

January 2000



## La Salle Mariner's Yacht Club

Getting ready to celebrate THE MILLENNIUM

### LaSalle Mariner's Yacht Club 1999 Officers

**Commodore:** Elaine Prettyman 978-9820

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

**Secretary:** Bodo Schaefer 736-8298

**Maintenace:** 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

# 2000



# LaSalle Currents



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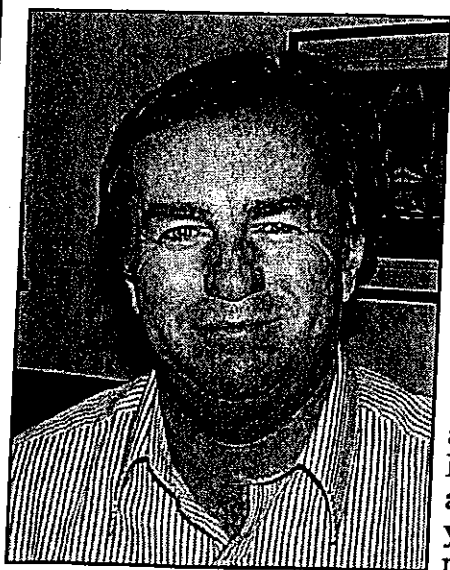
Official Publication of LaSalle Mariner's Yacht Club



## From the Commodore

Welcome to the new millennium. I hope this year brings joy and happiness to everyone, and of course lots of opportunities for sailing! The big concern at the end of last season was the water levels in the harbour - specifically the south side and the pump-out area. The executive called a special meeting in December to discuss quotes we had received from Hottie and Dean - and to get membership approval to go ahead with dredging. The decision was made to dredge both harbours, around the pump-out, lift well, and to remove the birm (behind the new wells) and any pumps/lumps from the channels out into the river. All boat wells will be dredged, but the area under the docks will not be touched. Water levels will be 8-9 feet in all areas. Hottie will be starting the dredging as soon as we receive the permit from ERCA, and will be completed before the first boat is back in the water.

Commodore: *Elaine Prettyman*



## From the Vice-Commodore

Merry Christmas and a Happy New Year to all LMYC club members. We have brought in the Millennium with a bang and now we can get on with the business of running the club. We are still looking for members to volunteer their time to install the walkway on the south harbor if the weather permits. This is an excellent project and members will benefit by getting their work hours early.

Electrical on the new lift will be finalized early in January.

Dredging will start as soon as possible. Be patient.

Volunteers are needed to build some life ring holder boxes. You can see we are in desperate need of a new one. Call me for details.

If you would like to volunteer for a particular job, please feel free to call me at any time. Your services will be greatly appreciated. If there is a any job you would like to do please call please call to let me know.

Vice-Commodore: *Robert Reaume*

*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 Social Director*

Everyone did a great job decorating the tree as usual. A small group attended and sang carols as they toasted their accomplishment.

Juergen and Judge were in charge of putting on the lights which they did in what seemed to be a new record time, 2 min. & 18 seconds flat. It proved to be another successful night for Frank Chauvin's kids as well. Thanks all!

Carol and Bob Ferguson did a super job decorating the clubhouse this year. All the snowflakes hanging from the ceiling were created by Carol's students. Good job Carol and Bob. Carol don't forget to thank your students for us.

The children's Christmas party was also quite a success with about 20 children attending. They were entertained by decorating ginger bread cookies, watching Christmas videos and best of all, face painting. Many thanks to Joanne Blackton who did a sensational job painting all the faces. Her talents certainly did not go unnoticed. Three cheers for you Joanne, you did a great job! I would also like to thank Linda Schreiber for taking pictures of the excited painted faces, especially when SANTA arrived. "Thanks so much Santa for taking time out of your busy schedule to make a special visit to our club". Last, but not least I would like to thank my two daughters, Terri and Jenny for all their help setting up, filling goodie bags, helping decorate cookies and cleaning up. It was greatly appreciated! Fun seemed to be had by all and we can now look forward to next year's party.

The new "Calendar of Events" will be ready soon so everyone can plan his or her year 2000. I am still looking for helpers so please don't hesitate to give me a call. This could be a fun way to do your work hours.

Social Director – Mary Ellen Mangiles



*LMYC Christmas Tree*

## *Frank Chauvin's Holy Name of Mary Food Bank*

One of the most important values that we, as a LMYC community, wish to instill in the children is respect for the dignity of all. We attempt to deliver this message by our individual actions and our commitments. Our clubs involvement in the *Frank Chauvin's Holy Name of Mary Food Bank* is a good example of a way in which we, as a community, attempt to reach out to those who have not been quite as fortunate as many of us.

Christmas can often be a source of extreme anxiety for many families. Heart wrenching decisions

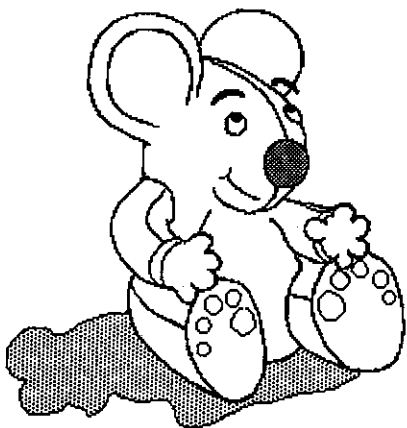
are forced upon many families as they attempt to provide for their children on extremely limited budgets.

They often see asking for or receiving

help as an embarrassment, or perhaps worse, a threat to their dignity.

As it is for many years a tradition at the Christmas Tree decorating party to bring in unwrapped toys, which will be locally distributed. This year, 45 toys and a contribution of \$20.00 US was collected for the fund. This is truly a wonderful testament to your love of children.

Thank you Phil Smith for your involvement in this yearly endeavor.



## *From the Harbour Master*

Some highlights from the December 16<sup>th</sup> meeting concerning dredging.

- ✓ Dredging was approved by club members
- ✓ Hotti was the lowest bidder
- ✓ Actual dredging date to be announced
- ✓ Both north and south harbours and wells will be dredged
- ✓ No firm date when dredging will commence due to government agencies involved

### Reminders to Club Members

- Please take the time to clean up around your boat and boat box.
- There are still masts on the grass. Masts must be placed on the mast racks.
- Personal property should be removed.

- Ladders should be locked and outboard motors removed for the winter.
- Clean up around your area. If you have valuable items please remove or secure properly.

