

January 2006



LaSalle Mariners Yacht Club

Widow's Walk at LMYC

LaSalle Mariners Yacht Club 2006 Officers

LMYC Web Site: <http://www.wincom.net/lmyc>

Commodore: Rick Beresford 726-6806

Vice Commodore: Larry Laing 736-7152

Treasurer: Dennis Pare 734-1597

Secretary: Craig Morrison 253-0123

House Director: Tom Boyce 256-4186

Maintenance: Lothar Bauer 734-1146

Social Director: Mary Nantais 966-6358

Race Director: Rob Ferguson 736-5606

Harbour Master: Bob MacKenzie 734-7026

Road & Grounds: Gus Martin 734-0867

Refreshments: Craig Morrison 253-0123

Publisher

Richard Parchoma

THE CURRENTS

Distribution *Jeff Williams*

Editor

Richard Parchoma

1968

LaSalle Mariners Yacht Club
2640 1/2 Front Road
LaSalle Ontario, N9J 2N1
(519) 734-1363

2006



LaSalle Currents



Volume # 9 Issue # 01

January 2006

Official Publication of LaSalle Mariner's Yacht Club

From the Commodore and Vice-Commodore



Commodore Rick Beresford



Vice-Commodore Larry Laing

I wish all members and their families the best of the New Year. 2005 ended with a couple of successful festive events in December at LMYC. Thanks to Mary Nantais' efforts, on the 9th a number of members enjoyed an evening decorating the Club House for the Christmas holidays. This was followed on Monday the 19th by Bob Bingham's Annual Xmas Turkey lunch that was well attended and greatly enjoyed. On New Year's Eve over 35 members and guests attended a terrific party organized by George Mooney, Bob Reaume and John Vandereerden. Great job guys!

As we enter the New Year I hope to see more members getting involved in the Club's activities. Monday lunch in the warmth of our Club House is a very pleasant way to spend a winter's afternoon. New players are always welcome to join the Wednesday Night Darts.

Your Board of Directors has been meeting to finalize the Club's Budget for 2006 that will be presented to the membership at the General Meeting on Sunday January 22nd. This will be a good time to pay your 2006 membership dues which are actually due on January 1st. Our treasurer, Denis Pare reported that a number of members still have not paid off their account for 2005. It is not a healthy situation for our Club to be starting the New Year with several thousand dollars in Accounts Receivable. Please make every effort to attend the Meeting. Have your say in how **your Club** is run.

Rick Beresford, Commodore

Happy New Year everyone!

I am sure 2006 is going to be a great year at LMYC.

Our new executive has just recently met for the 1st time in December and I am very excited about the enthusiasm and fresh ideas that were brought up at that meeting. Some of the work projects that were suggested will really benefit the club's appearance and function. The biggest challenge will be picking which projects we will take on in 2006 because we obviously can't do them all.

As far as coming up with a better method of managing work hours; I have been given a lot of good idea's from many members and will present them in more detail at the General Membership meeting. Basically I plan to focus on encouraging people to sign up for a given job based on their skills, then work around their schedule to pick the best time period to accomplish the job – for some that may mean putting it off into the early fall if that works better for them. Hopefully we can organize a lot of the work in such a way that it does not interfere with the main sailing season.

Larry Laing Vice-Commodore

Surprise Birthday Party



Cathy Harris At Her Surprise Birthday Party

Surprise Birthday Party

Well It was a surprise, Cathy had no idea when she walked in to the club, and there you all were, wishing her the best and celebrating her birthday. What a fantastic night, Cathy is still all a joy about it. I would like to thanks each one of you who took the time out of your busy schedules to attend and celebrate with Cathy, her birthday. I would also like to thanks John Vandreerden and the rest of the band members for providing what every one agreed was a most entertaining night from a musical perspective. There were many positive comments with regards to the selecting of music from each one of the sets the band played. Thanks again all. I couldn't believe all the gifts you guys brought wow.

John Murphy



*Alan Prettyman and Cathy Harris
Photos by Andy Kozieradzki*



Tree Trimming Party



Tree Trimming Party

Top Row: Linda Parchoma, Doug Warford, Craig Morrison, John Metcalfe, Rick Beresford, Roy Oliver, Lothar and Anne Bauer

Bottom Row: Vicki Boyce, Mary Nantais, Janet Warford, Shirley Beresford, Gail Oliver, Liz Metcalfe, Tom Boyce

The LMYC Tree Trimming Party was held this year on Friday December 9th with many members and friends in attendance. This was an evening set-aside for members to start the season by giving from your heart. This year as in the past was coordinated by our Social Director Mary Nantais. This year the weather was cold with snow on the ground and the Christmas Spirit was present in all those in attendance.

