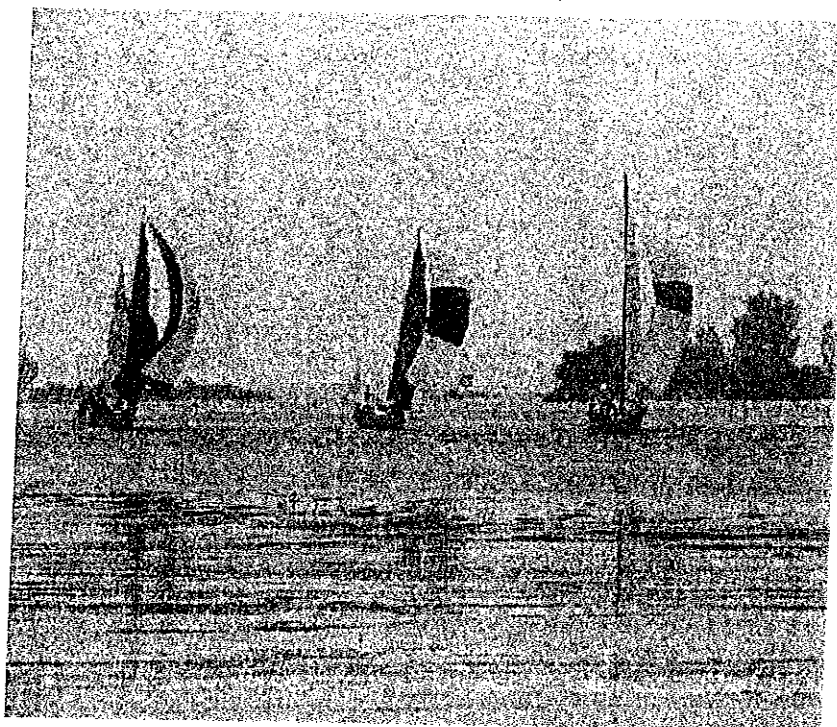


# *THE CURRENTS*

## *LASALLE MARINERS YACHT CLUB*

December 2006



*LMYC Regatta - Finish Line*

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### *2007 Officers*

**Commodore:** Larry Laing 736-7152

**Vice Commodore:** Dennis Pare 734-1597

**Secretary:** Craig Morrison 253-0123

**Maintenance:** Lothar Bauer 734-1146

**Race Director:** Bob Reaume 978-9047

**Road & Grounds:** Gus Martin 734-0867

**Treasurer:** Yvonne McRobbie 978-1756

**House Director:** Tom Boyce 256-4186

**Social Director:** Mary Natais 966-6358

**Harbour Master:** Ralph Fiedler 776-4501

**Refreshments:** Allan Prettyman 730-011

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### **THE CURRENTS**

**Distribution:** Jeff Williams

**Publisher:** Terri L. Skope

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**LASALLE MARINERS YACHT CLUB**

2640 ½ Front Road

LaSalle Ontario N9J 2N1

519-734-1363

**LMYC Web Site:** <http://www.wincom.net/lmyc>

**1968**

**2007**

# *THE CURRENTS*

**LASALLE MARINERS YACHT CLUB**

**From the Commodore and Vice-Commodore**



## *Commodore's Message*

Hello everyone! Thank you for giving me the opportunity to serve as your Commodore for 2007. I am very excited about the position and I am looking forward to working along with the new executive to keep the club running smooth, and hopefully implement some improvements during the coming year.

As always at LMYC the main mandate will be make improvements to anything that facilitates Sailing and Club Fellowship.

There are many projects already on the go at LMYC that are continuing from last year. The property acquisition is still on going and the appointed committee is still working hard to see this through. We also have some dock walls that will need to be repaired, and of course the Widows Walk needs some attention. If anyone has any other suggestions for improvements or things they would like to see taken care of please send me or the Vice Commodore a note. The new budget will be set by the end of January, so now is the time to make any suggestions you may have. My email is (llaing@cntrline.com).

As far as Fellowship goes it continues to be alive and well at the LMYC. I heard many recent stories of members lending a helping hand for other members in their time of need. Of course this is nothing new at LMYC but still it is always nice to hear.

As the cold months set in we are all looking forward to the return of nice weather and the return of the sailing season. But please remember that even during the cold months there are many things to do at LMYC. Our social events at the club are outstanding and I hope everyone will make an effort to come out to these events whenever possible. It's a good way to have fun and stay in touch with fellow members during the whole year.

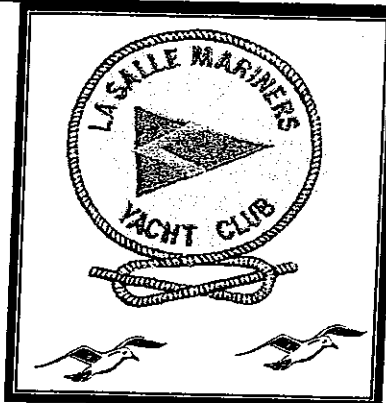
We will do our best to keep the membership informed of dates for all the social and racing events during the coming year. I hope everyone has a Merry Christmas and a Happy New Year and I will look forward to seeing you around the club in 2007. 2007 will be a great year at LMYC!

Larry Laing  
Commodore

# ***THE CURRENTS***

## **LASALLE MARINERS YACHT CLUB**

**From the Commodore and Vice-Commodore**



### ***Vice Commodore's Message – Dennis Pare***

Hi to Everyone from the Vice-commodore's seat.

After two years as Treasurer I felt it was time to move on. Thank you to the membership for your expressions of confidence in me. I look forward to working with Commodore Laing and the LMYC executive officers to bring a year of good fun and good management to our club.

I'm ready to dig in and move projects along at the club. There are some projects that I know are presently in the works. Members have already approached me promoting their favorite project. All this is encouraging. If you have an improvement that you would like to see in our physical plant operation I would be pleased to hear from you. Currently the list includes resetting a piece of the north harbour wall, trimming the big dogwood tree and installing brackets to steady up the seat scaffolds that are used so often each Spring. Of course there is also regular maintenance to be done on the property. As the second home for Mariners, after your own home, we all want to take pride in our club grounds. The book is now opened on work hours for 2007. If you want to get your 12 hours in before sailing season you should give me a call.

Many members put in much more to LaSalle Mariners than the required 12 work hours. As example, the Treasurer's duties run year round and often are not seen by the members as much is done in their home office. One way of easing the Treasurer's workload is making payments on time. Avoid that 2% monthly charge on an outstanding account balance.

To all the Mariners that put in that extra effort in 2006 and didn't count the hours, much, much thanks. With your support this club continues to be a model for other organizations. You provide the leadership on the grassroots level critical to the club's success.

## Passing The Flag



Rick presenting Larry with the Commodores Flag

## 2007 Board of Directors

Commodore	Larry Laing
Vice Commodore	Dennis Pare
Secretary	Craig Morrison
Treasurer	Yvonne McRobbie
Race Director	Bob Reaume
House Director	Tom Boyce
Social Director	Mary Natais

## Get Well Soon

Hope you're on the road to recovery...  
Herb Collins, Connie Buliga and Jim  
Ouellette.

