



SOUTH SHORE NEWS



Volume 13 Issue 7

MAY ,2011..

The General Membership meeting was called to order by Commodore Dave Hubbie. Minute of pervious Board and General Membership were read and put on file.

New Members: None

Treasure Report: Was read and approved and put on file.

Correspondence: None

Committee Reports:

Docks: West end docks are going in this Saturday May 21at 7:30 AM

Building: The light around the downstairs bathrooms needs to be fixed. The wall around the Walk-in cooler need to be put up. The power vent septic is on order.

Social: Starved Rock Yacht Club's Open House is this weekend.
May 28 Get Down on the Deck party with "Say Uncle" band
June 18 Steak Fry "sell them tickets"

Yard: John Glynne will be taking the Play ground set down and removing it. This was approved by the General Membership vote.

Equipment: Please try to keep garage area clean.

Kitchen: Running well.

Bar: Report was read, approved and put on file. Bar is doing good. Keep drinking.

Gas Dock: The credit card machine is in and needs to be set up. We also need a 10# ABC fire extinguisher for the Gas Dock.

Security: Looking good

Harbor Master: No report at this time.

Old Business: None

New Business: None

FOR THE GOOD OF THE CLUB: Boat inspections on June 10 & 11 from 10AM till 2 PM

Mark Your Calendar:

May 28 GET DOWN ON THE DECK PARTY WITH BAND "SAY UNCLE"

JUNE 18 STEAK FRY WITH A BAND

JULY 3 FIREWORKS WITH BAND "Say uncle"

Newsletter Note: If you have anything for the newsletter or the Web Page you can give it to me at a meeting or e-mail to at plunk63@gmail.com. or mail to 5514 Elinor, Downers Grove, IL. Or call 630-659-9568

COAST GUARD VESSEL SAFETY CHECKS

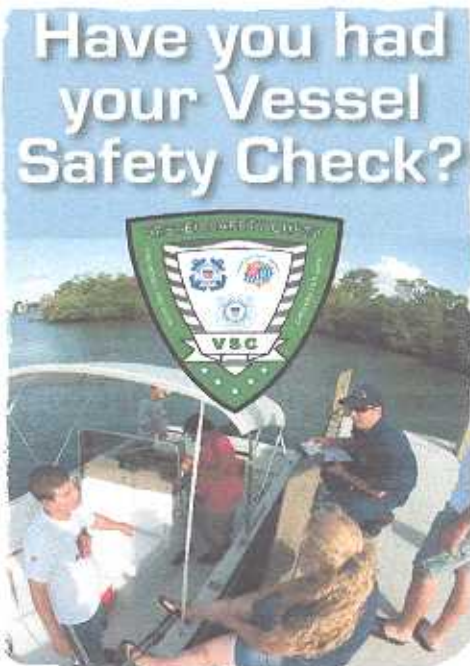
JUNE 11 & 12, 2011

10:00 AM to 2:00 PM



Get your free vessel safety check.

**Are your boat's lights, horns, electrical equipment, life jackets and more,
ready for the summer activities?**



WHAT ITEMS ARE CHECKED

- Life Jackets
- Registration and numbering
- Navigation lights
- Ventilation
- Fire extinguishers
- Distress signals (flares, horn, etc.)
- Battery cover and connections
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All of these items are currently required by state and federal laws and, if missing or non-operating, can result in a citation

SAFETY SIDE

USE YOUR COMMON SENSE

- Take a boating course from your local Power Squadron, CG Auxiliary, Red Cross, or State agency. Each year statistics show that less than 10% of the victims of fatal boating accidents were known to have taken any kind of formal boating course. Statistically, the "edge" seems to go toward the "edge-ucated". Boating courses are fun and could save your life or the lives of those near to you.
 - Stay well clear of large vessels in restricted channels. Cargo ships, river tows, barges, and other large vessels are very restricted in their ability to stop and turn. Some heavily loaded ships in strong currents take miles to stop, even with engines full astern. So give them room!
 - Make sure that someone else on board knows the basic operation and systems of your boat. In the event of your disablement as skipper, it might make the difference between life and death if someone else can get the boat to shore and operate the radio.
 - Assign life jackets to each passenger, and make sure they fit, the straps are secure and adjusted properly, and are readily accessible to that person should the need arise. Do this BEFORE you depart. It's too late when you're in the water.
 - Don't play chicken with buoys or other navigation aids. The markers may be sitting atop a rock pile, or the buoy chain may be angled your way because of wind or current. Also, if you happen to graze (mark) a buoy, damage it, or move it off station with your wake, you will cause great peril to other boaters who depend on them for safe navigation.
 - Prepare a simple "[pre-underway checklist](#)" to keep on board. This can be a fun family activity, and it'll help ensure that you have everything required by law and by the wife and kids, on board and in good condition. Have one of the crew read the list out loud before you depart, so that all passengers can hear how prepared you are, and where important items on the boat are stowed. Then, as the impressive skipper of this very well managed craft, you can proudly and confidently check them off the list. (Commander Bob has created a fairly comprehensive [checklist](#) that can serve as a model.)
 - It's never a bad idea to have someone else on your boat become familiar with the boat's systems, communications devices, and handling characteristics. That way, if something should happen to the skipper, the vessel could return to port quickly and safely, or help could be summoned.
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