



Soundings

Newsletter of the *South Port Sailing Club*

March 2005

In Memoriam Bill Mogyorody

January 25, 1926 – December 12, 2004

1975 was a memorable year for Bill Mogyorody, because not only had he bought a new Glastron power boat, but his son, Kevin, had a new Shark. As a power boater (docked at Windsor Boat Club), Bill never expected to be invited to join SPSC. But the original charter allowed for three power boater memberships in the club to assist with regattas, thus "Cigany Lady" became the Race Committee boat. Bill enjoyed the camaraderie of the SPSC members at Wednesday night races and their assistance with all the regattas. When Bill began his race committee duties, some sailors would complain that they hadn't heard the horn for the start of the races or hadn't seen the flag for shortening the course. Bill, in his decisive style, decided to use a new approach to starting and finishing races and introduced his unforgettable "shotgun." "No one," he would claim, "could miss this sound" as it reverberated across the lake.



everyone suspected he would, and he joined the ranks of the SPSC sailors. Initially he purchased a Mirage 26, "Tangerine," and later, a Mirage 35, "Attila." He enjoyed racing JOG and cruising Lake Huron and Lake Erie during the summer months.

What most of us remember about Bill is his personality. It was definitely bigger and bolder than the norm, even for sailors! He was the kind of person that when he walked into a room, if you didn't notice him immediately, from his large and portly stature, you would in the next few minutes, from his resounding voice and full-bodied laughter. He could tell a good joke, lead a discussion, or parry an argument, but his best and most memorable talent was story telling. Every story he told

Continued on page 6

A registered weed-control farmer, it would often disturb Bill when unwanted weeds would predictably appear around the clubhouse each summer. Weeds had their place, but in his mind, not at SPSC. Frequently he would bring one of his tractors in all the way from the county to help with the grounds maintenance, a task in which he took delight.

Eventually Bill became smitten by the sailing bug, as

Inside

Shark Worlds update	2
Commodore's corner	3
Property and Harbour Master reports	4
Membership & Cruising reports	5
Webb Odyssey - final installment	6
March calendar	8

Shark World Cup Update

from Lynn Baker

Planning is moving ahead for the July regatta. Still no big sponsor...but a number of smaller local businesses are lending support.

- Sea 'n Ski on Tecumseh Road was one of the first to come on board.
- We'd also like to thank Honey Bee Ham they're donating a whole ham for our opening night meal... Olde Riverside Winery is donating a batch of wine for the event.
- Riverside Music is supplying a PA system for a VERY nominal fee.
- We are also getting goods and prizes from Gill, Doyle Boston Sails, Salus, Quantum Sails, and North Sails.
- St. Clair College is donating rooms at its new residence.

We'll keep you posted on sponsors as they sign on, so our members can make a point of supporting them.

And a reminder that clean up crews are always needed, and that members are invited to attend the various off-the-water events...like the opening ceremony, a midweek food and entertainment night, and closing ceremonies. Those who aren't actually participating in the regatta will be able to buy meal tickets for the various events at a nominal fee.

Wine bottles wanted

Your committee will be bottling wine for the event...four batches in all...and that means we will need ten cases of wine bottles. We'll be bottling in 750 ml bottles... If you have bottles we'd like to save them from your recycle box. We appreciate it if they were rinsed... and the labels removed...and packed in cases of 12 - empty cases are usually at the liquor store on your way out the door.

Please call Lynn Baker 945-7834 if you can help. But do call first....I have visions of cases of millions of empties piled in my basement



from Margaret Entwistle

Consider helping out in the kitchen for the Shark Worlds, which will include serving, etc., for any or all of the following:

- Saturday July 2nd, 5.00.p.m. until 8.00p.m. We will be serving a meal. It is up until 8.00 because of boats arriving from out of town.
- Wednesday 6th July the Mainstays are doing most of the serving, etc., but extra hands are always needed.
- Friday is the awards night and we will serve the best meal of barbecued steaks, etc. Meals will all be buffet style and a huge tent will be set up at the side of the building. This will mean a bit of leg work for volunteers, but we think we can organize it reasonably well. This will be served at six but helpers will be needed in the afternoon to make salads, etc.

