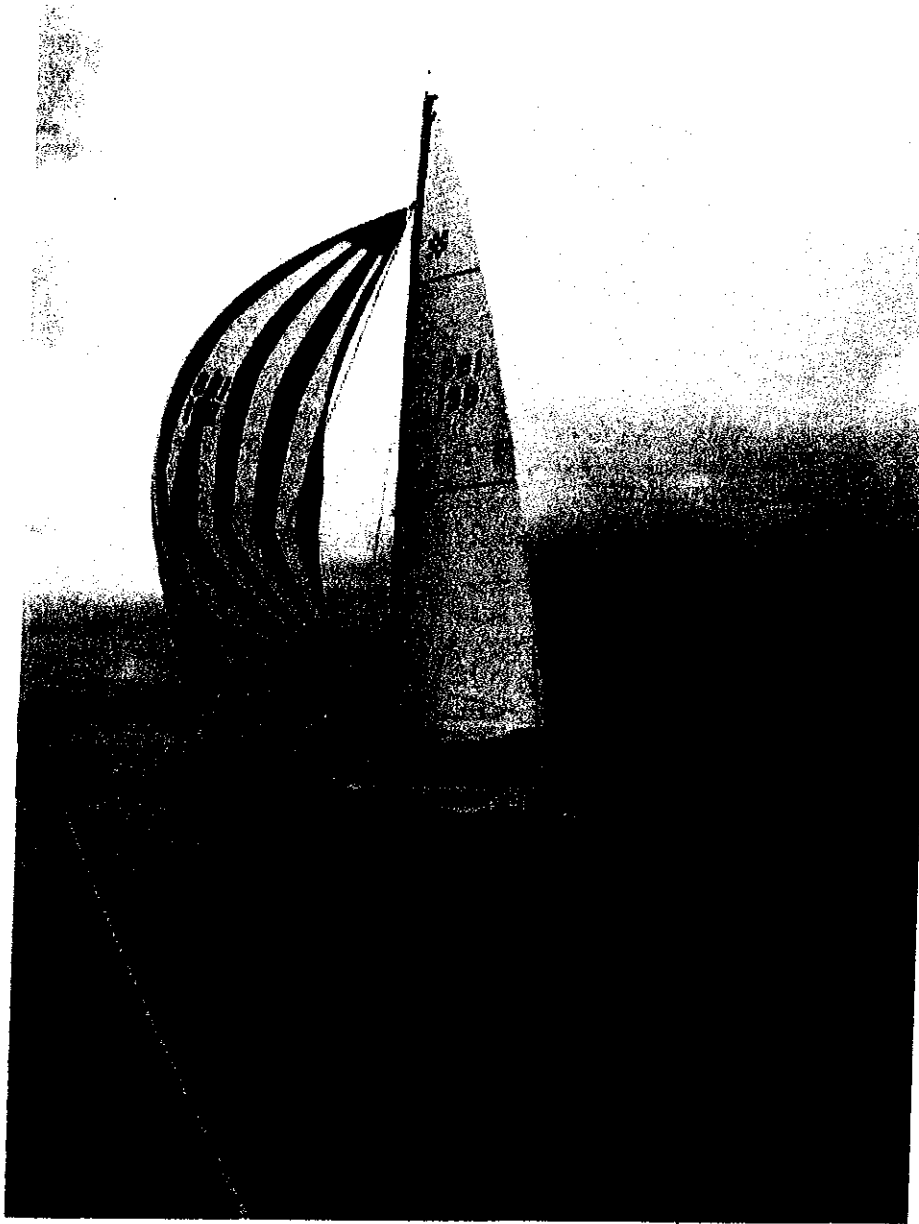




LaSalle Mariners Yacht Club

THE CURRENTS



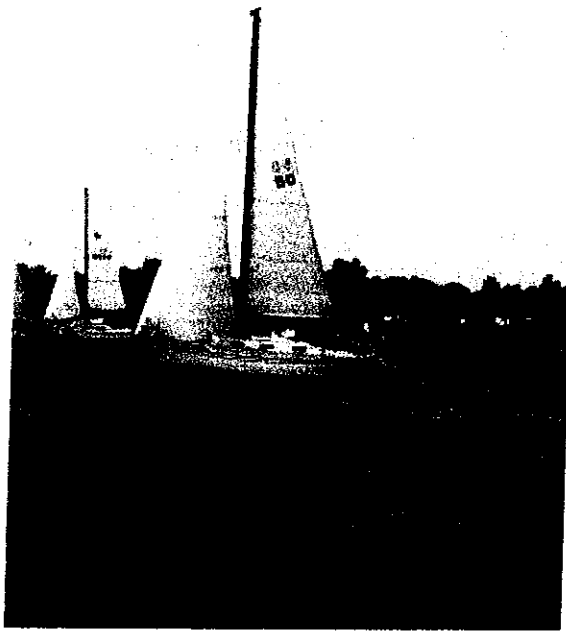
Our Race Director, Brian Casey ~ 2nd Wind

Summer Issue 2009

LaSalle Mariners Yacht Club
2640 Front Road
LaSalle, ON N9J 2N1

519.734.1363

Latitude 42° 127' 38" N Longitude 83° 06' 18" W



Message from The Commodore.....

The old adage, "You know you're having fun when the time flies", certainly pertains to this sailing season. It's mid August already!!! I hope you have taken advantage of the wonderful sailing weather we have been blessed with this summer. Our racers certainly have. Monday night JOG and Wednesday night PHRF have not had the turn out we're experiencing this year for quit awhile. That's Great!!!

Things have been very busy at the club this summer. Our inaugural Junior Sailing Program was a resounding success. Parents of the participants and the OSA instructors had high praise for our club facilities, the sailing venue and the volunteers' efforts to make it a great experience. I hope you had an opportunity to see the kids learning to sail. The media coverage was fantastic (did you see the picture in the Star of my grand daughter Grace, hanging on to the overturned Pico for dear life??). Many, many thanks to all those members who worked tirelessly to make this event a success.

The Junior Sailing event was the catalyst to rebuild our dingy dock area. It has been neglected over the years and was in a very sorry state and a safety hazard. We need to continue to build our Junior Sailing Program on this year's success. This program sows the seeds for our future members.

