

1994

Have you moved, changed phone number or boat? If so, please fill out the form below and send it to the Secretary, LaSalle Mariners Yacht Club, 2640 Front Road, LaSalle, Ont. N9J-2N1

40x 455-1404
557
40x 455-1404

Name: _____

Address: _____

Phone: _____

Boat name: _____

Make & Length _____

Beam _____

Draught _____

Weight _____

LaSalle Mariners Yacht Club
2640 Front Road
LaSalle, Ont. N9J-2N1



Ms Y. McRobbie
210 Willow Drive
LaSalle, Ontario
N9J 1W6

CURRENTS

for February, 1994



LaSalle Mariner's Yacht Club

Want a well? Let Ralph know by March 1

That special time of year is approaching (Launch Day is scheduled for April 23) and Harbourmaster Ralph Fiedler is working on dock assignments for the 1994 season.

With a change in demand for wells (new and/or usually bigger boats), it is not a simple job.

He asks that all members wanting a well for the summer check with him before March 1, so he can confirm their needs and boat specifications (especially if you've changed boats).

He also would like to remind members launching a boat that it is their responsibility to be present and available for work assignments on launch day, OR to provide a substitute acceptable to the harbourmaster.

(If possible, dock assignments and the Launch Day duty roster will be published in Currents, just in case you can't make it to the prelaunch meeting.)

Coming events

Feb. 27 (Sunday) 11 a.m. Race Gripes meeting and brunch

March 5 (Saturday) Wine appreciation night at the clubhouse, with Steve Brook, LCBO Vintages wine consultant as guest expert. Price per person is expected to be about \$20. If you're interested, please call Bob Ferguson (736-5606) for tickets.

April 9, Past Commodore's Ball, at the Sunnyside. (Details are incomplete, but Social Director John Metcalfe hopes to have a menu similar to the awards dinner of last fall, and have the services of a disc jockey).

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The Commodore's Corner

(Continued from Page 2)

It was certainly easy and safe to do with so much ice on the harbours this year, but John worked on some very cold days.

And thanks to Connie Buliga for deciding she needed new carpeting in her living/dining room, and to Al for cutting it up into the 3-foot strips John needed.

A reminder at this time that placing carpeting or similar products on any of the wooden areas of the docks causes the wood underneath to rot out, so it is not allowed.

There are still lots of "winter" jobs to be done, so how about getting in your work hours early for '94?

I am still looking for someone with a 2-inch trailer ball on a truck (or very heavy car) to tow the trailer load of junk to the dump.

There is other work to be done to the docks which could most easily be done off the ice.

The "CAJUN NIGHT" was a great success, enjoyed by about 50 people, and again thanks to Kevin and France and others who helped out.

The Monday noon bull sessions and lunch, and Wednesday night darts are both going strong, so come on out if you can, to either or both! It's a lot of fun.

Up-coming, hopefully, is a car rally with nautical flavour, and, for sure, is our wonderful annual WINE AND CHEESE(?) taster, on March 5. The Fergusons/Freemans will be in touch with you soon, so be ready with your ticket orders

Tickets are limited.

March seems to be the start of a lot of social activity in the sailing community.

And a reminder! Let's all get on the ball and get our boats and equipment on the LaSalle Police Department's "MARINE WATCH" program.

The largest and most security controlled marina in town took a few big hits earlier this season, so let's make our place as unattractive to thieves as possible.

It really does not take very long to do, and the Club has two engravers available.

There are proper forms in the clubhouse, and more forms are available. Most important is to get the numbers put on your removable equipment and to get your serial numbers recorded, on any kind of paper.

I would like to see all our boats done prior to launch, please.

Start doing some paint "saleing", cause it's only 67 days (when I wrote this) to go!

That's all until next month's issue of Currents.

Brian Lawson

REFLECTIONS

A long relationship with a Viking 28

For one to reside in The County of Essex means, of course, that he/she experiences four well-defined weather seasons annually. I do believe they have no problem accepting the seasonal changes in weather. I think it has something to do with "variety?" On a more pertinent note to the compliment and crew of the LMYC fleet, however, November 6th dictated the official termination of the '93 sailing season.

