

June 2002



La Salle Mariners Yacht Club

LMYC Mascots

LaSalle Mariners Yacht Club 2002 Officers

LMYC Web Site: http://www.geocities.com/lasalle_mariners/LMYC.htm

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Vice Commodore: Chris Barron 736-7510

Secretary: Alan Prettyman 978-9820

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Race Director: Rob Doiron 791--5530

Grounds: Judge Mangile 736-6596

Keeper of the Lift: Carl Durham 734-1550

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House Director: Steve Kepran 945-6621

Social Director: Denise Melanson 969-2350

Harbour Master: Ralf Fiedler 776-4501

Roads & Parking Lot: Rick Worr 948-0776

Refreshments

Bob Bingham 736-1245

Dennis Pare 734-1597

Publisher

Ralph Kepran

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LaSalle Currents

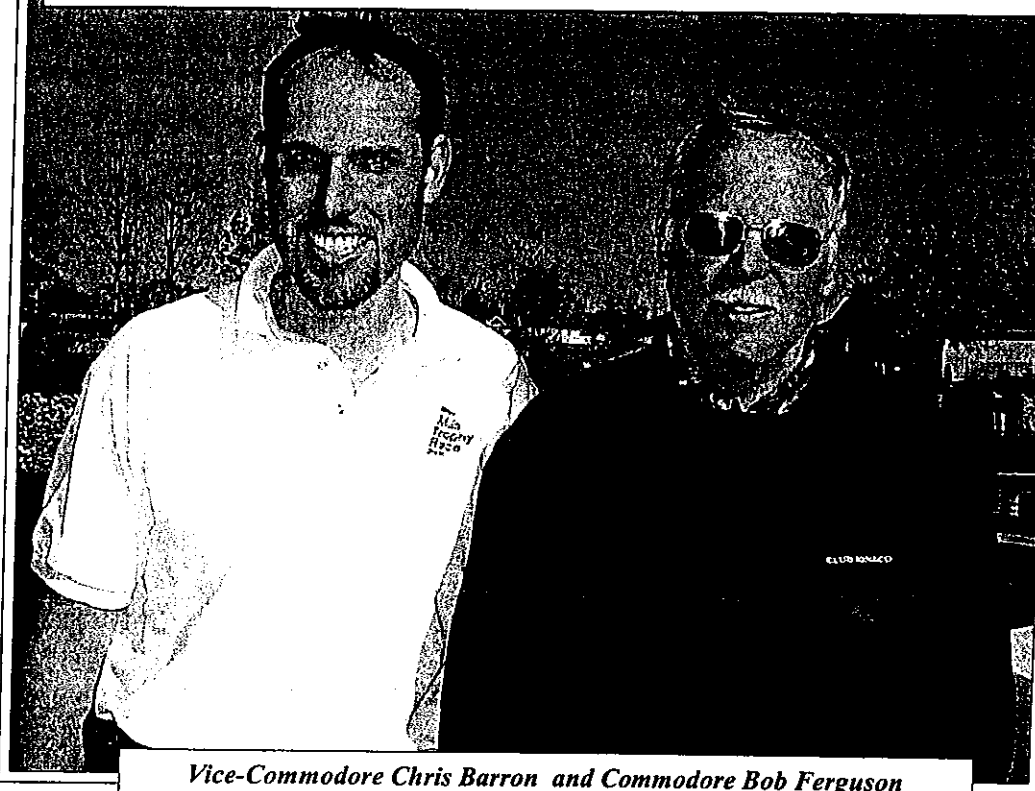


Volume #5 Issue # 6

June 2002

Official Publication of LaSalle Mariner's Yacht Club

From the Commodore and Vice-Commodore



Vice-Commodore Chris Barron and Commodore Bob Ferguson

LMYC has had another successful Shakedown. This was certainly a very cold one. Many of the boats at Put-in-Bay experienced snow pellets in the middle of the night.

Most of the boats at LMYC made the May 15 deadline for launch. Some did not.

The south boardwalk is now complete. Thanks to the members who put in their work hours and more. Some members who are associate members are volunteering to do work. Great and much appreciated.

The status on the North Harbor Deck that connects the Emperor dock to the boardwalk should be completed by the time you read this newsletter.

If you have work hours then please contact Vice-Commodore Chris Barron for work details.

Now since most of the sailboats are in we should concentrate some of our time to cleaning up around the club. The area around the barbeques needs to be cleaned. The area around boat boxes should be cleaned and checked.

The cradles are now being secured for the summer. Please check your cradle. This may be a great time to correct any problems to your cradle instead of waiting for the fall.

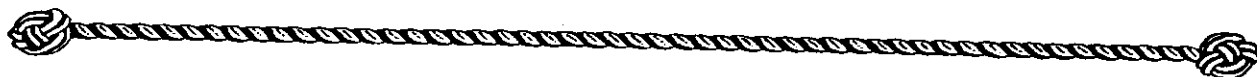
Barbeques are repaired and ready for the boating season.

Commodore Bob Ferguson and Vice-Commodore Chris Barron

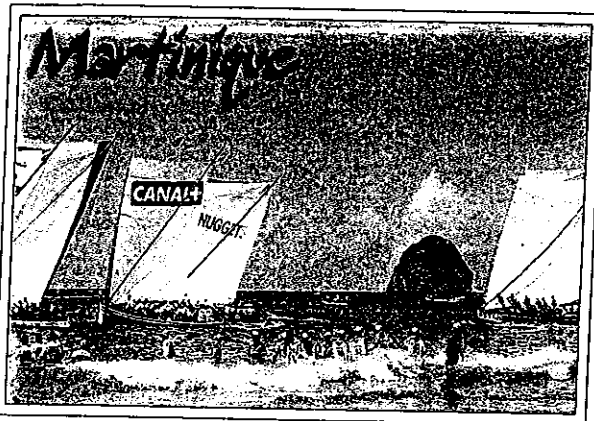
The Currents is published monthly. While The Currents has researched and inquired to assure that information contained in The Currents is accurate, we recommend to double check to assure complete accuracy. Not receiving The Currents? Call the Editor to get your copy.