The Tree Trimming tradition started at LMYC many years ago and consists of bring out the Christmas Tree which in this case is artificial, assembling it, and decorating it with lights, bulbs and colorful beads.

Members brought unwrapped gifts, which will be donated to a needy child (Frank Chauvin's Holy Name of Mary Food Bank). Phil Smith, who has taken on this responsibility for many years, will deliver the gifts.

The members provided the food for the evening which was organized in a smorgasbord fashion.

Throughout the evening members ate conversed and generally had a great time. The event broke up in the wee hours of the morning.



***Lothar Bauer Unpacking
The Christmas Decorations***



Liz Metcalfe and Anne Bauer



Roy and Gail Oliver



Doug and Janet Warford



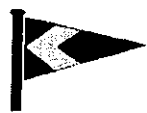
Craig Morrison and John Metcalfe



Rick and Shirley Beresford



Tom and Vicki Boyce



Santa At LMYC



Santa's Kids At LMYC

The Children's Christmas Party was held on Sunday December 11th at LaSalle Mariners Clubhouse under the direction of the social director Mary Nantais. The party began around 1:00 PM with the children being entertained by Gillian Giroux who provided games for the children and Joanne Blackton who treated the children to face painting.

Due to the snow this year Santa and his reindeers arrived right on time to the squeals and hugs of the children present.

Santa took his usual spot next to the LMYC Christmas Tree and slowly and carefully handed out the gifts to the children.

A food table was set up and all members and guests enjoyed themselves with Christmas food and goodies



