



# Soundings

Newsletter of the *South Port Sailing Club* Oct. 2007

## FINAL FURL 2007 - November 10



Enclosed with the newsletter is the Reservation Flyer for this years Final Furl Banquet being held on November 10th at Windsor Yacht Club. Please submit your reservation form at your earliest. If any members have photos of sailing/racing that you would like to contribute to the Power Point show,

please burn them to a disc and slide through the office mail slot to the attention of Chris Eagen, or bring them with you the evening of the event.

We look forward to seeing everyone in their 20's attire.



## ANNUAL GENERAL MEETING

**Tuesday,  
November 27,  
2007 - 7:00 p.m.**

## SAILORS ABROAD

Updated sheets of Paul and Mary Major's Journal have been inserted in the binder in the main room. For those keeping up to date on their retirement adventure, the Web site is listed on the South Port site under Sailors Abroad.



**Cradle moving is October 13th,  
Haul out is October 20th**

## Report from the Harbourmaster, Jamie Halpin

Once again our big summer project in the harbour was dredging. Funds were tight this year so we minimized our dredging budget. Unfortunately, this has meant that the depths have been as tight as the funds. One particular spot of note is the rock located in the centre of the channel about 200 yards outside of the second set of marks. It seems to reach up and grab the keels of boats drawing 5 feet or more. We hope to locate and buoy it so that we can have it removed. I have been in contact with the dredging company that used their sand sucker to dig the Puce River entrance this year. They may prove to be a more economical way to dredge our entrance channel. This could allow us to dig deeper and leave more funds for harbour dredging.

I hauled my boat a little early this year at the Dobson Yacht Club in Sydney, Nova Scotia. Soon, it will be your turn to haul out.

Haul out has been scheduled for Saturday, October 20th and cradle moving will take place on Saturday, October 13th. Once again, please bring an adjust-

able wrench to cradle moving along with all of the parts needed to reassemble your cradle.

The Winter Storage Request and Release Forms were sent out with the last edition of Soundings. We are continuing our new practice of collecting the fees with the forms with one change: no postdated cheques! If I don't get your cheque we will not haul your boat! To avoid this, please return your form and cheque by October 4th. That means that if you have not submitted your form by the time you read this, it is probably late.

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.

The cranes will be ready for first lift at 7:30 am. Make sure you have your engine warmed up and ready to go. Your lift will be earlier than you think! Hope to see you all at cradle moving.

## YEAR END RESULTS - Wednesday Night Keelboat Racing, Chris Eagen, Race Chair

The following boats sailed 14 out of the 19 races to qualify for the Club Championship. Thanks to all who competed, and special mention to skippers, Dave Robichaud and Derek White who competed in all 19 races.

<u>PHRFA</u>	<u>Points</u>	<u>JOG</u>	
1 <sup>ST</sup> Bill Noakes, Ruffian	26	1 <sup>st</sup> Rene Brown, Mai Toi	17
		2 <sup>nd</sup> Peter Soles, East of Midnight (tie to Peter for Harvest Moon)	34
<u>PHRF B</u>		3 <sup>rd</sup> John Murphy, Chinook	34
1 <sup>st</sup> Kevin Mogyorody, Sniper	17		
2 <sup>nd</sup> Joe Davidson, Dynamo Humm	29	<u>SHARK</u>	
3 <sup>rd</sup> Bob Fuller, Addendum	38	1 <sup>st</sup> Mo Regnier, Spongeworthy	20
4 <sup>th</sup> Wesley Arthur, August West	46	2 <sup>nd</sup> Andrew Barlow, Marmoset	40
<u>PHRF C</u>			
1 <sup>st</sup> Frank Edgley, Bulldog	17		
2 <sup>nd</sup> Derek White, Schwanky	29		
3 <sup>rd</sup> Chris Eagen, Tia Lisa	37		
4 <sup>th</sup> Wayne Hind, Xanadu	45		
5 <sup>th</sup> Dave Robichaud, No Resistance	54		

## MAINSTAYS Dates to Remember, Sue Bufton, Mainstays chair

Monday October 1, 7:30 p.m. – Jewellery making session headed by Irene East. If you wish to participate, contact Irene East at 519-979-8318 for supplies. If not, come out and enjoy a social evening.

Monday November 5, 10:30 a.m. - Help to prepare the wreath that graces the clubhouse entrance at Christmas. Bring your lunch and have a cup of coffee after the work.

Friday December 7, CHRISTMAS DINNER THEATRE – Once again we will visit Mackenzie Hall for the dinner theatre evening. Dinner 6:15 p.m. Show 8:00 p.m. Tickets \$ 37.00 per person. To reserve and purchase tickets contact Stella Oldridge at 519-254-8785 with payment by November 15<sup>th</sup>. Please book early as space is limited.

