

# LASALLE CURRENTS

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A Newsletter For Members Of LaSalle Mariners Yacht Club

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April 5th, 1979

## HEAR YE MARINERS!

Less than three weeks till launch!! Rising temperatures and waterlevels....uncovered boats... worried questions about a new lawnmower?....

A note from the Commodore. The general monthly meeting will now be on Tuesday, April 17th, at 7:00 p.m. This meeting will deal with the assignments of the various jobs to be carried out on the April 21st launch date. A most important meeting for the Harbourmaster and all of us! Please attend!!

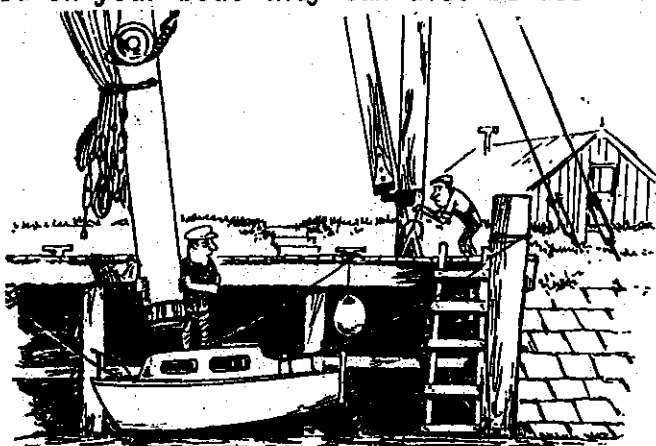
Here is a notice to all clubmembers:

You will be assigned to a job for launch day. To make the entire process quicker and more efficient I am asking that you do your share and complete the assigned jobs before you begin major work on your boat. Bosts must be launched and cradles must be moved out of the yard back to the designated area. As in the past, our goup efforts in this area will allow us to have a clean yard at the end of the day. We all want to work on our boats - and we all want a clean yard - only "we" can accomplish both. Please return completed questionnaire to club, ASAP.

Notice to all Skippers:

In order to speed up our launching and hauling time, I am asking you to mark your boat in some way designating the correct places for sling positioning. Proper positioning of the slings will ensure your boat's safety and will speed up the process. Once these marks have been placed on your boat they can also be used for haul-out.

Alan Pavan.



"Hold it Al, what was the name on this mast?"

The Dart league, finishing an exciting first season on the last Wednesday of March is now looking forward to their first awards party, planned to be launched after launch. Team Superior finishing the season with a convincing game and secured the top spot with 46 pts. Battling it out for second place saw Team Huron and Ontario tied with 42 pts. and an undaunted Team Erie finished with 29 pts. There is talk about expansion for next season! It was certainly a great way to spend the wintry Wednesday evenings!

At the General Membership meeting of March 25th R.I.Y.A. voted and approved its new 1979 Race program and a new race course. This new course, located on the west side of the freighter channel features one short triangle with 1¼ N.M. legs and one Gn.M. triangle combined as one race. its flexibility guarantees windward starts and some exciting racing. There will be six class starts.

The first start at 9:00 a.m. and the second start at 2:00 p.m. on Saturday, the single race starts on Sunday at 11:00 a.m. If you plan to participate in what promises to be a "Super Series" or just the individual regatta series, contact Race Chairman, Ian Henderson for information and entry forms.

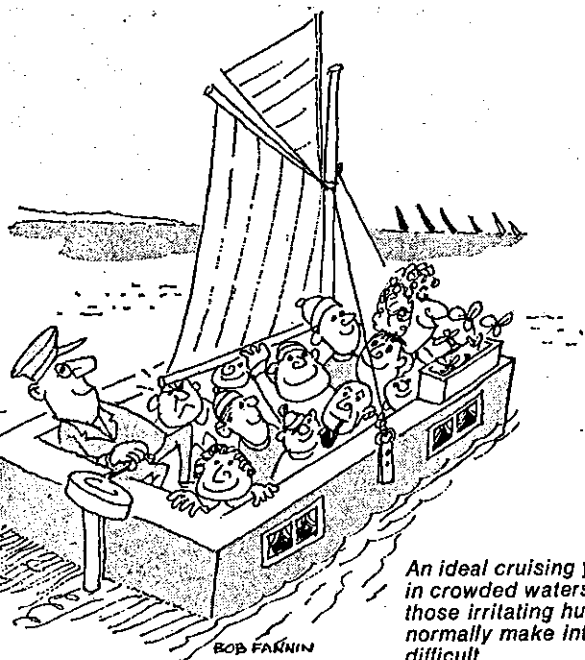
R.I.Y.A. 1979 racing schedule:

|                 |                     |                  |
|-----------------|---------------------|------------------|
| June 2nd-3rd    | Saturday and Sunday | R.I.Y.A. Regatta |
| July 29th       | Sunday              | R.I.Y.A. race    |
| Aug. 18th-19th  | Saturday and Sunday | R.I.Y.A. Regatta |
| Sept. 9th       | Sunday              | R.I.Y.A. race    |
| Sept. 15th-16th | Saturday and Sunday | R.I.Y.A. Regatta |

The selected point races and regattas to determine the R.I.Y.A. "Boat of the Year" have been chosen and this calendar is also available upon request.