So is it fair to perhaps conclude that legitimate sailors only recognize two seasons of the year; boating season and non-boating season?

Consequently, if not already, then definitely over the weeks to come the skippers and crews will be reflecting and recalling their '93 season in hopes of better enhancing their posture/performance in the up and coming '94 season. Appreciating the complex make-up of the LMYC fleet in areas such as experience, focus, and equipment, I am quite sure the grey matter between the ears will be very active indeed and the dollars, time and energy will be spent wisely in pursuit of achieving their varied goals.

Naturally, we have all heard the phrase uttered at one time or another, "Exception to the Rule," and, undoubtedly, fulfilled that position 100%. As it appears today, after a brief assessment of my circumstance, I find that I fall squarely on all fours within the aforementioned category "exception to the rule."

For example, normally by now I would have participated in the haulout procedure and winterizing of a hull; but not this year.

Normally, I too would be contemplating the '94 boating season in the Great Lakes; but not this year.

Normally, by this time of the year I am happily plying the waters either along the east coast of the United States, Gulf of Mexico, or the Caribbean; but not this year.

Realistically, about the only thing I am left with in the world of boating today are my reflections and memories.

Accordingly, allow me to share with you some observations of Berger Bit and my finale to well over forty years of boating.

First, let me apprise you of the fact that it was in the 60's that I became the proud owner of the much celebrated Viking 28 sailboat, "Berger Bit."

Continued on next page

Reflections (continued)

Thus, it was decided that if I could effect the necessary repairs, and time permitted that summer, I would then sail Berger Bit to her new home-port in the maritimes. Consequently, after a three-year duration, the formal directive to do so arrived.

Yes, Berger Bit was bound for the salt water conditions of Shediac, N.B. You might readily surmise that after such a lengthy delay all would be in place to fulfill the long, awaited adventure.

Unfortunately, due to a series of circumstances and events, such was definitely not the case.

Like a true sailor, I hastily gathered what needed essentials were readily available within the time-frame allotted and reasoned away in my mind those not available. At the insistence of my considerate wife, Diana, I managed to secure the minimum of crew and on the morning of July 17th, '93 Berger Bit's mooring lines were cast away from my seawall for the last time. Now, not only were we physically under way and moving down the canal but so too were my quiet thoughts, feelings, emotions and memories of my relationship with Berger Bit.

Initially, Kevin Conrad accompanied me aboard Berger Bit down Lake Erie. We transitted the Welland Canal, had a most audacious run down Lake Ontario and, eventually, traversed the St. Lawrence River, arriving at the Quebec City Yacht Club on Sunday, July 25th.

It was intended at this halfway point to re-organize. For instance; food supplies, charts, publications, R & R, change of crew.

The following Wednesday afternoon at ebb tide, Berger Bit was locked through from the Quebec City yacht basin and once again was under way in pursuit of her destination with the welcomed, additional crew member, Red Fox, armed with revered Bacardi.

Without hesitation, I am sure that if the crews and passengers of the many vessels we passed that day were to be asked their assessment of our situation as they viewed us from their decks, they would have stated: "Berger Bit was plying her way down river riding on a favourable tidal current under blue sky, being navigated by a high-spirited, joyous crew."

Certainly, all good things come to an end and so too did our comfortable, pleasing conditions soon after the change of tide occurred - FOG!

During the days that followed, I must admit, it did cross my mind "Maybe Red is the jinx?" You know how sailors are sometimes superstitious or look for excuses? Well, years prior, back in '79, when I was cruising Berger Bit around Lake Superior, Red eventually joined me and soon thereafter it became so foggy throughout the rest of our trip that had it not been for a "Laker" talking us into an anchorage in the St. Mary River by radio — who knows?

You do understand, of course that by no stretch of the imagination do I

a Viking 28 (continued)

Without question, there is an excitement to water, and to the multitude of enjoyments it offers, that strikes a deep, resonant chord in all of us. Perhaps it is the sense of freedom in venturing out into what Ernest Hemingway called "The Last Wild Country, where each of us can pursue whatever adventure we please."