*Hope you're feeling better Gail*  
TS

## Editor's Note

Thank you to those members who have contributed to this issue of the Currents. This will likely be the last issue that I will be publishing. If anyone is interested in keeping up the Currents please contact Larry Laing or myself. It's been fun... but I am returning to work after the holidays and will not be able to continue the workload. Thanks to everyone for your support, looking forward to the New Year. Merry Christmas and Happy Holidays to everyone from my family to yours.

*Happy Holidays*  
*LMC*



## Loss of a Family Member



On October 10, 2006 LaSalle Mariners lost another of its members. Kenneth Leroy Robitaille passed away at Hotel Dieu Hospital, he suffered a stroke and heart attack earlier in the month, Ken was 66 years old. Ken was a retired Mechanical Engineer and worked both in Detroit and in Windsor, his parents Mary and Joseph predeceased him. LaSalle Mariners members were Ken's family and all who celebrated life with him have felt this loss. His passion of sailing and motorcycling were known to all. He will be missed by all in our hearts and around the club.

## Up Coming Events

Just a reminder the *Tree Trimming party* is December 16. The *Children's Santa Party* is December 17. Parents please bring a small wrapped toy with your child's name attached and leave it in the bag out side for Santa to deliver to the children. Also, Mary is still looking for a volunteer to run the New Years Party – Good for work hours.

## Race Results

### LMYC River Rat Regatta

**Fleet A**  
 1<sup>st</sup> Slo Poke  
 2<sup>nd</sup> Blitz  
 3<sup>rd</sup> Zephyr Hawk

**Fleet B**  
 1<sup>st</sup> Dingo  
 2<sup>nd</sup> Whatever  
 3<sup>rd</sup> Bottoms Up

**Fleet C**  
 1<sup>st</sup> Sunkist  
 2<sup>nd</sup> Keelbasa  
 3<sup>rd</sup> Gringo

**Jog Fleet**  
 1<sup>st</sup> Dragon Fly  
 2<sup>nd</sup> Windsong  
 3<sup>rd</sup> Mananan

River Rat Trophy Winner **Sunkist** with the best overall corrected time.



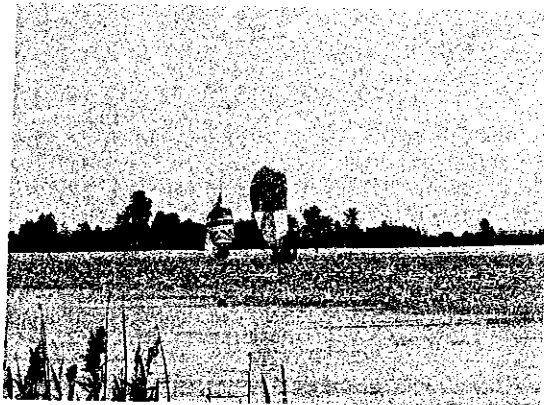
## MaryEllen's Great Loop Update

MaryEllen has just about completed her Great Loop Adventure. Currently she is enjoying daily life as a land lover while the winter settles in and will return with Indigo Lady in the spring. October 12, 2006 she completed the 341 mile long Erie Canal, and she put Indigo Lady's mast back up in Buffalo New York after the rare October snowstorm. Indigo Lady is currently in dry dock in Dunkirk NY on Lake Erie. Her family is overjoyed to have her home again.

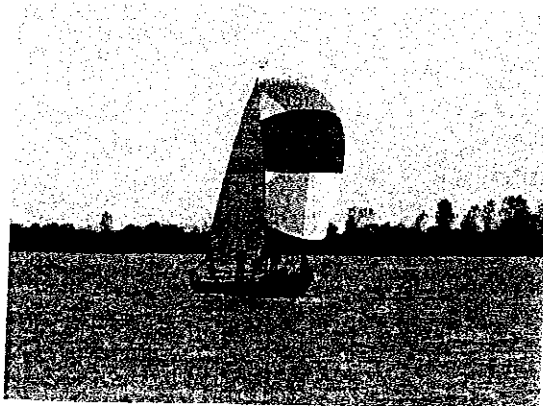
# *River Rat Regatta 2006*



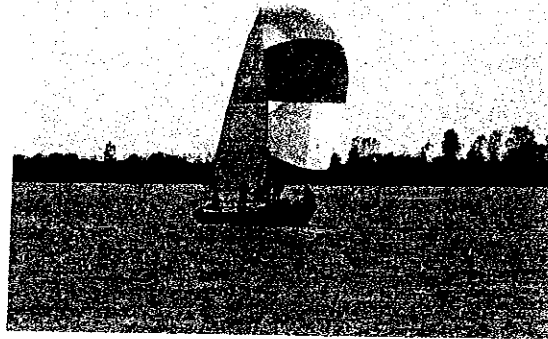
River Rat Regatta Winners – Sunkist



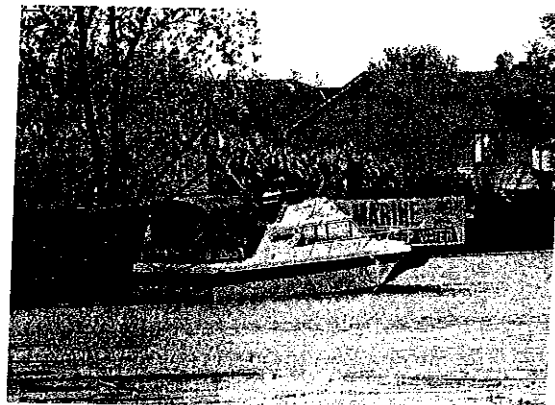
View of the first boats to the finish line



