

March 2006



LaSalle Mariners Yacht Club

LMYC Harbor Looking West From The Pumpout

LaSalle Mariners Yacht Club 2006 Officers

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Vice Commodore: Larry Laing 736-7152

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Road & Grounds: Gus Martin 734-0867

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THE CURRENTS

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Editor

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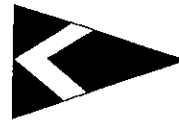
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2006



LaSalle Currents

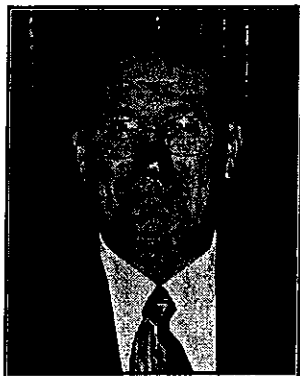


Volume # 9 Issue # 03

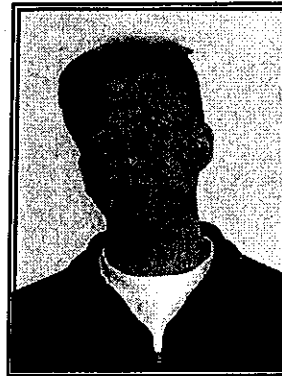
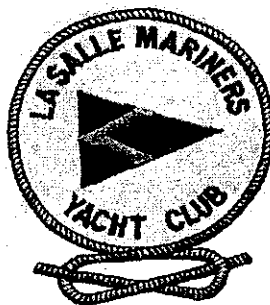
March 2006

Official Publication of LaSalle Mariner's Yacht Club

From the Commodore and Vice-Commodore



Commodore Rick Beresford



Vice-Commodore Larry Laing

March and Spring – it seemed like they would never come! Like most of you I can hardly wait to get working on my boat. Many of us will be launching in a little over a month from now so just a reminder your launch and dockage fees are due on or before April 1.

The Past Commodores have completed their review of the Club's By-Laws and have passed their recommended revisions to the Executive. The Executive have met to discuss these changes and are now prepared to bring them to the Membership for discussion and a vote. Included with this copy of the CURRENTS are the proposed By-Law changes. Please review these and come to the General Membership Meeting on March 26 prepared to give your input. If you have any questions about any of the proposed revisions please call me. Our By-Laws require that we have a quorum of 50% of the membership at a meeting to change a BY-Law so your attendance is essential.

Rick Beresford, Commodore

Spring is approaching quickly and soon there will be a lot of work needing to be taken care of around the club. To date very few people have signed up for the work listed on the sign up sheets posted at the club. Please take advantage of the signup sheets and pick a job that suits your schedule best.

During the month of March I will be attempting to call people and encourage them to sign up for various projects. I would like to try and get most of the work assigned by March 31st.

Vice Commodore Larry Laing



News and Information

L.M.Y.C. Members,

At the Directors meeting of Jan. 17 the Accounts Receivable practices were discussed. It was felt that the membership should be reminded of the payment procedure which we follow at the club.

- ♦ Membership dues are due on or before Jan. 2, 2006.
- ♦ Launch and dockage charges are due on or before April 1, 2006.
- ♦ Haul out and storage charges are due on or before Oct. 1, 2006.

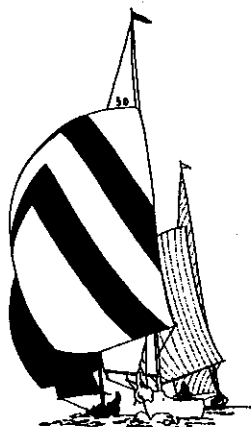
All other charges are due when service is rendered.

Your co-operation keeps your club financially sound and ensures the facilities are there for your enjoyment.

Any question about your account please contact the Treasurer, Dennis Paré.

New Boat Owner

Congratulations to Allan Prettyman as the proud owner of a Mega 30 on February 1st.



Boat For Sale

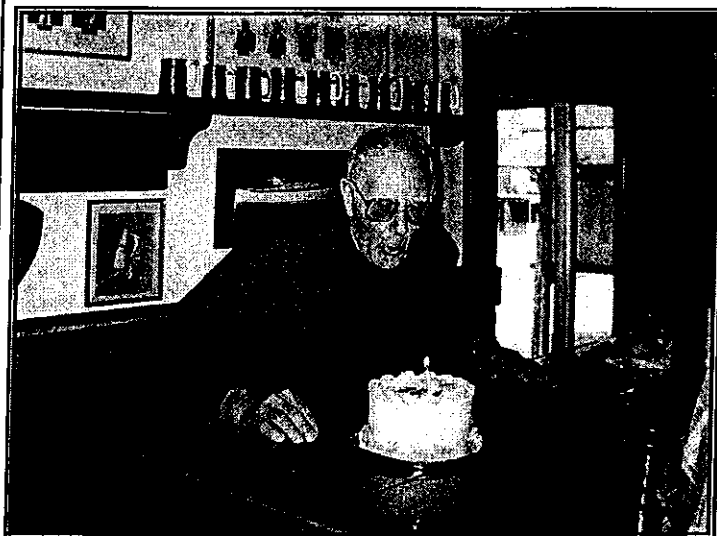
Tanzer 7.5 (Windrush) Price \$6500.00

- New main sail (UK July 2005)
- 2001 Nissan 9.8 HP—Long shaft like new maintained annually by Chatham Marine.
- Harken Roller Furling (New forestay cable in roller furling July 2005)
- Additional sails (165 jib and 130 jib DRS & backup main sail)
- Steel cradle

Contact Doug Warford (519) 972-5441

Congratulations Phil

Phil Smith club member celebrated his 76 birthday on February 6th at the LMYC Monday Luncheons.



Phil Smith Blowing Out His Candle

Congratulations



Terri and Peter Skope are happy to announce the safe arrival of their daughter, Hanna Grace, born Feb. 28th, weight 6 lbs 15 oz.

Proud grandparents are Judgie and MaryEllen Mangile and Grace Skope. Hanna is happy to say that she has a gift for mom and dad. She arrived on time to win the Waiting Game at Sears.

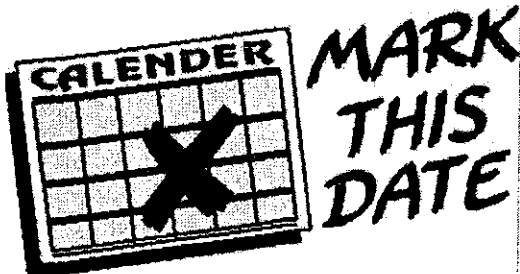
Up Coming Events

March 5—Racers Meeting at LMYC

March 18, Abbott Party at LMYC

March 26 General Meeting at LMYC

Please check the clubhouse or webpage for any new additions



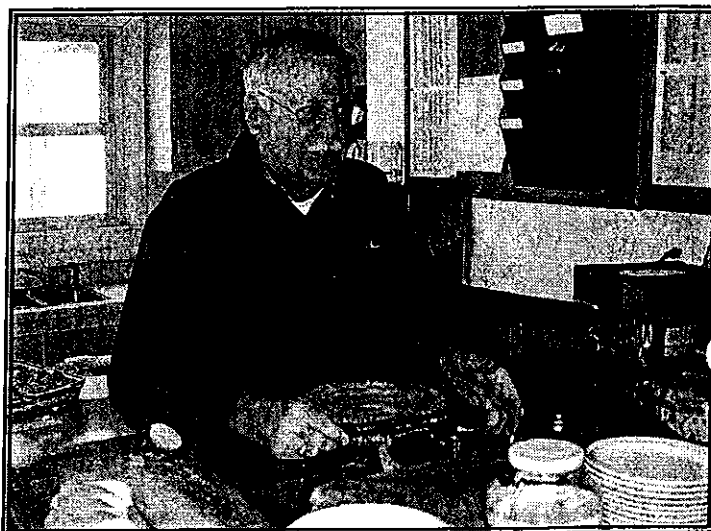
Work Hours

The Vice-Commodore has posted jobs for work hours for LMYC for this sailing season.

