



LASALLE CURRENTS

A Newsletter For Members Of LaSalle Mariners Yacht Club

February 7th, 1979

AHOY MARINERS!

Here we are again and this is the time to welcome our new crew members aboard. Jim Beaudoin is already "immersed" in club activity. He ably handles the refreshments. He also, just lately had to talk to Harbour Master Al about a well for the Mirage 24 that he has purchased. We wish you and Jennifer smooth sailing and fair winds. Jim and Jennifer are residents of LaSalle.

Doug Kirkaldy is one of the "original" Mariners that formed the club, is an experienced yachtsman and since retirement, has spent most of his boating life around Georgian Bay and the North Channel. He now is the proud owner of a Tanzer 8.5 and is rejoining us to go sailing. Good Sailing! Doug and Arlene live in Amherstburg.

WELCOME ABOARD!

Dave, Wendy and Brandon are moving to St. Clair Shores on the 1st of March... Sounds very final, but they will keep the boat at the club, at least for a while. All the best to you!

LaSalle Currents are an MJR Production so please, accept our apologies for a late first issue; We did not have our stuff together!

Sunday, Jan. 28th, was the first social event of the new season, preceded by a general meeting, and a memorable event it was, with an interesting plant display, a very delicious curried supper that magically raised the temperature by several degrees, and absolutely gorgeous movies by our world travelling guests, Lisa, Manfred and their sons. Unfortunately, the ice was in poor condition, deterring those athletic types and the youngsters from having their planned games.

SUPER SUNDAY!!!

The Dart Players are pursuing their game with unmatched enthusiasm. Team Superior, after dropping out of first place tie, via a 4-1 loss to last place Eries regained their form, blasting Huron by a score of 5-0 and taking sole possession of first place. The teams are playing five games on a round robin system every Wednesday night, these are the up-to-date standings.*

The next social event is "Open House", Saturday, Feb. 17th, 1979, from 12:00 - 7:00 p.m. Here is a good time for reacquaintance, resailing races and meeting new sailors!

River Isles Yachting Association and the PHRF Rating System will be one of our topics in the next issue.

PIRACY ON LAKE ERIE

by Charles E. Frohman

The Steamboat Philo Parsons, owned by Simon, Peter and H. G. Fox, George Caldwell and Walter O. Ashley, plied between Detroit and Sandusky during the season of 1864, stopping at the several Lake Erie Islands. Her captain was S. F. Atwood, of Middle Bass Island.

On Sunday evening, September 18th, 1864, as she lay at her dock in Detroit, a young man came aboard, and asked for Mr. Ashley. Walter Ashley, clerk of the boat, replied and agreed to request the captain to make a stop next morning at Sandwich (Windsor) to take on friends, provided that the young man himself would board at Detroit. The boat left Detroit the next morning at 8 o'clock, and the young man, Bennett G. Burley, was aboard. His friends were picked up at Sandwich. These friends, according to Ashley, were gentlemanly, without baggage, and indicated that they were pleasure-bent, headed for either Kelleys Island or Sandusky - and paid fare to Sandusky, it being the same as for Kelleys Island. One of these friends was John Yeats Beall.

The boat's next stop was at Malden, where about twenty-five roughly dressed men came on board with a very old truck, tied with rope. Mr. Ashley said he thought these men might be "skedadlers" - men who left the States for Canada to avoid military service and who, tiring of Canada, were returning to their homes. The usual island business was conducted during the day, and Captain Atwood left the boat at Middle Bass to spend the night with his family. After the boat left Kelleys Island two miles behind on its way to Sandusky, at just about four o'clock, Walter Ashley was standing on the main deck in front of his office and the ladies' cabin (half of the 80 passengers were ladies). Three men approached, drew revolvers, and threatened to shoot if any resistance was offered. Ashley was then forced into the ladies room, and the men broke open the trunk and armed themselves with revolvers and hatchets taking forcible possession of the boat.

