



Soundings

Newsletter of South Port Sailing Club May 2008



SPSC Sail A Bration 2008
Reservation form attached to Soundings
Please detach & submit to Social Chair at your earliest
'Round up at Pike Creek'

Launch May 3, 2008 7:30 a.m.

Have your guide lines hanging from your bow and stern, your can of antifouling open and a roller in hand !!

These empty wells will soon be filled and the season underway !!



Annual Shakedown Regatta
To Put N Bay Ohio May 17, 2008
Application forms available at LaSalle Mariners Club house or on their Website

505 10th Annual Regatta

May 24 & 25th
@ South Port

If you can assist on the water or with dinner, please contact Renka Gesing at 519-979-6398. Members are welcome to join us for dinner. Call Renka to reserve.



May Content

- Pg. 2 Grounds Clean up day/Cruise to The Thames Seniors Lunch/Cruising notes/Games & Card night/ Essex County PHRF 2008 Regattas
- Pg. 3 April @ the Club
- Pg. 4 Nature at South Port/ What's in a (boat) name?
- Pg. 5 Staying in Touch /2008 Cruise schedule Women's Challenge/Mainstays events Photos Windsong to Sea part 4
- Pg. 6.7 Windsong to Sea part 4
- Pg. 8 May Calendar /Nautical Quote
- Pg. 9 Duncan Jarvis/Spring Fling photos Sail A Bration Reservation Form

From Property Chair, Peter Soles

**CALLING ALL VOLUNTEERS FOR
GROUND CLEAN UP DAY!**

Saturday morning May 10th



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

Volunteer List

If you would like to fill in for a Member who is unable to carry out their clubhouse duties for the week, add your name to the volunteer list on the kitchen bulletin board. Remember one hour equals one and half toward work hours. Leave your name and number and you will be called if a volunteer is needed. Clubhouse work hour sheets are picked up regularly by Wayne Hind and recorded. For other jobs carried out be sure to fill out a work chit, and slip into the work hour box which is located in the foyer.

**May 24 Cruise to
The Thames**



(cruising photo Belle River weekend 2007)

Leaving SPSC approximately 10:00 a.m. Saturday the 24th. Evening cocktails 4:00 p.m. Dinner details to follow. Overnight at TRYC. Leaving the 25th following breakfast.

Contact Allen and Peggy Shearn to reserve.
519-962-6529 or email bio_cals@jhu.edu

Games & Card Night

May 10 & 24th.

7:30 p.m.

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



Cruise notes from Jack Entwistle

North Channel Forum

There has been a request for a forum where newer members who have little or no experience of cruising the north Channel, could meet with members with lots of information to pass on. The Halpins and Hellenbarts have kindly volunteered to give of their valuable time if such a meeting is arranged. If anyone is interested please call Jack Entwistle at 519-739-2061 at your earliest, so a meeting can be set up in late May or early June.

Entwistle at 519-739-2061 at your earliest, so a meeting can be set up in late May or early June.

Men's Lunch

2nd Wednesday of every Month

May 14

John Novak for details

519-735-3737



Essex County PHRF 2008 Regattas



May 17th
June 28th
July 19th
Aug. 2nd
Aug. 23rd
Aug. 31st
Sept. 20th

LMYC Shakedown
TRYC TrySea Regatta
CIYC Maple Leaf Regatta
SPSC Invitational Regatta
LMYC Fighting Island Regatta
CIYC Labour Day Regatta
SPSC Harvest Moon Regatta

1 Lake Erie Counter
1 Lake St. Clair Counter
1 Lake Erie Counter
2 Lake St. Clair Counters
1 Wild Card Counter (Erie or St. Clair)
2 Lake Erie Counters
1 Lake St. Clair Counter

This dove built her nest on the back deck of East of Midnight in April. With the help of a cut down dollar store basket, Peter managed to slide the nest in, and hopes to slowly move her to a safe area before launch day. In the meantime, she sits and watches him work in the cockpit.



Then there's the silly goose!



Photos in this issue compliments Rene Brown, Jackie Timothy and the SPSC archives

What's in a (boat) name ?

By Andy Hellenbart

When we purchased the boat, a C & C 35, we considered changing the name, but this is considered bad luck. On the other hand, we liked the name since it represented the previous owners.