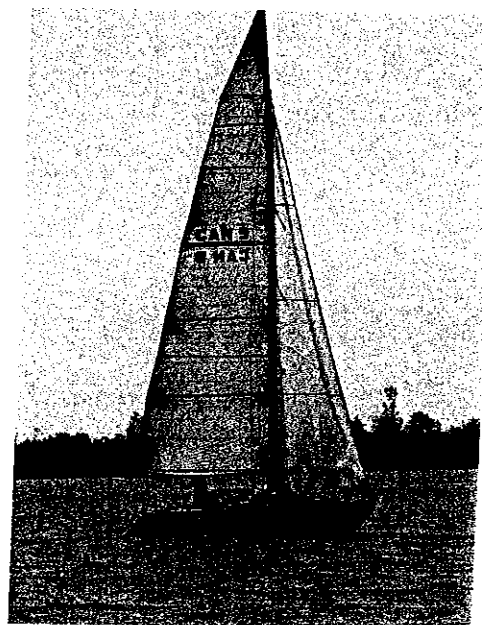
Blitz



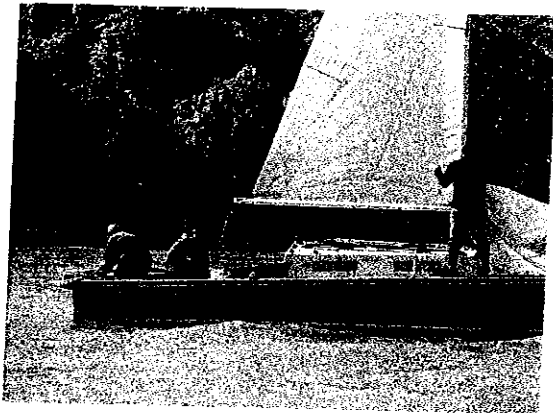
Slo Poke



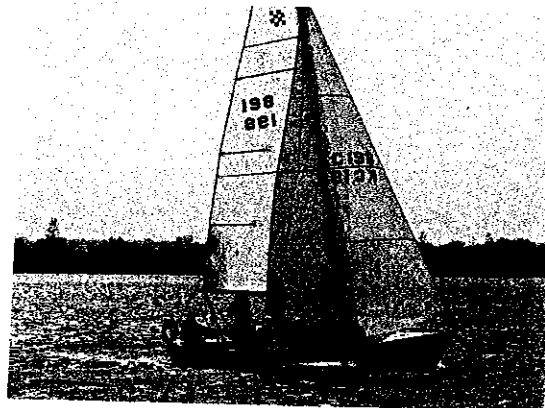
Race Committee TL Sea



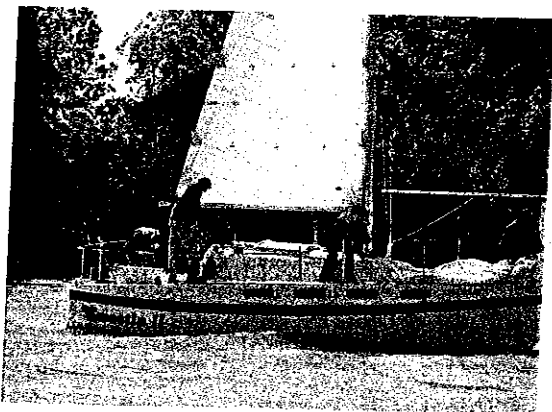
Ratso



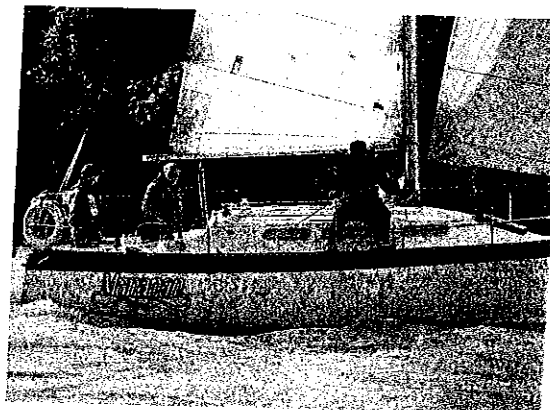
Gringo



2<sup>nd</sup> Wind



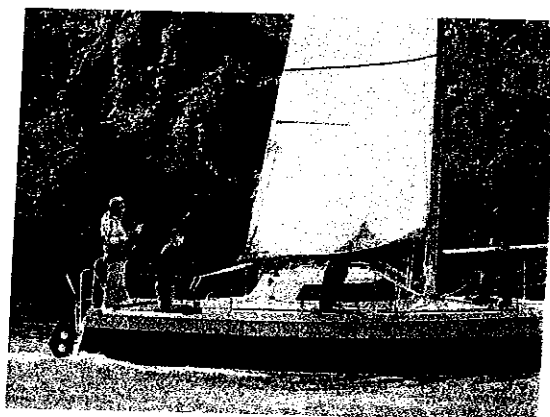
Sweetie II



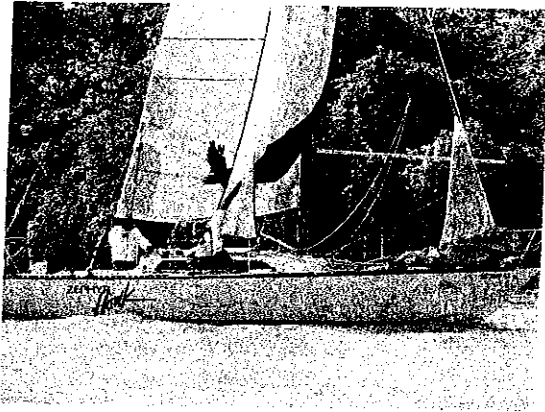
Manana



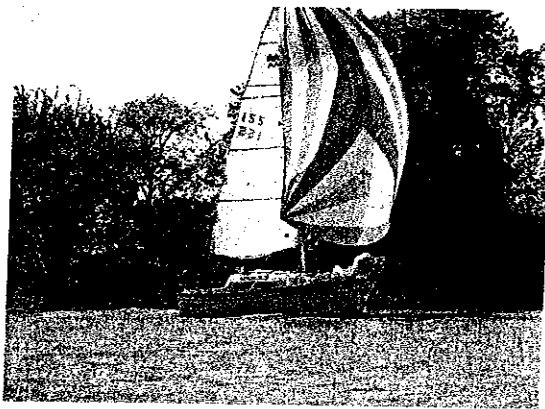
Silver Heels



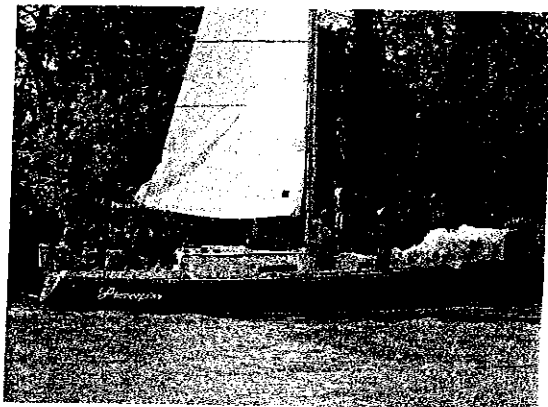
Bow Down



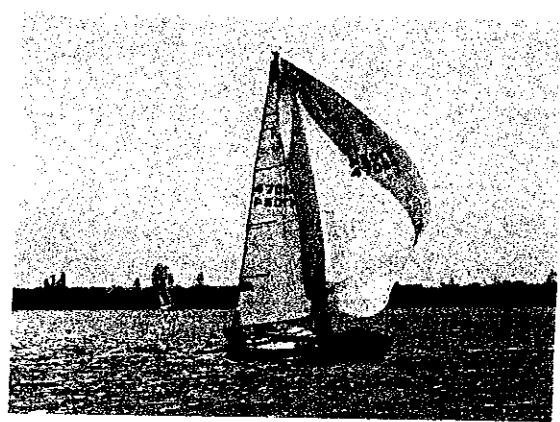
Zepher Hawk



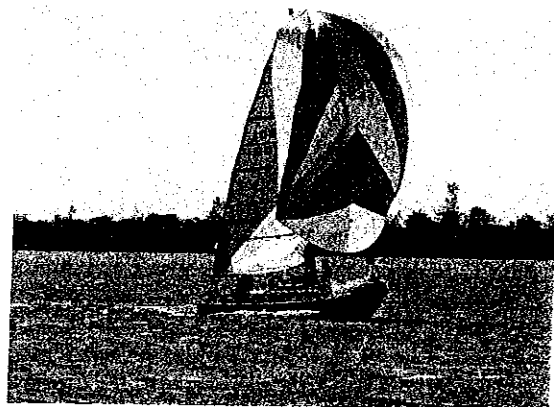
Sunkist



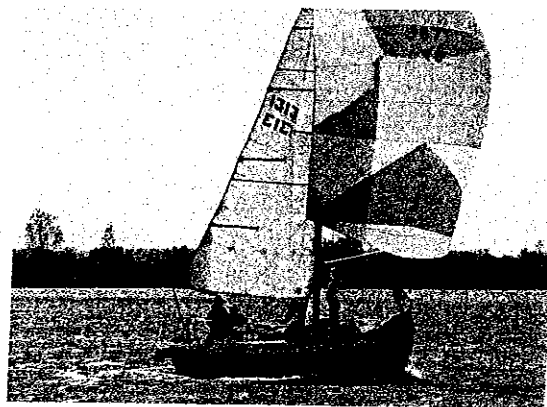
Praeceptor



Flirt

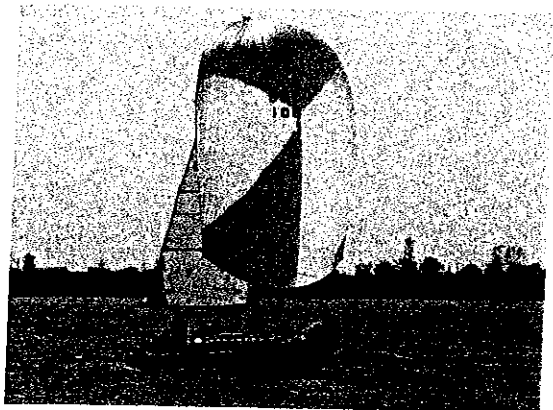


Dragon Fly

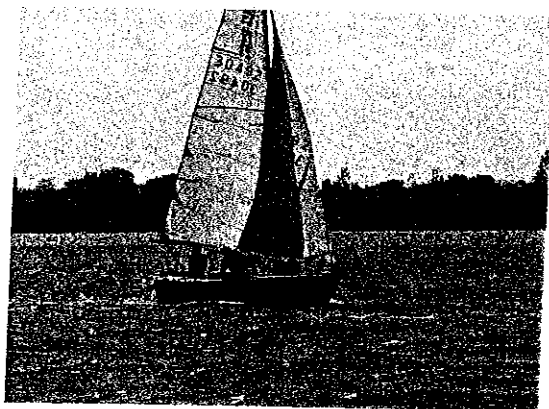


Keelbasa

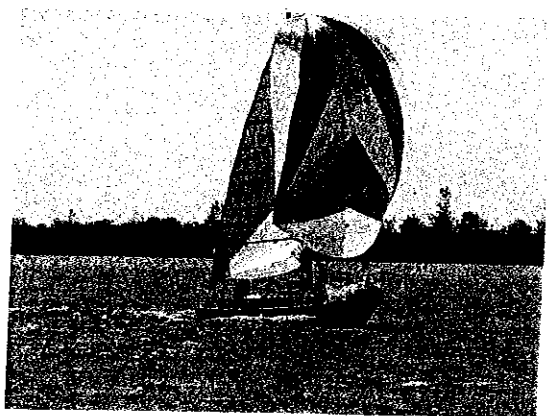




Whatever



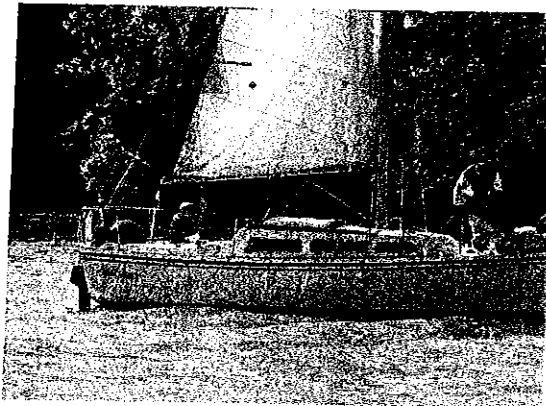
Ten Ticket Thrill Ride



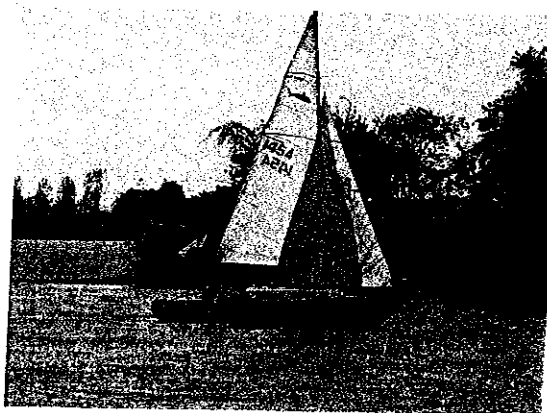
Dingo



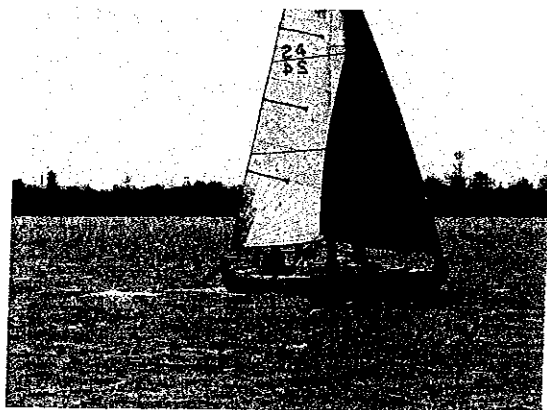
Bottoms Up



Wind Song



Shark



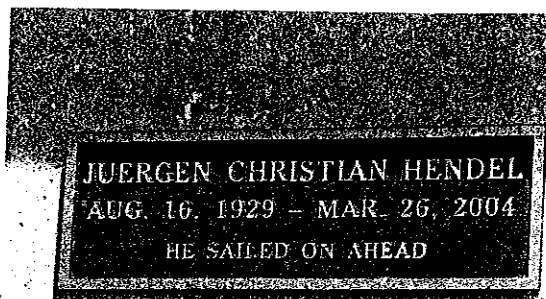
Knotty



Vicki, Paulette & Darlene



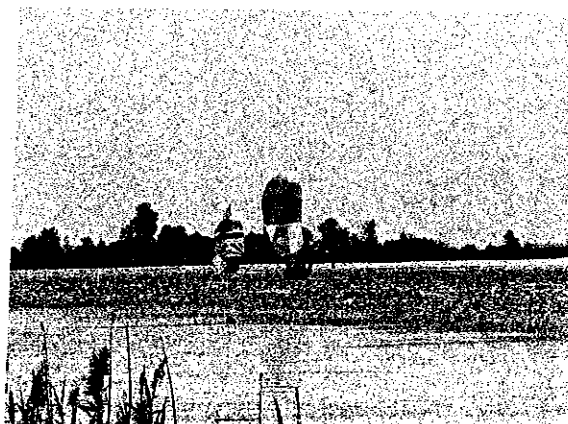
Members Enjoying the Party



