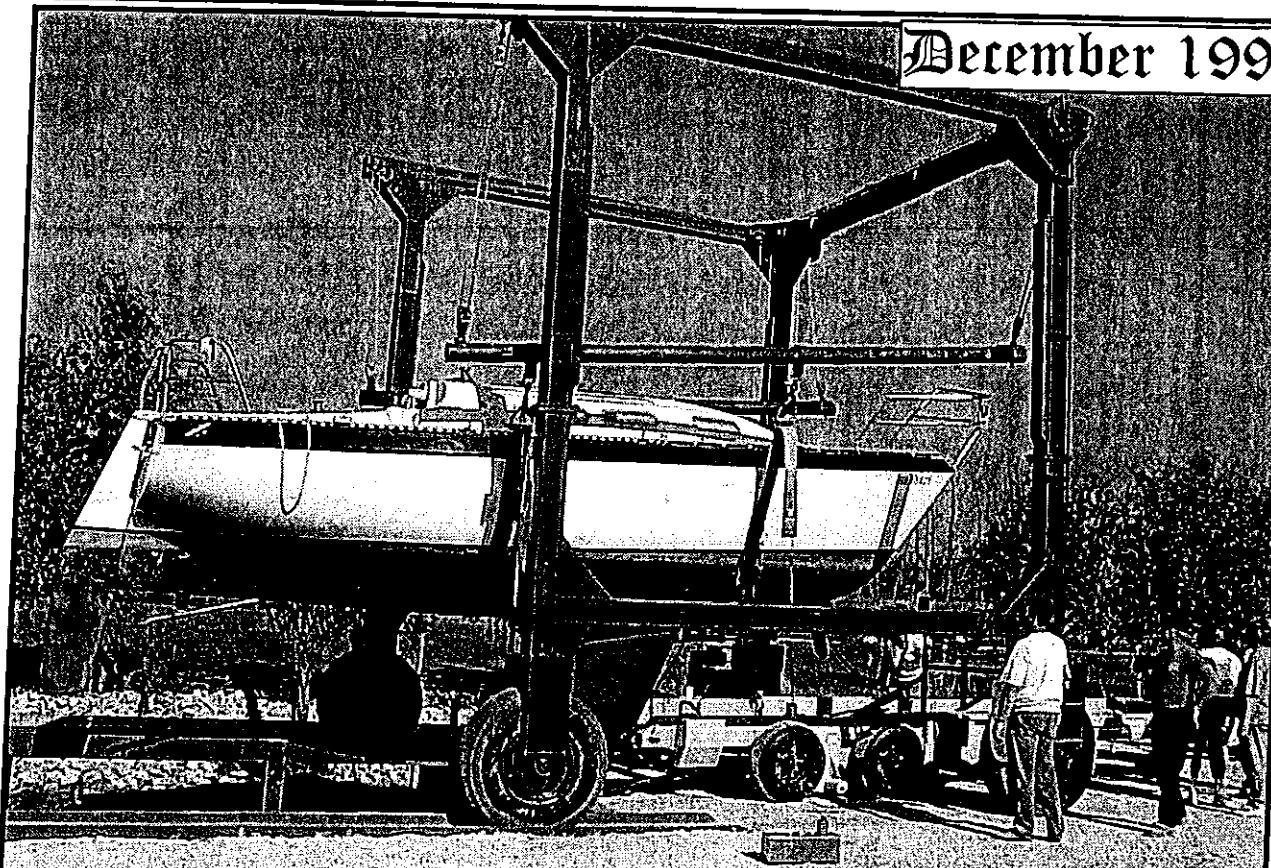


December 1999



## La Salle Mariner's Yacht Club

Haul Out at LMYC

### LaSalle Mariner's Yacht Club 1999 Officers

**Commodore:** Elaine Prettyman 978-9820

**Vice Commodore:** Robert Reaume 978-0947

**Secretary:** Bodo Schaefer 736-8298

**Maintenance:** Lothar Bauer 734-1146

**Race Director:** Donald Beneteau 736-6263

**Grounds:** Fred Bolton 978-1125

**Keeper of the Lift:** Carl Durham 734-1550

**Treasurer:** Yvonne McRobbie 978-1756

**House Director:** Steve Kepran 945-6621

**Social Director:** Mary Ellen Mangile 736-6596

**Harbour Master:** Ralf Fiedler 969-7995

**Roads & Parking Lot:** Rick Worr 948-0776

#### 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 #12

December, 1999

Official Publication of LaSalle Mariner's Yacht Club



## From the Commodore

Heading into the new millennium we have a very well balanced executive that includes members that have experience being on the executive, and just as important - club members stepping up to meet a new challenge. We appreciate the vote of confidence from club members, and as a team we will try hard to meet your expectations. I'd like to thank John Amyot Senior for all his hard work last year in organizing the boat lift project and making a long time wish for most members - a reality. Now that we can get the boats into the harbor, we need to keep them afloat. Dredging of the harbors is the priority for this year, and we hope to see this project get underway in early January. In addition to dredging, we will be undertaking a variety of smaller projects during the year. ERCA has requested that the pond that was in the marshy area behind the north harbor be reestablished, and we are currently looking into how this will be accomplished. All of us on the executive are looking forward to a very exciting and productive year. I

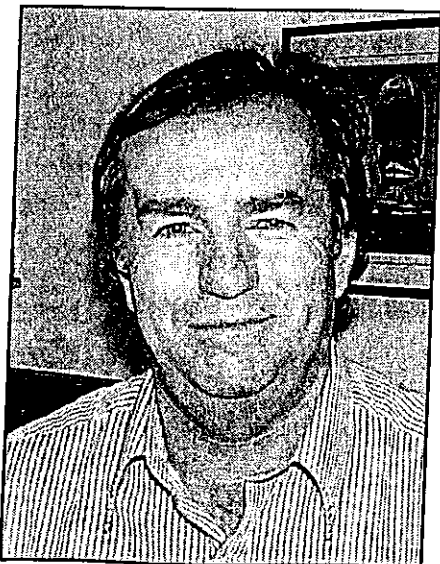
am going to enjoy working with a great group of talented people. I hope everyone has a happy holiday season, and wish members and their crews and families the best in the new year.

The executive would like to announce the following appointments:

**Lothar Bauer** Property Equipment Maintenance & Inventory  
**Carl Durham** Keeper of the Lift  
**Ralf Fiedler** Harbour Master

**Fred Bolton** Grounds  
**Rick Worr** Roads & Parking Lot

Commodore: *Elaine Prettyman*



## From the Vice-Commodore

Work on the South harbour walkway will continue through the winter months. We need to build a total of 440 feet of wood decking to complete this project. The wood that is in the parking lot needs to be put into the garage. To help with the walkway, please contact George Mooney. New liferings will be installed at the widows walk, south harbour wall, the dingy dock and at the boat lift. There is one more light to be installed in the parking lot. Anyone who has a use for the old parking lot lights can contact Bob Bingham. If you have a specific job you would like to take on this year for your workhours (grass cutting, cleaning the fridge, etc.) please contact me.