Please check the list and sing up where you think you could do the most good.



Monday Luncheons



**Bob Ferguson Preparing
The Monday Luncheon**

The Monday Luncheons at LMYC are going strong with a weekly attendance of around 12-15 members and friends.

This is a great opportunity to reacquaint yourself with your sailing brethren and still enjoy a great luncheon.

Luncheons vary from week to week. Some weeks we will be treated to ham and potatoes while other weeks it may be lasagna or hot dogs.

This is also a great opportunity for you to be the chef of the day. No experience necessary.

See you on Monday at noon at LMYC

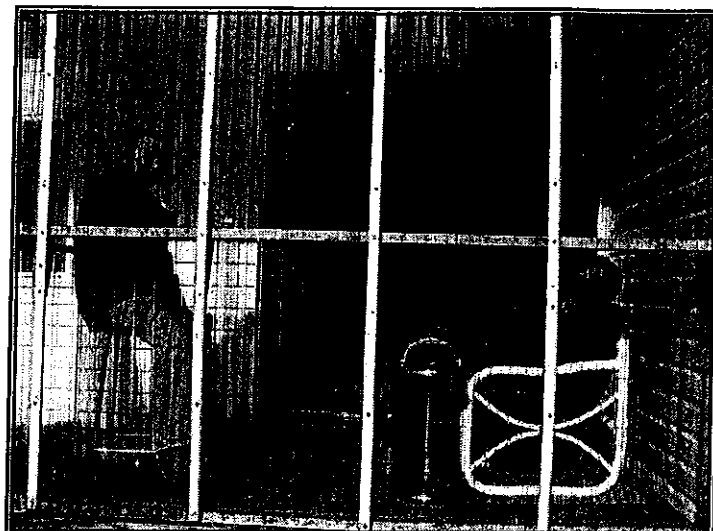


Around The Club



Super Bowl Sunday

Linda Parchoma, John Murphy, Bob Reaume,
John Amyot, Ted Popel, Ralf Fiedler, Alex Buliga



Penalty Box

Judge Mangile, John Murphy



M:onday Luncheon—Celebrating Phil Smith's Birthday

Rick Beresford, George Mooney, Pat Holland, John Metcalfe, Jerry Angus,
Bob Ferguson, Phil Smith, Bob MacKenzie, Tom Boyce, Jim Ouellette, Ralph Allen



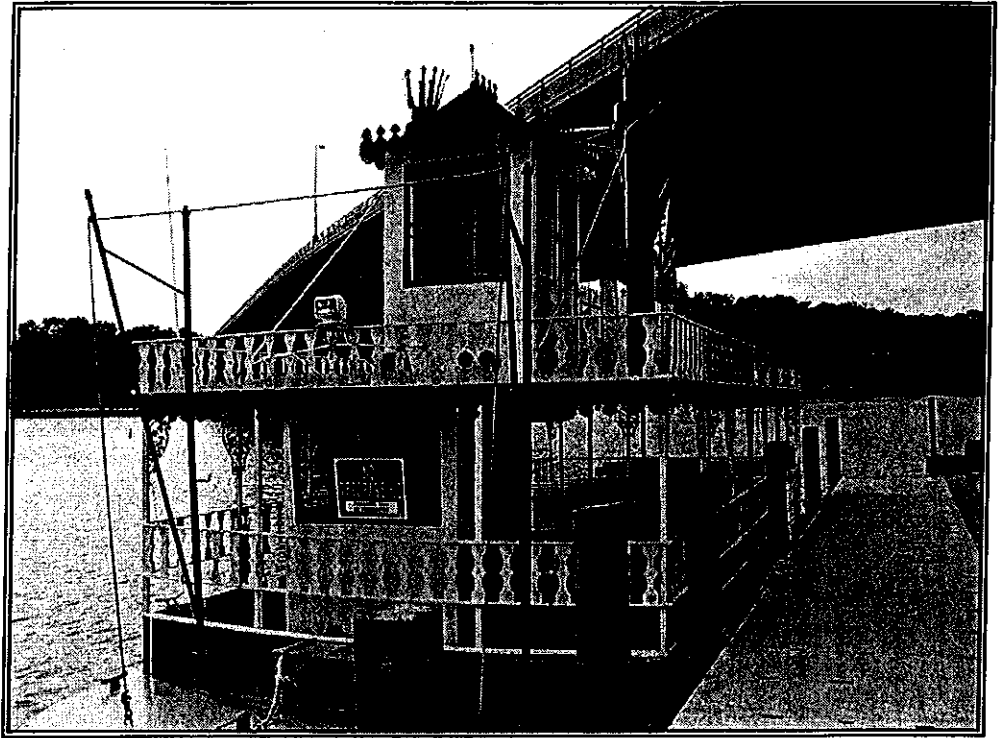
The Great Loop



Leg 3 Sept. 23, 2005

Ottawa, IL
34.37 s. miles travelled today
894.46 s. miles total

It's Friday, Sept. 23rd @ 1015. Looks like a pretty good day. It's time to contact the lockmaster at Dresden Lock and Dam, the 4th lock I will be going down. The descent is only about 20 feet, but with the wind I expect I might run into a little trouble. When I radioed the lockmaster he said there was a tow coming and he would let me know when to leave the dock. Earlier I had been looking at my options for leaving the slip. The wind was pretty strong and I wasn't sure the best



Charter Boat Ottawa 11

way to exit. When the lockmaster called me back on the radio and said if I could leave right away he would lock me through before the tow that was coming, I never thought about how I would get out. I just threw off the lines and made my way out. I laughed at myself as I motored towards the lock. Laughed, because one minute I was analyzing my exit and the next minute I was already heading down the river.

Before I left I had noticed a hot tub on the deck of a house boat. Reminded me of home and sitting in our hot tub overlooking the lake. Made me a little home sick.

It was a bright morning, but quite windy and as expected, I ran into some difficulty in the lock. Taking a deep breath and telling myself I could do this, I managed to get through this lock with only my pride bruised, as I did look somewhat like a novice trying to stay in position on the wall. I haven't yet mastered this process, but am learning with each experience. What I have realized and I have started to do is RELAX. I learned to not let anyone intimidate me and rush me. I have been entering the locks at a comfortable speed for ME, not for anyone else. The other thing I have learned is to not try to MUSCLE the lines. What I do now is go to midship and sit there with bow and stern lines wrapped around the midship cleat, for leverage. It doesn't take much of a pull on either line to make the adjustment required to balance the boat across the wall. I make sure I have a larger fender on the bow area and a little smaller one on the stern. The fenders in the center of the boat are not as large again. That way I am pretty well level against the rough lock wall and feel more comfortable as I manoeuvre myself as I am going down. I have to say that the adjustable midship cleats are one of the best things I could have purchased for myself before I left.

My next lock was the Marseilles Lock, a 26 ft drop at mile 244.6. Because it was still quite windy I had to pay close attention to what I was doing. As I continued motoring the remaining 5 s.miles to my intended stop for the night I enjoyed the feeling of success in the day. Two more locks under my belt and another interesting day in the river system. I have never felt intimidated by any of the tows, perhaps because of my sailing and racing around the lake freighters for years. I actually enjoy the tows. So far, for the most part the captains are very courteous and professional on the radio. Today was no exception. I am starting to feel more comfortable with being alone. Each day brings something new to see or solve.

AT 1545 I arrived at the free dock at Ottawa, IL. In order to get to the dock I had to first go under the Veteran's Memorial Fixed Bridge and then turn back into Fox River. Not only was the dock free, it also offered free power and water. What a deal!!! One part of the dock was reserved for a charter boat which was tied up when I arrived.