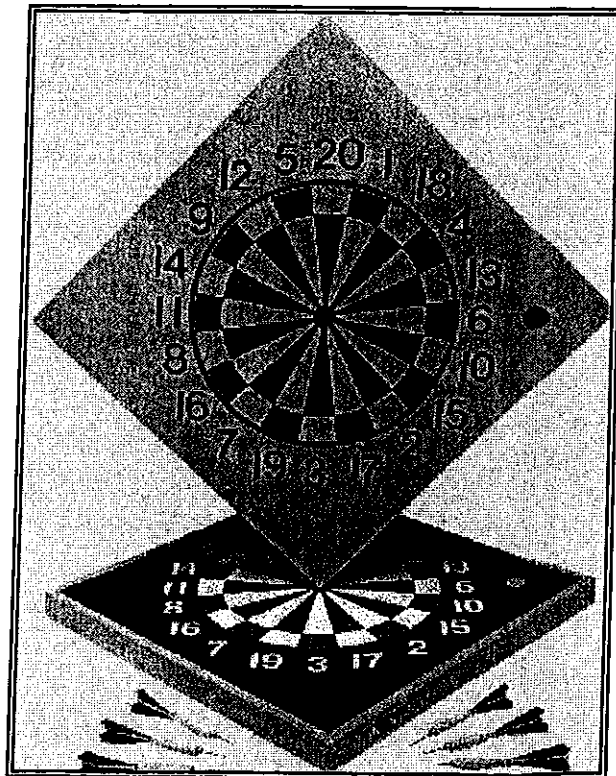
In February Ralf Fiedler will be checking boat yard and will dispose of any articles that are left. Boat owners beware.

Ralf Fiedler Harbour Master

## *LMYC Dart League*

If you have not joined the Dart League and are interested in playing, then it is still not too late to join. Every Wednesday evening beginning at 8:00 p.m. the league commences. Darts begin again January 5<sup>th</sup>.

The turnouts have been great with 18-22 individuals on an average night with one night exceeding 29.



# Constitution Amendments

*The following are changes that are recommended by the Past Commodore's Committee to the executive of 1999 and passed by them. Voting on the proposed changes will be at the next general meeting. If you have any questions concerning the changes please get in contact with John Amyot Senior at your earliest convenience.*

## LaSalle Mariner's Yacht Club Constitution changes

3(k) Emergency Aid Membership **may** be given to any area Sailing Yacht Club Member (must be a member of good standing) in which they **may** be offered a Special Membership privilege at a cost of \$100.00 non-refundable. This membership allows them dockage and winter storage at regular rates but not a key to the clubhouse nor any voting rights. Should they wish to remain here longer than one year, a full membership **application** would have to be submitted for approval. Special membership docking privileges are subject to bumping by any full member requesting dockage. **Delete** —Refunds on dockage on a pro-rated basis.

3(t) Full members are entitled to one indivisible vote, and at the club: **dockage(if available) and winter storage for one boat**

4©Associate Members are not entitled to summer dockage or winter storage.

4(g) renumbered to 4(e)

5(h) **A secret ballot can be demanded by any member through a motion duly seconded and approved by a show of hands.**

5(h) becomes 5(1)

6(d) Meetings of the Board shall be held from time to time at such place and at such time and on such day as the Commodore or Vice Commodore or any two of the Secretary, Treasurer or Directors may determine. The Secretary shall call meetings when directed or authorized by the Commodore or Vice Commodore or any two of the Secretary, Treasurer or Directors. Verbal notice of every meeting so called shall be sufficient notice and shall be given to each director not less than twenty-four (24) hours before the time when the meeting is to be held, save that no notice of a meeting shall be necessary if all the **Board** of Directors are present or if those absent have waived notice of or otherwise signified their consent to the holding of such meeting

6(e) change Directors to **Board of Directors**

6(f) Change Directors to **Board of Directors**

6(g) Change Directors to **Board of Directors**



Change Duties and Powers of Directors to **Duties and Powers of Board of Directors**

7(f) Change Director to **Member of the Board of Directors** in both cases

8(b) Deeds, transfers, assignments, contracts and obligations on behalf of the Club may be signed by the Commodore or Vice Commodore **and in addition, one of the following**

**the Secretary, the Treasurer or a Director**, and the Corporate Seal shall be affixed to such instruments as require same.

8(d) Unless otherwise ordered by the Board, the financial year of the Club shall end on the 31<sup>st</sup> day of December.

8(e) **DELETED**

1 1(a) change to Directors to **Board of Directors**

12(a) 12(b) Change Directors to **Board of Directors**

1 2© **DELETE** .. and this factor posted on the club bulletin board until the account is paid in full. In addition a rebuttal notice by the delinquent member shall, if so desired, be posted along side the notice of arrears.

12(e) Changed to read **The club controls the use of all boat wells. Should a member sell their boat, they may request the club to sub-rent the well for the balance of the season. Any moneys collected by the club will be returned to that member who vacated that well**

1 2(f) add .. four **non recoverable** hours for that job

12(g) **Members will be charged at the rate set by the executive for un-worked hours.**

12(h) previously passed

17© **DELETED**

17(d) becomes 17©



## ***From the Secretary***

**C**ongratulations to Jim Blackton a very lucky member to "Win Your Dues" again. Jim apparently has won this before. Tell us your secret.

The treasurer is asking club members to go on the Monthly payment plan. If the members decides to go on the plan he/she will submit eleven (11) post dated check to

the treasurer. Contact the treasurer for your amounts.

**Remember club members. The Duck is Hungry and must be fed over the winter months.**



# Wake Up Your Taste Buds

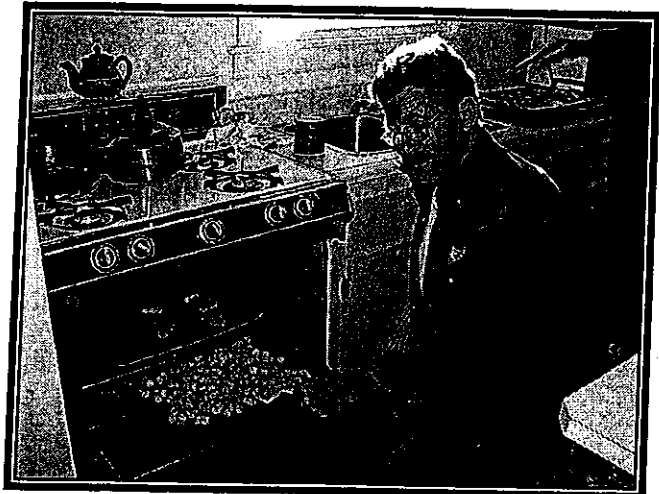
When it comes to eating, it makes sense to let someone else do the cooking and the preparing while you do the feasting. It does the heart of every man's mama good to see people eat well and hearty. Steve Kepran and Allan Prettyman embodies that spirit by serving bountiful bellissimo portions of everything they make at Sunday Mornings at LMYC.

Sunday Breakfast Buffet usually begins around 9:00 am and ends around 11:00. You will be treated to breakfast sausage, strip bacon, and toast home fries, fruit juices and hot piping coffee. After a hearty breakfast members are treated to videos and good conversation.

The debate continues as to who created the original Caesar Salad, and where, but in Essex country everyone knows the place to go is LMYC when Heidi Zeibert is preparing Monday Lunch. From approximately 12:00 noon to 1:00 pm every Monday, it's prime time for the all-you-can Luncheons at LaSalle Mariner's Clubhouse. Make sure you work up an appetite so you can do justice to the spread that could satisfy even Ralph Cramdon's of the Honeymooners hunger.

