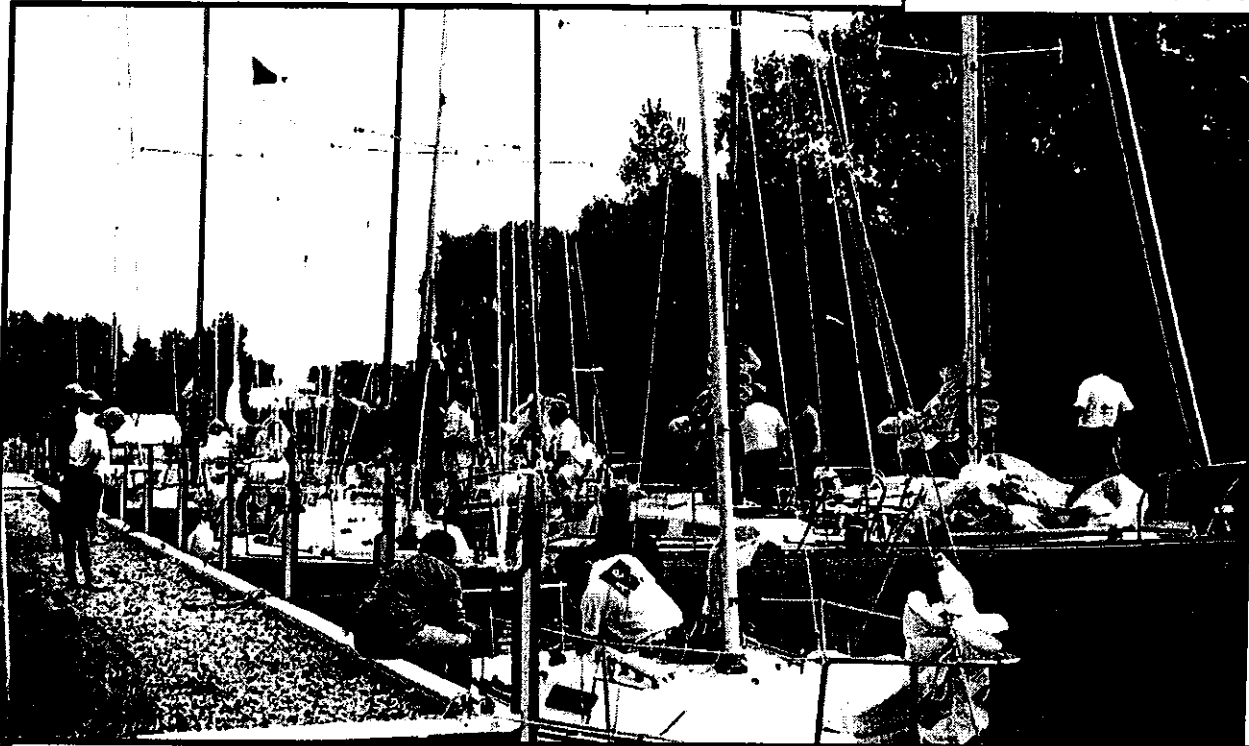


October 1999



# La Salle Mariner's Yacht Club

Fighting Island Regatta -- Boats docking on West Wall

## LaSalle Mariner's Yacht Club 1999 Officers

**Commodore:** John Amyot 253-8878

**Vice Commodore:** Elaine Prettyman 978-9820

**Treasurer:** Yvonne McRobbie 978-1756

**Secretary:** Rick Beresford 726-6806

**House Director:** John Murphy 256-3302

**Road and Grounds:** Lothar Bauer 734-1146

**Social Director:** Andy Kozieradzki 258-4274

**Race Director:** Larry Laing 736-7152

**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

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

# 1999



# LaSalle Currents



Volume #3 Issue #10

October, 1999

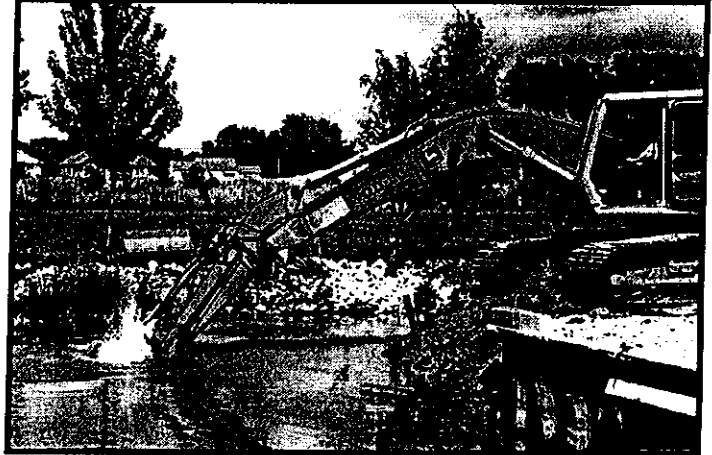
Official Publication of LaSalle Mariner's Yacht Club

## From the Commodore



*Our boat lift project is coming together very well. Hotte Construction has dug the well and is installing the rails along with building a solid base the lift will*

*travel upon to off load the boat onto the trailer. Hotte is also inspecting and reassembling the lift mechanism we purchased from North Star Yacht Club.*

