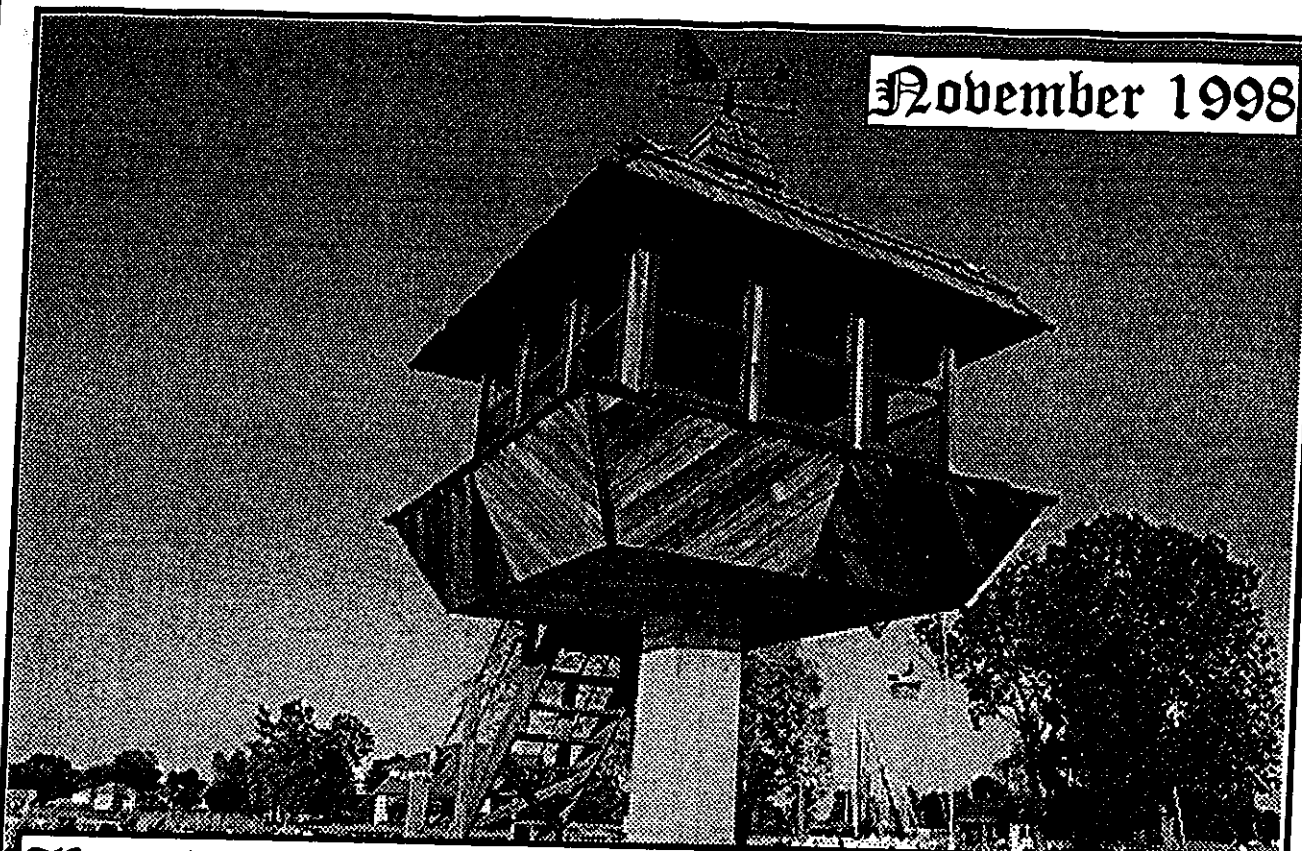


November 1998



La Salle Mariner's Yacht Club

Widow's Walk view from the Detroit River

LaSalle Mariner's Yacht Club 1998 Officers

Commodore: Bob Bingham 736-1245

Vice Commodore: John Amyot 253-8878

Secretary: Elaine Prettyman 978-9820

Road and Grounds: Lothar Bauer 734-1146

Race Director: Bob Reaume 978-0947

Treasurer: Yvonne McRobbie 978-1756

House Director: John Murphy 256-3302

Social Director: Perry Basden 972-5949

Harbour Master: Ralf Fiedler 969-7995

Refreshments

Jim Blackton 734-8746

Yvonne McRobbie 978-1756

Ralf Fieldler 969-7995

Publisher

Ralph Kepran

The Currents

Published by LaSalle Mariner's Yacht Club

Editor

Richard Parchoma

1968

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

1998



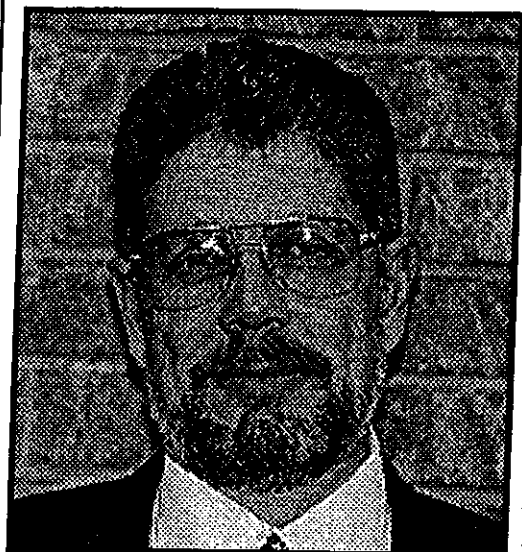
LaSalle Currents



Volume # 2 Issue #11

November, 1998

Official Publication of LaSalle Mariner's Yacht Club



From the Commodore

We sure have had some great sailing days so far this summer. Weather was great little rain and lots of sunshine. I hope all of you have had a chance to get some serious on-the-water time.

Throughout the fall racing season many sailing events were held across Essex and Kent Country and as Commodore I would like to congratulate all the members who part in these activities. When you take part you promote sailing.

Our club is looking great. All the renovations are complete or in the stages of being completed. Many members dedicated their time, some exceeding the minimum required work hours in many project around the club. I could not begin to name everyone, so I will just say, "Thanks to all of you that helped to make this year at LMYC a success. A big THANK YOU to my executive, who without their patience and effort, this would have been a tough year.