Noodles, meat sauce, rolls, coffee and that fantastic salad complete this simple yet unforgettable repast. Making an old-fashioned dinner luncheon is fast becoming a lost art amongst busy homemakers, but the tradition continues at LMYC. Walking into LMYC kitchen dining room feels like a homecoming, especially with all those tantalizing aromas wafting out from the kitchen to greet you.

You should call ahead if you plan to attend and remember that everyone takes a turn at making Monday Luncheons something to remember at LMYC.



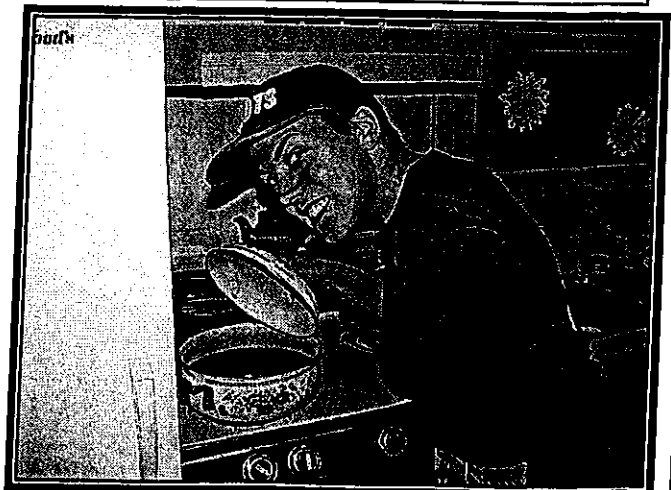
Steve Kepran preparing home fries



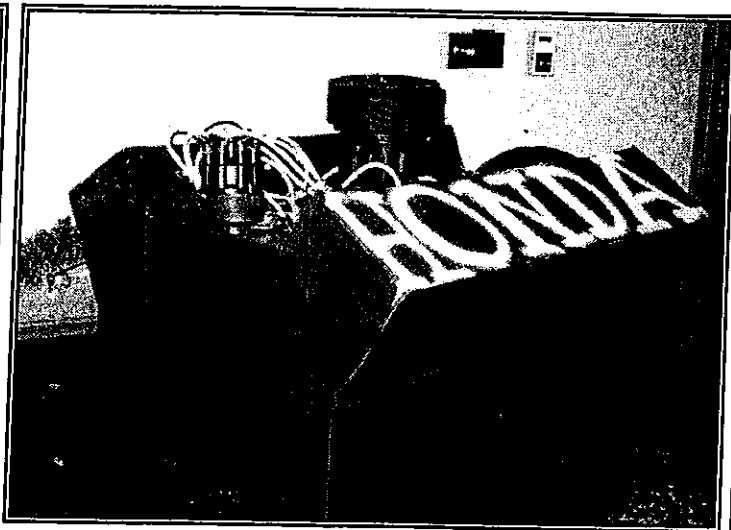
Allan Prettyman and Steve Kepran

## Bottom Photos

Heidi Ziebart preparing Monday Luncheon at LMYC.



# AWARD NIGHT PHOTOS



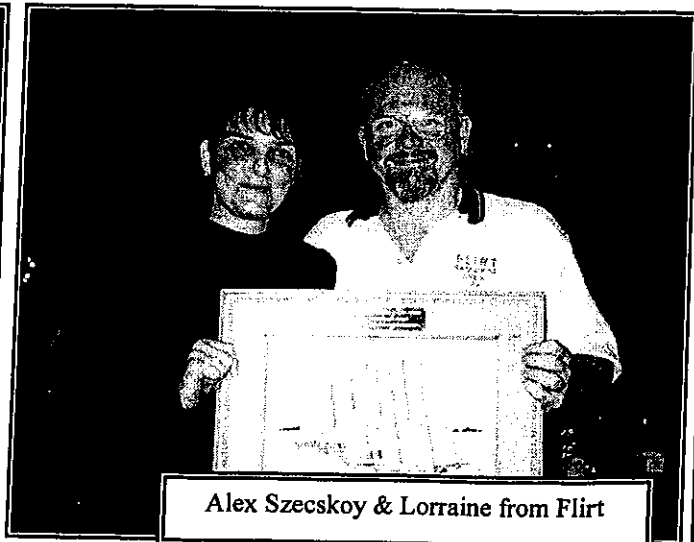
*Top Photo Left*

Jurgen Hendel and Jim Ouellette

*Right Photo* - Darlene Fraser & Jurgen Hendel



Rob Ferguson and Crew



Alex Szecskey & Lorraine from Flirt



## Chapter #3 Voyage of Le Coeur de France

by Kevin Hart

A sleepy misty morning surrounds L.Cde France and her crew as we all come to life in a fashion befitting a troop of mimes; Quietly signaling to each other as not to disturb this wonder of wonders performing before our not yet focused ageing eyes. We are awakened by the soulful sound of a single Baritone groan sung by the beautiful and ever popular James Norris, exiting Lock#1. True poetry in motion as she slides through the still water heading into the lake. We all stand and watch the soft curl of her bow wave and can actually feel the vibration of her beating heart as the mighty diesels pump and the bulk of her massive topsides dwarf us all. Being guys and not wanting to elaborate too much on the spirit of this moment; we turn our attention to more pressing matters first *tree on the right*).

L cde France is moved around the corner to the marina where we say good-bye to Juergen, Sam, Dell and George. You all have made this part of the trip a lot of fun. As we await the arrival of Alan Prettyman, who is coming aboard for the Lake Ontario leg of the trip, we hear of a disaster that is unfolding back home on the 401. Details of this were not clear, but it did not sound good. We were getting a bit concerned. Alan was late. I called Elaine who assured me he had left Windsor early. She gives me his cell phone number. It was nice to hear his voice as he explained he was *Lost!* Normally this would not be a concern, but for the fact that Alan was coming aboard as *navigator*. Getting lost is not an option *{just kidding Al}*

All fueled up adjusted, stored and ready Alan, and I slip away in the early afternoon on a heading of 61° for Coburg. A repeat of the last couple of days as the high sits over us. It is once again calm beyond boredom. The flies are our only challenge. At six-knots LCdeFrance proceeds across the lake with sails tucked away on another star filled early fall eve. Alan says he is content to just relax and motor along as he has just completed a harrowing season of racing. The conversation food and mood is all mellow on these nights of calm.