**Gillian and Jacob Giroux with face painting
By Joanne Blackton**



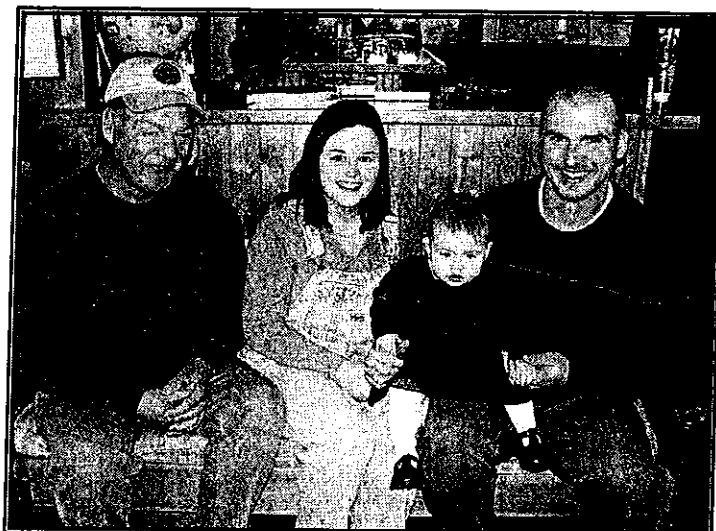
Dexter, Nate & Brad Blackton



Jack Penney, Jillian, Jordan & Lommya



Jack, Kelly, Grace, Claire & John Amyot



Gus Martin, Kim, Tyler & Nick Charrin



Santa and, Victoria Giroux



Santa and Tyler Charrin



LMYC Christmas Dinner



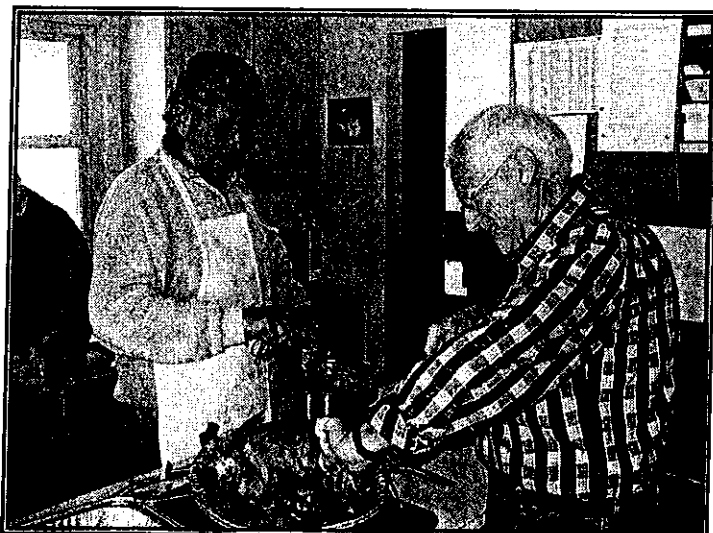
Chef Bob Bingham serving Nick Lintenun

It's December and with snow on the ground all eyes turn to Christmas Presents and to food. With food, all LMYC eyes turn to the LMYC Traditional Turkey Luncheon prepared by Bob Bingham Past Commodore. This year LMYC members celebrated the event on December 19th with over 30 members and guests in attendance. Food was excellent and as in past years prepared from scratch. A huge turkey was stuffed and put in the oven early in the morning so it could be served at noon which is the traditional arrival of the LMYC recipients. To go along with the turkey dinner was turkey stuffing, rolls, salad, carrots, mash potatoes and gravy.

No Christmas luncheon is complete without a full array of desserts.

This year the Christmas Traditional Turkey Dinner brought out over 30 members and friends together to share, laugh and reminisce past events during the sailing season.

Special thanks to Bev and Gerry Angus, Susan



Bob Bingham and Jerry Angus Preparing The Turkey

and Bob McKenzie, Al Buliga, Tom Boyce, Phil Smith and to all those who helped clean up after.



Waiting In Line



George Mooney



Mary Nantais and John Metcalfe



Vicki Boyce



Bob and Sue MacKenzie



Alex Buliga & Tom Boyce



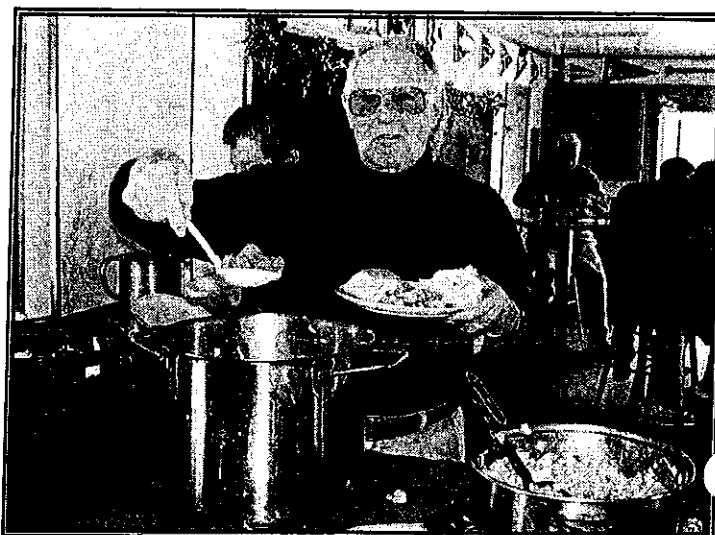
Dave Evans



Rick Beresford & Bob Bingham



Bev and Jerry Angus



Phil Smith



**Jim Ouellette, George Mooney
Bob Reaume, John Vandereerden**



**John Metcalfe, Vicki Boyce, Mary Nantais, Susan
MacKenzie, Liz Metcalfe, Gail Oliver**



**Bob Reaume, Bob MacKenzie
John Vandereerden**



Phil Smith & Brian Casey



Tapani Lintunien & Dave Nantais



John Metcalfe & Bob Bingham



Rick Beresford & Crew



Judge Mangile & Bob MacKenzie

🚩 *New Years Eve At LMYC* 🚩



LMYC Brings In The New Year



3, 2, 1, HAPPY NEW YEAR. We've made it. The old year for better or worse is gone for good and the New Year has begun with a fresh promise. Here is our chance to start again, to do it right, to have another shot at success at just accomplishing what we resolve to. It's time to shed the baggage of the old year and celebrate what can be done in the 365 untouched days to come.

This year Bob Reaume, George Mooney and John Vandereerden had the pleasure of preparing for the New Years Eve event at LMYC. New Years Eve this year was mild with rain falling in the afternoon but by evening the roads were dry and the temperature above freezing. A perfect evening to go out.

Members and friends began to arrive around 7:30 and by 9:00 over 40 members and friends were in attendance.