News and Information



Update Barbara and Manfred Albrecht



The Albrechts will be returning to Canada soon from down South. I received the following post card from them concerning the above photo.

"Hi to all from Martinique where the wine is cheap and the cheese taste good.

Last weekend there was a boat race with these type of boats through the anchorage and out to the sea. Interesting to watch the locals race these light tipsy vessels. Quite a bit of yelling goes on in these races. You can see the sails are square and held upright with a bamboo mast. After the race was a big party for all with music and dancing.

Latest Update

Hello to all of our friends on land and sea.

On Friday May 10th we have left "St. Pauli" which was our home for the last 6 months in the nice and warm Caribbean island of St. Lucia in dry dock and returned to our land based home in Canada to see family and friends again. Our flight with American Airlines from St. Lucia via

Puerto Rico-Chicago- Detroit was an enjoyable one and on time. A friend was waiting us at Metro Airport and drove us home to Amherstburg. It felt good to be back and everything was very well taken care of by our

dear friends and neighbors and family. It is very much appreciated and we are very fortunate to have such help and don't have to worry about our home when we're away. We have settled back into the big space but regret the cold weather we are experiencing at this time and the heat is on! The water of the river looks grey from all the run off and is in stark contrast to the deep azure blue waters of the Caribbean. But we'll enjoy visiting with our families and friends until Nov. when we return again for new adventures at sea.

Best of regards to all from Manfred and Barb.



Barbara and Manfred Albrecht

Last Season Of Permit Free Boating

As the recreational boating season gets underway this Victoria Day weekend, Canadians are embarking on their final summer of permit free boating as facilities gear up to teach and test hundreds of thousands of speed boaters, jet skiers, sailors, and anglers across the country.

By September 15, 2002 all of Canada's approximately four million small-pleasure-craft operators will need proof of their competency in navigating

ivers, lakes and oceans.

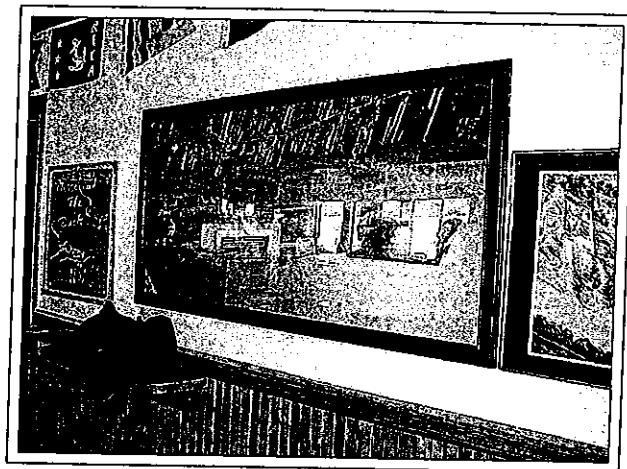
The new regulations were put in place by the Coast Guard in 1999 to cut down on accidents on the water. The new safety guidelines are being phased in over 10 years, anyone born after April 1, 1983, will have to pass their safe operator's test to boat this summer.

By the end of the summer anyone operating a watercraft under four metres long will need to carry a pleasure-craft operating card with the remaining boaters requiring theirs by 2009

Right now, only about 10 percent of boaters born since 1983 and 10 percent of people operating small watercrafts have their safe boaters' certificate as indicated by Canadian Power Squadron.

Summarized from
Canadian Press Toronto
May 18, 2002

Fighting Island



Many members who have visited the clubhouse during the Month of May, may have seen a new photographic addition. The picture of Fighting Island was obtained by Dennis Pare and the Framing was done by Lindy O'Brien.

This is a short summary of how LMYC obtained this photographic gem.

Dennis Pare attended a meeting of the International Joint Commission at Wyandotte Boat Club in October of 2001. A number of local dignitaries were there such as Susan Whalen MP, Herb Gray, and local politicians from Michigan. The above photograph was part of a display for the proposed Detroit River Cleanup. During the meeting both the American and Canadian politicians announced monies which would

be slated for the proposed project.

After the meeting the pictures were to be destroyed. Dennis Pare was able to obtain this particular photograph dated June 2000.

Looking at the photograph one is able to locate LMYC.

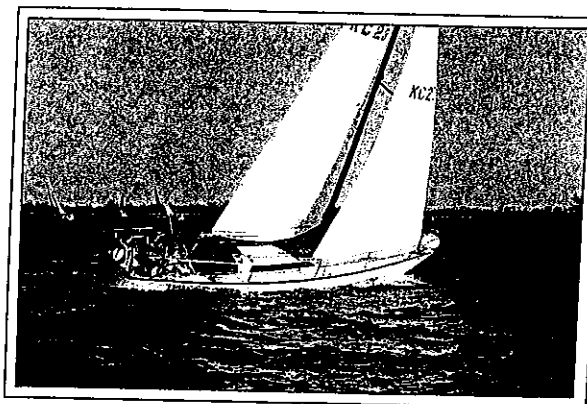
This photograph was then framed by Lindy O'Brien and placed in its present location.

Get Well Soon

Bob Henson LMYC member and Blessing of the Fleet chairperson has undergone surgery in London in May. We all hope Bob a speedy recovery.