P.H.R.F. will again be used as our clubs handicap system. There is no perfect system but P.H.R.F.'s registrations is an indication that the system must be working. (I.O.R. 3500 - M.O.R.C. 2500 in U.S. and Canada) simplicity, low cost and continual updating of ratings are some of the reasons for this popularity. Where as grand prix racing will continue under the I.O.R. Rule, P.H.R.F. rated boats are racing now in most of the premier events in North America, including the mackinacs. How does it work? They are based on the speed potential of the boat, determined as far as possible on observations of previous racing experience. P.H.R.F. utilizes digital computing techniques to calculate race results and to collect statistics by boat class (C&C 25 - V 28 - etc.) well over 130 clases are on record. A board of handicappers determines the ratings. The local board of handicappers are members of R.I.Y.A. Clubs Headquarters for Lake Erie and St. Clair are in Cleveland. Handicappers are a select group, knowledgable of boat design and performance, actively interested in handicap racing, mostly actively racing, of judicial temperament, demonstrating leadership in yacht racing, evaluating yachts fairly and accurately. The integrity of the handicappers makes the system. Space here does not allow to examine all facets of the system but we are printing some of the basics here. P.H.R.F. assumes that a boat is equipped to race!!!!

As illustrated, this yacht would hardly ever be competitive, even under P.H.R.F. ..



An ideal cruising yacht for use in crowded waters. None of those irritating hull curves which normally make interior design difficult

Rating are made on the assumption that:

1. The spinnaker pole length is equal to "J"
2. The spinnaker max. width is 180% of "J"
3. The spinnaker max. length is equal to .95 mast height.
4. The genoa LP is at least 150% of "J"
5. The boat is in racing condition
6. The boat has a folding or feathering propeller or a retroactable outboard motor.

Adjustments are made to the base rating if these assumptions are violated.

P.H.R.F. ratings are expressed in seconds per mile to be deducted from elapsed times to produce corrected times. The higher rating indicates the slower boat.

3 sec. for LP 156% - 170%, 6 sec. for LP over 170%  
3 sec. for each 10% increase in spinnaker pole length.  
3 sec. for each 5% increase in mast height.

The integrity of the boat owners makes these numbers work with the policing done by all participants. If you are not sure about the LP's of your genoas or sinnakers then let us measure them. So, what are your other commitments to race under the P.H.R.F. system? Participation! The present fees are as follows:

To race L.M.Y.C. club races and regattas sponsored by local CDN. Clubs - zero.  
To race R.I.Y.A. or other major events you must have a valid P.H.R.F. certificate at \$15.00 U.S. and join the local P.H.R.F. class at \$2.00.

If you join the local class only you will be able to go to their meetings, receive pertinent data and file an appeal of your "lousy" rating. The L.M.Y.C. race committee can also assign or adjust ratings but only at its own level! All application forms are available from your race committee chairman Ian Henderson or Juergen HendeL.. Take an active role!!!!

**FLOTSAM -----**

This one fizzled! New ruling on marine flares put off for one year!!  
Did you know.... That the Detroit River Light, once manned by Coast Guard personnel and equipped for rescue work is now unmanned?.... That L.M.Y.C. members experiences with being "on the rocks" or just plain "on the rocks".. paid off for them in gracefully and accurately sliding round hunks of granite along the ice in a super bonspiel, gathering an astounding number of trophies and door prizes? That our own Ed Hooft is a gymnast and training for the 80 Olympics, practicing his overhand flips, and hand and headstands and other compulsory and freestyle floor exercises!?... on the dance floor of said bonspiel...! That T.R.Y.C. stands for Thames River Yacht Club, youngest member of the sunparlor group of Clubs? That low water datum or chart datum is a fixed reference plane selected by the U.S.A. and Canada so that most of the time during navigation season the great lakes actual level will be above the plane?... Lake St. Clair at the end of March - 26 inches above chart datum or 573.9 Ft. elevation - Lake Erie 30 inches above chart datum, or 571.06 ft. at the end of March....

