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The Link

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Commander's Corner

I am hoping everyone is having a great summer. The squadron has some great activates planned for this August and Fall. As the fall season nears the Chain-O-Lakes power squadron also becomes more active.

As an update the Fall conference is coming together. Cindy Geske has just had a planning meeting and all the committees are right on schedule. This has been a lot of fun and if you would like to help, please contact Cindy.

Our vessel checks are still being performed by our examiners. If you would like to get your boat checked, please let me know.

I would like to encourage all of our members to get involved with our activates this Fall and join in on the fun.

Chip Byrne
Commander

Mark Your Calendar for These Upcoming Events

Plan to attend one of our many educational or social events.

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**Visit <http://chain-o-lakes.org/>
 for all events for this year**

July

28 **Blarney Island Races**
 Grass Lake

August

3 **COL Bridge Meeting - 1930 hrs**
 Chip & Nancy Byrne, Lake in the Hills

6 **Docker's Venetian Night Raft-Off**
 Jim & Cindy Geske

13 **Sequoit Harbor Pot Luck/Fun Day**
 Skip & Kim Ambrose, Antioch

20 **Cruise to Racine**
 Racine PS

September

7 **COL Bridge Meeting - 1930 hrs**
 Jim & Cindy Geske, *Lake Villa*

17 **Ericsson - Commander's Cruise**
 Ericsson Marina, Algonquin -
 Chip & Nancy Byrne

12-17 **USPS Governing Board Meeting**
 Sheraton Four Seasons, Greensboro, NC

23 **Bridge Meeting D/20**
 Holiday Inn, Elgin

From the Chain-O-Lakes Sail & Power Squadron Educational Department

Knowledge helps us make good choices, keep learning!

Our boating season has begun and we now have some new **ABC** class graduates who are more knowledgeable about boating safety on the **Chain** with us. We had 12 participants in our class and all of those who took the exam passed, one with 100%! Most of the participants found our class on the **Fox Waterway Agency** website so I thank Jean Schroeder for her diligence with keeping us current on their site. The new 6-month free membership was another boon to our membership. Out of the nine participants eligible for membership, five took advantage of the opportunity which yielded seven new members.

I welcome our new members to our squadron, some of them have joined our get-togethers already; Philip (Skip) and Kimberly Ambrose, Gene Bahlman, Mark and Mary Lagerhausen, and Daniel Jensen and Kimberly Bilinsky. It is great to have you aboard.

P/C Jim Geske, AP and I were invited to the exam night at the Waukegan Squadron's ABC class at the College of Lake County to address their participants who boat on the Chain. We invited them to our **Engine Maintenance** class and offered our hospitality if they wanted to join our squadron for their 6-month trial membership. Two of their participants joined our EM class so our efforts were worthwhile.

P/C Jim Bowgren, JN, taught the **Engine Maintenance** class with a group of eight members participating. His knowledge as a certified marine mechanic and experience with marine engines provided a wealth of information you don't get by reading a book. Thanks Jim for your efforts and hospitality. The successful exams results also reveal Jim's skill in teaching.

The final grades are in from the **Advanced Piloting** exams! All the participants were suc-

cessful and passed with flying colors. Congratulations to P/C Jim Geske, Lt/C David Howard and P/Lt/C Dick Kaman, you are now officially at the grade of AP.

Our effort with the **USPS University** seminars was well received. We scheduled four seminars covering Trailing, Anchoring, and Boat Handling. The seminars were presented at Great Lakes Yacht Sales, Fox Lake Harbor, Munson Ski & Marine, and Sequoit Harbor during Safe Boating Week. Now that we are more comfortable with the seminar series we can plan for more in the future. Thank you to all the instructors and assistants; Gary Braker, Cdr Vince Byrne, Jim Geske, Dick Kaman, Don Kerr, Tim Levo and Skip Ambrose. You all did a great job!

There were so many requests for a summer ABC class so we scheduled a three-day version at Sequoit Harbor. Unfortunately we did not get enough participation on such short notice. Next year we should offer a weekend version or other variation to accommodate those interested.