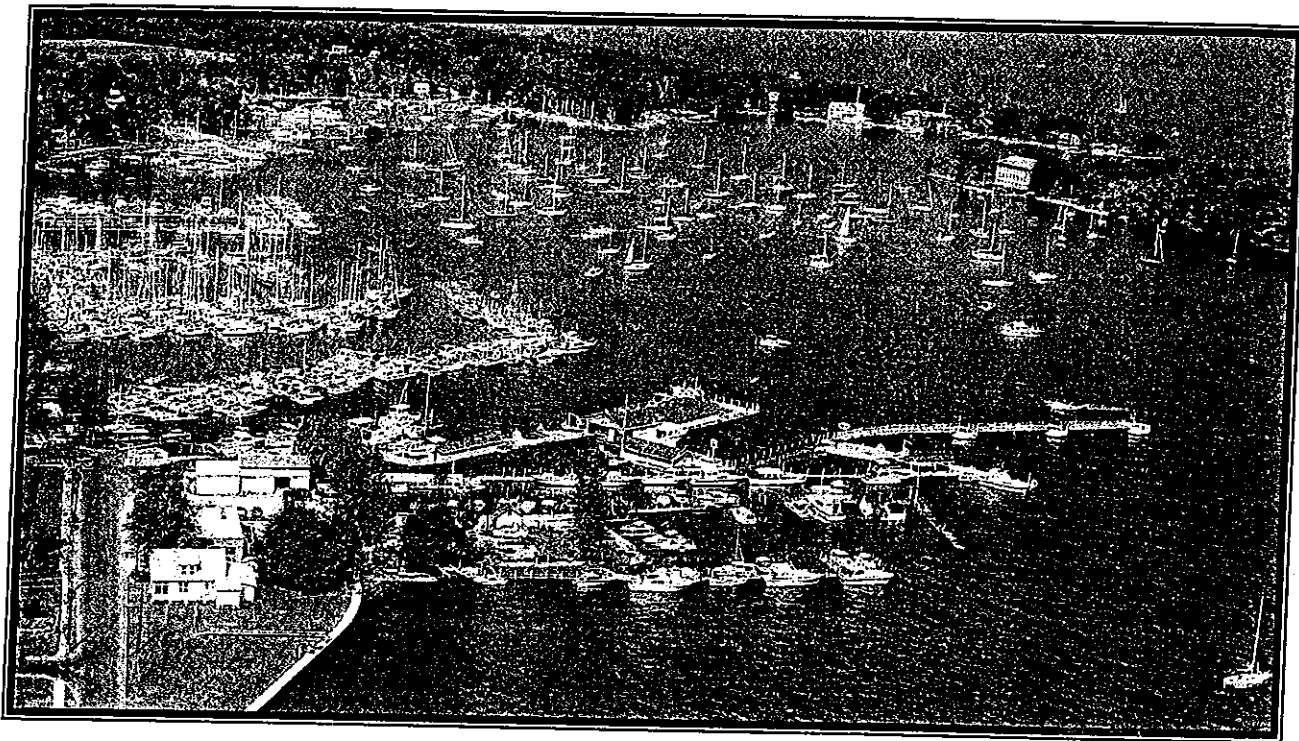


Bob Henson



First club race for Trilogy with new owners Judge and Mary Ellen Mangile

Shakedown May 18-19 2002



The Race Committee for the 2002 Shakedown consisted of Bob Mackenzie, Jerry Angus, and Patrick Holland. They left LaSalle Mariners on Friday approximately 10:30 am and motored to Lake Erie. The winds began to pick up just before Middle Sister Island and it was possible to sail from there all the way to Put-in-Bay. Approaching Put-in-Bay the waves began to build with a steady Northeast Wind.

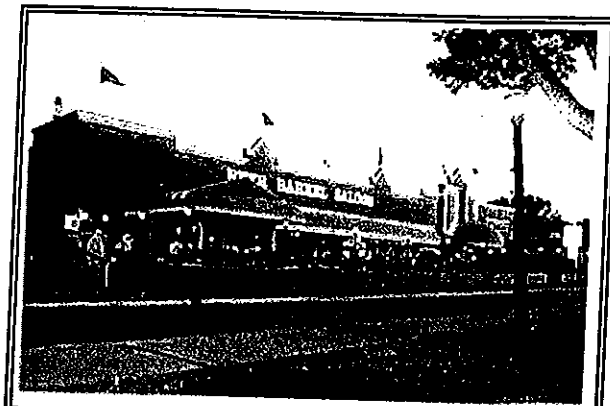
The Race Committee Boat arrived at Millers Dock in Put-in-Bay at 4:30 pm. At the time of arrival Put-in-Bay was experiencing a Power Failure, which was corrected within a few hours.

Friday evening Put-in-Bay experienced heavy winds of approximately 30-35 knots. This caused the committee boat to experience bumping against the dock. Several times during the night the crew had to check and retie the lines. A power boat of approximately 35 feet tore a 4 by 4 from their dock due to the heavy surge in the harbour.

Saturday morning it was very cool and the winds were considerably lighter. The committee boat left for the finish line at 12:30 pm to await the arrival of the first Shakedown sailor.

The last boat crossed the finish line at approximately 4:30 pm. The results were read at 9:00 pm.

The race committee left Put-in-Bay at 7:30 am and motored back to LMYC due to winds on the nose. Bob Mackenzie and his crew arrived at LMYC at approximately 3:30 pm.









