

May 1998

La Salle Mariner's Yacht Club

High water at LMYC April 9, 1998 at 7:00 pm

LaSalle Mariner's Yacht Club 1998 Officers

Commodore: Bob Bingham 736-1245

Vice Commodore: John Amyot 253-8878

Treasurer: Yvonne McRobbie 978-1756

Secretary: Elaine Prettyman 978-9820

House Director: John Murphy 256-3302

Road and Grounds: Lothar Bauer 734-1146

Social Director: Perry Basden 972-5949

Race Director: Bob Reaume 978-0947

Harbour Master: Ralf Fiedler 969-7995

Refreshments

Jim Blackton 734-8746

Yvonne McRobbie 978-1756

Ralf Fieldler 969-7995

Publisher

Ralph Kepran

The Currents

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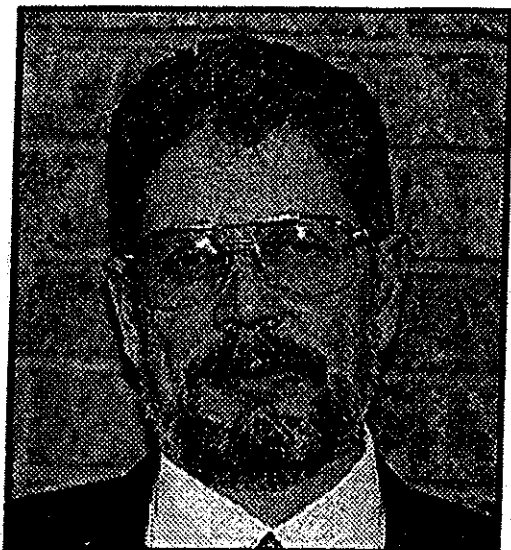
Editor

Richard Parchoma

1968

LaSalle Mariner's Yacht Club
2640 1/2 Front Road
LaSalle Ontario, N9J 2N1

1998



Commodore Bob Bingham

From the Commodore

It's hard to believe that we are half way through our term of office, but that is a fact.

Many projects are about to begin. It is my hope that the north wall walkway and the front patio are started soon with many members offering help to get their work hours and improve the looks of our wonderful club.

The crop in the greenhouse appears to be doing well and with a dusting and some cosmetic treatment should be harvested soon. Congratulations to Ralf for a job well done. P.H.R.F. may want to talk to him later, but remains to be seen.

Shakedown will be here before we know it and I anticipate a good turnout from the club. See you on the course.

Commodore: Bob Bingham



From the Vice-Commodore

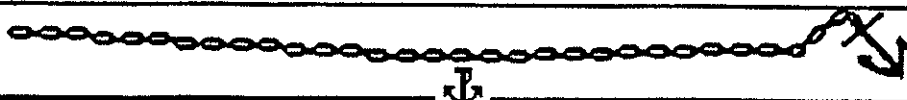
Summer is almost here, and Launch Day is just a few short days away. The club could use volunteers for Tuesday Work Parties to help complete the following LMYC projects.

- Repair step around the Gin Pole. It is too high and needs to be re-engineered.
- Landscape the club front entrance.
- Roadway entrance with new landscaping.
- Wood boardwalk for North Harbour.
- Replace kitchen window with door.

So if you feel like helping out on a Tuesday night, give me a call, it would be appreciated.

Vice-Commodore John Amyot Senior

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

The following are highlights from the April 19th General Meeting.

✓ The proposed bylaws (Article 18 (b) and Article 12) were passed by the members attending.

✓ Race Director Robert Reaume indicated that race forms were ready. Still looking for Race Committee for the Monday Night races.

✓ Judge Mangile reported on his ILYA trip to Erie PA. The new videophones to replace I-68's in Ohio are as follows: Specific locations have yet to be determined, but the videophones will be placed at sites in Ashtabula, Conneaut, Eastlake, Fairport Harbour, Geneva State Park, Loraine, Mentor, Port Clinton, Put-in-Bay and Toledo. Cleveland and Sandusky will receive two videophones each. Boaters will have a choice to go to a harbour where there is one of these phones or they can use the old I-68 form.