1998 marks thirty years of service by LMYC to its members and the boating community in general. Plans are in the works by Perry Basden (Social Director) to mark this historic date. Check you newsletter or check flyers in the clubhouse. Don't miss any important events.

Do you have your required 12 work hours. Remember time is running out.

Enjoy every day. Before you know it winter and snow will be here. Take Care!!

Commodore: *Bob Bingham*



FROM THE TREASURER



Yvonne McRobbie



The Grey Duck Bay Co-op would like to thank you for using our service. Since all of our members are equally important to us, we pledge

to provide you with the best possible service at all times. Our goal is to achieve a high level of customer satisfaction. Those members who have not made contributions lately are encourage to do so. **THE DUCK IS HUNGRY.**

Haul out will be here before you know it. On the day of the haulout if you have if you have not paid for your haulout or other fees, please bring two checks. I will be around to collect your fees. Please be ready.

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 Harbour Master

The sailing season is drawing to a close and many of our members will begin winterizing their boats. Just a few things to remember when you change your engine oil. **PLEASE DO NOT LEAVE IT AT THE DUMPSTER.** It will not be taken and then the club has to find some way to remove it. **TAKE IT HOME.**

A short guide when you come to work at haulout work on the Saturday.

- Please dress warmly and bring gloves.
- Mark where you want your slings to be placed.
- Make sure your cradles are in good shape.
- All cradles should be marked. BOW, STERN AND THE NAME OF THE BOAT.



Harbour Master: Ralf Fiedler

Winter Weather

The Severe Summer Weather Season is over. But now we enter the 'other' weather season called Winter. Wasn't that hard to say??? And my trees still have green on them!!

Below are some links to Environment Canada with information on Winter Weather. This link describes precautions to take in case of bad weather: <http://www1.tor.ec.gc.ca/comm/blizzard.html> "http://www1.tor.ec.gc.ca/comm/blizzard.html" This link, besides general winter weather information, also includes information on winter



watches and warnings:

<http://1519.cciw.ca/green-lane/severe-weather/winter.html>

<http://1519.cciw.ca/green-lane/severe-weather/winter.html>

For a Adobe PDF file to view or print out later, go to

[.../severeweather/pdf/winter.pdf](#)

For more general weather information go to [/severe-weather/education.html](#)

And with La Nina upon us, it has been predicted that this winter may be interesting.

Contributor: Yvonne McRobbie

H.M.S. Detroit Update

Perhaps some of our club members have been wondering about the current state of affairs of H.M.S. Detroit. It seems that Deputy Prime Minister Herb Gray said Saturday October 18th that Project H.M.S. Detroit would receive the funding through the Canada Millennium Partnership Program.

The organizers of Project H.M.S. Detroit have been working for 15 years to raise the estimated \$4 million needed to build a full-sized replica of the H.M.S. Detroit, the first warship built in Amherstburg. The ship took part in the War of 1812 and was captured by the Americans on Sept. 10, 1813.

Project H.M.S. Detroit executive director Vicky Bondy said construction would take about two years and will likely begin in January. The ship will be built at Hike Metal Products in Wheatley.

A replica of the H.M.S. Detroit will sail the Great Lakes once again, thanks in part to a \$700,000 grant from the federal government.



Dart Season Resumes November 11, 1998

Welcome one and all to DARTS 98. This year as in the past teams will be randomly selected before the beginning of play each week. In an effort to ensure that play begins by 8:05 and that we can avoid having to reselect after the first game, we ask that you arrive by 8:00. With the loss of parking up at the front of the club, please park along the south curb leaving the turnaround circle clear.

This year due to skyrocketing cost there will be a weekly levee imposed on all players of 25 cents. So when you sign in, remember to kick a quarter in the pot. Phil has asked if we will be extending a seniors discount. NO. Please remember to sign in as this is the record we use to determine who is eligible to receive a dart shirt at the end of the season. This year you must have played 12 times to qualify. If you can't make it 12 times you might not get a shirt but we can assure you that you will have an enjoyable evening when you can attend.

Any questions? Please get a hold of Phil Smith 972-1946

or
Ralph Kepran 734-8154.



From The Social Director Perry Basden

La Salle Mariners Yacht Club
30th Anniversary Party & Awards
Banquet

at
Fox Glen Golf Club
7525 Howard Avenue
Mc Gregor, Ontario

November 21, 1998

Cocktails 6:00-7:00 pm
Dinner Served at 7:00 pm
Entry by Advance Ticket Sale Only
Cut-off Date for Purchase of Tickets
November 15, 1998
\$ 20.00 Per Person
Cash Bar

Call Perry Basden at 972 5949

HARVEST MOON

South Port Sailing Club hosted their annual Harvest Moon Regatta during the last week in September. It was a windy day with gusts of more than 30 km/h and some of the participants suffered boat and sail damage. Two broken rudders and a blown main sail. LMYC made a significant showing at this regatta. Al Buliga (Mad Max-J29) finished first out of an eight boat in the Performance Handicap (Fleet A). Alan Prettyman (Grey Gannet, Columbia 26) finished first out of 12 boats PHRF C Fleet. Our Commodore Bob Bingham (Three Ring Circus, Express 30) finished second out of 11 boats in the Jog Fleet.

RIVER RAT RACE

OCTOBER 18, 1998

by Connie Buliga



What a day for a sail - it's raining, it's blowing. Whoopee - waves with whitecaps in the river! Zephyr Hawk and I Love You Baby fly in under main alone from Grosse lie Y.C. for our last official race.

Before the skippers' meeting we monitor the windspeed readings from 21 to 32 s.w. Everyone seems to be excited about the heavy air. Approximately twenty five boats have signed up to race.

At the skippers' meeting the racers they think would be the absolute The five Abbott 33s submitted rat- the Hawk peeked over Red's shoul- and asked for a second a mile more. because perfect shark air was fi- 200 (-28) and would have probably (River Rat 1997) if that darn star-

Bob Reaume
Rescape 114
I sail better than 123

are asked to submit a rating which correct PHRF rating for their boat. ing from 114 - 131. Rick Boles from der and saw her write down 130 Larry Laing, Sea Legs, all smiles nally here, asked for a rating of repeated his fastest corrected time board upper shroud hadn't let go!

