



SHARING DISTANT SHORES

**The Great Lakes Cruising Club
1934-2014**

**Edited By
A John Lobbezoo 1984-2014
Richard Van Mell 1934-1984**

Sharing Distant Shores

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STATE OF INDIANA
OFFICE OF THE GOVERNOR
State House, Second Floor
Indianapolis, Indiana 46204

Michael R. Pence
Governor

September 9, 2013

Greetings,

It is a pleasure to congratulate the Great Lakes Cruising Club for 80 years of uninterrupted and dedicated service in the Great Lakes states. This accomplishment is a testament to the hard work, passion, and commitment of its leadership and its employees.

Founded in 1934 by individuals who first chartered, then compiled and disseminated safe courses for cruising yachtsmen of the Great Lakes, The Great Lakes Cruising Club's assistance and dedication to educating yachtsmen are renowned throughout the Great Lake states. For your efforts and commitment to ensuring the safety of boaters, including those from Indiana, I express my profound gratitude.

The citizens of Indiana appreciate your decades of commitment in preserving the Great Lakes so that generations to come will be able not only to enjoy the pleasure of recreation, but also to preserve these great waterways for the quality of life as we know it.

Again, congratulations on your accomplishment. I look forward to your continued success, and I wish you smooth sailing in the years ahead.

Sincerely,

Michael R. Pence
Governor of Indiana



OFFICE OF THE GOVERNOR

207 STATE HOUSE
SPRINGFIELD, ILLINOIS 62706

PAT QUINN
GOVERNOR

August 28, 2013

Great Lakes Cruising Club
405 Water St. Suite 101
Port Huron, MI 48060-5469

Greetings!

As Governor of the State of Illinois, I am pleased to congratulate all members of the Great Lakes Cruising Club as you celebrate the 80th anniversary of your organization.

Established in 1934, the Great Lakes Cruising Club has been dedicated to allowing citizens to explore our waterways. Through your efforts, boaters can safely navigate the great lakes and continue to endure exciting adventures. I commend everyone at the Great Lakes Cruising Club for the good work that you have done, and hope that you will continue to sail and share your experiences with one another for years to come.

To celebrate an anniversary such as this is a significant milestone for any organization. This is an excellent opportunity to reflect back on all that you have accomplished over the past eighty years and to make plans for the future of your organization that will build on your past success. Your longevity is surely a testament to the quality of the services you provide and the relationships and friendships you have developed over the years.

It is my honor to join in commemorating your 80th Anniversary. On behalf of the people of Illinois, I offer my best wishes for an enjoyable and memorable celebration.

Sincerely,

A handwritten signature in black ink that reads "Pat Quinn".

Pat Quinn
Governor



STATE OF MICHIGAN
EXECUTIVE OFFICE
LANSING

RICK SNYDER
GOVERNOR

BRIAN CALLEY
LT. GOVERNOR

October 7, 2013

The Great Lakes Cruising Club
405 Water St. Suite 101
Port Huron, MI 48060

Dear Friends:

As governor of Michigan, it gives me great pleasure to join with you in celebrating the 80th anniversary of the Great Lakes Cruising Club.

Since its inception in 1934, the Great Lakes Cruising Club (GLCC) has worked to share cruising information among its members. This mission holds true today, as the club's famous *Log Book and Harbor Reports* provides readers with decades worth of detailed observations by GLCC members who have personally visited the areas, anchorages, harbors, or waterways described in the individual reports. With over 1,200 separate reports that are updated regularly, the GLCC serves its members well with current and easily accessible information.

It is not every day that an organization celebrates such a milestone, and you, your staff, and affiliates should be proud of this achievement. As you continue to serve the citizens Michigan, I hope you will take time to reflect and take pride in your accomplishments.

Once again, congratulations on this momentous anniversary, and thank you for providing resources and information to Michiganders and visitors exploring our Great Lakes. Please accept my best wishes for many more years of success and prosperity in all of your future endeavors.

Sincerely,

Rick Snyder
Governor



John R. Kasich and Mary Taylor
Governor and Lieutenant Governor of Ohio
do hereby officially recognize

GREAT LAKES CRUISING CLUB

Today, we join you in celebrating the 80th anniversary of the Great Lakes Cruising Club. Since your founding in 1934, the organization and the information you have compiled has served as a friendly travelers' guide for fellow members—promoting safe and enjoyable experiences for all. As you proudly fly your burgees this year, symbolizing the bond you have with one another, it is my hope that you will take a moment to reflect on the many members that have come before you, the journeys they embarked upon, and the influence they have had on this organization. Your legacy is rooted deep within the history of the Great Lakes, and we look forward to seeing you build upon that foundation for years to come. On behalf of all Ohioans, we commend your mission and we extend our best wishes for a memorable anniversary celebration!

Sincerely,

A handwritten signature in black ink, appearing to read "John R. Kasich".

John R. Kasich
Governor

A handwritten signature in black ink, appearing to read "Mary Taylor".

Mary Taylor
Lieutenant Governor





COMMONWEALTH OF PENNSYLVANIA
OFFICE OF THE GOVERNOR
HARRISBURG

THE GOVERNOR

GREETINGS:

It is my pleasure to join the Great Lakes Cruising Club on the occasion of its 80th anniversary.

Since its inception in 1934, the Great Lakes Cruising Club has remained committed to the promotion of safety and education for boaters on the Great Lakes, and the preservation of the natural beauty of the Great Lakes. I commend all those associated with this organization for their hard work and dedication throughout the past 80 years and I hope that the Great Lakes Cruising Club will continue to be a resource to the community for years to come.

As Governor, and on behalf of all Pennsylvanians, I am pleased to congratulate the Great Lakes Cruising Club on the occasion of its 80th anniversary. Please accept my best wishes for continued success in the future.



A handwritten signature in black ink that reads "Tom Corbett".

TOM CORBETT
Governor
2013



SCOTT WALKER
OFFICE OF THE GOVERNOR
STATE OF WISCONSIN

P.O. Box 7863
MADISON, WI 53707

August 17, 2013

Mr. John Lobbezoo
Chairman
Great Lakes Cruising Club
405 Water St., Ste. 101
Port Huron, MI, 48060-5469

Dear Mr. Lobbezoo:

On behalf of the citizens of Wisconsin, I want to take this opportunity to congratulate you and all of the members of the Great Lakes Cruising Club on the occasion of your 80th Anniversary.

The Great Lakes Cruising Club has a distinguished history of charting, compiling, and disseminating safe courses for the boating public to use as they navigate the waters of Lake Michigan and Lake Superior along the shores of Wisconsin. The Great Lakes have a prominent place in Wisconsin's history from the Native Americans and the earliest European explorers to the establishment of trade routes and ports for commerce and travel, many of which exist today.

Our citizens respect and appreciate the work of your organization which helps to maintain the Great Lakes for future generations.

Again, congratulations and best wishes for the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Walker".

Scott Walker
Governor



Premier of Ontario - Première ministre de l'Ontario

October 2013

A PERSONAL MESSAGE FROM THE PREMIER

On behalf of the Government of Ontario, I am delighted to extend my warm congratulations to the members of the Great Lakes Cruising Club on this special occasion marking your 80th Anniversary.

Let me commend you for your significant contributions, including your extensive reporting on and dissemination of cruising information on safe routes and anchorages in our beautiful Great Lakes. The reports that you produce are extremely insightful and informative — and will serve as a reference point for years to come.

Please accept my best wishes for a memorable and enjoyable celebration.

A handwritten signature in black ink that reads "Kathleen Wynne".

Kathleen Wynne
Premier



100 McMoran Boulevard, Port Huron, Michigan 48060
Phone: 810-984-9740 • Fax: 810-982-0282

www.porthuron.org

Office of the Mayor

September 9, 2013

Great Lakes Cruising Club
405 Water Street, Suite 101
Port Huron, MI 48060-5469

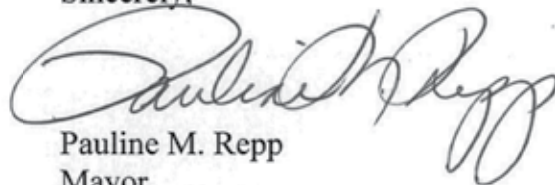
Great Lakes Cruising Club Members:

Congratulations on your 80th birthday! As Mayor of the City of Port Huron, I am pleased to extend to you our congratulations on this milestone and to acknowledge the service you provide to sailors throughout the Great Lakes Region.

We are pleased that GLCC, with its rich history, has an office in our beautiful community and will continue to offer members access to reports about the five Great Lakes and their connecting waterways as well as their support in preserving the Great Lakes so generations to come will be able to enjoy the Great Lakes as we do.

Thank you for your presence in our community and your service to sailors everywhere.

Sincerely,



Pauline M. Repp
Mayor



GLCC
OBJECTIVES
AND
ENVIRONMENTAL POLICY

GREAT LAKES CRUISING CLUB OBJECTIVES

The objectives of the Great Lakes Cruising Club are promotion and enhancement of cruising on the Great Lakes and their tributary and connecting waters, compilation and dissemination of cruising information; fostering of fellowship among Corinthian yachtsmen; refinement of seamanship and navigational skills; promotion of marine safety; establishment and improvement of harbors, anchorages and yachting facilities; and preservation of the natural beauty of traditional cruising areas. The Club exists as a private bi-national, not-for-profit educational and social organization. Membership is open only to individuals for their personal recreational safety benefit, and it must not be used for commercial interest of any member.

The Great Lakes Cruising Club has compiled a “Log Book and Port Pilot” which is a guide to over 1100 harbors and anchorages in the Great Lakes and their tributaries. These reports consist of over 3000 pages of text, charts, photographs and historical information. Approximately 20% of this material is updated each year. These reports allow the members to safely cruise and navigate in unfamiliar waters.

The Great Lakes Cruising Club conducts program seminars at which recognized experts lecture on a broad range of subjects beneficial to the welfare and education of boaters. The Great Lakes Cruising Club’s school was established and is conducting webinars, virtual classrooms and more on a wide range of educational subjects that benefit cruising safety and activities. Such subjects include solving medical problems while at sea, boat handling in heavy water, proper use and demonstration of safety equipment. Through the cooperation of the United States Coast Guard actual on-board and in-the-water helicopter pick-up demonstrations have been conducted.

The Great Lakes Cruising Club publishes, four times each year, Lifeline, a magazine to update members of club activities, provide safety and historical information on the Great Lakes, and introduce new members.

With the exception of the office staff and Log Book and Port Pilot editor, the goals of the Cruising Club are accomplished through the time, knowledge, and efforts of the members who are not reimbursed.



GREAT LAKES CRUISING CLUB ENVIRONMENTAL POLICY

The Great Lakes Cruising Club, its officers, directors, and members are committed to respect, maintain and enhance the environment of the waters in which they cruise. This policy is not only limited to the waters, but extends to the surrounding shores, landscape, wildlife, and air quality of the Great Lakes and its connecting waterways and tributaries.

All members of the Great Lakes Cruising Club agree to strict compliance with the laws of our Federal Governments, States, and Provinces bordering the Lakes, and their tributaries and connecting waters.

Adherence to these rules and regulations by the membership is identified by the decal affixed to the port side of each Great Lakes Cruising Club member’s vessel.

We encourage our members to leave a “clean wake” and to be respectful of others (including land owners with shore property and other boaters) and of the environment. We do no environmental testing.