If you want an opportunity to learn more boating skills we can schedule member classes if there is enough interest from our membership. Let me know if you have some interest and time to devote to; Seamanship, Piloting, Advanced Piloting or any of the elective courses.

Learning gives us power and choices; become a life-long learner!

Lt/C Ron Herbig, AP
Squadron Educational Officer



Excerpts from nightly emails to family, friends and salty dogs....

7/1/11

Annual Lake Michigan cruise: This year we cross the lake – from North Point Marina (Winthrop Harbor) to South Haven, MI. Current plan is to depart: Sat. July2 0400, ETA South

Excerpts from the ship's log

by Dick Kaman

Haven 1800. Son Jonathan and I will sail that leg. Jill meets up with us in South Haven and on Monday Jonathan heads home, and to work the next day. Jill and I navigate a few ports south and westward around the bottom of the lake eventually making our way back to North Point. Hoping to stop in Chicago if slip is available. Should be great trip!

Oh, by the way, daughter Caitlin's boyfriend proposed to her this last weekend and...she accepted! Wedding in fall of '12. He's a nice guy; we've gotten to know him fairly well. All he needs to do is show up with the equivalent of 2 goats and a pig, just like they did in the ancient days. I say "equivalent" because they just don't do animals anymore as they did in ancient biblical times. Today it must be an equivalent, in today's dollars, which I figure is somewhere around the price of a new Cadillac. I think it's a fair deal.

OK, we have arrived! No worse for wear, but it was a little exciting. Got out of North Point harbor at about 0300, then spent a little time figuring out my new jiffy reefing arrangement – it should not really have been in the way but it was. It was dark also. We got it figured out and left the starting gate at 0330 at a heading of 099M. Wind was good, around 18 kts, so we were making about 6kn on starboard tack. ...and so it was for the next 13 hours! Same tack, same sail settings, etc. It would have been kind of boring if it were not for the cold and fog that plagued us through the early morning hours and most of the day. Temperature was 62 in the cabin and 52 outside. The fog made it very damp. Didn't see or hear another boat for 13 hours!

Finally around 1400 life got more exciting. Thunderheads were building to our south and west. We were getting severe thunderstorm warnings, fortunately for areas south of us, but not too far south – only 20-30 miles or so. We could hear thunder. The continued fog and haze didn't let us actually see the cloud and storm buildup. But by now the sun was beginning to shine through the haze.

Temperature rose to ...85. How nice, from shivering to boiling. And the flies, we had to hide ourselves in pants and clothing in order to escape their voracious appetites. Jonathan wore a sail bag over his legs. And of course, about the time the heat hit, the wind died down; It became stinkpot time. And we only had 18 miles to go! We tried the asymmetrical spinnaker but that didn't work out that well. Lots of sweat maneuvering and such but no real pick up in speed.... Looks nice though! I tend to think of





the asyms as a little bit of a joke – they seem to be only good in certain wind speeds and from a limited direction.

Anyway, we finally pulled into South Haven harbor at just around 1800, more-or-less when planned. South Haven is an active lake front town and, with the holiday in full swing, it's really hoppin'. It's late and the bands and the music and the parade are still rolling along. We're slipped right behind an ancient tug boat and a gaff-rigged schooner from early 1800's!

But we make it across. Pretty cool for an old codger and his son! It'll be very easy sleeping tonight!

7/4/11

I hate to bore you with this stuff and hopefully it is not too trite, but it is kind of exciting for a codger like me to put myself to the *test* and see what happens. The test is not only dealing with the conditions we encounter and how we respond, but also in the preparations. Since I have a limited budget, I cannot afford to just buy various solutions but have to search the *body of knowledge* for practical ways of dealing with things that might be encountered (the un-expected, which happens more often than not), and then think of the best way to apply them when needed. But I can't toot my own horn too much – I asked the local Pastor at home to throw in a prayer or two on our behalf. And I have a bottle of whiskey. Also, Jonathan was invaluable on the way over, helping out all the way over and always just when needed. He's got a great practical mind for this stuff and he shows no fear.