All these events will need people to clean up, so as you can see your services are needed. Nearer the time let me know what you would like to do. The more the merrier.

On the water is being taken care of by the Bayfield Team, but if you see Ian Dawson he could inform you if they need anyone.

The other big need is to be at the club early as we are providing Continental Breakfast each morning.

Towels & toiletries wanted

If you are sorting out your linen closets and are throwing out towels that may have a couple of uses left in them, please consider donating them to South Port for the Worlds. I noticed at our last regatta we could have used some towels for people who had to take unexpected showers (For various reasons) and we had no towels to give them. Also a reminder for all those toiletry gifts you were given for Christmas, which you will never use, will make great emergency supplies for the club. If you leave any of the above items in the kitchen with my name on the bag I will keep them at home until needed.

Major Web site

Paul and Mary Major have been aboard Bellavia since January. Paul caught his first fish in Australian waters on his birthday, 11 February. You can follow a bit of what they're up to at their Web page, www.enoreo.on.ca/~bellavia - click on **Journal** . If you don't have a computer, Irene East is keeping a three-ring binder at SPSC about their planning for the trip and the journal they have kept so far.

Commodore's Corner, from Phil Peck

March, the month for anticipation. It's a time to dream and plan for the summer ahead. Some of us have been in this mode since the first snowflakes fell last fall. But now, launch day is close enough you can almost smell the antifouling paint.

There's so much planning to do before the end of April. Once the boats are in the water nobody will want to sit and plan, we'll be out on the water. So, in the next few weeks, we hope to have a plan and a price for a new walkway along the harbour (it should be beautiful and functional). We'll also have a good strategy to host the Shark World sailing regatta.

Our Shark Worlds organizing committee has been working hard to pull the pieces together. They can still use any assistance you can lend and will need everybody's cooperation during the regatta. Details to follow in the weeks ahead.

For those who missed the membership meeting in February, I was very pleased to be among those recognizing Irene East for her contributions to the club. They don't give me enough space to list everything she has done over the years, but anyone who has used the membership directory or looked at the club's history in our archives can say thanks to Irene. The club has granted her the status of Life Member in SPSC.

Only a few weeks before launch day. Keep your fingers crossed for high water.

General Members Meeting

Tuesday 22 February 33 attended the General Members Meeting. Commodore Phil addressed all in attendance with open comments. Reports were given by Robert Linton, Property; Jamie Halpin, Harbour Master; Kevin Mogyorody, Racing; Lyn Domney, Membership; Bill Noakes, Treasurer; Lynn Baker and Ian Dawson, Junior Sailing; and Jeff Labonte, Social.

Ian Dawson also gave an update on the 40th Shark Worlds. Matt Baker has set up a Web page for all Worlds-related information at:

www.southportsailingclub.on.ca/worlds.html

SPSC Roster Update

Please check your entry in the 2004 Membership List. If you have any corrections or changes, contact :

Irene East
i.east@sympatico.ca
519.979.8318.

Deadline for changes is Sunday March 13, 2005.

Membership Updates

Dave & Elaine Howarth
3245 Longfellow St.
Windsor, ON N9E 2L7
519.967.1575

New email for Bob Linton:
RGLinton@MDirect.net

Sailing School

Registrations for the Youth Sailing Program are now being accepted by Lynn Baker. Sessions run 11-29 July and 8-26 August. Check with Lynn (945.7834) for more information or email schoolinfo@southportsailingclub.on.ca or check the SPSC Web site.

Soundings

is the newsletter of the
South Port Sailing Club

210 Brighton Rd.
Tecumseh, ON N8N 2L3
979.7772 (unattended)
www.southportsailingclub.on.ca

We attempt to go to press by the 20th of each month. Please get your contributions to:

Renka Gesing
254.5015
renka@gesingconsultants.com

Property Chair Report from Bob Linton

Spring Clean up Day - 1 May

Come out and earn some work hours. This year we plan to clean up the club following launch day. Here are some of the tasks:

- Clean up parking area
- Install rest of curbs
- Check the lights
- Clean building
- Tidy and clean grounds

We plan to start the clean up at 9 am and work until noon. Bring any tools you think will be useful.