2014
GLCC OFFICERS
AND
DIRECTORS



Commodore, Niels R. Jensen

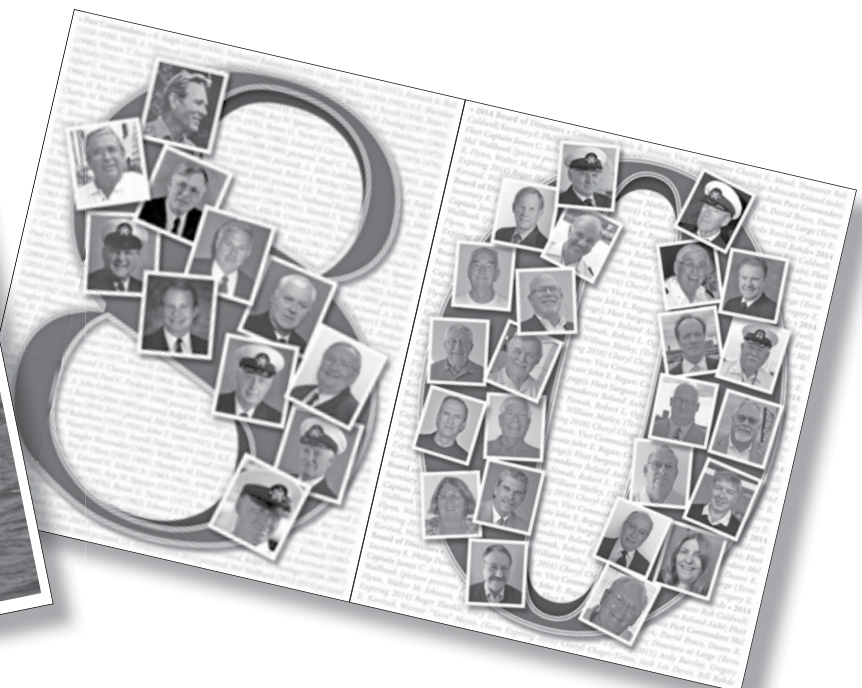


Vice Commodore, Charles E. Mead

- Rear Commodore, *Lake Superior* Duane R. Flynn
- Rear Commodore, *Lake Michigan, Northeast & Lake Huron Northwest* Robert L. Ogur
- Rear Commodore, *Lake Michigan, Southwest* Len Nowak
- Rear Commodore, *Lake Michigan, Southeast* Walter M. Johnson
- Rear Commodore, *North Channel* Roland Aubé
- Rear Commodore, *Southwestern Ontario* Brad Somers
- Rear Commodore, *Detroit & Saginaw Bay* Mark Lifter
- Rear Commodore, *Lake Erie* Richard Barzyk
- Secretary E. Philip Doolittle
- Treasurer Rob Caldwell
- Fleet Captain Commodore James C. Acheson
- Fleet Surgeon John Pepin, M.D.
- Judge Advocate, United States John E. Regan
- Judge Advocate, Canada Roland Aubé
- Immediate Past Commodore Commodore Mel Wallbank

Directors At Large:

- Term Expiring 2014: Roger P. Hankle; Gary Henrich; William Matley
- Term Expiring 2015: Ardy Barclay; Greg Korstad; Werner 'Vern' Meyer
- Term Expiring 2016: Cheryl Cheger-Timm; Jack Lee Dever; Bill Rohde



Left: FREELANCE - Commodore Niels R. and Vicki Jensen
Right: Past Commodores and Present Board of Directors

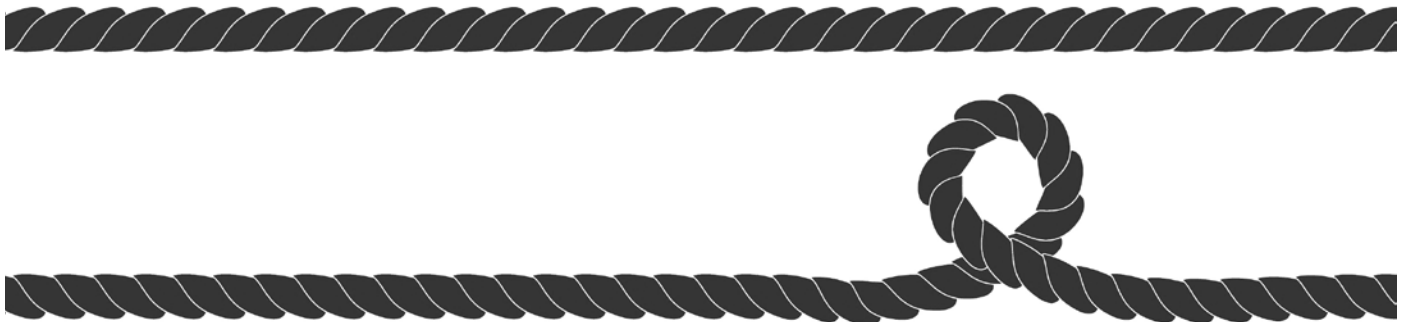
PAST OFFICERS

PAST OFFICERS

	COMMODORE	VICE COMMODORE	SECRETARY	TREASURER
1934	R. Ralph Cobb	Christen J. Peterson	Arch M. Gibson	Donald E. Currier
1935	Nathaniel Rubinkam	Wells A. Lippincott	Arch M. Gibson	Donald E. Currier
1936	Nathaniel Rubinkam	Wells A. Lippincott	Kenneth R. Ball	Arthur W. Anderson
1937	John T. Snite	Kenneth C. Brown	Kenneth R. Ball	Arthur W. Anderson
1938	Kenneth R. Ball	Kenneth C. Brown	Donald E. Currier	Harold F. Wood
1939	Kenneth R. Ball	Logan T. McMenemy	Donald E. Currier	Harold F. Wood
1940	Wells A. Lippincott	Logan T. McMenemy	Donald E. Currier	Harold F. Wood
1941	Wells A. Lippincott	Harold F. Wood	Kenneth R. Ball	Frank V. Busch
1942	Harold F. Wood	Raymond L. Geist	Maurice T. Williams	Kenneth H. Bush
1943	Harold F. Wood	Ronald A. Ferguson	Maurice T. Williams	Kenneth H. Bush
1944	Averill Tilden	E. E. Sheridan	Maurice T. Williams	Edgar B. Tolman, Jr.
1945	Averill Tilden	E. E. Sheridan	Maurice T. Williams	Edgar B. Tolman, Jr.
1946	E. E. Sheridan	Warren T. Davis	John H. Manierre	Ellis H. Croisant
1947	Warren T. Davis	Edgar B. Tolman, Jr.	Herbert A. Gaetjens	Ellis H. Croisant
1948	Ellis H. Croisant	Vaughn Shoemaker	Edward A. Krug	Burton M. Smalley
1949	Vaughn Shoemaker	Burton M. Smalley	Herbert A. Gaetjens	Thomas G. Richards
1950	William J. Terrell	Louis A. Ferguson, Jr.	Herbert A. Gaetjens	Ellis H. Croisant
1951	Peter C. McNulty	Louis A. Ferguson, Jr.	Arthur Hutchison	Phillip E. Hess
1952	Peter C. McNulty	Louis A. Ferguson, Jr.	Arthur Hutchison	Phillip E. Hess
1953	Thomas G. Richards	Roy H. Olson	Arthur Hutchison	Phillip E. Hess
1954	Thomas G. Richards	Roy H. Olson	Arthur Hutchison	Harold R. Schaeffer
1955	Roy H. Olson	Alfred C. Wenzel	Arthur Hutchison	Harold R. Schaeffer
1956	Roy H. Olson	Alfred C. Wenzel	Arthur Hutchison	Harold R. Schaeffer
1957	Theodore M. Dunlap	Alfred C. Wenzel	Arthur Hutchison	Leslie E. Schaeffer
1958	Theodore M. Dunlap	Alfred C. Wenzel	Arthur Hutchison	Nicholas J. Geib
1959	Alfred C. Wenzel	Phillip E. Hess	Arthur Hutchison	Ellis H. Croisant
1960	Alfred C. Wenzel	Phillip E. Hess	Arthur Hutchison	Ellis H. Croisant
1961	Phillip E. Hess	Edward H. Schultz, Jr.	Arthur Hutchison	Ellis H. Croisant
1962	Phillip E. Hess	Edward H. Schultz, Jr.	Arthur Hutchison	Ellis H. Croisant
1963	Edward H. Schultz, Jr.	Arthur Hutchison	Robert K. Bauerle	Walter H. Knoepfle
1964	Edward H. Schultz, Jr.	Arthur Hutchison	Robert K. Bauerle	Ellis H. Croisant
1965	Arthur Hutchison	Mark W. Lowell, Jr.	Robert K. Bauerle	Donald W. Browne
1966	Arthur Hutchison	Mark W. Lowell, Jr.	Robert K. Bauerle	Donald W. Browne
1967	Mark W. Lowell, Jr.	Lewis D. Clarke	Lawrence E. Stein	Donald W. Browne
1968	Lewis D. Clarke	Roy W. Spanjer	Lawrence E. Stein	Donald W. Browne
1969	Lewis D. Clarke	Roy W. Spanjer	Lawrence E. Stein	Donald W. Browne
1970	Roy W. Spanjer	Donald W. Browne	Lawrence E. Stein	Charles W. Brittan, Jr.
1971	Roy W. Spanjer	James H. Roe	Lawrence E. Stein	Charles W. Brittan, Jr.
1972	F. Ritter Shumway	James H. Roe	Lawrence E. Stein	Ted Smith
1973	James H. Roe	Ted Smith	Lawrence E. Stein	Ralph U. Heninger
1974	James H. Roe	Ted Smith	Lawrence E. Stein	Ralph U. Heninger
1975	Lawrence B. Perkins	Bruce H. Danly	Herbert J. Kaczmarek	E. W. Beck, Jr.
1976	Lawrence B. Perkins	Bruce H. Danly	Herbert J. Kaczmarek	E. W. Beck, Jr.

PAST OFFICERS

	COMMODORE	VICE COMMODORE	SECRETARY	TREASURER
1977	Byron G. Turner	Bruce H. Danly	Herbert J. Kaczmarek	E. W. Beck, Jr.
1978	Bruce H. Danly	Charles W. Brittan, Jr.	Stephen A. Schiller	E. W. Beck, Jr.
1979	Bruce H. Danly	Charles W. Brittan, Jr.	Stephen A. Schiller	E. W. Beck, Jr.
1980	Charles W. Brittan, Jr.	George C. Heninger	Stephen A. Schiller	Roger D. Ryan
1981	Charles W. Brittan, Jr.	George C. Heninger	Stephen A. Schiller	Roger D. Ryan
1982	George C. Heninger	Edward F. Classen	Stephen A. Schiller	Roger D. Ryan
1983	Edward F. Classen	David J. Landry	Stephen A. Schiller	Roger D. Ryan
1984	Edward F. Classen	David J. Landry	Stephen A. Schiller	Roger D. Ryan
1985	Samuel Lerner	David J. Landry	Stephen A. Schiller	Roger D. Ryan
1986	David J. Landry	James C. Acheson	Stephen A. Schiller	Roger D. Ryan
1987	David J. Landry	James C. Acheson	Stephen A. Schiller	Roger D. Ryan
1988	James C. Acheson	Paul C. Frederick	Stephen A. Schiller	Roger D. Ryan
1989	James C. Acheson	Paul C. Frederick	Stephen A. Schiller	Roger D. Ryan
1990	Paul C. Frederick	Michael Sutherland	Stephen A. Schiller	Douglas H. MacMillan
1991	Paul C. Frederick	Michael Sutherland	Stephen A. Schiller	Douglas H. MacMillan
1992	Paul C. Frederick	John C. Kennedy	Herbert J. Kaczmarek	Douglas H. MacMillan
1993	John C. Kennedy	Richard A. Danly	Herbert J. Kaczmarek	Douglas H. MacMillan
1994	John C. Kennedy	Richard A. Danly	Herbert J. Kaczmarek	Douglas H. MacMillan
1995	Richard A. Danly	A. John Lobbezoo	Herbert J. Kaczmarek	George S. Hender
1996	Richard A. Danly	A. John Lobbezoo	Herbert J. Kaczmarek	George S. Hender
1997	A. John Lobbezoo	Gustavus G. Hancock	Herbert J. Kaczmarek	George S. Hender
1998	A. John Lobbezoo	Gustavus G. Hancock	Herbert J. Kaczmarek	Jack Lee Dever
1999	A. John Lobbezoo	Derck Amerman	Tom C.R. Lawson	Jack Lee Dever
2000	Derck Amerman	Joe R. Mesenburg	Tom C.R. Lawson	Jack Lee Dever
2001	Derck Amerman	Joe R. Mesenburg	Tom C.R. Lawson	Jack Lee Dever
2002	Joe R. Mesenburg	Robert J. Barclay	Tom C.R. Lawson	Jack Lee Dever
2003	Joe R. Mesenburg	Robert J. Barclay	Tom C.R. Lawson	Jack Lee Dever
2004	Robert J. Barclay	Ralph H. Heninger	James A. Williams	Jack Lee Dever
2005	Robert J. Barclay	Ralph H. Heninger	James A. Williams	Jack Lee Dever
2006	Ralph H. Heninger	James D. Richlak	James A. Williams	Jack Lee Dever
2007	Ralph H. Heninger	James D. Richlak	James A. Williams	Tim Boehlke
2008	James D. Richlak	James E. Fordyce	E. Philip Doolittle	Tim Boehlke
2009	James D. Richlak	James E. Fordyce	E. Philip Doolittle	Tim Boehlke
2010	James E. Fordyce	Mel Wallbank	E. Philip Doolittle	Tim Boehlke
2011	James E. Fordyce	Mel Wallbank	E. Philip Doolittle	Tim Boehlke
2012	Mel Wallbank	Niels R. Jensen	E. Philip Doolittle	Tim Boehlke
2013	Mel Wallbank	Niels R. Jensen	E. Philip Doolittle	Rob Caldwell
2014	Niels R. Jensen	Charles Mead	E. Philip Doolittle	Rob Caldwell