Bought a new fuel filter for the engine since I had not replaced it in a number of years (the exact number not to be published here). But it's gasoline and not usually full of sediments and stuff. Diesel fuel filters must be replaced yearly

along with several other regular maintenance requirements. Gasoline engines, like Mariah has, are easier to maintain, in general.

For those of you concerned in this way, I have a replacement water pump impeller, ignition coil, and alternator belt, beacon lights, whistles for life preservers with harness hardware attached (2 sets), 6 other life preservers without such gear, jack line webbing rigged on deck (for hitching onto when traveling the deck in rough waves. Only two people need to be in the cockpit or on deck in rough weather, especially at night. Also have a tethered life-sling to throw to someone whose gone overboard. It has a sling so the person can be hoisted (using a halyard and winch) back on deck. Also have another ring toss to throw someone in the water which has a tether line with it. Also have floating pads, both night and daytime flares, smoke signals, 2-way VHF radio, first-aid kit, and a paddle. Newest addition is something my brother Bill made for me – an emergency tiller handle. It can be snug fit over the stump of a broken one in 6 seconds or less and be effective! Thanks, bro Bill, I sleep better having it. Last year's little *event* made the need for this accessory very obvious. (Did you get that – *and a paddle!*)

I have a new GPS chartplotter (which makes following a course and identifying navigation aids and harbor details immediately) instead of the little hand-held unit I had been using. I have paper charts as back up, and all of the necessary drawing tools so I chart on paper. Over the last couple of years, I have taken courses in navigation so that I actually know how to use the stuff. Also in boat handling, sailing, and engine maintenance. Soooo...I have to take these trips or all that study will be wasted!

7/6/11

We've had a persistent engine problem – serious (because the engine actually stops) but not serious (because within 5 minutes we can start it again and it won't stop again). We've had it every day of the trip so far. I have changed the fuel filter and the ignition coil, but still had the problem. There are no symptoms just prior to stopping, it just stops. Engine temp (150F), oil pressure (70 psi), and battery charging do not indicate a problem. Once we crank again after it has stopped, it starts right up, no hesitation. So



I think it is an electrical problem, affected by temperature or vibration, maybe in the coil primary circuit(?). Or maybe vapor lock.

7/7/11

Today we made Hammond, IN and are in the marina which, conveniently enough is right next to the Horseshow Casino. I guess we'll just have to go check it out! You might not have the highest regard for Hammond and the south end of Lake Michigan but ... you are right. American industry in the late 1800's and most of the 1900's powered a good part of the world from here. The price we paid, however, is an industrial blow-out of the land and area. I remember as a kid riding in my parent's car on the way to grandparents in Grand Rapids, seeing the *blow torches* from the steel mills and noticing how all the local neighborhood homes were brown & yellow, also remembering the strong sulfur smells! Now we can see that remnants of the past steel industry are still running all along the lake shore essentially from Michigan City to Hammond. But we can also see the Chicago skyline to the north, and it is spectacular.

Tomorrow, on to Burnham harbor and Jill's dream – a stay in Chicago and view of the skyline at night. Should be a thrill for her. Then on Saturday, the run to the finish line.

7/10/11 - Summary

So, it's Sunday evening, July 10. We returned to North Point Marina, Winthrop Harbor, yesterday at around 1600, just about as expected. The ride up from Chicago was slow, not much wind, but the Chicago skyline was beautiful and the north shore area pretty nice too. We passed Noel and

Chris's place just north of downtown and waved but I don't think they saw us. When we arrived at North Point, we took stock and found – all parts basically still working, engine, head, tiller, sails, etc. No parts missing – wallets, car keys, personal stuff, dirty clothes. Some parts used – sunscreen (burned body parts indicate that some sunscreen went unused), whiskey and rum were abused (to a certain extent) but some was still left – don't know whether we should be proud of that or not.