After about an hour, Beall, one of the "friends" who boarded at Sandwich, came to ask Ashley if he were in charge of the office, and he was told to produce the boat's papers - and the money. The money drawer not producing much (\$8 or \$10), Ashley was made to produce what he had on his person - about \$100.00. The men refused to give him the boat's papers, but did permit him to take some personal promissory notes.

The boat ran down the Lake, away from Sandusky for about half an hour, then turned and ran up the Lake to Middle Bass, for the purpose of taking on wood and discharging passengers. When she had been at dock about fifteen minutes, the steamer Island Queen came alongside and made fast. The men on the Philo Parsons boarded the Island Queen, where some were put into the cabin and others into the hold. Several shots were fired, but only the engineer, who did not respond to commands as quickly as the rebels desired, was seriously wounded with a bullet. Afterward, passengers of both boats were put on shore, under promises to communicate with no one for 24 hours. After an hour, the boats, lashed together, left Middle Bass in the direction of Sandusky, but when out a way, the Island Queen was set adrift, her pipes cut, and she was scuttled on Chincanolee Reef, off Pelee Island.

The Philo Parsons then proceeded to a point off Sandusky Bay, but receiving no sign and seeing the U. S. S. Michigan at anchor off Johnson's Island in the Bay, she steamed back up the Lake, passing Middle Bass about 2 o'clock in the morning, and was scuttled on Fighting Island in the Detroit River, putting the crew on the island and the "pirates" on the Canadian mainland, where they dispersed.

TO BE CONTINUED IN OUR NEXT ISSUE

FOR THOSE WHO DID NOT ALREADY PAY THEIR DUES,,, THEY ARE STILL DUE, AND OVERDUE!!!

FLOTSAM

"LMYC SPEED KING" -- Here are some statistics: A very handsome small trophy fabricated by Bob Munden, awarded annually and perpetually to skipper of monohull with best elapsed time recorded. Course: LMYC start and finish line, downstream rounding HB spar, returning upstream to finish line -- distance=1.48 nav. miles- Winning 1978 time - 14 min. 14 sec. average speed 6.24 kn. GUESS WHO! WAIT TILL NEXT YEAR JUERGEN!

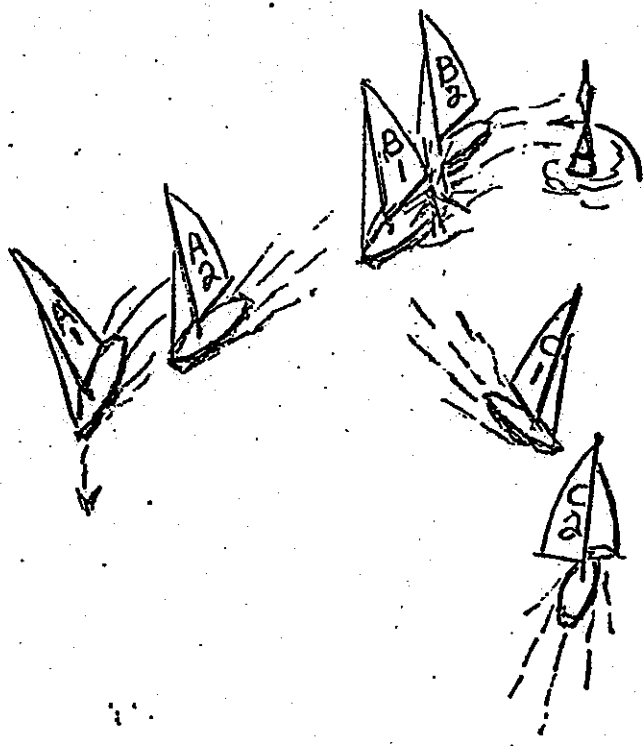
Canadian Michael Birch wins route Durhume by 1 min. 35 sec. -- some statistics: A single handed race. Course- St. Malo to Guadeloupe, nonstop. Distance - 4000 nav. miles. Winner-38ft. Trimaran "Olympus Photo", 2nd Place 72ft. Alu. Sloop Uriter V. Winning time: 23 days - 6 hrs.- 59 min. 38 sec., average speed 7.15 kn.