**CALENDAR:**

- April 8th, 6:00 p.m. - Race Meeting, race format, schedules, ratings rules etc. Kentucky Fried Chicken. R.S.V.P.
- April 17th, 7:00 p.m. - General Meeting, preparation, assignments for launch day.
- April 21st, 8:00 a.m. LAUNCH!!!!!!!!!!

**Clean-up Schedule**

- April 8 - 21 T. Mason, Y. McRobbie
- April 22 - May 5 D. HendeL R. Fiedler
- May 6 - 19 J. HendeL C. Bennett J. Citron

**KNOW YOUR RULES?**

"A1" is the winner, but must abide by rule 36 - a port-tack yacht shall keep clear of a starboard-tack yacht ("A2") because of the definition racing - a yacht is racing from her preparatory signal until she has finished and has cleared the finishing line. Rule 51.5 states: it is not necessary for a yacht to cross finishing line completely after finishing she may clear it in either direction. The definition finishing - a yacht finishes when any part of her hull, or of her crew or equipment in normal position crosses the finish from the direction of the course from the last mark "A1" therefore can use rule 51.5 to clear "A2"  
"A3" should finish third but must also abide by Rule 36 "C1" having cleared "A2" luffs to reach the line but touches the finishing mark is now facing rule 52.1 - a yacht which touches a finishing mark, shall carry out the rounding, and shall not rank as having finished until she has completed the rounding and again crosses the finish line in accordance with the definition of finishing - and also rule 45 that states: A yacht which has touched a mark shall keep clear of all other yachts which are about to round or pass it.  
"B1" is luffing overtaking "B2" to the wrong side of the finishing mark under rule 42.1 (a) (iv) an outside leeward yacht with luffing rights may take an inside yacht to windward of a mark

provided that she hails to that effect to luff before she is within two of her overall length of the mark and provided that she has also passed to windward of it.

The "Know your rules" series will be discontinued with this issue unless we are faced with many disgruntled readers. We will start a similar series based on actual near protest or protest situations as they occur on the race course, contributed by all you racers!

### THE WRECK OF THE JULES LA PLANTE

'Twas one dark night on Lac St. Clair,  
The wind she blow, blow, blow,  
When de crew of de wood scow Jules La Plante  
Got scar't and run below.

For de wind she blow like hurricane,  
Time by she blow some more,  
When de scow bust up on Lac St. Clair,  
Three acre from de shore.

The Cap'n walk de front deck,  
The walk de hind deck too--  
The call de crew up from de hold,  
The call de cook also.

The cook she's name was Rosa,  
As come from Montreal,  
As chambermaid on lumber barge,  
On dat big Lachine Canal.

The wind she blow from de nor'east, west,  
The sou' wind she blow too,  
When Rose say, "Oh, Capt'n,  
What ever I shall do?"

The Cap he trow de hanker,  
That still dat scow she driff,  
The crew he can't get on de shore,  
Cause he lose hees skiff.

That night was dark like one black cat,  
The waves rolled high and fast,  
When de Captain he took Rosa,  
And lashed her to de mast.

When de Cap put on de life preserve,  
He jumped into de Lac,  
He said, "Goodbye, my Rosa dear,  
Go drown for your sake!"

Next morning very early,  
About half past two - t'ree - four -  
The Captain, de crew, and de wood scow  
Lay corpses on dat shore.

For de wind she blow like hurricane,  
Time by she blow some more,  
When de scow bust up on Lac St. Clair,  
Three acre from de shore.

By all good wood scow sailor mans,  
The warning by dat storm,  
Go marry one nice French girl,  
And live on one beeg farm.

The wind can blow like hurricane,  
I suppose she blow some more,  
I can't get drowned in Lac St. Clair,  
Long you stay on shore.

### E D I T O R I A L

This is a comment by the undersigned and does not reflect the views of your Executive.

Fellow members,

Soon we will have reached our present limit on membership, and the time will come to decide on extension of the limit. I feel that if the members decide to increase the limit to 100, the initiation be raised to offset the inflation, since the Club first formed. The fee, I feel, should be almost doubled. As wages have. If they are not, we are just shortchanging the Club. By the same token the dues should also be raised for the same reasons. How about \$700.00 initiation, and \$85.00 dues?

Ralf Fiedler

(Comments by spokesmen with opposing views are welcomed.)

Editors

Dear Skippy,

My skipper launched this past weekend. Imagine my shock when my bare bottom touched the frigid water and only this weekend I was almost strangled by my dock lines. But worst of all is the hate I receive from other skippers!!! Its not my fault, HELP!!!!

Nerid the Younger.

Dear Younger,

The inconsideration of your skipper astounds me. I myself would not think of launching my vessel until mid-June.