Vice-Commodore: *Robert Reaume*



# News and Information



## Farewell to Kevin and France

On Friday November 12th a farewell party was given to Kevin and France as they prepare to leave for Montreal to spend the winter and prepare for their voyage of a lifetime which will begin in the spring of 2000. Many of Kevin's friends were there to wish him and his family the best of luck. Mary Ellen Mangile and Gloria Basden organized this event which was a great success. See photos in this issue of *The Currents*

## Passing of the Flag

On November 14th during the general club meeting the transfer of power was passed to the new executive. See the front cover of the newsletter to see who the new executive members are. Congratulations to all.



Elaine Prettyman the new Commodore receiving the flag from John Amyot the Past Commodore..



Bob Reaume the new Vice-Commodore receiving the flag from the Past Vice-Commodore Elaine Prettyman

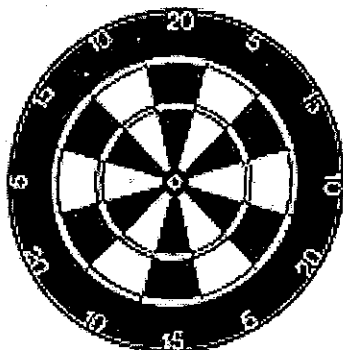
# Darts at LMYC

All members and friends are welcome to Darts 99 at LMYC. Darts started at the first of November this year and attendance is steadily improving. A reminder that darts begin at 8:00 pm every Wednesday evening at LMYC.

Parking is at a premium, so please park along the south curb leaving the turnaround circle clear.

Any questions please contact Phil Smith 972-1946

or  
Ralph Kepran 734-8154



## Upcoming Events

### REMINDER

The adult "Trim the Tree" party is fast approaching and will be held Saturday evening, December 11th, beginning at 7:30. It will be a potluck,, hor d'euvres evening so bring your favorite. All are invited to help us trim the tree to prepare for Santa's arrival. Everyone attending is asked to bring a gift for "Frank Chauvin's kids".



For those of you who may not know: Phil Smith collects these gifts every Christmas for Frank who helps put a smile on the faces of as many underprivileged children in Windsor as he can. Frank also helps provide for about 50 girls in an orphanage in Haiti which he was instrumental in opening. Let's make this the best year yet for the "kids"!

Now that the tree is decorated and the adults have had their fun it's time to think about The

Children's Christmas Party. As usual this party is the next afternoon, Sunday, December 12th from 1:00 to 3:00. As we don't want to let anything out of the bag all those planning to bring a child should call me at 736-6596 or Carol Ferguson at 736-5606 for details. This should be a fun day so give us a call.



Now, WE NEED YOU! If ANYONE would like to help in ANY WAY with ANY EVENT

through the year it would be greatly appreciated. Remember, this goes toward work hours. Ideas and help for the "Millennium" New Year's Eve Party are especially appreciated.



I look forward to the challenge this position will offer and hope we will work together to have a great "social" year as we enter the new millennium. I am also very happy to say that Bob and Carol Ferguson have graciously agreed to help Judge and myself this year as a social committee so please feel free to call any of us to help us with ideas, etc. Thanks in advance for your support.



Your new and somewhat nervous Social Director,  
Mary Ellen Mangile



## New Arrival



*Proud Grandparents Ralph and Doris Kepran are happy to announce the birth of their first grandchild Alice Jean Kepran Sills on November 7, 1999.*

*Parents Heather and Dave and baby Alice are all doing fine.*



## Monday Luncheons

Reminder to club members who might be interested in coming to the clubhouse on Mondays for lunch. Lunch is served from 12:00 till whenever. Cost is reasonable. If you plan to attend on a regular basis be prepared to take an active part in the preparation of this luncheon. Everyone helps.



## Harbour Master Report

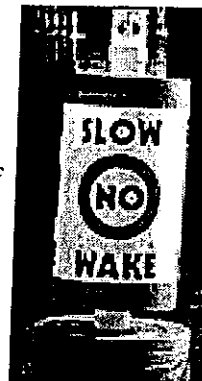
The sailing season is over for 1999. The last boat which came out was Jurgen Hendel of Raikia on November 25, 1999 and the first boat out was Ralph Kepran of Ceilidh.

It's time to clean up the area around the clubhouse and boat docks. If you have your mast not put away, please take the time and put it on the mast racks. That is your responsibility.

Some reminders to prepare for the winter, just in case you haven't.

- Lock your ladders to your cradle.
- Take your outboards home.
- Secure your boat box.
- Clean up around your boat and dock.

We will try to hold a special meeting before the new year concerning dredging. Check your mail for meeting notification. If you have any concerns concerning dredging please get in contact with Ralf Fiedler.



## Smoking no relaxer

If you think smoking will calm your nerves, think again. A new report indicates the habit adds to stress. British psychologist Andy Parrott reviewed Canadian and other studies on the relationship between smoking and stress. His report, released by the American Psychological Association, suggests smoking only alleviates stress during the puffing act, when the body isn't going through withdrawal.



However, between cigarettes, negative moods can heighten.

"The repeated occurrence of negative moods between cigarettes means that smokers tend to experience slightly above-average level of daily stress," says Parrott. Thus nicotine dependency seems to be a direct cause of stress" Other studies have found that quitting smoking reduces stress, concludes Parrott.

*Windsor Star Article*

# Facts About The Bluenose II

Bluenose II was built from the identical plans as Bluenose, in the same shipyard of Smith and Rhuland and by some of the same men.

Identical to Bluenose in design of hull, rigging and sail plan.

Bluenose II was sold to the government of Nova Scotia for \$1 in 1971 by the Oland family of Halifax, and represents Nova Scotia as a sailing goodwill ambassador.

Bluenose II is acknowledged to have the largest working mainsail in the world, measuring 4,150 square feet (386 m<sup>2</sup>), Total sail area measures over 11,000 square feet (1036 m<sup>2</sup>).