Shortly after I arrived another boat came by with the hopes of tying up at this free dock, also. I called to them and told them to hang on and I would move my boat up to give them a little more room. With the last line secured, I waved them in and helped them tie up. They still over hung a little, but at least they could get in. I introduced myself, as they did. Lou and Karen aboard Vagabond. Apparently they had been told about me when they were in Chicago. Robert, the fellow who had helped me off in Chicago, had mentioned to Lou that I was just ahead of them. It always amazes me that people talk about me, about doing this trip single handed.

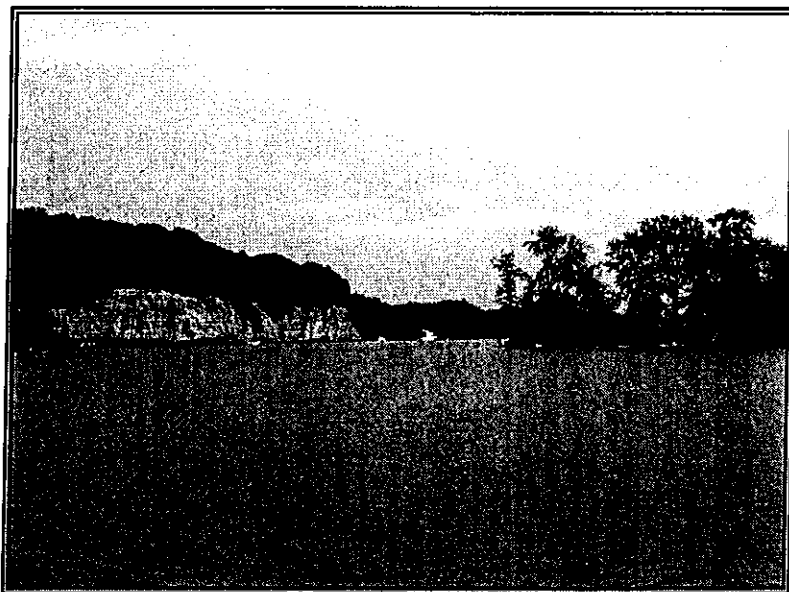
I fueled up from my spare deck tank, cleaned up and made some dinner. Lights out early.

goodnight

Leg 3 Sept. 24th, 2005

Hennepin, IL
37.79 s. miles travelled today
932.25 s. miles total

When I left the dock at Ottawa, IL this morning, little did I know the day would end on such a funny note.. I had decided that I would just go as far as the next free dock at Hennepin, Illinois. I sure do love these free docks!!! It was another beautiful day. Sun was shining. Not too much wind. I only had one lock to worry about and I would be tucked into my slip in less than 6 hours.



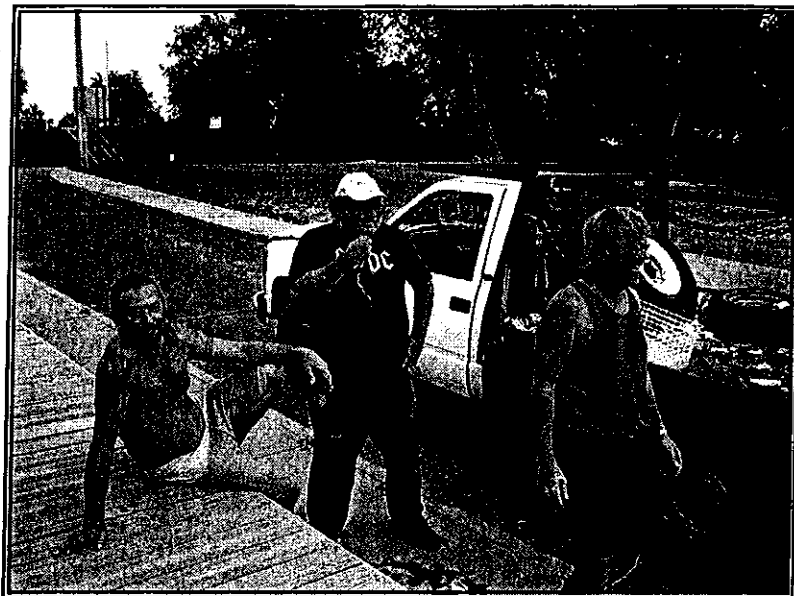
Starved Rock

As I motored down the Illinois River I was amazed at how pretty the area called "Starved Rock" was. My original plan was to stop at the Starved Rock Yacht Club to put my mast back up, but since Judge had taken my sails home to leave me more room on the boat, I decided to restep my mast at another time and location. Besides, it wouldn't have been fair for Judge to have to return so soon to help me out. He had just helped me take it down a week before. At 1312 I exited the Starved Rock Lock quite pleased with myself that everything had gone well. My confidence level had increased 10 fold since my first lock in Chicago.

The day continued to be a very pleasant one. I motored past several old buildings, some still working compa-

nies, some abandoned. As I moved with the current the river continued on a twisting and turning route with intermittent areas of straight courses. I passed a small town with a very big sign on one of the old buildings. PERU. Peru is in LaSalle County, Illinois. I thought this amusing, since my home port is in LaSalle, Ontario.

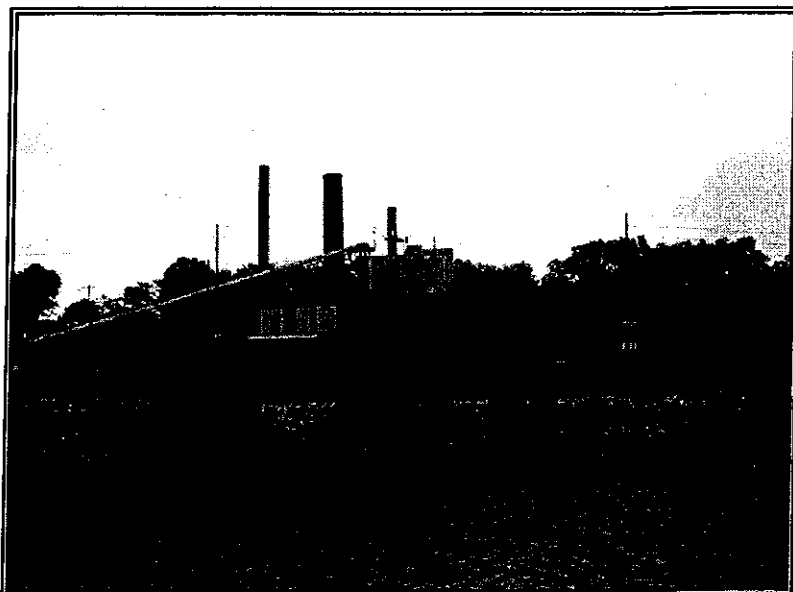
Nearing the south end of Hennepin Island the municipal docks came into view. I decided to go to the second set of docks, next to the southern boat ramp. These were the recommended deeper docks. I had no problem getting into my dock, even with the current. They are quite short, so if you had a boat bigger than 30 ft you might have had to dock diagonally. There was no one else there when I arrived, except for some fishing boats. This was the local boat ramp for the small town and was used quite frequently, both by fishermen and with hunters setting out their duck blinds. Duck blinds here have to be inspected and approved by the environmental law enforcers (I am not sure of the correct name). There were public restrooms here, but I chose not to even inspect them. There was no power and no water, but all in all, it really was a nice place to stop for the night.



Redneck Friends

After tying up I anxiously put things away so I could make the walk into town. That is something I love to do, especially when I get in fairly early in the day. I love to explore the little rural towns. The town was at the top of the hill and about 300 meters down the road. There was a well stocked grocery/deli store, a marine store, a bank and a restaurant/bar. The grocery store would fill your propane bottles if need be. Everyone seemed friendly enough. I bought a few things at the grocery store and walked back to the boat to make dinner for myself.