✓ The House Director John Murphy is looking for volunteers for a painting crew and a cleaning crew to spruce up the clubhouse. John estimates that it will take approximately 2-3 hours if he has six members for each crew. John indicated that the fan to exhaust the smoke in the clubhouse will be installed approximately 2 weeks after launch.

John indicated to the membership if they have requests concerning the clubhouse please do not call him at home. Use the sheets which have been provided and please do not write messages concerning clubhouse needs on the blackboard.

✓ The Commodore, Bob Bingham indicated that there will be a special meeting to present information concerning the building of the shed and the special trailers to be used for launch and haulout. Perry Basden will be going to Hamilton to video tape their launching on Monday April 20th., which uses this method.

✓ Perry Basden Social Director reported on the success of the Wine & Cheese Appreciation Night, Past Commodore Ball, and The Pasta Night. Perry indicated that there would be some informal barbeques at the clubhouse in the coming months.

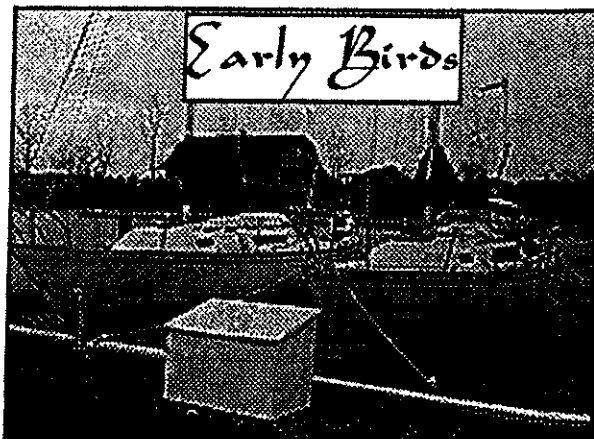
✓ Bob Henson who will be taking over the Blessing of the Fleet from John Geary Senior will be calling and speaking to club members in the next few weeks concerning the organizational procedures and Pot Luck Supper plans. The Blessing of the Fleet will be held in front of the Widow's Walk on June 7th. Bob indicated that this year we would have a Bishop presiding over this event.

✓ Lothar Bauer reported that the equipment is ready and he is looking for members for grass cutting, and for general assistance in sprucing up the club.

✓ New member Donald Beneteau was introduced and welcomed to the club.

Deepest Sympathies

The officers and members of LMYC would like to extend their deepest sympathies to Herb and Ann Colling (Associate Members) on the passing of Ann's father Willard Charlevoix on Easter Saturday. Your prayers are most appreciated.



John Vandereeden and Flip Bergeron had their boats in the water during the last week in March. Congratulation to Flip on his new boat, a Niagara 26.



Pot Luck Theme Night April 4, 1998

LaSalle Mariner's (Club Nautica Ristorante). This place has it all, and the experience started in the parking lot as you inhale the delicious aromas wafting through the air. Going to LMYC potluck theme is the best imitation of stepping into Italy for the night. Gloria and Perry Basden (social director) transformed LMYC into an authentic Italian Restaurant, with a warm relaxed atmosphere. There were tables set up in the clubhouse so you could either sit in the front and look out the window or in the back and gaze at the beautiful wall paintings and photographs, all while eating fine, authentic Italian food. The



Gloria and Perry Basden

small size, quaint atmosphere and low lighting would make for an ideal cozy getaway for two. All members attending brought with them sauces inspired and probably based on grandmother's original recipes. Gloria and Perry Basden with their attention to detail and high demand for quality prepared all the different varieties of pasta and we had a smorgasbord of home cook sauces to drench our pasta. All the pastas and sauces were undeniably delicious. The sauces were generously ladled by Gloria over the fresh pasta piled high on the oversized plates. All the portions were very large and many came back for seconds and thirds. The meals were served with an out-of-the-oven garlic rolls with an extensive wine list that was sure to please the most ardent lovers of fine Italian cuisine.

After a superb meal, only a delectable dessert would be fitting. And that is just what was served by Perry and Gloria at LMYC. That evening was an adventure into the soul of Italy. Thanks again to Gloria and Perry Basden for all their hard work in making this evening a success and for their important contribution to our culinary landscape.