Around 9:30 PM the food came out. This year it was bring a dish to pass, and were the dishes great. Cabbage Rolls, meatballs, lasagna, rice, potato salad, but an abundance of finger food before the meal.

After the luncheon members gathered, chatted and enjoyed each others company until the magical hour of midnight. A few minutes before the party hats, champagne and horns were in place as the countdown begins on the club's television. Happy New Year. Members hugged and sipped champagne as balloons drifted from the ceiling.

Some members went outside towards the Widow's Walk to fire old flares into the night sky welcoming in the New Year. HAPPY NEW YEAR EVERYONE.





Karolinka, Andy & Gosia Kozieradzki



Shirley & Rick Beresford



Dennis & Barbara Pare



John Murphy & Cathy Harris



George Mooney & Laurel Venney



Alan Prettyman & John Vandereerden



Tom and Vicki Boyce



Joanne & John Vandereerden



Gail & Roy Oliver, Vicki Boyce



Guy & Paulette Meseck



Sylvia Ingram & Ken Robitaille



Linda Parchoma



Lindy & Bob O'Brien



Bob Reaume & Sue Ouellette



Yvette Reaume & Craig Morrison



Bob O'Brien Firing Flares At Midnight

From The Treasurer

Dennis Pare

This is the beginning of a new year and it is time to pay your dues for the 2006 sailing season.

**Full Membership
\$235.00**

**Associate Member-
ship \$117.50**



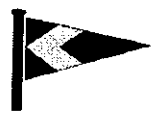
General Meeting

January 22, 2006

Time: 1:00 PM

This is the first general meeting of the new year. Your attendance is very important to the workings of our sailing club. This is your opportunity to make your views known and to take part in the operations of your club.





Stories by George



Date: *many, many years ago!*

This story takes place back in the heyday of Morc racing. At that time, Morc boats were limited to 30 feet overall. The boats were rated by their design statistics and series of measurements. Nothing like the PHRF ratings of today.

The Viking 28 of Juergen Hendel and Curly Ellis called Rakaia did exceptionally well in the Morc fleets. One of the most interesting and fun races was the Sarnia to Alpena race. Rakaia had many corrected first place finishes and many first to finish places in this race. For awhile, it looked like Rakaia owned this race.

In this particular race, Rakaia is leading the fleet coming into Thunder Bay at night, the lights of Alpena are in sight. However, hot in Rakaia's wake is a Cal 30 flying clouds of sail and gaining at an alarming rate. From this position there are two ways to come in to the finish line. You can sail two legs which take you over to the marked channel and sail in the channel (the slower way). Or you can elect to go straight in making sure to avoid several trouble/shallow spots. Remember, these are the days before GPS. Juergen decides to take Rakaia straight in with the Cal 30 riding just about on the transom.



Nerves are on edge, excitement high, and Curly yells something about a starboard tack boat approaching very rapidly right into our path. The crew consisting of Juergen, Curly, Dale Soulliere and yours truly, stare in the direction that Curly has pointed and sure enough there are running lights and they are CLOSE! Juergen crash tacks the boat to avoid a collision. We watch with bated breath to see this sailboat pass under us. And we wait. And we wait. And we wait. We could not see a boat of any description. Nothing but water. Where had he gone?

Positive that we are now clear, we trim the boat and resume our original course. Glancing astern we see that the Cal 30 has tacked off and is making for the channel marks that are a quarter mile or so, away. Great! We don't understand why they have done this because barring us running aground, we will now finish well ahead of them. Great!

Rakaia takes the gun, first boat home. Cal 30 is second boat home. As soon as we are docked, Cal 30 skipper comes calling on Juergen. His opening question told the whole story....

"Did you do any damage out there when you hit the rocks?" Juergen's response, "What rocks?" Obviously, the Cal 30 skipper thought that rocks had caused us to crash tack. Thoroughly confused he next asked, "Then why the crash tack?" The answer from Hendel, "To avoid the starboard tack boat."

*Then the incredulous response from the Cal 30 ,
"There were no other boats".*

Possibly, this "PHANTOM BOAT" gave us the win!!!!!!!!!!!!