great lakes cruising club WINTER 1986

lifeline
1986 Our 52nd Year

A Lake Superior Photo Cruise

more photos on pages 8 and 9

great lakes cruising club WINTER 1987

lifeline
1987 Our 53rd Year

M-76 Horseshoe Island, Ephraim, WI

photo by Joy Landry

GREAT LAKES CRUISING CLUB WINTER 1989

lifeline
Winter 1989

Save Frazer Bay - Baie Fine

This may look like... ..this!

photos by Mary Sutherland - see feature article on page 6.

GREAT LAKES CRUISING CLUB Summer 1990

lifeline
Summer 1990

Rendezvous At Gore Bay!

FOREWORD

FOREWORD

A. JOHN LOBBEZOO

Eighty years ago, on 23 May 1934 in Chicago, Illinois, a group of nine men gathered for lunch at the apartment of Art Metz in the University Club to hear Arch Gibson who had an “idea” worth sharing about a new yachting organization. The founders whose names appear in the original State of Illinois, Secretary of State Certificate Number 1743, Book 890, page 80 are as follows. In the order signed; they were Ralph B. Cobb, M.D., Christen J. Peterson, Charles N. Steele, Archibald M. Gibson, Donald E. Currier, R. Robinson Duff, M.D., Arthur W. Anderson, George Catto, and Kenneth R. Ball. (See certificate number 1743 – State of Illinois p. 12) Great interest was generated and by the next gathering, eight others attended. The charter members numbered 20 and included all five Chicago area Great Lakes yacht club Commodores.

The name selected was The Great Lakes Cruising Club and a number of suggestions were made for design of a burgee. The one decided on consisted of a blue field representing the water and the sky with five links of anchor chain all united representing the five inland Great Lakes and the unity of the organization in fellowship and purpose. Among the original officers, directors, and members were the then Commodores of the Chicago Yacht Club, the Columbia Yacht club, the Jackson Park Yacht Club, the Chicago Corinthian Yacht Club and the Waukegan Yacht Club. (See 1934 Charter Members list from Arch p. 11) This gesture was to indicate that they were not in conflict with any existing yachting organization. The charter clearly defined the Club’s purpose and function. History reflects that the GLCC letterhead and burgee were designed by Henry Morris Hobbs, a nationally known etcher and painter who was designated by the Smithsonian Institution to make etchings of Old New Orleans before progress swept away those early memories.

This book, the second edition, will reflect on how the tradition was built and has continued to grow and prosper much of which is in the words of the individuals who helped do it. Today the blue and white burgee flies on board vessels where GLCC members are ready to befriend those in need or share their knowledge and details about places to cruise. The club is actively engaged in many aspects reflecting a boater’s knowledge and safety. The GLCC School, Webinars, Lifeline, lectures, movies, and hands-on live demonstrations reflect dedication to the knowledge and safety at sea.

As man has traveled to and walked on the moon, electronics have simplified navigation over many parts of the earth; it is difficult to believe that the Great Lakes still have uncharted areas even today. Ted Wakefield, in 1984 revealed in his quote “Ontario Island Rendezvous” an area which was rich in commerce, bounty and beauty for more 300 years. It has pretty much stayed the same regarding rocks, trees, and pristine water. Only the people and boats have changed.

Enjoy the overview of the club from its roots in 1934 as told by Jack Parker and Past Commodore Ed Classen in 1984 and from some of the current material included. Past Commodore Jim Roe reviews the Lifeline which tied members together for 50 years. Today, Philip R. May is the editor of Lifeline. And between that time period Richard A. Danly, James C. Acheson and Ron Dwelle have all spent countless hours not only on Lifeline, but also with the Log Book. All have made significant contributions to our growth and success. Rendezvous pictures reflect the growth and diversity. Other photographs reflect the warmth and hospitality. Those who have not participated in a rendezvous can see in color how many months of hard work each year culminate in fun-filled events. (e.g., Little Current and Charlevoix) The Charlevoix rendezvous program of 2013 chaired by Joe and Karen Mesenburg reflect the many activities enjoyed by all.

You can read how early French explorers traveled these waters we all love and respect, and read how current members enjoy present day rendezvous and explore the possibilities of future rendezvous – both harbor side and wilderness. How primitive some waters seem today, but how far we have come since a tree or a rock or a group of hills was the only landmark. No lights, beacons, radar, loran, GPS or radio/AIS – just sun, stars, wind, fog and storms. We now appreciate more those aids to navigation placed like safe stepping stones along our route and on our electronic screens, charts and detailed harbor reports.

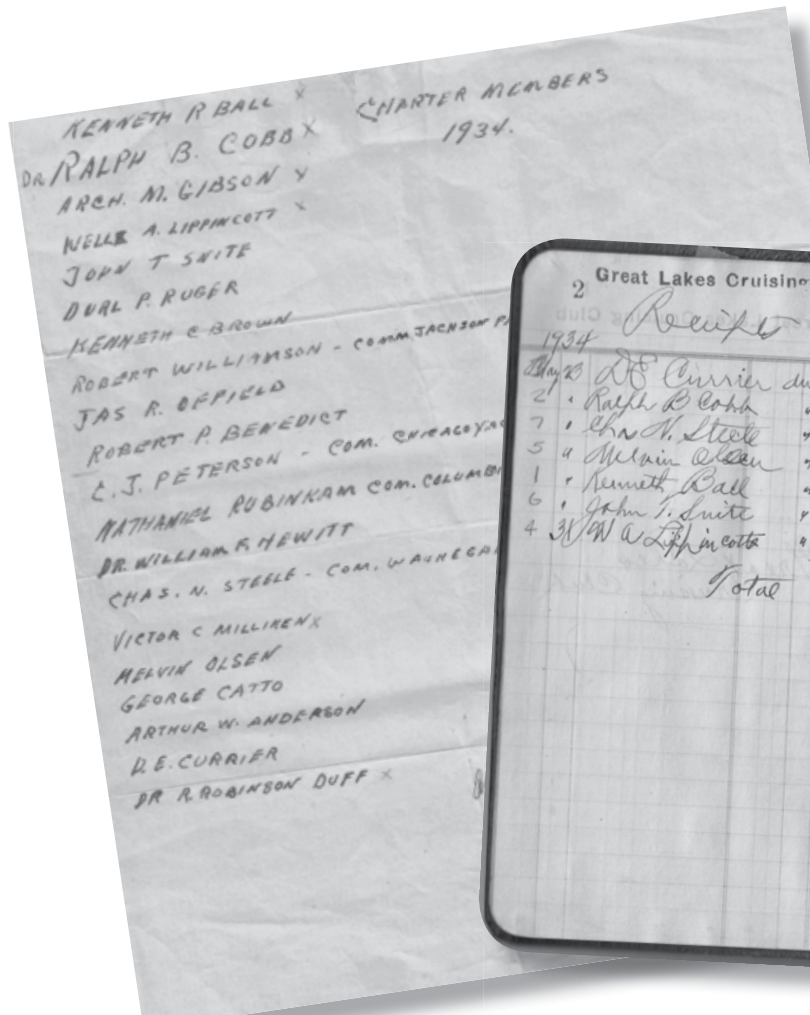
Those aids came through the efforts of individuals who went and explored and bumped into objects, and then came back and shared that experience. Perhaps as you read the Log Book chapter, you will remember some small or large contribution that you have made. In eighty years, a few sketched maps and photos has grown to five-volume maturity. You might try to comprehend how Art Hutchison updated over 500 pages of Log

Book every year from 1956 until 1991. Other individuals including Howard Blossom, F. Ritter Shumway, James C. Acheson, Ron Dwelle, James Wooll, Bonnie and Ron Dahl, Paul C. and Chris Frederick and Daryl Leeson have contributed immensely to the log book growth and accuracy. Close your eyes and travel in slides and movies by Larry and Midge Perkins across the clear, majestic waters of their beloved Lake Superior. Thumb through or go on-line and view harbor reports and be amazed at how much detailed information and fabulous photographs have captured.

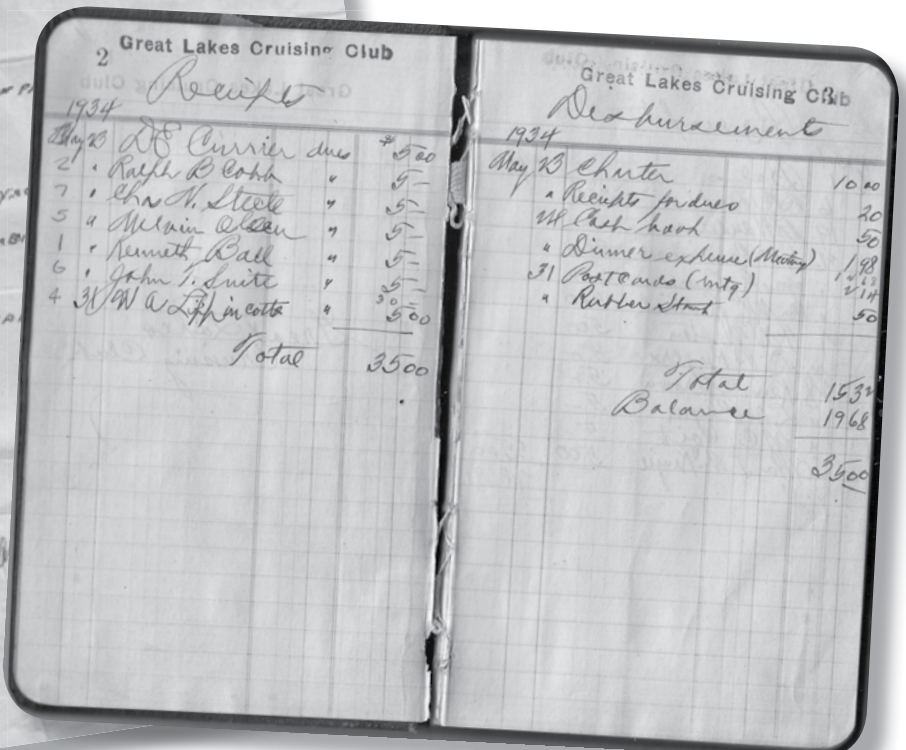
This book was made possible by so many who contributed. Each chapter editor was the front line for input. All the years of Lifeline, minute books, log books, harbor reports, and boxes of photographs made the rest possible. Thanks and appreciation goes to all of those who contributed so much. Apologies, too, are in order to those who have contributed much, but for the lack of space or oversight, their names fell between the keys on your editor's computer.