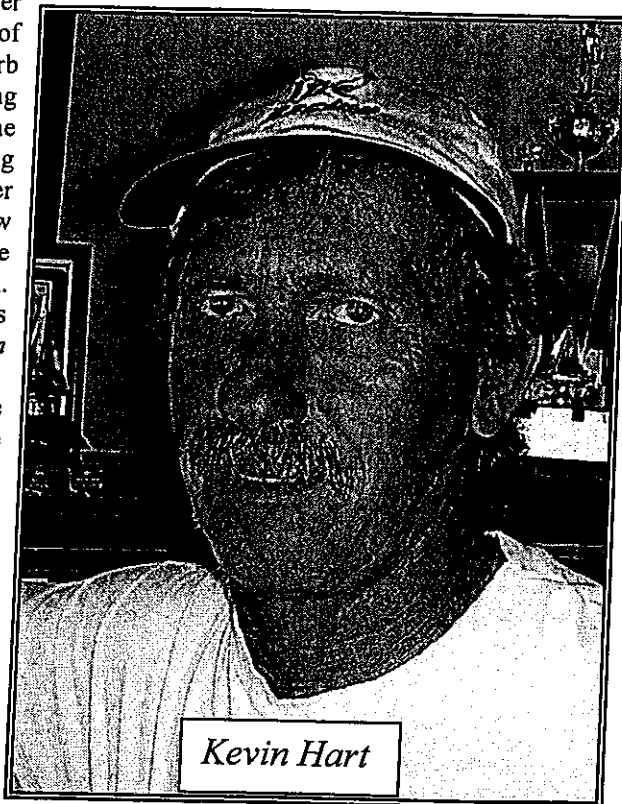
Sixty-three nm. as the crow flies 43°47'N--078°39'W at 11:22 LCde France arrives at Coburg. A very modern harbor with all the amenities of our own Windsor City dock. As per the owner of Trader {the people we met in the Welland Canal} we tied up alongside the inner wall. Alan and I were eager to stretch our limbs after twelve hours of motoring. We walked the docks and found Trader. They had invited us as their guests to tie up there. I left the appropriate "thank you" note and an invitation to drop in at L.M.Y.C if ever in our neck of the woods again.

Being as the weather was so nice we decided to get an early start to see how far we could get. This leg would take us into Presqu'ile the Murray Canal and the Bay of Quinte. The trip to Presqu'ile was great as I finally got to put up a sail. It didn't last too long before the wind clocked on the nose then fell asleep.

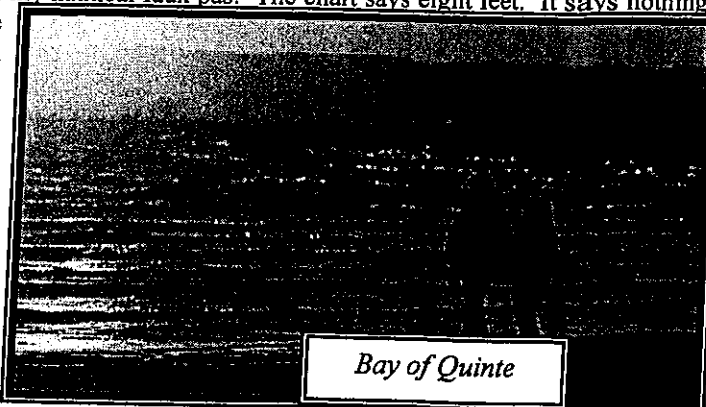
Excited to turn the corner at Presqu'ile I had a lapse of navigation as we cut too close and the sick sound of granite grating on steel, put the situation into perspective, loudly reminding me of my nautical faux pas. The chart says eight feet. It says nothing

of nine foot *WEEDS*. Like a couple of prairie farmers we spent the most of our visit in the otherwise picturesque Presqu'ile area bailing hay off the rudder until we reached the Murray Canal at 4pm. The Murray is a five-mile cut that leads you in to the incredible sights of the Bay of Quinte. The troll who lives under the bridge will collect \$4.00 As he is conveniently located halfway up the Murray and to not pay you would be returned to the sea of weeds *{we'll pay! we'll pay!!}*

Alan is taken by the beauty and serenity that surrounds us as we make our way through the Bay of Quinte Y.C. for an evening of relaxation. The B.Q.Y.C. is very beautiful, oozing of nautical history. The first night dockage is \$30.00. The second is Free--Go figure! Most of the members were of on a regatta farther



Kevin Hart

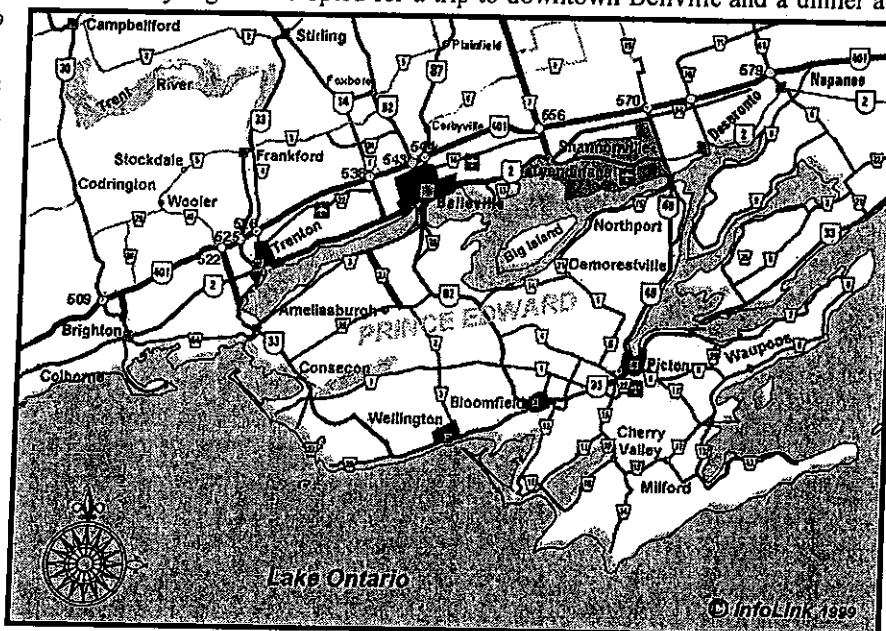


Bay of Quinte

down the Adolph's Reach, so it was pretty quiet for a Saturday night. We opted for a trip to downtown Bellville and a dinner at an outside cafe that was great *{I didn't have to cook!}*

While at the dock we met an old friend of Sam Irwin's. He called himself "Carl Canuck" and also confirmed what a good guy Sam is.

I was telling Alan this story of when I was working out-of-town with a crew of guys back in my construction days and our night in Bellville. We arrived in town kind of late and immediately went looking for a room. Our first stop was the Queen's Hotel they had a room with four beds and was large enough to play basketball in. Only \$8.00 each. Wow! We decided to scout out a couple other places only to find them too expensive. Alas, we return to the Queens and get nicely settled for the night when suddenly the reason for the meager room rate became only too clear as the bells of the city hall directly across from our \$8.00 a night room so informatively reminded us every hour and half hour for the remainder of the night exactly what time it was. No sooner had I finished this story as though preplanned those same bells rang out on queue. This time far enough away to add credence to the end of a productive and beautiful day. *{Gee do you suppose Bellville is called that because?...}*



Sunday Sept 5th 8:45 a.m. we wind our way through the carefully marked channel from B.C.Y.C depositing us back into the Bay of Quinte and some of the prettiest scenery you will ever see.