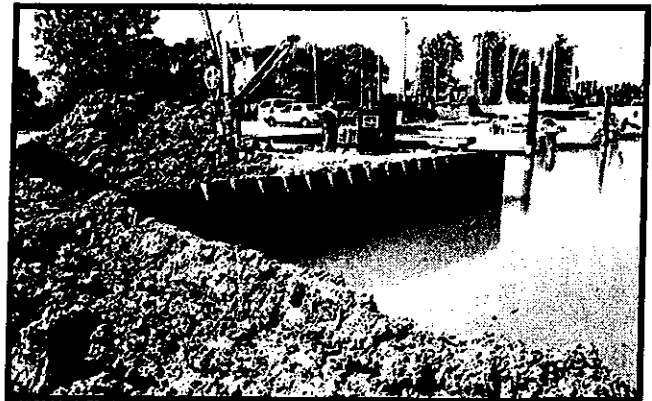


*The new trailer arrived September 23rd as promised. There is quite a bit of work to do but Mr. Hotte assured us he will have the lift operational on time for haul-out this fall. Your executive has however made sure MOIR could be brought in if necessary. It is a crunch but we can do it.*

*Our harbor Master along with a couple members have looked over cradles. Some do require attention and he will be contacting those members ASAP*

*A reminder, there is a pre-haulout general meeting. Please make every effort to attend.*

*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

## Announcements



Big sister **ABBIE BARRON** would like to announce a new baby brother **NOAH CHRISTOPHER** born June 29, 1999, weighing 7 pounds, 6 oz.

Proud Parents: Chris & Jessica Barron



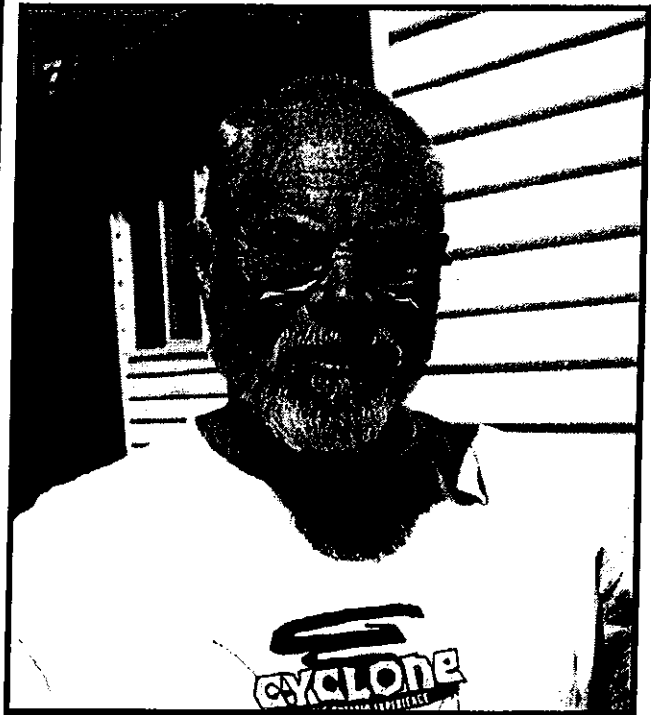
*Kevin Hart*

Kevin Hart a club member for many years has made a decision of a lifetime. He is planning to sail to the Caribbean with his family and cruise for several years. A party for Kevin was held the day before the regatta where many club members wished him well.

