

April 2000



La Salle Mariner's Yacht Club

LMYC Clubhouse Entrance

LaSalle Mariner's Yacht Club 2000 Officers

Commodore: Elaine Prettyman 978-9820

Vice Commodore: Robert Reaume 978-0947

Secretary: Bodo Schaefer 736-8298

Maintenance: Lothar Bauer 734-1146

Race Director: Donald Beneteau 736-6263

Grounds: Fred Bolton 978-1125

Keeper of the Lift: Carl Durham 734-1550

Treasurer: Yvonne McRobbie 978-1756

House Director: Steve Kepran 945-6621

Social Director: Mary Ellen Mangile 736-6596

Harbour Master: Ralf Fiedler 969-7995

Roads & Parking Lot: Rick Worr 948-0776

Refreshments

Yvonne McRobbie 978-1756

Ralf Fieldler 969-7995

Publisher

Ralph Kepran

The Currents

Published by LaSalle Mariner's Yacht Club

Editor

Richard Parchomca

1968

LaSalle Mariner's Yacht Club
2640 1/2 Front Road
LaSalle Ontario, N9J 2N1

2000



Official Publication of LaSalle Mariner's Yacht Club

From the Commodore



During the 1st week of June the Organization of American States, whose goal is to "reflect the hemisphere's strengthened commitment to representative democracy", will be meeting in Windsor.

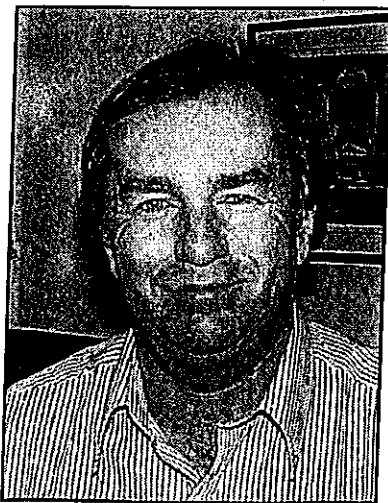
The group represents 35 countries who in recent years have adopted landmark conventions against corruption, illegal arms trafficking and violence against women. To celebrate this event, Windsor is looking to the local boating clubs to participate in a sail-by past the Casino. Boats will represent the various countries. LMYC, Southport, WYC and Sun Parlour have been asked to participate. Details are sketchy at this point, but the idea is to arrange for the sail-by to convene around Ambassador Bridge. Each boat will represent a country, and if there are enough boats, boats representing Canada would be placed between each country. As the boats move past the Casino, a spotlight will be shone on them and the name of the boat, skipper and club affiliation will be announced. There may even be some type of celebration held afterwards.

A planning dinner for the event (skippers & spouses invited) will be held shortly for those wishing to participate. The tentative date is Mon. or Tues. June 5/6th. Expected participation from each club is 15-20 boats. Anyone wishing to participate or wanting further information, please contact me as soon as possible. We know we are the most active boat club - now let's "strut our stuff"!

Watch for more information on the club bulletin board, and in the next newsletter!!

Commodore: Elaine Prettyman

From the Vice-Commodore



There is still work to be done on the life ring boxes. Please contact Charlie Schindler about adding the hardware and painting them.

The standup table tops for the clubhouse have been completed but need to have a finish put on them. anyone interested in collecting work hours please contact Bob Reaume.

We are still in contact with Paul Hotte about the dredging. It will be done in the near future. However a start date is still in question. I am in constant contact with him for this date.