Alan had been this way before by car but says he had not noticed the beauty until now as seen from the water. The landscape carved out millions of years ago, proves to all, that left alone Mother Nature is an awesome power and an amazing sculpturer. Once again we are reminded of the delicate balance between our world and ourselves. This we must protect for future generations. Will it not be a testimony to us all; that our great great grand kids can see what we see here today? The ball is in our court; let us not drop it!

Along with the chorus of oos and aaaas as we meander our way down through the Adolphus Reach we encounter a sailfest parade of cross tacks with the fleet heading back to B.C.Y.C wrapping-up a weekend of regatta. There are many little inlets that beckon us, but are resisted due to a schedule, that we make Kingston this day. Each of us vowing to return to this area in the future for an extended stays. Alan wonders if he could move here and make a living at his trade. 44°14'N 076°29'W...7 p.m. Kingston Yacht. We tie up at what we think is the guest dock. There is nobody around to confirm this. The club is locked up except for the showers, so we take advantage and settle in for the night basking in the beauty around us; and L.C.de France is quietly snuggled in amongst the forest of masts swaying together as one.

This is Alan's last night aboard. It has been a fun and relaxing time for both of us. He hesitatingly packs his gear the next morning as we bid each other farewell. Again I count my blessings. Thanks Al!

The morning is overcast and rainy. With the help of a couple of members we plot a safe course for me through the Thousand Islands. Low water is a big problem here too! I will head for Rockport today where some friends will meet me. The wind is blowing pretty steady at about fifteen knots but on a reach with a full main and a half rolled headsail L.C.deFrance is rolling along at hull speed. *I'm SAILING!* As I enter the Thousand Island area the sun appears and with it boats. Everywhere! "Why are they not at work?" I muse. "That's right" its Labour Day Monday. As the horrors of Crystal Bay run through my mind I notice that the effect is not the same. There are no parades of rollers pursuing us. Perhaps the depth or openness of the water dispels that slop we have come to expect and despise; back home.

To say the Thousand Islands are beautiful is a gross understatement. Putting it into perspective; If the footprints of Adam and Eve were to be uncovered here; Most would not be surprised. It is a boaters paradise. Navigating through the islands can be tricky but I am glad we plotted a course before-hand. I must say; one of the highlights of the day occurred just opposite Gananoque. An R.C.M.P. boat went flying by pulling up about half a mile ahead. Getting closer I could see one of the officers was holding a radar gun. Safe in the fact that it was not pointing at me it became apparent that the focus of their attention was on a PWC clipping along at top speed. With one motion of his hand the officer directed the sea-doo over to him. About this time I pass close by; we make eye contact; noticing the silly grin on my face I give him one big thumbs -up to-wit he returned the Siskle & Ebert salute. See! Everybody hates those damned things.

44°14'N 075°56'W arrive in Rockport at 5pm. Tie up at the restaurant and call Jim and Gord to come get me. I allotted a two-day respite from LCdeFrance to join my friends at Charlston Lake. They were closing down the summerhouse and pulling the boat for the season. It rained steady for two days, before returning to the boat, anxious to continue. Single-handing comes with its own rewards appreciated by few. Personally I love it.



I am running out of chart and thus far have not been able to produce the necessary charts to get me to Montreal from Cornwall. Perhaps when I stop at Brockville I will have better luck. Its the end of the season and as with charts they say "When were out were out", till next year.

Leaving the cozy confines of Rockport it is so peaceful; Le Coeur de France and a canoe ahead of us are the sole occupants of the waterway. Suddenly I am not in a hurry. Time is suspended as we are etched into the foreground of this masterpiece exploding in colour and soothing calm. Eventually; approaching the canoeists I feel, the sound of my engine must be an annoyance to them, but I dare not leave the channel. As we gradually overtake them I give a tip-o-the hat and we smile at each other. A few Freighters pass through the day. There appears a Coast Guard cutter up ahead but unable make out the name. Wondering if it could be the Griffin as I think back to our last meeting at the Welland.

The approach to Brockville YC naturally draws you to one end of the break wall where they have placed a sign that says something to the tune of "no stupid its at the other end"

We make our way in only to go hard aground [*talk about feeling at home!*]

Someone directs me over to the poop-dock and says I should be ok there for the night. BYC is a very friendly YC and I was made to feel at home in a hurry. Why do you suppose it is that the first place they point you to are the showers?

Still no charts and none are available. I am convinced that none of these people have ever ventured east. My depth sounder is now on strike. As I busy myself preparing for tomorrow I notice a familiar sight. That canoe I passed long ago. "Wow" I think, "That was some paddle" They head right over to me and ask if they can fill up with water. I tell them that I am only a guest, but was sure there would be no problem. They seem to be sporting an accent so I ask where they are from. The fellow says, "New Zealand". Being coy I say, "That must have been one Hell of a paddle" Not to be outdone he quickly explains, "NO, we only paddled from Georgian Bay"

The joke is on me as he introduces himself as Mike and his friend as Ostienne. They say they need peanut butter and fuel for their cook stove. I need ice .So together we head to town picking each other's brain about our travels. We find what we are looking for as I invite them aboard for dinner. They decline, but would like to hear the weather forecast. Aboard LCdeFrance we get the weather and when asked to see a chart I am embarrassed to say I don't have one. With that Mike pulls out his chart, {an Ontario road map} We all have a good laugh. I ask what is there destination. Mike tells me they are headed to Pointe Claire." This is incredible "I say "me too".

I promise to keep an eye out for them along the way, as they paddle off into the sunset; laden to the gunwales with their world of simple possessions and a keen since of wilderness shared.

Next to Mike and Ostienne I feel like I am aboard the Queen Mary. We leave BYC at 7 am heading to the first Lock at Iroquois. Passing through Prescott I notice a definite increase in the current. Glad I'm going the right way.! It's 11:30 a.m. when I reach Iroquois Lock. I pass through without even tying up. \$10.00 thank you! It is just a leveling lock.

Now I start to get a bit nervous heading towards the two American locks, singlehanded. You are supposed to have two aboard for locking down. Lets see how good of a sales [sails]man I can be.

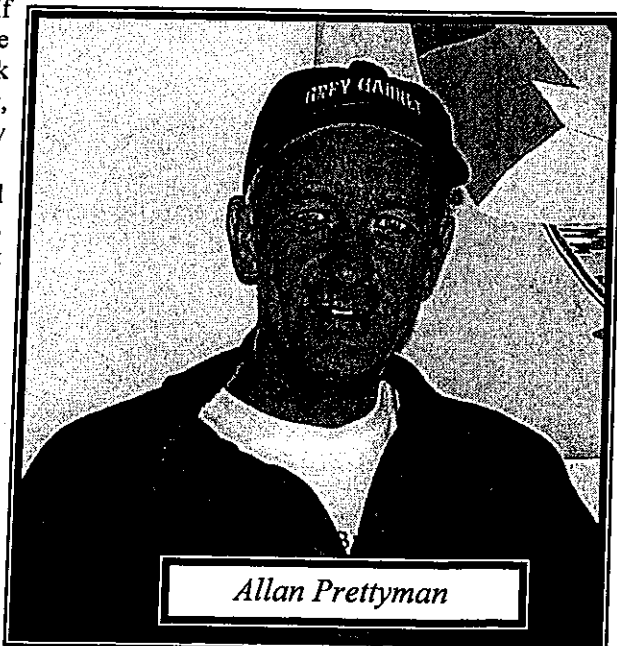
Enter Eisenhower Lock at 1:30. No problem as they drop me 45ft. At 2:00 pm I arrive and enter Snell lock. With the help of Diane [only lady lock attendant I've seen] again I lock through, but with a warning from Diane that they may not be as easy at the two locks ahead at Beauharnois.