Kevin's plans are to take his boat to Montreal and spend the winter there. He will continue his voyage from there.

The Monday after regatta Kevin set sail for the Welland Canal.

Kevin's trip will be a feature in next month's edition of the Currents.



**John Geary** a club member for many years has reached his 70th birthday in August.. Congratulations John and many more to come.

# LMYC 36th Annual Fighting Island Regatta

It was a cool day with wind blowing from the North north east about 20 knots with heavy gusts. There were 49 boats participating with some boats coming from South Port, Grosse Isle, Cedar Island and Ford Yacht club. During the race a 26-foot sailboat "Laughing Sally" owned by Will Lightfoot of Cedar Island Yacht Club sank in about 40 feet of water in the shipping channel across from Fighting Island on the first leg of the race.

Richard and Carol Tomich of Belleville, Michigan who were visiting Richard Renwick at LMYC were on the spot when the sinking occurred and aided in the rescue. Tomich in a powerboat brought the uninjured crew back to LMYC.

When the last boat crossed the finished line the regatta party went into high gear. The food at the LMYC regatta was the "thrill of the grill" and certainly no junkyard dog,. There was all types of food ranging from hamburgers, hot dogs, melon, corn, coleslaw and an assortment of beverages. In all these years of the regatta, no one has yet been able to ask for a second helping of food. Even diners who like to eat big struggled to finish. Thanks to the dedicated members who worked hard to prepare the succulent, dynamic menu we all enjoyed.

After the meal the race results were announced by Commodore John Amyot Senior. Shortly after the race results the club members and guests were entertained by John Vandereeden and his band which brought the 1999 regatta to a successful conclusion..



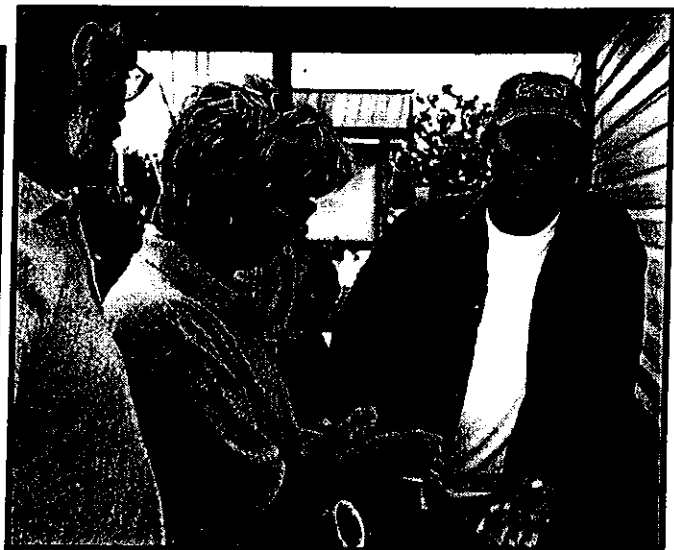
*John & Liz Metcalfe, Roy Oliver, Dennis Pare and Chuck Caolmeni*