We have re-graded our laneway and parking areas adding five loads of stone. Please observe the 10 km speed limit. Driving faster kicks up the gravel and pushes it off to the perimeters creating pot holes.

A very special thanks goes out to Bob Bingham and Craig Morrison. These gentlemen are stepping down from managing Grey Duck. It has taken a yeoman's effort to keep our beverages and ice well stocked and all the bookkeeping that goes with it. Please join me and say thanks to them. Rick Wilton has accepted the challenge to take over those duties. Please give Rick your support. It's a big job.

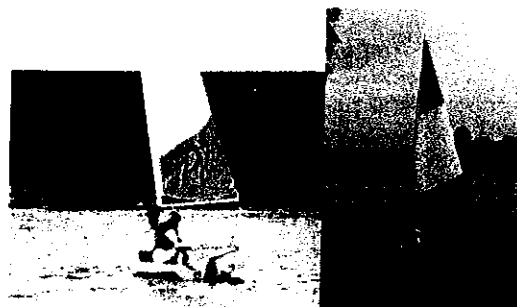
An important reminder, parking is prohibited in the laneway and for a very good reason. Our laneway is the only emergency access route to the club. It must remain open at all times. Please pass this on to your crew as well. It's very important. Thank you.

The Past Commodores have met several times working on updating the club's bylaws. This should be finalized soon. A special membership meeting will be called to review and vote on the recommendations later this fall.

In case you haven't noticed, we have four new-to-our-member boats, Blown Away, Opus, Renegade and Incision. Congratulations Flip, Frank, John and Rick.

Our Fighting Island Regatta is the next big event at our club and is coming quickly. See you there on August the 29th. Gus will be organizing a Saturday clean-up work party. A great opportunity to add to your work hours.

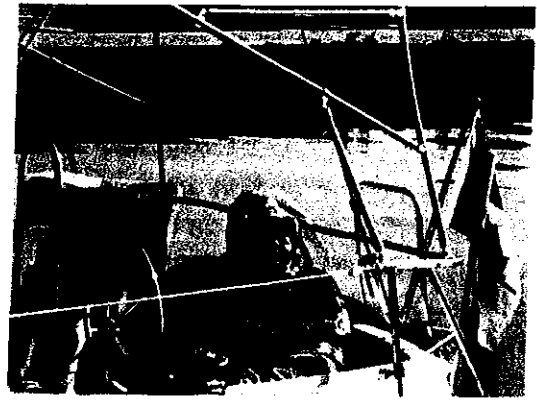
Happy sailing, John Amyot, Sr.