Firewater was originally named in 1980 by Cliff Hatch and Bill Howitt who bought the boat in Hamilton and moved it to Windsor. The name was a perfect blend of the two owners' careers. *Firewater* is a slang term for whiskey which Cliff peddled through Hiram Walkers. Chief Pontiac, whose head is featured in *Firewater's* logo, was used in many of Bill's advertisements for his Pontiac, Buick dealership. The script and logo were designed by Weasel's Easel a local media arts company.

By Jack and Marg Entwistle

After purchasing our Shark from the Toronto Boat Show, we had to do the first bottom painting and at the same time were looking for a name. We had picked up a sailing magazine that showed this huge sailing ship that was absolutely beautiful called *Whitefin*. It was possible to get white bottom paint that many years ago, so we painted the fin or keel white and called the boat *Whitefin*.



Francis McLean

His C & C 27 was originally purchased by Lorne Mann of SPSC, later owned by Phil Kurtz and still has it's original name *Zephyr*. It is a Greek work meaning Gentle Breeze.



When Jay Laird purchased his Chrysler 22, he chose to name the boat *Free Ride*. The explanation of the name is as follows ..You start the motor, exit the channel and from then on it's a '*Free Ride*'



When I first joined SPSC and saw a boat in the club named *Mo Jo* I assumed for those who remember, the expression "got your *Mo Jo* workin". This spring I asked John Ginhams what it meant, and very simply *Moire* and John.



When asked the meaning behind the name *Caribbean Queen* on Keith Gallie's Tanzer 22, his answer was "I have no idea". He bought the boat in 1980 and although he had thought of changing it, it just never came to pass. It carries it's original name.



Ian, Katherine, Renée and Sarah Margaret



Staying in Touch

Former members Ian and Renée Dawson are proud to introduce Sarah Margaret who arrived April 14, 2008. At 7 pounds 4 oz. she entered this world kicking and screaming and was quoted in the email to be 'an eating machine'. Katherine is looking very happy with her new sister .

Women's Challenge 2008

For details go to www.southportsailingclub.com click on Women's Challenge on the right side of the home page

2008 Cruising Schedule Confirmed

Check SPSC website monthly calendar for details

- May 24/25 Thames River Yacht Club Cruise
- June 14 Sandbar evening Dinner Cruise
- June 28 Windsor Yacht Club Dinner Cruise
- July 12/13 L.M.Y.C. Pelee Island cruise/race
- Aug 2/3 North Star or Great Lakes Y.C. Cruise
- Aug 16 Belle River Dinner Cruise
- Aug 30/31 Sept 1 Weekend cruise
Thames River Yacht Club

Mainstays Upcoming Events, by Sue Bufton

Thursday May 15 at 10:00 a.m. is Flower Planting Day ! Please come and help brighten up the club grounds for the summer. Bring your own gardening tools. We will be planting annuals and mulching all the beds around the clubhouse.

Thursday May 29 at 6:00 p.m. is our annual Welcome to Summer Cruise. Bring some finger foods or your favorite beverage to share. Weather permitting we will be out on the lake, leaving the dock at 6:30 p.m. sharp. Bring your life jacket. If not we will socialize in the clubhouse.