*Bodo Schaefer, Lu McKim, Fred Bolton, Phil Smith*



*Charles Oldfield and daughter preparing the race results for the regatta*



*Bob & Andrea Bingham with George Mooney working at the regatta*





*John Vandereerden and his band*



*Food line at the regatta*

*Richard Renwick & John Gaydos*

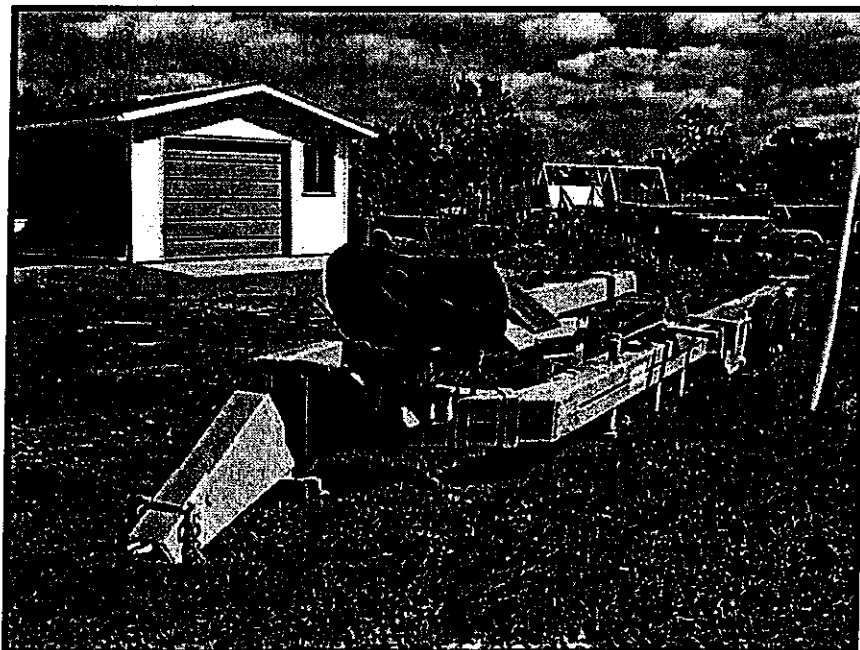
*From the Harbor Master*

**The new trailer has just arrived at LMYC.**

**If your cradle is less than 6 feet wide, please get in touch with the harbor master Ralf Fiedler as soon as possible. I would like to discuss cradle modifications with you.**

Harbor Master

*Ralf Fiedler*



# LMYC Fighting Island Regatta Results

## Class P.H.R.F. - "A"

Yacht Name	Club	Skipper	Place
Rakaia	LMYC	Juergen Hendel	1
Zephyr Hawk	GIYC	Rick Bohl	2
R-Escape	LMYC	Bob Reaume	3
On-A-Tack	SPSC	Ken Blyth	4
Joe Louis	LMYC	Ralf Fiedler	5
Special Delivery	LMYC	Robert Bingham	6
I Love You Baby	GIYC	Todd Duffett	7
Alchemy	LMYC	Yvonne McRobbie	8
Narrow Margin	SPSC	Gene Boivin	9
Asamara	BYC/LMYC	Sam Irwin	11

## Class P.H.R.F. - "B"

Yacht Name	Club	Skipper	Place
Underdog	CIYC	Enns / Berg	1
Na-Na-Li	CIYC	Jim Norris	2
Leapn' Lizard	FYC	Steve Boettner	3
Bad Manners	LMYC	Brad Blackton	4
Flirt	LMYC	A. Kozieradski	9
Kamikaze	CIYC	Paul Derrig	9
Laughing Sally	CIYC	Will Lightfoot	9
Obsession	CIYC	Ron Taillieu	10

## Class P.H.R.F. - "C"

Yacht Name	Club	Skipper	Place
Morpheus	LMYC	John Amyot	1
Bottoms Up	LMYC	J. Vandereerden	2
Tryanstopus	LMYC	George Mooney	3
Ceilidh	LMYC	Ralph Kepran	4
Gandalf	LMYC	Paul Laing	5
2nd Wind	LMYC	Brian Casey	6
Quattro	LMYC	John Metcalfe	8



John Geary & Bill Ganton at the Barbeques



Carol Ferguson, Carrie Calomeni and Dolores Gaydos serving food.

*Class P.H.R.F. - "D"*

Yacht Name	Club	Skipper	Place
Grey Gannet	LMYC	Al Prettyman	1
Kicks	FYC	Scott Boettner	2
Sunkist	LMYC	Chris Barron	3
Escapade	SPSC	Ted Illi	4
Nugget	SPSC	Peter Soles	5
Alcoholics Alluvus	Pilots Cove	Scott Giles	6



*Jurgen Hendel and Commodore John Amyot with award*

*Class P.H.R.F. - "E"*

Yacht Name	Club	Skipper	Place
Spam	SPSC	Craig Noakes	1
Breakaway	LMYC	Rob Ferguson	2
Gringo	LMYC	Robert Ferguson	3
Office Off Ice	LMYC	Don Beneteau	4
OPI	LMYC	Rick Worr	5
Neverland	LMYC	Jeff Williams	6
Spindrift	LMYC	Rick Beresford	7
Mo Money	SPSC	Mo Reignier	10
Greenday	SPSC	Vince Lehmann	11



