

# LASALLE CURRENTS



A Newsletter For Members Of LaSalle Mariners Yacht Club

December 16th, 1980

Ahoy Landlocked Mariners!

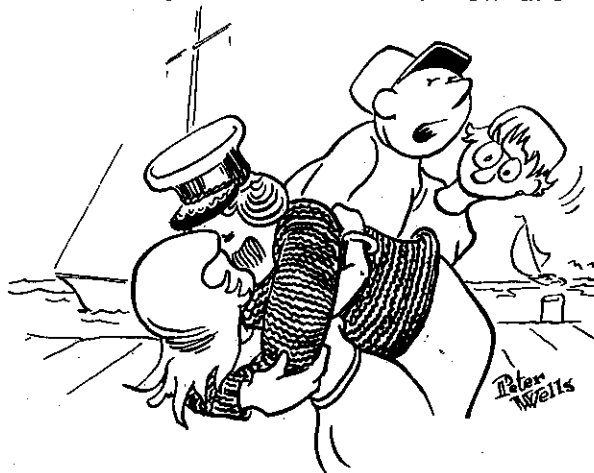
Yes, when Christmas Cards arrive, the sailing season is over, at least for those bound by our climate!

The date of our annual banquet then, is most appropriate, with memories of a fine sailing season still fresh.

And so, a successful party it was, indeed! The attendance was good, the food was hearty as was the applause for the many winners and club executives changing the watch, the atmosphere was vibrant! Here, to take another bow are the ones "that did it".

Surely by himself, Ralf (Fiedler) the winner of the single handed trophy, a perpetual award. Together, Mary and Juergen, winners of the "Couples Race" award, a new, and also a perpetual trophy. And the pennant winners for the Spring Series were:

1st Place-"Cookie Monster", smallest of the fleet, ably guided by Dennis (Hendel) and agile crew and hardpressed by the 2nd Place-"Nereid II", sailed very fast by Bob (Munden) and his fellow explorers always closely followed by the 3rd Place-"Gallant Lady", steady John (Geary) on the helm, assisted by his boys. In Class "A" it was "Rakaia" one of the largest of the fleet, and new to all squeaked into 1st place, pushed there by "Elan", urged by skipper Ralf (Fiedler) and his super crew into second place with the other brand new boat "Circus" with elated Al and Connie (Buliga) and a willing crew they earned a very closely contested 3rd Place. In the Fall Series the 1st Place- "Cookie Monster" was chomping but near the end got chased right into the jar by a very fast "Rhiannon", sailed by a most determined crew. The last race of the series decided the third place finish for "Thumper" to reward Ron and family crew for their effort throughout the season. "Rakaia", feeling a little more comfortable to skipper and crew warded off a new challenge by Ralph and Molly's new "Amigo II"! As always, "Elan" was involved in this battle for the top spot and found herself squeezed into 3rd Place.



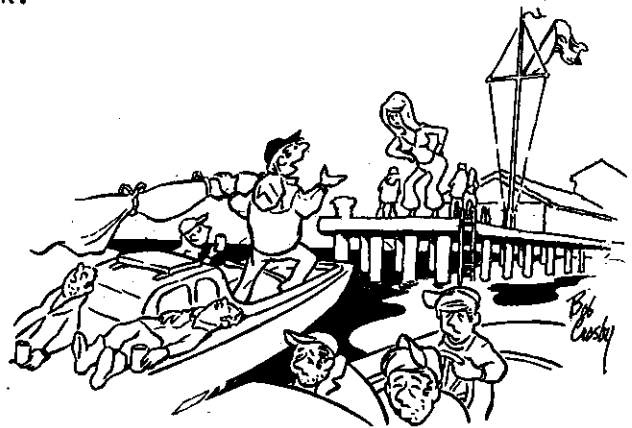
"I hear he's given up singlehanded racing"

A new Perpetual trophy donated by Rino Masotti, was awarded for the first time. A very impressive trophy, its deed states "Overall Award". The first engraved plaque reads "Rakaia". She persevered, in her first racing season. Those that sailed on her never quit trying and she also is big and fast. In this close contest she was able to just shade "Elan" and "Cookie Monster" and after eighteen races sailed, it is only right that next season the club will make awards to the second and third place finishers.