Windsong to Sea part 1V

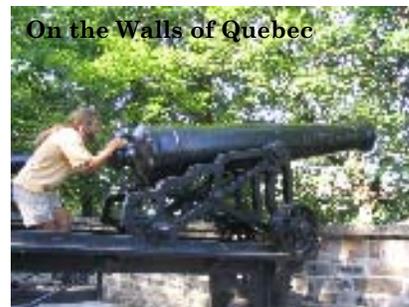
Chateau Frontenac



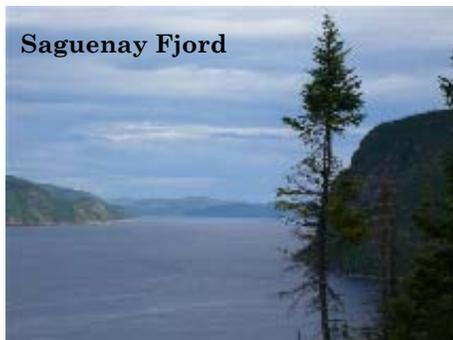
Hotel de Ville Montreal



On the Walls of Quebec



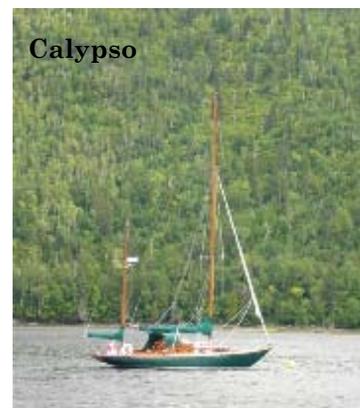
Saguenay Fjord



Cap Enternite



Calypso



Windsong to the Sea - Part 4 - Montreal to the Gaspé by Jamie Halpin

My first day in New France began with a deluge. It rained so hard that the sun awnings on the docks collapsed and the twisted frameworks had to be cut away. Angela and I spent the morning running up and down the docks in our foul weather gear going laundry and getting groceries, while the rich and famous sat around us beneath the Biminis of their yachts and watched the skies descend on us. Once the rain stopped the chamois came out to buff away every drop so no yacht was scarred by a single water spot. Aboard *Windsong* the dock lines were released. I couldn't afford another night with the rich and famous. We road down the rapids and crossed the river to Longueuil where we dropped a hook for the night.

We took the dinghy back to Montreal. The current was much easier to fight when planing along at 15 knots. And playing chicken with the steps of the thirty foot high concrete walls was far less stressful in a boat that bounces. We wandered the cobblestone streets, watched the buskers, and marvelled at the centuries old stone buildings. It was as though we had crossed the Atlantic to Europe.

On the grocery list in Montreal was a set of tide tables which allowed us to play the currents the next day and make a quick trip to Trois-Rivieres. We arrived so early, and the pulp mill was so smelly that we continued on down the Richelieu Rapids to Portneuf. For most of the day we enjoyed a boost from the two to three knot current. In the rapids themselves the current surged to five knots slinging us downstream at eleven knots true!

We considered anchoring at Portneuf but the anchorage was open to the predicted NE winds. So we entered the harbour and paid for a well. Good call! The predicted 10-15 knot winds wound up being more like 15-25. We departed in the morning and tried to buck the steep waves and headwinds to Quebec City. Spot, the sea cat, had long since proven her seaworthiness and earned her cabin privileges. She found herself a nice cozy spot on the low side near the boat's centre of gravity. The rest of the crew wasn't so comfortable. We gave up after an hour and had a rip roaring sail back upstream to Portneuf and spent a second night.

The next day dawned calm and clear. We motored past the picturesque Chateau Frontenac and locked into the Marina Port de Quebec in Quebec City by 11 am. We were now at sea level, and tidal range was so great that the marina had to be separated from the river by a lock.

If Montreal had felt like a taste of Europe, Quebec City was like the main course. We toured the Chateau, watched more buskers, and took a tour of the walls of the only fortified city in the New World. When we went to get Angela's train ticket home, I was amazed that even the train station was built like a cathedral. We had our last dinner together at a Pizzeria in Port Royal, where Champlain founded the city 400 years ago!

Angela departed in the morning and I broke out my Sea and Ski special folding bicycle and resumed my tour. I took a guided tour of Place Royal. The history was amazing! It was a rough place to settle 400 years ago, the water was brackish, and it was so harsh that most of the settlers died in the first winter. As the city grew things didn't get much better, the city frequently burnt due to sparks from the chimneys falling onto the cedar shake roofs. Upon their invention, slate roofs became more of a safety feature than fashion statement. But even slate was defenceless against British cannonballs that caused the city to burn once again. The final blow came from the dredging of the river to Montreal. This shifted the centre of shipping away from Place Royal and by the 1970's it had fallen to ruins. The gorgeous buildings of Scottish ballast stones that we see today have all been lovingly restored over the past 30 years.

My tour continued with the Citadel. I looked out over the Plains of Abraham and imagined the British troops advancing on this impenetrable fortress. It didn't happen that way. The Citadel was actually built by the British after they captured the city to prevent the French from retaking it. It was also intended for defence against the Americans, and several guns were trained on the city in case of popular uprising.

