

March 1999



La Salle Mariner's Yacht Club

LMYC - Wednesday Night Dart League

LaSalle Mariner's Yacht Club 1999 Officers

Commodore: John Amyot 253-8878

Vice Commodore: Elaine Prettyman 978-9820

Secretary: Rick Beresford 726-6806

Road and Grounds: Lothar Bauer 734-1146

Race Director: Larry Laing 736-7152

Treasurer: Yvonne McRobbie 978-1756

House Director: John Murphy 256-3302

Social Director: Andy Kozieradzki 258-4274

Harbour Master: Ralf Fiedler 969-7995

Refreshments

Yvonne McRobbie 978-1756

Ralf Fieldler 969-7995

Publisher

Ralph Kepran

The Currents

Published by LaSalle Mariner's Yacht Club

Editor

Richard Parchoma

1968

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1999



LaSalle Currents



Volume # 3 Issue # 3

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From the Commodore

Here we are in the depths of winter. I don't know how well most of you cope with winter, but for me February is the "pits". I don't count days-I count minutes! Those travel ads for Mexico and the Caribbean sure are tempting (Sorry Bobby-winter boat shows just don't do it for me). However, not being as fortunate as Manfred and Barbara I just keep reliving the Pelee Island Fun Race. Spring is JUST around the corner and before we know it, Launch Day will be upon us.

In the meantime your Executive has been gearing up for those projects we presented at our last General Meeting. There are many projects that will require a lot of cooperation (aka work hours) from all the members. So please take the time, look over the listings in the club house and sign up. A very important reminder: there is a

Special Membership Meeting scheduled for 1300 hours, Sunday February 28th. The sole topic to be discussed and decided upon is the boat lift. This is an important matter for the club and it is very important that all members attend, speak to the matter and come to a decision. Please make every attempt to attend. I'll see you there.

Commodore: *John Amyot Senior*

From the Vice-Commodore



February 27th marks 60 days before launch! With the winter almost behind us, soon everyone will be out fine-tuning their boats for this year's sailing season, but first log some easy work hours by helping with spring cleaning of the clubhouse. Our big projects this year: the storage shed, new walkway on the south harbour, and landscaping the club entrance are great opportunities to have some fun and spruce up our second home. This year with 74 full members there are 888 work hours to be logged - and lots of ways to log them! So far 221 hours have been booked - only 667 to go! If you have a project you would like to take on, please let me know. Great ideas are always welcome! If we all make an effort this year to roll up our sleeves and use a little elbow grease LMYC can shine like it never has before. Show you have pride in your club and make this last year before the new millennium - the best yet!

Added Note For Our Associate Members: Work hours can be fun. Feel free to join in anytime!



Vice Commodore -- *Elaine Prettyman*

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



News and Information

From the Treasurer

 Yvonne McRobbie 

There are still a number of burgee available for club members. LaSalle Mariner's can, and should, be proud of what they have accomplished and of what they can look forward to. LMYC burgees are still available for the low cost of \$20.00. Be proud. Make sure your boat flies a LMYC burgee. The Grey Buck Bay COOP would like to thank you for using our service. Our goal is to achieve a high level of customer satisfaction. Those members who have not made contributions lately are encouraged to do so.



CLUB DUES

It's that time of the year for dues to be paid. Full members are \$235.40 and Associate Members are \$117.70. Club dues \$235.40 were due at the February club meeting. If you have not paid your dues please contact the treasurer to make the necessary arrangements. Some club members have credits. If you are one of those members, please check with the treasurer.



Abbot One Design Party

This will be held on March 6, 1999 in Toledo Ohio. For more information call Jurgen Hendel.

From the House Director

John Murphy

The kitchen floor in the clubhouse will be replaced this season. During the winter months the clubhouse has become cluttered and volunteers are needed for the spring house cleaning. If you are interested, please give me a call at 977-1771.

Please do not leave food out, the exterminator has been in because our furry friends are back. If they have no food they will leave.