There is much that could be added. Possibly you would have liked to hear more about War Bonds raised by GLCC, or at least a hundred more speakers, or the dozens of regional meetings, or how officer's flags came to be in 1943, or how the 25 and 50 year member's burgee flags were created, or about the two-year struggle to establish area Rear Commodores, or the jovial spirit and fellowship eloquently inscribed in the board minutes? Well, this and more await the next editor on the 100th or 125th anniversary. If, as you read, you remember an old harbor report or slide show, a copy of the correspondence course, or webinar, or some ancient treasure tucked in an attic or basement, or document, please contribute it to the archives in the GLCC office. You will have contributed to the sharing for our next anniversary edition.

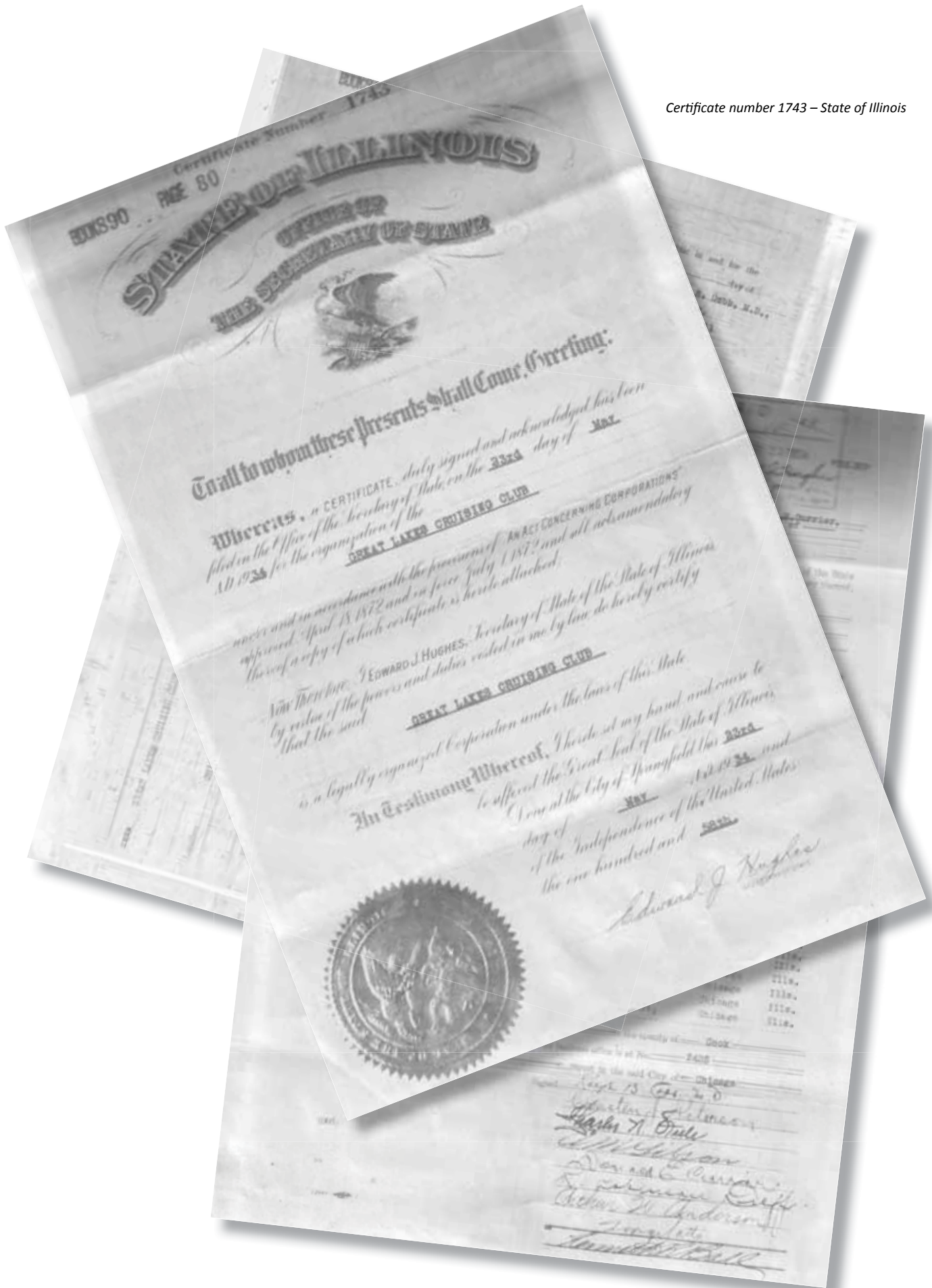
A final word of great appreciation to Yvonne Murray, Bobbi Johnson, Cindy Badley and Kevin Kjellberg and his staff whose long hours and unending patience and technical skill have made this book possible. Please, take time to read, enjoy, and reflect on the first eighty years of The Great Lakes Cruising Club. May each of you have fair winds and calm seas.



Left: 1934 Charter Members list from Arch
Right: 1934 Great Lakes Cruising Club Receipt Book



Certificate number 1743 – State of Illinois



**COMMODORE'S
REMARKS**



Our Great Lakes Cruising Club is celebrating an important waypoint in its history. This year is the 80th Anniversary of the Club, which is a testament to the enduring vision of our founding members, and the service and value the Club continues to provide the Great Lakes boating community.

In the time since Arch Gibson and Wells Lippincott began their discussions in Chicago homes, and the first official members incorporated the GLCC, we have grown into an active international organization with thousands of volunteers in the U.S.A., Canada, and beyond. It is an accomplishment that deserves both recognition and celebration.

Such success doesn't happen by itself. It represents the hard work and dedication of those, who during the past decades strived to make our famous cruising guides, the *GLCC Log Book and Port Pilot*, the best source of local knowledge for exploring all of the Great Lakes. This comprehensive collection is, at heart, the true focus of our Club. It sets us apart as a boating organization, and represents the best principles of cruisers helping other cruisers chart their courses to new destination and adventures.

Note that in the technology centered world of 2014, there is much talk about "crowdsourcing," meaning the practice of creating content by soliciting contributions from a large group of people. It is considered highly innovate and contemporary – but I hope you instantly recognize this is the way the GLCC has been operating for the past 80 years. It's just that the rest of the World has finally caught on to the concept.

Of course, the way GLCC collects and distributes cruising information has dramatically changed with the times. The new digital technologies make crowdsourcing so much easier to do, and consequently the speed of our updates has taken a giant leap forward. We no longer have to publish our *Harbor Reports* on a five-year cycle. Now, some are instantly updated several times during a single boating season, when GLCC members discover and report new information during their cruises.

But a history of innovation is never a given for any organization. The credit for moving our Club forward rightly belongs to our many dedicated and distinguished members, who have stepped forward to serve in our various leadership positions. They have provided the necessary drive and expertise to refine all the GLCC has done through 80 years, just like they do today — and not just for our Club's serious tasks, but also for our popular social activities.

It is my hope the GLCC will endure for at least another 80 years. For that to happen, we need to continue our founding members' dedication to providing the needed local knowledge to new generations of cruisers, so they can take their turn to explore and enjoy these wonderful Great Lakes, which we are so fortunate to sail. Please do your part.

May luck and happiness follow in your wake,

-Commodore Niels R. Jensen

**GREAT LAKES
FOUNDATION**

GREAT LAKES FOUNDATION

The Foundation is organized exclusively for charitable, educational or scientific purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code of 1986, as amended from time to time (hereinafter referred to as the "Code"). By way of illustration and not by way of limitation, the Foundation's purposes include assembling and publishing detailed information about the harbors, anchorages, and wilderness cruising areas in the Great Lakes; promoting marine safety through education, including publications and seminars; and protection and preservation of wilderness areas; by its providing information that will enhance the appreciation of the Great Lakes by its members and the general public; encouraging the study and preservation of the marine environment; and supplying encouragement, information and where appropriate, financial assistance to persons and organizations who further the purposes of the Foundation.

Every regular member in good standing of the Great Lakes Cruising Club, an organization described at and qualified under Section 501(c)(4) of the Code, automatically shall be a member of the Foundation.

Other persons who have made a contribution to the Foundation may be elected to membership by the Board of Directors.

Except as otherwise expressly provided by law, the property and affairs of the Foundation shall be managed by or under the direction of its Board of Directors, which shall be the governing body of the Foundation. The Board of Directors may exercise all the powers, rights, and privileges of the Foundation, whether expressed or implied in the Articles of Incorporation or conferred by the Act or otherwise, and may do all acts and things which may be done by the Foundation. Each director shall be entitled to one full vote on each matter.

The officers of the Foundation shall be a President, a Vice-President, a Treasurer, a Secretary, and such other officers as may be elected by the Board of Directors. All such officers shall be members in good standing of the Great Lakes Foundation. The President shall be elected by the Board of Directors at their annual meeting from among the candidates proposed by the Nominating Committee and any additional candidates duly nominated at such meeting. The acting Commodore of the Great Lakes Cruising Club shall serve as Vice-President of the Foundation, the acting Treasurer of the Great Lakes Cruising Club shall serve as Treasurer of the Foundation, and the acting secretary of the Great Lakes Cruising Club shall serve as Secretary of the Foundation. In the event any of the aforementioned officers of the Great Lakes Cruising Club are unable or unwilling to act as officers of the Foundation, the Board of Directors shall elect such officers to serve for terms of one year and until their respective successors shall have been elected and qualified. Any two offices, except President and Secretary may be held by the same person. Officers whose authority and duties are not prescribed in these Bylaws shall have the authority and perform the duties prescribed from time to time by the Board of Directors.

The officers of the Foundation shall serve without compensation. Officers shall be entitled to reimbursement for out-of-pocket expenses, except travel expenses, reasonably incurred in the discharge of their duties.

The President shall be the chief executive officer of the Foundation and, subject to the direction and control of the Board of Directors, shall have general charge of the affairs of the Foundation. In general, the powers and duties of the President shall be those ordinarily exercised or performed by the chief executive officer of a for-profit corporation and such other powers and duties as may be assigned to the President by the Board of Directors. Without limiting the generality of the foregoing by this specification, in addition to presiding at meetings as provided elsewhere in these Bylaws, the President shall see that the resolutions and directions of the Board of Directors are carried into effect. Except in those instances in which the authority to execute is expressly delegated to another officer or agent of the Foundation, or a different mode of execution is expressly prescribed by the Board of Directors or these Bylaws, the President may execute for the Foundation such documents as may be needed for the conduct of the Foundation's affairs in the ordinary course, as well as any contracts or checks or other documents which

the Board of Directors may authorize to be executed, and he or she may accomplish such execution without a seal of the Foundation and either individually or with the Secretary or any other officer thereunto authorized by the Board of Directors, according to the requirements of the form of the document.

The Vice-President shall assist the President in the discharge of his or her duties as the President may direct and shall perform such other duties as from time to time may be assigned to him or her by the President or Board of Directors. In the absence of the President or in the event of his or her inability or refusal to act, the Vice-President shall perform the duties of the President, and when so acting, shall have all the powers and duties of and be subject to all the restrictions upon the President. Except in those instances in which the authority to execute is expressly delegated to another officer or agent of the Foundation or a different mode of execution is expressly prescribed by the Board of Directors or these Bylaws, the Vice-President may execute for the Foundation such documents as may be needed for the conduct of the Foundation's affairs in the ordinary course, as well as any deeds, mortgages, leases, bonds, contracts, checks, notes or other documents which the Board of Directors has authorized to be executed, and he or she may accomplish such execution without a seal of the Foundation and either individually or with the Secretary or any other officer thereunto authorized by the Board of Directors, according to the requirements of the form of the document.