Scott Giles asked for a 299 rating "to account for all the beer aboard".

On the race committee boat Amigo IV we have warm and dry front row seats on the starting line, Molly and Ralph Allen, Kelly Amyot and the weather leg with reefed mains that were short on crew were re- air and a few prudently withdrew than risk damage or injury.

Scott Giles--299
To account for all the beer aboard

Connie Buliga. Most boats start - some double reefed. The boats ally getting beat up in the heavy by the tip of Fighting Island rather

Sea Legs motored over to the com- asked for pliers to fix his rig. After raised sails and chased down the fleet. They didn't win, but they sailed a fast race and made a big dent in that twenty minute repair deficit.

mittee boat after the last start and everything was shipshape they

Trynstopus~ was the only PHRF B boat able to carry a full main on the first leg with George Mooney on the helm and the senior all stars lined up on the high side. The sail combination and the good crew work paid off with an impressive win for the Viking 28.

The bifurcation mark DGB was a difficult dangerous jibe rounding, positions were gained and lost here. Zephyr Hawk's mainsheet jammed and he was forced to overstay and tack. Joe Louis was second boat after 12 ~1/2 miles until he broached and ran aground.

Off Course must have had a scary ride -ask them for details.



John Amyot Jr. drove the J29 Mad Max around the 13 mile course in just 2 hours 4 minutes and also collected a bottle of cheer for fastest net time.

After everyone was safely docked, Perry Basden put on a great lunch - grilled chicken on a bun, penne, coleslaw and pop for 4 bucks - can't beat that! Speaking of Perry, he and Gloria have really spoiled us this year. At every function, grand or small, they've contributed so much to the success. Thanks again to both of you!

Ralph Allen presented LMYC mugs to the win, place, and show skippers in each start.

Jack Penney lit a huge bonfire in the yard; the race was rehashed over and over again in the clubhouse and another sailing season set with the sun....



Results

PHRF 'A'

1st - Mad Max	AlBuliga
2nd - Rakaja	Juergen Hendel
3rd - Zephyr Hawk	Rick Boles

PHRF 'B'

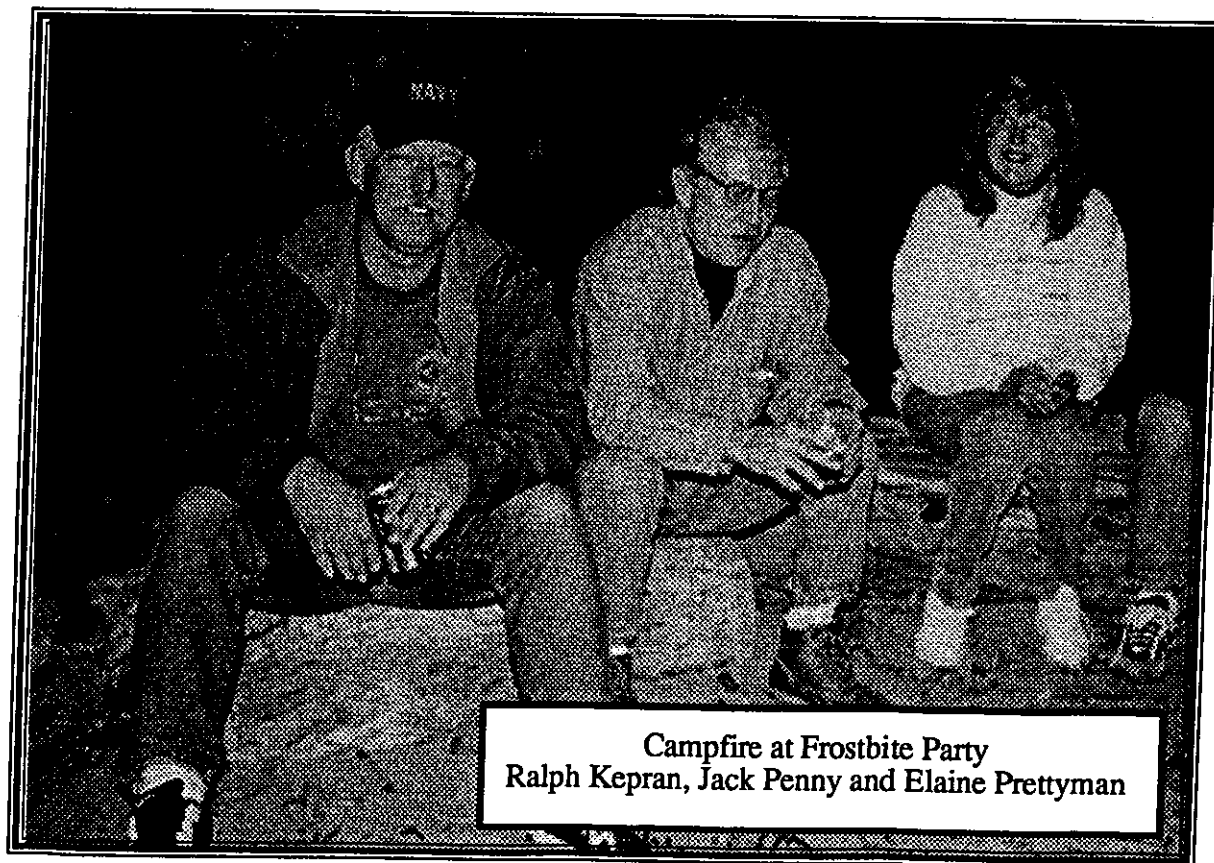
1st - Trynstopus	George Mooney**
2nd - Quatiro	John Metcalfe
3rd - Grey Gannet	Alan Prettyman

J.O.G.