Ladies Night at LMYC

12 ladies got together April 18th to enjoy a foot rub by a reflexologist (thank you Cindy and Laura Williams for telling us about her). We watched a dirty movie, played cards and generally had a good time. Pizza and snacks were in abundance along with very interesting and diverse conversation. Next year?

Elaine Prettyman

A speedy recovery to Richard Hunt a special friend of LMYC. Thinking of you after your operation and we hope that you are feeling better. Whatever special challenges you face along life's way we trust that you will always find the best in every day.



Boating and Safety Seminar

About 50 sailors attended the boating regulation and safety seminar held at the Windsor Yacht Club on Monday March 31, 1998. A wealth of information concerning the new regulations were outlined and presentations were given by the Coast Guard, Windsor Police, and Dan Denomme from Sea & Ski.



fence. Under this system, the offender has the same options as if the offence were a provincial offence:

- Sign the guilty plea on the back of the offence notice and send the set fine.
- Request a trial
- Plead guilty with an explanation
- Do nothing and run the risk of being convicted in absentia.

During the first 40 minutes a presentation was made by Peter Garapick supervisor, from the office of Boating Safety in Sarnia on the new changes in the following areas:

Small vessel regulation, Enforcement program, Operator Proficiency and Vessel Identification which are due to be implemented January 1, 1999.

During the seminar, changes to the Small Vessel Regulation was discussed. The coast guard representative explained to us that in 1997, the Canadian Coast Guard consulted on the proposed changes to the Small Vessel Regulations which set the minimum safety equipment requirements and precautions. These new regulations are now being finalized and are expected to be published in the spring of 1998 (actually anytime now). After the publication, there will be a two-step phasing process for the new regulations. The provisions on safety precautions for boat operation and related activities such as water skiing are expected to be implemented during the 1998 boating season. However, the provisions on mandatory safety equipment and accident reporting are expected to be in place in 1999.

The new regulation were quite lengthy and ranged from the type of flares, to licensing, to the type of PFD worn. Actual enforcement will not begin until January 1999 and will be highly publicized.

Michael Shannon from the Windsor Police Marine Unit spoke about alcohol and safety related boating situations. He explained that in August of 1996, The Contravention Act made it possible for police to ticket federal regulations as if the offence were a provincial of-

Some of the fines currently enforced are as follows: Insufficient number of PFD \$200.00

- Insufficient number of flares \$150.00
- Failure to close doors, ports, windows when fuelling; \$100.00

A question from the audience concerning drinking on your vessel. In a nutshell. There shall be no alcohol consumption by anyone on a boat including passengers when it is underway. The only time you are permitted to drink on your boat is when it is anchored or at your dock and you are using it as your residence. As a residence it must have a head, galley and sleeping quarters. Once example given was that a fisherman with a Coleman stove for a galley, a bucket for a head, and a sleeping bag on his boat could not convince the RCMP officer that this boat was his residence. Under existing liquor laws, a police officer will be able to administer a breathalyzer test. One interesting point. If a police officer, RCMP, or Coast Guard come on your boat and they see an open bottle of liquor inside your boat. Example: Bottle on the counter, (liquor infraction) they now have the legal right to search your entire boat. That is why many times when a boat is searched you also have customs involved. It was stressed that If you have alcohol on your boat, make sure it is not in an open place. It should be in a closed container such as

an icebox or a closed cooler and in the case of a cooler not on the deck. Note. Your boat registration should be with you whenever you are on the water and especially if you are in American waters.

