

February 2003



LaSalle Mariners Yacht Club

LMYC Clubhouse Mid January Looking West

LaSalle Mariners Yacht Club 2003 Officers

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Vice Commodore: Ralph Fiedler 776-4501

Secretary: Steve Kepran 945-6621

Maintenance: Lothar Bauer 734-1146

Race Director: Ted Popel 944-8444

Roads & Grounds: Patrick Holland 736-4961

Treasurer: Yvonne McRobbie 978-1756

House Director: Jerry Angus 966-5129

Social Director: Mary Nantais 966-6358

Harbour Master: Bob MacKenzie 734-7026

Keeper of the Lift: Carl Durham 734-1550

Refreshments

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Dennis Pare 734-1597

Publisher

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THE CURRENTS

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LaSalle Currents



Volume #6 Issue # 2

February 2003

Official Publication of LaSalle Mariner's Yacht Club



From the Commodore and Vice-Commodore



Commodore Chris Barron



Vice-Commodore Ralf Fiedler

Hi everyone. Ok it's enough with this weather. Fortunately there has been plenty to do at the club to make the winter pass and give visions of a Sailing Season. We have had Monday luncheons, Wednesday darts and a couple of well attended race rules seminars. I would like to thank Red for a fine job preparing the budget and Ralf and Steve for presenting it in mine and Red's absence. I look forward to seeing everyone at our spring meeting with a full executive to trim our sails for our coming year.

As you are aware that it has been a cold winter and far too cold for any work parties. However feel free to sign on for jobs that you would like to do and that you are good at before they are all taken. Call the Vice-Commodore in the Spring and check the Work Hour Sheet submitted by Patrick Holland to assist you in your choices.

Commodore Chris Barron & Vice-Commodore Ralf Fiedler

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

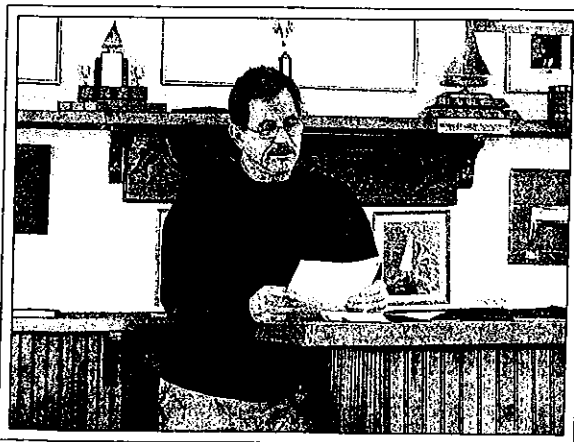


News and Information

Meeting Highlights

The January 19th General Meeting began approximately 1:19 with Ralf Fiedler the Vice-Commodore opening the meeting. Chris Barron Commodore was not present due to pneumonia and the Treasurer Yvonne McRobbie was absent due to leg surgery.

- The Vice-Commodore Ralf Fiedler introduced Bob MacKenzie as the new Harbour Master and Patrick Holland as in charge of Roads and Grounds.
- Nick Lintunien was introduced as a New Associated member at LMYC.
- The Treasurer's Report was read by Ralf Fiedler and several questions arose which will be dealt with at a later meeting.
- Phil Smith read a short note from Frank Chauvin (Holy Name of Mary Food Bank) thanking the club members who donated toys which were much appreciated during the Tree Trimming at LMYC.
- Ralph Allen brought up the suggestion of raising the initiation fee for new members and associate members to keep in touch with other clubs. Information will be gathered from other clubs and a determination will be forthcoming.
- Roy Oliver brought up the Web Page at LMYC



Steve Kepran Secretary reading the minutes at the January 19th General Meeting

and would like to see it updated.

- Kevin Conrad brought up the idea of a Launch Pass to prevent members from launching or hauling out their boats without paying first. This pass would eliminate the Treasurer from chasing members who are delinquent with their payments.
- Patrick Holland presented a Work and Grounds Work hours Schedule for 2003. This will be posted in the clubhouse and an additional copy will be in the Newsletter for members to fill out. Patrick will accept phone calls or just fill in the sheet. This is on a first come basis.

New Associate Member



LMYC welcomes Nick Lintunien as a new associate member. Nick is a new associate member, but not new to LMYC. Nick has sailed with his father Tapani for many years and also with other club members.