*Race Director Larry Laing, Commodore John Amyot, Treasurer Yvonne McRobbie presenting awards*

*Class J.O.G.. - "A"*

Yacht Name	Club	Skipper	Place
Indigo Lady	LMYC	Judge Mangile	1
High Anxiety	LMYC	Bernie Wolter	2
Summer Delight	River Run	Steve Bingham	3
Windswept	CIYC	Tom Steinke	4
Windsong	LMYC	Bob Hensen	5
Moonshadow	LMYC	Steve Kepran	6
Chinook	SPSC	John Murphy	10
Safari	CIYC	Frank Foote	10
Dolphin	LMYC	Lothar Bauer	10



*The Crew From Flirt*



# America's Cup Update

This is from Stu Argo, who grew up sailing at Bayview Yacht Club.....

Hello Sports fans,

As I right this, it is sheeting down rain and I believe winter in NZ is over and spring is upon us. That is bad news, not like in Motown. The last 2 weeks have been very "fine" as they say in the Southern Hemisphere. The forecast for Monday (16 hours ahead of east coast time) is 18 to 25 knots of wind, gusting to squalls, so no one is out sailing today. We got a few great sailing days in the middle of last week to push the yacht harder and to make sure most of the bugs were out of each system. She has been in the shed the last 3 days getting her appendages all buffed out so when the second new yacht, USA 58 shows up in a week or so, we can shift the focus to get her up and running. One of my side projects has been to install the on-site sail loft floor, sand it and put a couple coats of sealer on it. Have you ever operated one of those large orbital sanders? Not that easy to get the hang of with 40 grit sand paper on. At first I was like a monkey with his tail caught in a vacuum, very hysterical, but I quickly got the hang of it. I couldn't help letting anyone who happened to walk up on the team to give it a whirl for my own personal gratification. I don't know what was hurting on me more, my back from operating "the monkey maker" or my sides from laughing so hard from making monkeys!!

Anyway....NZL 57 went sailing for the first time on the 8th and was christened on 9/9/99 whatever that means. I think Team Dennis Conner had twice the number of supporters at their christening than did TNZ. Dennis's christening was open to the public but the splashing of the new New Zealand boat was invite only, so their britches are getting to big for even their own supporters. The yacht is narrow and painted in a matt black finish, the former being similar to USA 53 and the later, receiving initial reviews of "is that the old boat" and "when are they going to finish it" by the general public. The bow section, looking like someone parked it too close to the snow bank and the stern looking like the tail section of a manatee. Nevertheless, you can bet your sweat ass, its a going to be fast! Fast enough? Tune in on February 19th.

Stars and Stripes was christened with Champagne a week ago Saturday, NZL 57 was christened with Steinlager beer and USA 53 was informally christened with water that Kimo Worthington brought back from Cape Horn when they won the Whitbread Race. Anyone superstitious?

President Bill Clinton is down here in Auckland for the APEC meetings and took time out to inspect "Tag Heuer" and do a little dockside grinding with Chelsea and his mother in law on Sunday morning. Mother in law?. He shot some questions to some of the US team's representatives on board the yacht and shook every crew member's hand on all 5 US teams that extended it. He looked tired and had the "perma grin" politicking smile on but still seem very smooth. No one had the heart to tell him that one of our tenders is nicknamed "Monica". She Sucks.

Since the town has been full up with dignitaries, we have been kicked out of our Best Western hotel, the Barrycourt to allow the Japanese contingency to stay there. We have been put up in private housing for the past week because all the hotels are booked which has been a bit inconvenient, but entertaining all the same. Each team member has been able to get to know a local family, mostly all lawyers with our law firm down here, Bell Gully, and to swap stories over the barbecue smoke. We now have a few dozen locals that want us to come in 2nd place. Tuesday night we get to move into our new apartments in The Heritage right downtown, a 10 minute walk from our compound. Wednesday morning, the rest of our team shows up on the same plane, 35 people strong, to add to the mix.