An update on I-68

Boating Fatalities in Canada

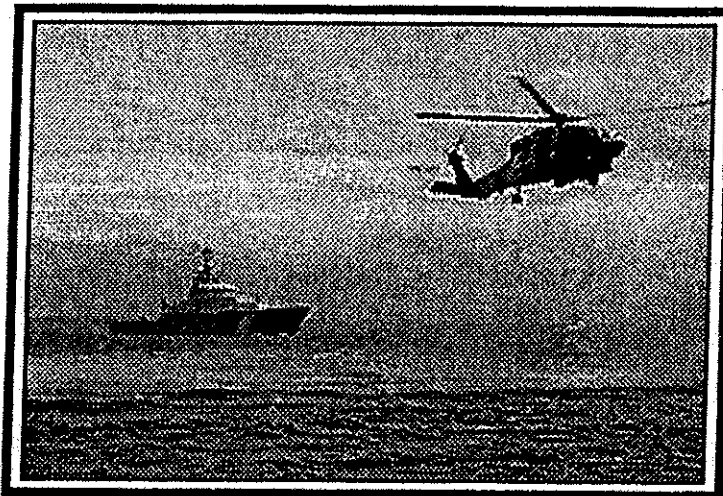
- 200 boating deaths a year in Canada
- Most occur in small boats less than 6 metres
- Most victims ages range from 18-45
- 40% of boating fatalities are alcohol related
- 90% of victims were not wearing a PFD



forms. Canadian boaters wishing to travel to the USA are required first to go to a "Land Border Post" in our case the bridge or the tunnel and request to apply for an I-68 immigration permit for visitors. If everything is in order, the US Customs Service will issue the I-68 form to the applicant. The fee for this service is \$16.00 US (exact amount). The permit is valid for a period of one year and once in hand, the user can cross the border at will and at the first available phone (even if it's 100 KM inside the US Territory), call (800) 827-2851 for the customs declaration. When calling the US Customs number, the caller will be asked a number of questions including names of persons, boat registration number, and whether there is anything to declare, etc. These questions having been answered, the caller will be advised whether to wait for a Customs Inspector or whether to proceed on the journey.

Note: At this meeting it was stated that I-39's will be enforced this year. This is an American user fee for any boat over 30 feet in length. If you wish to purchase an I-39, the cost is \$25.00 and can be purchased at the Federal Building on Michigan Avenue.

The new Safe Boating Guide will be available in late Spring, 1998. For information on current safety equipment requirements for this 1998 boating season, refer to a current Safe Boating Guide available from your local Canadian Coast Guard's Office of Boating Safety. Boaters can order their new guide through the regional Offices of Boating Safety or the 1-800 Infoline starting in April 1998.



Volunteers Needed

Most of us grew up playing on lawns or ball fields. Few things are more nostalgic or pleasing than the smell of freshly cut grass. Lawns are for people. No other surface feels so good under bare feet or works as well for a game of volleyball on the club peninsula or a fine game of horseshoes, or for children to run and tumble on. No other surface can be kept looking consistently good with just watering, mowing, and trimming. In short no other surface--whether it's paving, low-growing ground covers, or artificial turf can really replace a well cared for lawn.

During the months of May, June and July, everyone is in a hurry for warm weather, to get their boat in the water, to go racing and cruising BUT don't forget the GRASS needs to be cut. Not just at home, but also at your club.



I know everyone knows how to cut the grass. this year, we are mowing the lawn. Come on out and volunteer to mow the lawn at least once this year and enjoy the fresh air and aromatic smell of freshly cut grass.

This is an easy way to earn work hours and it's fun. If you would like to volunteer or make lawn mowing a mission this year contact Lothar Bauer who is in charge of Roads and Grounds. Let's make our club look presentable all the time. We are very fortunate to have such an exquisite location on the river. Be proud of LMYC.



LaSalle Mariner's Widow's Walk

◀ by Juergen Hendel ▶



"Widow's Walk" Say What? Webster says: "A platform with a rail around it, built onto the roof of houses, along the coast of New England formerly for observing ships at sea." Wives of sea captains used these lookouts searching the horizon for their husband's ship, long overdue and sometimes lost at sea altogether.

LMYC has its own Widow's Walk. A fact overlooked by some, but believe me it has never been used for the aforementioned purpose by any of our ladies awaiting the return of the occasional mariner that couldn't meet his E.T.A. Never have we heard any wailing from the Widow's Walk. Some of you may not know why this unique structure graces the end of the LMYC peninsula.