And so it evolved. Berger Bit became "my yacht" and I was more than eager and ready to subject her to "The Wild Country." Namely: I sailed her; I raced her; and I cruised her with or without crew. I know my family and friends can readily attest to a favourable account with respect to all the above.

*The term "cruising" emanates from the Dutch word *Kruisen* which meant "to cross," and centuries ago, the war-ships of that day would sail back and forth on patrol outside the harbour entrances. The first regular cruising in small sailing-yachts was begun by Richard Tyrrell McMullen in the sloop 'Leo,' which was only twenty feet over-all, in 1850. This was the period when yachting was emerging as a pursuit. After 1815 the seas were at last safe from marauders - before that no one would dream of going away from harbours or estuaries for pleasure - and, that increasing affluence for some men allowed time for sailing for its own sake.*

*P. Johnson, **Boating**,
(New York: Sterling Publishing Co) p.26*

Berger Bit's main home port was alongside the seawall at my residence located just north of Amherstburg on the Detroit River.

Her ports of call ranged from as far north in the Great Lakes' system reaching the Port of Nipigon on Lake Superior, to as far south as Key West, Fla.

Yes, she was navigated over every river and lake of the St. Lawrence Seaway as well as the New York barge system, Hudson River, down the east coast of the U.S.A., and the Bahamas.

Continued on next page

Reflections on life with a Viking 28 (continued)

As for campaigning Berger Bit in the arena of racing, I can only say that it most certainly was a tremendous exercise of emotion both for myself and crew on board. Basically, throughout the majority of her tour, she pretty well ran handicapped but, unfortunately, not in a way recognized by my fellow competitors or, more importantly, the race committee. Still, over the years, she did manage to make claim to the odd welcomed flag.

One of her first memorable flags which immediately comes to mind was taken at a Harvest Moon (SPYC) Regatta on Lake St. Clair. To this day I can vividly recall Juergen Hendel on that occasion of elation attempting to entice my novice crew to ceremoniously dunk me into the cold, dark waters that night.

Boy, was I glad they didn't understand or appreciate the tradition of the sport.

It was in the nineteenth century when yachting evolved from naval and commercial sailing-ships. Those engaging in the sport at that time were people of considerable wealth, both in Europe and America. This was the beginning of yachting as a sport as it is known today.

But again, just as jubilant an event was the securing of Berger Bit's last flag awarded in the '92 Leamington (PPYC) Regatta. Why was it ever so sweet? For openers, my intended crew had cancelled at the last minute. Sound familiar?

As a result I requested my No.1 son, Jason, to be dockside no later than 10:00 hours. Just prior to the commencement of the skippers' meeting when I was thinking: A. 11:00 a.m. and still no crew; B. sail inventory was from the 70's and; C. the hull was definitely outfitted for cruising as opposed to racing (sitting a couple of inches below her waterline).

Mind games; right?

Well, in the true spirit of the event I felt "What the heck, I'm here now, might as well add to the numbers anyway." Hold on! As if the cloud over my head wasn't dark enough already, along come Yvonne (Red) McRobbie

accompanied by Jim Beaudoin. Granted, both keen sailors and fellow members of LMYC; right? So, at the moment of my visual contact of their approach I am thinking to myself, "Hey, a little ray of sunshine is about to be exposed."

You know, the expected greetings, comradeship and exchange of good wishes for the race. Not to be the case this day. Armed with their scratch-sheets and appearing ever so serious they blurted, "Attention" to the race committee. "Berger Bit's rating should be ... rather than ... according to the "RULES."

"Say what?" I responded; knowing full-well their actions were right and proper. Just the same, the black cloud over my head was now exhibiting thunder and lightening. Hence, I soon found myself strolling down the dock towards poor, old, handicapped Berger Bit, crying on the shoulder of Willy Lightfoot (CIYC) over my state of woe. You guessed it! He was most unsympathetic. By now I was beginning to feel like a little lost sheep amongst a pack of hungry wolves.

Jason finally showed up just seconds prior to my departing dockside. Once on board he immediately began to rank on me about not having removed the dodger, extra anchors & chain, et cetera. Like a true weathered skipper I cried out "Well, had you arrived in time ..." as we proceeded toward the starting area.