Welcome Aboard



Sunday Breakfast at LMYC

Sunday breakfasts have returned to LMYC. Breakfast is served from 10:00 am to approximately 10:30 am. The chefs for these breakfasts are Alan Prettyman and John Murphy and they stress that NO-LATE COMMERS.

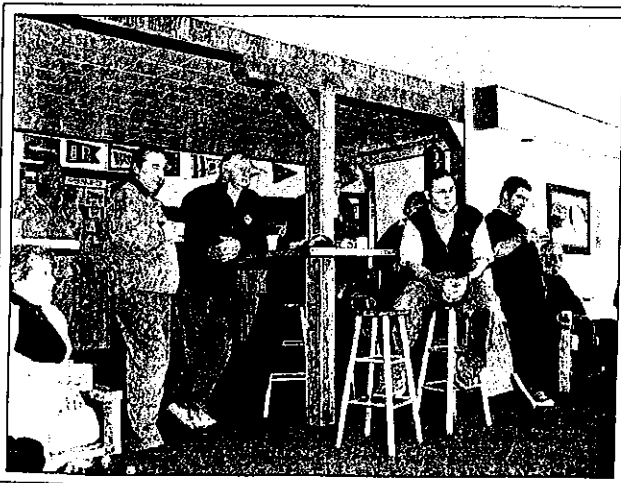
Breakfast at the club usually consists of 2 eggs any style, hash browns, ham or bacon, toast, orange juice and coffee. An excellent breakfast for an excellent breakfast.



John Murphy and Alan Prettyman (Chefs)

On this Sunday it was \$3.00.

This Sunday an added treat was added. A racing seminar was held after breakfast which was conducted by Juergen Hendel and supported by Alan Prettyman acting as reader of the rules. John Murphy was in charge of the visual presentation.



Watching Racing Videos while waiting for breakfast

Approximately 25 members and crew attended which lasted approximately 2 hours.

Early morning Sunday Breakfast with chefs Alan Prettyman and John Murphy plan to continue this practice into the foreseeable future. Again remember that



Back Row

Craig Morrison, Nick Lintunien

Front Row

Guy Meseck, Carol Ferguson, Vickie and Tom Boyce



Members and Crew attending the Seminar



Congratulations



Article appeared in the Windsor Star — Jan. 30, 2003

Congratulations to Ralph and Doris Kepran of Amherstburg and long time LMYC members. The Kepran's are the lucky holders of ticket number 0999 and winner of the Big Sisters and Big Brothers raffle for a 2002 Starcraft Tent-Camper.

Ralph and Doris will now have to divide their time between sailing and camping.

From The Treasurer

Yvonne McRobbie

Members who are interested in the Payment Plan please get in touch with the treasurer for details. Burgees and Decals are still available at \$20 for a burgee and \$4.00 for a decal

Temperature Conversion

Submitted by Adam Prettyman

Temperature Conversion Chart

50°F/10°C -- Californians shiver uncontrollably. Canadians plant gardens.

35°F/1.6 °C -- Italian cars won't start. Canadians drive with the windows down.

32°F/0°C -- American water freezes. Canadian water gets thicker.

0°F/ -17.9°C -- New York landlords finally turn on the heat.



Canadians,
last cookout season.

-60°F/ -51°C -- Mt. St. Helens freezes. Canadian Girl Guides sell

cookies door-to-door.

-100° F/ -73°C -- Santa Claus abandons the North Pole. Canadians pull

down their ear flaps.

-173°F/ -114°C -- Ethyl alcohol Freezes. Canadians get frustrated when

they can't thaw the keg.

-460°F/ -273°C -- Absolute zero; all atomic motion stops. Canadians

start saying "cold, eh?"

-500°F/ -295°C -- Hell freezes over. The Leafs win the Stanley Cup.

From The Social Director

Mary Nantais



At this time I would like to wish everyone a Happy New Year. I missed the Party for New Years , but it was in good hands. Bob and Andrea Bingham did a wonderful job. Thank You.

Now that winter is chilling us to the bone, how about warming your

Heart. On Friday February 14, at 7:00 LMYC will be holding a Valentine

Party. The requirements for this party is very basic. Bring a Dishor Snack; Bring a friend, or two. Bring your Wife or your Husband. Bring a date or Just bring Yourself - This is an Evening for everyone.

In This Issue

Work hours are a part and parcel of belonging to LMYC. Please read The Roads and Grounds Work hours Schedule as outlined by Patrick Holland. (Roads and Grounds) This is an excellent opportunity to get a head start and get your duty completed.