The 2 Aloha Challenge boats arrived on Saturday by ship and the Swiss boat, "Be Happy" (good god), arrived Sunday night by plane. We played a small joke on the head operational guy for the Aloha Challenge, By Baldrige (navigator on America Cubed), we had some small talk with him in the Mexican Cafe Thursday night and heard the Chief of Police gave him the permit to truck his yachts from the shipyard to their compound Saturday morning if he could get it done before noon. Keep in mind, this is in the middle of the APEC circus. Well, By, sitting at the bar in the other room now, got a call from one "Commissioner Halloway" (one of our kiwis sitting at our table with the proper accent) The Commissioner told By that their permit was postponed till Tuesday. You have never seen a jaw drop that far and that fast!!! I bet he didn't sleep well that night.

Some of the French team guys are starting to straggle in, their yacht is on the same ship with USA 58, neither syndicate knew that the other's race boat was on the same ship. The ship made it through Hurricane "Dennis", so all of you that knocked on wood, "Thank You!"

Be Well,  
Stu...

Contributor: Yvonne McRobbie







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*Sail for Hospice was blessed with wind this year and a great event was held at LMYC.*

*The JOG class had 4 boats, third, McRobbie/Irwin in Asamera, second, Bernie Wolter in High Anxiety, and first Judge Mangile in Indigo Lady. PHRF B had 5 boats with Rick Worr on OPIE third, Ralph Kepran in Ceilidh second and John Vandereerden in Bottoms UP in first. The PHRF A fleet of 4 boats saw Juergen Hendel in Rakaia third, Rick Bohl in Zepher Hawk second, and Al Buliga in Mad Max in first. All boats were from LMYC except for Zepher Hawk which is from Grosse Isle.*

*The best part though was the hard work of the crews and skippers who raised over \$6400 for the Hospice of Windsor. Rakaia was the lead fund raiser with \$2216. Thank you skippers and crew for your work and generosity. Thanks also to Jim, Carol Malewicz, Richard and Pat Lewis who along with Faye collected and kept track of the pledges.*

*Thank you to all the volunteers who made this race/fund raiser possible. Ralph and Molly Allen with Connie Buliga on the committee boat acted as race committee. They were assisted by Carl and Betty Durham with their boat Classical Gas. Thanks to these five volunteers who conducted a well run race.*

*Perry Basden, and Faye Langmaid prepared and cooked food. Judge and Mary Ellen Mangile after racing helped with serving. Thank you for a great feast.*

*Many, many people worked to make this donation to the Hospice possible. I hope we are joined by more next year and that our success grows. I wonder, can we top \$10,000?*

*With sincere thanks,  
Paul Laing*



# Regatta 1999 Club Members



*This picture was taken at the Widow's Walk August 29, 1999 during the 36th Annual Fighting Island Invitational Regatta. The executives hope to continue in this practice to preserve the heritage of LMYC.  
If you were absent for this event, please avail yourself at next year's regatta.*

JULY 08, 13:38 EDT

## Japanese Boat Completes Pacific Trek

By YURI KAGEYAMA  
Associated Press Writer

TOKYO (AP) — Japanese adventurer Kenichi Horie allowed himself a single beer every evening on his three-month solitary voyage across the Pacific. It was a natural choice — his boat was made of empty beer kegs.

Horie, who left from the Golden Gate Bridge in San Francisco on March 28, arrived Thursday at Akashi Kaikyo Bridge in western Japan aboard his "Mermaid II," made of 528 stainless steel containers.

The 60-year-old, who has made eight previous Pacific treks, also credited writer Jack London — a fellow sailor — for getting him through the solitude of the trip.

"Jack London really understood sailing. I could feel it. It was great," said Horie, a weathered, shaggy-haired traveler, who was greeted in Japan by cheering schoolchildren in uniforms.

Horie brought along several books by the American writer, including "The Sea Wolf" and "The Call of the Wild," to keep him company during his 6,800-mile journey.

He usually had his sole can of beer after dinner, mostly curry and rice cooked on "Mermaid II," whose sails were made of recycled plastic bottles.

Horie's treks across the Pacific started in 1962, when he sailed on a 19-foot yacht at the age of 23.

Three years ago, he crossed the Pacific on a solar-powered yacht made of melted-down aluminum beer cans.

"I always want to make the next trip —

this hot urge bubbles up within me," Horie said in a telephone interview.