I raise sail now as I have the wind off my stern quarter the increasing current and a desire to make Cornwall by dark. Everything is cool until I pass under the bridge at Cornwall. There is Cornwall Island and on the other side is Cornwall". My kingdom for a chart" I think. I cannot take the risk of cutting across the top of the Island. I see no channel markers. I am committed to the freighter channel and have to go all the way around. As I reach the other end, the channel splits. Now I have to make my way about three miles back upstream against an increasing wind and current.

Finally I arrive at the city marina only to go aground right in the entrance channel. I opt-out and head for the Government dock. We tied up amidst the throngs of fishermen who were more than willing to help. I explained my dilemma as one kind soul offered to give me a lift over to get some diesel. From the song "Proud Mary" "...people on the river are happy to give..."I know of what you sing. I had not seen Mike and Ostienne all day .I know that they portage the locks and stick close to shore as they go.

Later that night after cooking myself a nice dinner, I unfolded my bike and setout to find a chart. No such luck. The only chart around was behind glass, at the city marina. Unsuccessfully able to scam them out of it, I did the only thing I could. I took pencil and paper and fashioned my own chart. With this, the Great Lakes Pilot and luck; we'll make it.

45°00'N 074°43'W at 10:30 we leave Cornwall on what I hope will be the last day of this leg.45°07'N 74°27'W at 12:28 I spot some thing ahead of me in the freighter channel. It's Mike and Ostienne. They are crossing the channel and their timing stinks! Approaching from both directions are freighters charging at a pretty good clip. I step on it, just in case they need a hand should they be swamped. Within voice distance I holler, "What in the hell are you doing here?" Mustering all the quick wit,



afforded the bane of New Zealanders. Mike; without missing a stroke head cocked over his shoulder, snaps back "Crossing the Highway". That's what happens when you use a road map for a chart.

Well they beat the traffic and we had a nice visit. Armed once more with an updated weather forecast we part, confirming our rendezvous ahead.

Time is becoming a factor as to whether or not I make Point Claire. I follow the freighters up to Vallyfield then turn towards the bridge. Approaching I notice an old friend and hail her on the VHF. "Griffin Griffin Griffin this is LCdeFrance over". To my surprise she remembers and welcomes us to Quebec. They are there resetting channel markers.

We clear the Vallyfield Bridge at 4pm and then onto the St. Louis bridge where I win the race with a Russian Salty. Keeping in mind the tonnage rule I was sure I could clear ahead of him. By the time we got there; it wasn't that close! Now we'll see if they let me through alone.

I pulled into the transit dock. Called in and explained that I was single-handed but very capable. He told me to wait for the Russian freighter, and then they would call me in. I thought, "wow that was easy." So now I enter, motor up and get a song and dance from the lock attendants. After a while the boss came out sized me up and decided it was ok. PHEW!!!

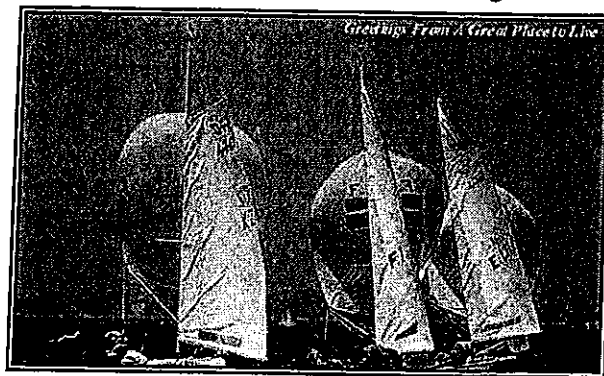
On to the next lock a mile away. Should be a piece of cake. Wrong! These guys up here give me the same jive until finally after promising never to do this again they let me through. I clear the lock, heading for Windmill Point. The sun is dropping fast and there is no way I am going to navigate around Lake St. Louis in the dark.

I drop anchor as night falls. We are holding in 15 ft. of water. While below cooking a well-deserved dinner, the wind begins to howl. The cold front expected for tomorrow arrives early. Within half an hour we were bouncing off the walls. The chop in this shallow water was not comfortable; but we were holding. I readied another anchor, got the dingy over the side and was set to execute this chore. I decided I did not want to leave the boat under these conditions and would hang in until morning or until the anchor dragged long night; she held. The wind was now gusting thirty as I made my way up to Dorval then back to Pointe Claire where I was greeted with a boulder against my keel. GEE I hate that!

I had made it. I was very happy to sit in mud at the second friendliest yacht club on the Great Lakes. I was immediately made to feel welcome as they promptly directed me to the showers! That afternoon safe in harbor as the wind continued to blow gale force and I thought I could hear someone call my name. I looked around the docks and it wasn't till I looked down that I found the source of these voices. It was Mike and Ostienne. I ran down the dock to help tie up one tired canoe.

We were whooping it up and hugging like long lost family. We defiantly shared a kinship and a connection that I know will grow.

Upon my return to Quebec I hope to interview them and bring you an account of their adventure. My new heroes!



## Virility Up In Smoke —Windsor Star

**T**hink before smoking.

Maybe the Marlboro Man wasn't riding so high in the saddle after all.

According to growing scientific evidence, nothing kills a man's sexual prowess like smoking. Not only can smoking decrease a man's sperm count and lead to deformed or slow-moving sperm, the studies show, but it can narrow the tiny arteries in the penis the same way it clogs arteries in the heart, substantially increasing the risk of impotence.

Anti-smoking activist Garfield Mahood calls the impotence issue the tobacco industry's worst nightmare. "It runs counter to every image the industry has tried to buildup, this image of virility," says Mahood, executive director of the national Non-Smokers' Rights Association

Some 30 per cent of Canadian males aren't convinced that the standard health risks such as heart disease, lung cancer apply to them.

"Lung cancer, anyhow, is too far away in the future, says Rob Cunningham, of the Canadian Cancer Society. But a lesser known risks, such as limp penis, may be a far more potent disincentive and far more immediate.

Doctor Alvaro Morales, professor of urology at Queen's University in Kingston, Ontario states that when a 50 year old man is referred to his sexual dysfunction clinic in Kingston, one of the first such clinics in the country, changes are he's a smoker. Non-smokers don't show up until their 70s or 80.