While I was putting my groceries away I noticed a power boat being launched in the boat ramp next to me. I enjoy watching the locals so I kept an eye out as I was busying myself in the cabin. Shortly after I had finished, I could see another fellow standing by the truck and trailer still in the ramp. I stepped up to the cockpit and asked "hey there, did you miss the boat?" He said no, that his friends had just left and were in trouble. They were having engine problems and were trying to paddle their way back against the current. He said he was just about to call someone for help. I answered, "do you want to go get them?" He said "sure, that would be great, thanks". So I told him to jump aboard and we would go get them. He had not been on a sail boat before and he was quite a big guy, so I told him to just sit



Peru (LaSalle Country)—Illinois

there and I would let him know what I wanted him to do. I got a tow line from my sail locker, threw off my dock lines and backed out of my slip. CAN YOU JUST PICTURE THIS ???!!!!!! A woman in a sailboat towing back 2 redneck guys in their power boat. We did a lot of chuckling about that. The guys thought it was great. They loved the idea, especially that I was single handing and I was Canadian. It really was fun. To show their gratitude they took my gas cans and filled them for me and would only take half of what it cost. That was a huge favour for me. It was very much.. you scratch my back....I will scratch yours. They even invited me to dinner, but I declined. I had eaten while they went for the gas. The one fellow lived at the top of the hill and that is where they were congregating for dinner.

As I said in the beginning.. who would have thought the day would end on such a funny note. After visiting with the guys for a while I decided it was time to finish the day and said my goodbyes. I was still laughing as I fell asleep. What a great day!!!

goodnight

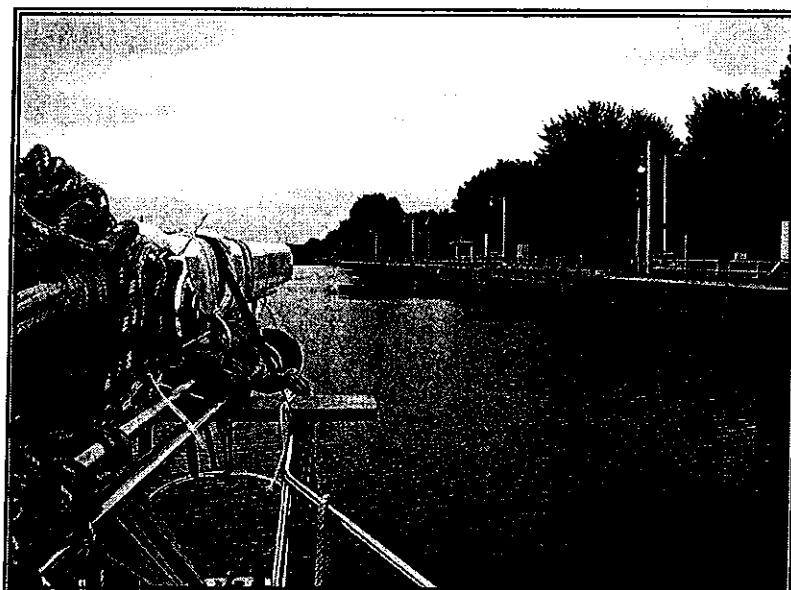
Leg 3 Sept. 25th, 2005

Back to my dock at Hennepin, Il

Left @ 0750

Returned @ 0930

Still chuckling about the events of the day before, I readied my Lady and myself for a fresh new day. At 0750 I untied my lines and backed out of my small slip. I was looking forward to a short day with no locks. My next stop would be at the "free" dock in Chillicothe which was only about 28 s. miles. I would be there early afternoon and would have the rest of the day to see the town. I would be able to do my laundry and still get to the library to use their computer and check my emails.

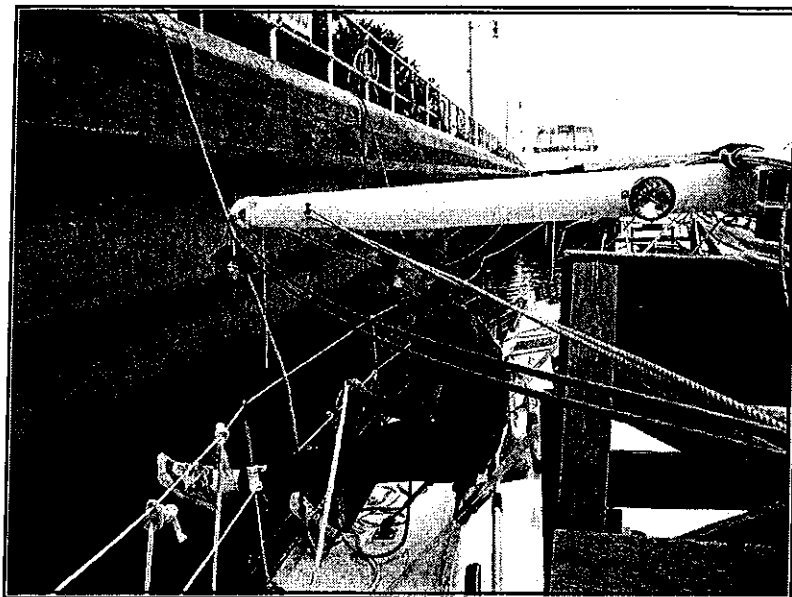


Entering Starved Rock Lock

As I was heading out, I was thinking about Kip, on Aanoosh. If you remember, he was the fellow I had buddy boated with in Lake Michigan. We had kept in touch and the last time I spoke with him, he mentioned he had been having some problems in the locks. It is more difficult for him, especially if there is wind, because he is single handing a 40 ft sailboat with a 55 ft mast. Lots of overhang (bow and stern) with the mast. And as luck would have it, that is what hits the lock walls the hardest. I decided to give him a call and see where he was and how he was doing. Ouchhh, he was not doing so well. He had hit pretty hard against the wall of the last lock and was not a happy camper. He was very upset and felt that he had bent his mast. He was not looking forward to the rest of the locks, being alone. In these locks, in the Illinois, you use lines that the lock-master drops to you, or you could reach over and grab if the water was high enough on the wall. Using the lines was more difficult for Kip because they were barely long enough to reach midship from bow and stern when near the bottom of the lock and he would then run into problems. Kip much preferred the floating bollards or attaching to the ladder, but the the lock masters would not allow that.

I could empathize with Kip, because I know how intimidating the locks can be and I was in a small boat with little overhang of my mast. My mast was only 25 ft and the boat was just short of that so I had more response time to correct than Kip. Well, I let Kip know that I was not very far from my dock in Hennepin and that I did not mind turning around, leaving the boat and getting land

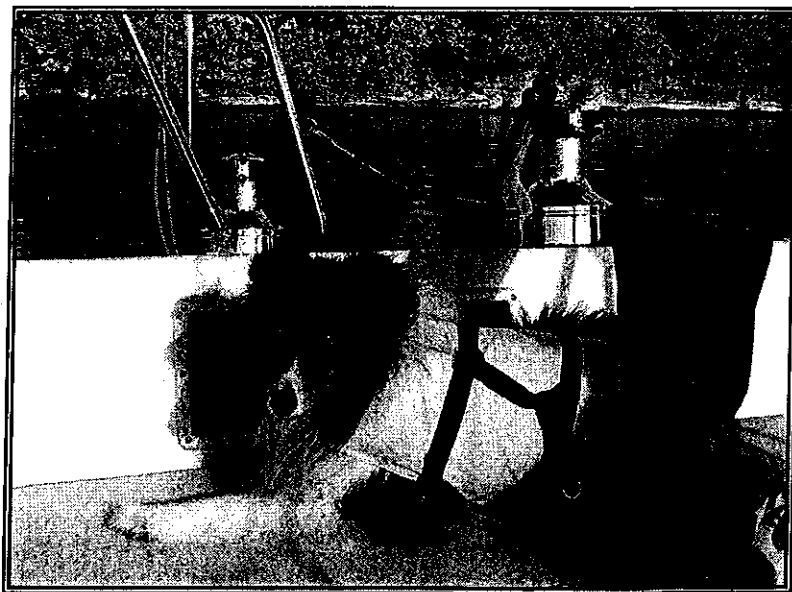
transportation to go back and help him. He was grateful, but didn't want to ask that of me. I reassured him it was not a problem. I proceeded to tell him of my events the day before and how I felt that these fellows would probably not mind driving me back to the Marseilles Lock to help him through. Also, the dock at Hennepin was free and I wouldn't have to pay to leave for a day or so.