There was, of course, a presentation of the now traditional "less serious" awards. And, as happens often with the "Real" awards we had occasion to cheer for some repeat winners.

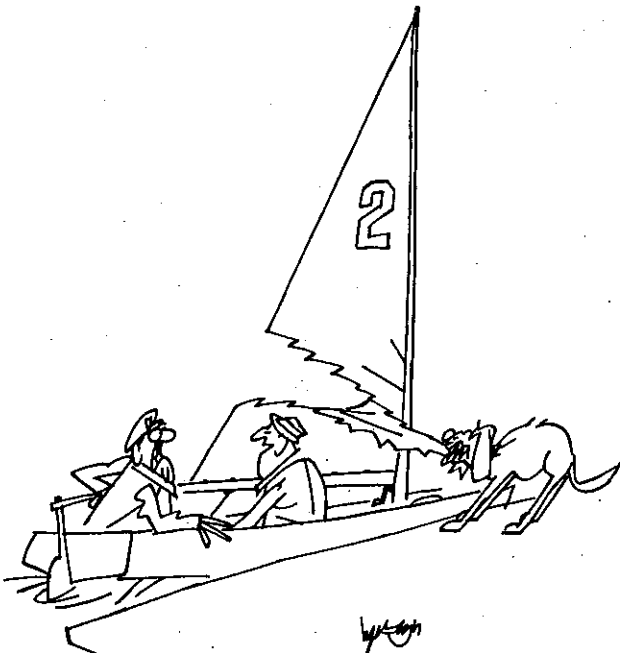
Red (Yvonne McRobbie) "The amphibious driving award" winner, Charlie (McDermid) winner of the questionable "Which way did they go?" trophy, crewmember, Jim McDaniel and Gene Boivin, recipients of the "Medal of Blind Courage" of the highest order and J. Hendel as winner of the "I am full of" prize. Congratulations to all, including the ones that sailed hard and well and aren't in that aforementioned group and ones that organize and make all these things work.

Please, do not forget to remove your shore box from where it now sits, take it home and give it a nice new coat of white paint. If it will not fit in your car's trunk, arrange for someone to help with a truck! At the same time look at the section of the new cement wall and docks. Now, I know you carefully folded your sails before you put them away for the winter, but did you check them carefully for broken stitching and tears? The cost of our fuel, wind, has not yet become a victim of our inflationary times but "catching" it sure has. Take



*"We did great, Mabel! If we hadn't missed that first mark, if the wind shift hadn't caught us and if Pete hadn't fouled us at the line, we'd have had a third!"*

good care of your sails! The best way is to have a sailmaker look them over now, in Spring time he will be too busy! And often a recut can transform a tired old bag of a sail into a thing of sheer beauty and graceful power.



*"He gets mad when I leave him behind"*

If the attendance of the "gripe" meeting on December 7th was any indication, most of you must have been happy with the programme of the 1980 race season. Jim (Beaudoin) the man in charge of the club's 1981 racing activities will have another meeting to finalize things for next season, but briefly, here are some decisions made by those attending Sunday's meeting. Each event (Shakedown, Freedom Festival, Regatta, etc.) will have its own chairman, who, responsible for his respective event will also be a volunteer, Jim hopes. The club race series is included in this system. This will spread the work load and could generate some friendly rivalry to have the best organized event. The responsibility would start with picking the date for the event to awarding the trophies. A sound decision! Chairman for the "Couples race" is J. Hendel.

Although, as applied, the Cox-Sprague scoring system showed some early problems it will again be used, because of its merits. Dennis (Hendel), who has done research and found the correct use of it, has volunteered to handle the club race series, including the scoring.

The starting line for our series will remain in the same area with a possible change of taking the line upstream. The courses were found to be good, except when the wind is very light, or fails late. Here the decision to finish the race on the normal starting line remains the race committee's responsibility. This produced a lengthy discussion and will be brought before the next race meeting. To avert confusion all number boards will show the same course number of either side and red and green will become number 3 and 4.

The Club will have a protest committee consisting of four members and a chairman. A third class, the J.O.G. class will share the first start with the multi-hulls and centerboarders at 6:55 p.m., Class "B" will start at 7:00 p.m. and Class "A" at 7:10 p.m. The 10 min. time difference between B & A class will be tried to avoid congestion at marks and will give the smaller (and slower) boats a better chance to finish under similar wind conditions with the faster ones, albeit, a better chance for overall honours. The J.O.G. and centerboarders will always sail the number 1 course.

