

# LASALLE CURRENTS

A Newsletter For Members Of LaSalle Mariners Yacht Club



HAPPY ST. PATRICK'S DAY!!

March 17th, 1980

L.M.Y.C. MEETING RE: LAUNCH PREPARATION      APRIL 13th, 1980      SUNDAY 10:00 a.m. ALL MEMBERS ATTEND!  
L.M.Y.C. MEETING      MAY 11th, 1980      SUNDAY 10:00 a.m. ALL MEMBERS ATTEND!

L.M.Y.C. LADIES AUXILIARY MEETING      APRIL 8th, 1980      TUESDAY 7:30 p.m. ALL LADIES ATTEND!!  
(ALL MEMBERS PLEASE TELL YOUR WIVES!!!)      TO BE HELD AT LASALLE MARINERS YACHT CLUB

"NOW HEAR THIS! NOW HEAR THIS!, No dues paid, no launch! No bar bills paid, no launch! This is your Treasurer speaking." Mail cheques to James Beaudoin, Treasurer, LaSalle Mariners Yacht Club, 2640½ Front Rd. LaSalle, Ontario. Dues are \$100.00 due and have been due since January 1st, 1980.

This year's launch is tentatively set for April 19th or 26th, so the solution to your sailing fever is nigh. Al Pavon did a bang up job last year at launch and won the honours again. If you plan to dock at L.M.Y.C. this summer, tell Al (944-7683).

Tennie Mason took a page out of Egyptian history and built 3 pyramids at harbours end. He has a double ender of a plan. All those rocks that make up the pyramids need to be spread around the end of our harbour to halt erosion. Tennie calls it a weight reduction plan - svelt up for spring and help the Club stop erosion. Gee, when can we start?

Other rocks will be thrown at what is coming to be known as an annual Bonspiel, March 29th. Sign up on the clubhouse bulletin board. Don't be shy, everybody is a learner.

Art, Howard and Tennie have been working with the electrical inspector and are concluding plans for an electrical revision at LMYC. The result will be improved working conditions for our members. Thanks guys! We needed that.

Welcome home from the hospital Jim Mawhinney and Ron Stuebing hope you both are feeling better.

The 7th week of the club sponsored sailing seminars on Sunday morning was completed March 16th. Several families and crews are taking advantage of this opportunity. One of the remaining sessions will be aboard a sailboat after launch and another will feature Church Bentley of Fastnet fame and Spike Boston on sails.

"Rhapsody in Sail", a 90 minute action and humour filled film will be presented by John Biddle at Fort Auditorium, Friday, March 28th, 1980. Tickets are \$4.75 and can be obtained at Boston Sails or Ford Auditorium. There's more information on the bulletin board.

The Canadian Border Boat Landing Card is referred to as an I-68. It is used for legally landing in the U. S. It allows people named on the card to stay in the shore area of the United States for 24 hours. At a meeting at the Windsor Yacht Club a U.S. Immigration official said, that the terms of the I-68 were going to be strictly enforced this year. You can get yours at the tunnel or bridge along with more clarification.

Ford Yacht Club Films on April 12th, 1980 include: Sydney Hobart 1974, 75, 76, at 8:00 p.m.  
Eighteens  
Sydney Harbour  
and also on April 26, 1980: America's Cup 8:00 2 films all this at Ford Yacht Club.

Here are the latest ratings, they are L.E.-P.H.R.F. base ratings (subtract: 3 sec. for LP 156% - 170%  
 6 sec. for LP over 170%  
 3 sec. for each 10% increase  
 in spin. pole length  
 3 sec. for each 5% increase  
 in mast height  
 T - temporary  
 D - modified rig

ABBOTT 33 .....	138	HUGHES 25.....	226 T
ALOHA 28 .....	189 D	HULLMASTER 27 .....	222 T
BLUENOSE .....	264	KIRBY 25 .....	168 T
BUCCANEER 250.....	222 T	MEGA 30.....	141 T
C&C 24 .....	231	MIRAGE 24.....	216 T
C&C 25 .....	222	NORTHERN 1/2ton.....	219 T
C&C 25 I.B.....	225 T	NORTHSTAR 500.....	228 T
C&C 26 .....	201 T	PACESHIP 29.....	210 D
C&C 27 MK II .....	198	PY 23 CB.....	240
C&C 27 MK III.....	186 D	PY 23 K .....	237
C&C 30 SD .....	177 D	SANTANA 20 .....	228
DUET 25 STD .....	219	SHARK.....	228
DUET 25 3/4 rig.....	222	TANZER 22.....	240
GRAMP 23.....	240 T	TANZER 26.....	219
HR 25 .....	231 T	VIKING 28 .....	189 T

The following account is the realization of an age long dream for Skipper Ron Stuebing of Amherstburg.