Volunteer are needed to redecorate the ladies washroom. Interested parties please call me at the above number. There are a number of jobs within the house which members will be credited work hours for. Call me for list.

A new set of dishes will be provided for the club. All existing mismatched dishes will be gone.

Additionally new pots have been purchased, treat them as you would your own.



From The Secretary

I need your help to ensure that our club's records are kept up to date. Please advise me of any changes or corrections to your name, spouse's name, address, telephone number, class of boat and length, purchase date and boat's name.



Also to ensure the accuracy of meeting minutes whenever possible please provide a written copy of any executive or committee reports and any motions from the floor.

To assist in communicating with members please send me your EMail address if you have one.

Rick Beresford
726-6806
beresford@sympatico.ca

Racing Rules Seminar - 99

The Racing Rules Seminar turned out to be a huge success. The event was very well attended and the \$5.00 admission fee going to the Hospice, made the event a successful fund raiser as well.

It started with an eye opening racing rules IQ test. This served only to prove how very little most of know about this great sport in which we all participate. I know I scored in the "best 5 bucks I ever spent"

category.

The seminar was presented by Josh Kerst. Josh is an expert sailor with many years of sailing and racing experience. He did an excellent job of making this seminar interesting and through real life examples, he was able to simplify the rules enough that even I was able to understand them. Among many other things, we learned about the two boat length zone, obligations and limitations to the starboard right of way rule, and how to sail a proper course. For those of you that don't know, a proper course is the course a boat would sail to finish as soon as possible in the absence of other boats on the course. Josh also pointed out that just like in any sport you do not need to know all the rules before you start to play. There are 10 basic rules everyone should know in order to run a proper, safe, and competitive race. I will not list these rules here, but I will post these basic rules with diagrams on the racing bulletin board for everyone's benefit throughout the racing season. In the end, the event turned out to be a lot of fun and I am sure we all came away from this seminar with a much better understanding of the rules.



Following the seminar there was an afterglow at SPSC. Sam Irwin and Joe Davidson generously supplied a keg of beer for all to enjoy and I am sure it was enjoyed. Attendance for the party may have suffered due to conflicts with Valentine's Day events. I know I was one of those with a previous engagement for the evening with my sweetheart.

Thanks to Yvonne McRobbie and all who had a part in organizing this event. And a big thanks to Josh Kerst for taking time out of his busy schedule to come over and educate us.

Please remember our racers breakfast is March 21st - bring any suggestions for improving the up coming racing season.

Race Director -- *Larry Laing*



Breakfast At LMYC

Breakfast at LMYC was a real treat. If you're in the market for a tasty breakfast then head for LMYC every Sunday at 10:00 am. The three chefs, Andy Kozieradzki, John Murphy, and Alan Prettyman have created scrambled eggs, with ham and hash browns with an evocative taste brought about I'm sure by a secret recipe. It's a real mouthful when you see it, but, oh! What a delicious mouthful it is! This is a breakfast to savor, so allow yourself enough time to be able to truly enjoy it. After breakfast you can relax with one of LMYC very special coffees and chit chat with other club members. Cafe LMYC is certainly a 4 star enterprise.



Andy Kozieradzki and John Murphy preparing breakfast at LMYC.

Newsletter Submissions

Any member wishing to submit an item for the newsletter, please submit in writing your article before the 21st of the month to ensure that it will be in the forth coming newsletter. Please try to pick up your newsletter at the end of the month at the clubhouse if possible

Editor

30th Anniversary Booklet

The 30th Anniversary 20 page Booklet which depicts the History of LMYC from its inception to December 1998 is now complete. Presently the club publisher Ralph Kepran is preparing copies for all members. Booklets will not be mailed out and will be delivered when members become available.

The Harbour Master

The harbour master Ralf Fiedler has prepared a Launch/Dock Request for 1999. All club members are required to fill it in and return it to the Harbour Master as soon as possible. Please check your newsletter for attached booklet.