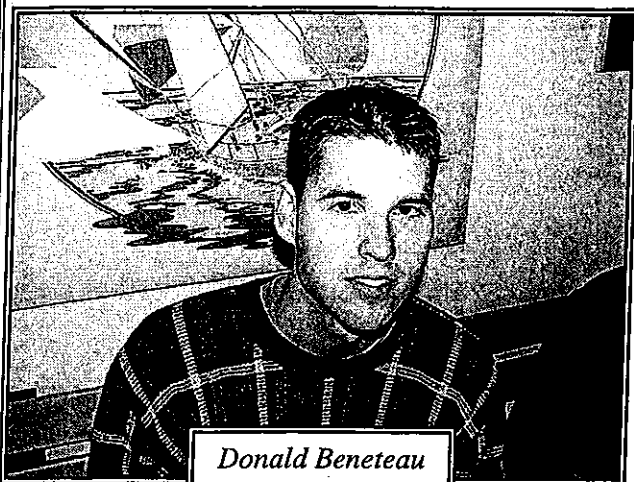
Please bear with us it won't take him long to do the job once he starts.

Vice-Commodore: Robert Reaume

The Currents is published monthly. While The Currents has researched and inquired to assure that information contained in The Currents is accurate, we recommend that you double check, to assure complete accuracy. Not receiving The Currents? Call the editor to get your copy!



Racers' Breakfast



Donald Beneteau

The racers' breakfast was an opportunity to meet with other sailors to formulate new rules or change existing rules to make the new sailing season more rewarding. This year about 25 concerned members attended.

The breakfast chefs this year were Steve Kepran and Allan Prettyman. Again an excellent job in preparing the traditional breakfast of eggs, bacon, hashbrowns and toast.

The meeting was hosted by Donald Beneteau, the Race Director for 2000. One of the concerns this year was LMYC Annual Shakedown to Put-in-bay. The low water levels predicated for this year and low water at Put-in-bay had some members concerned. The options put forth were to have the race at either Pelee Island, or Leamington. No definite decision was made at the meeting.

Club races were discussed and Irish Rover again is slated to be Race Committee Boat. If anyone is interested in being part of the Race Committee, please get in touch with Donald Beneteau.

Race Rules were discussed and voted on. The main rule change was the 20% rule and its application. Check with Race Director for verification of the rule.

The Double Handed Co-ed Race

this year will be held June 17, 2000 and the race will be around Fighting Island with festivities at the clubhouse after the race.

The Single Handed Race

will be held August 6, 2000. It will be a lake race. Exact destination is yet to be determined.

If you have any questions concerning the racing for this year, or volunteering for Race Committee, please get in touch with Donald Beneteau (Race Director)

From The Treasurer

Yvonne McRobbie

Launch will soon be upon us and this year Launch is \$50.00 plus GST equals \$53.50.

Dockage is \$13.00 per foot plus GST.

12.0/21(<12.0/21\$81&+

All fees for launch must be paid in advance to the Treasurer. Members may call or Email for their next numbers. Some members may have a credit. If you are in doubt, please check with the Treasurer.

Upcoming Events

April 1, 2000

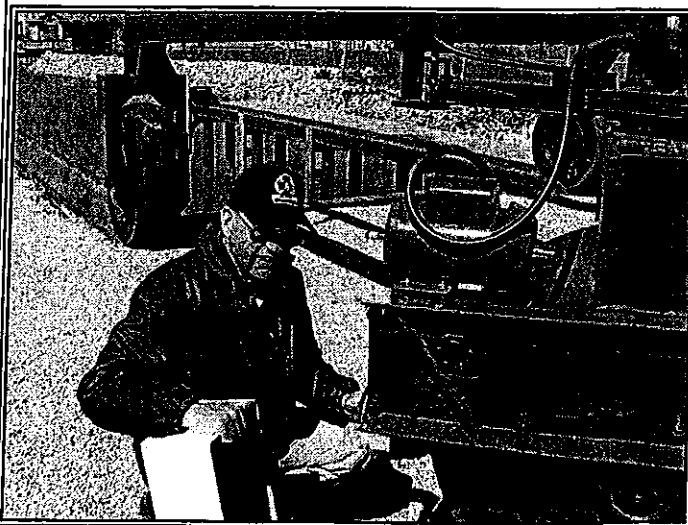
2nd Annual Chili Cook-off

April 16th

General Meeting at Clubhouse 1300 hours

April 29th

"Fitting Out Breakfast"



Carl Durham preparing and checking out the boat lift for LMYC.