2002 Shakedown Race







P..H.R.F. "A"



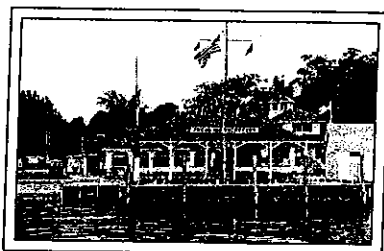
Finish Position	Boat Name	Skipper	Club
1.	Vapour Trail	Marc Steyn	Thames River
2.	On A Tack	Ken Blyth	South Port
3.	Kaleidoscope	Eileen Hoffman	North Cape
4.	Rakaia	Jurgen Hendel	LMYC
5.	Zephr Hawk	Rick Bohl	Grosse Isle
6.	I Love You Baby	Todd Duffett	Grosse Isle
7.	Trilogy	Judge Mangile	LMYC
8.	Special Delivery	Bob Bingham	LMYC
9.	Ruffian	Bill Noales	South Port
10.	Downbeat	Paul Paine	WYC



P..H.R.F. "C"

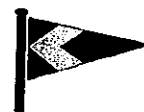


Finish Position	Boat Name	Skipper	Club
1.	Blue Jay	Noel Brackman	Belle River
2.	Cirrus	Chuck Beaumont	South Port
3.	Whatever	George Mooney	LMYC
4.	Dynamo Designs	Joe Davidson	South Port
5.	Vagabond	Garry Williams	Leamington
6.	Underdog	Enns/Berg	Cedar Island
7.	Chinook	John Murphy	South Port
8.	Yawanna	Frank Foote	Cedar Island
9.	Addendum	Bob Fuller	South Port







2002 Shakedown Race




P..H.R.F. "E"








Finish Position	Boat Name	Skipper	Club
1.	Sunkist	Christ Barron	LMYC
2.	No Resistance	David Robichaud	South Port
3.	No Name	John Murphy	LMYC



J.O.G



Finish Position	Boat Name	Skipper	Club
1.	Big Plans	Brayden Uttily	
2.	Gringo	Bob Ferguson	LMYC
3.	Spindrift	Rick Beresford	LMYC
4.	Bear's Necessity Too	M. Lippmann	
5.	Gale Force	Rick Worr	LMYC
6.	Thunder	Wayne Hallatt	
7.	Tia Lise	Chris Eagen	
8.	2nd Wind	Brian Casey	LMYC
9.	Azure	Ted Popel	LMYC
10.	5th Quarter	Rob Bloomfield	