For Sale

16 foot Wayfarer

- 2 horsepower motor
- trailer
- 2 sets of sails (1 new)
- \$2.000 or best offer

Call Darlene Fraser @ 736-0830



Chicago Strictly Sailing



by
Sue Ouellette



Bob Reaume organized a great week-end away, to the Chicago Boat Show on January 29, 1999. A good time was had by the 47 mariner's and friends who arrived in Chicago Friday evening. The bus trip to Chicago was filled with jokes, laughter and dancing in the aisles. After checking at the DAYS INN, it was time to venture into the windy city and check out Chicago's night life.

The group danced until the wee hours of the morning.

Next morning some members went to the Boat Show and other went shopping at the Michigan Mile. Everyone was back at the hotel lobby at 6:00 pm for dinner arrangements. Club members divided and one half the group went for sea food at Shuckers and the other half went to the Rib Joint.

After supper there was more night life.

The trip home was much quieter, but there was handful who were still going full steam.

When the bus arrived pizza was ordered to be delivered at LMYC to finish the week-end by watching the Super Bowl.



Jeff Williams and Bob Reaume



Darlene Fraser



D. Shalawylo, H. Ziebard, G. Mooney, J. Ouellette





Chicago Boat Show

by
Derry Basden



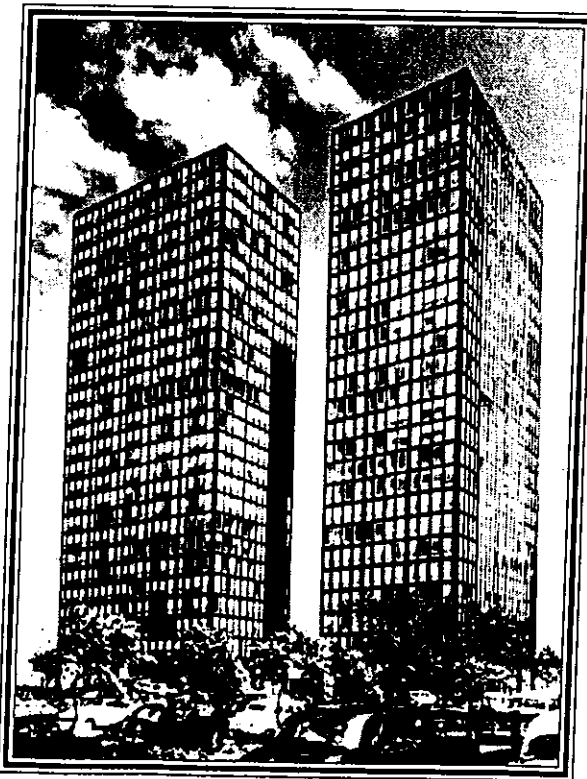
Friday afternoon of January 29 saw a lot of activity around L.M.Y.C. as about 50 members of the Club gathered for a weekend trip to the Strictly Sail Boat Show in Chicago. Members started gathering at about 4:00 p.m., anxiously awaiting the arrival of the bus. At about 4:30 a cell phone call was received from the driver expressing her concern with regards to the integrity of the roadway to the Club and whether there would be enough room to turn the 45' Greyhound around at the end of the road. After assurances were given, the bus entered the property and was turned around, ready for loading. It was ready to go half an hour later.

There were the usual on board debates about smoking and non smoking as the bus departed, as well as the level of the volume control for music. Some like to listen to music, others prefer to "feel" it. It was a pretty good party all the way there. Bob Reaume and Sue Ouellette had prepared a large cooler of sandwiches and munchies for the trip. Of course, most people had their own coolers filled with liquid refreshments and snacks. The weather was excellent for traveling. The roads were clear and dry with a beautiful view of the sunset as we turned south from Batle Creek, Michigan several hours later.