Memorial Plaque for Juergen at the Widows Walk – never forgotten



Preparing for haul out



The Finish

## Remembering Ken Robitaille

Ken a long time Mariner has succumbed to a stroke while at Hotel Dieu Grace hospital. Ken was a fixture at the club for many years with boats such as Northern "Golden Girl". His last boat, "L'Adventure", a Niagara 35 took Ken to many places such as Lake Superior and as a live aboard, in the sunny south. Ken also loved to ride motorcycles and spent many a happy day touring on his BMW. He was very handy and knowledgeable, helping many a fellow sailor with advice and fix ups to their boats at the club since 1975. Ken was without immediate family and Mariners often filled that role in Ken's life.



New Years Eve 2005 Ken Robitaille,  
Dave Evans & Ralph Kepran



Ken Robitaille & Bob Reaume at Bob's  
50<sup>th</sup> Birthday Party February 2004



Wine Appreciation April 2004  
Ken Robitaille, Carol & Andy  
Bellehumeur

There was a memorial service celebrating Ken's life at Bedford United Church, 3340 Sandwich St. Saturday, Oct. 14 at 1:00 PM. A luncheon followed in the church hall.

# 2006 Racing Results

## Jog A

Placing	Spring 2006	Fall 2006	Overall
1 <sup>st</sup>	Whatever	Special Delivery / Preceptor	Special Delivery / Preceptor
2 <sup>nd</sup>	Special Delivery / Preceptor	Morpheus	Whatever
3rd	Morpheus	Whatever	Morpheus

## Jog B

Placing	Spring 2006	Fall 2006	Overall
1 <sup>st</sup>	Dragonfly	Dragonfly	Dragonfly
2 <sup>nd</sup>	Windsong	Sweetie 2	Sweetie 2
3rd	Sweetie 2	Windsong	Windsong

## PHRF A

Placing	Spring 2006	Fall 2006	Overall
1 <sup>st</sup>	Slo-poke	Slo-poke	Slo-poke
2 <sup>nd</sup>	Special Delivery / Preceptor	Blitz	Blitz
3rd	Blitz	Preceptor	Preceptor

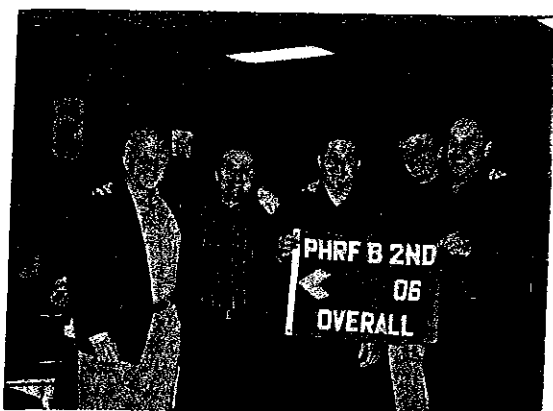
## PHRF B

Placing	Spring 2006	Fall 2006	Overall
1 <sup>st</sup>	Bottoms Up	Quattro	Bottoms Up
2 <sup>nd</sup>	Dingo	Morpheus	Morpheus
3rd	2 <sup>nd</sup> Wind	Dingo	Dingo

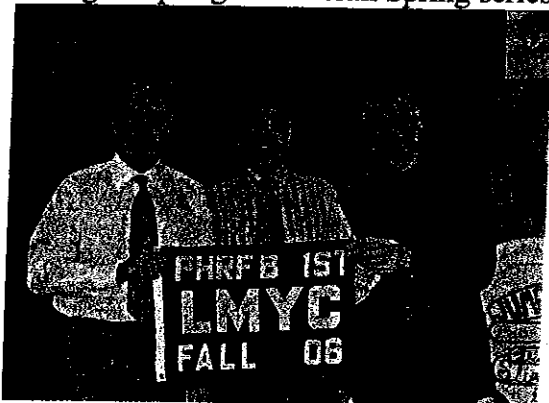
## PHRF C

Placing	Spring 2006	Fall 2006	Overall
1 <sup>st</sup>	Sunkist	Sunkist	Sunkist
2 <sup>nd</sup>	Dragonfly	Dragonfly	Dragonfly
3rd	Kielbasa	Windsong	Kielbasa

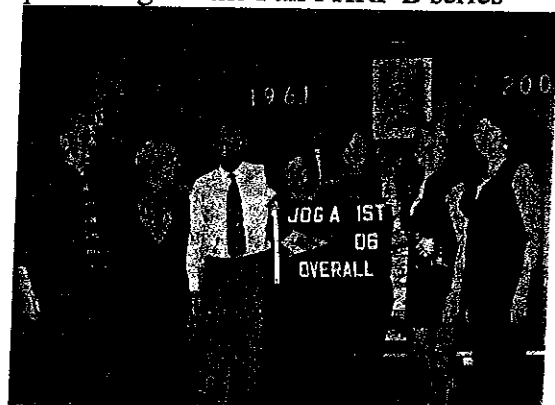
## 2006 Awards Banquet



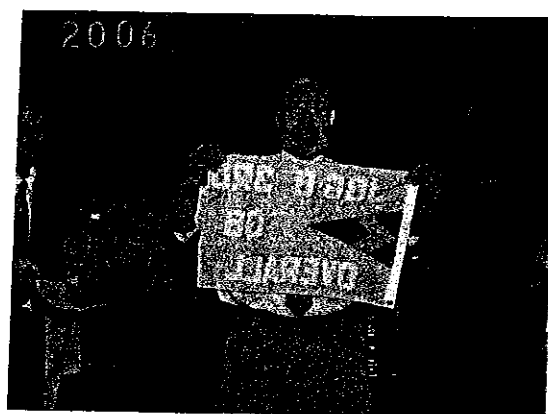
Crew of Morpheus who took home 2<sup>nd</sup> in PHRF B Fall and overall fall series & 3<sup>rd</sup> in Jog A Spring and overall Spring series