Vapour Trail

Skipper Marc Steyn
First To Finish and Best Corrected





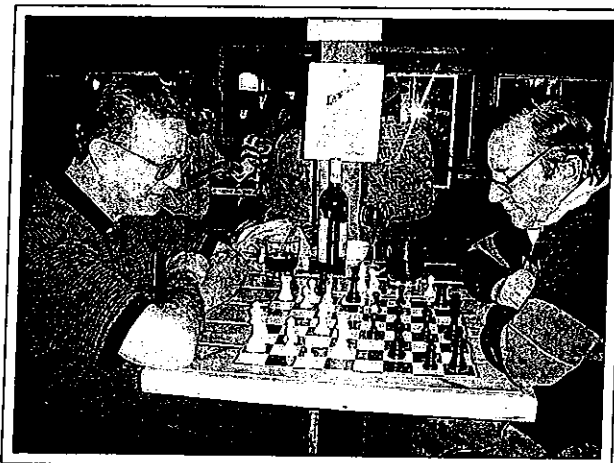
Around The Club



Craig Morrison—How not to clean the toaster



Alan Prettyman working on his mast



Bob Henson and Judge Mangile



Ted Popel



Rob Doiron



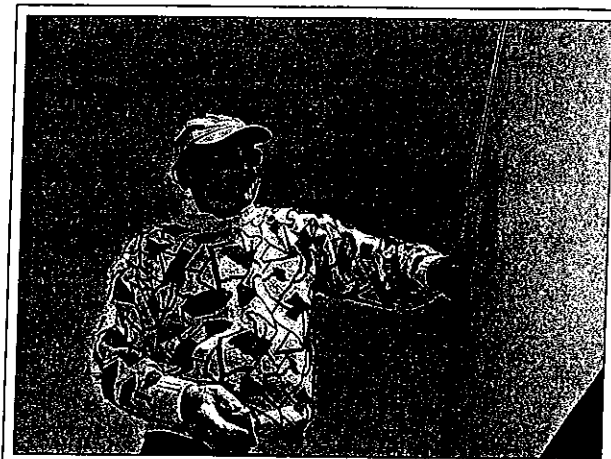
Rick Worr



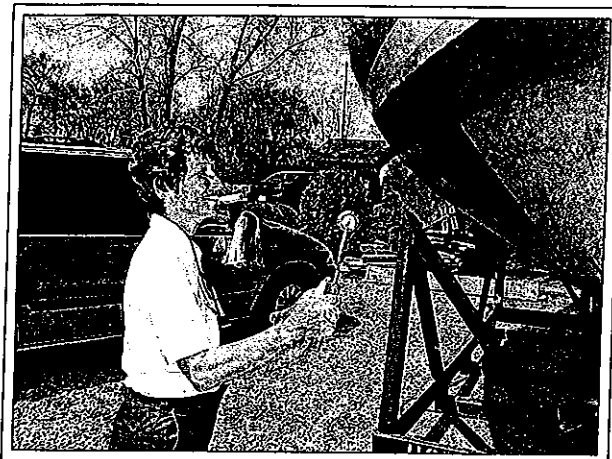
Around The Club



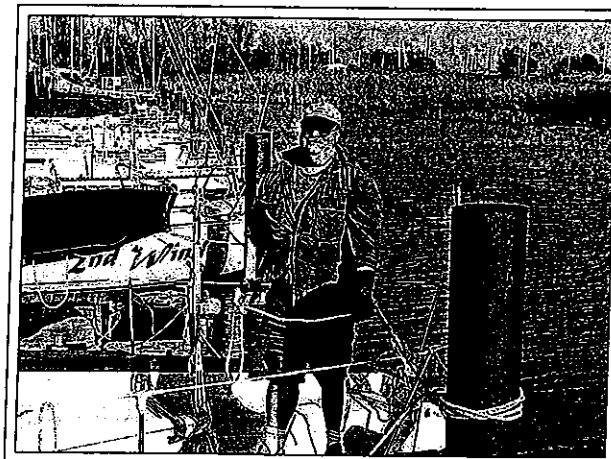
Ralf Fiedler



Andy Kozieradzki



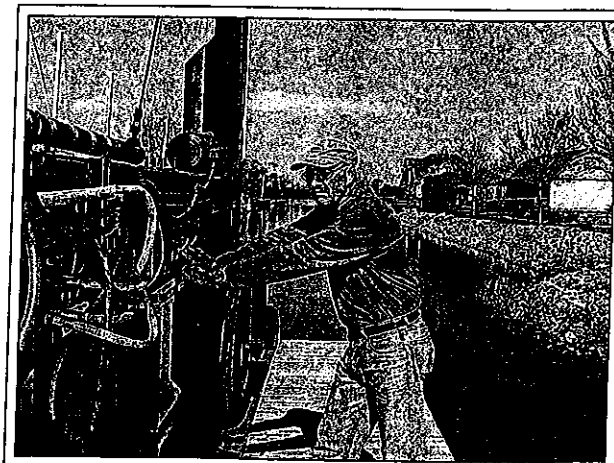
Lorraine Hoffman



Bernie Wolter



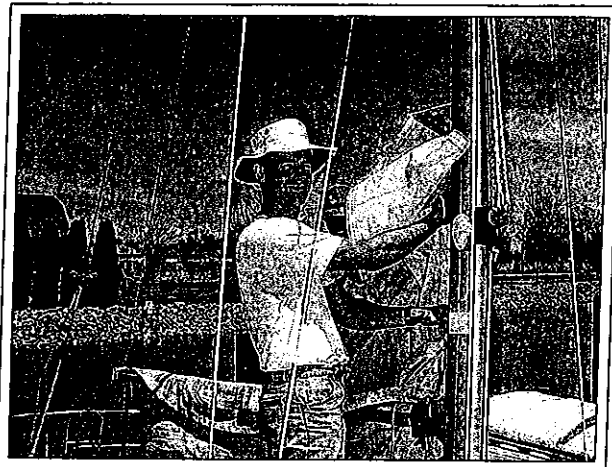
Paul & Faye Laing



Jim Beaudoin



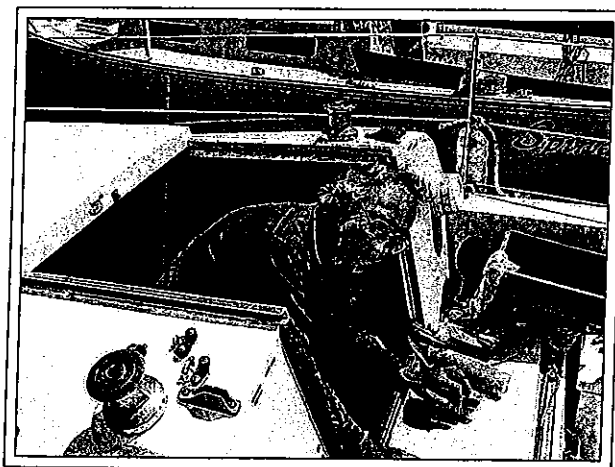
Around The Club



John Trepanier



Gus Martin



Charles Schindler



Anne and Lothar Bauer



Chris Barron



Brian Casey



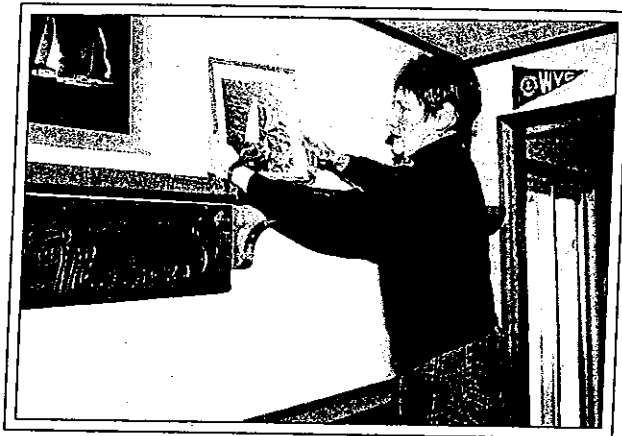
Around The Club



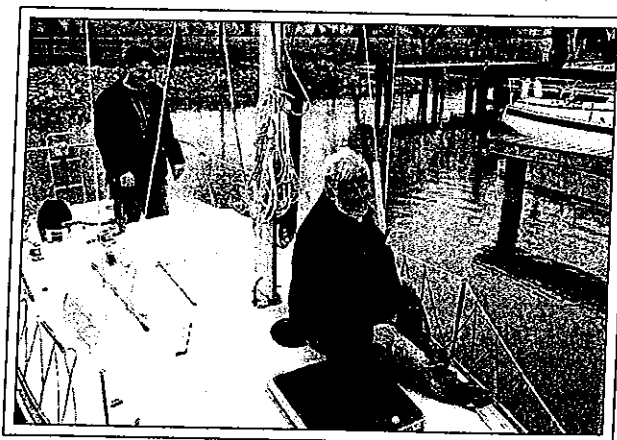
Zane Handysides



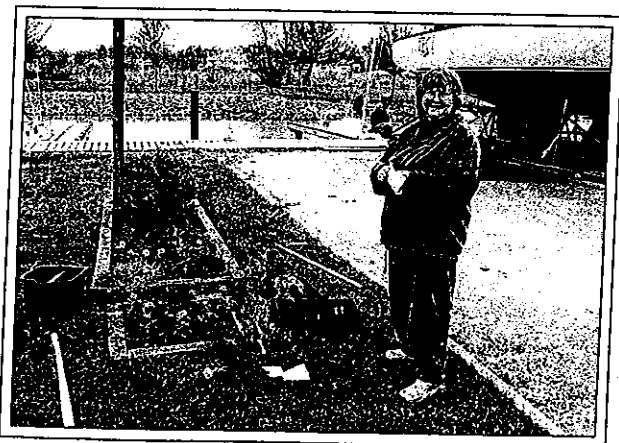
John Vandercerden, George Mooney, Jerry Angus