Cradle charge policy

Remember that for 2005 the cradle storage charge is \$100.00 per non-folded cradle. Folding cradles are free. To provide for more dry sail storage area and car parking, it is proposed to start encouraging members to convert to collapsible cradles completely by winter of 2006-07. After launch 2006, all non-collapsible cradles will need to be taken off club property.

Club House Cleaning

If you are on the Cleaning roster, please remember that you are expected to carry out that responsibility. This is the only way the club can spread out the cleaning responsibilities.

Bill Mogyorody

(Continued from page 1)

was always animated with facial expressions, and humorous antics -- and when he felt it was appropriate, he'd "borrow" dialects from all over the world. There wasn't an accent that he couldn't imitate. Unfortunately, Alzheimer's turned Bill's vibrant body into a prison cell, robbing him of his persuasive voice, his astuteness, and his independence.

Well, Bill, we all know that you loved to travel, so, wherever you are, we're sure you'll make lots of friends and probably talk your way into the best seat in the place. We'll think of you often because you were an important part of South Port Sailing Club.

by Veronika A. Mogyorody

from the Harbourmaster, Jamie Halpin

Thanks to Bob Fuller, Jim Halpin, Andy Hellenbart, Duncan Hind, Scott Turner, and Doug Watson for volunteering to be on this year's harbour committee.

Launch day has been scheduled for April 30th. Cranes and a forklift have been ordered and your **Summer Dockage and Release form is enclosed with this month's Soundings. The forms must be in by March 15th** so that we can assign you a well and launch your boat.

If you are one of the many members who purchased a new cradle this year, please make sure that the front of the cradle is clearly marked with your name, the type of boat, and the word "bow". This will greatly facilitate cradle moving in the fall. If your cradle is not labelled, expect a visit from the harbourmaster carrying a can of paint.

Planning for dredging is still underway. With all of the rain in the past two months, the water level projections for launch have gone up by four inches. With a little luck we may be able to avoid dredging. We'll know more once the ice is out and we are able to take a survey of the harbour and channel.

Loaner boats needed for 2005 Shark Worlds

**If you are willing to loan your
Shark, or know of someone**

contact:

**MO REGNIER
REGATTA CHAIR
or
IAN DAWSON
RACE MANAGEMENT**

Membership report, Lyn Domney

Restating the obvious - the income SPSC obtains for operating expenses mostly comes from Club membership dues and fees. For this reason it is in the interest of the membership committee to facilitate the retention of existing members.

At the January executive meeting, the board passed a provision that is designed to help retain Intermediate Members whose membership is automatically terminated when they reach age 25. This change will allow the Intermediate Member to apply for a yearly extension up to age 27 if they are still going to school. This is a provision similar to what is currently given to Junior Members. I am working on revising the Intermediate Member By-Law wording for the next board meeting. A change to the Club By-Laws also requires a membership vote at the Annual General Meeting in November.

I have received several enquiries from Family members about the Club policy on moving to Senior Membership and then back to Family Membership if they then purchase a boat. Since there is no defined policy currently on such changes, I've been asked to word a policy for presentation at the next board meeting. I'm thinking of wording it so that the Senior member would have to buy back the Family Membership by retroactively paying the difference in

annual membership dues between the two classifications up to but not exceeding the new member initiation fee.

Since Pike Creek happens to be the political boundary between Tecumseh and Lakeshore in all three levels of government, at the February 8 board meeting the following local political individuals were nominated and approved for Honourary Memberships, which are conferred "in recognition of important or distinguished services.":

Mayor Gary McNamara of Tecumseh

Mayor Bob Croft of Lakeshore

Dwight Duncan - MPP Windsor St.Clair

Bruce Crozier - MPP Essex

Joe Comartin - MP Windsor - Tecumseh

Jeff Watson - MP Essex

Barry Zekelman.