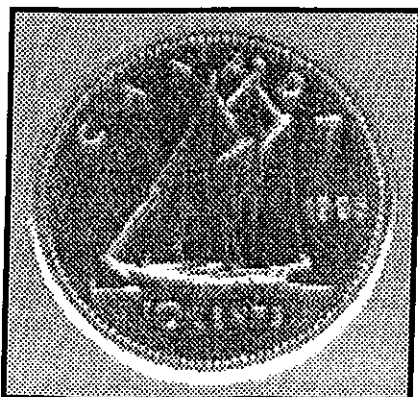
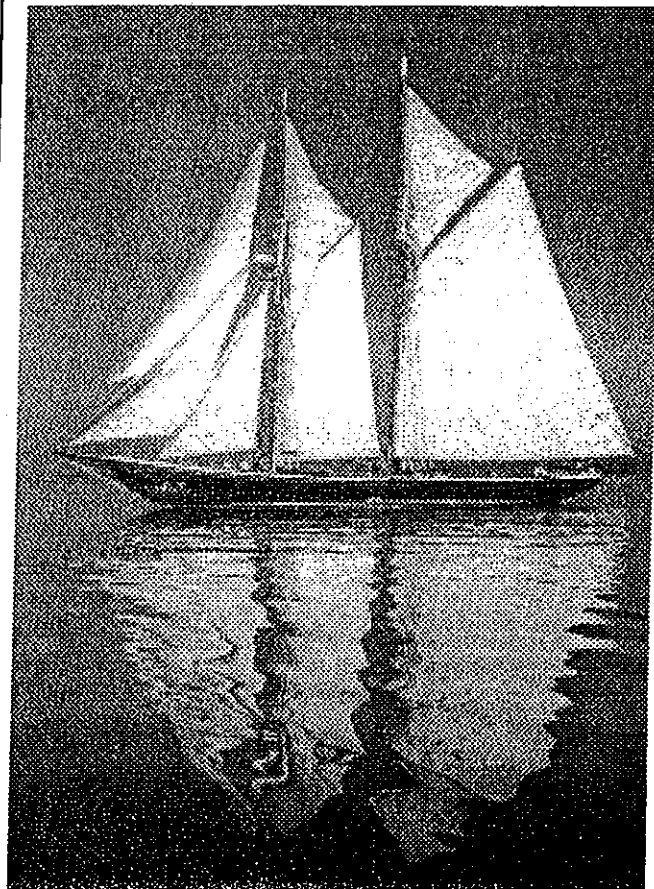
Bluenose II does not race, as there is no desire to tamper with the fame and glory won by Bluenose.

Voyages to various Canadian and US ports are used to promote Nova Scotia tourism and trade development.

All crew members live on board during the ship's six-month season.

Instructions to the seaman and cadets in the traditional skills of seamanship is an important task of the Officers of Bluenose II.

Bluenose II is the symbol of Nova Scotia around the world.

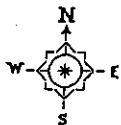


The image of the Bluenose has graced the Canadian Dime since 1937. She was the subject of a Canadian stamp in 1929, and Captain Angus Walters was so honoured in 1988. Both the Bluenose and Captain Angus Walters have been inducted into the Canadian Sports Hall of Fame for their achievements in the International Fisherman's Trophy races.

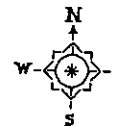




# Le Coeur de France Leg 2



by  
**Kevin Hart**



*10/3/99 Le Coeur de France: Update sitting here in Windsor.*

This is not in the plan. The boat is in Quebec and we are here. The sale of the house has fallen through and we have no prospects at this time. Bummer!!! Winter will soon be here to remind us why our compass is permanently pointing south. France has done a super job trying to sell, but we could not predict the outcome of other peoples financing woes. I may be forced to take a job here. This will mean work aboard LCdF will be delayed until I can return to PQ. Perhaps I can find enough boat work here to do, so it isn't a total loss. I take some feeling of accomplishment after realizing that we have slipped the lines and LCdF has 500 nm. under her keel heading towards her intended destination.



Kevin Hart

## CHAPTER 2--- Le Coeur de France – Colchester [41°59" N-- 082°56" W]

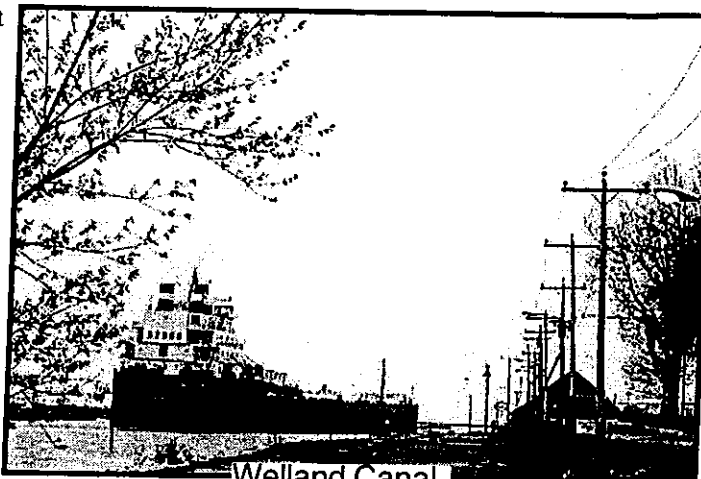
It's 6:45 a.m. as Sam and I steal away into a lumpy leftover chop, from the previous day. The wind is on the nose and there will be no change in the near future. As we motor our way through Pelee Passage settling in to a routine of cooking, helming, navigating. We realize that if we must continue like this, a pit stop would be inevitable. Port Stanley seemed the logical place, even though we lose forty miles. Sam and I take turns on watch diligently keeping the ships log up to date as we go.

We also kept the VHF on channel 16. At 9:10 pm we hear someone talking to the Coast Guard Cutter Griffon. He gives his position as being just south of Port Glassco, which happens to be right where we were. He claimed to have seen flares going off. We saw nothing. A few minutes later this powerboat comes full blast toward Le Coeur de France, flooding us with this bright light and at the same time he tells the Griffon that he thinks it could have been us. I immediately inform the Griffon; it's not us but we will keep an eye out. 11 :00 pm 42°25" N--081°31" W. We witness the most incredible moonrise I have ever seen. The Griffon contacts us once again. I give the all clear from us. She asks our destination. I tell her Port Stanley then on to Welland. She says that they will be in the canal working. I sign off, and all is well on a moonlit calm lake this first day of September 99. 42°39" N--081°13" W LCdF ghosts into a sleepy Port Stanley at 3:30 am. Tie up to the wall and crash for the rest of the night.

Come morning Sam and I search out showers 'breakfast and fuel. Bingo on all items. We timed our departure from the fuel dock to clear the lift-bridge as prearranged between us and the [perverted] operator.

We motored out at 9:30 am with one thing in mind . Get to Welland Canal on this run. The water is so flat you could shave in it. Weather report is becoming a broken record. At 5:00pm with wishful thinking we raise the main. "Oh, so that's what a sail looks like. I wish there was some wind to go with it."

While at Port Stanley I called France, so she could tell those who were meeting what our progress is, E.T.A. Welland and us. Little did Sam and I know; but the party meeting us had already partied the night



Welland Canal



before at Lock #7.

Whoever named Long Point obviously spoke in understatement. How about Looooooooooooooooooooooooong point. What we thought was going to be an exciting rescue, turned out to be nothing but an inflatable pool toy boat. We took it aboard, decommissioned it and stored it.