Lindy O'Brien in the clubhouse



Andy Bellehumeur with new boat owner



Gail Oliver

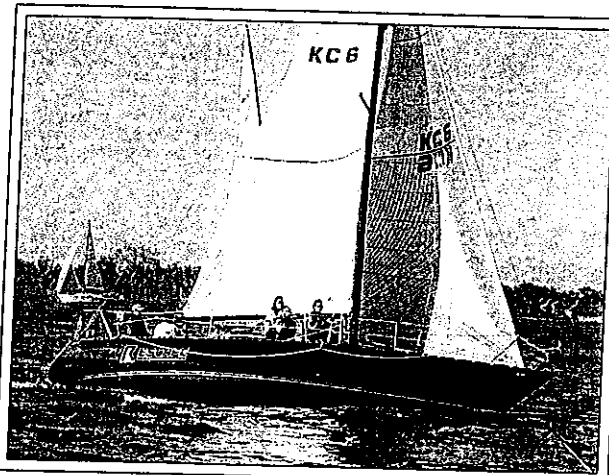


Jeff Williams and Kathleen

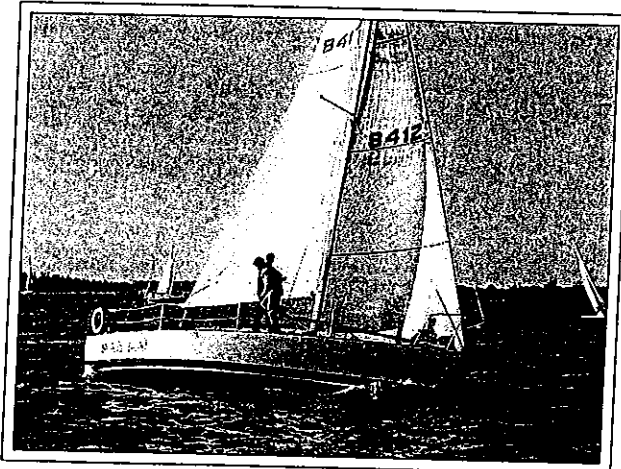
Wednesday Night Races 2002



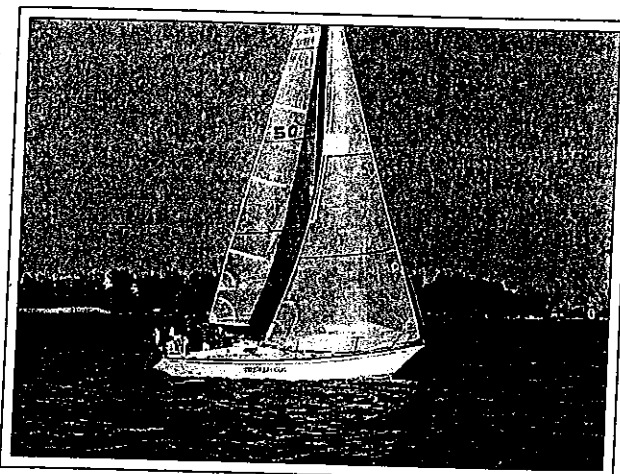
R.C.—Connie Buliga, Tom Boyce, Dennis Douthart