Written by Laurel Venney





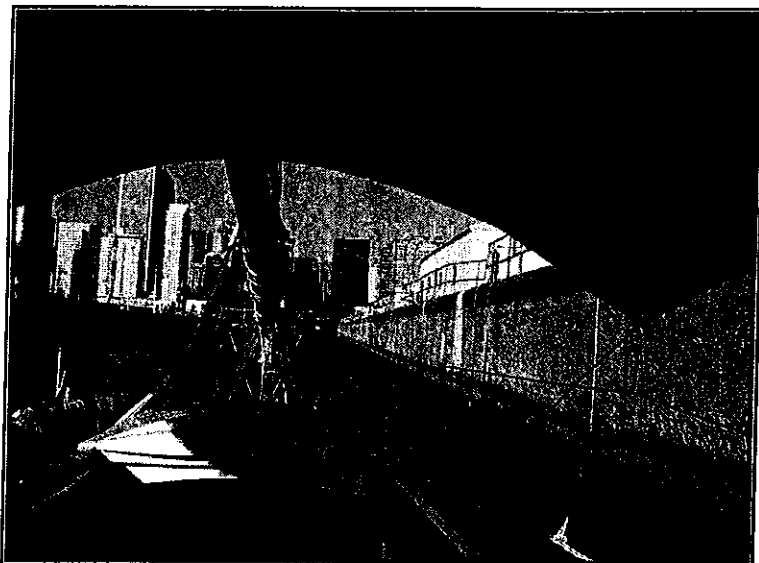
Chicago To The Mississippi



Indigo Lady Waiting For The Train To Pass at Chicago

On Wednesday morning, September 21st I checked my oil, started my engine and took a good look around. There was a strong current at the entrance to the DuSable Marina in Chicago. I was in the slip at the very end of the dock closest to the opening. Robert, from the catamaran on the next dock, came to see me off. Electrical disconnected, fenders ready for the lock, Robert untied the last dock line. I said "goodbye" as I turned my bow into the current and headed out of the marina. Boy...did I ever have butterflies!!!!!!!

I had enjoyed three great days being tourist in Chicago, visiting the Navy Pier, The Aquarium,



**Indigo Lady entering her first lock
Chicago Sept. 21/05**

the Museum of Natural History, meeting back up with Kip, but now entering my first lock was the only thing I could think about. This was going to be a very eventful day...my first lock, my first tow, my first opening bridge in the river system. I would be passing under 40 bridges in a 5 mile stretch and since my mast was laying across the deck the railroad bridge would be the nly bridge I would have to wait for, if the bridge was down.

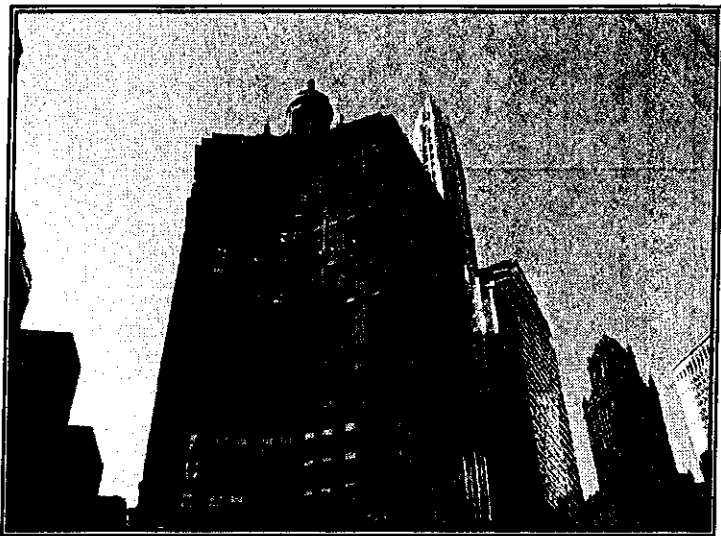
The closer I got to the lock...the more nervous I got. I picked up the handheld VHF and called the lockmaster, "... this is the sailing vessel Indigo lady". Since the lock was empty the lockmaster gave me permission to enter the lock, with instructions to stay on the starboard side. The lines were there and the descent was only 2 ft. Everything seemed so simple. I had been through several locks as crew, but this would be my first as skipper, never mind being single handed. Well, as simple as I know it should have been it didn't turn out that way. I wasn't quite sure how I should do it, use one line or two. It was quite windy that day and I just couldn't seem to get comfortable in the lock. It's a good thing I was the only one to go through at that time. The lockmaster became impatient with me and yelled at me to "get over to the side and stay there!!!". Boy did I straighten up fast!. There was no time for me to be nervous or anxious anymore. Time to grab a line and worry about the rest later.