News and Information

How to Feel Shipshape

Sailing time is quickly approaching and one of the maladies of sailing is being sea sick. The following article is taken from the Aviation Space and Environmental Medicine (1999;70 (12):1189-1192)

Nothing spoils a good vacation like being sea sick. Slow, deep breathing can help you control motion sickness.

Two major organs control balance: your eyes and your inner ear. Motion sickness occurs when your eyes and the balance apparatus in your inner ear don't agree, causing nausea, vomiting, rapid breathing, headache, dizziness, sweating, weakness, and inability to concentrate. For example, reading a book tells you that you are still, while being shaken in a boat tells you that you are moving, so if you read on a moving boat, you confuse your brain and feel sick.



Some people can prevent motion sickness by not using their eyes when they are on a boat or plane or by looking at the waves so their eyes agree with their ears, both telling them that they are moving. Sometimes attacks can be prevented by taking 50 mg of over-the-counter Benadryl one hour before getting on a boat or by applying a special skin patch containing scopolamine four hours beforehand.

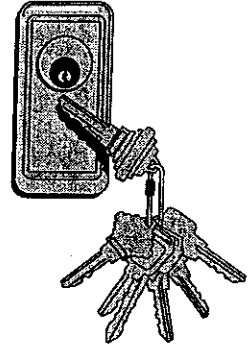
One you suffer a headache, nausea, and dizziness, no medication is particularly effective in controlling your symptoms. But you can try controlled slow deep breathing to decrease motion sickness.

Lock The Door

A reminder to club members. Please check clubhouse doors when you leave at night or when you are the last person during the daytime. Some members are

becoming a little delinquent when leaving the clubhouse and not checking the doors to see if they are locked.

The doors have been left unlocked several times during the last month. We have many valuable items in our clubhouse. Please be diligent and check the door before you leave.



Email Addresses

In order to give proper service to our club members, your Email address if you have one will be a great asset in club communications. If you have Email, please forward to Bodo Schaefer the club secretary.

Harbour Master Report

Special announcement

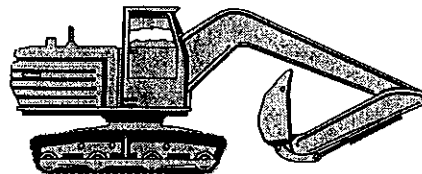
Dredging will be commencing at any moment. Be aware that no boats will be allowed in the wells or at the club until dredging is complete.

If you launch from a private marina, you will not be allowed to dock at LMYC until dredging is completed.

Dredging is an expensive undertaking and time is money. If your boat is in the way and has to be moved will cost LMYC additional funds. Your funds.

If you have any questions concerning this, please feel free to contact Ralf Fiedler (Harbour Master)

The lift at LMYC has been certified.



Past Commodore's Ball

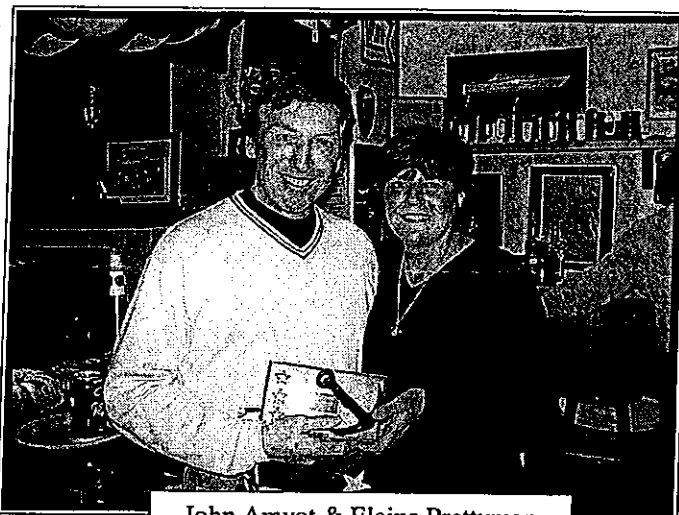
On Saturday March 11, 2000 LMYC held its annual Commodore's Ball. This year Past Commodore John Amyot was honored for his achievements. Over 30 club members and friends attended this event.