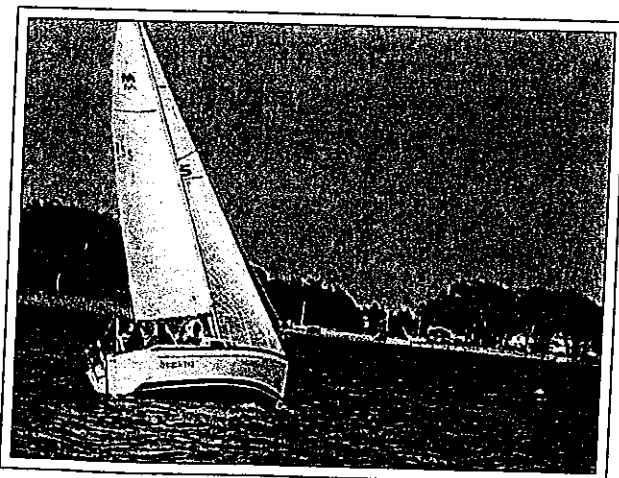
R-Escape — Bob Reaume



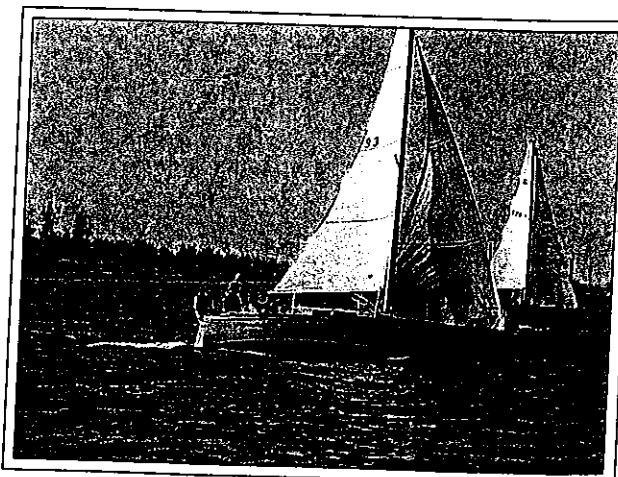
Mad Max — Alex Buliga



Morpheus — John Amyot

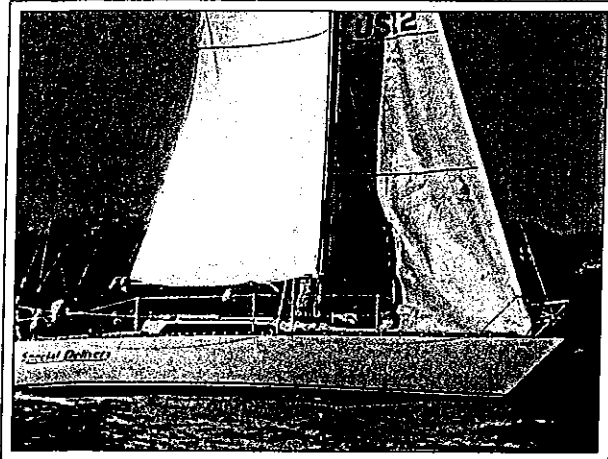


Sunkist — Chris Barron

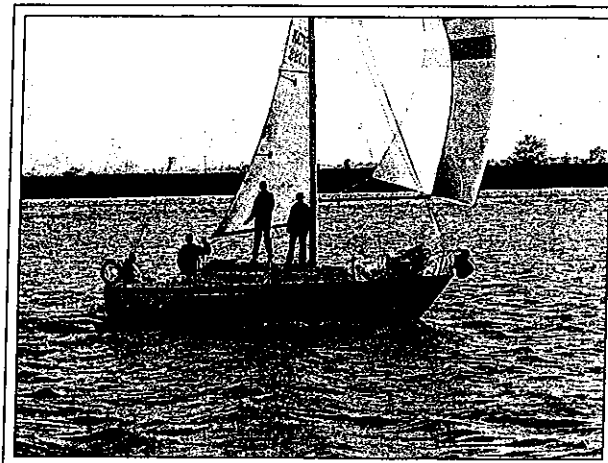


Panache — Phil Bergeron

Wednesday Night Races 2002



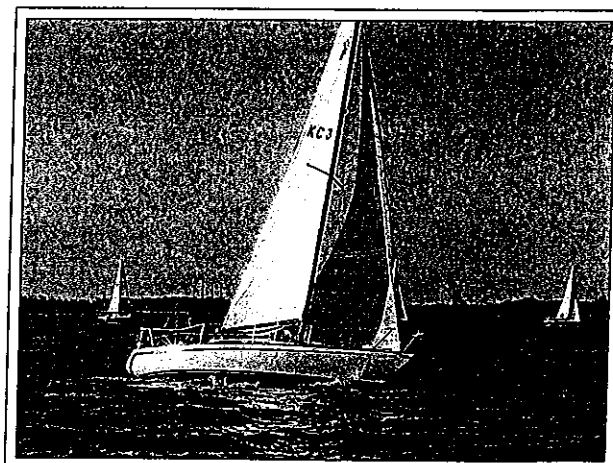
Special Delivery — Bob Bingham



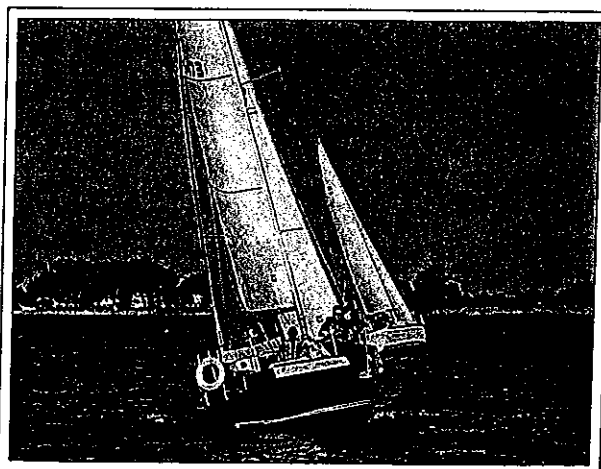
2nd Wind — Brian Casey



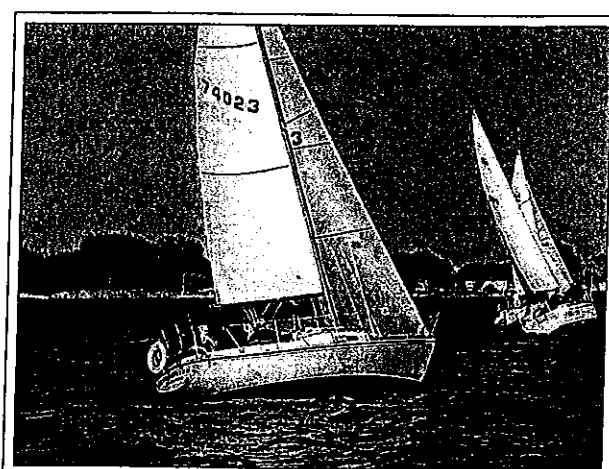
George Mooney & Crew



Rakaia — Jurgen Hendel

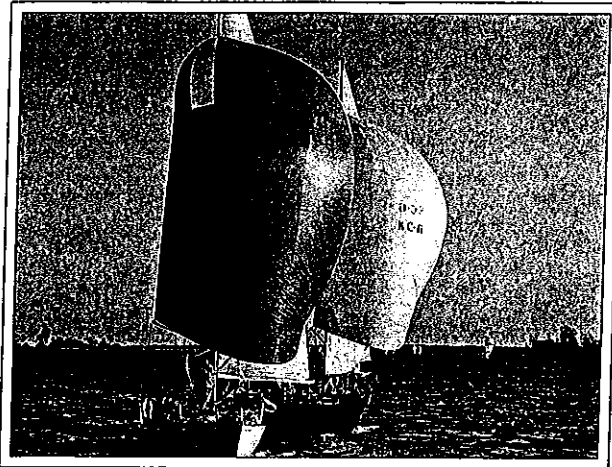


No. Name — John Murphy



Whatever — George Mooney

Wednesday Night Races 2002



Crossing The Finish Line



Alan Prettyman — Reading Race Results



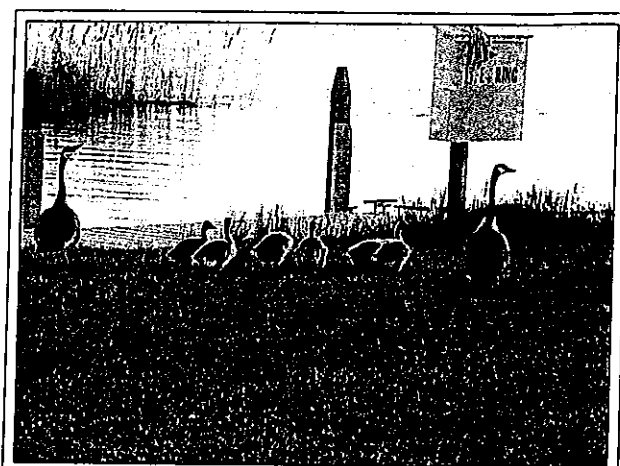
John Amyot & Crew folding sails



In the Clubhouse



In The Clubhouse



Geese watching the boats come in

Fighting Island Part 1



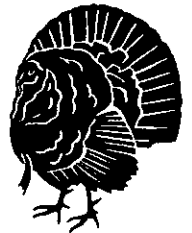
Island's name is well deserved

Fighting Island has a long and colorful history that spans from the ice age to the space age. Located in the Detroit River about six miles south of Detroit and Windsor. Fighting Island is part of Sandwich West Township in the Province of Ontario. The size of the island has varied through the years (due to the effects of currents and water levels, but today it consists of about 1500 acres and is about five miles long.

The earliest inhabitants were Wyandot (old spelling) Indians, whose name means Islanders. As a result of early conflicts among themselves or perhaps with other tribes, the Indians called the long, finger-like land area Desquishoskey or Fighting Island, prophetically at least, a well-deserved name.

The first Frenchmen to settle in the area ignored its Indian name and chose to call it "Isle aux Dindes" or Turkey Island, because turkeys were in abundance there.

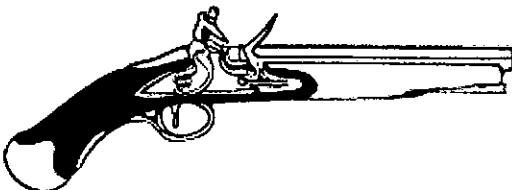
In 1763, during the Pontiac Wars, the Indians used the embankments along the upper end of the island as vantage points from which they attacked British ships passing on the river. Referring to these skirmishes a 1763 book and later a 1799 newspaper, with or without knowledge of the island's original name, described the raids as having been made from Fighting Island.



In 1820, after the French lost control of the area, the island was declared a British territory.

Fighting Island seems to have achieved its most prominent place in history during the Patriot War, 1837-38. Canada at that time was an oligarchy, governed by a few corrupt individuals. The poorer Canadian people, or patriots as they called themselves, rebelled in an effort to get the British government to notice their plight. They gained support from sympathizers along the Michigan border, many of whom joined the rebels, although the United States was neutral.

On February 25, 1838, with the Detroit River frozen, patriot troops armed cannon marched across the ice to the island. Well-armed British troops crossed over from the mainland and quickly drove the patriots back to the American side of the river.



Fighting Island Part 2

Early Uses of the Island



After the Patriot wars of 1837-38 Fighting Island continued to live up to its name and from 1860 to 1880 several prizefights were held there.