The membership activity in 2005 to date has only resulted in decreases to club income from membership - there have been two Intermediate membership age 25 terminations, and two changes from Family Membership to Senior Membership, and a change from Family Membership to Nonresident Membership. There have been no applications yet for new memberships.

SPSC Cruising Report, by John Bufton

Twenty members enjoyed a potluck supper followed by a cruise planning evening on February 19th. Subject to our host clubs being able to accommodate us, we are planning the following cruises: (dates may change!)

Proposed Cruises and hosts

- Peche Island
(June 11) - Lorraine/Frank McLean
- North Star Sail Club
(June 18) - Nancy/Wayne Hind
- Thames River YC (Jul 1) - Rita/Lorne Mann
- Return Cruise from TRYC (Jul 10) - TBA
- Long Cruise - Lake Erie/Lake Huron?
(Jul 14) - TBA
- Metro Beach (Aug 10) - Ora/Bruce Reid
- Great Lakes YC (Aug 13) - Sue/John Bufton
- Thames River YC (Sept 3) - Candy/Phil Daoust

On February 20th Commodores Margaret Entwistle, John Bufton and spouses attended the Detroit Regional Commodores' Club brunch at Bayview YC. While there we got into conversation with members from Crescent Sail Club who said they would like to see cruisers from SPSC this summer, just call up ahead of time to ascertain well availability.

Also North Star SC advised that they had changed their policy which previously banned visiting sailors from using their galley facilities. Visitors are now welcome to use all the NSS club facilities!

North Star also took the opportunity to challenge SPSC to a very light hearted "Battle of Lake St. Clair" water fight (anything except balloons and harmful objects!) to be staged sometime in August, with hospitality at North Star to follow. We tentatively accepted the challenge on behalf of SPSC, sounds a bit like our Sailabration!

Webb Odyssey: The Great Circle Cruise - by the Webbs

Dave and Francine Webb wrote up their inside passage cruise to Florida in five parts. We printed parts I-III in the Oct.-Nov. 2004 Soundings. Here are parts IV and V.

Part IV

Now that we've cleared Pickwick Lock, the current's in our favour again (although we actually reached 11 knots in the Mississippi). On exiting lock, the lockmaster warned us of severe thunderstorms underway. Though the sky seemed clear, we decided to spend the night at the adjacent Pickwick State Park Marina (1 mile from the lock). By the time we had tied up, not only was there thunder and lightning, but there was also a tornado watch. Enjoyed a delightful southern buffet in the lodge while watching Mother Nature work out her anger. Back to Pickwick Lock... learned that it came with a price as 506 families and 407 graves had to be relocated during its construction. In return, the project created 4,000 new jobs for the extremely depressed area. It's said that a family resisted moving as the hearth fire in the fireplace had been burning continuously for 3 generations and would need to be put out. TVA accommodated the family by moving the burning fire along with their other possessions. The dam got its name from the postmaster's favourite Dickens novel "The Pickwick Papers."

Next, went through the "Divide Cut" - a 24-mile long channel which, if it didn't exist, would mean there would be no Tenn-Tom and we'd be forced to travel on the busy Mississippi, dodging tows and debris. You meet people in the oddest places! While going through Whitten Lock (an 85' drop and the first of four locks today), we wound up chatting with people from 3 other boats (there were 9 boats altogether). Incidentally, this lock is the 9th deepest single lift lock in the U.S. Also had a radio conversation with a tow captain who likes Fritos. Then, waved at a train engineer as his train travelled parallel to the river. He blew his whistle in response. Made our day! You can tell we're in the heart of the South... Bible country, cypress trees, cotton fields, catfish, okra, black-eyed peas, corn bread, grits, hush puppies, peach cobbler and the ever-polite "Yes, Ma'am". We're also seeing lots of floating hyacinths and some lily pads on the river (and we pay for those back home!). Woke up to pea-soup thick fog so got underway later than usual. Spotted a bald eagle and

ran smack into the final day of a bass tournament. The fishermen were racing from one fishing hole to another.