LaSalle Mariners Yacht Club Dart League

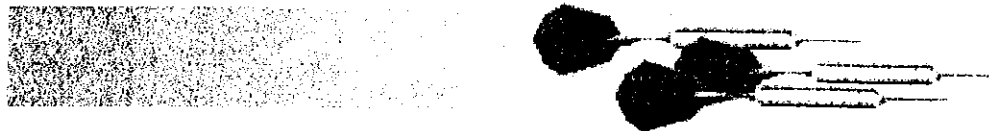


*Back Row – Tom Boyce, Ralph Kepran, Alex Buliga, Phil Smith, Guy Meseck, Peter Coan, Paulette Meseck, Christine Drouillard, Paula Anderson/Soulliere, Linda Schreiber, Tracey Moroze, Juergen Hendel
Front Row – Dennis Pare, Bob O'Brien, Vickie Boyce, Doug Watford, Doris Kepran*

The Dart League at LMYC is in full swing with many members and friends attending on a weekly basis. Darts have been held at LMYC for many years and has become a set fast tradition.

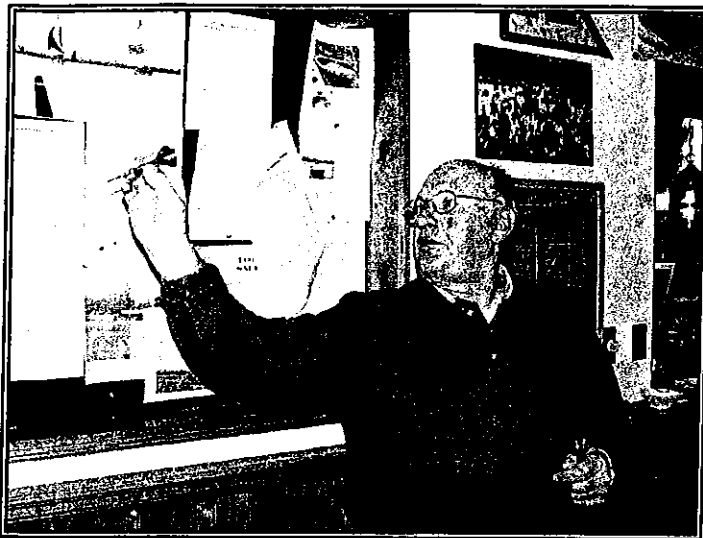
Darts at LMYC, according to old LMYC newsletters began in 1978. When the game was first played at the club, some unnamed club members at that time "erroneously thought it to be an invasion by woodpeckers" (LMYC newsletter 1978). The game of darts at LMYC according to archival newsletters was introduced by John Geary Senior and Frank Rubery and during its first year of operation gained great popularity.

This tradition of Wednesday Night Darts, 25 years later still continues.

