

Bark Shanty Sail Club

Newsletter Winter 2003 Edition

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BSSC website*

Coming in March

- Calendar of Events
- Bylaws
- Club Officers
- Great sailing links
- On-line newsletter
- Membership info.
- and more

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Commodore's Message

I hope you are all surviving the cold winter well and beginning to look forward to a new sailing season. Quite a number of things have been happening to get the club prepared for the new year and get more people actively involved in the many activities. I'd first like to thank the previous board for all their work to keep the club going. As everyone knows, we have lost a number of members over the past several years who have been very active in the clubs operation and it's been difficult to keep things going.

We elected officers during our Holiday-Awards Banquet on November 16th, 2002. The banquet was held at the Point Edward Charity Casino in Sarnia. One of our members had suggested a venue, like a casino, for a banquet and I think it turned out to be inspirational. In addition to having a terrific dinner at a reasonable price, we elected officers and then spread out in the casino to try our hands at the tables and slots. Although Elaine and I lost the money the casino had given us as well as some of our own, I'm sure most of the members won huge sums but, you'll have to ask them about that.

The Bark Shanty Sail Club officers for the year 2003 as elected by the members present include:

Wayne van Hartesvelt	Commodore
Cathy Neuhoff	Vice-commodore
	Social Chair
John Budinski	Rear-commodore
	Racing Chair
Judy Best	Board Member
	Cruising Chair
Ron Best	Board Member
Eric Neuhoff	Board Member
Tim Clayson	Treasurer

Tim Clayson, our hard working Past Commodore, has undertaken the task of maintaining communication through regular newsletters like this one and is also actively working on our website to make it more useful and informative. In addition, he has agreed to

take on the club's Treasurer's post which has been handled so well these past years by Joann Novak. Tim's volunteer work on behalf of the club is a great example to all of us as we enter the 2003 season. As a club we should all strive to be active participants in making the Bark Shanty Sail Club thrive.

The past couple of seasons have seen a couple of trends that I would like to see expanded. We're seeing an influx of new members which brings life and variety to the club. This is truly good news because BSSC is a living organization that evolves with the will of its members. We welcome all our new members ideas and all you old hands can be of tremendous help in passing along your cruising, racing and overall sailing knowledge to the members who have recently joined and may be new to sailing too.

When Elaine and I bought our boat in 2000 it was the first we had owned and except for small boat sailing and some crewing it was the first time we had seriously sailed. Without the help of BSSC members like the Moses, Weiners, Claysons, Fortes, Businskis, we'd still be sitting at the dock.

Additionally, we're seeing more cross-culture events with the fishing circle. That has been a wonderful trend that we'll be seeing more of. It just makes sense for all of us to be involved across the board in our weekend retreat. The 2003 Schedule of Events reflects this as it did last year. The United States Power Squadron, at our invitation and through the work of member Norm Jakonen, will be presenting two mini-courses in early spring at the club facilities. Read about these courses elsewhere in the newsletter and plan on attending. We started early spring seminars last year with the intention of starting the season a little earlier than in the past and this is along those same lines. The payoff is advanced sailing knowledge and perhaps lower insurance rates through course certification.

I look forward to seeing all of you at the seminars and on the docks.

2003 Calendar of Events

Race Program

The Race Program will consist of five series

Spring	7 races
Holiday	7 races
Summer	5 races
Fall	5 races
Long Distance	3 races

Saturday	May 17	Spring Series 1,2
Saturday	May 24	Holiday Series 1,2
Sunday	May 25	Holiday Series 3
Saturday	May 31	Spring Series 3,4
Saturday	June 14	Spring Series 5,6
Saturday	June 21	Spring Series 7 & makeup if necessary (combine with Lex. Cruise)
Saturday	June 28	Doc Bell Memorial
Saturday	July 5	Holiday Series 4,5
Saturday	August 9	Summer Series 1,2
Sunday	August 10	Summer Series 3
Saturday	August 16	Summer Series 4,5
Saturday	August 23	BSSC Regatta
Saturday	August 30	Holiday Series 5,6
Sunday	August 31	Holiday Series 7
Saturday	September 6	Fall Series 1,2
Saturday	September 13	Past Commodore
Saturday	September 20	Fall Series 3,4
Saturday	September 27	Fall Series 5 & makeup (if necessary)

Cruising Schedule

Saturday	June 21	Lexington Cruise
Early July	Early July	North Channel Rendezvous (schedules to be coordinated with participants)
Saturday	August 2	Bayfield Cruise
Saturday	October 5	Mystery Cruise