At the end, the log read 237 miles and we prevailed; Jonathan had completed his task of keeping his dad safe. Jill took over the job in South Haven. From there we hit the "big" towns of New Buffalo, MI, Michigan City, IN, and Hammond, IN. Nice places, and nice marinas. Of course, a lot of the infrastructure was new and well kept due to the local, as we were told, casinos! I can't say



that every shower/toilet facility was A-1 topnotch, but they were clean and adequate – a little like camping. In fact, other than using a boat as the transportation means, a lot of the trip was like camping...and hiking! (the boat always seemed to be a good hike away from the bathrooms – unlike many of our camping days!) The tough times of the trip were the *sailing* times without wind – motoring – which, once again, we did a fair amount of. But we certainly enjoyed the challenge of traveling by boat to places we hadn't before, the element of risk was present to keep us awake, and Jill found some fantastic photo shots.

Our final stop was Chicago's Burnham harbor.



We had a great view of the city at night (took Marian out into the harbor as dusk and night settled in). We've seen it before from the water but we gave Mariah a chance to show it to us herself and I think she appreciated it – the engine ran better the next day!

Jill left us that morning in Chicago (for an easy ride home) and Jonathan, who had joined us the night before, traveled with me back to North Point. It was again, a slow ride but we actually got in about an hour before estimated due to a little more wind in the afternoon than expected.

We got about 1.2 hours per gallon of gas, better than the 1.0 last year. I had optimized my carburetor mixture before setting off – also no more black smudge across the stern! Also, as I had indicated, I changed fuel filter, ignition coil, and plugs. But I noticed that wiggling the wires to the electric fuel pump changed the rpm of the engine a bit, so now I am wondering if that was

the source of the engine problem! Need to investigate more. Also, my accessories take a deep voltage drop when cranking the engine – I may have a “ground” problem – again, more investigation!

Jill and I intend to install a *lazy jack* system to help take in the sail after dropping it. At the present, someone has to be on deck to *flake* (arrange/fold) the sail, and secure it with straps as it is dropped – sometimes a tough operation, especially if the deck is bouncing! More stuff to improve overall safety!

From the

MENTORS CORNER

It's no secret that we are all looking for opportunities to save on expenses these days. But did you know that as a USPS member some of those opportunities are only a few clicks away!!!

Just think, 12% off on that new computer system or 1/3 off the annual subscription to a popular boating magazine. What about cruise tickets with the only 110% Best Price Guarantee in the industry? With spring right around the corner how would you like to save up to 50% off on some new home furnishings or maybe some lawn and garden products. Or perhaps you would just like to have saved 55% off that latest prescription drug.

Whatever your needs, USPS has partnered with over 30 national companies to make numerous benefits available to our members. So if you have not taken a look at the USPS Member Benefit page lately, click on this link:

http://www.usps.org/national/admin_dept/benefitsdescription.htm#Cruisesonly

Remember, those SAVINGS OPPORTUNITIES are only a few CLICKS AWAY!!!

P/C Pat Braker, JN
Mentoring Chairman

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The obligation to render assistance: It's a tradition as old as the sea. But when it comes to towing another boat, your desire to play the seafaring Samaritan should be tempered by a healthy dose of common sense.

Reasons to Say No

Boats might float and drift with seeming ease, but they're still heavy. On the water, the forces of wind and waves can produce tremendous stresses — something to think about before tossing a skimpy dock line, or attaching it to a diminutive deck cleat.

In addition to snapped lines and damaged hardware, towing can put undue strain on engines and props. A prop designed for planing speeds isn't well-suited to delivering a lot of low-speed towing torque, and maintaining high rpm to move a heavy load slowly is a bit like spinning car tires for miles on end. Towing a smaller boat

sinks, you run the risk of fouling your props if you get excess slack. The best option may be an anchor line, as this is probably the longest and strongest line aboard.