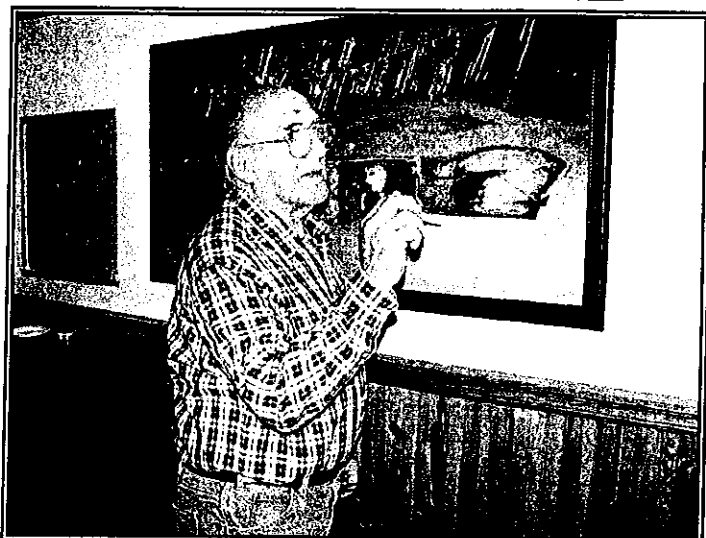




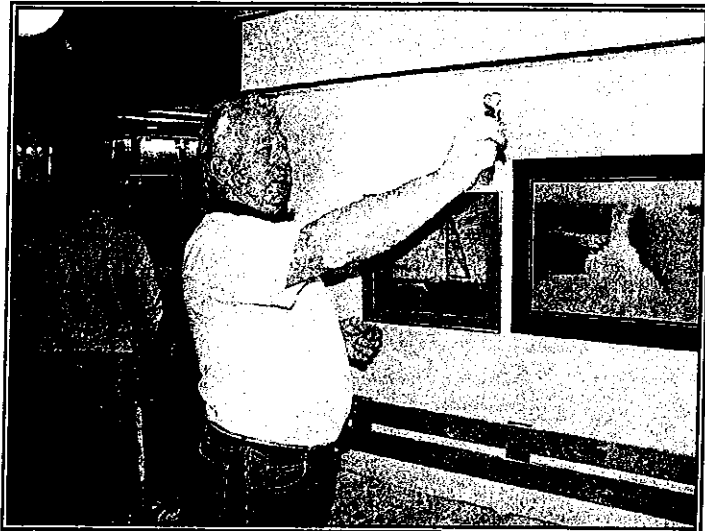
LaSalle Mariners Yacht Club Dart League



Alex Buliga



Tom Boyce



Ralph Kepran



Dennis Pare



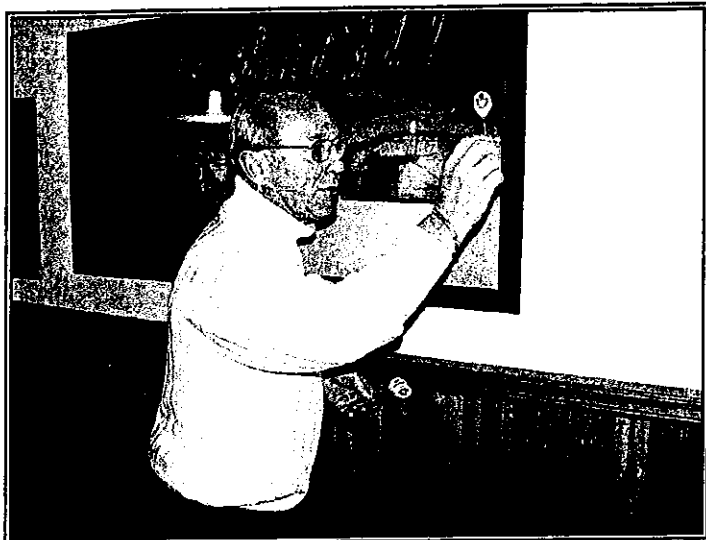
Juergen Hendel



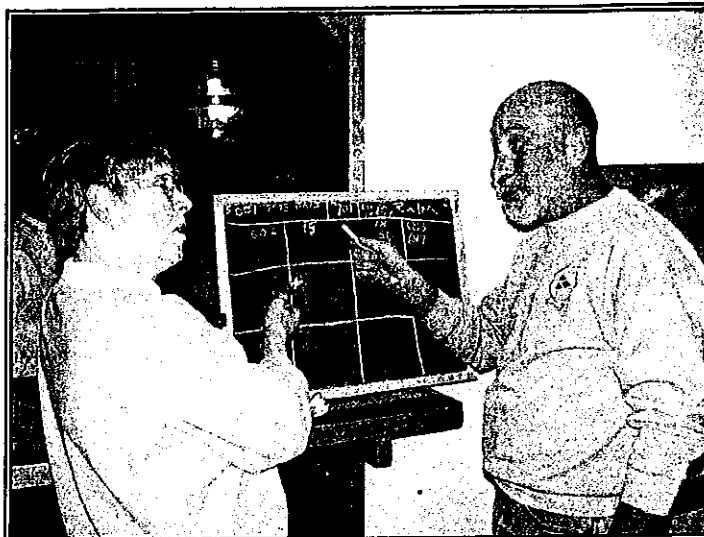
Paulette Meseck



LaSalle Mariners Yacht Club Dart League



Doug Warford



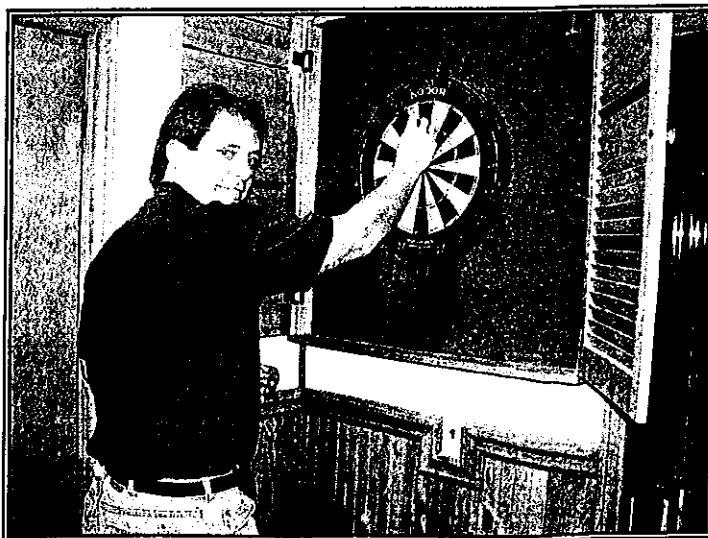
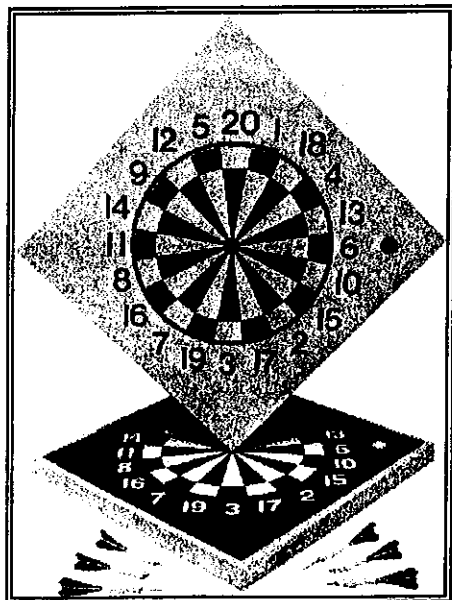
Linda Schreiber and Bob O'Brien



Doris Kepran



Doug Warford



Guy Mcseck

Chartering a Multihull Around the Great Barrier Reef

By Rob Ferguson