SKIPPY

Note from the Lady Mariners:

Our meeting was held on the 5th day of April, 1979 with respect to Launch and it was decided that chili and hot dogs will be served along with, of course, our delicious bake goods, all this for a nominal fee

And thanks to our excellent telephone committee, the turnout was the best ever, despite the miserable weather. Thanks to all who attended!!!!

## Piracy on Lake Erie con't

It is reported to me that some of the officers and men of your steamer have been tampered with, and that a party of rebel refugees leave Windsor tomorrow with expectations of getting possession of your steamer.

A later dispatch from Lieutenant Colonel Hill informed of the proposed seizure of the Philo Parsons and another boat from Kelleys Island, and that a man named Cole was to be introduced on board in the guise of a friend of the officers- and that he considered the matter as serious. Upon receipt of this second dispatch, the Commander dispatched the Barge, in charge of Ensign James Hunter, to arrest Cole and bring him on board in the quietest manner possible, so as not to create any suspicion or alarm. On Cole's arrival on board, Commander Carter informed him, "You are my prisoner, sir."

In the meantime, Executive Officer E. G. Martin was sent to seize Cole's papers and baggage- and these disclosed that Cole had been a captain in the rebel army; had corresponded with many rebels and known secessionists. Cole reportedly denied any knowledge of conspirators coming to release the prisoners, but a dispatch found on his person read, "I send you today by messenger the 30 shares of Mount Hope Oil Wells purchased as you previously advised," and when told that this meant 30 conspirators coming on the Philo Parsons, and that the plot was known, he confessed to it and named as his accomplices in Sandusky, seven prominent citizens who had some "democratic" or "copperhead" leanings.

And so the Philo Parsons never got her signal, and the dinner never came off (although there are some stories to the contrary) and the part that remained was to identify all interested persons and bring them to justice.

Because it has such an immediate interest, let us begin with the Sandukians implicated by Major Cole. A John Robinson was really an accomplice of Cole's. The residents of Sandusky were Abraham Strain, John H. Williams, Dr. E. Stanley, E. Merrick, John M. Brown, and a clothier named Rosenthal. Some of these stood trial for conspiracy in this plot, in Federal Court in Cleveland. Citizens of Sandusky testified on their behalf and none was convicted. Cole is reported to have implicated them on the spur of the moment, as a means of conveying to his accomplices that the plot had failed. For instance, a number of men were supposed to be in small boats in the bay awaiting the arrival of the Philo Parsons, to help board the Michigan and for other diversions. This arrangement was supposed to give Anne Davis the opportunity of going out in a boat to tell of the failure. However, at the Cleveland trial, Cole, Anne Davis and Robinson testified against these unfortunate victims. Testimony was produced as to the credibility of Cole. For instance, a prisoner on Johnson's Island, Major Richard J. Person, testified that he knew Cole as a lieutenant in his regiment, cashiered in December 1863; that his reputation for truth was bad, and he wouldn't believe him under oath.

The Philadelphia Press in 1882 published a Romance of the Great Rebellion, by Colonel T. A. Burr, purporting to be an interview with Cole. It tells of the rebellion and Cole's supposed part in the Johnson's Island conspiracy. When it was reprinted in the Sandusky Register, re-evoked a letter from Captain W. S. Webb, formerly commander of Co. K., 130th Ohio Infantry, in charge of the Johnson's Island prison when Cole was confined after his arrest. Captain Webb said Cole had no such story to tell at that time. There were several points in the story which Webb said were impossible: the large amount of funds in the hands of either Cole or Jake Thompson in the female disguise of Jake Thompson, "anyone who had ever seen Mr. Thompson would smile at the metamorphosis that must have been accomplished"; Cole was not on the Philo Parsons; and other details. It really is so detailed by Cole as to establish his reputation as a monumental liar. Cole was transferred from Johnson's Island to Fort Lafayette in New York harbor. Attempts were made to derail the Lake Shore train carrying him there, but his confederates picked the wrong train. After his conviction, his sentence of death was commuted, and he says he escaped to Canada, and then went to Mexico under Maximilian. He finally settled in Texas, and became a railroad builder.

Anne Davis, whose work during the war was as a courier between Cole in Sandusky and Jake Thompson in Toronto, was eventually freed, and Cole says she married his successor as secretary of the Mount Hope Oil Company.

Jake Thompson was real enough. In an intercepted letter to Hon. J. P. Benjamin, Secretary of State of the Confederacy, he tells the whole story of Cole's mission, and the dispatching of John Yeats Beall and Bennett G. Burley, to aid in organization and carrying out the enterprise. He says the Johnson's Island prisoners were to be mounted and make for Cleveland, thence to Wheeling and to Virginia.