## Gear for sale

- Mustang Floater DOT-approved PFD Deckmate Commander jacket and overalls, both XS (would fit kids ~14-16) (photos below).
- Three oars (five feet long)
- Hand-held GPS
- Sextant

These are all new, never used.  
Any reasonable offer accepted.  
Contact Renka (519.979.6398;  
renka@cogeco.ca)



## Club garbage thanks

Thank you to all members who assisted with clean up after Sail for Hospice and Harvest Moon. Following our request in last month's Soundings, no bags have been left behind the building and the pails on the porch are no longer overflowing. Your efforts are very much appreciated !!

Property Chair, Peter Soles

## Your boat's name

We have all looked at names and wonder how it came to be, and what it means. Please send in the name of your boat and what it represents to [robtim@cogeco.ca](mailto:robtim@cogeco.ca)  
We have two responses so far. Any others for November Soundings?

## Soundings

is the newsletter of the  
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519.971.9699  
[robtim@cogeco.ca](mailto:robtim@cogeco.ca)

# Windsong to the Sea - Part 1 - Building a Boat

by Jamie Halpin

Bob Bitchin, editor of *Latitudes and Attitudes* sailing magazine, entitled his monthly series on his refit:

*What the Hell Was I Thinking?!? - Parts 1-24.* Two weeks into refitting *Windsong* in the 90° Windsor heat, I thought that 'hell' was a really polite word to use.

Many of you had to be wondering what I was doing for the 3 ½ weeks I spent working full time on *Windsong* before I left. Well, when I considered that she will not be

back at South Port for at least two years, I had to do every job that I ever wanted to do involving serious power tools and easy access to Sea and Ski.

It actually started over the winter when I ripped out the bulkhead along the port side of the main salon. I thought the vinyl covered plywood would probably look great in an RV, but not in my sailing yacht. As you know, every job leads to three more.

After removing the bulkhead I noticed two things. There

was a lot of unused storage space back there, and the piece that my port chain plate is bolted to was delaminating from the hull. By the time I was done teaching for the year, the bad glass was ground away and replaced, a new shelf was glassed in and painted, and the new teak veneer bulkhead was in place and varnished. While I was at it, I did some other minor woodwork in the cabin and varnished all of the exterior bright work.

Then it was time to start the major work. Over the winter I bought a nice new three burner propane stove to replace the existing alcohol stove. Switching the stoves was easy. Expanding my propane

system was a little more of a challenge. I had one bottle on board hanging over the transom to feed my fireplace. With a propane cooking appliance, I wanted two bottles so that I could never run out of fuel and be unable to finish cooking my dinner. In some of the places I have cruised I'd have to sail for days to find propane.

That's a long time to go without cooking!

Two bottles meant constructing a



propane locker from plywood and fibreglass. I based the locker on Bob Fuller's. It slid in through the cockpit locker and glassed in under the seat next to my wheel. OK, it didn't exactly slide in. Despite all of my measuring, it didn't fit at all. Fortunately, with a little trimming it went in. I cut a large hole in the cockpit bench to form the lid. Then I plumbed in the fireplace, heater, and barbecue. While I was at it I discovered the torque limits on propane fittings and plumbed in the barbecue a second time. Oops!

One large hole in my boat was not enough, so I added three more. Into the centre one I inserted a centre hatch. Into the other two I

placed portholes for my main salon.

Now it was time to deal with something that had been bugging me for a long time. *Windsong* has the most beautiful hull. That glossy gold finish is the original 34 year old gelcoat. The gelcoat on the deck isn't so good. In the interest of actually doing some sailing this summer I decided only to paint the cockpit and a few areas where I had removed hardware and filled

in the holes. This involved sanding off the non-skid and filling in all of the little bubbles which are part of why the deck gelcoat isn't so good. After a full day of sanding and a full day of filling, I applied the first coat of paint. Now that it was one smooth colour, the deck looked like Swiss cheese.

@#%\$%^&!!!! After another full day of filling with some thinner filler, the next coat of paint revealed a smooth deck.

Next was teak and holly flooring. No more carpet to attract cat hair or to soak up the new

novelty I was about to experience: salt water.