All Ron needed was two others, willing to serve as crew on his splendid Viking 28 to complete a circumnavigation of Lake Superior. The two crew were readily found in the persons of Frank (Red) Fox of Amherstburg, and yours truly, Dan Schindler of Emeryville. (All are Power Squadron members.) The voyage was planned as follows - Sault Ste. Marie along the south shore of Lake Superior to Isle Royale, up between Isle Royale and the mainland and then into Thunder Bay, our ultimate objective.

The return trip was to be Thunder Bay to Nipigon, Ontario, then to Marathon, Ontario and down the rugged north-east shore past wild Michipicoten Island and return to Sault Ste. Marie.

It was meant to be the trip of a lifetime, and I can assure you it was- in more ways than one. Ron and a friend sailed the boat to the Soo where Red and I met him late Friday night, July 6, 1979. We stowed all our gear with the exception of some "demon rum" which we figured we had best get rid of due to the excess weight. This was dispatched with ease. However, the excess weight mentioned curiously wound up between our ears the next morning. Unperturbed, however, we pushed on with excitement running rampant.

We'll cut now from my ramblings on, and we'll let the following tell the story as it happened with a few notations here and there to help to clarify things.

"Log of the Burger Bit"  
( Particulars)

<u>DATE</u>	<u>TIME</u>	
July 7th	1300	Arrived at Canadian Soo lock awaiting green light advising us to enter.
	1330	Green light seen and we are now in the lock. (Regulations state you must have 70' of line, but they didn't say this was to be 70' bow and 70'stern. I don't think anyone ever tied so many sheet-bends so quickly so fast in their lives) Stout fenders and manual attending of a boat are a must due to wash, etc. in lock. Watch your spreaders very carefully.
	1354	Cleared locks and received our "Good Lucks" from lock personnel.
	1400	Arrived Upper St. Mary's River - seas calm, no overcast, winds on the nose. No sailing here due to adverse current and winds. Under power. Estimated temperature - 75-80°.
	1720	Abeam Gros Cap Reef Light, which we are designating as our official entry into Lake Superior.
	1800	Introduced "Sambo" our Autohelm. Winds north, maximum 2 knots. Seas flat. Keeping power on to maintain 6 kts. Course 320°. Destination Whitefish Point 26 nautical miles. ETA Whitefish Pt. - 2220 hrs.
	2230	Arrived and left Whitefish Point. Desolate place. No fuel available at time of arrival. Possible good mooring if needed. Attempt made to make radio telephone call home no success (I will elaborate later on this). Departed for Keewenau Peninsula under power. ETA Keewenau some 171 miles distant is 0300 hrs. July 9/79, based on 6 knots. Seas calm, visibility unlimited. No sailing yet. We are still under power and "Sambo" is doing an excellent job. Course 280°.

July 8 0005 Red takes first watch while Ron and Dan catch some shut-eye.  
0200 Dan takes watch from Red, which is to last until 0400.