I took my folding bike out onto the Plains of Abraham where I saw more Martello Towers like the ones in Kingston and made my way to Wolfe's Monument. Currently on its fifth incarnation, it holds a place in infamy as the most blown up monument in Canada.

It was with a heavy heart that I left the walled city behind but it was now August 11th. I had less than three weeks left to make it to Sidney, Nova Scotia, 700 nm away. I unfurled my sails and pointed *Windsong* once again toward the sea. I sailed past L'Île D'Orleans where Dan Denomme's ancestor made his family's first home in North America. Across the river was Montmorency Falls where we tobogganed down the sugar loaf formed by the freezing spray during the winter of my high school Quebec trip. Somewhere between the ski hills of Le Massif and Mont Saint Anne I turned on one of my raw water taps and I realized that it had happened: *THE WATER TASTED OF SALT!* It was a moment I had dreamt of since my childhood

voyages aboard her, *I had sailed Windsong to the sea!*

I made my way into Cap-a-l'Aigle in the dark. As I wandered the docks I noticed that every boat with the exception of a half dozen small, extremely light displacement racing boats had radar. It reminded me of what Barry of *Calypso* had told me in the locks above Montreal. He pointed up to his radome and said that last time he was out east he made a little bargain with God. If God got him through this he would buy himself radar. I had survived three summers on Superior without it, but was I now pushing my luck? Spot seemed to think so. On my way back to the boat I found her on the swim platform of a powerboat with a nice big open array radar!

It was calm the next morning when I departed for Tadoussac and the Saguenay Fjord. At the mouth of the fjord there were pods of Minke and Beluga whales and even larger pods of whale watching boats. None of the whales surfaced close enough for a successful photograph, but they were fascinating to watch through my binoculars. The fjord itself was absolutely majestic! Granite cliffs soared 1000 feet above my mast and plunged another 1000 feet below my keel. I took a mooring for the night in Baie Eternite. Moorings were a necessity because even in the shallowest part of the bay it was still 40 feet deep! The bay was aptly named. It was a place of eternal beauty carved by the eternal forces a glacier gouging its way over the eons through almost a kilometre of some of the hardest rocks on earth. It seemed so ancient and so untouchable that it would stay that way for all eternity. It felt like you yourself could sit there for an eternity and never fully soak in the vista. On one side were the 1000 foot cliffs of Cap Trinite topped with a 24 foot tall statue of the Virgin Mary. On the other side were 700 foot tall hills of Cap Eternite carpeted with pines. And looking out across the fjord were even more 1000 foot cliffs.

Hanging from the next mooring was *Calypso* who I had last seen in the Saint-Lambert lock just upstream of Montreal. I dinghied over and spent a couple of hours chatting with Barry and his wife Yvonne. He turned out to be quite a character. He was a retired Special Ed. teacher who had actually ended up being the Principal of his own Special Ed. School. He had tried everything from hang gliding, to trying out for the Olympic team on the Flying Dutchman, to working for the Peace Corps in Borneo.

The next morning I was still trying to soak in the vista so I decided to stay the day and hike up to see the statue of the Virgin. It was incredible to watch the boats in the bay shrink away to dinky toys as I slowly worked my way to the summit. The Virgin had her own story. In the winter of 1878 Charles-Napoleon Robitaille's carriage fell through the ice into the fjord. In his struggle to survive in the freezing waters he prayed to the Virgin Mary for help. After his escape, he decided to erect the statue as his symbol of his thanks. The 7000 pound statue was carved from solid wood then covered in plates of lead. It was cut into 80 pound chunks and hauled up the mountain on men's backs before being reassembled at the top. After struggling up the trail with nothing on my back I could barely imagine what it must have been like for those men blazing their own way up under such a tremendous burden. That was clearly the days when ships were of wood and men were of steel.

I left Baie Eternite at 0600 the next morning to cross the St. Lawrence to the Gaspé. The winds were light but icy. The marine life put on another great show. At the mouth of the fjord was a large pod of Beluga, some Minke whales, and a huge group of seals. The seals were the strangest site as there near human sized heads kept popping up out of the water all around me. As I left the coast, a humpback waved me good bye with his tail.