Social Schedule

Saturday	March 29 & April 5	Boat Smart Seminar
Saturday	April 26	Chart Smart Seminar
Saturday	May 3	Splashdown Buffet
Saturday	May 24	Get Acquainted Potluck at the clubhouse
Saturday	June 7	Sunset Cruise or Wine Tasting
Sunday	June 8	Free Fishing Day
Saturday	July 5	Pancake Breakfast
Saturday	August 23	BSSC Regatta Dinner
Monday	August 24	Dick Moses Fish/Sail Memorial
Sunday	August 31	Salmon Barbeque and Fun Races
TBD		Awards Banquet
TBD		Holiday Party

A Day on Vacation by Ron and Judy Best

Our vacation began Sunday, June 30. Much had gone into our preparations since we had planned to be gone until about August 10. Ron's vacation began June 1, well actually after work May 31 because that was his last day at Peerless Mattress and Furniture Company. We told many people that he had retired, but in all actuality, he only retired from Peerless and plans to begin a new venture in September or October. More technically he quit, however, we don't tell this to everyone since "quitting" a job that pays well is not the politically correct thing to do and many people demand some kind of explanation for quitting. Oftentimes we don't want to get into that lengthy a conversation. Praise God he and I are not motivated by the politically correct and are able to allow God to rearrange our lives to a slower, relaxed pace.

My last day with students was Thursday, June 5, but that was not my last day of work. Much needed to be done over the summer since I would be teaching different classes: English I, English II, and Current Issues. I gathered a few textbooks and my laptop to at least get a start. This way I would be able to begin my preparations at my leisure!!!!!!

The following is an account of one day in the lives of Ron and Judy's vacation:

Tuesday, July 29, 2002, day27 of our planned 6 week journey:

This would be our last glimpse of Door County, Wisconsin, for quite some time. Sailing to Door County from Port Sanilac, Michigan, is not something one does in a few days on the spur of the moment. Our next visit will probably be a land tour now that we are more in control of Ron's time, something we couldn't do when he was at Peerless. His job just was not cooperating with our leisure time.

We left Shipyard Island Marina from our break wall tie up in Detroit Harbor about 9:00 am. The wind was from the southwest about 10-15m/h so we anticipated a great sail. I videocammed the Plum Island Lighthouse and another one on a tiny, unnamed island just east of Plum. This portion of the video will be difficult to view since we were bounding on the waves. Shortly after filming those two lights, the wind died so we pulled in the stay sail and Yankee, powered up the genie, and continued. The wind picked up and died again and later picked up again to about 15 mph. This wind stayed with us all the way across Lake Michigan enabling us to sail at 7-8 mph until just before the Manitowish when the wind velocity increased to about 25-30 mph.



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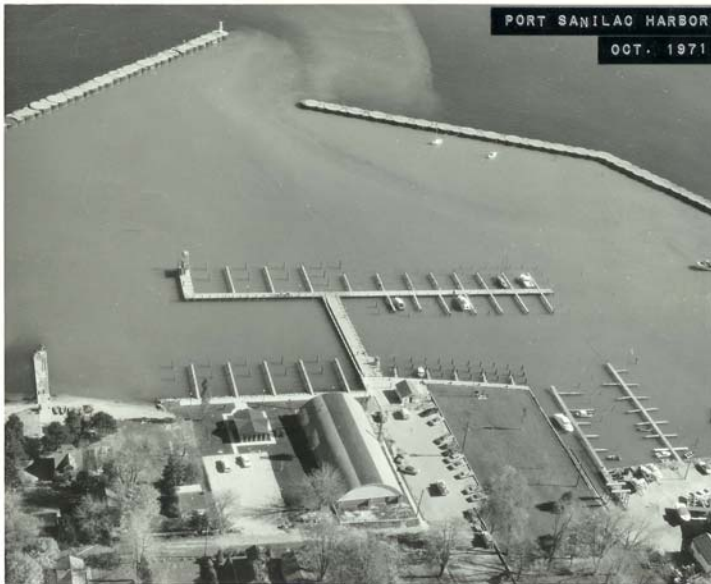
Mer cruiser - Yanmar

Services available at Port Sanilac Marina:

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Arial photo of the Port Sanilac Harbor in 1971, The year that the BSSC was founded.

The club has been active for over 30 years now. It has survived and thrived through the participation of its membership and involvement in the sailing and boating community. Not only is your participation important, but so is your assistance to help organize the many activities and events we hold every year. We are looking for assistance in many ways, but are open to any new ideas or events a member would like to help with. Some of these include:

- ★ Organize one of the cruises or social events
- ★ Help sell advertisements for the newsletter
- ★ Cash in the bottles and cans we collect to help make improvements to the clubhouse
- ★ Etc.