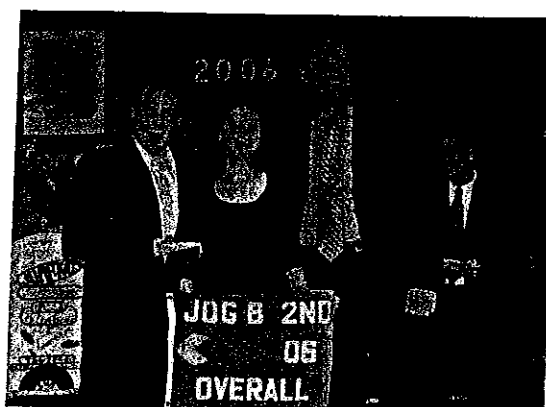
Crew of Quattro who took home the 1<sup>st</sup> place flag for the Fall PHRF B series



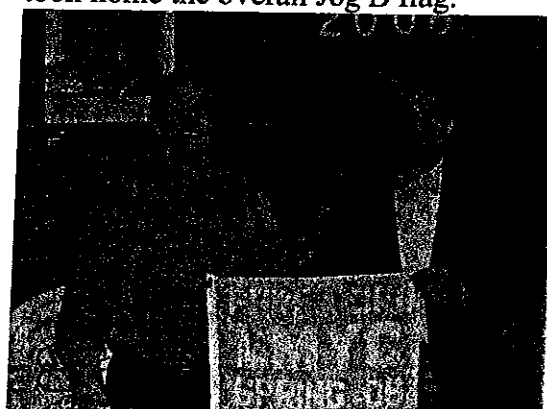
Crew of Preceptor who took home; 1<sup>st</sup> in Jog A Fall & Overall Fall series, 2<sup>nd</sup> in the Spring Jog A series, 2<sup>nd</sup> in Spring PHRF A series



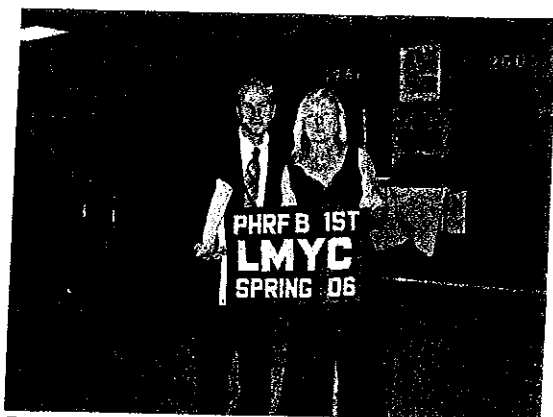
Rick Beresford on Windsong who placed 2<sup>nd</sup> in the spring series & 3<sup>rd</sup> in Jog B Fall series and overall Jog B.



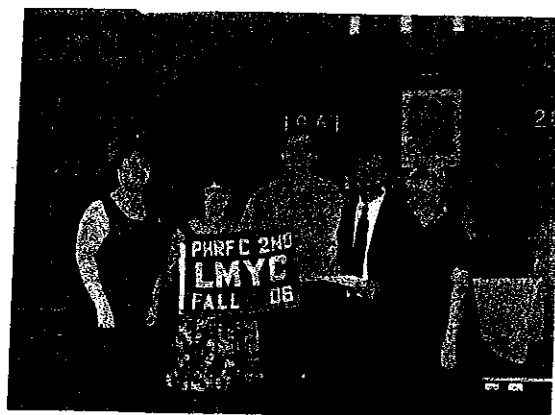
Sweetie 2 who placed 3<sup>rd</sup> the Jog B Spring series, 2<sup>nd</sup> in the Fall series and took home the overall Jog B flag.



2<sup>nd</sup> Wind who received 3<sup>rd</sup> in the PHRF B spring series.



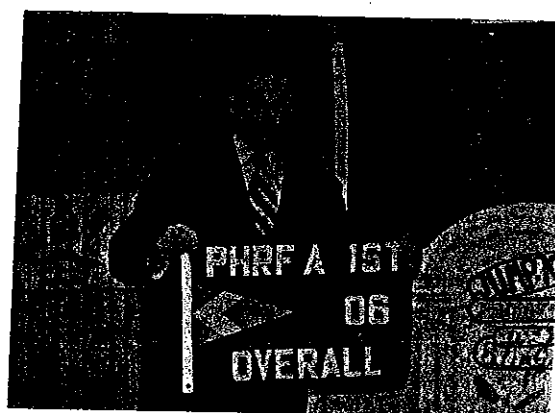
Joanne Tiborz & Rob Ferguson accepting the 1<sup>st</sup> place flag, Spring series PHRF B for Bottoms Up which also received 1<sup>st</sup> overall in PHRF B.



Dragonfly received 1<sup>st</sup> in Spring, Fall and Overall Jog B series and 2<sup>nd</sup> in the Spring, Fall & Overall PHRF C series.



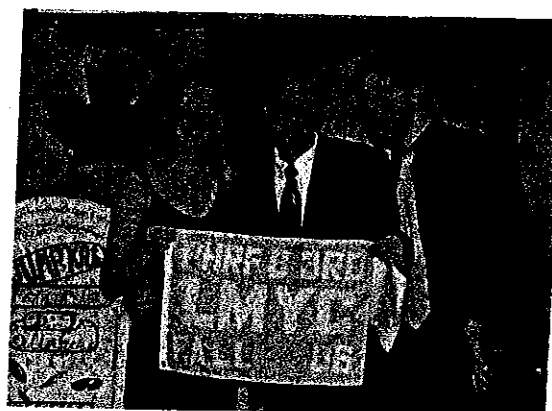
Crew of "What Ever" who received 1<sup>st</sup> in the Spring, 3<sup>rd</sup> in the Fall & 2<sup>nd</sup> overall in the Jog A series.



Nick receiving the flag for Slo-poke for 1<sup>st</sup> Spring, Fall and Overall PHRF A.



The Ladies of Morpheus who collected 3<sup>rd</sup> in the Spring, 2<sup>nd</sup> in the Fall and 3<sup>rd</sup> overall in the Jog A series.



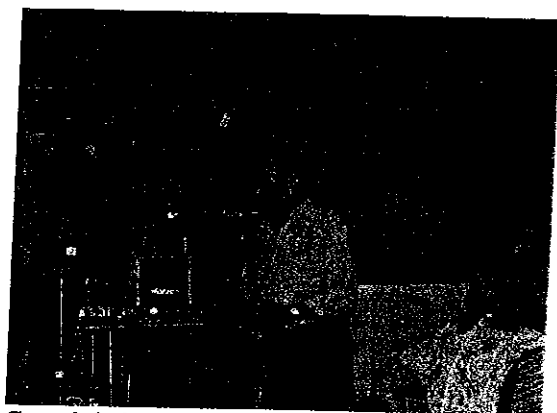
Race Director Rob Ferguson received 2<sup>nd</sup> Spring series, 3<sup>rd</sup> Fall series and 3<sup>rd</sup> overall for PHRF B on Dingo.



Member of Kielbasa receiving 3<sup>rd</sup> place Spring series and 3<sup>rd</sup> overall in PHRF C.