Kip concentrating on locking down

I left that information with him and if he felt that was doable he could call me back. I slowed my engine just in case and waited for his call. After a few minutes he called me back and said "thanks" and that he could not think of any other way to do it. With that, I turned my boat around and headed back against the current to return to the slip I had just left. It did take a little longer with the current, but I returned at 0930. I walked up the hill to the house of my new friends and asked if they could help me out with a ride back to the Marseilles Lock. Bob, the owner of the house and the truck agreed to help and would meet me back at my boat shortly. I called Kip and let him know I would be on my way in the next half hour or so. You could hear the relief in his voice as he said he would call the lock to let them know I was coming.

I locked up Indigo Lady, as well as the dinghy and made sure everything was secure, so I could leave for a day or two. Soon Bob and Cory (??) came to pick me up. The truck was a typical redneck type of truck with the empty beer cans in the bed of the truck along with tools, etc. They were really great guys though. We went to the gas station and I paid for the gas to get us there and for him to get back. Bob wasn't working so really couldn't afford any extra and since those guys paid for most of my gas the night before, I had no problem with paying a little extra for his. During the drive we laughed a lot about my 'saving' Cory and Terry. They were also very interested in my trip. It seems that they rarely get out of their counties and liked hearing about the places I had been and where I was going.



Rodney one of Kip's shelties

While we were driving to Marseilles, Kip was clearing everything with the Marseilles Lock for me to gain entrance to the lock and to board Aanoosh. When we arrived I thanked the guys and headed to the gate for

the lockmaster to open. I had brought my VHF so I could stay in communication with the lock and with Kip during this transfer. I showed my I.D. to the lockmaster and he recorded my information. He then allowed me to go to Kip's boat and help him lock through. Since 9-11 security has increased at the locks and rightly so.

Kip was quite happy to see me and helped me aboard. I think the dogs were even happier. They barked their hello's as I looked into the cabin to say hi to them. I had missed walking them with Kip. For those who might not remember, Kip has 3 shelties and 1 cat aboard. "Three dogs, one cat and one human" is how Kip refers to his crew and himself.

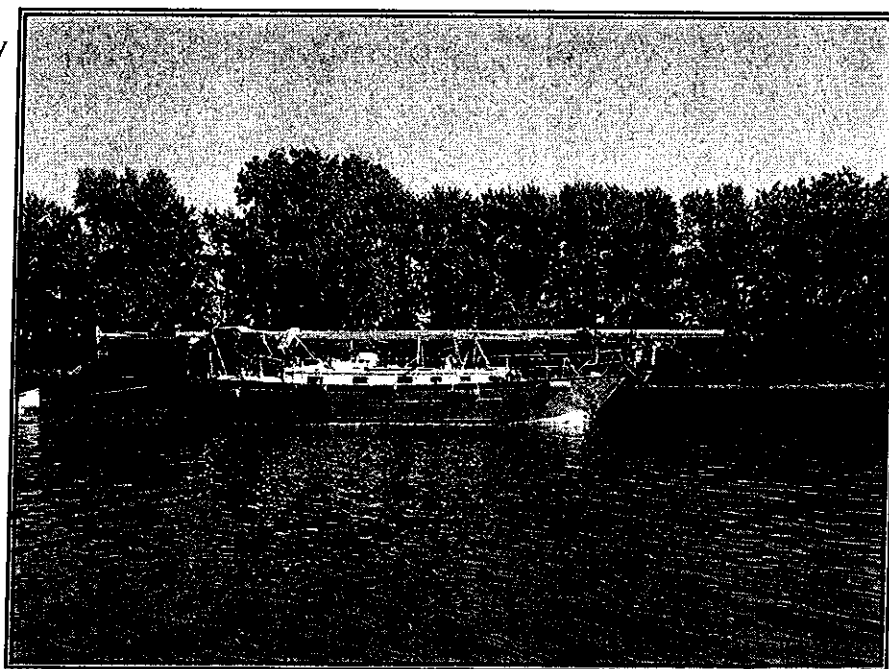
So far, I have been fortunate enough to not have to go through any locks with a tow. Not so for Kip. He explained that when he went through the last lock, where he hit the wall, he was behind a tow. When the tow throttled up there was such stern wash that the stern of Aanoosh was pushed away and his bow was pushed into the wall. Well, now we were to experience the opposite. Aanoosh would be in front of a tow. We would definitely not experience the same turbulence, but it was something new for me. During the descent Kip had no problems, never needing my help and we exited the lock on a good note.

I enjoyed the dogs, petting them and brushing them as Kip and I caught up on details of our adventure. Since it was too late in the day to get me back to Hennepin before dark, we decided to just stop at the Ottawa free dock. I had been there just a couple of days previous. Kip talked a lot about his locking experiences and I could understand his concerns. He is a great cook so he made dinner and after great conversation and a full stomach it was time to crash for the night. He was also a good host, making sure I had enough blankets and a comfortable pillow. While I lay on the settee in the cabin and closed my eyes for the night, I had a good feeling knowing that I had been able to help out a friend!!!

goodnight

Sept. 26th, 2005

The next morning we awoke early and after breakfast we set out for Hennepin and Indigo Lady. We had another lock we would have to traverse and since Kip was also trying to single hand I suggested that we handle this lock the same as the first one, yesterday. I would just be there for him, not touching anything unless it was absolutely necessary for the wellbeing of the boat, mast and us. I would just coach him along. I knew he could do it, he just needed a calm voice aboard to let him know he could do it too.



Kip on Aanoosh

We had a good trip down the river and when we approached the Starved Rock Lock and Dam Kip was ready. Fenders were out and we tied up on the north wall. Kip made sure the bow, stern and midship lines were at hand. With boat hook at the ready I just quietly watched and reminded Kip not to 'muscle' the lines, an easy tug would be enough. Nearing the bottom Kip was starting to get a little nervous, but I assured him

I would not let him get into trouble. He was concentrating so hard on what he was doing he hadn't realized we were almost at the end. When he asked me to "help", in a very nervous voice he was surprised when I said "no". I said, "there is no need, you are at the bottom". He looked and was delighted to see he had done it himself and retained his single handed status. When we got the horn to exit he was so happy, so relieved and I just chuckled, "See, I told you that you could do it".

Along the way to Hennepin, I had explained to Kip that the slips were very short and that it might be better for him to dock across two slips. This seemed like a good plan, but as we approached the dock we realized we would have to come up with another solution. There were other boats in the slips. Kip managed to get Aanoosh close enough to a commercial floating dock for me to jump off. I went over to my boat and grabbed my boat hook to measure the depth of one of the boat ramps to see if Aanoosh would fit. It was plenty deep enough, so I waved Kip in and we quickly tied him securely to the dock beside the ramp. That was a relief. We didn't know where he would go if this didn't work. Shortly after Kip was secure, Bob and Cory came down to the dock and I introduced them. Kip was happy to meet them and thanked them for coming to his rescue.

That evening we met the people from the catamaran that was docked here. 'Chatagem' The skipper, Derek was from England and his first mate, Audrey was from Vancouver. Such a delightful couple. They were planning to go to the Bahamas, then Bermuda, then cross to England. We agreed that we would all set out together in the morning, then said goodnight. It was nice to be back aboard Indigo Lady. Although Kip was a great host, it is always nice to be "home".

goodnight

Leg 3 Sept. 27th to Sept.29th, 2005

Peoria, IL
45 s. miles

When I woke up this morning I realized that Chategem had already left. Aanoosh was still in port, with Kip busy working on the engine. He came over to let me know he was in need of a part and would have to wait until the marine store opened before he could leave. I told him I would be happy to wait for him. Since the 'free' dock at Chillicothe was less than 30 s.miles we had lots of time. I checked my oil, topped off my gas and prepared the Lady for her day.

