



LASALLE CURRENTS

A Newsletter For Members Of LaSalle Mariners Yacht Club

December 5th, 1979



Ahoy Mariners,

We were all saddened recently to hear of the thoughtless actions of vandals at C.I.Y.C. Sails and a radio were stolen from Black Knight, and that beautiful lawn furniture we all admired last summer was used for firewood, as the vandals took advantage of their club house for several hours. There was more damage done, too numerous to mention, all LaSalle Mariners extend their condolences.

The shock of this news may bring back memories of our own experiences with break-ins at the club house (minor in comparison) and discussions that resulted. New Members Note: We felt that our best defence was to use the clubhouse all year, and for your convenience the road to the club is kept plowed, all members have a key, and monies are expended for heat and firewood. Just because the boats are out doesn't mean forget about the club till spring, come down and talk sailing, have a drink with friends around the fire, or practice your darts for Wednesday nights. Skating for the kids will be available (soon we hope).

While on this subject of the clubhouse use, the Commodore would like to extend invitations to the members of fellow sailing clubs. No promises can be made that someone will be there, but if you are feeling lost like most of us do in the winter time, and are out our way (2640 Front Rd.) drop in and introduce yourself. New fresh faces will be welcome especially around tundra time (Jan. Feb.)

Skating for the kiddies is a reminder to all Moms and Dads that Santa will be at the clubhouse for the young ones Christmas Party. This is sponsored by the club and gifts will be given so we ask that only member's children attend. Santa's having trouble fitting us in to his schedule and hasn't set a date to "drop in" yet but as soon as we get the date all members will be notified.

PICTURE THIS.....

The day began with low cloud cover (ceiling height of 8'to 10') and it was worsening. Since we were racing in Lake Erie for the G.I.Y.C. one design series and a 10:00 a.m. skipper's meeting, the crew arose at dawn for a 7:30 a.m. departure.

I felt that the fog would bear off by 9:00 or 10:00 and stated this often, as we all know that a skipper must reassure his crew at each point, as they are easily panicked, but as 9:30 came and went, I felt the best thing to do was to keep my mouth shut, but I did express that it was the thickest soup I ever saw, after a detour into Dunbar and Sullivan's graveyard.

After quelling the mutiny, Grosse Ile Harbour was made without further mishap.

con't...

The race was to begin just off Grosse Ile at red nun #2. Bob(Mr. Navigation) Munden was Race Committee (with help from Jim Balfe and Margie) and duly led us to the starting line. (Later we discovered that Ron Stuebing came across the R. C. boat and pointed it in the right direction) A start through the smoke by myself followed closely by arch rival (and eventual winner) Hellion, restored the crew's confidence and Elan was a happy ship again.

We were alone in the fog, occasionally Hellion's chute loomed 50 or 60 feet away, but even that reassurance vanished as we ran out of time to the F Mark (we found B.C.D. and E). Debate raged on board as to the accuracy of various time pieces and my ability to guesstimate speed (knotmeter out). A good breeze blew all the while so that Elan was making 5+ dead downwind, as the realization that I overstood F mark was forced upon me and we were going somewhere fast. Jorg (Agility) Albrecht climbed to the spreaders hoping to see above the soup. Sure enough Jorg spotted a slight darkness looming ahead just before the rest of us. Moments later Elan slowed and I began to come around and snap into a tight spinnaker reach. Fearing the worst all the while ordering down the lookout.

Needless to say this flurry of activity came to a crunching halt, as we looked out onto a deserted isle, as Elan was on the beach spinnaker full.

Visibility was now less than 40 feet with the masthead occasionally obscured. The race abandoned, sails doused and engine started. Now to find Grosse Ile before starvation set in. It was strange to be totally lost in an area that I'm quite familiar. Conferences with fishermen and asking directions got responses from a shrug to what I knew was opposite to where the compass said G.I.Y.C. was. When we finally arrived by way of Amherstburg, (another story) it was too late for the second 10-miler and it was cancelled on account of no one finishing.

The above essay was included to entertain you, and is true to my memory. Different versions are available from each crew member.

Ralf Fiedler

"Experience the magic of the amazing John Geary" and "see the amazing John Geary and his magic" So advertises a local F. M. Radio station for a renowned entertainment spot in Detroit... We know what they mean! The flight of his darts!... A Flash of polished brass a swish and zap - a score of 154!

As the membership grows so does the need for communication! We have previously tried a "Letters to the Editor". Faction of the currents, but never received any replies. Express your opinions, we will print them. Needless to say, you always have the opportunity to become an editor of this tabloid.

The Mariners' actors guild, laden with talent and judged by its first public stage show at the annual banquet was a roaring success. After nominating two of its principal actors, George and Dale for oscars the Academy has yet to determine which nominee was the supporting Actor. Bravo!!!