July 9 0800 Arrived at Houghton. Tied up at public marina which was not as yet open. After searching for someone to give us gas, and finding no one, we motored across the river and went into town for a good breakfast. Very picturesque town right in the middle of the famed Michigan copper country. Re-crossed river to marina which was now open and topped off with gas.  
1020 Blew 1 long, 2 short for vertical lift bridge and departed Houghton, heading again for the open lake.  
1218 Arrived Lake Superior. Made radio check with Portage River Coast Guard when we were directly in front of the building. They indicated they received us loud and clear. Plotted heading of 320° for Rock of Ages light on south western tip of Isle Royale. Wind directly on the nose, very light. We must continue to use motor. Visibility hazy, speed 6 knots. ETA Rock of Ages - 2018 hrs.  
1324 Still under power, speed 5.5 knots. No wind whatsoever. We have entered a large fog bank, as we will be crossing some 6 different shipping lanes, we have put up the radar reflector and have all donned life jackets.  
1313 Radio fix. On course. Visibility approximately 200-300'.  
1401 Radio fix. On course. Visibility decreasing to 100' fix shows us nearing first shipping lane.  
1451 Standard fog signal heard from passing freighter which we never observed. It is most difficult to tell whether he is coming or going. The ship passed somewhere off our bow and immediately after passing he stopped blowing fog signal. It is most comforting to know that we were picked up on his radar, as our crossing will entail continuing on into the evening. (Little did we know at this point how long that evening was going to be.)  
1615 Radio fix. On course. Visibility now 50' or less. Speed reduced to 3 knots.  
1700 Houghton Radio Station being picked up on portage radio reports weather 30% chance of rain, winds 5-15 knots. S.W. skies partial overcast, seas 1-3 ft. This forecast is exactly for the area we are in. We have glass-like seas, difficulty in seeing the bow pulpit due to fog and winds at -0 (any minor breeze has been out of the north) We are all wondering where they get their information.  
1714 Radio fix. On course.  
1810 Radio fix. On course.  
1907 Radio fix. Position indicates we are 6.5 miles north-east of our intended track. Ron reports radio signals appear to be weak. Decide to try again in ½ hour.  
1930 Radio fix. Position indicates we're more back on our intended track, however, signals are getting weaker. Fog extremely dense. Speed dropped to 2 knots.  
2030 Radio fix. Signal barely audible. Fog on compass on RDF make reading extremely difficult. Cocked hat created by 3 L.O.P. is now some 5 miles across. All hands are on deck assisting with navigation. Everything wet from fog. Fix now shows we are to the south-west of our intended track.  
2140 Try again for radio fix. This time we can get no L.O.P.'s to intersect. Signals broken up and barely audible.

July 9th 2140 We count the RDF as dead and mutter something about burial at sea. We decide that this is not the brightest idea we have come up with. We are all very tired from the day's run so far in the fog, and we are going to be much more tired in the night yet to come. We establish an estimated position based on our last semi-accurate fix at 1810, and decide we should make a course change from 320° to 050° to bring us between Isle Royale and the mainland.

July 9th (Additional) 2140 From 2140 on to 0008 we are continually on the radio putting out security

calls, all station calls or a request for anyone receiving to please reply. We are hoping that anyone can give us a more accurate position than the one we are navigating with.

No reply whatsoever is received and we now count our last means of communication as also being dead. Superior is a big lonely lake at night when you aren't completely sure of where you are and no-one will talk to you.

- July 9th 2331 Decide to try RDF again. Signal is a little stronger and we establish a very doubtful fix which on our present course would put us staring at a moose on Isle Royale. This we don't need as we have enough trouble already. Course change to 040' from 050'. Visability now nil due to darkness and fog.
- July 10th 0008 Rock of Ages horn on the southwestern tip of Isle Royale is heard and after careful listening on everyone's part, and with the help of our hand bearing compass, we determine it to be 120' relative or 160'T. This puts us between Isle Royale and the mainland, but how close to which, we have no idea. Estimated distance before making course change to bring us into Thunder Bay is 26 miles. This is probably the coldest we have felt, even though we were all dressed for this. The fog seems to creep in everywhere. Ron believes he has located the trouble with the RDF. The battery has gone dead and it will take several hours to re-charge it. Red and Ron try to grab some sleep, as by this time we are all dog tired. I don't feel sleepy as I believe I have been running on adrenalin since entering the fog.
- 0433 When standing watch alone, all kinds of thoughts run through a person's mind, and I was no exception. I was at the time thinking about a National Geographic article I had read concerning the moose population on Isle Royale and how it was purportedly being decimated by wolves, when I heard something that literally made the hair stand up on the back of my neck. It sounded exactly like a wolf howling. I did not know whether I was hearing things or whether we were about to run hard aground on Isle Royale. I let it pass that I was hearing things until I heard it again and again.
- I'll agree that it certainly did sound like a wolf but something about it did not seem right. After more carefull listening what bothered me most was that if it was a wolf, he had to be wearing a watch, as his howling was precisely every 36 seconds. I called Red up on deck to have him confirm that I should not be carried off to the funny farm should we even find land again. We both checked the chart and found that my so called wolf was the fog horn on Angus Island, at which point we were to make a course change to bring us into Thunder Bay. We woke Skipper Stuebing to advise him of our approximate position and we awaited his instructions. Ron told us to home in on the signal, which we did.
- 0630 Course change to 345' to bring us into Thunder Bay still some 18 miles off our bow. I was now out of adrenalin, and as Ron & Red were on deck, I decided to try for some sleep. At this time the fog was still the same, if not worse - we could not even see the bow pulpit.
- 0730 Hear Welcome Island fog horn. We are exactly on course.
- 0740 I woke out of a partial state of sleep to hear all kinds of hollering, shouting and dancing on deck, and I now figure that both Ron & Red are ready for the funny farm. I quickly get up on deck to find out what is going on. The most beautiful and magnificent sight (at least to us) was just ahead off out port bow. The lighthouse and buildings on Welcome Island sat there gleaming in the bright summer sun. In the ten minutes between 0739 and 0740, we came out of the fog bank we had been in for the last 18 hours. No one in this world at that mment was more happy and pleased than the three of us on the "Burger Bit."
- 0800 Our happiness is short lived as we are back in very heavy fog, but our brief encounter with sunshine seems to have given us new life just in knowing that there is something in life other than fog, and that we are getting closer to our destination.
- 0813 Out of the fog the same as walking from darkness through a door into a fully lit room, and better yet, we can see mainland in the distance off our bow.