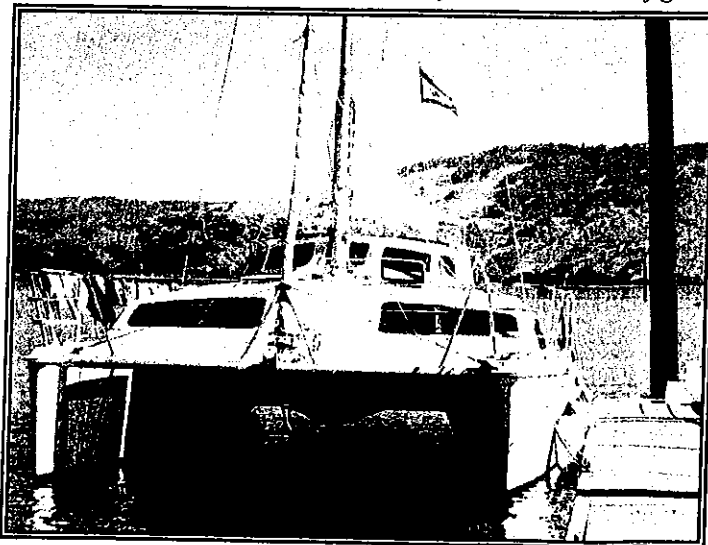
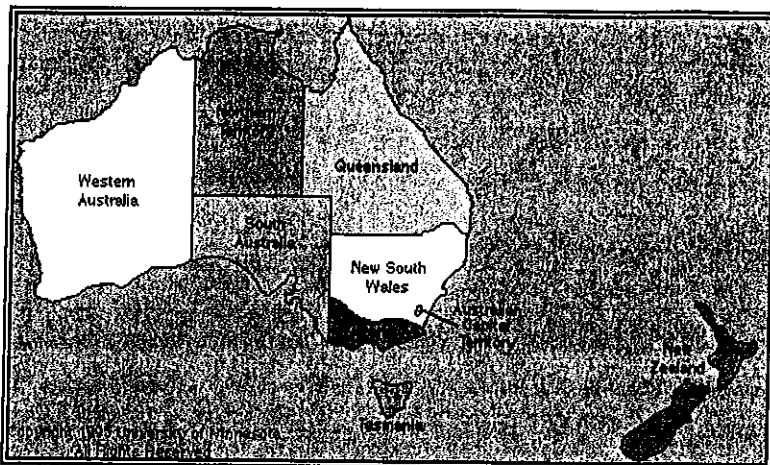
Well I guess I will begin this story by going back a year and a half ago when I first found out that I was accepted to Griffith University in Brisbane Australia. I have to admit, going away for a year did not seem the most appealing adventure to me at that time. Thinking that I would have to leave my friends and family and dry dock my boat for a year would send my stomach churning every time I thought of it. Once I was there and realized how beautiful Australia was and its female inhabitants, I didn't want to leave.