1st- 3 Ring Circus .Bob Bingham*

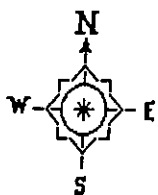
* 6 boats entered but only 1 completed race

** received bottle for 2nd best corrected

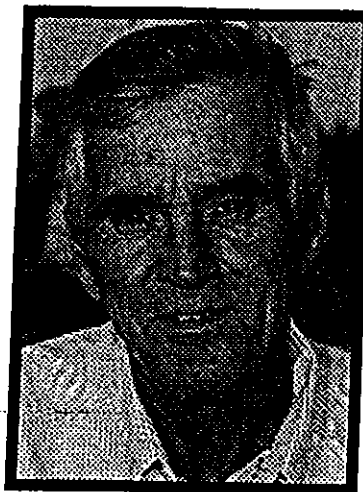
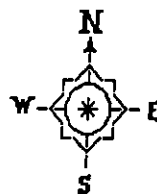


Campfire at Frostbite Party
Ralph Kepran, Jack Penny and Elaine Prettyman





Silver Heels



by Ron Stuebing

So if called upon to do so, just what interpretation would the term "SILVER HEELS" cause you to conjure up in your mind? Whatever, so be it! But for Bob & Sue MacKenzie it immediately brings to mind their new arrival of a most comfortable well equipped, C&C 34, securely moored in its new slip at L.M.Y.C as of Aug 30, 1998.

I feel confident in stating that yes, she is the first C. & C. 34 to join the diversified fleet at our club and most worthy of your dockside, eyeball inspection. Why you might even be fortunate enough to find Bob close at hand and realize an invitation to board her and play surveyor for a spell. **WARN I**

N G: for those who muster the curiosity and interest to do so, do so at their own peril (especially owner of Tanzers - Hi, hi)

Perhaps by now you might be asking yourself, "Just who is this individual that feels qualified enough to make the aforementioned remarks?" A representative of C. & C. Yachts ...NO! A yacht broker with another one in stockNO! The owner ...NO! I am simply one of two privileged crew members who accompanied Bob to Midland, Ontario where he took possession of "SILVER HEELS" with the now fulfilled intentions of sailing her back home.

Accordingly, I now take the opportunity and liberty of relating to you a portion of the delightful and memorable experience as I recall.

Initially, in early summer when in attendance at the Club, I remember Bob approached me and enquired as to whether or not I would be willing and able to assist him in picking up a boat should he commit himself. Without hesitation my response was an unqualified "YES, yes, yes" Appreciating, of course, not only did I have a long 'HONEY-DO LIST' still ahead of me but, also, other considera-



Bob MacKenzie, Zane Handyside, Ron Stuebing
on their arrival at LMYC

tions as well. But hey, a chance to go sailing. I'm on my way.

Well, the weeks went by and finally the call arrived. Question: "Are you still ready, willing and able to give me a hand?" Answer: "Why sure" Before I knew it, there we were in bob's van heading north and me singing to myself that old familiar song, "On the road again"

Soon the road miles had slipped by and we were traversing main street in Midland, looking across the harbor at the marina (except for Zane's son who was more interested in checking out the local talent around town) which was to be our destination by car but the jump-off point to our sailing adventure.

Upon arriving at Bayport Marina, the first order of business for Zane and myself was to immediately attend the heads but Bob, on the other hand, was last observed identifying himself to whoever was in sight as the new owners of "Silver Heels." Eventually, the broker appeared and bob's new pride and joy "SILVER HEELS" was pointed out to us and that is when things began to get quite busy for a couple of hours.

It is at a time such as this that one can appreciate fulfilling simply the role of observer rather than the principle because I'm sure poor bob had a thousand and one thoughts running through his mind and yet, he was initially being asked to put them on hold since Sane's son was eager to leave which meant the van had to be unpacked and we would be left with no transportation, and the broker let it be know he didn't have much time since he had other duties to take care of et cetera.

Once the van had departed and shortly thereafter, the broker, the first question raised was "Who is going to bunk down where?" Well, bob elected to occupy the pointee end since he was heading up our endeavor, Zane, the quarter birth since it was closest to the companion-way and I was left with the port settee in the main saloon. Accordingly, as the gear was passed down through the companion-way and identified, it was then directed to its agreed upon designated area.

I don't believe all of our gear had been removed from the dock when Bob's first visitors began to arrive; namely, his brother Ron and then a friend of the family who is a power boat broker, and the return of Bob's broker. Before I knew it, there we were on a sunny afternoon, surrounded by one of many beautiful boats, all of us gathered around the cockpit area of Bob's new boat with drink in hand and everyone in good spirits. Fantastic! But it didn't end there because once the barbecue was flashed up, bob produced delicious steaks for everyone and all the trimmings. Hey! What a guy. I definitely gave him thumbs up for his efforts that day.

Thereafter, without hesitation and like a true volunteer, Zane immediately took charge of the galley and insisted on dobbing up the dishes. Bob and his brother Ron were deeply engaged chit-chatting away, so I decided this would be an appropriate time to try out the showers. Definitely, a first class marina.

Eventually, under a star-lit, cloudless sky, again we were gathered around the cockpit armed with our after dinner drinks tendering questions and offering answers. It was during this session in time that I took a private moment to reflect on the gift of life I was presently enjoying to the fullest. Yes, I truly was bubbling in joy and most thankful for having been given the opportunity to realize this day in such good company.

As the midnight hour was approaching, we bid bob's brother Ron farewell, since he was return to Orillia, and decided to hit the (fart) sack. One by one we soon were postured in our individual, horizontal positions. Unfortunately, I very seldom fall right off to sleep. Even though the stereo had been turned off, before long the choir of snoring began. After was seemed like a long time of just laying in my bunk pondering over one of many thoughts, I go up, dressed and returned to the cockpit to once again soak in my surrounds. But it wasn't long before I returned below to my bunk and drifted off into an unconscious state feeling as happy as a Lark bringing to an end, Day one.

To be continued

Tove and Bjorn Dolby Update

September 25, 1998

Dear friends,

A few words to wish you all the very best, and tell you a little about our self and our sailing in wonderful Georgian Bay and North Channel. This morning we are OK again, but we where not really happy yesterday, heavy thunderstorms around us for a long time, and from 2 o'clock in the afternoon to midnight we had a tornado warning. It's over now.

For the last 8 weeks we have been cruising around beautiful Georgian Bay and the North Channel, and we have been very happy to that. Nature has been great to see, and there are not very many sailors up there this time of the year, but we have still met a lot of nice and helpful people. We also have meet some of the animals we where looking for, but sorry, the black bear was only 10 yards away, but only 2 other from the group we where hiking with saw him.



We have had no accident, and not been sick (except a few hangovers) so it has been a great summer.