The bus made an emergency stop near the Michigan/Indiana border when someone realized the Michigan State Lottery Grand Prize for Friday night's draw was estimated to be Fifty Million Dollars. Hey, We could by a few boats with the promise of "shared" winnings. The group then continued on to downtown Chicago with the bus arriving about 9:30 p.m.

It required half an hour for everyone to check-in at the Days Inn overlooking Lake Michigan, just across Lakeshore Boulevard and a short walk to Navy Pier. Another bus load of sailors were having problems with their reservations. Thanks to the arrangements made by Bob and Sue, L. M. Y. C. did not experience any delays whatsoever.

Once people were settled and luggage



Chicago Landmark
Glass Tower

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stowed, it was time to go out on the town. Chicago has many fine restaurants, all within a short walk from the hotel. Everything from "Rock 'n Roll Mc Donalds" on the low end to "Lowry's" for the best prime rib in the Midwest, and other restaurants which served everything in between. If you liked to hob knob with the celebrities, there's always Dennis Rodman's or Michael Jordan's restaurant.

Chicago is a great place to be at night. It is relatively safe in the downtown "tourist strip". The weather was warm enough to walk just about anywhere and the infamous winds were quite manageable. There always seemed to be people on the streets, no matter how late the hour. Walking around at 2:30 or 3:00 a.m. was no problem. The bars legally must close from 7:00 a.m. to 11:00 a.m. so there was plenty of time to party! A large contingent from L.M.Y.C went to a place called "Dick's Last Resort", a great place to relax. It seems that the restaurant is missing a large sign that was there before we arrived. Anybody know where it went?

On Saturday morning the hotel restaurant was busy early as many guests were anxious to get to the Boat Show for the 10:00 a.m. opening. Navy Pier is about a 15 minute walk from the hotel. The weather was excellent for walking. Saturday was sunny and warm with temperatures eventually reaching 45 degrees in the afternoon.

Navy Pier is a showplace in it's own right. There are plenty of restaurants Like "Bubba Gump Shrimp Company" and "Perchy's", both great for seafood. Prices are a little high, but the food was good and service excellent. The main entry hall at Navy Pier Features a large animated mobile that looks like a childhood fantasy of a candy stick Ferris wheel, large rotating peppermint candies and peppermint sticks. There is also a children's museum which featured everything you could think of pertaining to Dr. Seuss' "Cat in the Hat" They also have a retail store with related items for sale. Along the walk to the main auditorium, about a half mile away from the main entrance, there are food and refreshment kiosks as well as many small shops selling just about anything you could think of. If one took the time to stop and look, you'd never get to the show!

The show itself was excellent with a good representation of boats of all sizes, from the Gozzard 44 to Laser's. There were line-ups, as expected, for many of the larger boats. One boat that seemed to be getting a lot of attention from the racing crowd was the Farr 40, a sleek plumb bow One Design racer. I don't think anyone from the Club ordered one though. There was also a pool set up for R/C sailors to try their hand at match racing, but there was not much in the line of R/C gear and equipment.