The Treasurer shall be the principal accounting and financial officer of the Foundation and, in general, the powers and duties of the Treasurer shall be those ordinarily incidental to the office of treasurer of a for-profit corporation and such other powers and duties as may be assigned to the Treasurer by the Board of Directors or by the President. Without limiting the generality of the foregoing by this specification, the Treasurer shall (a) be responsible for the collection, receipt, custody, and disbursement of all corporate funds and securities; (b) deposit all moneys and other valuable effects in the name and to the credit of the Foundation in such banks or other depositories as may be designated by the Board of Directors or by an officer of the Foundation, pursuant to any delegation of such authority by the Board of Directors; (c) be responsible for carrying out the policies of the Foundation relating to the approval, grant or extension of credit by the Foundation and for the procurement and maintenance of adequate insurance for the Foundation; (d) have charge of and be responsible for the maintenance of adequate books of account for the Foundation; and (e) render such reports with respect to accounting and financial matters to the President and to the Board of Directors at such intervals as they may require.

In general, the powers and duties of the Secretary shall be those ordinarily incidental to the office of secretary of a for-profit corporation and such other powers and duties as may be assigned to the Secretary by the Board of Directors or by the President. Without limiting the generality of the foregoing by this specification, the Secretary shall (a) attend all meetings of the Board of Directors, record the minutes of such meetings in one or more books provided for that purpose, and include in such books the actions by written consent of the Board of Directors; (b) see that all notices are duly given in accordance with the provisions of these Bylaws or as required by law; (c) be the custodian of the corporate records and certify the Bylaws, resolutions of the Board of Directors and any committees of the Board of Directors, and other documents of the Foundation as being true and correct copies thereof; (d) keep a register of the post-office address of each director and member which shall be furnished to the Secretary by such director or member; (e) sign with the President, or any other officer thereunto authorized by the Board of Directors, any contracts or other documents which the Board of Directors has authorized, and may (without previous authorization by the Board of Directors) sign with such other officers as aforesaid such contracts and other document as the conduct of the Foundation's affairs in its ordinary course requires, in each case according to the requirements of the form of the document, except when a different mode of execution is expressly prescribed by the Board of Directors or these Bylaws; and (f) keep and file all reports, statements and other documents required by law, except where the duty is expressly imposed on some other officer or agent.

The Foundation is intended to qualify as an organization described in Section 501(c)(3) of the Code. No part of the net earnings of the Foundation shall inure to the benefit of, or be distributable to any of its directors, officers, members or other private persons, except that the Foundation shall be

authorized to make payments and distributions in furtherance of the purposes set forth in the Foundation's Articles of Incorporation and these Bylaws.

No loans shall be contracted on behalf of the Foundation, and no evidence of indebtedness shall be issued in its name.

The Board of Directors may authorize any one or more officers of the Foundation, or any one or more of its agents, to enter into any contract or execute and deliver any instrument in the name of and on behalf of the Foundation, and such authority may be general or confined to specific instances; provided, however, that the provisions of this Section shall not be a limitation on the powers of office granted under Article IV of the Bylaws.

The Board of Directors, the President, the Treasurer and any standing or special committee designated by the Board of Directors to have such authority, may accept on behalf of the Foundation any contribution, gift, bequest or devise for the general purposes or for any special purposes of the Foundation.



In May 2013, the Great Lakes Foundation donated \$5,000 to the Noble Odyssey Foundation for the Research/Training Vessel, *Pride of Michigan*.

Great Lakes Foundation Update

by Past Commodore Mel Wallbank, President, Great Lakes Foundation

The Great Lakes Foundation is dedicated to preserving the richness of wilderness cruising areas on the Great Lakes, as well as fostering the art and science of cruising. The Foundation has distributed more than \$150,000 in grants since 1993 to activities in the United States and Canada that meet the Foundation's Grant Policy.

Recent GLF grants include:

Noble Odyssey Foundation – U.S. Naval Sea Cadets training onboard the research and training vessel *Pride of Michigan*.

Michigan Shipwreck Research Associates – in support of an exhibition and film project in collaboration with the Lakeshore Museum Center in Muskegon, Mich.

Courage Center – Duluth, Minn., in support of its adaptive sailing program for those with physical challenges.

Center for Great Lakes Study, and the Great Lakes Water Institute (University of Wisconsin, Milwaukee) – to fund research, education, and outreach for a better understanding of the Great Lakes and waterways in the Great Lakes Basin.

The Foundation welcomes your contributions. Your gift allows us to make supporting grants to these and other worthy activities. Without your generous support this would not be possible.

Please consider making a gift through the GLCC website. Just click on "Foundation" in the row of links under the picture at the top of most pages. Similar to the recurring annual dues process: You can also set up a recurring annual gift to the Foundation if you're so inclined. Or you can simply write a check payable to the "Great Lakes Foundation" and mail it to Yvonne at headquarters in Port Huron.

The Foundation is organized exclusively for charitable, educational or scientific purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code, so donations are deductible on a U.S. tax return. We issue an acknowledgment of each donation for that purpose.

The Foundation is also interested in grant opportunities. If you are aware of a project that needs support, you will find our Grant Policy and Grant Application are available online, or send us an email at glclub@att.net.

Please keep us in mind; only through your support can we continue to have a viable foundation focusing on important Great Lakes related projects. ▶

EARLY YEARS
1934-1984

In The Beginning...

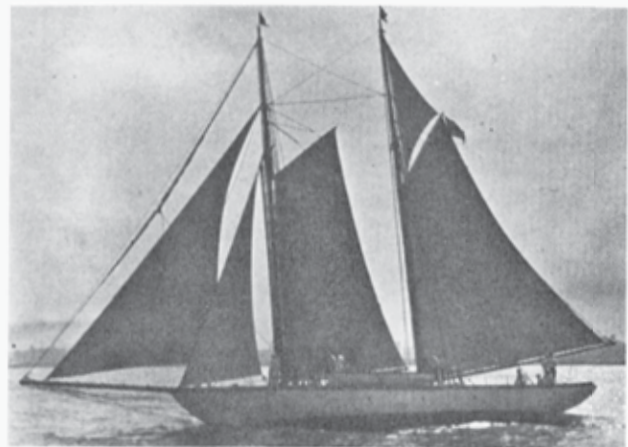
Jack Parker

It seems incredible in today's modern space age, and with a full third of our 20th century's history already recorded by 1934, that 95,000 square miles of water surface of the Great Lakes, to say nothing of its 8,300 miles of shore line, should still stand as raw "wilderness waters" to the yachtsmen of those times. Yet it was so. FDR was well-settled into his favorite "fireside chair" in the White House and yet not a single freshwater yachting chart or harbor report existed beyond those published by the Government for commercial shipping! The yachts that cruised the virtually uncharted waters of the lakes in those days were skippered by bold and daring adventurers; men who would consider a passage from Chicago to Milwaukee and return as the inland equivalent of a journey by Christopher Columbus! Fortunately a handful of these yachtsmen had the vision to look upward to strive for something beyond the stars and the horizon.

Arch Gibson of Chicago, who had cruised with Commodore George O. Clinch from 1911 to 1930, the year of the Commodore's untimely passing, was one of those star-crossed visionaries. He'd been "out there" and sensed the magic that may be found in the more remote areas of the lakes; he wanted to return to those breath-taking hideaways and thought he had an idea that would make his discoveries, as well as those of other yachtsmen, an "open sesame" to the romance, adventure and exciting escapism that existed beyond the horizon of all these great freshwater seas. Generally acknowledged to be "The Chicago yachtsman who has cruised farther, crossed more uncharted waters, and opened up more secret passageways than any other amateur sailor on the lakes", Arch already had an outstanding record of accomplishment for any pioneering yachtsman of the 1920's; in his case even more incredible inasmuch as he didn't own a boat and never would.



GLCC pioneer Arch Gibson enjoys being at the helm, even though dressed for cold, rough weather with hat, gloves and life line.



Arch Gibson did much of his cruising with George O. Clinch who owned the schooner HAWTHORNE. Though Arch never owned a boat of his own, his logs of exploration of the northern waters formed the basis of the Log Book.

GLCC Past Commodore John T. ("Bud") Snite, now a west-coaster residing in LaJolla, California, was one of the small group of visionaries who first heard that Arch Gibson had an "idea" worth sharing. Why not over lunch? "A few of us got together at the Art Metz apartment in the University Club", Snite told us recently, "where Arch was given the floor to unfold his thoughts. Basically," Snite continued, "Arch had made several rough sketches of many of the uncharted coves, harbors and gunkholes he had explored while crewing with the Commodore as well as on other friend's boats. He thought, and rightfully so, that if a bunch of us sailors could be organized to do the same thing...sketch and chart the remote areas we had explored, and would be exploring...we could then exchange them with one another. If it worked," Arch concluded, "it might turn into something really worthwhile." Past Commodore Snite said that he and his fellow sailors all agreed that the idea really was worthy of investigation and so a series of informal luncheon meetings began, moving from the Metz apartment to the Chicago Yacht Club where he (Metz) was Commodore. "It provided the perfect nautical background", Snite added, "and our discussion and debate continued there for a number of weeks."



Art Metz did a lot of his Chicago area sailing and racing on his Eagle class sloop. This was a popular class for many years.

Among issues debated and determined during those early Chicago meetings were such items as a name for the fledgling organization; Great Lakes Cruising Club, membership dues of \$5.00 per year; a burgee logo of 5 interlocking links of anchor chain in white on a field of blue; a Port Pilot and Log Book, to contain all of the member-researched harbor reports and to be edited and compiled by Arch Gibson; the official signing of the Treasurer's Book took place on May 23, 1934 and the new freshwater baby was ready for her shakedown. Of the seven yachtsmen whose names appeared in the first Treasurer's Book, four would serve as Commodore, two as Treasurer and one as Secretary. Oddly, Arch Gibson whose "idea" was the catalyst for the new-found club, served two terms as secretary but never climbed the ranks to fly the Commodore's burgee. Those seven whose names appeared in the May 23, 1934 Treasurer's Book were, in order signed, D.E. Currier, Ralph B. Cobb, Charles N. Steele, Melvin Olson, Kenneth Ball, John T. Snite and Wells A. Lippincott. Four of these men would fly the Commodore's flag at their masthead; Cobb, Snite, Ball and Lippincott. Other names that weave in and out of the fabrication of the early chapter of GLCC's history were Nathaniel Rubicam, the club's second Commodore; Christen Peterson, first Vice Commodore, Arthur Anderson, who succeeded Donald Currier as Treasurer; George Catto, who showed up twice in meeting notes but obviously held no office; Harold Wood, Logan McNenemy and Kenneth Brown, each of whom served as Vice Commodore.



GLCC directors frequently met at the Chicago Yacht Club which looked like this from 1935 to 1950.

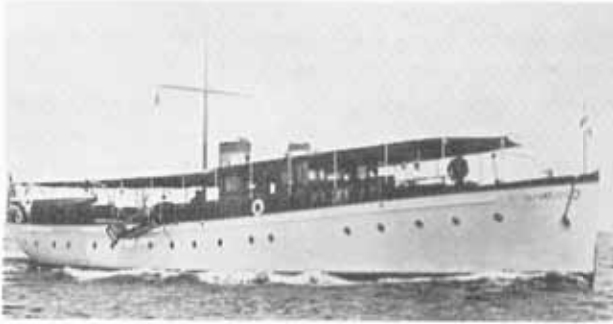
Proof of the validity of Arch Gibson's "idea", and the total viability of the little

cooperative charting venture that came into being on that long-ago day in 1934, is found today in the club's unsurpassed **Port Pilot and Log Book**. A hefty three-volume, loose leaf encyclopedia of the cruising water of the Great Lakes and its tributaries, the GLCC Log Book, started by Gibson, is unique in all this world. The current edition contains more than 450 separate harbor reports, more than 2,500 individual pages, each carefully checked, documented and personally approved "on site" by a working skipper member of the club. The harbors are revised and updated on a recurrent five-year cycle. The acid test of its solid reliability and total professional acceptance is found in the fact that a full set sits on the navigation desk of every U.S. Coast Guard vessel on duty in the lakes!