Viagra can help restore problems for some smokers, but it makes far more sense to try to prevent the problem by quitting smoking or never starting

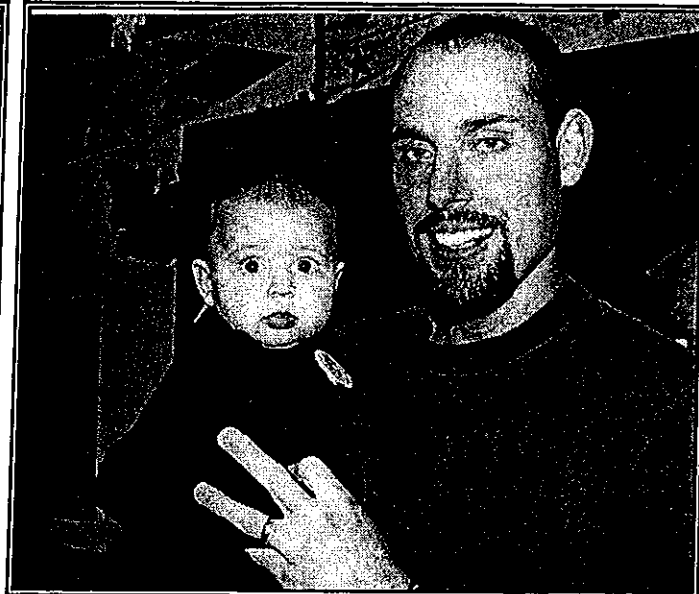


California Department of Health

# *Santa Comes To LMYC*



Susan Maheux and family, with James,  
Natsumi Souilliere and family



Noah and Chris Barron



Jo-Anne Blackton painting faces



Dexter Blackton

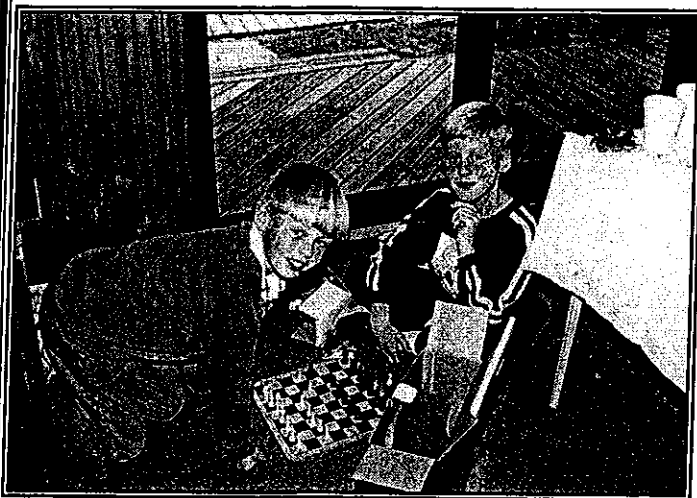




Erika and Sarah Hendel



Santa with the kids



Keith Ouellette with Jimmy  
Vandereerden

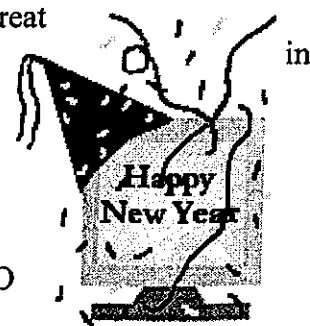


Natsumi and Eric Souilliere

## *LMYC Brings In The New Year*

Special Thanks to Perry and Gloria Basden, Jurgen Hendel and Linda Schreiber, Bob Reaume and Sue Ouellette, Doris and Ralph Kepran, Mike Basden and Colleen Honsburger for making the New Years Party a great success. More than 22 people enjoyed a wonderful steak

dinner, fine wines and great company to welcome the NEW YEAR. At midnight old boat flares marked the beginning of the new millennium. HAPPY NEW YEAR TO ALL



in  
**Year 2000**



# New Years at LMYC



Ralph Kepran and Perry Basden preparing steaks  
Top Right: Table settings at LMYC



Top Picture  
Ralph and Doris Kepran enjoying steak dinner  
Right Picture  
Gloria Basden and Colleen Honsburger preparing the dinner.