This was John's day and most of all we were proud to honour him for his work on behalf of the club during 1999. John during his year has demonstrated a clear commitment to LMYC and its members. During the evening John was presented with a plaque by present Commodore Elaine Prettyman and the Past-Commodore flag to commemorate his term of office.

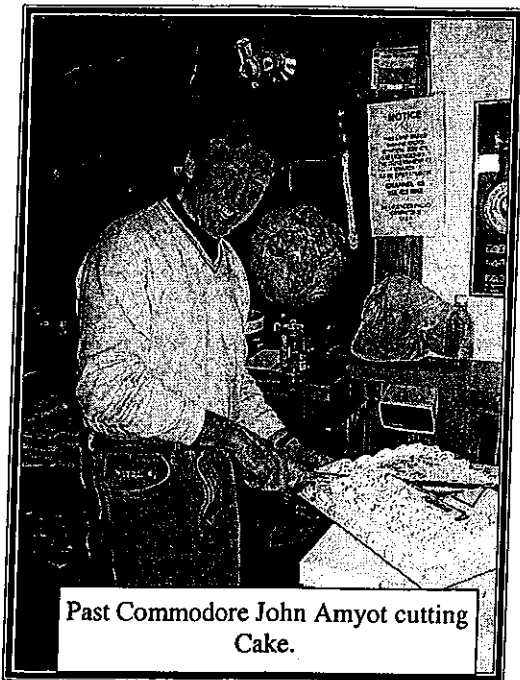
The evening continued with a buffet of delicious foods which were brought by club members.

The evening continued with club members and friends relaxing and talking about the boating season which is only a few months away.

Thank you to Mary Ellen Mangile and Kelly Amyot for organizing this event.



John Amyot & Elaine Prettyman



Past Commodore John Amyot cutting Cake.

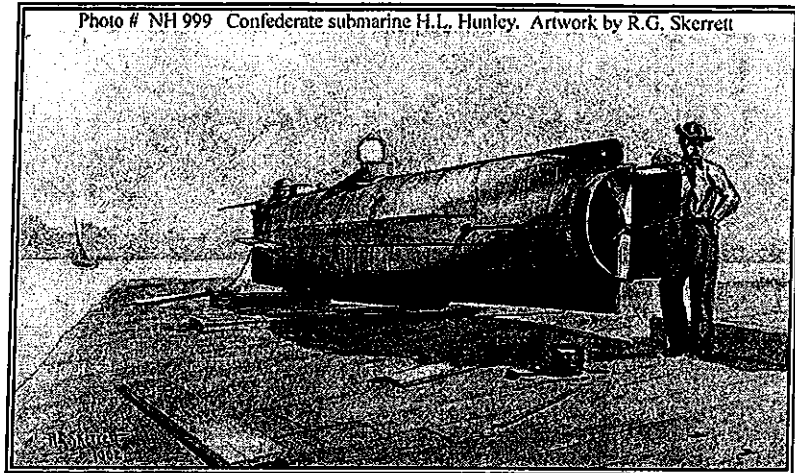


Danielle & Larry Laing, John Amyot Senior, Nicole & Jeff MacKinnon, Kelly & John Amyot Junior

Did You Know?

Submarine *H.L. Hunley* (1863-1864)