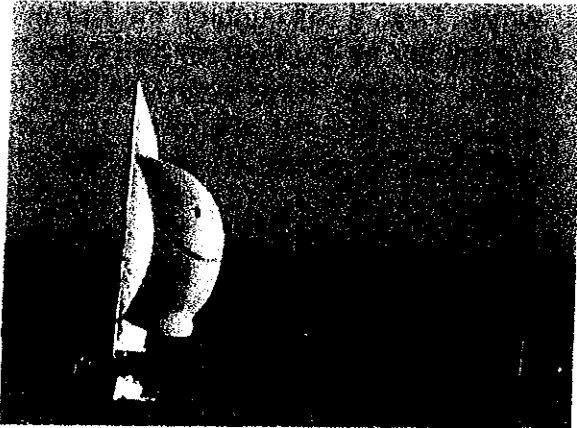
Junior Sailing Program Was Excellent



From Race Director Brian Casey
Racing fleet numbers are great this year! Sign up for signature races such as the Annual Regatta, Hospice, River Rat. The more participation ~ the better.



From Roads & Grounds Manager Frank Marmara
Road has been graded and fresh stone applied. Remember the 10 km speed limit.

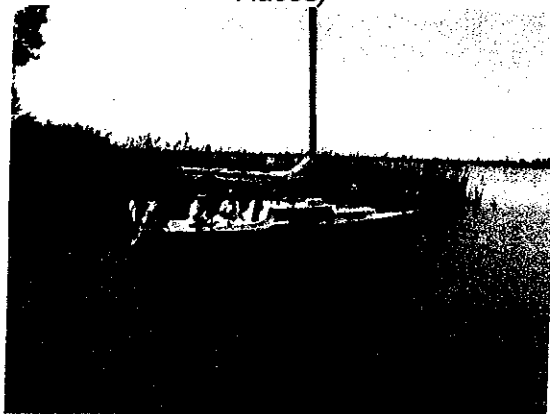


From Social Director Tracy Wilton
We are always looking for volunteers to help at our major functions (eg Annual Regatta, Hospice and Pursuit Races)



From Refreshments Chair Bob Bingham
Management changing in August. Remember – feed the duck

Contingency Seamanship Excerpts from a book by John Clemens



From Harbour Master Ralph Allen
Our harbour is at capacity. Remember to maintain your cradles while the boats are in the water in prep for haulout.

Coping with the unexpected in harbour and at sea.

In this page you will find a situation. The challenge will be to read the situation, determine your response and in the next issue – read the recommended solution to the situation. There are 45 situations in total. Some may be no-brainers, others real challenges and life-threatening to you and your crew. Enjoy!



From Regalia Manager Tom Smith
Contact me if you would like to purchase golf shirts, burgee flags, mugs or burgee stickers for your boat and/or vehicle.

SITUATION 1: Dragging Anchor

You're anchored for the night in a small, protected bay with a light breeze off the land. It's a perfect

spot, you think, and with a scope of 8:1 on your nylon rode, you and your crew are comfortably asleep.

At two a.m., you are awakened by the noise of increasing wind and the uncomfortable roll of the boat. Going up on deck in your pajamas, your suspicions are confirmed. The wind has shifted almost 180 degrees and is blowing a Force 5. The anchor is dragging.

There are breakers to leeward, about 300 meters off. You have no reserve anchor.

You decide not to leave until daybreak due to unmarked rocks in the entrance. You figure you've got about 20 minutes before your boat wrecks on the beach.

Situation 1: Recommended Solution

Any boats downwind? Or rocks close by? If not, take some time to attempt to reset the anchor. This can be done by paying out several fathoms of anchor rode and giving an occasional sharp pull to get a new bite. Take a few turns around the bitt and snub the line from time to time.

If the anchor does not hold, star the engine and go forward just enough to take the strain off the line, then let the anchor reset. Once you get up to a scope of 10:1 or so, and she still drags, it is time for more drastic action.

You can increase the holding power of your anchor by using a sentinel. This is a weight (piece of pig iron or ballast is perfect) sent down the anchor rode with a suitable line to stop it a little more than half way to the anchor.