Are your charts outdated, tattered, torn or transfigured? If your favorite local chandlery is unable to supply here is a place that can - Navigational Chart Sales, 820 Free Press Bldg. Detroit, Mi. 48226 Ph. (313) 964-2555.

AND SEEN! Argentine with British accent and Italian name with Canadian beer in club house!!!!

P. S. Speed King was initiated by Bob Munden and is a blast, the rules governing are available from the Race Committee. It should be easy to better the 1978 time as only a few skippers competed. The trophy will be kept in the club house.

Did you take your sails to your favorite sailmaker for "check and repair" yet?????



This "Situation" occurs just about in every race and is also a follow-up of our first "Situation". This one is easy!

NEXT GENERAL MEETING SUNDAY February 18th - 10:00 a.m. Everyone attend!!!

FOR SALE

8' VHF Antenna - 6 pb Gain, Fibreglass and all mounting hardware, brand new \$85.00 only \$45.00
 Rubber inflatable Dinghy with custom oars \$45.00
 Boom Tent for C&C 24 Duet, Mirage, etc. \$20.00
 Camping equipment, 1977 Austin Mini
 See Dave Brigham for all of the above and for boat show prices at 969-1577, 4064 Churchill Drive, Windsor, Ontario

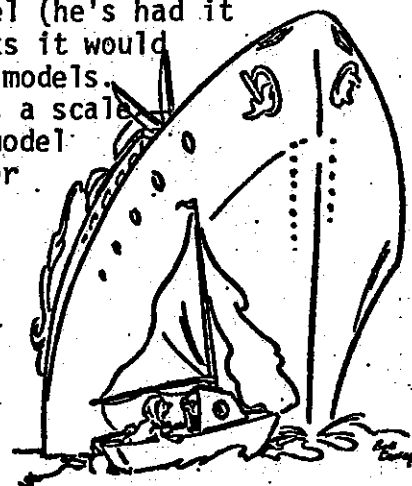
Know your Rules?

A = 42.2 (a) (i) applies here because boat "A2", a yacht clear astern shall not establish an inside overlap and be entitled to room when the yacht clear ahead (Boat "A1") is within two of her overall length of the mark, nor can "A2" claim her starboard tack rights.

B = Rule 36, a fundamental rule - a port-tack yacht ("B1") shall keep clear of starboard-tack yacht. There is also contact shown between the two yachts and that brings Rule 67 (contact between yachts racing) into the Act- 67.1 = when there is contact between the hull, spars, standing rigging or crew of two yachts while racing, both yachts shall be disqualified, unless and in nine out of ten cases "B1" would be disqualified unless she uses the 720° or 20% rule, if available to her.

C = Rule 37.2, a fundamental rule - a yacht clear astern "C2", shall keep clear of a yacht clear ahead ("C1"). "C1" and "C2" are entitled to room at the mark by establishing an inside overlap on "B1" and "B2", Rule 42.1 (a) (i) and outside yacht shall give each yacht overlapping her on the inside, room to round or pass the mark. Here "C1" and "C2" established their overlap before "B1" and "B2" were within two of their length from the mark.

Everyone knows that when 2 or more sailboats meet - there will be a race. Dennis Hendel is hoping to finish his 36 inch sailing model (he's had it for quite a few years!) by springtime, and he thinks it would be fun to test his boat against some other sailing models. Dennis' is not really a racing model (actually it's a scale model of the "Annapolis 44" class yawl). And any model would qualify to race in a "mini" series this summer (even the small plastic ones). Sorry no radio controlled stuff. He is even working on a handicap system he figures will work, based on water line length. So any interested members or family, can contact Dennis for further details at 734-6968, or see him at the Club.



"Shall I cry 'starboard,' dear?"



WHY NOT!??? EH DENNIS!!!!!!

THE FUNNIES CORNER!!!!