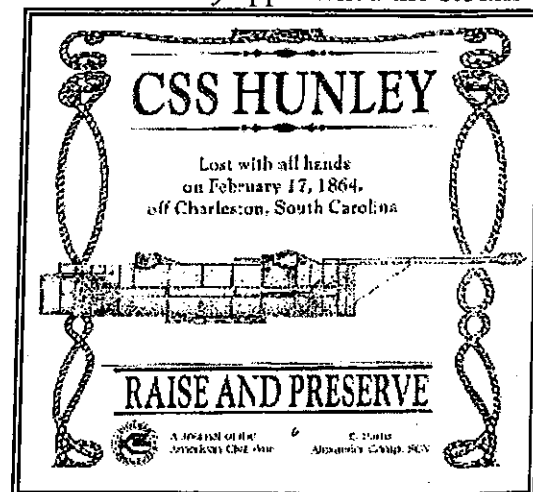
H.L. *Hunley*, a small, hand-powered submarine, was privately built at Mobile, Alabama, in 1863, based on plans furnished by Horace Lawson Hunley, James R. McClintock and Baxter Watson. Her construction was sponsored by Mr. Hunley and superintended by Confederate officers W.A. Alexander and G.E. Dixon. Following trials in Mobile Bay, she was transported to Charleston, South Carolina, in August 1863 to serve in the defense of that port. On 29 August, while moored to a steamer, the submarine was accidentally pulled over on its side and sank, drowning five members of her crew. After salvage, she was given a new crew and began a series of tests. However, during diving trials on 15 October 1863, she failed to surface. Horace Lawson Hunley, who was directing her operation, and the rest of her men were drowned.



H.L. Hunley was again raised and repaired. With a third crew, and under orders to only operate on the surface, she began a series of attempts to attack United States Navy ships on blockade duty off Charleston. On 17 February 1864, these efforts were successful. *H.L. Hunley* approached the steam sloop of war USS Housatonic and detonated a spar torpedo against her side. The Federal ship sank rapidly, becoming the first warship to be lost to a submarine's attack.

However, *H.L. Hunley* did not return from this mission, and was presumed lost with all hands. Her fate remained a mystery for over 131 years, until May 1995, when a search led by author Clive Cussler located her wreck. At present, an operation to salvage and preserve her for eventual public exhibition is in planning, under the auspices of the United States Navy and the State of South Carolina.

If you are interested in the civil war in the United States and marine warfare, a video on the Hunley is at most video stores and is entitled The Hunley. The movie closely follows this brief outline.





'Bessie'

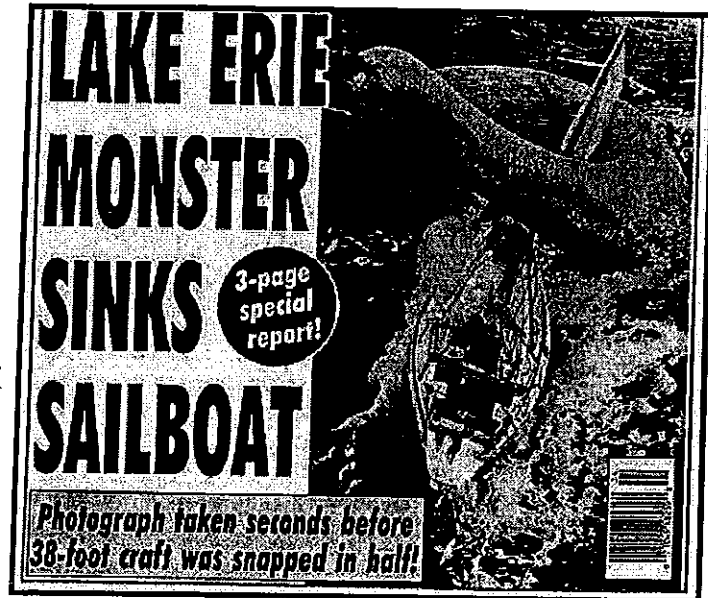


Lake Erie's Monster

From time to time we hear stories of the Loch Ness Monster of Scotland and once in a while we hear stories of the Lake Erie Monster named Bessie. Is there such a monster lurking in our Lake Erie waters?

The majority of reports depict the same basic description: A 30-50 long snake-like creature about as round as a bowling ball. The reported creature seems to appear when the water is calm.

If there is such a monster what could it be? There have been many explanations to the sightings; most notable is the prehistorical sturgeon, which can easily grow up to 300 pounds and have been known to reach 20 feet, 200 pounds and 100 years old. However, it must be noted that they are bottom fish and rarely seen on the surface. But, how often could one see a serpent?