For this time we have decided not to bring LAURA on a truck across the country, but instead of try to go by the Trent-Severn to Lake Ontario. A sailor we meet offered to bring a lot of our heavy stuff to Trenton on his truck, and then we think our draft will be ok for this channel too.

Next job to do is about a weeks work on LAURA to get her ready for winter storage, and then we will go on holiday!! We will rent a car and then go a little around and see some people around Toronto for 10 days, and then go back and finish the boat, and fly back home to Denmark on the 5 of November.

It will be late next year before we are back, because of Tove's parents. They has been married for 60 years on the first of July, and we will stay home for that.

What else to say, except thousands of thanks to you all who has given us a hand when needed. It'll be too much to mention it all here, but in you we has got a lot of new friends we will never forget, and believe us, many of you we WILL meet again.

Best regards from Tove and Bjørn

PS. Barb and Manfred. Happy too hear about your "take off" Keep going, well and safe



Frostbite Party 1998

The annual Frostbite Beach Party hosted by Linda and Jurgen was a great success. October 18th was a great night to have this party. The temperature was moderate and the wind was light. This year approximately 50 people were in attendance. Club members mixed and chatted with sailors from Grosse Isle and sailors from the Essex County Region. Food and refreshments were plentiful and everyone had a good time. You'll know you are being treated royally when Linda's Chili is set before you. The huge pot of Chile takes approximately 9 hours of cooking



Linda Preparing Her Chili

and has over 18 pounds of the best AAA Canada Grade Beef. Unfortunately this year again I did not get the opportunity to sample Linda's Chili, but the the aroma was overwhelming and mouthwatering. Many of the guest enjoyed the fire on the beach. A perfect night with the waves lapping on the shore and almost no wind. At one time there were over 40 guests enjoying the warm fire. The evening ended around 4:00 am and some quests spent the night while one member camped on the beach next to the fire. If you missed it this year make sure you put in on your agenda for next year.



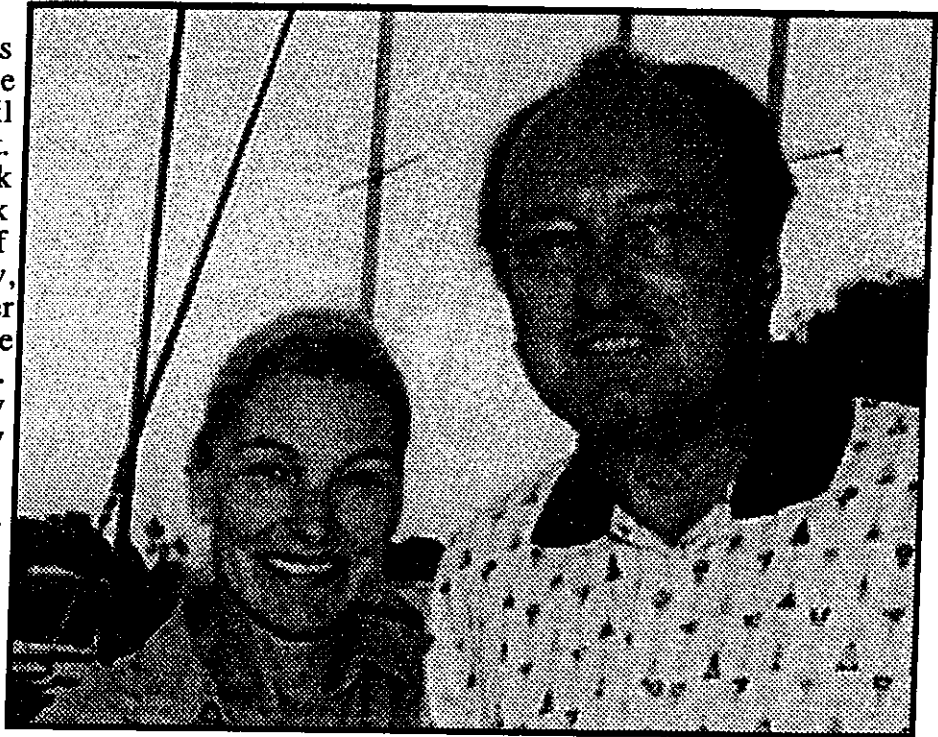
Party People at Frostbite Party



Barbara and Manfred Update

Thursday, September 24, 1998

Hi , we are in Great Kills Harbour. Arrived here yesterday after a short sail from the anchorage at 79 St. Boat Basin in New York City. Stayed in New York for 3 days and did a lot of walking on Broadway, Central Park, Rockefeller Centre and of course Macy's Department Store. I must tell you that New York is an interesting city with all the hustle and bustle but too big and too much traffic for me to live here! If we would have left the city this morning instead of yesterday we would have seen the world's biggest cruise ship coming into the harbour. Now we saw it only on TV this morning when I was watching the news!



On the way to this anchorage we passed the Statue of Liberty and Ellis Island where so many people have gone through to enter the United States years ago. A place with a lot of history.

This anchorage is a huge Bay on Staten Island. As we came in here, I was in awe to see so many sailboats at one time at anchor or mooring buoys. Manfred and I took a dinghy ride through a small section of the bay this morning and looked at all the different boats. As we went to the gas dock, we saw a sailboat under tow from Toronto. Talked to the skipper's wife and found out that they have engine problems and have to have repairs done. Sure hope that we can do without such trouble, but one never knows what lies ahead

The weather has been a little cool this morning but it will be warming up into the 80F° again in the next few days. It can only get better for us, as we turn south. Ha, ha! Sorry for you folks back home, but I had to mention it!

Well this is it for today, until the next time I have the chance to plug in.

All the best from Manfred and Barb.

Tuesday Oct. 6, 1998

Today is Oct. 6, 1998 and it is a while since we were able to connect to send and receive some mail. Thanks to all of you who have sent us a note. It is nice to hear from people back home.

On Sat. 26th we left Great Kill on Staten Island, New York and sailed around Sandy Hook towards the Manesquwan Inlet. But then the wind left us and we had to motor again. It was very warm and humid and the shore was in the "fog". I was amazed to see houses built along the low lying sandy shore and was thinking of the storms which eventually hit this region. For miles and miles house on house and no visible big trees.