Growth didn't come automatically for GLCC. It was very slow at first, as though a premise had to be proved before a promise it could become. News of its being was carried on the ebb flow of dock winds up and down the lake. In 1938, "Bud" Snite's Commodore's flag was flying over a total membership that had grown in the 4 1/2 years of the club's life from 46 to 82. In 1939, with Commodore Kenneth Ball at the helm, club membership stood at what was then thought to be a "highly respectable figure" of 176. Many well-known names gave off the sparkle of highly-polished bright-work in that gathering of corinthian yachtsmen; names such as Charles Walgreen and Phillip K. Wrigley, Arch Wright, Harry Nye and Leeds Mitchell to name but a few. (All of these, by the way, were inducted in one meeting!) There were 17 Port Captains in 1939, only 3 of which were not on Lake Michigan; one was in Cincinnati, Ohio; one in Midland, Ontario and another at Little Current, Ontario. There were 17 Directors sitting on the club's board and annual dues were still \$5.00.



Chicago to Mackinac racers wanted better charts to cruise the northern waters after the race. This 1928 photo of the Race Committee at Mackinac Island included several GLCC pioneers. Pictured are Kinsey, Catto, Benedict, Ritchie, Lippincott, Scott, Lockett, Willis, Radulic, Schmidt, and F. Benedict.



GLCC member Philip K. Wrigley's 98 foot FAME had a distinguished cruising history. She was the first private power yacht to circle the globe. She could cruise at 13 mph for 3,000 miles burning either gasoline or kerosene.



Harry G. Nye, Jr. following his victory in the Star Class World's Championship, sailed his "Q" boat GALE to victory in the 1950 & 1951 Mackinac races. GLCC members often set the pace for others to follow.

GLCC's Articles of Incorporation, its "reason for being", are virtually identical today with those with which the little organization began in 1934:

"The objects of the club are the promotion of cruising races on the Great Lakes and their tributary waters among Corinthian yachtsmen; the compilation and dissemination of cruising information; the development of fellowship and seamanship; the improvement of cruising yachts, harbors and other facilities in the interest of yachting; and the establishment of associated harbors and anchorages as integral parts of the club, *and education in boating safety.* (The italicized final phrase is the only change or addition to the Articles since they were written in 1934.)

Membership received a spurt during the years of World War II and the club emerged from the conflict with 673 members. Initiation fees had been raised to \$10.00 but annual dues remained at \$5.00. In 1948 someone suggested that membership be confined to 1,000, and (thankfully!) the measure went down to ignominious defeat. 1948's Annual Meeting, on September 8th was the last meeting officially attended by four whose names remain indelibly impressed on the history of the club as Arch Gibson, Dr. Ralph Cobb, Edgar Tolman and Warren Davis checked out for the final time. The Club stands as a memorial in their remembrance.

Today the Club has 10 Rear Commodores, each individually responsible for the required harbor reports falling within his flag rank area. Each RC has a number of club-appointed Port Captains to aid and assist in gathering the necessary information required for each year's publication. The Log Book Committee, consisting of 21 working members, including the Rear Commodores, as well as the most frequently-published harbor reporters, make this the outstanding membership entity of GLCC. The Club membership which really zoomed in the 1970's, is now pushing the 3,000 mark and the proud GLCC burgee flies in 32 States, in Canada, and in 6 other foreign countries. All from that little beginning laid out in Arch Gibson's idea in the Art Metz Chicago apartment back in 1934! Today there are but 3 members still on hand from that historic founding year, John T. "Bud" Snite, of LaJolla, California, who served as Commodore in 1937; Kenneth R. Ball, of San Anselmo, California who served as Commodore in 1938 and 1939; and Lawrence J. Plym, of Niles, Michigan, who admits to "49 years of annual dues-paying and total pleasure with the club." All three are still active boatmen, Snite skippers a 36' Grand Barks, CAROUSEL I, out of the San Diego Yacht Club, in San Diego, California; Ball is home at the helm of FOCUS II, a 33' motor sailer at San Rafael, California; and Plym takes his ease in the skipper's chair

aboard SALERAN, a 64' Hatteras out of the Delray Beach Yacht Club in Delray Beach, Florida. Plym is also equally at home behind the wheel of TIARA, a 32' Roamer which he operates from his summer home at his Burnt Island enclave of islands in Potagannising Bay, North Channel. Plym and Snite were both racing sailors and first met in the late 1920's when they were brought together by the competition and camaraderie of the annual Chicago-Mackinac Island race. The early GLCC members were as much interested in racing as they were in cruising. Early rendezvous were held after the Chicago Mackinac, a welcome change from the intense driving of racing over 300 miles in whatever Mother Nature chose to dish out. Wells Lippencott, then recently arrived from the East, was a pioneer in handicaps for racing sailors, and the Lippencott Rule was used for many years. His love of cruising was also a catalyst in Arch Gibson's beginnings of the Log Book. GLCC members won the Mackinac 17 times in the 20 years between 1934 and 1954. Among the winners were Nathaniel Rubinkam, Ted Lumbard, Clare Udell, Leland "Ole" Karas, Bud Tolman, Harry Nye and Nick Geib. Counting the years when there were two divisions racing to Mackinac, these early members won 20 overall prizes among them. Sometimes the going was slow, sometimes rough, but beyond Mackinac Harbor lay the fabled cruising country of the North Channel. Today, the George Owen Clinch trophy awarded in the Mackinac is named after the man on whose boat Arch Gibson sailed the northern waters.



Clark Wright sailed MARUFFA through the 1937 Mackinac gale.



FLEETWOOD, owned by Nick Geib, won four Mackinacs in the early 1950's and was one of 12 boats at the 1954 Beaver Island Rendezvous.



This is where many a North Channel cruise began — the harbor at Mackinac Island as it was in 1938.

Past Commodore Snite, who admits to having explored Lake Superior in 1927, said his first cruise into North Channel came at the end of the 1928 Chicago-Mackinac race when his 32' sloop, FLEUR BLANC, carried him and his crew from Mackinac Island to Gore Bay and return. Plym was sailing GERDA in those early days, a 36' John Alden yawl that had won the Mackinac under the name of CYNTHIA. "She never did win it for me", Plym said, "but he did make a number of forays into North Channel after the races, particularly to Thessalon where, as one might expect, we visited the spirits warehouse and stocked up somewhat lavishly for the long trip home." Plym was owner-publisher of the Niles Daily Star newspaper in Niles, Michigan, and 19 years ago, "starting from scratch", to use his own terminology, he headed a committee that created and developed a full-fledged yacht club at Florida's Delray Beach. "Today," he said proudly, "we have a full membership of 350, 75 beautiful slips, and a constant waiting list of would-be members!" Obviously, Plym learned a good lesson in club organization from that little group he joined in Chicago just 50 years ago.

The current Commodore of Great Lakes Cruising Club, Edward Classen, will confer special honors on all 3 of these charter members, each of whom is hoping to be present at the 1984 "Golden Fiftieth" Rendezvous in Little Current.

For a skipper who at the time didn't give a hoot whether a Gibson was a western movie star or a defrocked Martini, my own 25 year love affair with GLCC has created a deep appreciation for the value of the *real* Gibson. In the beginning it was just Arch and his "idea", — today it's the Great Lakes Cruising Club, the world's largest freshwater cruising organization! Makes a skipper wonder, doesn't it, where we'd be today if no one had listened to Arch Gibson's idea in 1934?



Commodore Bud Tolman sailed his TALTHONA to Mackinac victories in 1948, 1949, and 1954.



Leland "Ole" Karas won ten Mackinac trophies, four with CARA MIA.



Jack Parker has been an active GLCC member for 25 years and is the author of this chapter.

...Up To The Present

(as written in 1984)

Edward F. Classen

IT is difficult to put in writing memories of even a short span of time, much less fifty years and 30 preceding Commodores. I shall not attempt to provide words of wisdom as to what past events or members particularly influenced the evolution of the Club as it is today because so many did.

Senior citizens have the propensity for telling stories of the past and the younger generation usually is polite enough to listen, perhaps stifling a yawn in the process. So, if the reader will afford me that luxury, I will pass on some reminiscences of cruising experiences spanning the most recent 30 years.

I first became aware of GLCC in 1955 when I was invited for a cruise on Mason Warner's BOBADON. We travelled from St. Ignace through North Channel to the pool at Baie Fine and returned. As an aircraft pilot, I was made navigator and handed the single volume of the Log Book. As a flyer, I recall that I was surprised at the inadequacy of the charts of that era, and the absolute necessity for the Log Book reports to journey safely through that wilderness. Other memories of that trip include overnighting at Harbour Island Lodge, a very posh resort in those days. In the next slip was Benson Ford's yacht JOSEPHINE. I was desperate to make a telephone call to a wife (not included on the trip) who had not heard from me for a week. BOBADON'S radio was not able to raise Rogers City, but JOSEPHINE'S antenna seemed to pierce the sky. After a few martinis from the hospitable Ford's I was able to get through to Rogers City and home on a very static filled channel 51. (I should point out that my wife Maxine has since preferred to be with me rather than to sit all alone by the telephone!) A stop at Little Current brought me my first brush with Canadian law regarding the use of liquor in public places. On my way to the nearest (inevitable) telephone booth, I was accosted by the O.P.P. for having a drink in my hand. The police were polite, but firm that I should return to the boat immediately with no further shore leave granted. I mention this because of a further experience in Thessalon which will be told later.

It wasn't until 1961 that we purchased the first boat of our own; a 21 foot trailerable Wizard Winner. Fiberglass hulls had come on the scene, but this was about as large a hull that could be molded at the state of the art of that time. It certainly was a portent of things to come. The trailer was undersized and the 75 HP Johnson outboard was over-sized from a weight standpoint. With its fishtailing, highway driving was much more dangerous than cruising. Nonetheless, we trailered her east two times; once to Kingston, Ontario, where we embarked on a cruise down the St. Lawrence river to Montreal, thence the Ottawa River to Ottawa, and ultimately through the Rideau Canal system back to Kingston — a complete round trip without any backtracking. On another occasion we trailered her to upstate New York where we dumped her in to Lake George and later in to Lake Champlain for a cruise down the Hudson River to the Big City where we were awed by the grandeur of the skyline and the ocean vessel traffic. Our return trip by land proved disastrous when we attempted to trail a 12 foot high vessel under an eight foot canopy of a Holiday Inn. The superstructure was wiped out with glass and shreds of canvas everywhere. I was beginning to learn a few basic rules about trailerboating such as that it is important to insert the rain plug before launching.

Our second boat was a 25 foot Alglas purchased in 1967. Pacemaker introduced this name as they were still hesitant about fiberglass and were reluctant to place their name on a glass hull without experience. GLCC's membership roster reminds me that I joined the Club in 1969 and I attended my first rendezvous held at Gore Bay in 1972. Had such a good time that I have been hooked ever since, missing only one in the ensuing twelve years. Murphy's Law was in evidence at the Harbour Island

rendezvous of 1973 when about fifty members and guests showed up at the last minute without reservations causing a shortage of food at the Saturday night banquet with no hope of receiving additional supplies from the nearest civilization in time. (Little Current, thirty miles away by water.)

