



Minutes of the General Membership Meeting 03 June 2004

Call to Order: 1950

Secretary's Report: A motion was made to approve the May 2004 meeting minutes as printed; motion carried.

Commodore's Report: Mail- Bill Hartmann reported that we had received a letter for US Jr. Olympic Sailing; a reciprocal docking note from the Presque Isle Yacht Club and another from Ford Yacht Club; a note from the Ohio DNR asking us to visit their web site at <http://www.ohiodnr.com/watercraft/about/>; a set of rule books from US Sailing; an note from Catawba West Harbor Yacht Club stating that they had burned and were requesting any donation that we might offer; a copy of the first issue of the Toledo Rowing Foundation; copies of the latest "Lakeland Boating"; plus several other miscellaneous letters.

Vice Commodore's Report: Brian Duane was not present to give a report. Dick Synowiec was asked how the racing season was going. He reported that eight had put in the buoys and that they were collecting dirt on them. We have 45 racers on Wednesdays and almost all are out for the Spring season. The past few weeks we have had good racing with good winds. We may need a Regatta Committee Boat for 19 June.

We have been requested by the GIYSA to offer a sponsorship for Junior Bayweek. Dick Synowiec says that there is no cost, but we may need to have a chaperone present. Lary Smith made a motion that WSSC sign up as a Junior Bayweek sponsor pending further investigations as to costs and the chaperone requirements with final approval to be given by the Board. Dick Synowiec seconded the motion; motion carried.

It was noted that the Chairman of the WSSC Regatta is Mike Jablonski. Bob and Barb Howard will serve as the Committee Boat.

Rear Commodore's Report: Tonight's presentation- The intended speaker was not present.

Cruising- The first cruise of the year was to be the Ice Breaker, but that one didn't happen. The Memorial Day cruise to the Toledo Beach was the actual first cruise of the season. Three boats sailed to Toledo Beach (Bob & Barbara Howard on "Wings of the Morning", Jody Larrow & Tina Askins on "Efficacious" and George Shiffer & Arlene Marie on "Bubbles"). They were joined by Daniel Williamson & Peggy Hillen on "Mardi Gras" who dock at Toledo Beach.

The next cruise will be 11-13 June to Leamington. It will be headed up by Dave & Joni Gardner and Terry & JoAnne Trush. A general information sheet about the activities for the weekend was distributed.

The captain's meeting for the 2-week summer cruise will be held immediately after the July GMM. Anyone interested in joining the summer cruise should plan on attending; please contact Lary Smith ASAP if you haven't signed up yet.

Treasurer's Report: The club has \$4699 in the checking account, along with some CDs. We have a total of over \$11,000 in the bank. This is an inflated amount as we have received the Racing fees, yet haven't yet paid the Racing bills.

Membership Chairperson: The club has 2 new members at tonight's meeting: Pat and Mike, but since the chairman was not present, nothing was given them. Richard Haubrick with a McGreggor 26 was a visitor.

Video Librarian: The chairman and his collection were not present.

Delegate Reports: PHRF3E: Dick Synowiec reported that they are done rating boats for the season. He also reported that the Western Lake Erie Boat of the Year program was not going to be done this year because of consideration with other parts of the lake. North Sails of Toledo has decided to pick up the sponsorship of PHRF-LE. Membership is up.

I-LYA: Brenda Woodruff was not present.

Old Business: John Cairns, club secretary, was not present to make a presentation on DRYA membership.

New Business: A group wants to put a bridge between Meso Island Sugar Island. The State Senate on 2 July 2003 adopted the following resolution:

WHEREAS, The Sugar Island Regional Transportation Agency has announced a proposal to construct a bridge to connect Sugar Island with Meso Island. The islands, which are in the Detroit River, are part of Grosse Ile Township; and

WHEREAS, The United States Coast Guard, which issues necessary bridge permits on the basis of navigational, environmental, and other considerations, has asked for comments on the proposal at this point as part of its information gathering; and

WHEREAS, Local residents and those who regularly traverse the area of the Detroit River near these islands in the vicinity of Grosse Ile are concerned that the proposed bridge will impede navigation. As presented, the new bridge would have a clearance of 25 feet. This clearance is the same as that for the nearby free bridge that connects Grosse Ile with the mainland, and that clearance is known to pose navigational problems for many vessels; now, therefore, be it

RESOLVED BY THE SENATE, That we express opposition to the proposal to construct a bridge between Meso Island and Sugar Island in the Detroit River as presented by the United States Coast Guard in its Public Notice 09-02/03; and be it further

RESOLVED, That copies of this resolution be transmitted to the Office of Commander in the Ninth Coast Guard District in Cleveland, the Sugar Island Regional Transportation Agency, and the Grosse Ile Township Board of Trustees.