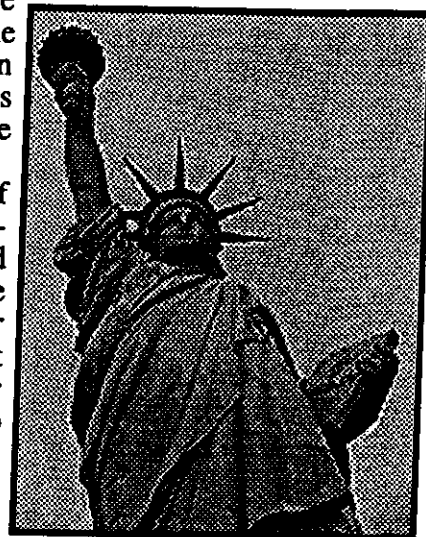
We had reached the inlet by 18:00 and went inside. A lot of big boats came from every possible direction and the water was very turbulent plus the inlet is narrow and has a strong current. People drove in high speeds into the river. Nothing like we are used to seeing in Port Clinton, OHIO, where everybody stays in line to go in and don't overtake vessels to port or starboard! We had to wait for 2 bridges to be opened and go through the Point Pleasant Canal to get to our intended anchorage. The Canal is short but with a very strong current. We had about 3.5 knots against us in the very narrow Canal. Barry on the trimaran, was worried about his motor not making it, but both of us got through it safely. The next morning our day from hell began. We wanted to go into the ICW (InterCostal Waterway) but had reservations going around the 1st buoy. Sure enough we kissed American soil! We tried it again but were stuck again. so we decided to turn around, find a new anchorage, and wait for good weather and go offshore. Barry turned around as well and we stayed together for a while and then he left to proceed on the inside towards Tom's River. We stayed for the day because a severe thunderstorm with 2" hail was in the forecast for the night, but it never came. With the new cold front came a brisk northwest wind the next day. We headed for the open water to make it to Atlantic City. We had a beautiful sail and were glad to have waited it out and sailed on the Atlantic instead of getting stuck in the ICW! We saw 2 other sailboats out there and they were heading in the same direction. The skyline of Atlantic City was visible for miles and by 16:00 we sat at anchor there and waited for Libran Lady who arrived about 90 min. later through the inside. After talking to him we found out the he got stuck on the inside too with his 4' draft.



Ellis Island

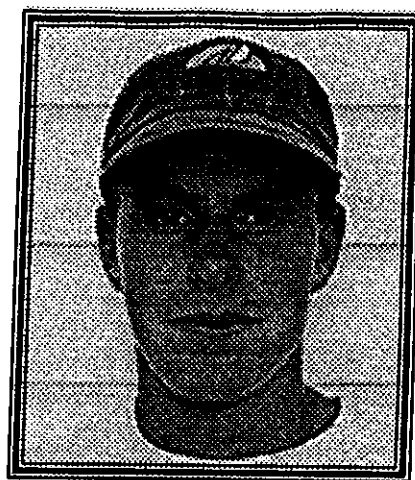
We had no time to visit the Casinos or walk on the famous Boardwalk because the wind was still blowing from the northwest and perfect to sail to Cape May! The next day we arrived there with a good sail and motor sail towards the end of the course. The next morning the wind was blowing from the southwest and good for us to head into Delaware Bay and all the way up to Chesapeake City. We parted ways with Libran Lady and hope to see them again along the way. We we left the Cape May Canal into the Bay the visibility was almost nil because of the rain coming down in sheets. But after about 90 minutes the rain had stopped and it was good day and we were tied up to the dock in Chesapeake City. We stayed there for a day and then came to Baltimore where we are now.

We are at anchor in the Inner Harbour of Baltimore in front of a Marina where our friends from "La Boatique" Pete and Sue are staying since last month. The last 2 days the weather is lousy, cold and rainy but by weeks end it should warm up again just in time for the Boat Show. This is a great city to visit. You can get a Water Taxi for \$3.50 all day and you can see a lot of different places. We will do that tomorrow as it gets warmer and stops raining. Well folks that is it for the day. Hope to send this letter out at the Library. Best regards to everyone from Manfred and Barb. Love and Kisses to all in the family!



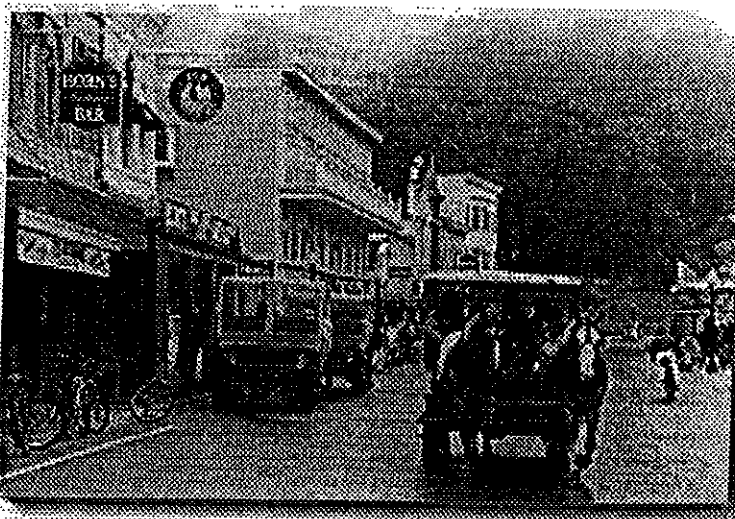
Port Huron To Mackinaw Race

◀ by Adam Prettyman ▶

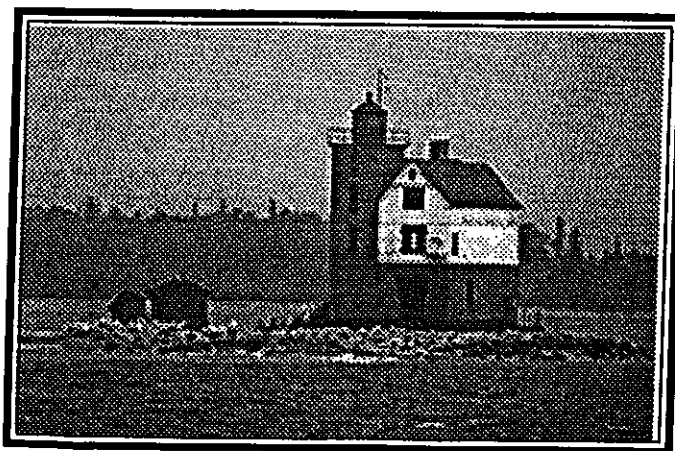


On Saturday, July 11, 1998 some 3,000 sailors sailed pass the Blue Water Bridge connecting Port Huron, Michigan and Sarnia, Ontario and out upon the open waters of Lake Huron. The smaller boats and cruising classes followed a 204 mile course along Michigan's scenic eastern shoreline. The larger, faster boats followed a traditional 259 nautical mile offshore course, first north to a turning mark at Cove Island, then west to Mackinaw Island.