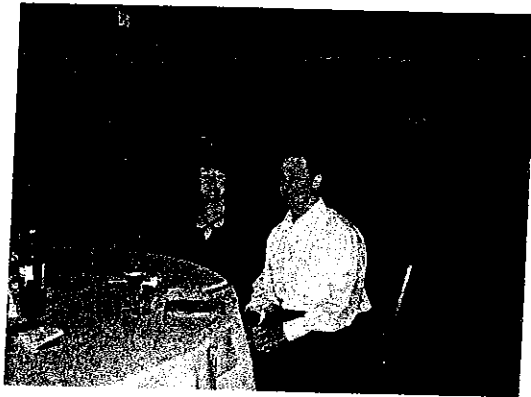
Leo Muzzato receiving the award for the non-member who has gone above and beyond the call of duty for LMYC. Thanks Leo.



Special thanks and awards went out to Dennis Douhart, Leo Muzzato, Brian Casey, Charles Schindler and Bob Reaume; without whom the race program at LMYC would be non-existent. The 2006 Awards Ceremony was dedicated to these fine fellows.

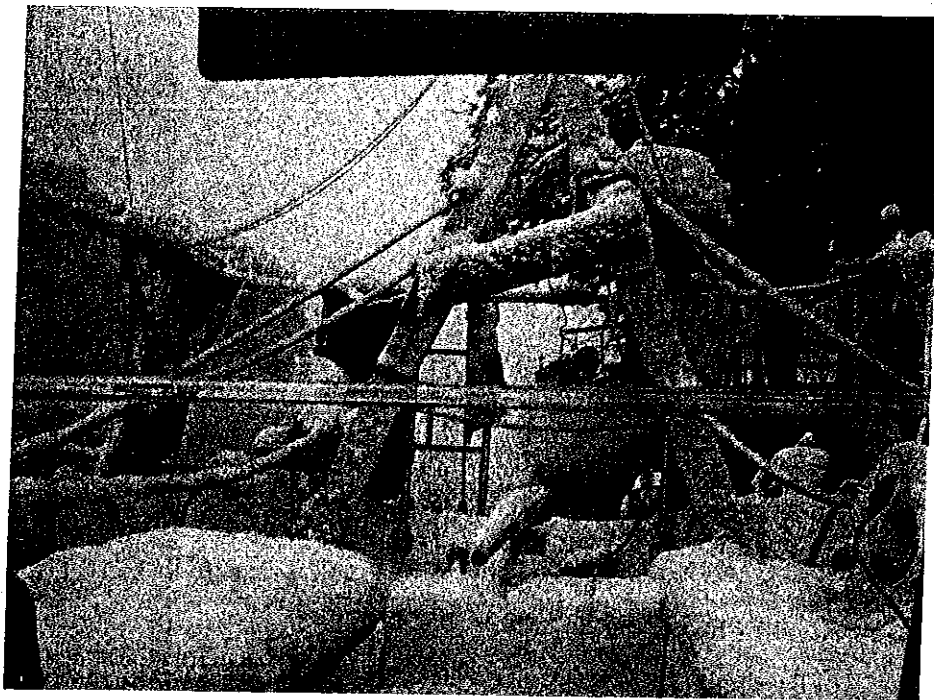


MaryEllen Mangile with husband Judge. MaryEllen received the LMYC Cruising Award for 2006 as she has completed 5200 of the 5400 miles of the Great Loop. The remaining 200 miles will be completed in the Spring of 2007. MaryEllen and Ken Robitaille are the only club members to receive this award twice.









## FRIDAY THE 13<sup>th</sup>

I have been pressing hard to finish the Erie Canal, enter Lake Erie and make it back to the Detroit River before the ice and snow sets in. It is there where I will close MY loop and become the first documented woman to single hand the America's Great Loop in a sailboat. It is late afternoon, Thursday, October 12<sup>th</sup>, 2006. Most of the day has been a confusing mix of blue skies, overcast, sun, rain, sleet, wind, thunder and lightning. Very unusual weather to say the least, especially for October. It has even been snowing some.

Today, I had hoped to make it to Tonawanda, NY to end the Erie Canal leg, but the weather had been getting worse with each mile. I was wet, cold and uncomfortable. So much so, I decided it was time to stop at the next safe dock with power. Little did I know that 'power' would soon be a very important commodity. As I passed under the Lockport, Adams St. lift bridge I asked the bridge operator if there was power at this dock, but he was not sure if it was still on. He said, "Why don't you pull over and I will come and check it out for you. If there isn't any and you still want to go on, then that will be okay too and I will open the next bridge for you". What a nice guy! He did just that. He found a live power outlet for me, but unfortunately, my electrical cord was not long enough to reach. As we tried to figure out what to do he remembered he had an extension cord at the bridge; "as long as you don't run away with it, it'll be okay for you to use". We both chuckled as I promised to return the cord before I left the dock in the morning.

There is another Canadian boat here at the dock. They are heading to Port Dover, Ontario while my final destination is LaSalle Mariners Yacht Club. Because the weather was so nasty we didn't spend much time talking and went into our respective boats to get warm, with an open invitation to visit later. However, once I got into dry clothes and warmed up all I really wanted to do was relax and stay warm under a blanket, in my own cabin with my little heater.

I am spending the evening catching up on my log. Tomorrow I plan to head out early in the morning and get to Tonawanda where Judge will meet me later in the day. I only have another 21 miles to go to get there; along with one more lift bridge and 2 more locks. That will end the 35 locks (including the Troy lock) and 15 lift bridges that make up the Erie Canal. He is coming to help re-step my mast so I can sail on Lake Erie and home. The fixed bridges on the Erie Canal are not high enough to allow for the 33 ft vertical clearance I require. So, I had stopped on the Hudson River and had Sean, at Hop-O-Nose Marina, in Catskills, NY take it down for me.

Friday -- I woke up early this morning excited to finally finish this part of the journey. Not totally awake, I rubbed my foggy eyes and looked out at my cockpit. Boy, was I shocked by what I saw! Snow, snow and more snow. At least 4 inches had accumulated on my poor Indigo Lady, already and it was still snowing so hard I couldn't see the lift bridge. Where is that snow shovel when you need it? Who would have believed that I would be sailing through snow to get home? The radio was announcing that Buffalo, along with the rest of western NY was being hit with a record setting, freak snowstorm. Branches and power lines were down all over and 300,000 customers were left with no electricity. I was certainly thankful that where I was, we had retained our power.

The two sailboats are docked under some young trees and I am keeping an eye on the load the snow is putting on the branches. We are in a catch 22 situation. If we move to avoid the trees we will lose our power and it is too cold to even think about that, but if we stay we take the chance of a small branch or two coming down on us. We decided to stay put and take our chances on the strength and flexibility of these branches.

It's noon now, the worst seems to be over. It isn't snowing so hard and in fact, the snow is beginning to melt. Every once in a while I hear a thud and realize it is a clump of snow dropping from the trees, landing on my Lady. I am a little worried about how or if Judge will be able to get here. On the news, they had announced driving restrictions in several areas and even the Peace Bridge to Canada has been closed. Fort Erie and Port Colborne in Ontario have also been hard hit. The Erie Canal is even closed from Holley to Tonawanda due to the power failures and the flooding.