There are a number of issues concerning this proposed bridge. For example, a fixed bridge is needed because sewer lines now need to be installed above water. Another is that the bridge would be of considerable length, yet it is proposed to be only one lane wide. Tom Priest moved that we support a resolution similar to the Senate's. Matt Colie seconded the motion; motion carried. The actual resolution has yet to be written.

Continued on page 3

Currents

GMM Meeting, Mr. Nicks, Thursday, July 1, 2004, 7:30 pm Arrive early for broasted chicken buffet

1 July - Cruising meeting following GMM meeting

4 July to Sandusky Sailing Club with Ford YC

17 July - 2 Aug. Week long cruise to Lake Huron

13 - 14 August - to the Leamington Tomato Festival.

Racing:

7/5 WSSC Double handed Race

Dick Synowiec

Regatta del sol al sol 2004

Last year we attended the St. Petersburg YC Regatta del Sol el Sol, 466 nm across the Gulf from Tampa Bay to Isla Mujeres, Mexico. It was such a great experience we had to repeat the trip this year. This narrative will try to not just repeat last year's story, but add information and insight, including some cruising notes for getting across the Gulf and back (not a trivial task).

The Motor Vessel (MV) Kinship was again designated as the Race Committee boat, which provides us with recognition and privileges beyond the typical entrant. Our actual task is as cargo ship, to carry the trophies and other donated humanitarian goods across. At St. Pete the trophies, boxes of fire fighting equipment and candy and goodies for the Amigos Regatta (a children's race) were loaded on board. This year, instead of departing from Tampa Bay we took a two legged course: from Marco Island, stopping at Dry Tortugas then off to Isla Mujeres. The first leg is about 100 nm and the second 288 nm, providing a nice break from the 466 nm course from St. Pete.

The trip to Dry Tortugas was an uneventful broad reach, winds NE at 15 kts and 4 to 6 ft seas, no major weather systems. We rested there during the day and departed at sundown for Mexico, a rumblin' course of 230 deg. This course will enter the Florida Straits current about 15 nm out, not a good thing we later found out. After battling an adverse current for most of the day (boat two kts SOG), our course was changed to South and about 20 nm off the Cuban coast the counter current was found. Glorious time, 9 to 10 kts across the bottom toward the Mexico. All good things are temporary. When entering the Yucatan Channel there is a north current, producing about 3 kt SOG on the course. This one is not so easily subverted. Next year I will attempt to follow the Cuban coast west then around to the south until the adverse current is encountered then head west again. This tactic should provide a better slant on the current to get to the finish. Great plan, right?? Will let you know.

Arriving at Isla Mujeres, all race participants are treated to expedited check-in and a courtesy bag of cold beer, rum, hats and T's. Cruisers, not a part of the Regatta, reported of two day check-in times, walking to multiple offices multiple times to get stamped and fleeced. One way to prevent that is to dock at one of the marina's for the night, and they will interface with the "system" for you and it will be painless. Based on what I heard, this is the low cost option!

WE saw two other Krogens, Billy the Eagle (58) and Real Estate (42). Billy the Eagle was hanging out at the upscale marina for a few days and we had a chance to chat. Real Estate stayed one night and headed out the next day so we didn't interface with them.

As reported last year, which I will not repeat, there are multiple fun events all week, sponsored by SPYC, the local (Mexico) Club de Yates and the Isla Mujeres township. Dining out (on the few times a Regatta event is not in the offing) can be interesting. Sitting at our table on the beach a few yards from the water, we view the boat boys bring in their catch and walk it to the cook for his inspection. They haggle, a price is set, and the fish is taken back to the landing for cleaning. A few minutes later it arrives at your table.

Contoy Island, a National Park, is 15 nm north which we decided to visit one afternoon. Kinship was loaded with 12 Regatta participants with snorkeling gear and off we went. The course to the Park is inside the reef through some skinny water, requiring careful eyeball navigation, but we made it with only minor scraping. Enjoyed the park ranger presentation and nature views of the frigate bird habitat. Contoy is about 10 miles long and 2-3 miles wide. It is a barrier reef grown high enough to have vegetation and support wildlife. Since there is no fresh water the habitat supports a narrow

range of varmits, which includes Boa Constrictors, Crocodiles, Iguanas and Frigate birds. The frigates, who drink salt water, thrive since they have few natural enemies here, who require fresh water. A frigate is so light and lanky even the resident crocodiles will not eat them. All they would get is bone and feathers.