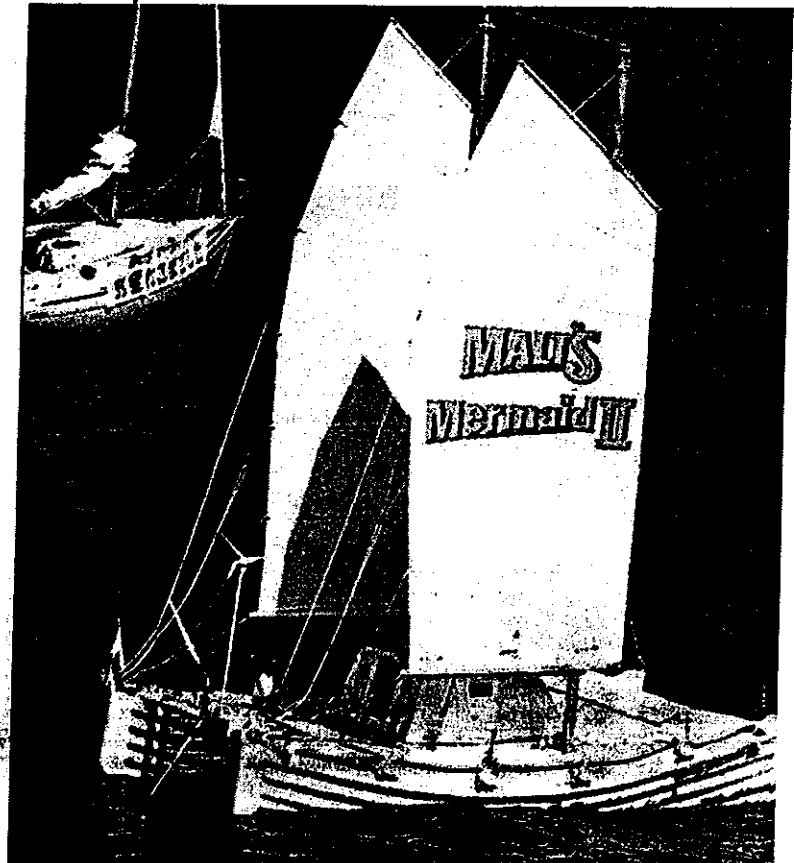
Sailing gets better with age, Horie says. And he plans at least two more similar trips.

"When you're young, you can't step back and savor how fun the whole process is," he recalled. "With experience, you can cover up for what you lack in stamina. And I refuse to believe I'm reaching any physical limit."

Each journey brings a new discovery for Horie — like how powerful a storm can feel, no matter how many times one has survived it.

When cracks started appearing on the beer kegs that make up his yacht, Horie said he was pretty nervous. But they never led to a larger problem.

"You think you know a storm, but it never fails to overcome your expectations," he said. "I sensed the profound depth of nature."



# Admiral Bayfield

For almost forty years, Henry Wolsey Bayfield worked as a Royal Navy Surveyor in Canada and was later promoted to admiral for his accomplishments.

He started working on hydrographic surveys at the age of 11. By 1822, at the age of 27, Bayfield had completed the first hydrographic survey of Lake Huron. The next year he continued his work on Lake Superior, which at that time was unknown to everyone except the native Indians.

Admiral Bayfield is also known as the hydrographer who started charting the St. Lawrence River in 1827 and continued for many years. In his opinion, "there were no other parts of the world in which more boat accidents occurred."

Besides his surveys and charts, Bayfield kept himself busy by doing a lot of writing. You may want to research some of his work at your school or public library.

He retired from surveying in 1856 and was made Admiral in 1867. He died on February 10, 1885 at the age of ninety. Because of his great achievements and accomplishments as a Canadian hydrographer, several boats were named after him along with the Department of Fisheries and Oceans' Bayfield Institute in Burlington, Ontario.



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## THUNDERBOLTS

Thunderbolts are actually lightning. A thundercloud forms when air carries moisture high into the sky. Raindrops form, and the movement of air currents causes them to be charged with electricity. When the charges become strong enough lightning flashes within the cloud. If the charge cannot be contained in the cloud the lightning flashes to earth with a loud clap, and a tree or other tall object on the ground may be struck and sometimes destroyed.

Occasionally the lightning fuses metal or sand, producing a hard, rough object which the ancients used to think was hurled down from the sky by an angry god. This was the so-called "thunderbolt". The word is now used to describe a sudden or overwhelming occurrence.