Carl Durham has taken the helm of the J.O.G. Class. At this meeting it was hoped that a permanent race committee could be found, a committee not responsible for anything but to physically start and finish the club races. And last, we will pay \$5.00 for each series in 1981. This small fee will make our club races financially self-sustaining, will pay for their awards and will pay for and maintain the race committee's equipment.

Bar talk at the club at a recent "meeting" centered around the "really" big boats being raced, and "Big Ti" was mentioned. I had the good fortune of those present to see this stately clipper-bowed lady before her only Mackinac Race start. Sitting on our 20 ft. sloop "Kia ora" at the Port Huron Yacht Club, I was truly awed watching "Ti" gliding by, under power, gleaming white top-sides, blue trim, varnish, teak decks, 21 crewmembers, bowsprit, a bit of blue smoke from the exhaust pipe and all that. That was 1962, she was scratch boat but did not win. I remembered the article about her Transpac record and dug into my library to have something for you to read while we haven't any race news. It is also better reading!! "Ti" is a 72 ft. ketch, "Stormvogel", owned by Corny Bruynzeel is also a ketch, 73 ft. long, designed by the Dutch E. G. Vanderstadt.

ABOARD "BIG TI"  
... in the Transpac

(The following is excerpted from a letter written by "Ticonderoga's" owner, Robert F. Johnson to her designer, L. Francis Herreshoff, reporting on the record-breaking performance of the famous ketch, built as "Tioga" at the Quincy Adams Yacht Yard, Quincy, Mass. in 1936. It is followed by some impressions from crew member Skip Allan, a Star Class skipper who was also a member of her crew in the 1963 Transpac. By coincidence, his father, Bob, was aboard "Morning Star" when she set the old record in 1955 - EDS.)

This was the greatest crew I have ever sailed with. Being the oldest man aboard, I could gracefully avoid engaging directly in these foredeck exercises. The boys let me off, thank the Lord, and I'm perfectly content with this arrangement. I just tended to my navigating and tailed an occasional line. These boys were magnificent and I can't say enough about them. In Bob Dickson and Chip Cleary, we had a couple of old hands who were wonderful watch captains and the quarterbacks for every maneuver we made.

During the race, we were aware from available weather information that there was a "tropical disturbance" off the coast of Mexico. There is no West Indies hurricane any more fearful or awesome than a Mexican "Chubasco" as they are called there. Twice in the last century one of these things has made its way across the Pacific and hit Honolulu. No one likes to admit this and to think that this might happen during a race was out of the question. But we watched it on the weather map and it happened! The Weather Bureau finally admitted that Beatrice had been born, and its existence was made public when its center was at Lat. 21° North 137° West, heading for just north of Honolulu, speed 12 knots.

We knew it was there. Any sailor knows that when you see huge cross swells from a quarter different from either the present or prevailing wind, things are just not right.

We turned down 1,000 miles from Honolulu, hoping to sail the "edge of it. We figured we were in the northwest to westerly quarters of it. We figured that its counterclockwise winds would supplement the normal 12 to 15 knot trades. We were right. The wind built up to 50 knots dead aft. That's when we hit our 20 knots plus. The surfboarders say that they get "locked in" on a wave. That's what we did. We flew a four oz. Dacron storm spinnaker of about 60% area and full main, no reefs, mizzen sails furled. We "locked in" twice on two giant waves and the speed indicator banged right up against the pin - 20 knots plus we don't know how much and the old Ticonderoga stayed with the wave. Wave speed - what's that? The crew were like maniacs; like dope addicts. The water flew off the bow like it would off a PT boat. Finally she'd "break" in a smother of "foam." At least once, the spinnaker, instead of pulling, was plastered against the mast. I've heard about the old ships "sailing under." Is this the way you do it? If it is, we just about made it. Finally, the four oz. spinnaker exploded into confetti and the main ripped from leach to luff halfway up, and this madness was over.