Now Sam is seeing things. "There is someone out here with a radio-controlled ship," he says. We both stare across the still water at this tiny ship. It seemed about 100yds. Away. We are about 1 mile off Long pt. and see nobody around! (Strange we think) until the binoculars clear it up. The air was so clear and the water so smooth; it produced this amazing illusion. We were actually looking at a freighter about 10 miles away.



Entrance to the Welland Canal

Finally we round Long Point, set the course, make dinner, and enjoy a flood of spectacular colour as the sun sets, then transfers the night into a canopy of endless diamonds in the sky. Except for the ever presence of the diesel engine all was peaceful as we are once again treated to a magical orange moonrise pulling up with it the equally brilliant Jupiter. Living in the city with all its lights robs us of these sights. Perhaps this is why we are so moved.

Thursday, September 2, at 2:30 am. It seems we have developed the knack for landing in the middle of the night. Sam knew his way in here as he promptly moved LCdeF over to thru transit docks, which are located right in the middle of Port Colbourne. Sleep was the order of the night.

As morning broke to another beautiful day, we were informed of the work being done in the locks by The Griffon. There would be a four hour delay. It seems a ship from the day before had gotten away and flattened its nose on one of the end walls. OUCH!

We were eventually joined by another sailboat. They had just come from Wisconsin after buying her, and were in no mood for a delay, until I suggested the alternative, Niagara Falls.

It was obvious, that they needed an attitude adjustment. I asked them where they stopped in the Detroit area. With her nose in the air, the lady onboard says, "Oh! We stayed at Bayview Y.C."

Without missing a beat Sam states, "Really; I'm a member there"

At that you could see the eyes roll, as they looked at each other.

Then Sam says, "I hope they took care of you". The lady says, "yea some guy named She. Ser.. Uh " and Sam says "Sherm" and they replied, "Yea that's his name."

Sam tells them he is just helping me move LCdeF. The skipper still with a tone of tolerance in his voice refers to the boats that they saw at Bayview and asks, "So what do you sail?".

Sam replies, "I take care of and helm Sassy."

Total silence as the eyes roll again. Then without missing a beat Sam drops a bomb on this guy by telling him that the boat he just bought Sam use to sail! It took a while for the guy to get his jaw off the deck. Now we were their new best friends.

Enter: Juergen, Dell and George.

George was shanghaied to handle the ropes as we moved through the locks.

Juergen and Dell drove the car along trying to rendezvous with us at each lock. [Not an easy assignment] Trader [the other sailboat] left lock #8 heading for Lock #7 like a bat-out-of-hell. Sam and George were having too much fun with this, because no matter how fast they went, they had to wait for us. Lead on Trader!

At Lock #6 we were informed of another delay. Juergen and Dell were on the outside the locked gate. George in his own charming way got the girl to open up and let them in. Anointing Juergen as the keeper of the gate, lest he lock up when they left. This time give us all a not too often seen operation, and juggling act, as the lock operators moved everyone and 93 million gallons of water at will.

I made lunch for us as the gam flowed in the mid-afternoon heat. It was a good time for me to reflect how lucky I was to have friends like this. To drive all this way to help a fellow sailor, making it not only easy but also thoroughly enjoyable. Thanks guys!

The moving of LCdeF through the rest of the locks went smooth until at last we exited Lock #1 at 2:30 a.m. [again in the middle of the night]

Everyone piled aboard for some pizza Dell produced and a steak stir-fry I cooked-up. Sleeping facilities were



arranged and the snoring began.

Morning came too soon as we awoke to the sounds of the freighter "James Norris" in all her beauty close enough to touch, heading into Lake Ontario. We scoot around the corner to the marina. Here I say good-bye to Sam whose company, advice, and experience I will always enjoy to remember. You're a straight arrow Sam Irwin. Juergen Dell and George will also depart for home as soon as Al Prettyman arrives. Al is going to cross Lake Ont. with me.... Again, thanks to all.

*Stay tuned for Chapter 3 Kevin Hart s/v Le Coeur de France.*



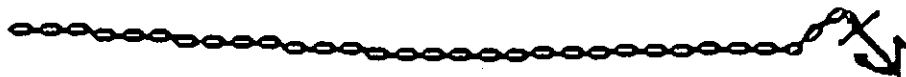
Sam Irwin



Jurgen Hendel



George Mooney



## **Lacklustre Libido? Lay off the Licorice**

**By Reuters  
Boston**

A ladies' man suffering from a lackluster libido may want to lay off the licorice. Three Italian doctors warn in a letter published in a recent *New England Journal of Medicine* that glycyrrhizic acid, the active ingredient in licorice, has been found to suppress sex hormone levels in men.

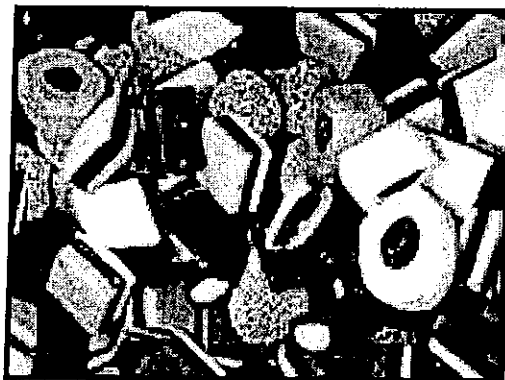
The study, involving seven men in their 20's found that just seven grams a licorice a day over four days was enough to reduce the amount of testosterone by an average of 44 percent.

Hormone levels returned to normal after four days of licorice abstinence, said the team led by Dr. Decio Armanini of the

an average of 44 percent.

Hormone levels returned to normal after four days of licorice abstinence, said the team led by Dr. Decio Armanini of the University of Padua.

Extracts of licorice root are a widely used flavoring agents found in breath freshener and candy.



## Barabara and Manfred Albrecht Update

Date: Monday 25 Oct.1 999 20:16:56 GMT

Dear families and friends.

Today I will take time out and send my first letter out to you from Chaguaramas, Trinidad. As you know we said good bye to our families and friends (which is always hard) on Oct. 8th and flew from Windsor to Toronto and then to Trinidad. It was almost a 6 hrs flight and we landed in Port of Spain at 3:45 am on Saturday morning. Going through customs was not a problem and our taxi was waiting for us.



Barbara & Manfred

Little after 5:00 am we arrived at the Yard where a very dirty 'St. Pauli' was sitting. We heaved all the heavy luggage up the ladder and when we opened the companionway and looked inside of the boat, I was almost ready to cry! The wood looked grey and it was covered in mildew! Even though I had scrubbed the boat down with vinegar water before we left in April. I was told that this can happen in the rainy season from June to Dec. The fact that we had the boat totally covered in a sort of shrink wrap diminished the air flow down below. Needless to say I had to start cleaning right away the v-berth to be able to put our heads down and get a little bit of sleep. After a couple of hours we woke up to a bright sunshine and 30 + degree of heat. That took awhile to get used too! We did not know what to do first, there were so many things that needed attention. Manfred checked out all the electrical stuff and found no problems. Our solar panel kept the batteries charged but they needed water.