Pulling Points

Before attaching any line, make sure the hardware is up to the task. Cheap hardware poorly installed can become a lethal projectile. The rig you assemble should allow you to maintain control (a single line attached to the transom will degrade your ability to steer). Instruct the skipper of the towed boat to steer. Remember, you are now in command of his vessel. Your best bet is to rig a towing bridle that spreads the load to both sides of the boat. Ideally, each leg of the bridle should be at least twice your beam width, and positioned as low as possible to the water. Adjust the tow-line length so that your boat and the tow are in sync with the waves. You should both be on the crest or in the troughs at the same time.

Knot a Problem

Any knots used in towing will be subjected to strong forces, so avoid knots that cinch tight. Cleat hitches and bowline knots are ideal. No one should stand in a direct line with a taut tow line, lest something would give. One option worth considering is a weak link — a piece of sacrificial line to join to rope and harness that will break before other components of the rig, and that can be cut away quickly if need be.

Wait It Out

If there's only one lesson learned here, it is to err on the side of caution. If you aren't 100 percent comfortable with the prospect of towing, don't do it. Stand by while awaiting additional help, but leave the pulling to a professional towing service that has the proper equipment, know-how and insurance.

Tow-manship

Good samaritan?

Be a smart boater first.

by Pierce Hoover

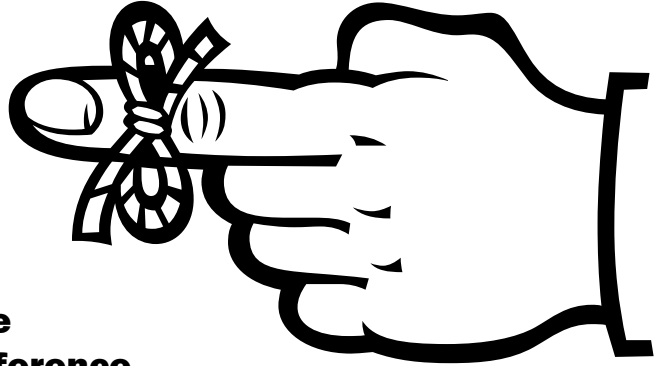
in calm water is one thing, but pulling a boat the size of your own or larger when wind and waves are up is quite another.

What's My Line?

It's best to use a tow line of at least eight to 10 boat lengths, which would mean 240 to 300 feet if you're pulling a 30-footer. Few pleasure boats carry lines of sufficient length and strength to accommodate serious towing tasks. Dock lines might have a rated strength of several thousand pounds when new, but they'll weaken significantly over time, and most skippers have no idea of their exact breaking strength.

The least favored line for towing is three-strand nylon — it will have excessive stretch and can break explosively under load, putting boat passengers in possible danger. Doublebraided nylon is a better choice, but with this or any line that

Remember to mark your calendar for October 22 and 23



You won't want to miss the D-20 COL District Fall Conference

As you can see by the recent email, the COL District Fall Conference committees have been very busy. In a mere few months, we have managed to secure a hotel (Holiday Inn-Elgin), chosen our meals, established a conference bank account, sell \$700 in raffle tickets, received 16 raffle baskets out of our 20 basket goal, booze for our wheelbarrow, working on our 40" TV and our registration/reservation committee anxiously awaiting the reservations to start coming in.

The decorating committee is busy coming up with different centerpiece designs and the hospitality suite group are researching our options. The entertainment committee has been busy interviewing guest speakers, along with our public relations committee printing raffle tickets, pricing our planned water bottle registration giveaway, and special event shirts for our busy little beavers for our big weekend!

Our Friday night entertainment committee is busy working out the logistics and hope to do a trial run at the hotel late August/early September. So if your up to some fun, come join us for dinner or drink in our trial run!

Cindy Geske



A tisket, a tasket... volunteer to make a raffle basket

We are halfway to reaching our goal of 20 baskets to raffle off at the Fall 2011 D20 Conference, and a big shout-out and thank you to those who have already volunteered: Ron Herbig, Nancy Byrne, Pat Braker, Justina Dreary, Jamie (friend of Vince Romanelli), and Cindy Geske, who volunteered three baskets. And we even have a volunteer from another squadron – a big thank you to Linda Abens-Erdmann of Racine Sail and Power Squadron for graciously volunteering to make a basket for COL.