- July 10 0823 Outline of the City of Thunder Bay in sight.
- 0841 Entered the breakwall of Thunder Bay, and even though air is only around 2 knots, we finally turn off the outboard and hoist sail. After all, this is a sailboat.
- 1000 Tied up to dock in Thunder Bay with sails still up and motor off. It is a good feeling to have a skipper like Ron who can put a 28 foot boat into what appeared to me to be a 30 foot opening, without incurring numerous lawsuits for damage to other vessels. Ron docked the "Burger Bit" without touching anything. Everyone on board signed the Log. We have reached our destination. We can't believe how warm it is. The temperature is 85' to 90' and we are about to wilt, as we have now become almost accustomed to 35' temperatures.
- 1030 Contact made on radio using 25 watts with Coast Guard. We ask where we can get radio repairs and also customs clearance, as our last landing was in Houghton, Michigan. However, directions are given to nearest radio repair shop and also customs.  
To give an indication of our radio's output, we found out later that the Coast Guard station was no more than 1/4 mile away, and at 25 watts we could hardly be heard. Before leaving for customs and to have the radio repaired, Ron decides to make one last check for the radio problem. Believe it or not, he finds it. In installing the radio and antenna, a staple was put through the antenna coax, thus causing all of our problems. I hasten to add that Skipper Stuebing was not the one that had installed it. After the staple was removed we made a radio check with the Coast Guard. However, we forgot to change from 25 watts to 1 watt, and accordingly we almost blew the Coast Guard radio operator off his chair.  
At least we accomplished one thing, they knew now that the "Burger Bit" had arrived.
- 1130 Cleared Canadian Customs with no problems whatsoever after they heard what we had been through, and all hands turned in for a well deserved rest. We had finally arrived and we still had the return trip to look forward to.

1st/Lt. Dan Schindler

1980 YACHT REGISTRATION FOR L.M.Y.C. CLUB RACES

OWNERS NAME: \_\_\_\_\_ ADDRESS \_\_\_\_\_ PHONE- home \_\_\_\_\_  
 ZIP \_\_\_\_\_ work \_\_\_\_\_  
 YACHT NAME: \_\_\_\_\_ SAIL # \_\_\_\_\_  
 CLASS OF BOAT: \_\_\_\_\_ LENGTH OVERALL \_\_\_\_\_ HULL COLOUR \_\_\_\_\_  
 (C&C 25 - Tanzer 22, etc)  
 RIG: \_\_\_\_\_ SPIN. COLOUR \_\_\_\_\_

AGREEMENT TO ASSUME RISK AND HOLD HARMLESS: In consideration of being permitted to enter the sail yacht races or regattas and being fully knowledgeable of the risks of sailing as a competitive sport, I and all crew members and guests aboard our boat agree to voluntarily assume the risk of participation and to hold harmless and indemnify against all losses and/or claims incident thereto, the organization and/or the personnel which conduct same. It is understood that the decision to start or to continue any race shall be our sole responsibility.

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

FOR RACE COMMITTEE ONLY:

RATING \_\_\_\_\_ CLASS: \_\_\_\_\_

FEES: \$8.00 Total Season (2 series), \$4.00 each series. Return registration and monies before May 3, 1980 to RACE COMMITTEE, L.M.Y.C. NOTE: YOU WILL NOT BE CONSIDERED A STARTER UNLESS YOUR PAID REGISTRATION IS RECEIVED BY THE RACE COMMITTEE ON OR BEFORE MAY 3RD, 1980.