Oct. 23rd - Started in Mississippi, but at mile 313.6 we entered Alabama... kinda. At the next curve to starboard, we were back in Mississippi, but only until the next curve to port which put us back in Alabama, then to starboard, back in Mississippi again. Next port curve... back in Alabama - this time for keeps! Bizarre/humorous sight of the day: a red phone booth - no phone - along the banks of the Tenn-Tom (MI 311.7). Short cruising day as severe thunderstorms are predicted for the afternoon.

By the by... a pair of jeans has taken on special meaning. The Skipper packed 2 pairs for the trip. One of these acquired two 4" rips above the left knee along with 3 worn spots. We patched the holes with duct tape to keep the cool air out earlier in the trip. These jeans have become his "every day" jeans while the 2nd pair are the "dress jeans". Odd thing is that people who see the patched up jeans think the duct tape strips are in case he needs tape "in a hurry". May just get the jeans framed as a memento!

Part V

It was all-out WAR! No way were those little guys gonna get us. Enuf of that bzzzzzz! Mosquitoes don't have brains, do they? Seems we didn't put the screen on the companionway early enough and a few mosquitoes invited themselves in. Got all of 'em but one... and that's the one that wouldn't give up! Neither would I! You know how it is... go to bed, lights out... then, bzzzzzz. Turn the lights on, nothing to be seen. Off again, bzzzzzz! Finally got it though!

Heavy fog delayed our departure from Bobby's Fish Camp. Heard someone on the radio complain to the Coffeerville lockmaster about all the logs at the gate. The lockmaster responded "We dint put 'em theya. The good Lord took care 'a that." Then, he chastised someone who didn't understand his directions and told him "Ya ain't listen' ta me." As we approached the lock, I radioed the lockmaster to request passage through the lock. He asked for the spelling of Manava. I responded with the accepted phonetic alphabet "Mike, Alpha, November, Alpha, Victor, Alpha." In his deep southern drawl, he gently informed me that "Down heeya, we use good ole American spellin'." He was actually a nice fella.

Chatted with him briefly as our boat dropped down the lock.

The lower part of the Tombigbee is known for its many hairpin turns. At one point, the Waterway is but 1000 feet through trees at starboard, but you have to travel nearly 3 miles to get there. At Mile 79.9, there's the site of the former Lady's Landing. The owners had 3 goats: Butthead, Bambie and Billy. The goats stood at the top of the stairs insisting on a head scratching before letting you through. Butthead drowned when he fell into the Tombigbee, Bambie died of grief and 2 years later, Billy just laid down one afternoon and never got up. When the river made things too difficult for the family to operate the business, they closed down and moved away. Observation: Since we left Lake Michigan, none of the charts show water depths and since the Tenn-Tom, they haven't shown coordinates. Depths would be helpful - especially when looking for anchoring spots.

Finally, we're in Mobile, AL. Quite an impressive port city! As we cruised down the Mobile River amongst all the freighters, we felt like David and a lot of Goliaths. The riverfront is not the least bit attractive... nothing like Windsor's. This is strictly a port city intended to service large freighters. The convention centre is a beautiful building on the riverfront but looks out of place when surrounded by all the warehouses. As I radioed the marina that's re-stepping our mast, some of the folks we had met along the way heard our call and hailed us back so that we could get together for dinner. On Saturday, the marina held a Halloween party for its guests. The owners are down-to-earth and very friendly. Chatted with some interesting guests - a kidney surgeon, a criminal defence attorney and a fellow we'd met along the way who's bringing down someone else's boat and they'll meet him in Key West. From there, they'll go to Belize and Costa Rica. Enjoyed our evening social. Big Al, a natural Floridian we met earlier this year (born and raised) is joining us for the last leg - the crossing of the Gulf to Tampa Bay. He thought he'd try the train to Mobile to check it out for a possible future trip. Unfortunately, the train was delayed 5 hours, some unruly kids were running around, then he picked up a cold from some nearby passengers but... he made it here in time to help us put the boom back on, adjust the shrouds and stays and do some wiring.