I need to count on more of you, though, to help COL reach its fund-raising goals. We got off to a great start with the sale of raffle tickets at the Spring Conference. Many of the Spring Conference Attendees who bought raffle tickets in advance were persuaded to do so by the attractive sample display of some of the baskets we already have. If you would like to contribute a basket but don't have the creative flair to do so, you can donate the cost of the

basket (approximately \$25.00) and we will be happy to make a basket to be raffled on your behalf.

We want COL to shine as the host squadron at the Fall Conference, and we really need your support! Please see the February issue of THE LINK for complete details, or contact me for further information.

Lt. Nancy Herbig,
Basket Coordinator
D20 Conference

847- 223-9594 or
nherbig@leydig.com



Raffle Prizes

Supporting the USPS
District 20 Fall Conference
21-23 October 2011

Basket Raffle. Approximately 20 different themed baskets will be raffled off Saturday night. Tickets are **\$5.00** or **5 for \$20.00** before the conference. Each basket value average is about \$25.00.



Raffle tickets can be held and deposited at the conference or indicate your prize preference on the ticket stub.

**All tickets on Sale
NOW!!**

Guess and Win!



Guess the exact number of **LifeSavers** in the jar and split the pot. Only **\$1.00** per guess. Winner announced at the luncheon.

TV or Liquor Raffle

Win a **40" LCD** television or a wheelbarrow full of **wine and liquor**. Tickets are **\$10.00** each. Winner announced at the dinner Saturday night.



TV image for illustration only, actual item may look different.



**Both prizes,
TV and the
Liquor will
be Won!**

Wheelbarrow not included.

LAKE VILLA — Eight-year-old Kyle Kunde of Lake Villa was prepared to sink or swim. The Cub Scout in Lake Villa Pack 88 approached Sunday's Cardboard Boat Regatta in Cedar Lake as a veteran with experience. He knew how to stay afloat, but he was also eager to take a dip.

The appeal? "You get to build your boat, and you get wet," Kyle said.

The secret to staying afloat was to have a partner. That's why he recruited fellow Cub Scout Joey Smarto, 8, to help him paddle. Otherwise, "you spin a lot and you will bust a hole," Kyle said. Kyle's dad, Kurt, said 240 yards of duct tape was the secret to seaworthy cardboard vessel. "My kids have done this for the last few years. They always stay afloat, and they always have fun," Kunde said. Joey's mom, den leader Pat Smarto of Lake Villa, said the eight boys who participated in the regatta didn't care that it was about 60 degrees outside.

The regatta was also the last big splash of the annual four-day Lake Villa Celebration of Summer, which concluded with a car show, public safety displays, and carnival rides and games.

Undeterred by the weather, Lake Villa Queen Lisa Battistone, 17; Jr. Miss Lake Villa Madison Sepanik, 13; and Little Miss Lake Villa Nora Klick, 9, continued the tradition of royal participation in the race. They brainstormed an Egyptian theme and named their vessel "Queens of the Nile." Klick used her Queen Cleopatra costume from Halloween, and Battistone and Sepanik dressed as Egyptian princesses. They spent about three weeks creating and decorating their cardboard craft. It was spray-painted in gold and was decorated with hieroglyphics.

"We wanted to do something creative," Battistone said.

They also built a pavilion for Klick to stand under and wave while Sepanik and Battistone managed the paddling.

Lake County Sun Times - issue June 12, 2011

Lake Villa Celebration of Summer: Cardboard fleet casts off to fun

By Beth Kramer

"I felt like I wanted to get wet today, and I wanted to have fun with my friend," Joey said. He and Kyle live on the lake, so they are accustomed to cold water.

The cooler weather caused fewer people to participate in the eighth annual Lake Villa Cardboard Regatta, according to Lake Villa Township Supervisor Dan Venturi.

Fourteen boats competed in the races, which were organized in several heats. Two cardboard vessels would race about 150 yards. Only five vessels "didn't quite" make the course, Venturi said.