RACE COMMITTEE CHAIRMAN: CURLEY ELLIS, PHONE: 253-2533

## 1980 RACE SCHEDULE

DATE	DAY	EVENT	R.I.Y.A.	COURSE
May 17-18	Sat. & Sun.	R. I. Y. A. Stag Cruise		To Put-In-Bay
May 17-18	Sat. & Sun.	L. M. Y. C. Shakedown Stag Race		To Put-In-Bay
May 25	Sunday	1st R.I.Y.A. Sunday Race	*Spring	American
May 31	Saturday	G.I.Y.C. Day Race		Lake Erie
June 8	Sunday	W.Y.C. Invitational Regatta		Lake St.Clair
June 8	Sunday	2nd R.I.Y.A. Sunday Race	*Spring	American
June 13-14	Fri. & Sat.	Canadian Club Race		Lake St.Clair
June 14	Saturday	L.M.Y.C. Single Handed long race		Lake Erie
June 14-15	Sat. & Sun.	Comm. Perry Race N.C.Y.C.		Lake Erie
June 21	Saturday	Port to Port & MORC #53		NCYC to GIYC
June 22	Sunday	3rd. R.I.Y.A. Sunday Race	*Spring	American
June 28	Saturday	W.S.S.C. Regatta		Lake Erie
June 29	Sunday	4th R.I.Y.A. Sunday Race	*Spring	American
June 29	Sunday	Freedom Festival Regatta		Detroit River
July 4	Friday	G.I.Y.C. Independence Day		American
July 5	Saturday	5th R.I.Y.A. Saturday Night	*Spring	American
July 11-12	Fri. & Sat.	N.C.Y.C. Lake Erie Race		Buffalo to NCYC
July 12	Saturday	C.I.Y.C. Erie Isles 100		Lake Erie
July 19	Saturday	B.Y.C. Mackinac Race		Lake Huron
July 26	Saturday	Sarnia to Alpena, MORC		Lake Huron
July 26	Saturday	Sister Races		
Aug. 2	Saturday	G.I.Y.C. Downriver Race		Detroit River
Aug. 3	Sunday	Deepwater Race		To Put-In-Bay
Aug. 4-5-6	Mon. Tues. & Wed.	I.L.Y.A. Regatta		At Put-In-Bay
Aug. 8	Fri. evening	Port to Port - S.P.S.C. to Thames		Lake St.Clair
Aug. 9	Saturday	F.Y.C. Regatta		Lake St.Clair
Aug. 9	Saturday	2nd annual T.R.Y.C. Regatta		Lake St.Clair
Aug. 15	Friday	1st S.P.S.C. Race Fri. night		Lake St.Clair
Aug. 16	Saturday	2nd & 3rd S.P.S.C. race		Lake St.Clair
Aug. 16	Saturday	1st R.I.Y.A. Saturday Night	*Fall	American
Aug. 17	Sunday	2nd R.I.Y.A. Regular Race	*Fall	American
Aug. 22	Friday	F.Y.C. Night Race		Lake Erie
Aug. 24	Sunday	L.M.Y.C. Regatta		Fighting Island
Aug. 30	Saturday	W.S.S.C. Port to Port		To CIYC
Aug. 31	Sunday	C.I.Y.C. Regatta		At CIYC
Sept. 7	Sunday	3rd R.I.Y.A. Sunday Race	*Fall	American
Sept. 14	Sunday	4th R.I.Y.A. Sunday Race	*Fall	American
Sept. 20	Saturday	S.P.S.C. Harvest Moon Regatta		Lake St.Clair
Sept. 21	Sunday	5th R.I.Y.A. Sunday Race	*Fall	American
Sept. 27	Saturday	One Design Class & Int. Fall Classic		Lake Erie
Oct. 5	Sunday	R.I.Y.A. Make-Up		American
Oct. 11	Saturday	MORC - W.L.E.I. Race		Lake Erie
Nov. 8	Saturday	Awards Night		-----

\* R.I.Y.A. WILL HAVE TWO SERIES  
FALL AND SPRING

The calendar of the 1980 race season is printed here for your convenience, so keep it in a safe place, copy it but don't lose it because there are but a few copies of it. There are enough race dates in this season to keep most of you occupied with sailing, hopefully!