We got in touch with Sue and Pete on 'Laboatique' who got back here in Sept. after a 2 month stay in Ohio. Their boat was squeaky clean and sitting at Coral Cove Marina in the water. Sue and Pete came over and greeted us. We were glad to see each other again. They had bought a new propane stove and we took the old one off their hands. Our stove was heated with Kerosene or diesel and I never lit a flame on that one!! I was afraid to do so and Manfred had the added responsibility. Now I feel more at home and can use the stove without him. Yesterday I had cooked our first supper on the boat. For over 2 weeks we ate at the different restaurants around here. It is not very expensive- to do so, a Chicken Parmigiano dish including garlic bread cost around \$ US 5,00. All our work on the hull of the boat (sanded and painted bottom and cleaned and polished hull, we hired help to do it) was done and we got launched last Wednesday and are now at Coral Cove too, to do the rest of what needs to be done.

Before I forget, we have had a Hurricane Watch the first weekend of our stay here. Hurricane Floyd was close by and Tobago had a warning out. But we all got lucky and we only had lots of rain and wind. But we were glad to be sitting on the hard as it came. Some boats who got launched only days before got hauled again, because it is a very rocky anchorage here. Well I think this is a very long letter and before it gets too long and boring I will stop right here and send it off. Till next time we say good bye for now!

From the sea-faring computer of St. Pauli in the warm Caribbean Sea!



# LMYC Halloween 1999



Doris Kepran as Y2K Bug

This year Halloween at LMYC was celebrated on Saturday night October 30, 1999. About 20 club members attended this event. Some members dressed in costumes some not.

Andy Kozierski the club's social director did a fine job in calling members and preparing the clubhouse in a Halloween mode.

Prizes were given out for the best costumes.

First Prize -- Doris Kepran as the Y2K Bug

Second Prize -- Denis Pare as THE JAMICAN

Third Prize -- Roy Oliver as "The Grim Reaper"



Elaine and Allan Prettyman



Jurgen Hendel, Andy Kozieradzki, Ralph Kepran



Roy and Gail Oliver



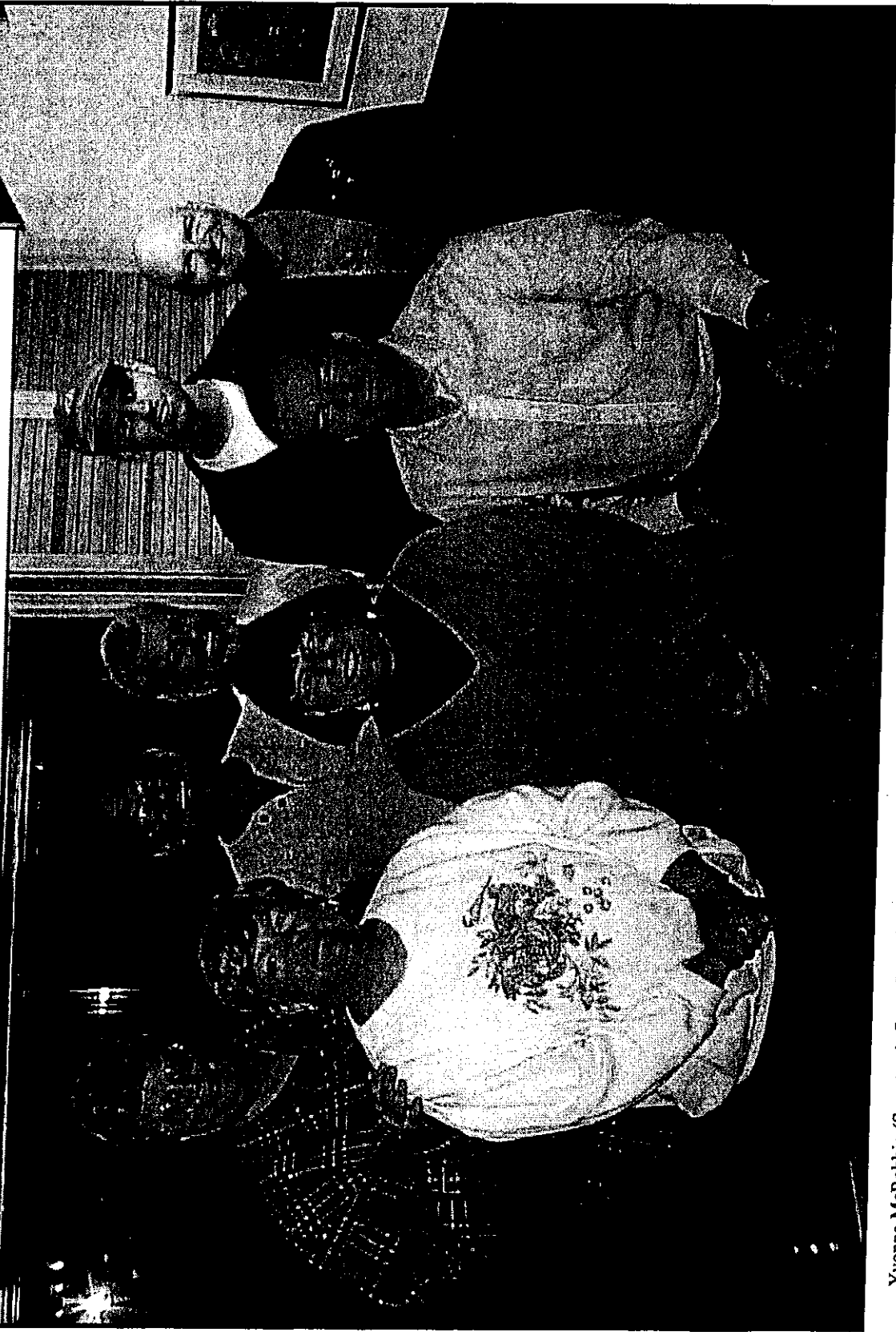


Top Row: Daniella Laing, Doris Kepran, Bob Henson, Elaine Prettyman, Allan Prettyman  
Front Row: Roy Oliver, Kenny Robitaille, Dennis Pare, Gail Oliver, Barbara Pare



Prize Winners -- Gail Oliver (Runner Up), Roy Oliver (3rd), Doris Kepran (1st), Dennis Pare (2nd)

# LMYC Executives



Yvonne McRobbie (Secretary), Steve Kepran (House Director), Bodo Schaefer (Secretary), Donald Beneteau (Race Director), Ralf Fiedler (Harbour Master)  
Mary Ellen Mangile (Social Director), Elaine Prettyman (Commodore), Bob Reaume (Vice-Commodore)