If you would like to help please contact any of the board members.

(Continued from page 3)

Winds at this velocity build waves and make for a slightly uncomfortable ride, so we pulled in the staysail and Yankee. We then turned into the wind to take the main down. Turning into the wind and maintaining that point long enough to drop the main sail was more than we could do as a result of the waves and wind. We were close to the protection of South Manitou's natural harbor, which would give us the calm that we needed to drop the main, so we set a course for the harbor. Staying for the night was a brief consideration, but we didn't want to get caught in this harbor if the winds shifted, so we continued on toward the Michigan mainland.

As we approached Leland, we overheard conversation on the radio that boats were already rafting off 2 and 3 deep. This did not surprise us since the waves had been building for the last 3 to 4 hours. When we arrived in Leland Harbor around 7:30, there were several groups of rafters 3 and 4 deep. We pondered joining them versus anchoring, and chose to anchor since the weather forecast was basically calm: possible thunder showers with perhaps 30 m/h winds. In addition, we didn't want to be the fourth or fifth rafted boat. When we had been in Leland prior to crossing Lake Michigan, we had had to raft off another sailboat whose occupants were less than pleased at having us or anyone else as neighbors.

After motoring around to survey the area, we chose a spot between the break wall and the rafters. This put us in a north south position. Our first anchor, the Bruce, was put into 11 feet of water. We were only able to let out about 40 feet of rode since the anchoring area was limited. Realizing that it was not adequate, Ron put a Dansforth out off the bow with the same scope as the Bruce and at about 45 degrees from it closer to shore to prevent us from swinging too much. We were still too close to the seawall on our starboard and to the rafters off our Port so Ron threw another Dansforth off the stern. In addition to these, he brought out the dinghy's mushroom anchor with a snap cleat and ran it down the Bruce rode to the chain to compensate for the short rode. This was not perfect but would take care of us for the night with the forecast we had received from the National Oceanic and Atmospheric Administration (NOAA) weather station.

Ron is always up a time or two during the night for a security check whenever we anchor. By now it was about 10:30. He wasn't ready to retire for the night even though he was exhausted from the day's crossing. I, too, was exhausted from the day's crossing but went to bed; however, sleep didn't come. I could hear Ron coming down to the cooler and going back up to the cockpit a time or two as well as walking around the deck to evaluate our position and enjoy the evening tranquility.

Continued.....

Space does not allow us to print the entire story here. Read the remainder of Ron and Judy's excellent adventure on our Web Site

2003 Strictly Sail

Elaine and I did our 2nd annual Chicago Strictly Sail at the end of January and had a great time. Last year we drove over and paid almost as much for parking as we did for the hotel and we never used the car. This year we took the train and it was a relaxing, interesting and two-city immersing adventure. We found a Detroit to Chicago two for one Amtrak special in the paper and bought tickets online. I don't know if we had to leave from the Detroit station to make the offer valid but that's what we did. We drove my car since it's a lease and I'm over my allotted miles for the year. If it wasn't there when we got back I'd be terribly distressed but, life goes on.

We weren't quite sure what to expect when we arrived Friday morning but everything went pretty smoothly. We had a diverse crowd of like minded travelers that felt we wouldn't let any inconsistencies in rail travel bother us. The train was a little late arriving, which was somewhat concerning since Detroit was its origination. We brought an insulated bag of sandwiches, drinks, cookies and nibbling stuff that was terrific as the trip unfolded.

The train arrived just a little late and we all boarded without incident. The whole process is much simpler and less security minded than air travel is these days. On the one hand that's a good thing but, on the other you wonder if its necessarily all good. I don't know the answer to that and its something we never used to think about but, those days are gone.

We traveled slowly through Detroit because of track conditions until our first stop in Dearborn. We made additional stops in Ann Arbor, where a large contingent of sailors boarded, Adrian, Jackson, Kalamazoo, Battle Creek, Michigan City and finally Chicago. We ate our lunch and nibbled our snacks while we read books and magazines, gazed at the countryside whizzing by and people watched. The train makes a fair number of stops at cities to both pick-up and drop-off passengers but, also at sidings to let freight trains pass. We reached speeds of 80 miles per hour and more in some stretches so our average speed wasn't too bad. It takes five or so hours but that isn't too different than driving and it's a lot less stressful.

We arrived in Chicago on Friday afternoon just as the offices were letting out. The train station is a bit chaotic at that hour because so many of the office workers commute via train. We managed to swim against the tide and haul our way out to the street, which is right downtown and hail a cab. Then the adventure really began. I'm not typically intimidated by the driving of cabbies since it usually so closely matches my own but this guy, yikes! Either he was much more familiar than I am with the physics associated with automobile braking on snow dampened streets or he no longer had a reason for living and wasn't worried about who he took with him. He didn't appear to be a physicist but, one shouldn't judge books by their covers and maybe, like Einstein, he did his best thinking while performing mundane tasks or, maybe our trip was actually one of his experiments. Either way we made it to our hotel in one piece.