Well...I got through that first lock very much like a 'bull in a china shop', but I was not about to let that get me down. In fact, I was still proud of myself that I had put my first 'first' for the day, behind me. I guess this is one time where I really could have used crew, but it all turned out okay.

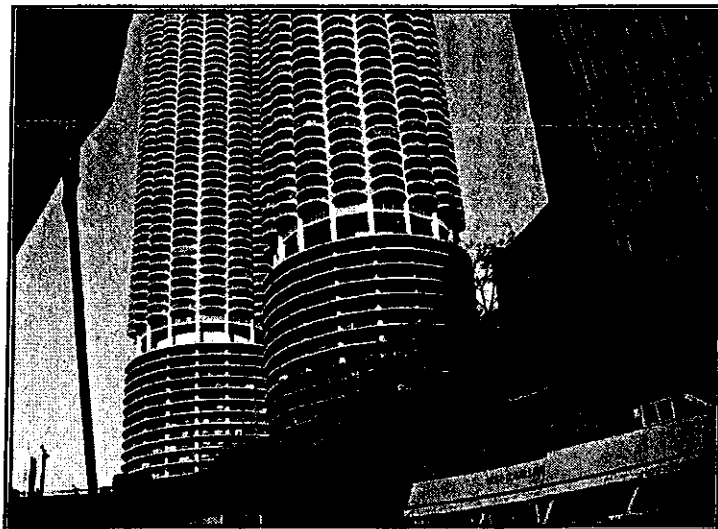
As I motored through downtown Chicago, I was surrounded by some amazing architecture...the buildings, ...churches, offices, restaurants, apartments, condos...the old bridges criss crossing the waterway. Character everywhere, giving Chicago it's own personality. It was awesome. I was really happy that I had chosen this route, instead of taking the Calumet Sag Channel, which bypassed all of this.

Continuing on through the Chicago Sanitary and Ship Canal, leaving the city behind, I passed an area with foliage hanging down rock walls. The Amtrak Rail Road Lift Bridge was down, waiting for a train soon to arrive. It was neat to sit and wait as I watched the train go by just 10 ft above me. Further along, I passed my first tow. It only had 4 barges.

A 'tow' is the collective word for the barges and the pusher (tug). Tows seemed to be everywhere, a maze of barges on each side of the river. Industry lined the shores. I noticed that the industry was a mix of