# Awards Night Race Results

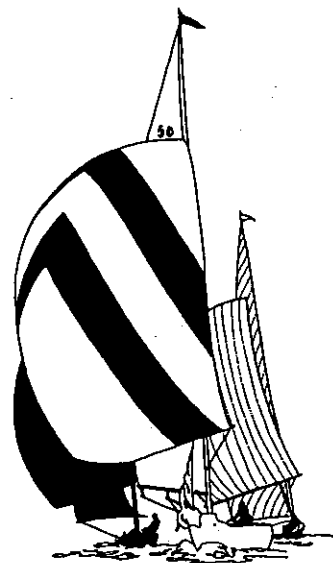
by Larry Laing

Racing is alive and well at LMYC - we had up to 15 boats in our JOG Fleets on Monday nights, and 27 boats in our PHRF fleets on Wednesday nights! We had a new Abbott specially delivered to join the fleet this year and another one is anticipated for next year. This should make for some heavy competition next year with 5 Abbotts in the A fleet. The B fleet is very strong with 9 competitors and some very close competition - the first and second place finishers bottomed up to within 1.5 points of each other after the 18 race overall series. And finally the C fleet with 9 boats also has had some interesting competition with a newcomer breaking away into the winners circle and a slightly damaged gannet working at de-throning the eternal champion.

I hope next year is even better.

Special Thanks to the Race Committee for contributing their time and doing such an outstanding job this year. They made my job very easy.

The Race Committee comprised of: Connie Buliga, John Geary Sr, Jim Blackton, Dennis Douthart, Bob Henson, and Phil Smith.



## Flag Winners for 1999.

### JOG A

Spring - 1st - Mad Max ( Al Buliga), 2nd - R Escape ( Bob Reaume)

Fall - 1st -Mad Max (Al Buliga), 2nd - Alchemy (Yvonne McRobbie)

Overall -1st-Mad Max (Al Buliga), 2nd - Alchemy (Yvonne McRobbie)

### JOG B

Spring - 1st - Morpheus ( John Amyot), 2nd - Tryanstopus (George Mooney), 3rd - Indigo Lady (Judge Mangile)

Fall - 1st - Grey Gannet ( Alan Prettyman), 2nd- Morpheus ( John Amyot), 3rd - Office Office (Don Beneteau) Overall -

1st - Morpheus ( John Amyot), 2nd - Tryanstopus (George Mooney), 3rd - Office Office (Don Beneteau)

### PHRF A

Spring - 1st - Rakaia (Juergen Hendel), 2nd - Special Delivery ( Bob Bingham), 3rd - Flirt ( Andy Kozieradski)

Fall - 1st - Rakaia (Juergen Hendel), 2nd - Mad Max (Al Buliga), 3rd- R Escape (Bob Reaume).

Overall - 1st - Rakaia (Juergen Hendel), 2nd - Mad Max (Al Buliga), 3rd -Special Delivery ( Bob Bingham),

### PHRF B

Spring- 1st - Altered State (John Geary Jr), 2nd -Morpheus ( John Amyot), 3rd - Bottoms Up ( John Vandereerden)

Fall - 1st -Morpheus ( John Amyot), 2nd -Bottoms Up ( John Vandereerden), 3rd - Quattro ( John Metcalfe)

Overall - 1st -Morpheus ( John Amyot), 2nd -Bottoms Up ( John Vandereerden), 3rd - Quattro ( John Metcalfe)

### PHRF C

Spring - 1st - Grey Gannet ( Alan Prettyman), 2nd - Sunkist ( Chris Barron), 3rd- Breakaway ( Rob Ferguson)

Fall - 1st -Sunkist ( Chris Barron), 2nd- Grey Gannet ( Alan Prettyman), 3rd- Breakaway ( Rob Ferguson)

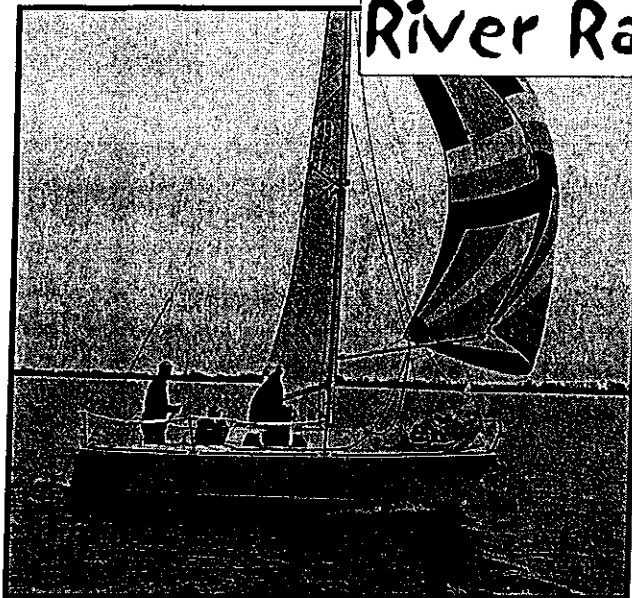
Overall -1st Sunkist ( Chris Barron), 2nd- Grey Gannet ( Alan Prettyman), 3rd- Breakaway ( Rob Ferguson)

Also I would like to thank Ken Robitaille for tabulating the results and making booklets for the flag winners.