I was very fortunate to be a part of a crew of nine for this 74rd sailing of this classic race! I would be sailing on *Siochail* a CC MK-1 35, skippered by Brian Geraghty from



Main Street, Mackinaw Island



Round Island Lighthouse

Bayview Yacht Club. We left Bayview Yacht Club at 7:00 pm Thursday, for an all night sail to Port Huron, arriving there at approximately 6:30 Friday morning. Friday was not a day to rest. It was just unbelievable. It was the legendary party day on the Black River for all sailors participating in this event. During the day on Friday thousands of spectators lined the banks of the Black River in Port Huron to view the yachts in "full dress" as they waited out the final hours to race time.

Our boat *Siochail* would sail "The Shore Course", which is 204 nautical miles from Port Huron, along the Michigan shoreline, to Mackinac Island. All the participants in this race

would be the smaller yachts, at least 26 feet in length.

Saturday, Race Day finally arrives! I was up at 8:00 am to prepare myself for this spectacle. A member of the Port Huron clergy delivered a blessing for the race fleet which was followed by a final weather briefing early Saturday morning. On our way to the start line I could see thousands of spectators crowd the shoreline gathered to watch the yachts parade out of the Black River. Crew members of many yachts exhibited colorful apparel as they embark on their grand adventure to Mackinac Island.

The first boats sailed across the starting line at 11:30 AM amid a contingent of cheering spectator boats. Throngs of race fans fill the beach and grassy picnic areas of Pt. Huron's Lakeside Park to witness the pageantry of the event. Every ten minutes a canon sounded to signify the start for each successive class. The largest of the yachts start last, crossing the starting line by mid afternoon. Our start was at 2:00 pm.

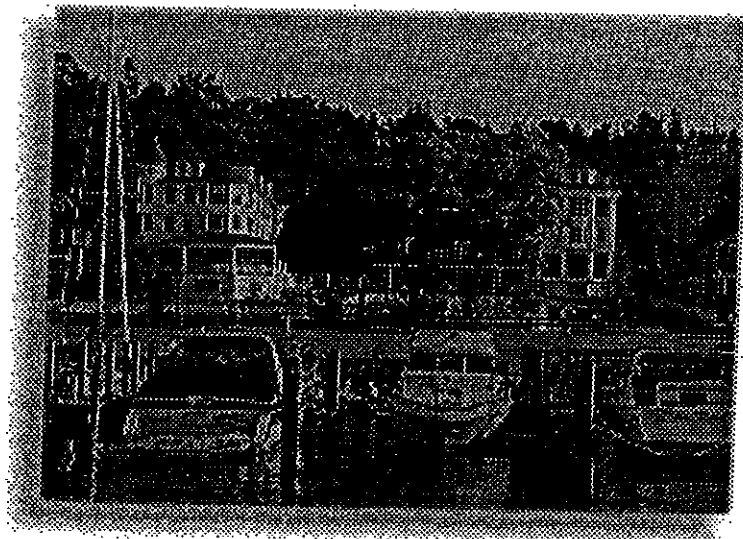
We had the best start in the fleet and at the end of the first day even in light air we were in first place for our division. During the night the positions shifted and when I awoke early to go on my watch Sunday morning we had dropped to fourth place.

Mackinac Island our final destination is a summer paradise located in Lake Huron between Michigan's upper and lower peninsulas. It is one of the most popular summer tourist destinations in the country. The race committee headquarters was assembled at a Resort on the north east end of Mackinaw Island. This site provides a perfect location for spectators and officials to view the yachts as they cross the finish line.

After 44 hours we arrived at Mackinaw Island at approximately 10:30 am. 6th overall out of a fleet of 96 boats. As the yachts finished, they consumed all available dock space on Mackinaw Island, and very soon the harbor became a spectacular display of shapes and colours. Hundreds of people gathered on the wide expanse of lawn below historic Fort Mackinac to watch for the boats, picnic, and just gab.



Grand Hotel



After all the yachts have finished the race there was a four hour awards celebration held on the island. Awards were presented to the winning skippers as live music filled the air. Our skipper was very pleased with our effort and took his crew out to dinner.

Wednesday we left Mackinaw on our sail home with only memories of this great race. For me it was a perfect and special time. It was a way to enjoy an adventure on the lake sailing under the stars, and sun as the boat moved north to Mackinaw and the thrill of racing against and with some of the best sailors in the country.