The goose neck was ripped loose from the mast and the poles and bells went into orbit and overboard. We put on a staysail and jib and meanwhile strapped the boom hardware back on and made up a sort of charm bracelet out of cable clamps and jib track cars to hold the spinnaker pole. We sailed over 250 miles during this 24-hour period, half of it with no main. We really didn't hurt anything. The helmsmen were so good that they kept her "on the track;" no broaches, no knock-downs.

As for the thrilling finish, after more than 2,200 miles Stormvogel came out of a rain squall about 75 miles from Honolulu and downwind from us. When

she saw us, she reached up and crossed our stern within about 100 yards. From this point, we started a whole new race, boat for boat in the middle of the Pacific Ocean!

A great many people believe that the Stormvogel is capable of higher speeds, under certain conditions, than any sailing vessel ever built. She is a foot longer than Ticonderoga, her aluminum masts are as tall or taller, she has a "fin" keel like a Star boat. Her owner, a very fine gentleman and sportsman, tells me Stormvogel has attained speeds of 22 knots, momentarily, under wind and sea conditions that will permit her to surf. I believe him. Few will believe it I'm sure, but Ticonderoga will surf, too. In this race we far exceeded our previous top which was 17 knots. We hit 18½ and then twice exceeded the limits of our electronic speed indicator which goes only to 20 knots.

When we first saw Stormvogel 75 miles out, we had just been able to get sights and determine that we were on our course within a degree or two of Koko Head. It was late afternoon and although we didn't know it then, Stormvogel was uncertain of her proper course to the finish and therefore elected to come up to us, feeling that she could beat us in a boat-for-boat race to the finish and be safer than pursuing her own course. Actually, she was right. Our course was correct and proved so hours later when we picked up Makapuu Light just off our starboard bow bearing 227° magnetic and right where we figured it would be. Since she was downwind from us, her course, had she maintained it, would have been low of the mark. When we saw her, she had a spinnaker "close" and she was gaining ground rapidly. We knew we had to do something so we dropped our spinnaker, put on a reacher, and headed up to windward about 15°. Soon Stormvogel followed suit changing course about 20° and reached up to us at tremendous speed, passing our stern within 100 yards. Then she changed to our course, but lost ground.

Then she changed course again and went further up to windward. We guessed correctly that she wanted to change her angle to be in a running position with the wave direction running directly down to Diamond Head. The wind by this time was at least 30 knots and as we approached the Molokai Channel, it increased to 40. From this position Stormvogel came back down and in all my sailing I have never seen anything like her performance. We started to surf. The seas were mountainous. We never went under 11 knots and on the waves were getting 14-16, even at times 18 knots! Yet Stormvogel was closing rapidly. She must have been getting her 20 knot spurts.

We simply kept ahead by staying with our shorter course. She sailed miles further in these last few hours to the finish line. But when she came back down from way up to windward, we still had our 100-yard lead. At Koko Head, six miles from the finish, we jibed from port to starboard tack.

Accomplishing a dip pole jibe at night in 30 seas, 40 knots of wind, and a 3,800 2.2-oz. Dacron spinnaker is not exactly child's play; add to this a 30-year-old ketch with a bowsprit that takes the man on it under water, a rain squall, jury-rigged spinnaker hardware to replace the regular spinnaker pole gear that ripped right off the mast three days before.

Ti rolled her windward rail under a couple of times, the spinnaker pole came out of the jury rig on the mast and went overboard, and they got it back. The helmsman, Bob Dickson, steered and was able to steer a course to follow the spinnaker. It never collapsed and these boys got the pole back, connected to the mast again and connected it to the spinnaker clew. We changed course 25° and pulled away from Stormvogel passing Diamond Head buoy by a few feet.

It couldn't have been more exciting if we'd staged it from prepared script. From script, no one would have believed it anyway.

Robert F. Johnson

FROM THE COMMODORE:

Fellow Members:

You have all given a very positive response to the price increases and policy changes noted by you at the Dec. 14th, 1980 meeting namely:

1. increase annual dues \$10.00 to \$110.00 per year for full membership;
2. increase annual dues \$10.00 to \$60.00 per year for associate membership;
3. increase initiation membership fees from \$400.00 to \$500.00;
4. increase initiation associate membership fees from \$200.00 to \$250.00;
5. discontinue policy of financing membership initiation fees; (effective Jan. 1st, 1981)
6. price of beverages increased:20%;
7. The 20 hours or \$100.00 work party will be prorated for the months since instated 13 hours or \$65.00.