The "Shorebox"

The shorebox or shorelocker is a very handy thing. It can store a spare gas can, all your extra cruising gear, tools, cleaning utensils and things you normally do not want aboard every day or really should not have aboard if you race your boat. It also keeps the trunk of your car a lot neater! There are about 4 or 5 being used at the club, unfortunately not all are the same size or colour. All new

shoreboxes shall be made to a pattern available from the Planning Committee, if interested contact the Committee and they will get estimates regarding cost. It will surely reduce the cost if more than one are being made at the same time. If you feel the cost is too great, share yours with your dock neighbour. While on the subject of shoreboxes... All shall be painted white, including the existing ones, and now is a fine time to take yours home to apply a fresh coat of paint! (I am just painting my 1966 model). This year's Executive have done a good job in seeing that the club grounds got cleaned up and kept tidy, so please put the stuff in the boxes, not around them!

J. Hendel

We get letters;

Being a first year member, skipper, and new boat owner, I was very pleased with all the help and advice given to me by the members in preparing me and my boat for launch and the first sail of the season.

Not being able to compare the 79 Executive with past executives, I feel they did an excellent job. They helped me to feel welcome, and a part of the club. The executive also motivated me to, "pitch in", and do a fair share of the enormous amount of work required to get the year's projects completed. One shortcoming is that it seems a majority of the work is done by a minority of members and it is these same members who carry the workload all year.

Along with the super sailors, there is also a lot of "super people", in the club and I feel that I received a great deal more in return from the club than I gave.

Jim Beaudoin

Three years ago when the club was approached, about the sponsoring of a freedom festival sailboat race we had little time for planning such an event but said yes to the request. Up to that time the "Sailboat Race" on the calendar of the festival had been a dismal failure. It was an open event and to the best of my knowledge it had never a single competitor. Despite radio and press coverage, it has remained almost totally a club event with only a very small number of area yachtsmen entering this race. The reasons for this are the following and we must by now recognize them: This long holiday weekend is picked by most sailing groups for their own events of varied importance and locale, racing on the Detroit River is not every competitor's ambition and it became a third river-race if one is in favour of racing on the river. All club members should agree that we cannot abandon our annual regatta, it has become a tradition. The longest downriver race also is a tradition, Grosse Ile Yacht Clubs. It functions also as a feeder race to get the Lake St. Clair racers to Lake Erie for the I.Y.C.A. Put-in-Bay week. Since I am expressing my personal opinion I will add here that I have taken part in all 16 L.M.Y.C. regattas and missed two or three of the last eighteen Grosse Ile Downrivers.

We should abandon the Freedom Festival for these reasons: Poor participation from other yachtsmen, no true support from the co-sponsoring beer Co. (They don't even see that their trophies are correctly engraved). Our local authorities insistence of eventually banning all sailboat races on the river. For those not knowing; The Grosse Ile downriver had to be shortened to start below Belle Isle because the same Canadian authority would not allow sailboats to "interfere" with commercial traffic in the channel between

Canadian shore and the border along Belle Isle. The U. S. Coast had little choice but to go along with this ruling. We therefore do not rate well compared to the tugboat and canoe races and other events staged. And last but not least one has to cope with a damned difficult starting area (so far the wind has cooperated), but it could become unmanageable! Should the membership decide for the club to continue and I urge you to examine all the pros and cons before we do so, I would like to make these points:

If we sponsor and are part of a "Rivershow" and wish to show the spectators a sail race (not easy) we must choose a course that will have the competitors in visual contact with the crowd for a little longer than just a few minutes after start. (when windy). The start must be between two marks and a suitable committee boat, a good distance from shore. The committee boat is to be supplied by the fesitival committee also one or two patrol boats. 1979 should be a lesson in this regard as we must not allow the club to loose its reputation as an experienced and able race organizer. We must be able to call the shots and should get bonafide assistance from the festival committee! I feel that the issue should be decided by vote at a race committee meeting in the near future, of the membership.

J. Hendel

Some interesting statistics of the Freedom Festival Regatta.

Fastest elapsed time 1978

1:17:20 - Raven - Gord Freeman

Fastest elapsed times 1979

1:08:25 - Whiplash - Dick Benning

1:15:25 - Raven - Gord Freeman

Fastest Shark

1:26:21 - Unicorn - F. Edgley

Fastest Duet

1:24:34 - Rhiannon - Y. McRobbie

Fastest Class B PHRF

1:31:01 - Tanzer 22 - Chinook - A. Letts

Fastest Class A PHRF

1:20:18 - C&C 35 - Ruffian - W. Noakes

It gives you a good idea how much of your time is spent actually racing your boat in this event.

News Flash!!!!!! Attention: Santa just sent a telegram with good news that he will be visiting the Club on the 16th of December, and we will be having our Christmas tree decorating party on the 14th of December (Friday) at 8:00 p.m. all members welcome. Our telephone committee will be telephoning with details shortly.

Merry Christmas