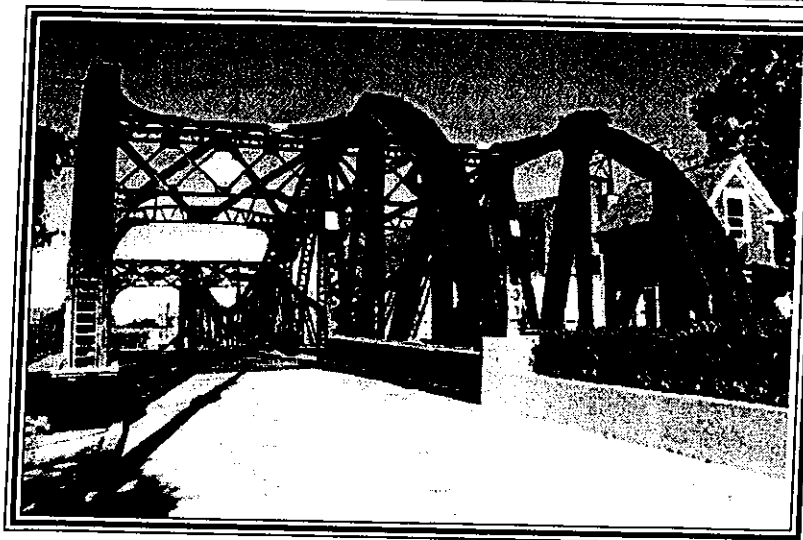


Boarding
The Bus



Renee Laird, Sam Irwin, Ralf Fiedler

The same cannot be said for the larger boat equipment. There was plenty of new and used equipment available for purchase or just for looking at to get ideas. One new item that seemed to get a lot of attention was a cam cleat by Spinlock. It appears to be quite different approach from the standard lever type. Just lift the free end of the line to release the lock. The whole frame pivots upward. The only drawback is it's use for hand tensioned lines only.



Cortland Street Drawbridge

Another neat item for the cruisers is a two piece thin sliding plastic "shade" that can be custom made for your ports. The shades have alternating vertical clear and shaded bars. By sliding the front piece to block the clear areas on the rear piece, complete privacy is assured for those below. A great idea, but a bit pricey at \$25.00 U.S. to fit a Beckson 6 X 10 port. Some items seemed to be good deals, but others can be had over this side of the border at better prices. You're better off to check prices in Canada before the show on items of interest. I found self inflating life vests priced higher at the show than identical ones priced over here!

Generally, I'd rate the show as excellent. It had something for everyone. There were a few good seminars, some entertaining, other just didn't seem to hit the mark! But that's my opinion. Others may not agree.

Sunday morning found the tour group a little slow starting. Must have been those late Saturday night/early morning bar hops! The bus began loading at noon and was underway half an hour later. The first part of the trip home was rather quite, but after a couple of hours rest, everyone seemed to come alive again and were ready to party.

Clearing customs was entertaining. I don't think the lady who boarded the bus for inspection really believed us when all reported "nothing to declare!" after being away for two days. A phone call was made to Romano's to fire up the ovens. Hot pizza and refreshments were available at the Clubhouse when we arrived at 6:30 p.m. No, the day wasn't done yet. It was time for the "SUPER BOWL PARTY", but that's another story.

I'm sure I can speak for everyone when I express my heartfelt thanks to Sue Ouellette and Bob Reaume for all the effort and determination which went into organizing this event. Their many of hours of hard work, checking for best prices, arranging for 25 rooms and transportation, preparing "in flight" snacks and collecting money from all those notoriously stingy sailors paid off for everyone with a very enjoyable weekend. Plans are being consideration for next year's event. Anyone up for the Miami Boat Show in February 2000?

Perry Basden



French Sailor Rescued Unharmmed

Associated Press Release
Tuesday February 16, 1999.

CHARLESTON, S.C. (AP) — Giovanni Soldini navigated rough seas for nearly 24 hours to save a fellow sailor who capsized in a solo around-the-world yacht race.

The drama began Monday with an electronic scream for help from an emergency beacon aboard Autissier's yacht.

Race officials, however, couldn't contact Autissier. Then they learned Autissier's computer system had conked out. That's when they began to get nervous.

Halfway between New Zealand and Cape Horn, the southern tip of South America, Autissier was as close to the middle of nowhere as you can get. And 40 mph winds were battering the violent stretch of 40-degree water.

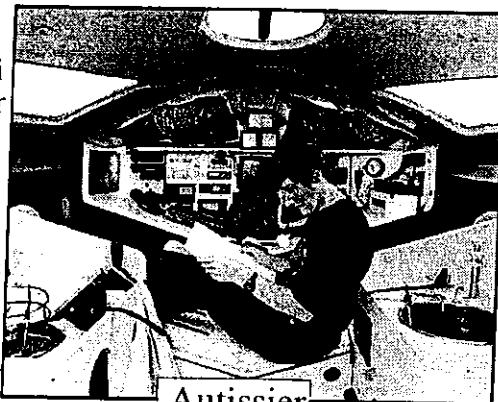
Race officials began searching for ships in the area — anybody who could help. It turned out Autissier's only chance would be another competitor.