Ideas to be discussed at the January 25th, 1981 meeting;

- (a) possible changes to rules of the Club regarding children and parents or club responsibilities;
- (b) a monthly fee to be added to all overdue accounts to encourage payments from \$2.00 to \$5.00 per month to be decided by you;
- (c) the planning committee has presented a plan to complete the west end of the property;
- (d) updating of our constitution by-laws;
- (e) membership at our meetings who is allowed;
- (f) I would suggest we create a special class of members that would not be required to do the 20 hours of club work or pay the \$100.00 fee. This would be reserved for members a distance away, or for members whose health is deterrented, or as a special thanks for meritorious service.

The April 25th, 1981 meeting is important to all of us. I hope you will attend and give the executive your directions.

BEST WISHES TO ALL IN THE NEW YEAR  
Tennison Mason

clip 'n' save

Everything you ever wanted to know department!!

MEETINGS SCHEDULED FOR 1980-1981

Jan. 25th, Feb. 1st, March 1st, April 5th,  
May 12th, June 9th, July 14th, Aug. 11th, Sept. 8th,  
Oct. 13th, Nov. 15th.

All Sunday meetings are scheduled for 1000 hours.  
All Tuesday meetings are scheduled for 1900 hours.

Dockage \$6.00 per ft.  
Winter Storage \$ .30 a square ft. (LXW)  
Haul Out and Launch - determined at the time (previously \$25.00)  
Dinghy storage for a summer \$25.00.

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From the Minutes.....

April 24th, 1977.....

"With our North Harbour in need to be filled, and with the acceptance of the new members, an amendment to the membership bylaws were needed. So after a discussion, Dave Brigham made a motion that the limitations of 50 members in L.M.Y.C. be increased to 75 members, seconded by Paul Hoffman."

April 9th, 1978.....

"Docking facilities shall continue to be assigned on an "as required" basis by the Harbour Master. Bumping requests, disputes etc., shall be initially settled by the Harbour Master with the L.M.Y.C. executive acting as an appeal board. - each case to be decided based upon the following point system.

1. For each year of full membership in good standing -  $1\frac{1}{2}$  points.
2. For each year of associate membership in good standing -  $\frac{1}{2}$  point.
3. For each year of boat dockage at L.M.Y.C. facilities -  $\frac{1}{2}$  point.
4. For each year serving in a committee head position - 1 point.
5. For each year of winter storage at L.M.Y.C. premises -  $\frac{1}{4}$  point.
6. For each year of service on L.M.Y.C. Executive Board -  $1\frac{1}{2}$  point.
7. For meritorious service to L.M.Y.C. beyond the normal responsibilities as a club member - up to 4 points.  
(to be awarded by a unanimous vote of the L.M.Y.C. Executive only upon request or in a dispute).

Due to the Holiday season, our next meeting has been changed from January 4th, 1980 to January 25th, 1980. Consider this your invitation. Big issues are to be decided - be there with your vote.

Safe Sailing.... on New Year's Eve..... whether at the Club, or afar. Dave Evans is social director for the New Year's Eve bash at the Club. Merry Christmas to all.

Recommended Plan Capital Works 1981.

A1 - Stone around land's end	\$ 2,000.00
A2 - Dinghy ramp	200.00
A3 - Becker Blocks N. Harbour	8,250.00
A4 - " " S. Harbour	5,500.00
A5 - Widow's walk, with patio	3,000.00
A6 - Flag pole & patio	1,200.00
A7 - Burms and landscaping	1,000.00
Total	<u>21,150.00</u>

Much of the above will be done by "cooly" labour.

On Dec. 13th, the Ladies Auxiliary held a Christmas Tree Decorating Party that helped everyone in attendance warm up for the Holidays. We'd like to thank the Ladies for such an enjoyable evening. Good wine, delicious cheese, and a great film to boot. Thanks to all who helped make this evening one to remember.

On Dec. 14th, Santa came to L.M.Y.C. with his bag of goodies for our little sailors. Thanks to Santa and his effecient elf for making this day a very special one for the children.

I would like to take this opportunity to thank Al Pavan for the use of the projector and screen, and for the excellent films. Thanks again.