I was asked to be on the rendezvous committee for the 1974 affair at Mackinaw City. Murphy's Law again prevailed. A huge circus-type tent had been rented from a purveyor of such things in Detroit and was sent up by truck with a crew of roustabouts to erect and sledgehammer the stakes. On the day before the rendezvous, Maxine and I had spent most of the day installing 40 folding tables and 400 folding chairs to be used for the social events. During the night a violent

storm blew the tent down and Detroit was very uncooperative to Rendezvous Chairman Roy Spanjer's pleas to come back up and re-erect it. So the following day found us on our stomachs under tons of canvas collapsing tables and chairs, dragging them out so they could be reinstalled in Sheppler's shed. Time tends to lead to exaggeration, but it had to be 90° outside and over 100° under the canvas. My reward: A pat on the back and a "well done" from Commodore Jim Roe. Nonetheless, the cocktail party on the porch of the Grand Hotel on a beautiful Saturday afternoon and the following day's cruise on the Coast Guard cutter MACKINAW made this an affair to remember.

So what happens? In 1975 I find myself as a Director with the responsibility of producing the Thessalon Rendezvous. Here came my second brush with the Canadian Police on the subject of liquor in public places. Bert Haring and I had gone to the local liquor outlet and had purchased adequate supplies to host a 400 person cocktail party on the docks. No sooner had we left with our truckful of goodies when the liquor purveyor called the O.P.P. to snitch about the dreadful thing that was about to happen on the Government Wharf. A police car appeared and asked Commodore Larry Perkins who was responsible for violating the law of serving or drinking liquor in a public place, especially on Government property. Larry, displaying his renowned dignity, pointed his finger at me and simple stated: "He is." With that, I was hauled to the police station in the squad car to face a wrathful sergeant. The day was saved when Mayor Wilfred St. John called a quick meeting of the Town Council wherein temporary ordinance was passed making the wharf "the back yard of the visiting yachtsmen". Apparently one could *drink in their own back yard* and I was released with the admonition that we had better behave ourselves, which we did in true GLCC tradition.

The '76 rendezvous became famous as the rendezvous seemed like it would never end. Under the planning of co-chairman George Wakefield and assisted by Port Captains Bill Ellis and Bob Connelly, three days were spent at Parry Sound, followed by a cruise to Penetanguishine for an overnight, then on to receptions at Meaford and Wiarton, finishing with a wilderness evening on the Indian Reservation at Cape McGregor. Murphy appeared again at Parry Sound when several of the hundred-foot floating docks that had been installed for the occasion broke away and started to float out to sea with one third of our fleet going with them! One of the "floaters" was the SKYLARK with Vice Commodore Bruce Danly aboard. Taking command of the situation, he ordered all involved



The 1972 Rendezvous at Gore Bay.



Majorettes lead a decorated power boat during a Thessalon Rendezvous. Celebrations and Rendezvous go hand in hand!



Commodore Bruce Danly knows how to organize a Rendezvous activity.

call. The three of us aboard didn't even get our tootsies wet and the EMM-EL was in good enough condition to sail to home port under its own power. Thank goodness, Maxine was not along and we have suffered no trauma from this experience.

It didn't prevent us from attending the 1978 rendezvous at Mackinaw City — we went by car. This event, and the year following were staged by Dick Nugent, the latter being held at Gore Bay. This was the only rendezvous that we have missed (once hooked) as we had just purchased our present vessel, a 42 foot Grand Banks, and were busy outfitting her.

Two wilderness rendezvous followed; the first in Cleary Cove of John Harbour where somehow or other, we shoehorned 100 boats in to this lovely little cove. A panoramic picture of this event taken by Commodore Chuck Brittan can be found in your Log Book under the John Harbour report and in the color section of this book. The following rendezvous was held in Mill Lake, halfway through Collin's Inlet east of Killarney. Both of these affairs demonstrated the teamwork and comradeship developed in a setting with no civilized support such as umbilical cords, ice, grocery stores and catered affairs.

The Cedar Point Rendezvous of '82 was completely the opposite. Things couldn't have been more civilized or organized. Our first rendezvous on Lake Erie took place in a 500 +

vessels to break out their anchors and they became an island until the Coast Guard could be persuaded to haul the docks back in place for reconnection.

'77's rendezvous was held at Okeechobie Lodge at the entrance to Baie Fine. Memorable here was the sight of George Kress' 87 foot ARIA and Ralph Evinrude's 118 foot CHANTICLEER tied up to the rocks side-by-side. Someone remarked "They ram 'em into the shore just like we little guys." On the last day Francis and Ralph Evinrude had us all for cocktails in their lovely wilderness home at the entrance of the Pool. Good-byes were said that night at a roaring bonfire pot-luck supper followed by a singalong.

Back in 1976 we had acquired a new Trojan Tri-cabin with a flybridge. Little did we realize it would last only two years. In early summer of 1978, we collided in dense fog with member Marv Levine's EMM-EL about nine miles off of Saugatuck, Michigan. Visibility was zero and the seas were running six to eight feet. Both vessels were operating with radar but apparently the proximity of the two vessels plus the sea clutter prevented either skipper from seeing the other. THE OUTDOORSMAN IV sank within an hour after a daring rescue by the GLORENE, skippered by member Bud Angsten who put the diesels on full throttle upon hearing the distress



George Kress' 87 foot ARIA and Ralph Evinrude's 118 foot CHANTICLEER at the 1977 Okeechobie Lodge Rendezvous.

boat marina complete with restaurants, ship's store, grocery store with the Cedar Point theme park in the background. Chairman Phil Hutchinson, a man who gets things done, organized a whirlwind program that started with morning's cannon and ceased each night after many of us were in our bunks. Events were inside the park and on the docks. There was a clown band each morning and a gay nineties review by the entertainers of Cedar Point. A dock barbecue served by the restaurant chefs of the park balanced a porpoise show and another banquet within the park. Golf and tennis too! All in all, we were too busy to ever use our tickets to partake of the rides and exhibits.

Our last summer's highlight was a cruise through the Thirty Thousand Islands of Georgian Bay on the way to the Midland rendezvous. I had mentioned in "Lifeline" that the Classen's would be in Killarney on a given day in July; we would embark on a cruise through the islands commencing the following day, and that we would welcome any GLCC members who would like to join us. Five GLCC families showed up. We spent seven glorious days and evenings with five of the nicest couples we would ever hope to meet. At the rendezvous we had sweet rolls and coffee in the morning followed by guided tours, a cheese and wine party, a barbecue, cocktails and other chances for sociability which added to our pleasure. From a Commodore's standpoint, highlights were the Fleet Review and the Commodore's reception, dinner and dance held in Bud Watson's Art Gallery, both ego-building experiences. Chairman Dean Ramsey is again congratulated for this outstanding affair.

In reviewing this writing, it seems to have turned out to be a story of rendezvous. Perhaps it is because these rendezvous and the cruising to and from the events have brought back the most vivid memories. To express one's feelings about the joy of solitude of a wilderness cove or a starlit night with Northern Lights away from the glow of city lights, the setting of the sun or the rising of a full moon is beyond my capabilities.

I have neglected to mention our fall, winter and spring regional meetings as if they are unimportant to me. They are great — a chance to meet old cruising companions and make some new friends. Unfortunately, they take place on land, rather than on the water and therein lies the difference in this Commodore's chronical of important memories.

I still feel that Past Commodore Perkins summed it up best. In the 1976 rendezvous program booklet he stated:

"The water in this part of the country is indeed full of rocks and it is preferable to avoid them, but not at the cost of failing to look at the other side of this or that delightful island or that inviting cove. There are lots of worse things than touching your keel while cautiously and slowly probing these delights. I have had this experience dozens of times and my boat is alive, well, and strong after 27 years. The perils aren't that perilous."



Perfectly sheltered at Okeechobie Lodge at the entrance to Baie Fine, the 1977 Rendezvous fleet sits peacefully.



Rendezvous alternate between wilderness and "civilized" sites such as the 1982 gathering at Cedar Point. This was the first Rendezvous held on Lake Erie.

And that, dear reader, is what the Great Lakes Cruising Club is all about today. There is much more to read about, and you'll be getting an in-depth look at such core activities as our Log Book, Rendezvous, Education Programs and the many awards to groups and individuals who have contributed to the safety, seamanship, sportsmanship and fellowship which is such a vital ingredient of our life on the sea.

You will find our 50th Anniversary Rendezvous program at Little Current, Ontario bound into this book. It is both historic and informative. Those of you who have not yet been able to join a rendezvous can read firsthand the breadth of activities planned, and perhaps can appreciate the months of preparation and hard work which dedicated members put forth so that fellow members can enjoy a particular slice of these cruising waters which bring us all together. I hope I will be able to say, "I saw you there."

RECENT YEARS
1985-2014

RECENT YEARS – 1985 to 2014

In the years since 1984, the Great Lakes Cruising Club has become much more in tune with the computer age. Electronics and communications such as email, web-sites, cell phone, Webinars, and other technology enhanced the ability to provide information quickly and more accurately. Technology has changed the way GLCC supports its members with electronic harbor reports and instant data updates. The GLCC School incorporates subject learning and related navigation skills via Webinars and on-line technology.

The central focus of the club, of course, remains the serious business of compiling and publishing reliable information about navigating safely outside of the well-marked shipping lanes on the Great Lakes. But fostering friendships among like-minded sailors and power boaters has certainly become an integral part of the Great Lakes Cruising Club. Members are equally split between power and sailing vessels, and about one-third of the members are from Canada.

Annual rendezvous were a simple one-day gathering at an agreed upon destination in the 1960s and 1970s. But then boats began arriving earlier and staying later. In time, they became a two-day affair and eventually stretched out to the current four-day schedule. The schedule will vary somewhat from year-to-year, but certain activities like the bilge auction, an athletic contest (usually a softball game or a volleyball match) between “stink-potters’ and “rag haulers,” kayak and dinghy races, gadget hour and the big banquet have become staples to be repeated every year. Members come from all over the Great Lakes, newer members mix easily with older ones. Often this is the only time each year that some members see many of their friends and, invariably, a good time is had by all. Currently, we have approximately 227 25-year members and seven 50-year members.

The success of the first few Rendezvous led people to begin thinking of organizing other gatherings where they could enjoy each other’s company even though they did not live in close proximity or socialize on a regular basis. In the late 1980s, regional meetings began to supplement the Annual Meeting. Then, wilderness rallies were organized to provide an opportunity for shorter cruises to destinations closer to home. Today, dinner meetings (other than the Annual Meeting) are held each year for members in Minneapolis or Duluth, Grosse Pointe, Leamington, Sarnia and Catawba Island. Rallies are held in Lake Erie, Lake Superior, Lake Huron and Lake Michigan. And, since 1989, a Spring Break has given members an opportunity to escape the harsh winter weather of the Great Lakes region for a few days in Florida’s sunshine, British Virgin Islands, or aboard a Cruise Ship.

The Great Lakes Foundation is the Club’s tax-exempt affiliate that uses the tax-deductible contributions of its members to promote cruising on the Great Lakes, safe boating, and preservation of the environment in and around its waters.

The Club’s affairs today are managed by a Board of Directors consisting of a Commodore, Vice Commodore, Secretary, Treasurer, Fleet Surgeon, US and Canadian Judge Advocates, Fleet Captain, ten Rear Commodores, and nine Directors-at-Large.

Geographically, the GLCC has been divided into 11 regions. Each headed by a Rear Commodore, with the exception of region 99 (beyond the Great Lakes) that does not have a Rear Commodore assigned. This ensures that part of the Club’s leadership is always in close contact with the members who either live or moor their vessels in each of the regions. Within each region, there are a number of Port Captains (a position appointed by the Board of Directors) to render assistance and provide information to fellow Club members visiting their appointed harbor. Today, 160 harbors or areas are represented by a GLCC Port Captain. They are responsible for harbors as large as St. Clair Shores Michigan and as small as Meldrum Bay, Ontario.