Soldini was sailing farther north than Autissier and leg leader Marc Thiercelin. The Italian skipper thought the weather to the south was too violent and unpredictable. Soldini, 200 miles to the north, didn't hesitate: "I have 30 knots of wind, and I'm not letting up until I have found Isa."

Soldini's white, arrowhead-shaped yacht crashed through 30-foot waves at a furious pace, averaging nearly 20 mph for hours at a time.

His course took him into a vicious Southern Ocean storm that whirled clockwise. And as Soldini neared Autissier's position, the winds shifted like the sweep hand of a clock.

When Soldini spotted PRB,



Autissier

there was no sign of Autissier. Capsized, PRB still had its keel, pointing skyward like a stubby, flat mast. The wide, white hull looked like a whale's belly.

Soldini sailed as close as he dared, turned around and sailed back. Then he threw the hammer. Inside PRB's hull, Autissier had been asleep — conserving energy

and batteries. She hadn't expected a rescue so soon. The hammer was like an alarm clock. Autissier got up and made her way to the escape hatch, where she had a life raft waiting.

When she saw FILA, she got in and cast off from her yacht, drifting downwind so Soldini could pick her up.

Less than 10 minutes after Soldini spotted PRB, he had Autissier on board. He sent a short, understated message.

"Hello, this is FILA. Isabelle is on board with me, everything is OK. We are going to take Isa and go back in the race. Ciao, Gio."

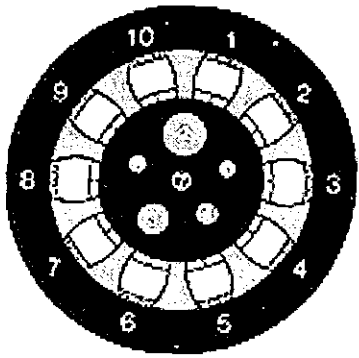
By Tuesday afternoon, they were joking with race officials about being low on wine and cheese.

For now, Autissier will continue on as a passenger.

Peter Dunning, the Around Alone race coordinator, said Soldini "found a needle in a haystack" when the Italian yachtsman found Autissier more than a day after her 60-foot boat capsized in the Pacific Ocean between South America and New Zealand, the most desolate water on Earth.

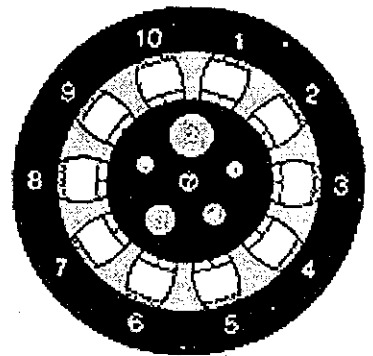


Soldini



Darts

at LMYC



The LYMC Dart League is well on its way. This year Phil Smith and Ralph Kepran have taken it upon themselves to make the dart league a functional entity. Ralph and Phil are the coordinators and are responsible for selecting the teams for the evening of entertainment. The teams are selected based on the members attending on the given night. This method of team selection ensures that every evening will be exciting and rewarding. Each week brings out about 20 members and friends. Darts will continue up to the Wednesday before launch where there will be a **PARTY FAREWELL TO DARTS**.