"There were some cold people," he said. The initial overcast Sunday was a concern.

"I was a little skeptical at first, but the sun came out. I think everybody had a good time," Venturi said.

The secret to staying afloat was not duct tape, Battistone said. It was how you navigate the course.

The course is about 150 yards, from shore to a buoy and then back to the finish line. Rather than paddle all the way around the buoy, Battistone said their strategy was to rotate in their seats and just head straight back to the finish. That's why the shape of their boat was the same on both ends.

Richard Calfa of Huntley designed a traditional pirate boat, complete with cannons.

He was among about 40 people from the two Power Squadrons attending Sunday's regatta.

"The goal is to just stay afloat," Calfa said.

The Chain-O-Lakes Power Squadron and the Skokie Power Squadron were the two chapters of the United States Power Squadron that took part in the regatta.

"It's a fun activity to participate with the community and to get our name out there," said Ron Herbig, squadron educational officer with Skokie Power Squadron.

Cardboard Boat Race Chain-O-Lakes Power Squadron vs. Skokie Power Squadron

Lake Villa, IL
June 12, 2011

The day was beautiful, despite being on the chilly side. But once the racers took their positions, it seemed no one noticed the chilliness of the water and air once the two mixed!

Our racers were ready for the challenge!



Starting off the heats were COL-Cindy Geske in her yellow Duck against COL-Ryan Higginbottom (grandson) piloting his black/blue helicopter, I guess age really does come before beauty consider the child beat me by what seemed like a mile!

Next heat was: COL-Ron Herbig in his 16 century pirate ship against COL-Tim Levo in his contemporary steamboat! All oars ahead with these two battling it out at every turn!

Heat 3 came COL-Jim Geske in his Tiki Party Barge against SKV-Rich Calfa's (manned by his three grandchildren) in his 16 century pirate ship. It looked ominous from the beginning with Jim's party barge, but he managed to make it to the 1st marker, while the opponents seemed to be fighting the current and wind, as Jim rounded the corner, the party came to an end!

Heat 4 came SKV-Pat Antoni's Viking 2 (manned by son Larry Antoni and his grandson Raymond Cervantes) against the unknown participant with SKV prevailing with a 56 second finish time! Not only was the 2 man SKV team flying across the water, their single turn around movement entertained the crowd!

The day ended with a bountiful feast with our challengers. This event was so successful we made the front page of the Waukegan New-Sun and the local village Herald. In addition to a full color front page display Chain-O-Lakes and USPS had a very nice description of the organization.

Cindy Geske



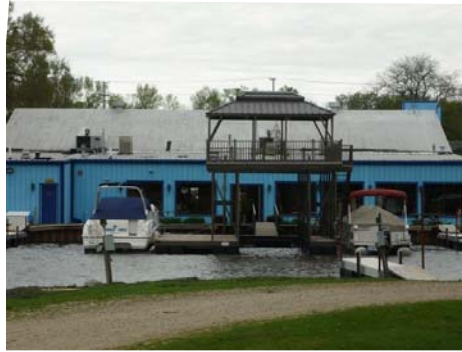
Chain-O-Lakes Power Squadron Pot Luck Picnic

at Sequoit Marina
1000 W. Route 173, Antioch, IL 60002

August 13, 2011

3:00 pm to ? (Bonfire)

Come by boat or car!



Cost is \$5.00 per person for chicken, sausage and hot dogs (including all condiments and paper goods).

Please bring a dish to pass, chairs and beverages of choice.

RSVP to Kim Ambrose via email:

jasmom87@sbcglobal.net or phone: **847-917-2258** with number of attendees and if you need a boat slip for the day.

We will have a golf cart to pick you up from your car or boat and transport you to the park.

Picnic will be on the east side of the marina and the park is shaded with trees. Watch for the signs on where to park your cars. If coming by boat, please call Kim as you are coming in and she will let you know what slip number you can use.

**Thank you to Sequoit for allowing us to use your park,
providing slips and the use of a golf cart!**