We checked in at the House of Blues Hotel. I'd gotten our hotel on the internet using Priceline, maybe you see a pattern starting to emerge here but, that's for another time. If you've ever used Priceline you know that you plug in certain parameters like four star hotel, North Michigan Avenue, price willing to pay per night and whoever accepts within those guidelines is who or what you get. We were not sure what to expect when we checked in to our room but, it was very pleasant if not a bit more "colorful" than what you usually find in hotel décor.

Saturday we visited Strictly Sail which is always fun if not a bit discouraging. So many boats, so little money. We saw Norm
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and Sharon Jakonan with Daryl and Susan Beesley at the Hunter display. Hunter appeared to have the largest representation there with a bunch of boats situated in the middle of the hall. But, all the other major boat manufacturers were there with J Boat, Beneteau, Catalina, Jenneau, C&C, Corsair and all the rest. It's a lot of fun to go aboard, look around and talk to the reps.

We spent the rest of the day downtown doing a little shopping, had a late lunch and walked back to our hotel. We were out again in the evening taking a cab downtown to have a drink atop the Hancock building. We probably should have avoided tall buildings since we weren't sure whether our cabbie was still in town but decided to take the risk. Unfortunately, there was absolutely no view from the 96th floor it was like the windows had been painted over in white. It hadn't appeared foggy on our trip over but after a couple of drinks we made our way back to the street and looking up all of the other buildings were completely clear except the Hancock which appeared to have a cloud stuck on top of it shrouding the top two floors. I should have gone back up and asked for a discount on our drinks but whatever, Act of God and all that.

The trip home the next day was just as enjoyable as the trip over. We had stopped at a Whole Foods near our hotel that morning to buy sandwiches and drinks for the trip. There were just as many stops coming back and it seems there were more people. College kids getting off in Kalamazoo and Ann Arbor and mainly just us stragglers at the end getting off in Detroit.

The only downside of the whole trip was finding my car still there when we got back. I drive a Saturn Wagon and considering the demographic of owners of that car I suppose I only had to worry about the AARP fringe as a threat. We'll plan on making

Pre-Season Seminars

Bark Shanty Sail Club is sponsoring two classes in March and April aimed at improving boat handling and navigation skills. Port Huron Power Squadron a member of the United States Power Squadron will be presenting these courses. The USPS national website describes these classes.

Boat Smart-- Covers all aspects of safe boating for every person who takes to the water. From fisherman, hunters, cruisers, pwc's and just your everyday boater. Some of the items covered are boat handling (docking and open water), trailering, required equipment, anchoring, weather, marine radio, etc.

Chart Smart--Teaches the techniques to determine position when you are within sight or near proximity of land (compass, charts, aids to navigation, plotting a course distance-speed-time, determining a position).

The mission of the PHPS is community service, education and friendship and camaraderie of our group.

Attendees should bring paper and pencil and should spend approximately 2 hours a week on the material.

Cost : Boat Smart - \$30 (includes manual plus test) - additional tests \$5

Chart Smart -\$20 (includes manual--no cost for test) students will need dividers and chart plotter, \$5 for each if they don't have them.

Time : Boat Smart - 2 sessions -4 hrs each session - March 29 & April 5 @ BSSC 10:00 AM

Chart Smart - 1 session -2 hrs - April 26 @ BSSC - 10:00 AM

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Notice to Members and Former Members

Due to the lach of newsletters over the past year, this newsletter is being sent to current and former members. Future newsletters and communications will only be sent to active members. Please renew your membership today.

BSSC Membership Application

Last Name: _____ First Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone Number: _____

Email Address: _____ (accurate emails will allow us to better communicate with you. Please update)

Other Family Members: _____

Boat Name: _____

Manufacturer/Length: _____

Membership Dues

_____ Regular Membership \$50
_____ Associate/Junior \$25
_____ New Pennant \$15

Program Dues

_____ Racing \$20
_____ Cruising \$20
_____ Race & Cruise \$30

Total Submitted \$ _____

Dues should be submitted to:
Cindy McAfee
c/o Bark Shanty Sail Club
P.O. Box 145
Port Sanilac, MI 48469

Please make checks payable to Bark Shanty Sail Club
Dues should be submitted by April 15, 2003 to be included in Directory

Bark Shanty Sail Club

P.O. Box 145

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