Be damned if old, handicapped Berger Bit didn't pull off a second place finish. As hindsight goes — had we run the course with a more positive and competitive attitude I'm sure we could have realized first place. Hi! Hi! Talk about icing on the cake though.

You see our real endeavour was simply to try an out sail the C.& C.44 owned and skippered by Jan (fellow ham operator), crewed by the renowned Jim Norris (CIYC) and, also the skipper of "Wind Seeker," and others. So, not only did we casually accomplish that feat but really only missed out on securing first place by a few seconds. Gee! Wew! Wow!

Once back dockside (talk about contrast) not only was I enjoying the gesture of veggies from Red and her crew but also spirits from Jim's boat. To top it off, my wife and a good number of my friends had arrived to share the rest of the glorious day's celebration with me. Yes, it certainly was a memorable note for Berger Bit and myself to end one's participation in such organized events called "racing."

Originally, with great reservation, I sold Berger Bit in 1980. Over the succeeding years since then I have had the occasional care, custody, and control of her up until this past August of '93. Three years ago I was commissioned to return Berger Bit from the Toronto area where she had been sunk, vandalized and, to say the least, in a disastrous state of repair. To my eyes a most sorrowfully, disturbing sight.

Continued on next page

Reflections on life with

She arrived in my care, as does every new-born, naked. By that, I mean strictly and completely a bare hull. Unlike the case of DellaBono and others, I was never completely able to develop her to the satisfaction and standard I had wished. Even so, over the years she provided for me a year-round activity in one respect or another that falls under the heading of "BOATING."

Sailing, one of the oldest methods of transportation, probably dates back to some prehistoric man's discovery that, by holding aloft a tree branch or some similar object, he could make progress on the water in the direction toward which the wind was blowing.

--W.H. Taylor, **Sailboating and Sailing**,
Collier's Encyclopedia
(Volume 20, 1967) P 337.

During the first couple of years I spent my time glassing in the interior, affixing hardware and installing different engines. The initial engine I tried to develop was a fore-runner to the now popular sail-drive design. The second installation was a Volvo diesel. The third choice was a Honda outboard and bracket extended off the transom and, over a decade later, the final application was a Volvo sail-drive.

Don't get me wrong; being a sailor at heart, I most certainly in the interim had purchased not only a mast and rigging but also a basic suit of sails from the now deceased sail-maker, Mr. Merian.

The word "Yacht" is commonly used to describe a variety of beautiful sailing craft. The word 'yacht' originated in Holland in the seventeenth century. In Old Dutch, jagen meant to hunt or chase and jaght meant hunting or chasing. So jacht-schip meant a fast vessel or a vessel for a sportsman.

P. Johnson, **Boating**.
(New York: Sterling Publishing Co.) P. 26

a Viking 28 (Continued)

make the observation in a derogatory manner but simply in a more humorous way of pointing up a parallel circumstance we had previously encountered - reflections and memories. My real and valid concerns were essentially that we had no radar but lots of traffic and treacherous coastline, no G.P.S., no loran, sexton was useless, no log, no knotmeter, a compass that was adversely affected by the iron oxide deposits, lacked some important charts

Attributable entirely to the conscientious, persevering, and capable crew, Berger Bit, with her main and head sails now blown out, everything topside and below soaking wet and in a state of disarray, eventually and successfully one cold, dark, foggy morning on Thursday, August 5th, 1993 was triumphantly delivered to her new mooring in Shediac, N.B.

Perhaps foremost in the minds of my crew at this time were thoughts of relief that it was over.

Their anticipation of a long, hot shower, dry clothes, food and their return home. By no means was that applicable in my case.

After skirmishing about in an attempt to improve Berger Bit's appearance prior to her owner's arrival and our departure, I found myself once again drifting off into a very sentimental mood.

Not only was I reminiscing of the many, many wonderful and exciting adventures experienced through the use of Berger Bit but, I knew full well that her turnover surely meant the end to her outstanding season of over two decades, as well as my own boating career in the future.

Today, I can sincerely declare that when I, through my mind's eye, peruse my several years affiliation to boating, Berger Bit often fulfills the leading role when it comes to my reflections and memories.

WATEMAN
RON STUEBING, J.N.;
C.P.S., L.M.Y.C.