Although the snow is stopping and the temperature is rising, the wind is picking up. There are wind warnings out, expecting 60 km gusts. The boat shrugs with each gust and I am wondering about my lines. If necessary, if the winds increase I will have to double my lines, but for now Indigo Lady seems to be riding it out well enough.

"West bound sailboats". "Yes, this is Indigo Lady". I had my VHF radio turned on to the bridge channel and the lift bridge operator was just letting us know that the west end of the Canal had been reopened from here to Tonawanda. If we wanted to go he would open the next lift bridge for us. The skipper from the other sailboat was standing close enough to hear the transmission. With a wave off from him, I thanked the operator and assured him neither of us would be leaving today.

The sun is shining, the Peace Bridge is open again and Judge is here. It has become a very pretty day. A little like winter, a little like fall. Was this an early April Fools joke? Nope. The luck of Friday the 13<sup>th</sup>! 'Luckily' for us, Indigo Lady and I had fared well.

MaryEllen

## Article of interest..

**Every boat owner should** inspect the rig of his or her boat once a year. But between these annual surveys, however, the many components of a mast, boom, standing and running rigging should be given a quick check. If this sounds like just another burden to the boat owner, don't despair. Two sailors should be able to complete a rig and deck inspection on an average sloop in an hour or two. And I'd suggest the best time to perform this quick rig check is in mid-season or just before a major cruise. Half this check consists of an overview of things on deck while the other half involves a trip aloft in the bosun's chair. And just as a precaution, inspect the chair before you or your crew goes aloft and take the time to scrutinize the halyards you'll be using and then review your safety procedures. Here are things to look for that might cause problems in the rig:

All cordage (that's anything made of line) should be free of snags, knots, and chafed spots. Especially critical are furling and reefing lines, sheets and halyards. Examine the joints around shackles and wire-to-rope splices if you have those. Wire with broken strands-what sailors call meathooks-should be replaced. And don't neglect seldom-used lines such as the outhaul. If you overlook these areas, it's almost certain that they'll call your attention later at a most inopportune moment.

Remember, the rig includes even the little parts like outhaul blocks and boom bale fittings, so make sure they're all sound and functional. Broken, bent or balky shackles need to be serviced or replaced. My recommendation is that you also take the time to clean them with a rag and a small amount of metal polish while you're conducting your inspection.

All blocks should turn freely without issuing any noises that indicate undue friction. Take special care to look for checked or cracked plastic sheaves. Winches should turn easily with a light, even clicking sound.

Even before you go aloft you should stand at a distance off the bow of the boat and note the alignment of the spreaders. On standard rigs, the spreaders are intentionally cocked upwards. If the spreaders on your vessel are drooping or unevenly aligned, you'll need to determine why this is and then correct it. That's good information to have before you go aloft.

At the base of the mast, the sail track on most boats should appear straight and true from aft and both sides. Twists or bends indicate improper tuning. Bubbles in spar paint or crumbly white aluminum pitting around fittings indicate corrosion forming from trapped moisture or dissimilar metals. Especially critical in this regard is the gooseneck, particularly if there are any winches, cleats, and other fittings are mounted nearby.

Around the base of the mast and the gooseneck, you'll want to look at all the fittings and the sail track and slides (or slugs) as well. The maststep and deck collar should be dry. These areas can degenerate rapidly if water stands inside the mast, so clear the drain hole with wire or a pipe cleaner and seal the area if possible so that it won't collect standing water. Furling gear should display no undue resistance or emit unusual sounds when turned. Furling line blocks leading aft should offer minimal friction. Flush any hesitant ball bearing blocks with lots of freshwater, and lubricate with an appropriate spray (Harken recommends McLube's Sailkote, and Profurl says its gear doesn't need lubricating because the bearings are "permanently housed in a grease protected by special double lip seals" that ensure water tightness). Shrouds and stays ought to be free of deep rust pits or broken strands. Look carefully as a broken strand will often lie in place and be difficult to discern right away. Light discoloration that wipes off with your polish rag is of no concern. Wire terminations, especially swages, should display no unusual rust, swelling, or cracks. Since broken or compromised swages cause most rig failures, use your rag and metal cleaner to get a close look. Bad terminals can be replaced in a few minutes if the proper tools and fittings are on board.

"Check that all clevis pins are free of corrosion and are the proper size as undersized pins tend to cause accelerated wear." Any covers kept on turnbuckles should be easily removed. Use two wrenches to turn each turnbuckle a wee bit, just to ensure that this is possible without too much effort. Bent or frozen parts should be condemned and replaced. And check that all clevis pins are free of corrosion and are the proper size as undersized pins tend to cause accelerated wear. Damaged or missing cotter pins should be replaced. Tape them to prevent catching unsuspecting sails or skin, but make sure don't tape them in such a way as to trap water. Self-amalgamating tape is a nice touch, but beware of leather as it holds moisture against the metal. Any lifelines with rust-stained vinyl coating are a clear safety warning. Check the lifeline swage fittings, turnbuckles, shackles, and pelican hooks. Remember that where lifeline wire passes through stanchions is a common spot for wear and tear.

Now, after you've done all that, it's time to go aloft. I find that it's easiest to go all the way up first and then work your way down slowly. You should also check the sail track or groove as you go up. It should be clean and free of rough spots for its entire length. And while you're up there, you'll want to test that the mast-mounted anchor, steaming, foredeck, and spreader lights shine brightly. Other than the halyard you are using for the bosun's chair, check the operation of the other sheaves for wear and noise. The upper halyard swivel of most furling systems should measure mere inches from halyard shackle to masthead sheave. Alternatively, a halyard diverter should be installed. Failure to observe this can lead to a halyard wrap, and that can break the headstay and ruin your day. If you take the buddy-system approach to your rig inspection, you can get it done in half the time.

A couple of other things to inspect while you're at the masthead are the wind indicator, the VHF antenna, and other instruments that are mounted atop the mast. The wires from all of these should be protected by rubber grommets where they pass into the mast. As you work your way down, inspect the shroud tangs, tang bolts, and all wire terminations. These should be more sound than those you looked at on the deck. Again, check that swage fittings, clevis and cotter pins are intact. Now, few sailors realize how crucial spreader function is to the integrity of the rig. Start by sighting down the spreaders to ensure that they have no bends. Bolts, pins and welds at the inboard spreader roots should not display enlargement or cracks radiating from their base holes. Shrouds passing over the outboard spreader ends must be positively locked in place with seizing wire, bolts or some other mechanical method. If you have discontinuous rigging, check to make sure that the terminals are seated properly. If you find fittings that have had tape on them for some time, check carefully under the tape to ensure that all is well and then retape them. After that you can head back down to the deck. Once the bosun's chair is stowed, you should be ready to set sail with renewed

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