Gradually however, the island began to be perceived by land speculators and others as suitable for a wide range of schemes. Among these was a plan to dredge the island, using the excavated material to build high ground, and converting the resulting basins into lakes. Another plan contemplated running a canal through the island to drain it, but the \$250, 000 cost was economically prohibitive. Still another proposition called for the construction of a racetrack on Fighting Island with premiums to attract the finest horses in the country, but that plan, too, remained in the dream stage.



Before the turn of the 19th century, however, a full-fledged effort was undertaken to develop the island.

- 1890 A syndicate of Detroit businessmen took a ten-year lease on Fighting Island planning to convert it into a summer resort with hotel and cottages. The resort, 'Des - Chree Shos - Ka' a combined French and Indian name which means 'Here is everything,' opened a year later. The island boasted a hotel with forty rooms, six cottages, two boat houses, and a bathing beach. Members of the same Detroit syndicate that leased the island decided to purchase the property for a reported \$100,000 in 1892.
- 1898 The resort failed and Fighting Island was put up for sale. For a while it was considered for a salt plant but plans were never finalized.
- 1900 The island was bought by P. J. Paxton and Francis Palms and renamed Palm Island. They planned to reopen the resort.
- 1908 Fighting Island was sold by the Palms estate to a Pittsburgh syndicate for \$125,000. The failure of yet another attempt to establish a summer resort on a paying basis, led the new owners to plan a community of privately owned summer homes.
- 1912 A legal battle for the ownership of Fighting Island was fought in the Canadian courts between the administrator for the Palms estate and the Pittsburgh syndicate.
- 1914 A fire, believed to have been started by hunters, swept Fighting Island causing about \$50,000 damage to the hotel, concession buildings and casino. The Palms estate foreclosed on the mortgage.
- 1918 Fighting Island was purchased from the Palms Realty Company by John B. Ford, then Vice President of the Michigan Alkali Company for treatment of the Company's effluent. Michigan Alkali Company later became known as Wyandotte Chemicals Corporation and was ultimately purchased by BASF and became known as BASF Corp. Mr. Ford paid \$605,000 for approximately 1572 acres.

Fighting Island Today

For more than half a century about three quarters of fighting Island's land area was used for environmental protection purposes. Effluent from the company's plants across the river in Wyandotte was pumped to settling beds on the island. The material, which settled out of the effluent, was inert inorganic solids. Today, all industrial operations have been discontinued. For the last several years the company has completed several projects in an ongoing program to vegetate the former settling beds to improve the quality and appearance of the island.

On the northern end of the island are two lodges maintained by the company for customer relations and informal business meetings. A full-time caretaker supervises the maintenance of this building and approximately 400 acres of marshland, a popular feeding area for ducks and other fowl as they migrate.