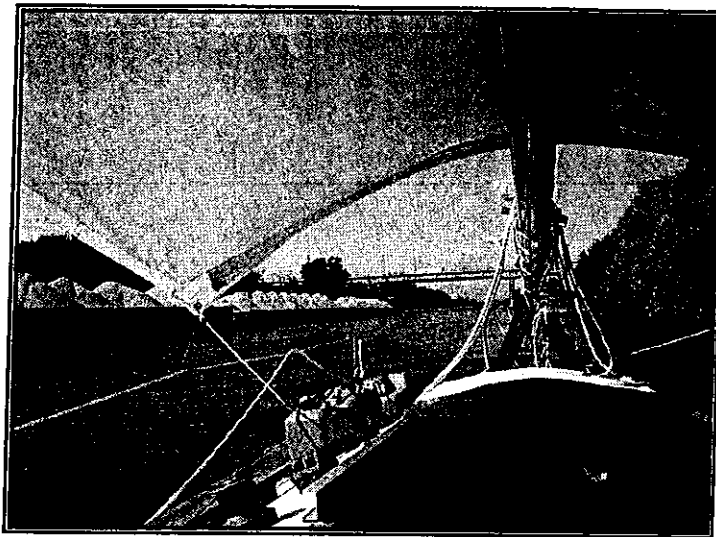


Wonderful old buildings along the canal



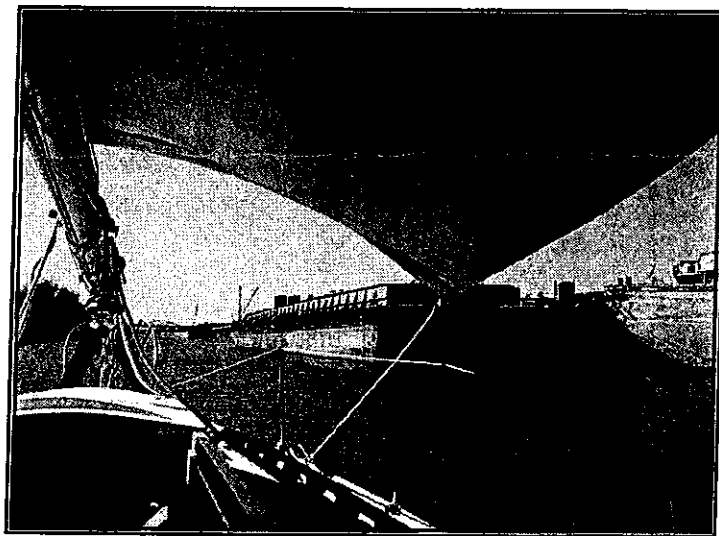
Round Parking Garage along the Canal

sand, cement, chemical petroleum, marine oil and ship yards. The tows and the industry continued for miles and miles. So much so, that I was beginning to wonder if it would ever end. In the Chicago area, because of the bridges, the tow (tug) pilot house is on a hydraulic piston which raises up and down as needed. I kept my VHF on dual channels...16 and 13. The tows monitor 16, but their working channel is 13. The one thing I had learned with my other trips, with respect to tows, was to make sure I knew where I was at all times. When you call the tow captain...if you don't know the name of the (tug) you must call them with reference to their location and identify yourself as to your location. You are contacting them to ask how you should pass them. e.g. "the north bound tow just approaching the xyz grain terminal, this is the south bound sailing vessel (or pleasure craft for power) Indigo lady passing under the abc bridge...I would like to pass you on your one, if that is okay". If this is not okay for the tow.. he will let you know. He will let you know if it is not safe. They use the whistle system. It is fairly easy to remember. One whistle = port = 1 syllable word. Two whistles = starboard = 2 syllable word. I never felt intimidated with the tows. I guess it was because of being brought up around large freighters.



First Tow Through The Canals

The junction of the Calumet Sag Channel and the Chicago Sanitary and Ship Canal is at mile 303.4. There are mile markers along the rivers similar to the mile markers on the highways. These mile markers correspond with the mile markers on the charts. This way, you know where you are and can easily calculate your mileage at any time. I arrived at mile marker 303.4 at 1225 which meant I still had 15.4 miles and 1 more lock to go before reaching the free dock at Joliet, mm 288.0 I arrived at Lockport Lock and Dam at 1430 and due to tow traffic had a few hours to wait. At 1745, Another Compromise and Dream Catcher went through the Lockport Lock and Dam lock along with me. It was much easier this time even though the descent was 40 ft. I used both lines this time and all went fairly smoothly.



Mile 303 to 298 is a busy area for barges. You have to pay attention through here.

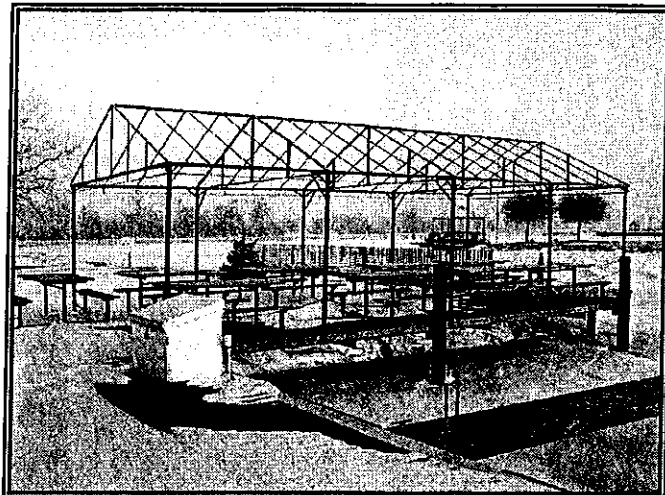
At 1850 I finally arrived at my destination for the night... Bicentennial Park at Joliet, Illinois. This is a free dock with water and electricity. The other two Canadian boats, Another Compromise and Dream Catcher were also staying here for the night. I had met Debra and Frank Hurst at Mackinac City and then again at Leland and Michigan City. After I tied up and hooked up my power I walked back to meet the couple on Dream Catcher. It was a short visit as I was pretty tired. It was quite an exciting day for me so, after having a quick dinner and doing some logging I looked over my expected trip for the next day and then went to bed. Goodnight. To date I have logged 846 statute miles.