As I approached the Gaspé I found myself on a collision course with a supertanker. I altered course to port. He altered course to starboard putting us back on a collision course. "Well, he has the right of way!" I altered course to starboard. He altered course to port. "Man what's with this guy?" I altered course back to port. He altered course to starboard. "To heck with it, I'm getting as far away from him as I can!" I altered course hard to port. This time he didn't follow. I'm sure that I've read this story in the "*You think that was dumb?*" section of Lats and Atts. Can anyone guess the punch line?

After successfully dodging the anchored supertanker, I dropped my own anchor in Anse à l'Original for the night. Pretty soon I would be reaching the northernmost point of my trip, farther north than *Windsong* had ever been. And as the St. Lawrence widened I would get my first taste of the open ocean before heading south into the Northumberland Strait and then finally to my destination in Nova Scotia. I had covered 1100 nautical miles without any serious problems. I could only hope that my luck would hold!

The last leg of Jamie's journey, Part 5, taking him to his destination, Sydney Nova Scotia will appear in June Soundings before he leaves on his adventure in July.

Nautical Quotes

**Only two sailors, in my experience, never ran aground. One never left port,
and the other was an atrocious liar. Don Bamford**

May 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
Calendar of Events			1 DRAGON BOAT team meeting 7:00 pm	2	3 LAUNCH DAY 7:30 a.m.	4 Dolsen, M & M
5	6	7	8	9	10 Yard clean up day work party Cards Night	11 MOTHER'S DAY-Domney, P
12 Executive Meeting	13	14 Men's Lunch	15 Mainstays Flower Planting	16	17 SHAKEDOWN REGATTA PUT N BAY OHIO	18 "Shake Up" to CIYC-Gesing A&R
19 VICTORIA DAY	20	21	22	23	24 505 Regatta/TRYC cruise Cards Night	25 505 Regatta-Weber S&P
26	27 Registration WOMENS CHALLENGE	28	29 Mainstays Welcome Summer Cruise	30	31	

June & July Duties

June 1-7
Young, B/ Draisey M

June 8-14
Edgley F & C

June 15-21
Finch A & J

June 22-28
Shaw J & M

June 29-July 5
Ginham J & M

July 6-July 12
Grayson B & M

July 13-19
Grosshans, P & D

July 20-26
Halpin J & L

Soundings

is the newsletter of the South Port Sailing Club

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www.southportsailingclub.com

Editor: Jackie Timothy

Please send your contributions for the June issue by

May 26th to Jackie:

519.971.9699 or

robtim@cogeco.ca

Masts off the picnic tables

by the 17th of May please! If you are unable to rig your boat by this date, please move them to another area on the property to allow grounds clean up prior to Sail a Bration. Thank you for your co-operation.



Request

If any members know of a group or organization that will be disposing of stacking chairs that are in good condition, please contact Margaret Entwistle with the contact name and price if known.

As previously mentioned, the club could use some more, and before buying new ones a little research is being carried out.

Thank you

Duncan Jarvis, former member of South Port passed away mid April 2008. He joined our club in the 60's and on his retirement moved to Sarnia. He became and continued to be an active member of the Sarnia Yacht Club. The older members would recall he took photos and movies at South Port events and was the 'unofficial' photographer at the Sarnia Club as well.



Photos from Irene East, SPSC archives Mid 80's

Left Duncan in the background taking movies at a club party (Nancy & Wayne Hind in front)

Right Duncan reviewing the movie with Matt Draisey standing behind and Anne Marie Parent seated.

Spring Fling pot luck Dinner April 26





*Round up at Pike Creek
 South Port Sailing Club
 Sail A Bration 2008
 Saturday June 7*

Theme: *The Old West*
Time: *1:00 p.m. Festivities commence*
Sail by: *2:30 p.m. receive your bottle of wine
 from the Commodore..*
Dinner Menu: *B.B.Q chicken with the fixins*
Cost: *\$12. 00 per person
 Kids 10 and under eat free*



*We invite each family to bring a dessert...
 Get out your cowboy hat and scarf!
 Come out and enjoy the day!
 Family & Friends Welcome!*

Reservation form

**Please submit to Social Chair, Derek White by May 30th.
 SPSC, 210 Brighton Road, Tecumseh, Ontario**

Name _____

Number of Guests _____ **Amt. enclosed \$** _____

Adults _____ **Children 10 & under** _____