Headed out to Pensacola Nov. 3rd. Anchored in Big Lagoon, near Pensacola, where a storm caught up with us during the night. Winds were clocked at about 40 knots. I admit it... I was worried that the anchor wouldn't hold and couldn't sleep - which meant that the Skipper wasn't going to sleep either. He wound up sitting the storm out in the cockpit to put my mind at ease.

We've been seeing some of the devastation from Ivan. It's beyond description. Stopped at a Pensacola marina for charts as our existing charts didn't cover the Pensacola to Panama City area. One of the marina's windows was blown out by a 17-foot tidal surge. All their furniture, computers, files, charts, etc. were lost. The docks are all gone, including the gas dock. The boat storage shed was destroyed, 17 boats sank and another 29 were washed ashore. And it's the same everywhere from Mobile to Destin.

Speaking of Destin... another nail-biting episode! Left Pensacola late morning (because of charts which we never found and finding a place to fuel). After our Green Turtle Marina episode, we've avoided late arrivals but it happened again. As we approached Destin, we couldn't find the entrance channel. The stress level increased in direct proportion to the depth sounder's reading decreasing. Big Al, who'd been resting because of his cold, got up and called for radio assistance. The Coast Guard told us of a nearby harbour. As it happens, the marina where I'd made reservations was on the other side of a bridge with a 47' vertical height - our boat needs a minimum of 60 feet. Need we say more?

Dolphins have been keeping us company the last few days. They're so graceful and playful! If I'm ever reincarnated, I wanna be a mermaid (I know, I know... they're a myth) or a dolphin. Worked our way to Panama City then Apalachicola (say that fast 3 times) where they were having their oyster festival. From there, we crossed the Gulf directly to Tampa Bay - an overnigher. Not much wind but beautiful, mild night with a zillion stars. Oh, did I mention we lost our Autohelm about 3 weeks ago? It would have been nice to have it in open water! Got to our well Nov. 8th - exactly 2 months from our starting date. Would we do it again? Not with a sailboat. Maybe a trawler!

Dave and Francine can be reached at their new port at: 813.634.1314

Email:

Dave - manava37@verizon.net

Francine - manava14@verizon.net

March 2005 SPSC Calendar

Mon	Tues	Wed	Thurs	Fri	Sat	Sun								
<p>Club House Duties</p> <p>(Feb 27-Mar 5)</p> <p>Soles, P&D</p> 	1	2	3	4	<p>Games Night</p> <p>7:30 pm</p> <p>Info: Lorne & Rita Mann</p> 	6								
<p>7:30 pm Mainstays Meeting</p> <p>April 24-30</p> <p>Webber, S Whiston, D</p>	8	<p>Men's Lunch</p>  	<p>7:00 pm Shark Worlds Organizing Committee Meeting</p>	11	12	<p>Roster changes must be in to Irene East</p> <p>(Mar 13-19)</p> <p>Staley, J&B</p> 								
14	<p>Summer dock-age form must be in by today.</p> <p>Contact: Jamie Halpin</p>	16	17	18	<p>Games Night</p> <p>7:30 pm</p> 	20								
21	22	23	24	25	26	<p>(Mar 27- Apr 2)</p> <p>Stephenson, D&G</p> 								
28	29	30	31	<p style="text-align: center;">April 2005 Club House Duties</p>  <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">April 3-9</td> <td style="width: 25%;">April 10-16</td> <td style="width: 25%;">April 17-23</td> <td style="width: 25%;">April 24-30</td> </tr> <tr> <td>Stratton, S&W</td> <td>Stridiron, B&S</td> <td>Watson, J Knight, K</td> <td>Webber, S Whiston, D</td> </tr> </table>			April 3-9	April 10-16	April 17-23	April 24-30	Stratton, S&W	Stridiron, B&S	Watson, J Knight, K	Webber, S Whiston, D
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