If you are participating in our club's Wednesday Evening Races your Race Committee would love to have your completed, paid registration as soon as possible so they can get an idea for the class split and can start on the scratch sheet and other paper work. The fees are to keep the system near a level of selfsufficiency. If you would like to try just a few races rather than committing yourself to a series you can do that too, for the minimum equipment, such as shapes, markers, etc., the rest for the purchase of awards. We are expecting a record turnout for these races this season!

Yours truly is to be the "Loudhailer" for the Race Committee to tell of race news and such in the 'CURRENTS'.

Juergen.

SUNPARLOR CIRCUIT (Your Favourite Local Races)

May 17-18	L.M.Y.C. Shakedown to Put-In-Bay Stag Race	L.M.Y.C.
June 8	W.Y.C. Invitational Regatta	W.Y.C.
June 13-14	Canadian Club Race	W.Y.C.
June 14	L.M.Y.C. Single Handed Long Race	L.M.Y.C.
June 29	Freedom Festival	L.M.Y.C.
July 12	100 miler	C.I.Y.C.
Aug. 2	Downriver	G.I.Y.C.
Aug. 8	Feeder Race to T.R.Y.C.	S.P.S.C.
Aug. 9	2nd T.R.Y.C. annual regatta	T.R.Y.C.
Aug. 15	1st S.P.S.C. Fri. night race	S.P.S.C.
Aug. 16	2nd & 3rd S.P.S.C. Races of regatta	S.P.S.C.
Aug. 24	L.M.Y.C. Regatta 17th Annual	L.M.Y.C.
Aug. 30	Port to Port to C.I.Y.C.	W.S.S.C.
Aug. 31	C.I.Y.C. Regatta	C.I.Y.C.
Sept. 20	S.P.S.C. Harvest Moon	S.P.S.C.

Attention!!!!!!!!!!

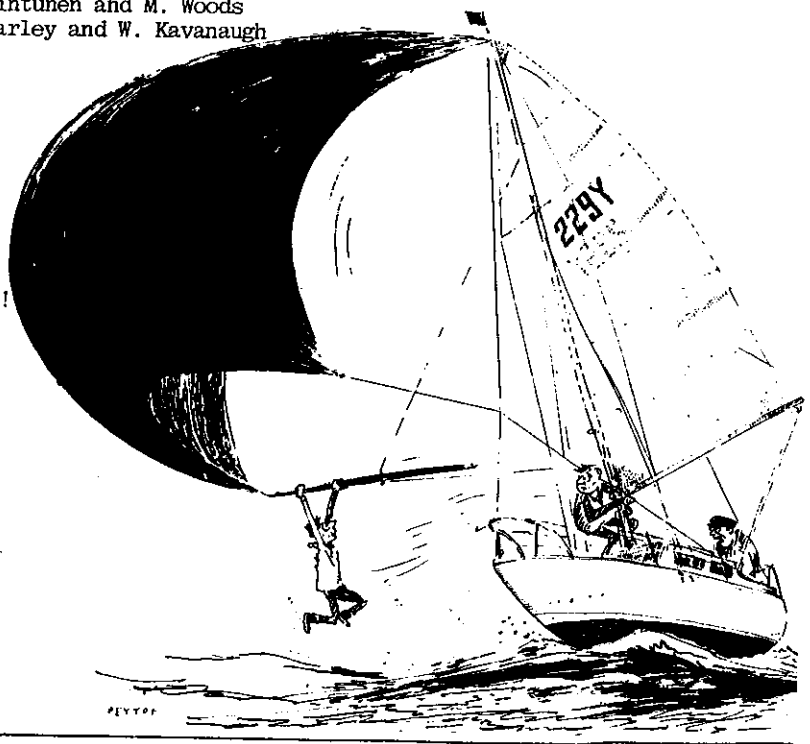
Please submit registrations to St. Clair College for C P R IMMEDIATELY - Cathy McIntosh

All dart players - there is a tournament scheduled against Tecumseh Legion April 19, 1980 to be held in Tecumseh for details call Richard Renwick - 736-6658

CLEAN UP

March 16th, 1980 to March 29th, 1980 - B. Wolters and P. Hoffman  
 March 30th, 1980 to April 12th, 1980 - T. Lintunen and M. Woods  
 April 13th, 1980 to April 23rd, 1980 - B. Carley and W. Kavanaugh

SINGLE HANDERS WOULDN'T HEAR OF IT, BOB!!!



"What the hell are you doing out there?"