Now that I could cook and breathe,





opening to my V-birth aren't any bigger than the opening to my trunk. Fortunately, when I got to South Port, Derek White and Denis Rivet were there to help me carry the mattress to my boat.

variety VHF. I had to replace the upper section of my backstay with a new wire with insulated ends that would act as the antenna. Ever climb a 40-foot mast with no backstay? The secret is to use your main halyard as a replacement backstay. What you see in the picture is only the controller. The radio itself is located under the seat in my dinette. Hidden under my table is the modem, which allows me to use my computer for e-mail and faxes. The final piece is the antenna tuner located in the port cockpit locker. The tuner makes the back-stay pretend to be the perfect length of wire for transmitting and receiving any radio frequency in the Marine SSB band. From the tuner a wire runs up past the split and clamps to the insulated section of the backstay. That required another trip up the mast. All components were then grounded to the keel with 2" copper foil. Tune in next time when I actually set sail and find out if any of this stuff works.

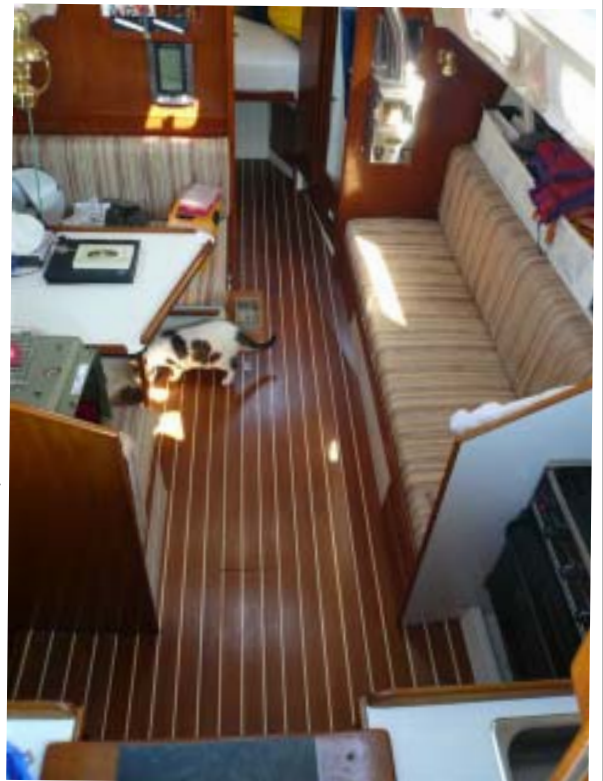
and had nice floors inside and out, I wanted to be able to sleep. Canadian Tire had memory foam mattresses on sale! They are so heavy that they come in box with wheels. When I brought it home I got a little too excited. I ripped open the box, cut open the vacuum packing and watched it expand to full size. Cool! Then I realize that my mother's



oriental rug might be a nice place to spread out a mattress, but it was a bad place to cut and glue it into a triangle. Remember the wheels on the box? It was so heavy that in its expanded form I couldn't lift it. I dragged it into the basement where it was transformed into a triangle. Then I had to get it to my boat. I dragged it to my car. Al Finch and I are having a contest to see who can drive the smallest vehicle. That mattress voted for me. A superhuman effort was enough to jam it far enough into my car that it wouldn't fall out. That's when it occurred to me that the opening to my cabin and the

ence between the boat and the car was that I could go inside and pull, and that Derek can push a lot harder than I can. The mattress is now in *Windsong's* V-birth where it will stay until the end of its useful life. With sleeping went sitting, so next I replaced the foam in all of the

seats in the main saloon and the cockpit cushions. I also wanted to be able to sit on the head. But no one wants me to write anything more about marine sanitation. All that was left was high seas communication. My other major purchase over the winter was the same SSB/HAM radio that Paul and Mary Major are using. It allows me to send and receive e-mail, receive weather faxes, and talk to people halfway around the world. It is no garden



# Harvest Moon 2007

There was very little wind, and several boats were left drifting for long periods of time. However, out of 31 boats competing from South Port, Windsor Yacht Club, LaSalle Mariners, Belle River Sailing Club and Thames River Yacht Club, only 5 did not finish the race!  
 John Vandereerden (LMYC) won the Best Corrected Trophy, and Mike Salter (SPSC) was awarded the First to Finish Trophy.  
 Congratulations to all who participated!!

## PHRF A

1 <sup>st</sup>	Mike Salter	Boomerang	SPSC
2 <sup>nd</sup>	Bill Noakes	Ruffian	SPSC
3 <sup>rd</sup>	Len Strahl	Lionheart 11	

## PHRF B

1 <sup>st</sup>	John Vandereerden	Bottoms Up	LMYC
2 <sup>nd</sup>	Arthur Wesley	August West	SPSC
3 <sup>rd</sup>	Bob Fuller	Addendum	SPSC

## PHRF C

1 <sup>st</sup>	Mo Regnier	Spongeworthy	SPSC
2 <sup>nd</sup>	Frank Edgley	Bulldog	SPSC

## JOG

1 <sup>st</sup>	John Degalt	Wave Reviews	BRSC
2 <sup>nd</sup>	Rene Brown	Mai Toi	SPSC
3 <sup>rd</sup>	Hans Anderson	Last Dance	



## Darcy in the Cayman Islands



Darcy Fuller is teaching sailing on J22s at the Cayman Islands Sailing Club. He sent the following news and photos.