In the early days of Wednesday night racing all starts and finishes were on a line between the Peninsula point and Grassy Island. Come rain or shine the Race Committee sat out there. A "Race Committee Stand" became the first permanent fixture on the end of LMYC's peninsula. It was a part of a boat show platform used to exhibit the first HR25 at the Chatham Boat Show. We had stalwart committees but LaSalle Mosquitos were the best reason for a screened-in Race Committee shack or gazebo.

History now shows that this club had problems with designs of screened building structures. This was to be the first project to use screen and the planning group was charged to come up with an appropriate design. This enthusiastic group met in the basement of the Rino Masotti's homestead. During the sampling of many bottles of fine home-made Italian wine, plans were drawn to build a proper facility for our deserving Race Committees. The raising of glasses elevated this structure from languor to a lofty height, just shy of rotating like the CN Tower (discussed at length), but never the less putting all future Race Committee's on a pedestal.

Ted Parent, Ralf Fielder's brother in-law, was put in charge of the wooden construction. As a gifted carpenter he cleverly designed the whole thing to be built



Widow's Walk Photo Sept. 1997

in sections, to be assembled, disassembled in his garage and yard. Many hours were spent during the evenings at Ted's house working on the project which would be eventually all loaded up and taken to the club. The reinforced concrete base was poured on site by Rino and helpers, followed by the re-assembly of the wooden works, which was then lifted onto its perch. This high rise gazebo took command of the point. A structure as strong as the proverbial BRICKHOUSE! OH, YES. It had screens! These, windows and door were donated by involved members. Were it not for racing sailboats, race committees, mosquitos, a bunch of guys and some red wine, the point of our peninsula would look pretty nondescript. I bet, you wouldn't want to have the rather drab copies of it along the river. Times change. Race Committees no longer use the Widow's Walk. They now conduct their business aboard their boats. Unless, and Heaven forbid, the women wish to use the place for some waiting and wailing, there truly is no "need" for the old place. It was built to last and surely it will, but let's not think of it as an old discontinued lighthouse. The key to the club house door also opens the door to the Widow's Walk. Try it! You will have a great view. You can have a romantic evening for two. An electric heater makes it comfortable in the winter and in the summer it is airy and never hot. It just is a neat place and it deserves respect.

Built in 1980, the credits go the LMYC Planning Committee

Architecture: Dick Benning

Construction: Ted Parent and Rino Masotti

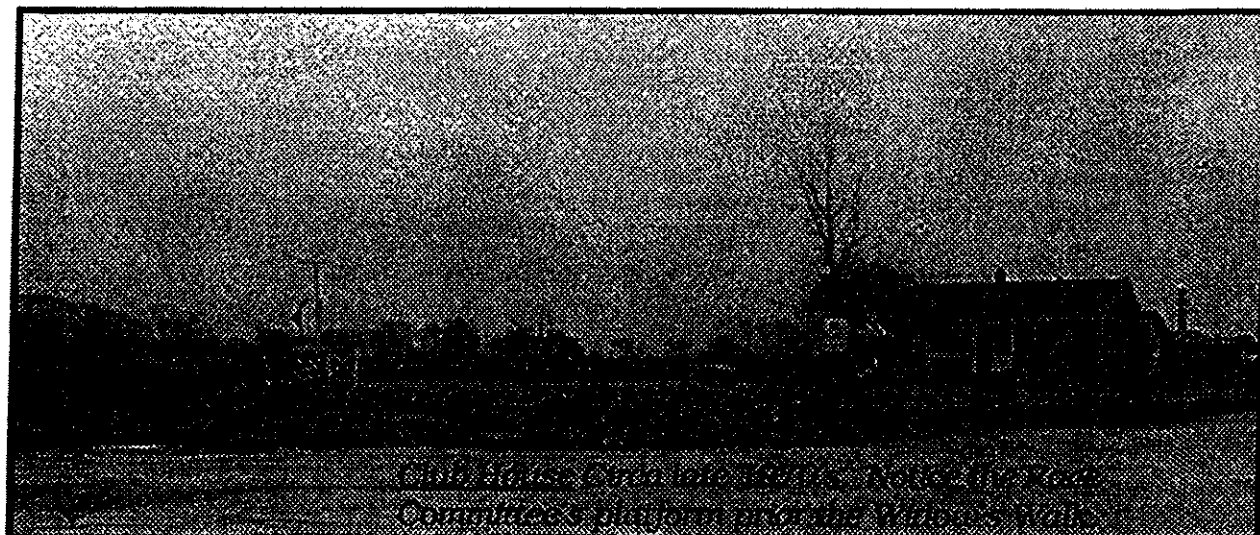
The "Dirty Dozen" supplied the grunt and we shall remember Dale Souilliere for the countless hours spent and least for the name given it by the writer.

