fee and submit your cheque with your form. If I don't get your cheque we will not haul your boat! To avoid this, please return your form and cheque by October 1st. You can postdate your cheque to November 21st (30 days after haulout) so you won't actually be paying any earlier than you did last year. The same system will be applied for summer dockage fees when we get ready to launch in the spring.

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 for and aft to guide your boat. Hope to see you all at cradle moving.

You know you are a sailor if...

- girls look "HOT" in wet weather gear
- all your Christmas gifts come from Sea and Ski
- every so often you throw your Yorkie in the pool and yell "Man overboard" and wait for the curious onlookers to see who the sailor is, by the floating ring
- you are cutting the lawn and still checking the wind direction and speed
- you squeak when you shop for gear
- you are constantly broke from buying beer
- you often say "Once-in-a-Lifetime Investment"
- you are a genius at improvising and have a PHD in "Duct Tapeology"
- you cannot part with that comfy pair of Sperrys regardless of the holes
- you can't resist rubbing the lower hull of every boat you pass in dry dock, to see how smooth it is!

submissions from South Port members



Goings on before the Harvest Moon — the sneaks in the kitchen. Halpin dipping and Young spiking (from Chinook)

Racing results

43rd SPSC Annual Invitational Regatta, August 12th and 13th. 22 boats competed from South Port, LaSalle Mariners, Windsor Yacht Club, Riverside and Blind Bay. Overall results in each division were as follows:

PHRFA

1st. Boomerang; Salter, Mike SPSC
2nd. Slo-Poke; Lintunen, Nickolas LMYC
3rd. BLITZ!; Amyot, John LMYC

PHRF B

1st. Sniper; Mogyorody, Kevin SPSC
2nd. Dynamo; Humm Davidson, Joe SPSC
3rd. Overtime; Lehmann, Fred SPSC

PHRF C

1st. Schwanky; White, Derek SPSC
2nd. Bulldog; Edgley, Frank SPSC
3rd. No Resistance; Robichaud, Dave SPSC

JOG

1st. Kiwitea; Domney, Lyn SPSC
2nd. Mai Toi; Brown, Rene SPSC
3rd. On A Tack; Blyth, Ken SPSC

SHARK

1st. Spongworthy; Regnier, Mo SPSC
2nd. Stringendo; Colbourne, Dave SPSC
3rd. Marmoset; Barlow, Andrew SPSC

2006 Harvest Moon Regatta, Saturday September 23rd. 25 boats participated, including sailors from Bayview, LaSalle Mariners, Cedar Island and Belle River sailing clubs. Chili, beer and socializing followed the event.

BEST Corrected time and First to finish:
Praeceptor; Bob Bingham LMYC

PHRFA

1st. Praeceptor; Bob Bingham LMYC
2nd. Slo-Poke; Nikolas Lintunen LMYC
3rd. Zamboni; Ian Dawson SPSC

PHRF B

1st. Addendum; Bob Fuller SPSC
2nd. Dynamo Humm; Joe Davidson SPSC
3rd. Whatever; George Mooney LMYC

PHRF C

1st. Tia Lisa; Chris Eagen SPSC
2nd. Schwanky; Derek White SPSC
3rd. No Resistance; Dave Robichaud SPSC

JOG

1st. Mai Toi Rene Brown SPSC
2nd. East of Midnight Peter Soles SPSC
3rd. Skylark Jim Halpin SPSC

SHARK

1st. Loanshark Luke Brockman SPSC
2nd. Cheers Darcy Fuller SPSC

Sail for Hospice 2006 - Saturday Sept. 9, 2006

JOG

1st. place - East of Midnight; Peter Soles
2nd. - Mai Toi; Rene Brown
3rd. - Dynamo Humm; Joe Davidson

PHRF

1st. place - No Resistance; Dave Robichaud
2nd. - Schwanky; Derek White
3rd. - Firewater; Andy Hellenbart



Sail for Hospice

I would like to thank everyone for participating. The trophy for best corrected went to Peter Soles, East of Midnight.

The Dove flag goes to the boat with the most pledges, Bob Young.

I would like to thank the:

Race committee: John Murphy and his crew.

Race Chairman: Joe Davidson

Kitchen crew: Jan Domney, Ora Reed, and Margaret Evans.

South Port collected over \$3,500.00.

The Hospice Regatta is also held at LaSalle Mariners Yacht Club and Cedar Island Yacht Club on the same weekend.

Together, area sailors raised over \$13,000.00

We do have a few "Sail for Hospice" jackets left to sell @ \$50.00, and hats @ \$15.00. (Have you finished your Christmas shopping?)

Anne Marie Ofner

October 2006 SPSC Calendar

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
<p>1</p> <p>(Oct. 1-7) Martin, J&S</p> 	<p>2</p>	<p>3</p>			<p>6</p>	<p>7</p> <p>Fun Race Contact Chris Eagen</p>
<p>8</p> <p>(Oct. 8-14) McClinton, B & MacDonald, B</p> 	<p>9</p>  <p>Happy Thanksgiving</p>	<p>10</p> <p>Men's Lunch 7:15 pm Executive Meeting</p>			<p>13</p> 	<p>14</p> <p>Cradle Moving 7:30 pm Games night at the club</p> 
<p>15</p> <p>(Oct. 15-21) Mendoza, R&R Shore, B</p> 	<p>16</p>	<p>November Clubhouse Duties (Nov. 5-11) O'Brien, M&S (Nov. 12-18) Regnier, M (Nov. 19-25) Reid, B&O (Nov. 26-Dec. 2) Richardson, G & Graybiel, J</p>				<p>21</p> <p>Haul Out</p>
<p>22</p> <p>(Oct. 22-28) Mogyorody, K&C McLean, F&L</p> 	<p>23</p>			<p>27</p>	<p>28</p> <p>7:30 pm Games night at the club</p> 	
<p>29</p> <p>(Oct. 29-Nov. 4) Murphy, J & Priskorn, K</p> 	<p>30</p> <p>Friends of Pike Creek</p>	<p>Clubhouse duties</p> <p>Please remember to complete the page in the binder in the kitchen allowing the next group to know what has been carried out. Contact the other member on the list to coordinate who will do what and when. If you are unable to attend during your designated week, please switch with another listed member that month. If you cannot attend and cannot find someone to switch with, contact the property chair, Rene Brown.</p> <p>We all like a clean & tidy club house.</p> 				