Here are some early accounts taken from random newspaper articles. Read and make up your own mind

One of the earliest reports of Bessie was on the 7th of July, 1817. It seems this monster was seen in lake Erie, 5 miles from land, by the crew of a schooner. They reported this creature was 30 or 40 feet long and one fourth in diameter and its colour was a dark mahogany, nearly black. This account is very imperfect, and does not even notice if it had scales and therefore it must remain doubtful whether it was a snake or a fish.

On May 16, 1887 it is alleged that two French fisherman near Toledo had an encounter with Bessie. Two brothers named Dusseau were returning from these fishing grounds, when they discovered a phosphorescent mass upon the beach. It was late in the evening, but they succeeded in making their boat fast to the shore, and upon examination discovered a lake monster writhing in agony. The brothers say that was like a large sturgeon in shape, but that it had long arms, which it threw wildly in the air. While they were watching it the great fish apparently died, and the Dusseau boys, badly frightened, hurried away for aid. When they returned with ropes the fish had disappeared. In its dying efforts, it had succeeded in tumbling into the lake and had been carried away by the waves. The marks on the beach indicate that the serpent was between twenty and thirty feet in length. Several scales as large as silver dollars, which were believed to be the monsters, were picked up.

1960 - It was reported that a young man was fishing off a pier in Sandusky when he heard two rats. He decided to throw a couple of rocks at them when he saw the creature. He stated that it was cigar-shaped and came out of the water about 1-1 1/2 feet. It was about 11:00 PM on a clear, calm night.



1969 - A sailor stated that a serpent came within 6 feet of him near South Bass Island. Although he did not see the length, the width was about 2 feet. The animal appeared to be about 1 foot under the water.

September 1981 - A young lady from Akron saw a snake-like reptile that "was so large that could easily capsized a boat. It seemed to be playing." She watched it from a house on the Cedar Point Causeway.



1983 (app.) - There was an encounter with Bessie off Rye Beach in Huron. It is reported that a woman went out to her front porch just before dawn when the lake was quite placid. From the left end, she heard a rowing sound and saw what looked like a capsized boat. It was a greenish-brown color about 40-50 feet in length. The woman realized that it wasn't a boat, but an animal of some sort. It had a long neck and an eye was visible on the side of the head with a grin going up one side. The creature appeared to be playing in the water, but still put a scare into the witness.

Summer, 1985 - A gentleman from Avon, Ohio was boating with friends north of Vermillion when they reported the serpent. It was dark brown and had a flat tail. He stated that "5 humps came out of the water. No way it was a sturgeon."

During this same period a boater reported coming face to face with Bessie. He stated that it had 3 humps and was black. He also reported that it was twice the size of his 16 foot boat. The location was in calm waters just off the Lorain Coast Guard Station and his sighting lasted 3-4 minutes.

May or June, 1989 - Two fishermen near Lorain Ohio were fishing and when they observed their sonar reading from their fish finder it revealed a strange shape beneath the waves. The fish finder appeared to show a sonar reading of a cigar-shape apparition about 35 feet in length at a depth of about 30 feet.

July 8, 1990 - A tourist from Salem witnessed the creature 2 miles from Cedar Point. Her description basically matched other reports.

September 3, 1990 - A report from a jet skier. He was jet skiing off Port Clinton when he thought he spotted a porpoise. He told reporters that he saw humps with gray spots. "It was very long as I moved closer and it was going down."

September 4, 1990 - A family were fishing north of Cedar Point Amusement Park when a serpent type creature swam by their boat about 1000 feet away. Their description- 35 feet long with a snake-like head. It moved as fast as their boat.



September 11, 1990 - Two Fire inspectors from Huron Ohio saw the creature from a third story window facing Lake Erie. They described it as dark blue or black at about 30-45 feet long. He further stated that he saw three parts of the creature above water. "It laid there motionless for three to six minutes and was flat on top."