Brisbane soon became my home away from home. I lived with a group of friends who soon became a family to me. And they were as eager to explore Australia as I was. So when we found out that we had 5 weeks off in the middle of Australia's Winter (Canadian Summer) we spent a lot of time organizing what we were going to do. We decided to take a road trip up the east coast our destination being Cairns, the northern most city on the east coast of Australia. While researching places on the east coast in travel brochures and from talking to other backpackers we had heard about the Whitsunday Islands.

The Whitsundays are a group of Islands that lie within the Great Barrier Reef along the east coast of Australia. These Islands are a Mecca for tourism. There is about 11 charter boat companies that service the area consisting of such common charter companies such as "Sunsail" and "The Moorings". As well, for anyone lacking the time or sailing ability to sail their own vessel, there was about 50 or so skippered vessels taking passengers (mostly backpackers) around the islands for around \$400 for 3 nights. These skippered vessels ranged from elegant fully rigged Tall ships to racing Trimarans.

The Whitsunday's are spectacular to say the least, yet so many people are in possession of that knowledge already! Experienced Mariners, Honeymooners and Holiday makers in general know well, about this special part of the world. So when I found out that I had the possibility to do some sailing around some of the most picturesque Islands on earth, naturally I was excited.

I have to admit, I had many misconceptions about the process of chartering out a vessel. The first being the price. I saw a price list of one of the charter companies and saw figures such as \$4000 up to \$8000 for a week. These figures quickly hampered my spirits about chartering out my own vessel. Another misconception I had was that since I never chartered out a vessel before it would be a complicated matter proving that I had enough qualifications for them to loan their vessel out to me. My mind frame soon changed after I attended a boat show in Brisbane where all the Charter companies were present. Just for the hell of it I went to talk to an agency, and what do you know, they quoted me a good price! They quoted me \$2800 for 38ft sailing catamaran for 9 days. The vessel could fit 6 comfortably and could hold 8 max. Well after seeing a sister ship to the cat that we would be renting at the show. I knew I could get 10 people aboard which could greatly reduce the price. We just had to figure out how to sneak the extra people on board. With 10 of us going, it only came out to \$280 each. That was definitely in our budget especially since it would end up being cheaper than going on a skippered vessel for only four days. While talking to the bareboat agencies I realized



Sea Dream – Tied at Hamilton

how easy it was to charter out a vessel. I was amazed to find out that most of the charter companies would rent their boats out to someone with no experience! These bare boat companies had the policy that they would instruct individuals who did not have much sailing experience. Well after talking to the company my spirits were lifted. I had a perma smile on for the rest of the day dreaming of taking the helm of a huge (at least compared to "Breakaway") catamaran sailing on blue tropical seas, drinking a Corona with a boat load of Hawaiian Tropic promotion females on board! Well I soon came back to reality and realized I would have to make due with some of my closest friends. I spent the rest of the day getting quotes from 10 other companies. Most quotes were relatively the same except for the big companies such as "Sunsail" and "The Moorings". They were almost double the smaller companies quotes. So I went back home and informed my flat mates and some other friends of the deal I found. There was no hesitation we booked it the same night with the original quote from "Whitsunday Private Yacht Charters"

After being on the road and staying at hostels for a week, we arrived at Airlie Beach where we were booked to pick up our vessel. After throwing our bags into a trolley, we were off to the briefing. The briefing consisted of being told such things as where not to anchor, refueling procedures, description of interesting spots to go to, and how to shut off the propane tank.

Finally we were escorted to "Sea Dream", she was superbly prepared for us, all ready to go. It came equipped with 8 pairs of snorkeling equipment, wet suits, CD player, TV, VCR, towels, barbecue, a fully equipped galley and a zodiac with an 8hp outboard on davits hanging from the stern. As we were being briefed on how the windlass works at the bow of the boat. My friends smuggled our other two friends on board down into a forward locker in the cabin where they would end up staying for 30 minutes. The vessel was then guided out and we were briefed a bit more about

the catamaran and the Islands. It took me a while to realize that I was not sailing a Santana 20 anymore. When you steer a boat of this weight and size, and a cat to boot, you are really only suggesting that it turns. There was about a five-second delay from helm to rudder to bow. Once the fellow from the charter company led us out of the harbour and was confident we were not going to sink his two hundred thousand dollar boat he zoomed back to shore safely in his rubberducky.