Donors of Windows and Doors

LMYC Ladies Auxiliary
Dennis & Rachel Hendel
Dick & Diane Benning
Yvonne McRobbie
Frank & Barbara Rubery
Dale & Barbara Souilliere

Ralf & Margie Fiedler
Ralph & Molly Allen
Joe & Cathy McIntosh
Brian Casey
Ken Robitaille

Ted Allen
Juergen & Mary Hendel
Dave & Wendy Brigham
Bob & Cheryl Burke
Dave & Maggie Evans



Club House circa late 1980's. Notice the Race Committee's platform prior the Widow's Walk.

Photo from LMYC Archives



Hints and Tips

Annual Mast and Rigging Inspection

MAST

1. Examine all welds for cracks.
2. Check all masthead gear for secure attachment.
3. Check all pins & pin holes for wear.
4. Check that sheaves turn freely and that sheave pins are secure.
5. Inspect all fasteners for tightness.
6. Check for sharp edges where halyard exits masthead.
7. Examine headstay and backstay for cracks and free toggling action.

STAYS

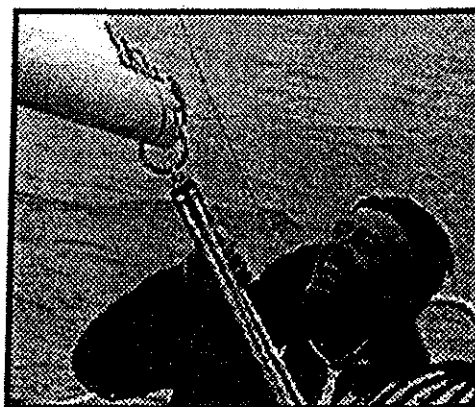
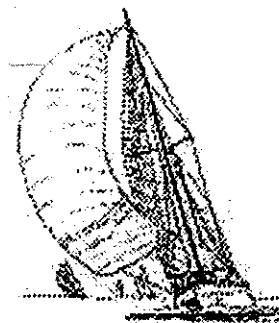
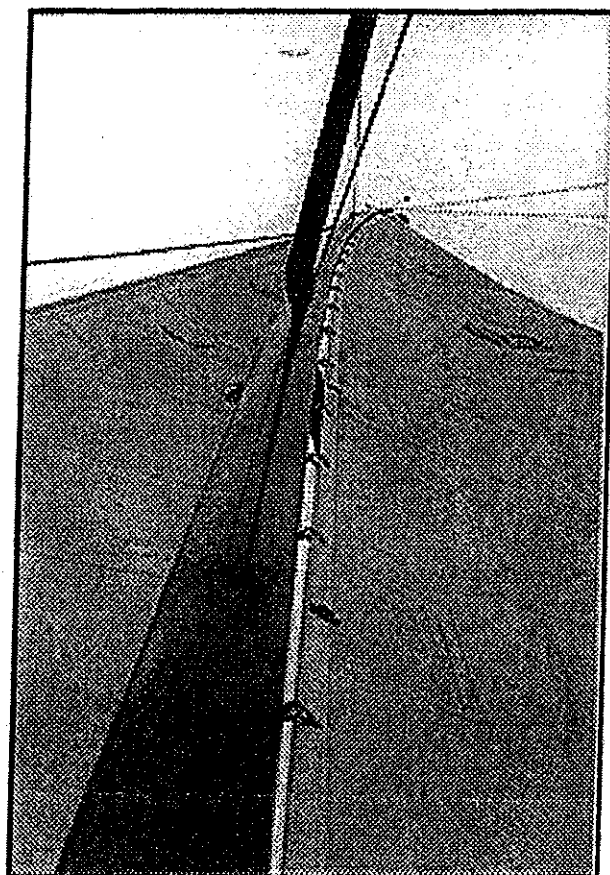
1. Inspect swages for cracks or bends.
2. Inspect shroud tangs for wear.
3. Check clevis pins for wear.
4. Check that all cotter pins are in place and sharp ends are protected.
5. Check that mast tang bolts are locked in a secure manner.