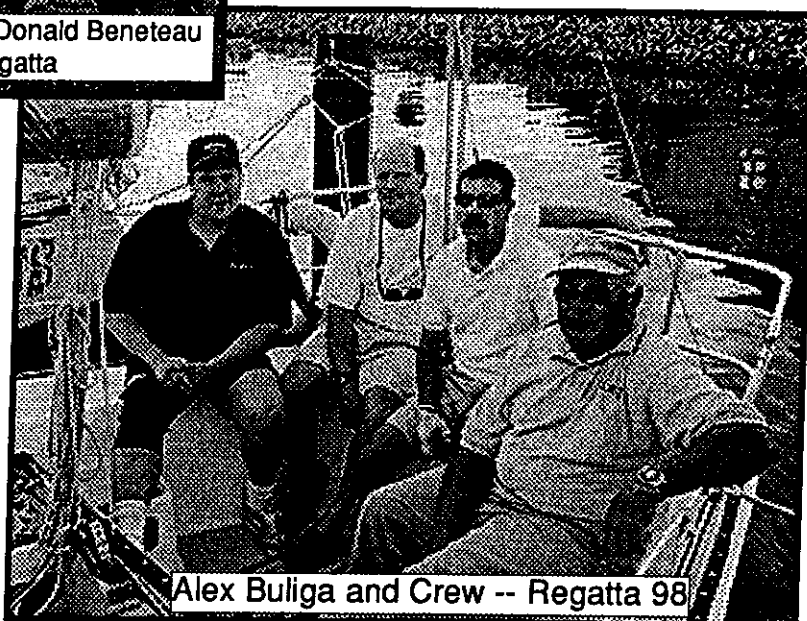


JP Trepanier, Chris Baron, Donald Beneteau
Cedar Island Regatta



Jeff and Nicole MacKinnon -- Regatta 98

LMYC
Photo
Galler



Alex Buliga and Crew -- Regatta 98

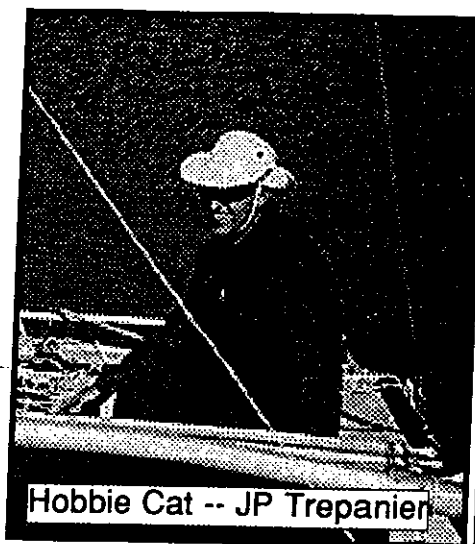


Danielle Laing and Family -- Regatta 98

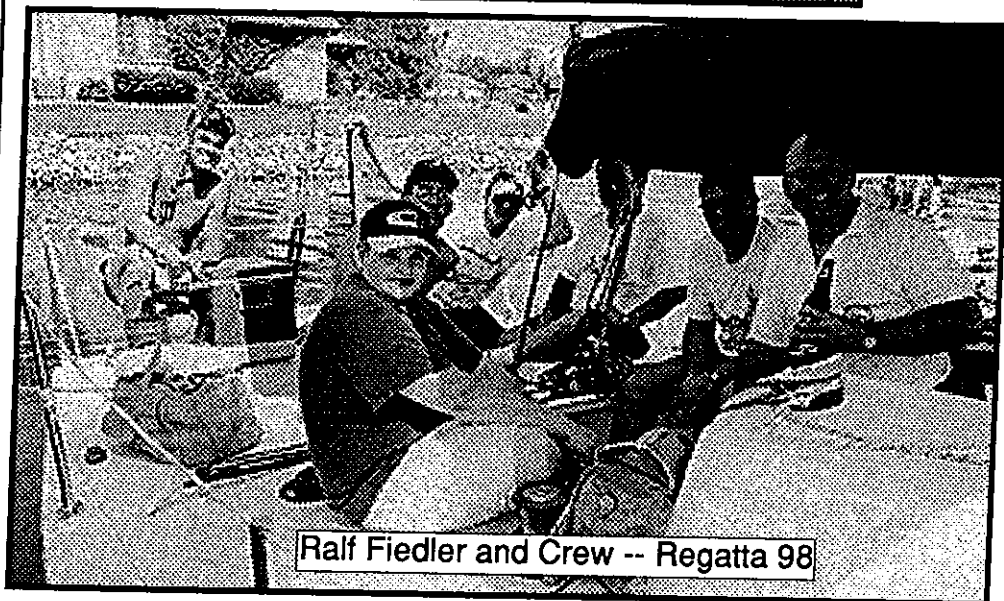




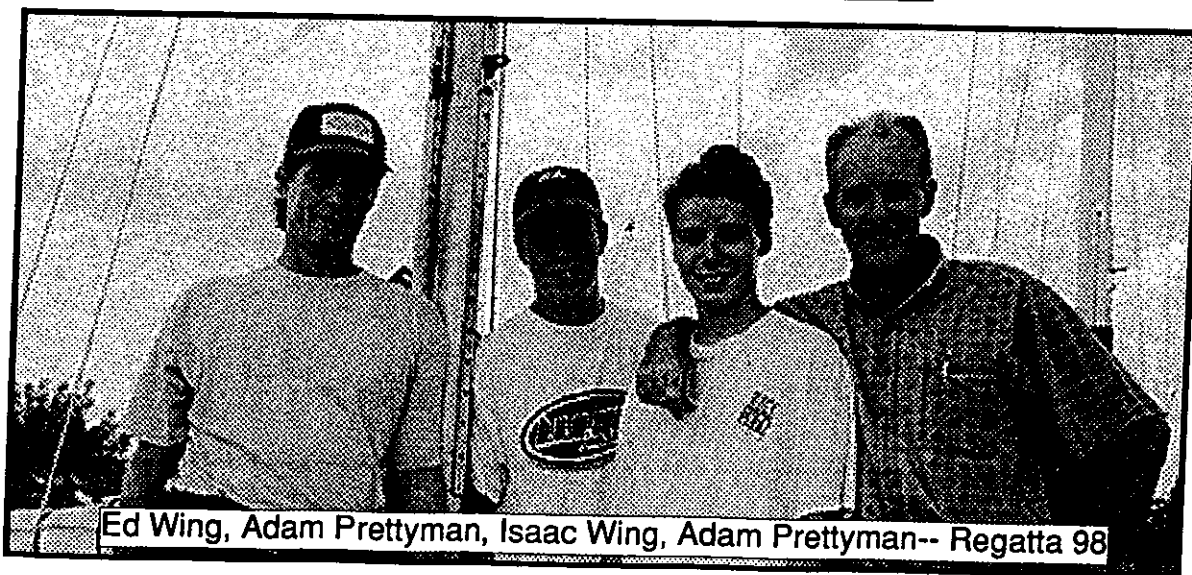
Dennis Pare and Family -- Regatta 98



Hobbie Cat -- JP Trepanier



Ralf Fiedler and Crew -- Regatta 98



Ed Wing, Adam Prettyman, Isaac Wing, Adam Prettyman-- Regatta 98