For further reading

Harris, R.B., **Racing and Cruising**. New York: Charles Scribner's Son, 1970.
Harrison, J., **The Singular Excitement of Water Sports**. N. Y. Time-Life Books, 1976.
Johnson, P., **Boating**. New York: Sterling Publishing Co., Inc., 1976.
Taylor, W.H., **Sailboat and sailing**, Collier's Encyclopedia (V.20).

The Commodore's Corner

I'D like to start off by welcoming Bob Bingham and Andrea to our growing associate membership. Bob has been a consistently good challenger in our club races for the past few years, and is a member of Brunner-Mond in Amherstburg, and sails Summer Delight, his Columbia 26, from there. I hope more local area sailors will participate in our club racing as Bob has.

Well, everything seems to be getting off to a good start for the year.

Work has started on re-decorating the men's head, thanks to Kevin Hart's diligence, and Crowbar (Bob Reaume) is off to a flying start on the handicapped-accessible (uni-sex) head, with sink and bench for the shower area. I'm sure they would appreciate any help you can give.

Thanks for the early hours to John Geary Jr. for replacing all the carpeting on the well pilings, to protect our boats for the coming season.

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Those darts are flying again

After a long voyage the LMYC Dart League had unexpectedly sailed into the doldrums.

For many years it had given snow-bound members and friends a good reason to get out of the house on Wednesday nights to have some fun at the club and shoot a few games of darts.

Well, darts are flying again! Same place, same night, same time, with lots of new faces.

The revival came with the group which calls itself the "decision makers," members who meet every Monday for a lunch at the club. A few impromptu games on Mondays spurred the decision to revive Dart Night under the motto "Come out and shoot a few darts."

The more relaxed format is enjoyed by those new to the game and also by the few old standbys.

It is nice to see the enthusiasm, the new and yet familiar faces and,

yes, they are members, and there are members of both sexes.

The cost? Nothing.

So bring yourself and your darts and watch our commodore play next Wednesday (at 8 p.m.) and do "Dart Night."

Your 1994 executive

Commodore Brian Lawson
Vice Commodore Bob Reaume
Treasurer Paul Laing
Secretary Doris Kepran
Race Director John Vandereerden
Social Director John Metcalfe
House Director Andy Kozieradzki

Appointments

Auxiliary House Director Jack Penny
Roads & Grounds manager Lothar Bauer
Harbourmaster Ralph Fiedler
I.L.Y.A. Representative Ralph Allen
Currents editor Bob MacKenzie

Coming Events

April 17 (Sunday) 10 a.m. Pre-launch general meeting. (Meeting will be restricted to launch details, and Commodore Brian promises it will last one hour at the maximum.)
 Cradle moving 11 a.m.

April 23 (Saturday) LAUNCH DAY. Remember, everyone launching a boat is expected to either be on hand, or have a designated replacement who has been approved in advance by the Harbourmaster.

May 21 (Saturday) Shake-down (Need we say more?)

May 28 Grosse Ile Yacht Club day races.

June 5 Blessing of the Fleet (tied in with LaSalle Strawberry Festival).

June 24/24 Barbecue and Port to Port race (LMYC to GIYC)

July 9 Team races (club needs two boats from each of A and B fleet)

July 17 Couples Race.

July 23 Downriver race

July 24 Bay Week Deep Water race.

July 25-27 Bay Week racing.

Aug. 18 (Thursday) 7 p.m. General membership meeting.

Aug. 27 (Saturday) Work party for Regatta preparations.

Aug 28 (Sunday) Regatta

Sept. 11 (Sunday) Grandpa PHRF

Sept. 17-18 One Design racing

Sept. 24 Harvest Moon

Oct. 30 (Sunday) 1 p.m. General meeting for HAULOUT preparations (one hour maximum) followed by cradle moving.

Nov. 5 (Saturday) HAULOUT

Nov. 19 (tentative) LMYC Awards banquet.

Nov. 20 (Sunday) 1 p.m. Annual general membership meeting

Dec. 17/18 Christmas Tree decorating (adults) and Christmas party (kids).

Dec. 31 New Year's Eve potluck.