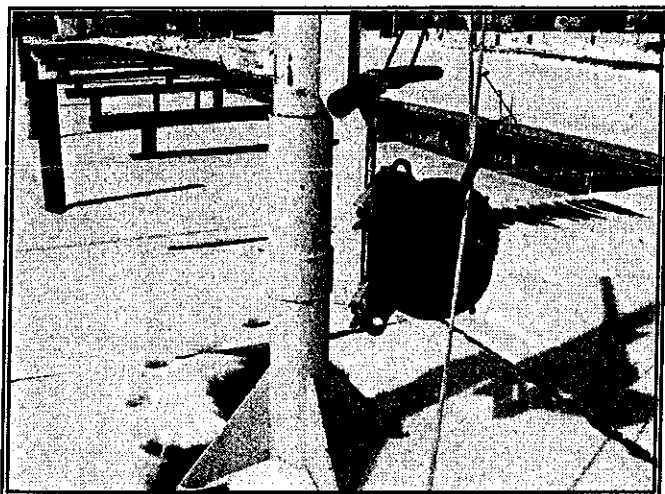
Winter Scenes at LMYC



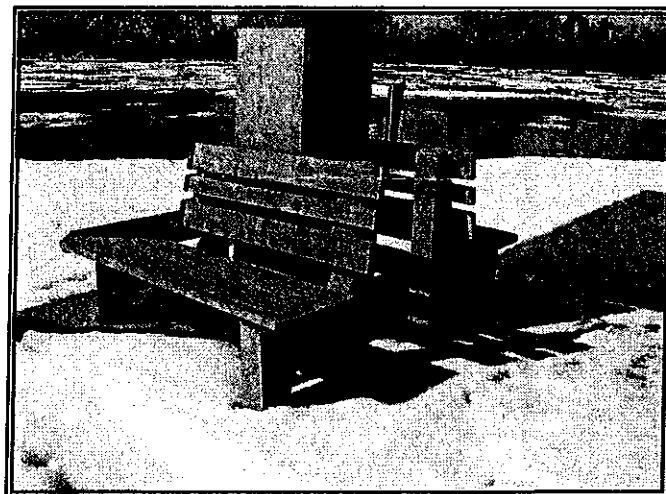
LMYC Clubhouse



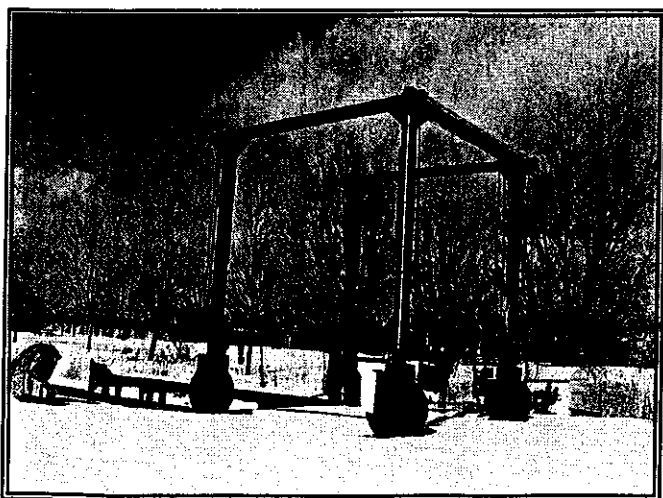
LMYC Patio



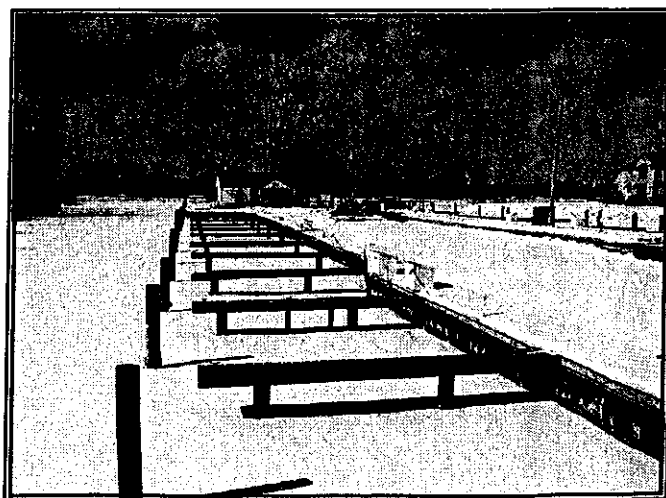
Gyne Pole



Widow's Walk



Travel Lift



South Harbour