Cayman Islands are hot! I have been doing a lot of sailing, and it's been a blast! Sailing Bytes, Lasers, Feva's, Byte CII and J22s. There's a Jamaican here who sailed the Finn in the Olympics, and a lot of British around the club, and a guy who sailed Solings and knows a lot of sailors in the Midwest, Abbots, Boston's, etc... "It is very expensive, been blowing \$100 at a bar easily, only on beer! Work is great, fair hours and I get Wednesdays off. The club is awesome, very well laid out, and easy to come and go. Not one

keelboat has a motor; they just sail off the dock. It's great!

Teaching sailing to 20 six-year-olds is different. Trying to keep track of them by yourself is harder than with five other

instructors, but Mike (Weber) is helping me and I'm learning to understand the way they learn/teach down here.

I am going to try and get an apartment soon, and a vehicle sooner. Driving on the wrong side looked weird, but I'm getting comfortable with it now. I just have to get a drivers licence -- no test just pay up!



The Danish instructor that is supposed to be the other coach, is in Miami. He sent a wrong form so he won't be able to come to the country for another few days. It's had on Mike and I. We are working with only a two-person staff rather than three -- a small number of instructors but Mike assures me it's normal, last year he only had two (including himself)."



## 21st Annual Sail for Hospice, by Anne Marie Norton



Tia trying to give Ruffian bad air

I would like to thank all the sailors who sailed or pledged money to help make the 21<sup>st</sup> annual Sail for Hospice Regatta a great success. A special thank you goes out to the race committee, John Murphy, Mat Draisey and Allen Shearn. Thanks to Paul Ramey for your computer skills, Joe Davidson our race chair, and Maggy Evans for all the help in the kitchen. Thanks again to everyone, see you next year!

### Results:

JOG		PHRF	
1 <sup>st</sup>	Ken Blyth, Cecelia	1 <sup>st</sup>	Bill Noakes, Ruffian
2 <sup>nd</sup>	Ken Tyson, Michelle	2 <sup>nd</sup>	Joe Davidson, Dynamo Humm
		3 <sup>rd</sup>	Len Strahl, Lionheart II

Bill Noakes received the trophy for Best Corrected, and Joe Davidson's boat received the special Hospice flag for raising the most money.



Tia and Ruffian getting passed by Lionheart

# October 2007

This is the calendar displayed on the Web site. For details on each entry, please click on *calendar* from <http://www.southportsailingclub.com> (the links are NOT active in *Soundings* but details will be included in the newsletter).

Oct. Clubhouse cleaning

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1 <a href="#">MAINSTAYS Social evening</a>	2	3	4	5	6	7 <a href="#">clubhouse-K&amp;C Mogyorody</a>
8 <a href="#">Thanksgiving</a>	9	10 <a href="#">Seniors Lunch</a>	11	12	13 <a href="#">CRADLE MOVING - GAMES NITE</a>	14 <a href="#">clubhouse-M&amp;S O'Brien</a>
15 <a href="#">Executive Meeting 7:15 p.m.</a>	16	17	18	19	20 <a href="#">HAUL OUT</a>	21 <a href="#">clubhouse-P&amp;R Peck</a>
22	23	24	25	26	27 <a href="#">GAMES NITE</a>	28 <a href="#">clubhouse-M &amp; J. Fischer</a>
29	30	31 <a href="#">Happy Halloween</a>				

## Nov. & Dec. 2007

### Clubhouse cleaning

<b>Nov. 4-10</b> Reid,B&O	<b>Nov.11-17</b> Richardson,G,Graybiel,J	<b>Nov.18-24</b> Rindlisbacher,T&L
<b>Nov. 25-Dec. 1</b> Rivet,D&E	<b>Dec. 2-8</b> Roy,B & Krygman,E	<b>Dec. 9-15</b> Salterr,M&B
<b>Dec. 16-22</b> Schlosser,G&F	<b>Dec. 23-29</b> Smith,R&P	

## SPSC Regalia

T-Shirts	10.00
Sweatshirts	25.00
Windshirts	35.00
Golf Shirts	20.00
Baseball Caps	8.00
Visors	5.00
Burgees	25.00
Crests	5.00

Prices have been reduced on several items, and Xmas is coming ! All items are on display in the foyer showcase. To purchase contact Jackie by email at [robtim@cogeco.ca](mailto:robtim@cogeco.ca)