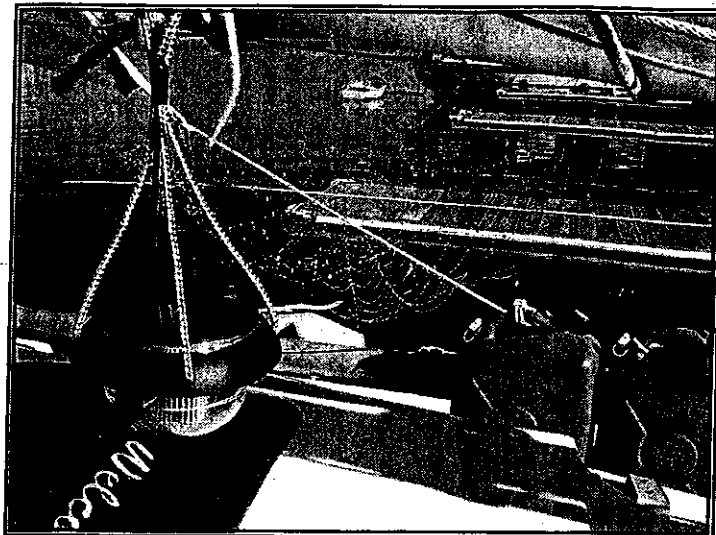
I have to make a confession here. One thing that absolutely fascinates me is the magically artistic masterpieces that a tiny spider can create in a very short time. In the mornings there are usually an abundance of these creations to dust off, but this morning I couldn't bring myself to destroy one special one created overnight. With the dew dripping from the lace and the sun shining down, the result was an image of diamonds sparkling and dancing in the gentle wind. Corny, huh?! It was just so beautiful that it brought a huge smile to my face and was a wonderful way to start the day. I just had to take a picture, but as pictures go I would never be able to capture the beauty of it.

Kip was now ready to go, so I walked over and helped him off the dock, keeping an eye on the bow in the current. With Aanoosh on her way I went back to Indigo Lady and untied her lines, jumped aboard and backed out. I waved goodbye to Bob on the top of the hill and pointed my Lady's bow south. I have passed some beautiful areas on the Illinois, but I think the prettiest part of the river was here in Putnam County. The river was running parallel with Swan Lake and on the far side of the lake there were thou-

sands of white pelicans resting in the shoals. Above, there were hundreds more. The pelicans accented the beautiful landscape that surrounded them. I had been told this would be a spectacular sight and I was not disappointed. (Unfortunately none of my pictures turned out for this area)

As I was approaching the south end of Lower Henry Island I noticed a tow heading my way. I called the tow captain on the VHF and we agreed that I would pass him on one whistle. I moved over to the starboard side of the channel to make sure I would be out of his way. I had been warned to be aware of the possibility of a missing channel marker. Sometimes the tows will take out a buoy as they go by. Well, this would be my first experience of a missing green buoy. As I moved over I found myself aground in soft

mud with the tow coming. I called the tow captain again and let him know I was aground and hoped I was totally out of the channel and out of his way. We both chuckled a little as he said he would give me lots of room. I wasn't concerned about the grounding because, I knew once the tow passed he would throw enough of a wake that I would easily be free. I called Aanoosh to be careful behind me and not follow me in, so as not to run aground himself. He went around me and continued on, getting out of the way of the tow. He thought he would have to pull me off, but that wasn't necessary. As I figured, I was loose as soon as the tow passed. This would be another lesson learned, to always keep the missing markers in mind.

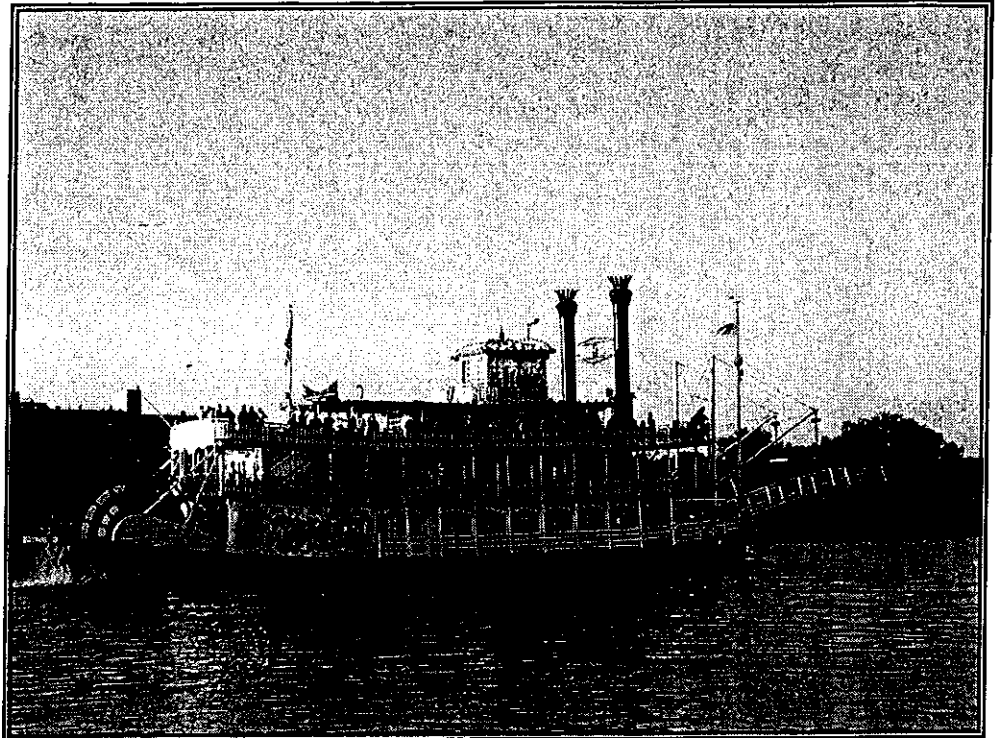


Nature At Work

When we arrived at Chillicothe Chategem was already there and tied up. I slowly made my way into the dock, keeping a close eye on the depth. I could make it in, but it would not be deep enough for Aanoosh who required 5 1/2 ft. We thought perhaps there would be enough depth on the outside of me so Kip could raft up, but that would not be the case as Aanoosh slowly stopped, aground too far from me to tie up. We were pretty hot and thirsty at this point so we got some water and talked about our options. Just a half mile away we would be entering the Peoria Lake and would be in this shallow lake for the next 17 miles. There were several marinas, but few if any, that could accommodate Aanoosh's draft. There was one marina that was just a couple of miles away that we thought we could head for. It was late in the day and we wanted to make sure we were safely tucked in some where before dark. This seemed a good choice so Kip backed Aanoosh off and I untied myself from the dock. Chategem had no reason to leave as she drew even less than I did. We said goodbye to Derek and Audrey and suggested we would see them further down in the next couple of days.

As we came up to the intended marina we could see this was not a good idea. Just before the marina, at the beginning of the channel, there was a company demolishing a barge. The smoke and the stench from this production was not something we wanted to experience all night, so we decided to continue on to Peoria. We made sure to stay within the channel in the lake as it shallows very quickly outside. We made good time and arrived in Peoria before dark. The docks in Peoria were only supposed to be used for day docks and they had a 3 hour limit. There was also a parking meter system and the cost was \$1.00 per hour. We had been told that, since it was after labour day, if we kept a low profile no one would bother us. I went in first and was surprised to see another Canadian boat I hadn't seen since Chicago, 'Team Work' with Lee and Jan aboard. I called over to them and asked if they could move their boat back a little so as to let Aanoosh in. They were very obliging. I went across from this long side dock and settled into a 25 ft slip. Each slip was marked with the length of the boat it accommodated. It was not a difficult slip to get into and in no time at all I was tied up and over helping bring Aanoosh in. There were so many seagulls who patrolled the docks.