This may sound easy now. But remember, it's dark and your boat is pitching. You'll want to have a line which is marked for length already attached to the sentinel. And the sentinel will need an easy attachment system for hooking it onto the rode. If you use chain, the sentinel will need to be attaché with a roller to facilitate easy paying out.

Once the sentinel is down, it should improve the situation in at least two ways. First, it will cushion the pull on the anchor as the boat surges in the swell. Second, it will decrease the angle of pull on the anchor, increasing its ability to dig into the bottom.

If the sentinel fails to do the trick, and you are still dragging toward the beach, get under way using motor or sails to locate a more protected spot.

One of the best ways to prevent dragging is to be sure the anchor is properly set in the first place. There is only one way to do this with certainty: an underwater inspection. Assuming you snugged down in your anchorage with some daylight remaining, this inspection can be part of your before-dinner swim.

Situation 2: Loss of Engine

Your favourite restaurant across the bay is on a canal bank just downstream from large industrial locks. You've tied up starboard-side-to with a nest of four boats.

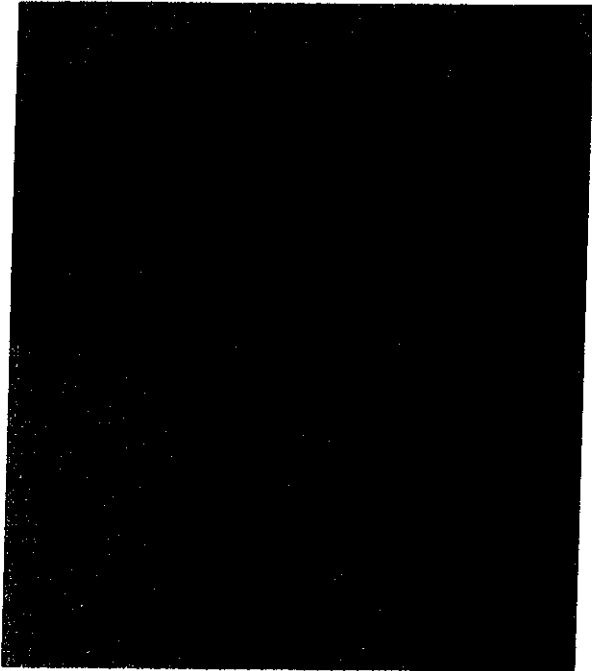
When you and your party return from dinner and are preparing to get under way, one of the "helpful" and slightly inebriated crew members in the next oat casts off your stern line before you give the order.

You immediately order our bow line cast off, start your engine and back up, handily fouling the stern line in the screw.

Your engine will not start and you have no steering control, as the stern line was pulled taut around the rudder.

It is dark, and you are drifting with a strong canal current toward breakwater's jagged rocks. You have only minutes to act.

Next Issue – Recommended Solution and New Situation



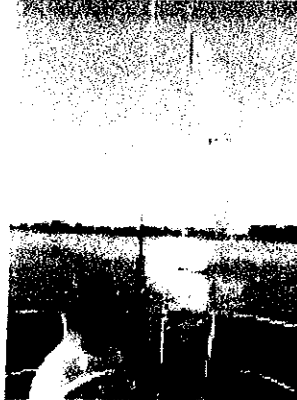
Rick's new boat Incision



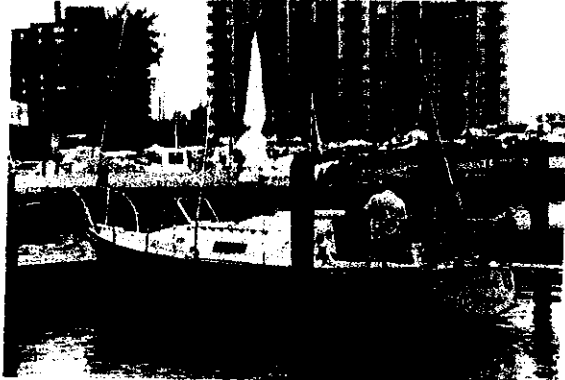
Frank and Penn's boat ~ Opus



Flip's boat ~ Blown Away



John & Joanne's Viking 33 ~ Renegade



2009 Swan Family at LMYC