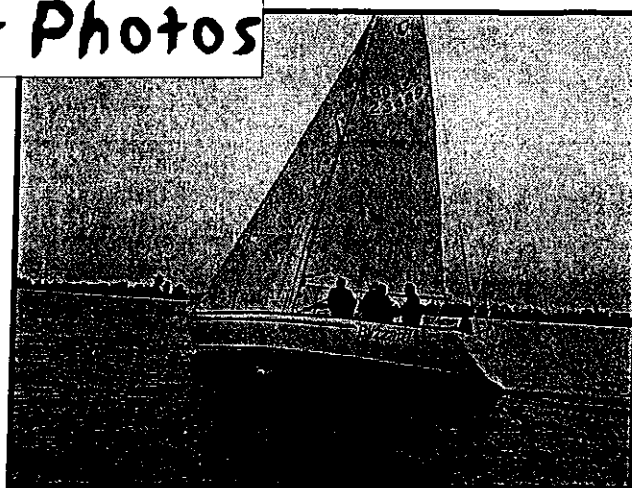




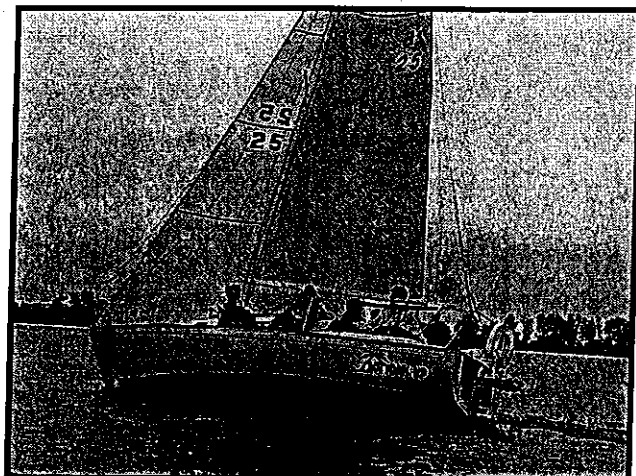
# River Rat Photos



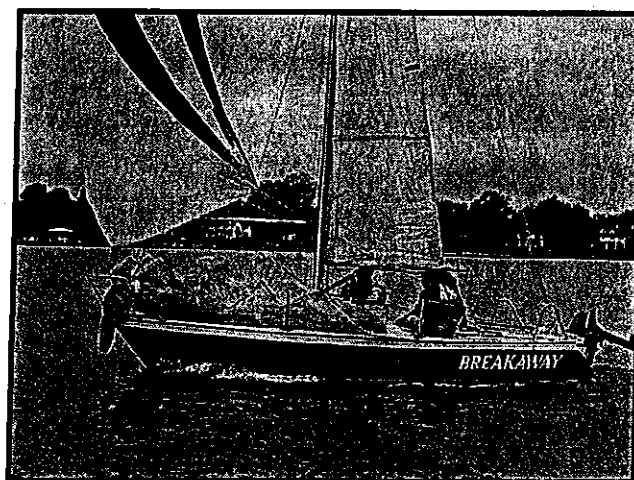
*Donald Beneteau on "Office Office"*



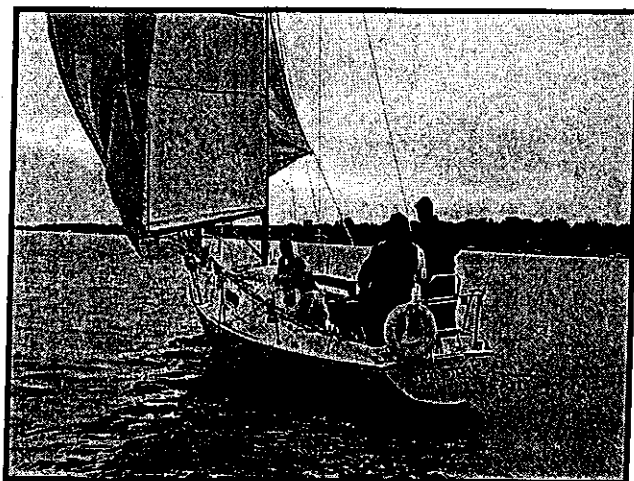
*Jim Beaudoin on "Blizzard"*



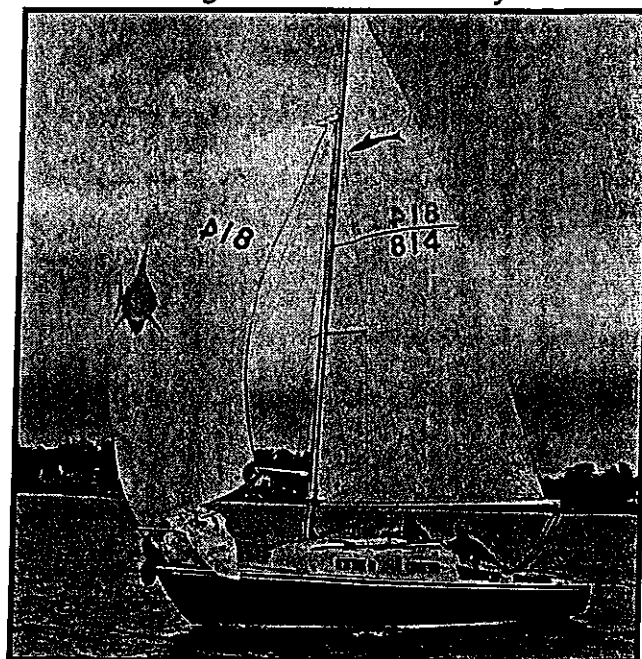
*John Vandereeden on "Bottoms Up"*



*Rob Ferguson on "Breakaway"*

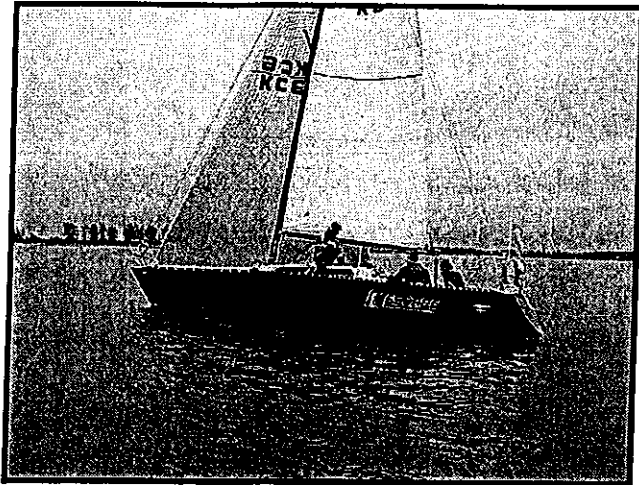


*George Mooney on "Trynstopus"*

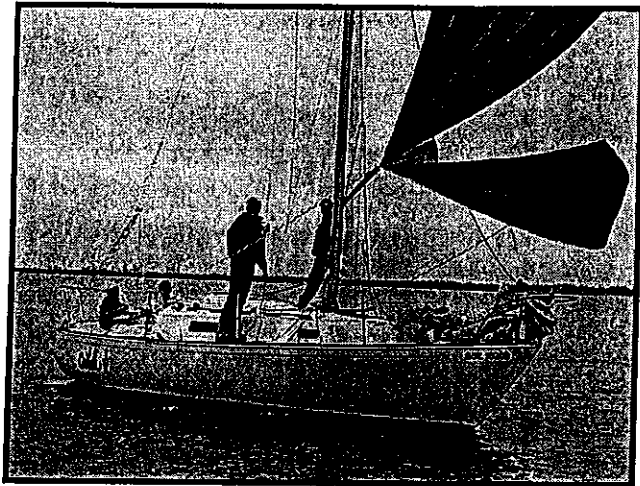


*Bob Ferguson & Bernie Wolter on "Gringo"*

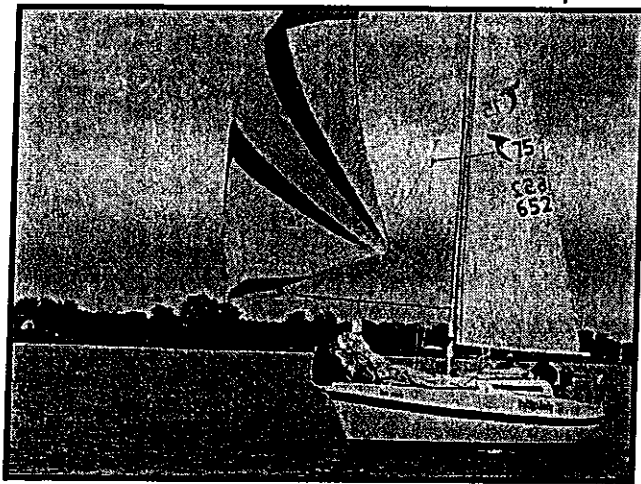




*Bob Reaume on "R-Escape"*



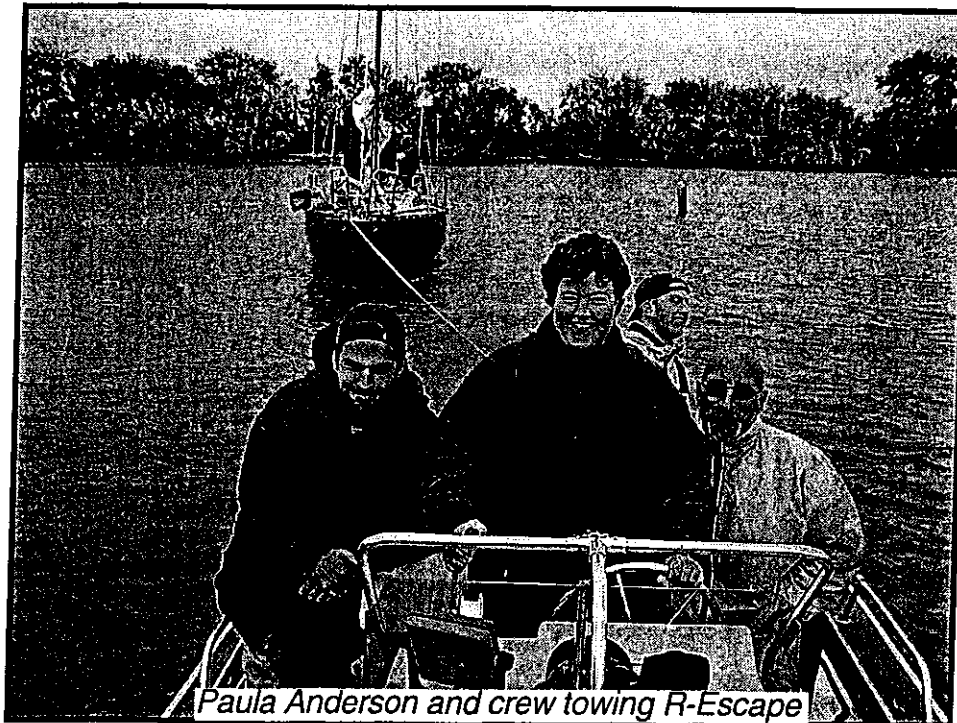
*Ralph Kepran on "Ceilidh"*



*Judge Mangile on "Indigo Lady"*



*Jurgen Hendel on "Rakaia"*



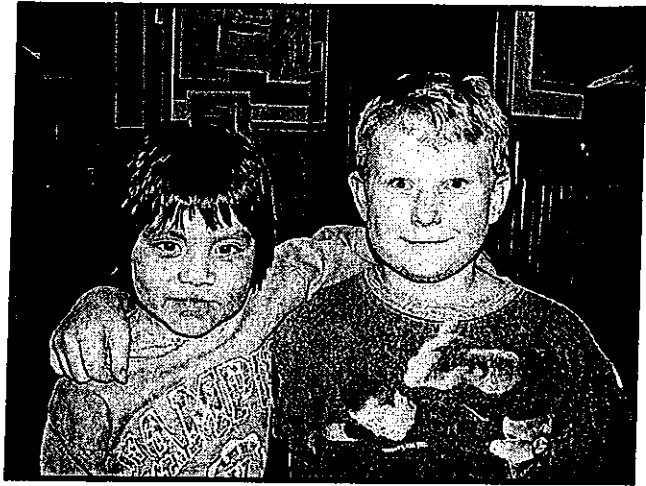
*Paula Anderson and crew towing R-Escape*



# *Farewell To Kevin, France and Nely*



Perry and Gloria Basden



Nely and Willie



Maggie and Dave Evans



Kevin, Mary Ellen Mangile and France



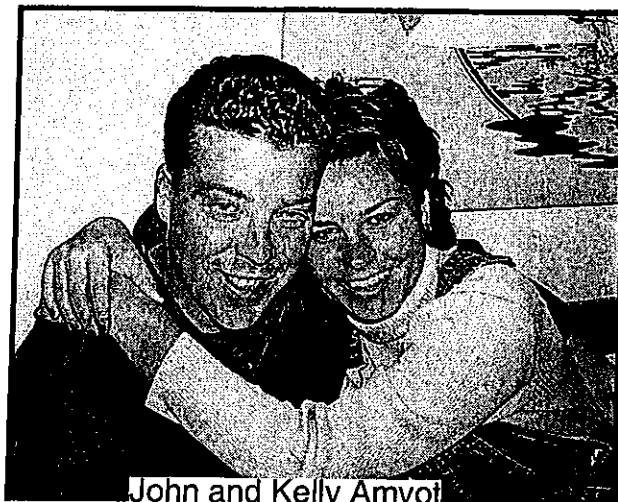
Judge and Mary Ellen Mangile



Kevin and France



Jack Penney and Darlene Fraser



John and Kelly Amyot



Allan, Elaine and Willie Prettyman



Linda Schreiber and Jurgen Hendel



Linda Parchoma



Jean and Bob Williams





Sue Ouellette and Bob Reaume



John Murphy and Cathy



Linday Guy and Gus Martin



George Mooney, Maggie and Frank Hart



Sam Irwin, Renee Laird, Bob Bingham



Louise and John Geary Senior

## ◀ Commodore John Amyot Senior ▶



We say goodbye to Commodore John Amyot Senior after a fulfilling 1999 sailing year.

John was not a man content to sit back and watch as others made things happen. He was right there, doing what ever was needed to make an event successful. No job was too big or too small.

John was instrumental in developing major changes in LMYC that he identifies as work he is most proud of in his tenure as Commodore of LMYC. During his year in office, the Haul Out Well, Travel Lift, and Travel trailer became a reality.

Redesigning the front entrance of the club to better accommodate the wheel chair lift was a proud accomplishment.

Improvements were made to the entrance of LMYC by adding landscaping and flowers which now immediately catches people's attention.

The south harbour walkway is started and will become a reality before the millennium arrives.

A new tractor for cutting the grass and finally a garage (storage shed) is now a reality.

John describes himself as a hands-on-commodore. He didn't interfere with members roles or talents as long as he was kept informed. John knows that everything isn't black and white. There are a lot of grey issues. Listen. Be patient. Compromise was John's way of conducting business.

In closing John Amyot was intensely devoted to LMYC and its members. He possessed a unique combination of skills as a leader and of warmth as a friend to so many who knew him. God bless you John, and good sailing in the future.