There droppings were everywhere and before I would get back onto my boat it was imperative that I wiped my shoes off. Feathers were also in abundance and very messy. On the other side, where Aanoosh and Team Work were the docks were not quite like this. They were much cleaner. I did consider moving to the other side, but I was too lazy to unplug my power, etc. and head over. Of course, I didn't know at the time, that we would be spending a few days here.



Peoria—Paddle Wheel Boat

We were invited to Team Work for cocktails so Kip and I joined Lee and Jan after we procured some snacks, etc. from our own boat, to share with our

hosts. It was fun to compare notes on our adventures so far. It was great to see them again. We couldn't talk Lee and Jan into going to dinner with us as they had just come back from a local restaurant. Kip and I decided to go for a walk and see some of the sites first, while exercising the dogs. That was something I had missed since Kip and I had gone our own way in Michigan City and then again in Chicago.

At the next dock was a paddle wheel tour boat which looked inviting. There was a large bar and restaurant at the top of the hill at the marina, but that night Kip and I decided to have dinner at a well respected restaurant in town and looked forward to a great meal. Unfortunately, we were very disappointed. The coffee was cold, the bread was stale and the shrimp scampi was less than adequate. On first bite of the shrimp I knew it was 'bad'. I waited to say anything until Kip voiced his distaste of the meal, as well. We spoke with the manager and at first they were going to make us pay for one meal. I wasn't satisfied with this. I asked what they would do if we, Kip and I, were at different tables. We were not a 'couple'. We were just two friends enjoying a meal together paying our own tabs. She finally understood and we only had to pay for our salad. We paid our bill and left, grumbling to each other on the way back to our boats.

goodnight

Sept. 28th, 2005

When I awoke in the morning Team Work had already left. I didn't get to say goodbye, but I hope to see them again in my travels. Kip had made up his mind that he didn't want to leave Peoria without seeing the Caterpillar Tractor Plant, so he gave them a call and arranged for us to have a tour the next day. Apparently the wait is usually 4 weeks, but Kip let them know we would be leaving in a couple of days and they were very nice to waive the waiting time.

Derek and Audrey arrived today while Kip and I were walking the dogs and exploring the town. We found a

free WiFi hotspot in the centre of some shops on the main floor of an apartment building. We went back to our boat, put the dogs back aboard and picked up our computers, so we could go back and check our emails. One of the shops there, was a print shop where Kip had more pages added to his journal and rebound, while we waited. Later in the day we stopped by Chategem to say hello and have a cocktail. They invited us to dinner, which we accepted and returned to the boat a little later. We mentioned our appointment tomorrow for our tour, so they called too and were added. After a delightful evening the four of us said our goodnights and I returned to Indigo Lady.

goodnight

Sept. 29th, 2005

I woke up excited with the plans for the day. We were to meet at the Caterpillar Tractor Headquarters at the top of the hill, then they would shuttle us to the plant. Debbie, our tour guide was very professional and pleasant. First we watched a short video explaining some of the company's history and examples of some of the models. Only the larger models were built in this particular plant. We were each given a headset and receiver to listen to through the tour. As she directed us through each section of the plant she would describe the manufacturing steps of each model, such as the D11. I was amazed at how clean the plant was. How efficiently it ran. To allow for the thousands of pounds the floors had to be reinforced. I had no idea until now, that every unit, before it is shipped out to a client is first totally assembled, tested, partially disassembled, then reassembled again on site. It was a very interesting tour and when we finished we had the chance to take a seat in one of the Carydozers. We were not allowed to bring anything into the plant, especially cameras so I was not able to take any pictures. When we returned to the van we were given a Caterpillar keychain as a souvenir of our tour.

I had a nice stay in Peoria. It is a place I would certainly revisit.

goodnight

Great Loop Sept. 30th, 2005

Snicarte Island

N40 09.30'

W090 12.25'

M#106.7

57.40 s.miles today

1034.74 s.miles total

I had a great time in Peoria, but it was time to leave. As I was backing out of my slip a large carp jumped on to the dock. I had been told about the flying/jumping carp, but I had not seen any yet. There had been times when I thought I had hit something, but then I wouldn't see anything. It was strange, but after seeing the carp this morning I am sure that is what kept hitting my boat. The story is, the carp apparently are attracted to the sound of the engine. In this and surrounding areas they actually have fishing derbies to see who can catch the most. The fishermen have come up with novel ways of attracting the carp. Some use an extra motor and some just bang on their boats with a stick or even their hands. The carp jump right into their boats. They can be dangerous and have been known to knock unsuspecting boaters out of their boats. I know this sounds far fetched, but it is true. I wish I had had camera in hand when it happened, but I was too busy maneuvering out of my slip and around other slips.

Since I would be in my own boat for the last two of the eight locks on the Illinois, Kip and I decided he

would enter the lock first, then I would come in and raft to him, board his boat and be there if he needed me. The Peoria Lock and Dam is a wicket dam/lock. When the water is low the depth in the river is maintained by raising the wickets, but when the water is high the wickets are dropped and the boats are directed to pass over top without locking through. There is considerable current when this happens. I was not looking forward to going over the wickets. When we arrived at the lock we found that the wickets were up. Hurray for me!! After a ninety minute wait we got the green light and entered the lock as planned. Kip did a fine job and I did not have to touch a thing. All went well with only a little trouble as we separated.

We decided to anchor for the night behind Snicarte Island in 8' of water. This was my first attempt at putting out a stern anchor. I made sure I was secure with my bow anchor then took my dinghy out and dropped a second anchor. There wasn't much room to manuevre. There was a power boat in the Bath Chute, so Aanoosh anchored behind and then Indigo Lady behind him. I topped off my gas and settled in for the night.

goodnight

Great Loop Oct. 1st, 2005

Buckhorn Island
N39 30.00'
W090 35.37'
M#46.5
60.79 s.miles today
1095.53 s.miles total

Well, I stayed put for the night. Didn't move at all. The worst part about it was the retrieving of TWO anchors this morning. Yikes!!! One is bad enough. I love being on the hook, but I never look forward to pulling up the anchor. I don't have a windlass so I was the only 'lass' that was going to be pulling up these anchors. Nasty job done, I backed out slowly and turned into the channel for my second last day on the Illinois. I am really looking forward to leaving the Illinois and entering the Mississippi to start another leg of my journey.

Today would mark the end of the locks in the Illinois. Another wicket dam/lock. LaGrange Lock and Dam at mile 80.2. I had spoken with Kip this morning before we left and we had agreed to do this lock the same as yesterday, providing we weren't passing over the wickets. When we got to this lock we didn't have to wait, but the lockmaster didn't seem to like the idea of us rafting and had me 'free float' through this lock. I think he misunderstood the situation. I think he thought I was the one that needed help, not Kip, because he kept coaching me saying, "it's alright, you can do it missy". I was not happy with this. I had not free floated before and was not confident in doing so with other boats in the lock. We had caught up with Chategem once more and they were in the lock, as well. Free floating means I am not even tied to the wall, I am just 'free floating' in the middle of the lock. Although there was not a lot of turbulence with our descent of only 10ft I still found it quite difficult to keep Indigo Lady centered and under control. On top of that, we had to wait for the power boat from our anchorage to come, Kismet with Jim and Lisa Favors aboard. Needless to say there were a few tense moments along with a few salty words coming from my way. As it turned out, Kip did well on his own and he exited the lock feeling quite good, knowing that was the last lock he would have to go through for a few days. I was happy for that as well.

Today would also mark the start of submerged 'wing dams'. From Mile 63 south, I would be having to watch out for these wing dams. Depending on the height of the water. Funny, here you use the word height more so than depth. The 'height' fluctuates so rapidly and frequently that you have to always be aware of how much water you have underneath you and how much space you have between you and a bridge. As I was saying, depending on the height of the water these wing dams may be visible, but many times they are totally sub-

merged and you have to keep a good eye on your charts. The wing dams are marked with a red line on the chart, but not on the water. They could really ruin your day. The purpose of the wing dams is to direct the flow of the water, keeping it deeper in the channel. You also have to watch for shoaling downstream of these dams.