It was an informational nature walk, and we snorkeled on the reef before leaving. Received direction from a local ferry captain on the course back, which made it a piece-of-cake, as we didn't see anything less than 6 ft. Local knowledge rules!

For the return trip to the US, everyone was consulting their own weather gods. We relied on Nat'l Weather Service as distributed through Saildocs, SSB (Single Side Band) Sailmail. We left two days before the predicted cold front, and that worked out well. We kept in front of the wind shift/strength and landed at Dry Tortugas within 42 hrs. Two sail boats left at the same time, and had to motord most of the way in the light stuff. As we were approaching the Tortugas there was a VHF call for "Tanker Kinship"!! Both sail boats had emptied their fuel tanks during the crossing (trawler weather) and were looking for help to continue. They rafted to Kinship, and we transferred about 40 gal between the two. They thought 40 gals was a lot!! Since we were all rafted together, an impromptu party resulted - said to be the best of the whole trip! Our potluck dinner consisted of local fresh caught fish grilled, fresh fruit and vegetables.

Leaving Isla Mujeres, the rumblin' course is about 55 deg, which gets a nice boost from the Yucatan current for the first 120 miles. After that we expected to drive through slack water until entering the east flowing Florida Current. Sure! Although on the westward trip an adverse current was experienced on the rumblin' just north of Cuba, contrary to expectations, on the eastward trip an adverse current was experienced on the rumblin' just north of Cuba!!! What the hell. OK, here is the latest strategy for the trip: going west, drive south from Dry Tortugas until entering the Cuban reverse current and carry it as far around Cuba and south as possible, then turn west to Mexico. On the return, drive northeast until staggering into the Florida current and carry it ESE to Dry Tortugas. There, success is guaranteed by following these instructions (see my lawyer if any dissent).

Drying out it the Dry Tortugas after the pickup party, the front caught and past us (weakening with the effort) so we were then faced with 15 to 20 kts from the east. The sail boats headed north to St. Pete, and we elected to bash east to Key West (into it but shorter). Lots of action in the Gulf going north, and the sailors got to St. Pete in about 28 hrs, wet and cold. We got to Key West in about 8 hrs, dry and warm but shaken (not stirred) due to the lumpy seas in the channel. With an easterly wind, there seems to be no lee in the outer Keys. The easterly wind gets funneled along the line of keys so what you think might be to the lee isn't. Also, as pointed out by one of the locals, going to the south of the keys you will be in the Florida Straits current, which is opposed to the wind and creates a nasty chop. If you go north of the keys there will be a .5 to 1 knt easterly current, with the wind. So, pick your poison! Also, Key West seems to be a breeding ground for waterspouts. Approaching the area in the afternoon heat we counted eight, at least two that were pencil thin, cutting edge defined funnels with tremendous water plumes raising hundreds of feet into the air. Buttoned up all hatches and ports, and motored on. Managed to miss those bullets, or more accurately they missed us. Whatever, our goal was to get to Moser Channel and head north, which results in a broader wind slant and less wave action since we are then in Florida Bay. The strategy worked, and we arrived at our home cruising grounds with a minimum of hassle.

Looking forward to the next St. Petersburg Yacht Club Regatta del Sol el Sol. Check out the web site at www.regatadelsolalsol.org <<http://www.regatadelsolalsol.org>> . Great pictures from all the events.

REGATTA DEL SOL AL SOL

Accompanying this is an article from our Past Commodore Dave Dumas. Dave's article about the del Sol al Sol Regatta to Mexico is pretty comprehensive. But he asked me to add my own thoughts.

I accompanied Dave during the trip to Mexico. He's right – the trip to Mexico was pretty uneventful – except he failed to mention that two of his crew (Joe & Dick) got stranded on an adjoining island (Loggerhead Key) while in the Dry Tortugas. The Fort Jefferson Park Rangers rescued them after their (Dave's) motor wouldn't start – both were burnt and dry!

Dave was quite the host. We slept in our own cabins on his 42 foot Kroger. – Each watch was only two hours long and all the comforts of home were afford us. Dave has a boatload of equipment – two GPS, a good radar set, VHF, Single Side band radio – well you get the picture. If you are thinking about this trawler, talk to Dave – he's the expert.

Isla Mujeres is across the bay from Cozumel, off the Yucatan Peninsula. When we arrived at Isla Mujeres, Mexico (at 2 am their time) we were visited by two very cordial men – one the immigration officer and the other the Dock Master. The officer expedited our arrival and the Dock Master punctuated it with a bag of goodies that Dave mentioned. We anchored in a delightful bay across from Isla for the night. The next morning we visited a local ferry dock where the Race Official's son and his men helped us unload Dave's Boat. The Customs officer then came and checked everything over. Dave mentioned all of the trophies and goodies. The people of St. Petersburg – a sister city of Isla Mujeres, donated all these. They filled the back of a large pick-up stacked well above the roof of the truck.