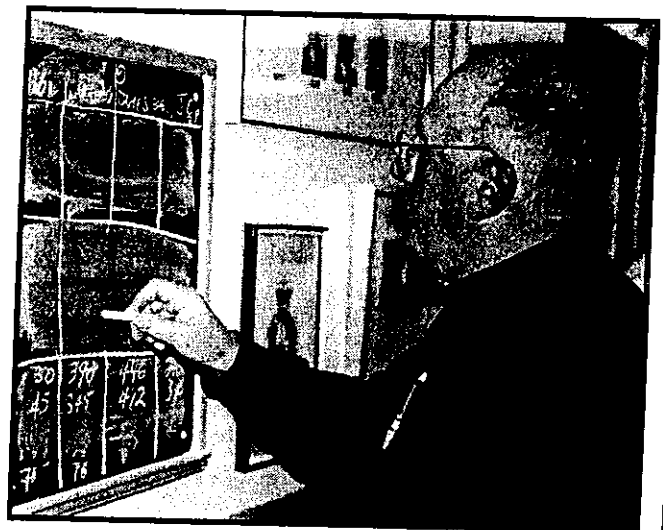
Darts is a fun game and if you are interested in playing just drop down any Wednesday night and before long you might be saying "feathers"



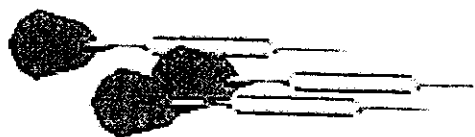
Gloria Basden at the dart board



Andy Bellehumeur at the ready



Alex Buliga keeping score.



Boating Regulation 1999

This year boaters will be faced with new boating regulations and club members should be aware of the changes. The new regulations, released Monday January 19th by Minister of Fisheries and Oceans David Anderson, will require all powered-watercraft owners to prove a minimum level of boating safety knowledge.

The regulations will be implemented in three stages, with the competency requirements phased in over a 10-year period.

- The first stage takes effect April 1, which makes 16 the minimum age to operate a jet ski. This date also brings in other age and horsepower restrictions, including
- A limit of 10 hp for boats operated by children under 12, unless accompanied by a person at least 16 years old.

Youth between 12 and 15 years old can no longer operate boats above 40 horse power unless accompanied by a person 16 older.

By Sept. 15, all boat operators under 16 must be able to produce proof of competency, which means passing a test administered by an accredited boating organization such as the Windsor Power and Sail Squadron or Canadian Yachting Association.

The second stage, to come into effect on Sept. 15, 2002, will require all operators of boats less than four metres in length, including all jet ski operators, to pass a course by an accredited organization, and to carry proof of it (usually a card) on the water-craft.

This requirement will extend to all boaters by Sept. 15, 2009.

IF YOU ARE INTERESTED IN LEARNING MORE ABOUT THE NEW BOATING REGULATIONS PLEASE CHECK THE FLYER BELOW

BOATING SAFETY REVIEW

DATE: Monday, March 22, 1999

PLACE: Lakewood Golf Club

13438 Riverside Drive St. Clair Beach

TIME: 7:00 pm

TOPICS

New and amended boating regulations effective April 1, 1999
Operator Competency
New Safety Precautions
Horsepower Restrictions for Operators
New Safety Equipment Requirements for Pleasure Craft

Sponsored by

Windsor Yacht Club & Sea & Ski Marine

Supported By

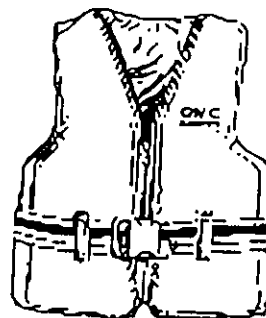
Canadian Coast Guard

Canadian Coast Guard Auxiliary

Windsor Police (Marine)

Canadian Power & Sail Squadron, Windsor

Ontario Provincial Police, Marine Unit



Denaming Ceremony

Thinking about changing the name on your boat but are slightly superstitious about such an act? Several club members have purchased new boats and may wish to change the old name. This is an involved process and if not done properly could bring bad luck. The procedures are tedious but must be followed to a T.