Finally alone!

We yelled at our two stowaways that they could finally come out from hiding. As soon as we were out of sight from the charter company dock, we took out the reef in the mainsail and we started on a screaming reach in 25knots of air doing about 12 knots. I started to fiddle with the sail controls, loosing the outhaul and adjusting the jib track for optimal angle. A tap on my shoulder from my friend Helen who has sailed on my Santana back home on the occasional trip to Crystal Bay reminded me that I was no longer on my Santana. This was not a Race, this was a Cruise. This was a Catamaran and it comes with a comfortable lounge, hot water, an actual head instead of a bucket and idle time in the Whitsunday playground.

The first thing that hits you while sailing these islands are the colours. The blues of the sea range from the indigo of the deep water to the turquoise and aquamarine of the shallow reaches. The forest clad hillsides echo the sea's many hues with their own thickly pigmented greens. Rocky outcrops dot the islands with an infinite variety of shapes and jumbles of volcanic boulders. Sea dream was moving nicely and we were reaching for Nara Inlet and our first night at sea. I was still very excited.



Rob, Hether & Helen at South Molle Island



Rob Ferguson taking the Zodiac to shore

That night we all sat outside spending a great deal of time trying to find the southern cross in the star lit sky. Fish were jumping out of the shimmering water causing the zoo plankton to illuminate replicating the sky. We found great beauty in this natural phenomenon called bioluminescence. To such an extent we grabbed our bathing suits and masks and jumped in the water diving below the surface to get the sensation we were free floating in the universe.

In the morning the light among the pines, the giant stacked boulders and rocky crags was fantastic. Real wilderness. The water was calling. I slipped over the side into a superbly clear and refreshing bay. For the first time I had a good look at the keels and observed many gouges in the gel coat. you could tell right away that this was a well used charter vessel. While drying off, I heard the throbbing of the head pump. This somewhat tainted the purity of the morning... especially had I still been in swimming. We all discussed this later and agreed wholeheartedly that this pumping of waste overboard seemed just plain wrong in such a place. There were a lot of boats in this inlet overnight and many times more people. At least we would like to see holding tanks used so that sludge could be ejected 1000m from land or reef in approved discharge areas. No one wants to swim in a toilet. And no one wants to leave a place knowing they have spoiled it for others.

After swimming and taking the zodiac to shore for a hike to ancient cave drawings by aboriginals, we sailed off to a place called Langford Reef. The wind was coming from astern and we sailed wing-on-wing to this small island the length and width similar to grassy Island. What made this island so beautiful is that it was surrounded by coral reef, covered with white sand, and half of the island would disappear at high tide. Langford reef is one of the most treacherous of anchorages for many reasons: it was out in the open, there are many bommies (coral that snag your anchor), and a shallow coral reef that will open up any hull. The Queensland government put in 10 mooring buoys and unfortunately they were all taken when we arrived. So we found a nice sand patch dropped our CQR and it secured nicely. As soon as we anchored a mooring ball came available. Seeing that the wind was blowing over 25 knots and that I had very little confidence in our CQR we raised anchor again and quickly grabbed the mooring ball. No sooner after we secured the line around the cleat, everyone was in their snorkeling garb jumping off the transom of the vessel. Once in the water, it was not long before we were engulfed by schools of tropical fish of every colour imaginable and many species of coral, clownfish, jellyfish and dozens of stingrays. We were fortunate it was their winter. During the fall months the waters around the Great Barrier reef become infested with box jelly fish that are known for killing many careless swimmers. During these months most people that dare go in the water usually wear stinger suits. Unfortunately the Queensland government does not let any vessel stay over night so after watching the sunset we tossed the mooring lines and sailed over to a smaller bay. The wind was strong so we headed as close to shore as possible to seek refuge. The mountainous shoreline did not help, the wind just gusted down the side. Needless to say we spent a good 1/2 hour trying to get the anchor to stick and still my lack of confidence in it holding, and other vessels close around us resulted in me sleeping in the lounge with the windows open. The next day, we headed straight into the wind all the way to Hamilton Island. Hamilton Island is a resort Island with all the amenities. We were eager to get back civilization. Our vessel was equipped with hot water and enough water for 6 people to take showers but seeing we had 10, we all came to the agreement that we would not take showers. Needless to say, we were really happy to hit the showers and clean up. I was amazed how easy the vessel was to dock with twin screws. Docking was cheap since we split the fee 10 ways. And the fee allowed us to have full access to the resort on the Island.