Jim Blackton and Colleen Rae



Sue Ouellette, Jurgen Hendel and Sam Irwin



Willie Prettyman



Dave and Meggie Evans



Doris and Ralph Kepran



Elaine and Alan Prettyman





Linda Schreiber and Jurgen Hendel



Linda Schreiber and Phil Smith



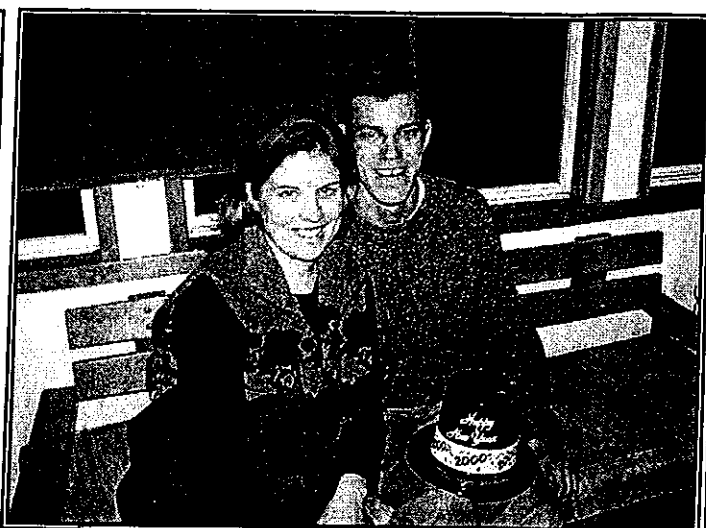
Richard and Linda Parchoma



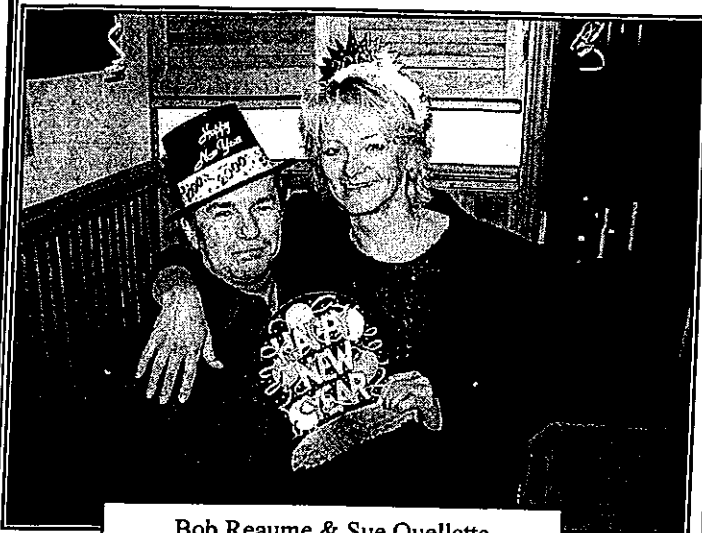
Perry and Gloria Basden



Barbara and Denis Pare



Colleen Honsburger & Michael Basden



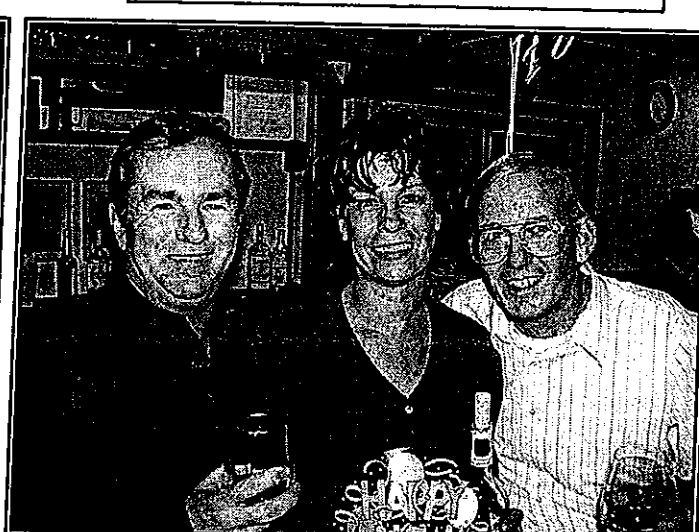
Bob Reaume & Sue Ouellette



Margaret Brown & Ralf Fiedler



Sam Irwin and the River Rat



Bob Reaume, Margaret Brown & Perry Basden



Ralph Kepran firing flares at midnight



Sue Ouellette, Dave Evans, Margaret Brown

# *Bjorn and Tove Update*

Many club members will remember Born and Tove a couple who spent several weeks at LMYC during the summer of 1998. This is an EMail which I received from them and I am passing on to club members.

October, 27 1999

Dear friends

Some of you have got mails since we arrived to Canada July the 4, but some have not. We had a great 60 years anniversary for Tove's parents home in Denmark, and a long flight from Copenhagen/Amsterdam/Detroit/Toronto. By thanks to good friends LAURA was in the water when we came to Penetang. We were ready to leave July 10th and together with Stormy Petrel we sailed down The Trent-Severn Waterway with a lot of groundings. After three weeks we came to Cobourg, where we raised the mast.

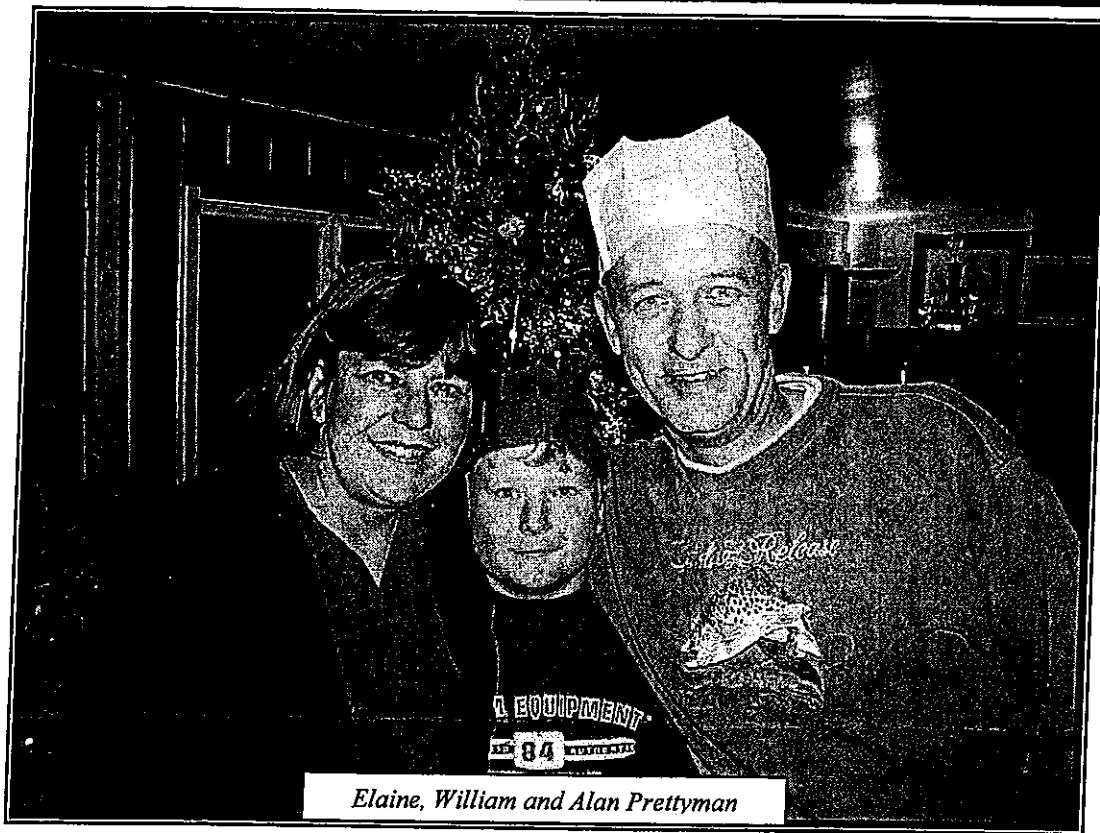
August the 1st we left Cobourg and went out the St. Lawrence River, around Nova Scotia to Halifax, where we stayed a few days and arrived in Maine at the beginning of September. On the 10. of September we came to Mamaroneck where our friends from Denmark would arrive some days after. It was 2700 NM in 2 months, a lot of sailing, but a magnificent trip. After Floyd was gone through and our friends fly back to Denmark and we sailed down to Chesapeake and joined the Boat Show in Annapolis and met a lot of friends here, both from USA and Canada. Now we stay by our friends dock down in Kinsale and waiting that the hurricane season are ended. Then we heading south to Savannah and hopefully we are in The Bahamas by Christmas and New Year. That is all for this time. Best regards to friends and all the other friendly people, who had helped and taken care of us.



Bjørn and Tove



# Meet The Commodore



*Elaine, William and Alan Prettyman*

**E**laine Prettyman of the LaSalle Mariner's Yacht Club is serving as its 27th Commodore after participating in its activities or governing bodies over the last 5 years.

Elaine was born in London England and has one brother Michael who lives in Wheatley with his wife Becky and two boys Gerritt and Cody.

Elaine moved to Canada when she was two years of age. Her father served in the British Navy, British Air force, and the Canadian Army. While growing up, Elaine spent three years in Germany and traveled much of Europe.

Most of Elaine's relatives live in England, Australia, and has four cousins in Canada.

Elaine is married, and has two sons, Adam and William.

Elaine moved to Windsor in 1992 with her husband Alan from London Ontario because of a employment change and the family immediately became involved in sailing. Adam the oldest son became actively involved in sailing from the minute he stepped on a boat. William started crewing with Alan and is proving to be a sailor in his own right.

Elaine has been actively involved in LMYC since becoming a member. She has served as secretary for two terms, vice-commodore for one term and is now Commodore.

As Commodore Elaine has many goals. Her top priority is dredging the harbor, and on a personal level to attend as many regattas as possible.



*Adam Prettyman*