Then three of us re-anchored the boat and dingied in. Docking of dingies is free and safe. We found Bertie at her hotel – a very nice place across the street from the Bay in which we anchored. Sandy (Dave's wife) came in the next day and the 5 of us had a wonderful time going to the various parties hosted by the Race Officials, shopping at the many, many Mexican shops and eating at local restaurants – squid, Mexican beer and fancy salads. Joe Horn, our shipmate actually found a Cuban cigar for 800 pesos - \$8.

Bertie and I took a day to visit Chichen Itza. This is a Mayan ruin in the northern Yucatan peninsula. The Race Officials organized a bus trip for participants to this remote ruin. Bus, food, drinks and ferry ride for \$65. Quite an interesting experience and ride through old Mexico. Bertie actually went swimming in an underground watering hole and we both climbed up and down the 93 steps of a Mayan temple.

During the week Bertie and I rented a golf cart and toured the Island. We then went snorkeling at a National Park while on Isla Mujeres. Although Isla Mujeres is old and unique, this park was very modern and well landscaped. The snorkel and fins were included in our ticket, even though we had brought our own. We left the park earlier than we needed in order to go to a luncheon at the island governor's house. The next afternoon Dave took Bertie, Joe and me to a reef not far from our anchorage. Here we saw wonderful fish, coral and sponges that we had not seen while in the park. Dave is a great dive-tour guide and was able to explain many of the sites we had seen.

Unfortunately, Bertie and I had to leave before all of the events of the week were over. Before we left Sandy made us a wonderful dinner and we lingered on the afterdeck with evening cocktails and good friendship until late.

If you are looking for a fun event, try catching a ride in the Regatta del Sol al Sol. It will be a couple of weeks you'll always remember!

WE HAVE RETURNED FROM THE ISLAND PARADISE CALLED THE BAHAMAS.

We have moved from the east coast of to the west coast of FL. What can I tell you I got lazy and didnt write but it was all the usual, from before. The crossing was just long and boring, didnt catch a fish! The stay in Ft Lauderdale was enjoyable. The meals were good and the prices were better than we were used to. We have been moving along pretty well with a short stay in Marathon and again in Marco Island. We ejoyed both places very much but especially the stay at Marco. We got to spend time with Dave and Sandy Dumas and Dennis Medwid. It had been so long since we had a MI fix! We are now about anchored at Ding Darling State Park with about 30 miles to go to our new area of habitation, we are going to look for a new home!

The excitement mounts!

Ta Ta for now,

Jerry & Mary "Whisper"

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GMM Minutes, Cont.

There was discussion as to whether we should have a July meeting; also an August meeting. Dan Williamson suggested that a meeting, even if poorly attended, was good as a way to disseminate information. Mr. Nick pointed out that they may be closed part of August. For that reason the Commodore announced that we will have a July GMM.

For the good of the order: It was pointed out that if you are a visitor at any other Yacht Club, be sure the sign in as a visitor. The Michigan Liquor Control Commission has closed clubs when they have found non-members who have not signed in.

There is soon to be a Breast Cancer Walk and people were asked to sign up as sponsors for Tina. Instead, several "Mr Nicks" hats were produced and passed. \$66 was collected and donated to the cause.

Next GMM: 01 July 2004

Next Board Meeting: 16 July at Mike Warchol's house

Adjourn: 2050

Cork Board

Want ads, for sale ads or crew available or wanted, etc. should be sent to Tom Priest, at <bluesail@comcast.net>

1981 SNIPE -15 1/2 ft Sloop. Good Condition with a trailer, cover and three sets of sails -- \$1800 - Please call Dick Synowiec - 734-676-0694

I am looking for a used head sail from Cal 25... I have Grampian 26, and sail out of Belle River sail club in lake St Claire... if any of your folks have something they want to unload in this size range plse let me know...
Mike Finn. Mike & Donna Mae

519 965 0847 cell • 519 735 9034

For Sale, 1975 Vintage, Mercury 7.5 HP outboard. \$350.00 OBO 1998 Vintage, Escape Sail Boat. \$2200

Doug Howe

734 675-6133

WSSC OFFICERS

Commodore: Bill Hartmann

Vice Commodore: Brian Duane

Rear Commodore: Tom Priest

Recording Secretary: John Cairns

Treasurer: Jim Samek

Membership Chairperson: Mike Warchol



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