After spending two days lounging in the chlorinated pools and hogging the volleyball court we were off to the famous Whitehaven beach. We anchored close to shore and fired up the barbie and had a pleasant stroll along the beach. The next morning we were off to Border Island. We sailed along Whitehaven beach leaving the beach abeam of us about 100 ft. With 4 ft under our keel the sandy bottom and its creatures were all plainly apparent to us. We must have seen 20 or so sea turtles and 50 or more searays within an hour sailing. Although we were still upset that we had not seen any dolphins during our trip.

While leisurely sailing into the Bay at Border island we noticed one remaining mooring buoy left so we started to head for it. It seemed we all heard the noise at once and looked over our starboard stern to notice a trawler heading straight for the same mooring ball as we were. We quickly started the engines, hammered the throttles forward and dragged raced the powerboat to the much prized trophy of a little blue float. Sails were a flapping but we still



April's Hiding Spot (Stowaway)



The Crew of Sea Dream

made it ahead of the trawler. Ahh! the safety of a mooring ball. It meant that I could have a good night sleep knowing the vessel is safely secured.

This Island was by far my favorite spot during the trip. The bay was small and surrounded by mountainous hillside with yellow crested cockatoo and grass trees. And no more than 50 ft away from our vessel lay a coral reef that lined the shores of the Bay. Later on for sunset, a group of us took our rubberducky to the shore where we anchored the tender about 25ft away from shore knowing the tide was dropping. We climbed the hillside to the highest mountain top encountering grass trees which gave us the atmosphere we were back in Cretaceous period. As well, as cheezy as it sounds, climbing to the top of the Island with my friends reminded me of the scene out of the movie "White Squall" where the crew from the Albatross climbed a mountain and wrote their names with the others travelers before them. Watching the sunset with my friends knowing that I was on the other side of the world exploring the Great Barrier Reef on a sailboat with 9 of my friends, gave me joy beyond description.

Well already this article is getting long! I'll quickly sum up the rest of our journey by saying we explored a couple of more islands, encountered good winds, finally saw dolphins and watched whales follow our wake as we headed back to our vessel's home port. On our return to the harbour, we again hid two of our friends. I have to say knowing I had to put out \$2000 for a bond against any damage for the vessel it was quite a relief once the cat was secured safely to the dock. We had no accidents, although we did lose a bit of the bond since we lost one of their towels and their spatula for the barbecue.

Sitting back here typing on my computer, I look fondly back on that sailing experience and the rest of my travels throughout Australia. I have to say the best thing I liked about Australia was its citizen's outlook on life. They were down to earth, friendly and eager to have a good time. Throughout my travels around Australia, I found much evidence to support the frequent claim that Australia is a classless society. Unlike most in North America, it seemed that Australians value effort and guts and loyalty more than shrewdness and success.

Roads and Grounds Workhours 2003

- 1) **Clean up and dispose of dead fall (branches and leaves) on lawns (12 hours)**

_____ (Name)

- 2) **Take care of shrubbery and flowers on club grounds (12 hours)**

_____ (Name)

- 3) **Cut back and trim bushes on south side of entry road (12 hours)**

_____ (Name)

- 4) **Cut up and dispose of fallen trees on south side of entry road (12 hours)**

_____ (Name)

- 5) **Lawn cutting: (12 hours per month)**

a) April _____

b) May _____

c) June _____

d) July _____

e) August _____

f) September _____

- 6) **Other activities as required (hours as work done)**

Contact: Patrick Holland (Nike)
736-4961

*LMYC Wine Appreciation
Night*

*Presented by
Grape Tree Estate Winery*



*Award Winning
Wines*

Dessert & Sparkling

Refreshing Whites

Full-Bodied Reds

Saturday March 22, 2003

7:00 pm

*A Tour of 7 different wines with
accompanying cuisine*

\$20.00 per person

Limited Seating

Reserve Early

*Contact Bob and Andrea Bingham at
736-1245*