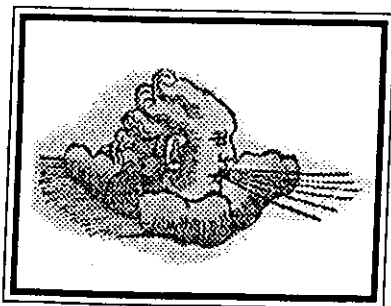
First you must remove all physical traces of the boat's old name. Take the old log book ashore, along with any other papers that bear the old name. Check for offending books and charts with the name inscribed. Be ruthless. Sand away the old name from the life buoys, transom, top-side, dinghy, and oars. Yes, sand it away. Painting over is not good enough. You're dealing with gods here, you understand, not mere dumb mortals. If the old name is carved or etched, try to remove it or, at the very minimum, fill it with putty and then paint over. And don't place the new name anywhere on the boat before the denaming ceremony is carried out. That's just tempting fate. How you conduct the ceremony depends entirely on you. If you're the theatrical type, and enjoy appearing in public in your yacht club blazer and skipper's cap, you can read it with flair on the foredeck before a gathering of distinguished guests. But if you find this whole business faintly silly and embarrassing, and only go along with

it because you're scared to death of what might happen if you don't, you can skulk down below and mumble it on your own. That's perfectly okay. The main thing is that you carry it out. The words must be spoken.

The last part of the ceremony, the libation, must be performed at the bow, just as it is in a naming ceremony. There are two things to watch out for here. Don't use cheap-cheap champagne, and don't try to keep any for yourself. Buy a second bottle if you want some. Use a brew that's reasonably expensive, based on your ability to pay, and



Neptune-King of the Sea



Aeolus the Wind God

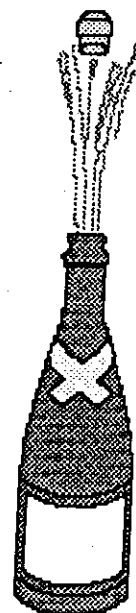
pour the whole lot on the boat. One of the things the gods of the sea despise most is meanness, so don't try to do this bit on the cheap.

What sort of time period should elapse between this denaming ceremony and a new naming ceremony? There's no fixed time. You can do the renaming right after the denaming, if you want, but most people would prefer to wait at least 24 hours to give any lingering demons a chance to clear out.

'In the name of all who have sailed aboard this ship in the past, and in the name of all who may sail aboard her in the future, we invoke the ancient gods of the wind and the sea to favour us with their blessing today. 'Mighty Neptune, king of all that moves in or on the waves; and mighty Aeolus (pronounced EE-oh-lus), guardian of the winds and all that blows before them: 'We offer you our thanks for the protection you have afforded this vessel in the past. We voice our gratitude that she has always found shelter from tempest and storm and enjoyed safe passage to port.'

'Now, wherefore, we submit this supplication, that the name whereby this vessel has hitherto been known (____), be struck and removed from your records. 'Further, we ask that when she is again presented for blessing with another name, she shall be recognized and shall be accorded once again the self same privileges she previously enjoyed. 'In return for which, we rededicate this vessel to your domain in full knowledge that she shall be subject as always to the immutable laws of the gods of the wind and the sea. 'In consequence whereof, and in good faith, we seal this pact with a libation offered according to the hallowed ritual of the sea.'

After the ceremony you now can pop the cork, shake the bottle and spray the whole of the contents on the bow. When that's done, you can quietly go below and enjoy the other bottle yourself.



After you have finished the other bottle it is now time to rename your vessel which is the Christening Ceremony. After a boat is denamed, you simply need to rename it using the traditional christening ceremony, preferably with Queen Elizabeth breaking a bottle of champagne on the bow, and saying the words:

'I name this ship _____ and may she bring fair winds and good fortune to all who sail on her.'

Good luck to our club members who have purchased a new boat and wish to change its name.

Old Wives Tale

A little warm milk will help you get to sleep at night.

This is a true statement. This works with warm or cold milk. It is rich in calcium which relaxes muscles, and also contains tryptophan, which enables the brain to produce serotonin which helps turn on the brain's sleep centres.