After a long day of over 9 hours we are at Buckhorn Island. A pretty anchorage and only 46.5 miles left before the Mississippi. I am excited and excited too because here I only need one anchor. Time for relaxing before I make dinner. I love this part.



goodnight

Anchorage at Buckhorn Island

Great Loop Oct. 2nd, 2005

Island # 525

Grafton, Illinois—M# 2.0—N 38 58.00'—W090 26.82

46.59 s.miles today

1142.12 s.miles total

I am up early this morning. Knowing that we will be just 2 s.miles from the Mississippi tonight when we stop is really exciting. There are no more locks and the river will wind around many islands today. Wing Island, Fisher Island, Willow Island, Hurricane Island, Diamond Island just to name a few.

I left my anchorage around 0800 and took a couple of pictures as I motored away. It was a pretty run down the Illinois passing so many islands. After Mortland Island the river began to bend and would continue this until the Mississippi where, at the point of entering the Mississippi, I would actually be heading East. The plan was to stop just before the Mississippi, anchor and then in the morning get up early for the short run to Alton, Illinois. Kip and I had talked on the VHF and decided to anchor rather than go into Grafton to tie up. We could have tied at the dock in Grafton at the Loading Dock Restaurant, but when we got there the parking lot was filled with motorcycles and the dock was full. So we backed up and dropped hook at Island 525. Funny that it doesn't have a name, just numbers. The locals were not happy with our choice of anchorage and made our lives miserable all the time we were there. They felt we were in their way, but we pulled out of the channel and as far over as we felt comfortable. It was a rocky ride to say the least, as the power boats sped up deliberately throwing a horrible wake our way. At one point I was showering in the cockpit (bathing suit on of course) and when the wake came I reached to save my shower bag and scraped my face in the process. I was not happy, but it all went with the adventure and nothing would diminish the thrill of being so close to the Mighty Mississippi and starting Leg 4.

goodnight.

**LaSalle Mariner's Yacht Club
PROPOSED BY-LAW CHANGES**

(General Membership Meeting – 26 March,2006)

By-Law Number 1

ARTICLE 3. (q) CURRENT: A full membership includes the signing applicant plus spouse and children under eighteen (18) years of age.

CHANGE TO: A full membership includes the signing applicant plus the spouse and dependent children under 25 years of age. The applicant's spouse includes the person to whom the applicant is legally married, or, a person who is a spouse under Canadian law. In the case of separation of the spouses, it is the signing member's responsibility to let the club know who will retain the membership. This must be agreed to by both spouses in writing.

ARTICLE 3. (t) CURRENT: Full Members are entitled to one indivisible vote, and at the Club: dockage (if available) and winter storage for one boat.

CHANGE TO: Full Members are entitled to one indivisible vote, and at the Club: dockage (if available) and winter storage for one boat. A Full Member may keep non-motorized small craft (eg. Laser, canoe, kayak) in designated areas and pay fees at the rate set by the Board of Directors. A Full Member, at the discretion of the Executive may winter store 2 of his/her boats at the Club. In a buy/sell situation, a Full Member, at the discretion of the Executive may keep 2 boats in the water at the Club for a maximum of 30 days.

ARTICLE 3. (v) CURRENT: Full Members may use all club facilities, dockage and storage by fee paid.

CHANGE TO: Full Members may use all Club facilities, dockage and storage by fee paid and may invite guests to use the Club facilities. The Member will be responsible for such guests while they are on Club premises.

ARTICLE 3. (y) CURRENT: Spouse point credits will be tabulated separately and cannot be combined or transferred. Both members will receive equal points for membership, dockage and storage.

CHANGE TO: Move this language to Article 17. (a)

ARTICLE 3. (y) NEW: Full Members may summer store their boat at a designated location on the Club's premises at the discretion of the Executive. Such storage will be for a maximum of one summer and the Member will be charged at the cost of the current rate for such Member's dockage plus one launch and one haulout.

ARTICLE 4. (c) CURRENT: Associate Members are not entitled to summer dockage or winter storage.

CHANGE TO: Associate Members are not entitled to summer dockage or winter storage but may keep non-motorized small craft (eg. laser, canoe, kayak) in designated areas and pay fees at the rate set by the Board of Directors.

ARTICLE 4. (f) NEW: Associate Members may use all Club facilities and may invite guests to use the facilities. The Member will be responsible for such guests while they are on Club premises.

ARTICLE 7. (d) CURRENT: The Board of Directors shall have power to expel or suspend any Member for violation of the By-laws of the Club, for failure to pay dues or for conduct deemed improper or prejudicial to the best interest of the Club, providing however, that no Member shall be suspended for a period longer than thirty (30) days without such Member being given the opportunity of appearing before the Board of Directors in his/her own behalf.

CHANGE TO: The Board of Directors shall have power to expel or suspend any Member for violation of the By-Laws of the Club or for failure to pay dues or fees, providing however, that no Member shall be suspended for a period longer than thirty (30) days without such Member being given the opportunity of appearing before the Board of Directors in his/her own behalf.

NEW: the phrase "or for conduct deemed improper or prejudicial to the best interest of the Club "
has been moved to new ARTICLE 11. (b)

ARTICLE 11. (b) NEW: Notwithstanding ARTICLE 11. (a) above; the Board of Directors may at any time suspend or expel from membership any person whose conduct they deem improper or prejudicial to the best interest of the Club and such action shall be final and conclusive provided:

- a. the vote of the majority of the Board present is required to effect such suspension or expulsion;
- b. if, at any time within one (1) month after the expulsion of a Member, a Special General Meeting of the Club is requested by ten (10) voting Members in writing addressed to the Secretary; such meeting shall be called forthwith and an appeal thereat may be made regarding the decision of the Board. The Member shall be reinstated only by an affirmative vote of two-thirds (2/3) of the voting Members present in person;
- c. a Member, upon suspension, shall not be liable for payment of any dues, nor shall the Member have any club privileges. Upon expulsion, such dues of the Member shall cease;
- d. a Member who has been suspended or expelled shall have no claim upon the Club for repayment of any initiation fee, dues or any monies whatsoever.

ARTICLE 12.(g)CURRENT: Members will be charged at the rate set by the Board of Directors for unworked hours. When a club member, in good standing, reaches the age of 60 and has been a Full member for at least 25 years, that member no longer needs to record work hours.

CHANGE TO: Members will be charged at the rate set by the Board of Directors for unworked hours. When a Club Member, in good standing, reaches the age of 60 and has been a Full Member for at least 25 years, that Member no longer needs to record his/her work hours. (Addendum 1. refers).

ARTICLE 17.(a)Add the following language moved from ARTICLE 3. (y):
Spouse point credits will be tabulated separately and cannot be combined or transferred. Both Members will receive equal points for membership, dockage and storage.

UNDER RULES AND REGULATIONS:

TRAFFIC & GROUNDS

CURRENT: 1. Speed limit is 5 mph on all access roads.

CHANGE TO: 1. Speed limit is 10 km/h on all access roads.

NEW:

(NOTE: The following letter was accepted by a vote of the membership in a General Meeting in March 2001 and will be included as Addendum 1. to By-Law Number 1.)

Addendum 1.

718 Front Rd. N.
Amherstburg, Ont.
N9V 2V7

February 26, 2001

LMYC EXECUTIVE

I understand that the Executive has tentatively questioned the need to exempt "work hours" for a class of older members. I would suggest the following as an amendment to the by-law:

When a club member in good standing reaches the age of 60 and has been a member for at least 25 years; that member no longer needs to record work hours

The reason for stating, "record work hours" is to show the intent is not to discourage anyone meeting the criteria to do no more work, but simply not record the hours. This way if a member cannot do 12 hours for whatever reason, he/she is not penalized. I am sure those members affected will still work at the club putting in many more hours and this will be simply a recognition of the many hours expended by these members in building the club to its present status.

Yours in sailing

Gord. Freeman