SPREADERS

1. Inspect for cracks in spreader and spreader bracket welds.
2. Check wooden spreaders for cracks and rot.
3. Check to insure that spreader brackets are securely attached to mast.
4. Protect sharp edges on bolts & cotter pins.
5. Remove spreader tip covering and inspect for corrosion.
6. Insure that spreaders are seized to upper shrouds.
7. Cover tips to prevent sail chafe.

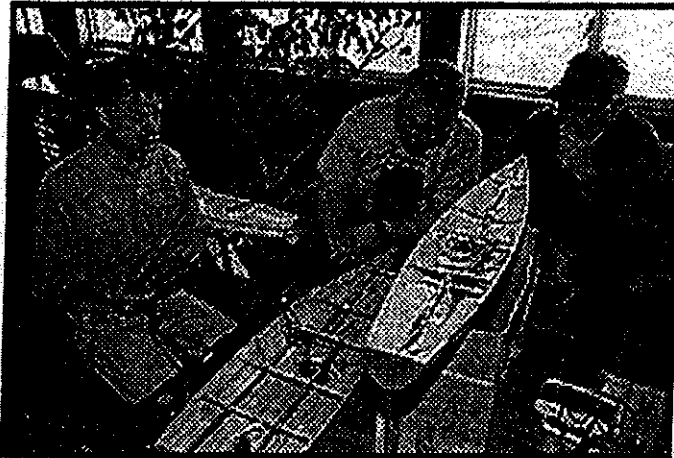
DECK LEVEL

1. Inspect gooseneck for fatigue, worn pins, loose nuts, etc.
2. Check halyard for chafe, cuts or worn splices.
3. Check shackles for operation and lubricate.
4. Inspect all swages, including lifelines, for cracks or bends.
5. Insure that mast base is properly seated. Look for stress at base and around partners and blocks.
6. Examine chain plates above & below decks for wear, corrosion & water tightness. Check bulkheads for integrity.
7. Check turnbuckles for signs of fatigue. Insure free toggling action.



Ron Stuebing circa 1980's

L.M.P.C. Photo Gallery



Model Boats -- Dennis Hendel, Ralph Kepran, Bob Ferguson



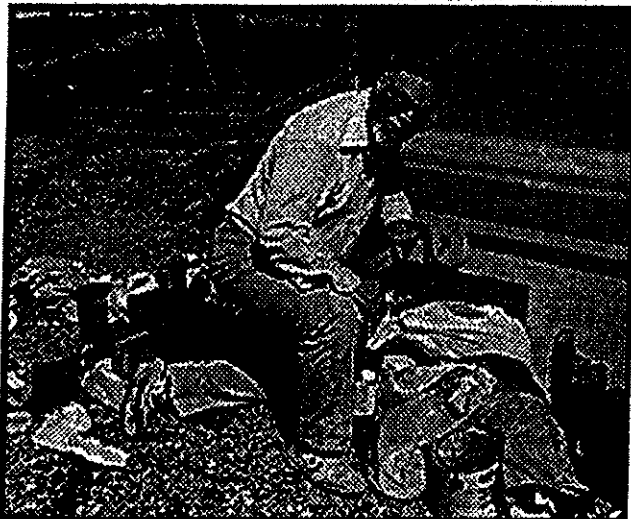
Model Boats -- Bob Ferguson & son Rob Ferguson, Brad Blackton, Adam Prettyman, Jurgen Hendel



Preparing For Launch -- Chuck Calomeni



Preparing For Launch -- Zane Handysides



Preparing For Launch -- John Geary Senior



Preparing For Launch -- Ian Henderson



Preparing For Launch
Andy Kozieradzki