The Great Lakes Cruising Club has only one office which had been based at various addresses in Chicago, Illinois. The Club office relocated smoothly in February 18 of 2008, and is now situated in the city of Port Huron, Michigan; “Maritime Capital of the Great Lakes”, at 405 Water Street, Suite 101. The office overlooks the Black River with dockage alongside. There is one full-time employee and one part-time assistant.

The editor of the Port Pilot and Log Book is a non-employee professional, as is the editor of the Club’s magazine, Lifeline, which is a quarterly publication.

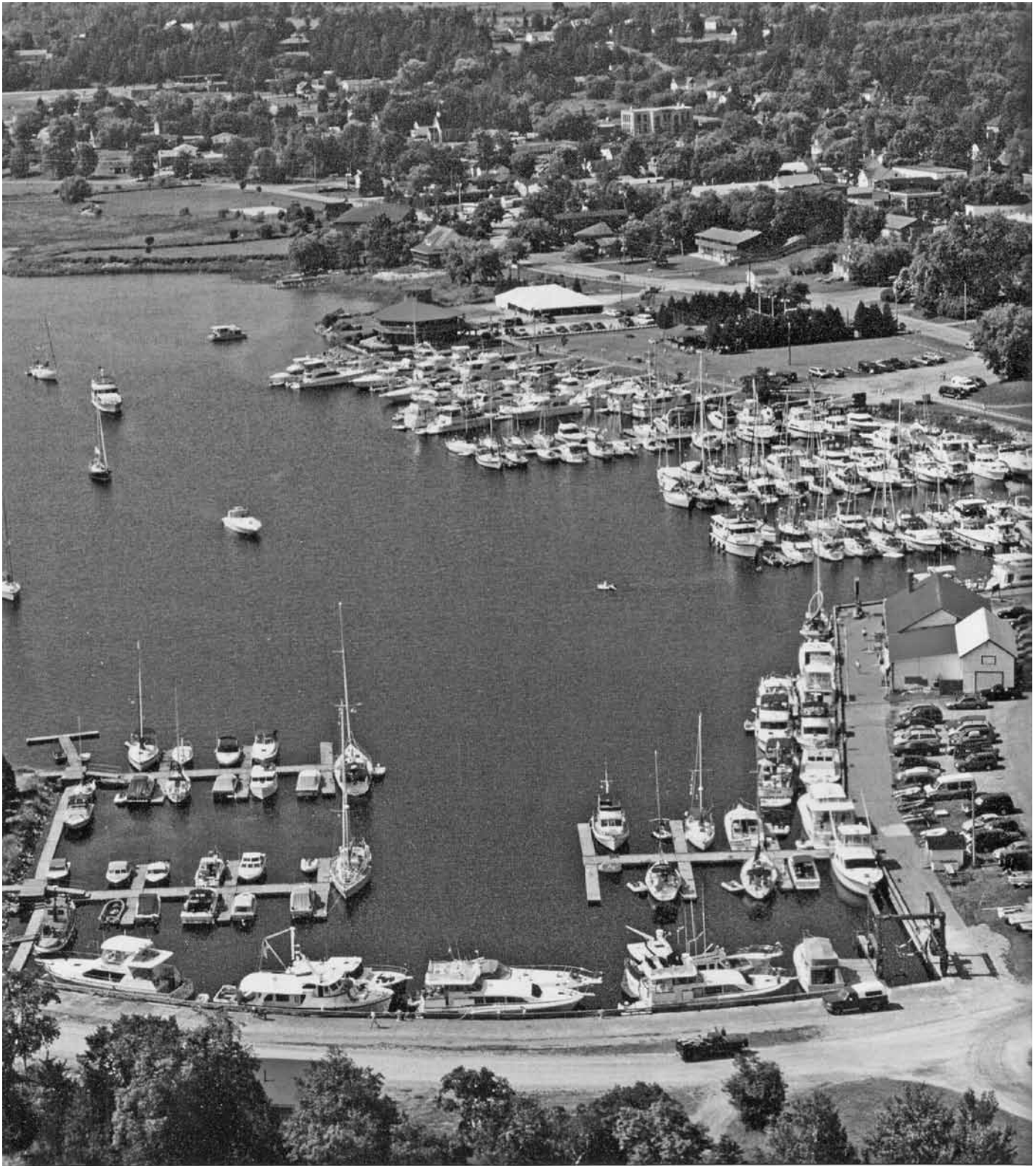
Great Lakes sailors and power boaters who want more information about membership in the Great Lakes Cruising Club should contact any member, or they can direct inquiries about membership to the Club’s office at glclub@att.net; telephone 810-984-4500.



The new GLCC headquarters at 405 Water Street has adjacent car parking and boat docks.



The first Rendezvous was a simple, one-day affair held at Little Current on Manitoulin Island. But it was, as the old song says, "The start of something big." Today, the festivities at the Annual Rendezvous last four days and it is always the largest and best-attended of each seasons' Cruising Club events.



Gore Bay, Ontario is the largest harbor in the North Channel and the town offers an excellent selection of goods and services. For that reason, it has been the site of several recent Annual Rendezvous and is a favorite place for many Cruising Club members to visit.

**RENDEZVOUS
RALLIES
SPRING BREAKS**

Rendezvous!

Rick Van Mell

RENDEZVOUS for GLCC members began with races. Not surprising, since many of the founders of our club were active racing sailors. Annual races were apparently held from 1934, the year of our founding, until interrupted by World War II. Centered off downtown Chicago, the races were held each fall after the close of the regular season. This was a deliberate policy, particularly since the GLCC officers were also the flag officers of the Chicago clubs. Thus each September or October a race was held for the first six or seven years of the club's existence. The course can still be sailed today. From the 1938 notice for the Fifth Annual Race, Sunday, September 25th: "Starting from Navy Pier and a mark boat due East, the course will lay S.E. to the south breakwater light, thence to the 4-mile Crib, thence the Carter Harrison Crib; S.W. to Oak Street Gap and return." Today's racers would appreciate the added instruction that the Cruisers would sail 10 STATUTE miles, while the Universals would sail 8.7 NUTICAL miles — both, of course, sailing exactly the same course. The results of the 1937 race, held on October 3rd, showed a total of 36 entries in seven classes. MARUFFA won Class A, with GLCC Commodore John T. Snite's BAGHEERA in second. Rear Commodore Henry Rubinkam's RUBAIYAT won Class B, with AUDAX in second. Ken Ball, then Secretary sailed his ALOHA into third place in Class D.

The first GLCC sponsored event to another port, and the first recorded use of the term "rendezvous", occurred on Memorial Day weekend, 1938. "Open Squadron Cruise" proclaimed the mailing. "This is an informal cruising race for the purpose of getting the maximum enjoyment out of the holidays. The Milwaukee Yacht Club is planning a masquerade party for the visiting firemen on Saturday night, and all of the visiting yachts have been invited to take part in their opening day Regatta on Sunday morning, May 29th, thus leaving Monday, a holiday, for the yachts to return home."

"A special invitation is extended to all Power yachtsmen to join in this Milwaukee Rendezvous and a special cruising plaque will be awarded to boats of Power Squadron that finish the course by Saturday night, 9:00 p.m." Celebration and sharing among friends was as much a tradition then as it is now. To slake the thirst of the rendezvous fleet, "a barrel of beer" was to be delivered to the Milwaukee Yacht Club, compliments of GLCC. Fourteen cruising sail yachts, five universals and two power yachts participated. It was successful enough to be carried on for several years.

So, with the beginning and end of the season bracketed by GLCC events, it wasn't long before a bite was taken into the middle. 1939 began with the 2nd Annual Memorial Day Race and Cruise to Milwaukee. This time the power fleet had its own starting time — 9 a.m. Saturday, while the sail fleet



Bud Reid's BARBETTE and Lew Clarke's MOKAHI have the Rendezvous spirit as they settle into a snug anchorage.

GREAT LAKES CRUISING CLUB



CHICAGO, ILLINOIS

The objects of the Club are: The promotion of Cruising and Cruising Races on the Great Lakes and their tributary waters among Corinthian Yachtsmen; the development of fellowship and seamanship; the improvement of cruising yachts, harbors and other facilities in the interests of Yachting; and the establishment of associated harbors and anchorages as integral parts of this Club

Commodore
KENNETH R. BALL
100 North LaSalle Street
Phone: Randolph 6588

Vice-Commodore
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544 West Jackson Blvd.
Phone: Haymarket 4502

Rear Commodore
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Secretary
DONALD E. CURRIER
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Treasurer
ARTHUR W. ANDERSON
414 East 74th Street
Phone: Aberdeen 0896

Directors
RAYMOND L. GREIST
ROBERT A. HAYNIE
LOGAN T. McMENEMY
JOHN T. SNITE

Log Book Committee
ARCH M. GIBSON, CHAIRMAN
Room 1610, 30 North Michigan Ave.
Phone: Randolph 6000

Port Captains
ALFRED A. HENES
Menominee, Michigan
FRED J. PETERSON
Sturgeon Bay, Wisconsin
DAVID ROOT
Michigan City, Indiana
JAMES ROWLAND LOWE
Grand Rapids, Michigan
ROBERT ROHN
Ludington, Michigan
JAMES R. OFFIELD
Harbor Springs, Michigan
DR. WILLIAM F. HEWITT
Seeley's Bay, Ontario, Canada
GRANT TURNER
Little Current,
Manitoulin Island,
Ontario, Canada
OWEN B. JONES
Little Green Key
Bahama Islands, B. W. I.

GREAT LAKES CRUISING CLUB Memorial Day Open Squadron Cruise

Friday, May 27, 1938

BELMONT HARBOR to MILWAUKEE
80.3 Statute Miles

Time Limit—20 hours plus time allowance

Half hour signal 7:30 P. M.
Warning signal 7:50 P. M. (White)
Prep Signal 7:55 P. M. (Blue)
Start—all classes 8:00 P. M. (Red)

Chicago Daylight Saving Time will govern.

Starting line will be between race committee flag on shore and a blue marker approximately 1500 feet East.

FINISH LINE—North Gap of Milwaukee Harbor.
(Entrance to Yacht Harbor)

Prizes will be given for the race to Milwaukee if finished within the time limit.

This is an informal cruising race for the purpose of getting the maximum enjoyment out of the holidays. The Milwaukee Yacht Club is planning a masquerade party for the visiting firemen on Saturday night, and all of the visiting yachts have been invited to take part in their opening day Regatta on Sunday morning, May 29th, thus leaving Monday, a holiday, for the yachts to return home.

A special invitation is extended to all Power yachtsmen to join in this Milwaukee Rendezvous and a special cruising plaque will be awarded to boats of Power Squadron that finish the course by Saturday night, 9:00 P. M.

GREAT LAKES CRUISING CLUB
Byron H. Willis, Chairman Race Committee
George R. Clark
R. F. Hatfield
Durl P. Ruger

P. S. If you are late for the start, cruise up anyway and enjoy the fun at our Milwaukee Rendezvous.



RENDEZVOUS COMMITTEE

KENNETH R. BALL, COMMODORE G. L. C. C.
KARL NIBECKER, COMMODORE C. Y. C.

E. E. SHERIDAN, FLEET CAPTAIN, G. L. C. C.
KENNETH G. SMITH, PORT CAPTAIN, G. L. C. C.

FALL RENDEZVOUS

— at —

CHICAGO YACHT CLUB

Chicago Harbor

Monroe Street

Sunday, September 24, 1939

Regatta **Spectator Fleet** **Rendezvous** **Barbeque** **Fireworks**

REGATTA—A short race starting at 12:00 Noon for yachts owned by members of the Great Lakes Cruising Club.

SPECTATOR FLEET—Power yachts and others will act as hosts for guests desiring to follow the race. American Legion activities will restrict automobiles in Grant Park. The Lake is open . . . Join the Fleet

RENDEZVOUS—4:00 P. M. at Chicago Yacht Club, Monroe Street Club House. A memorable celebration for members and friends.

BARBECUE—5:30 P. M. Same place. Sizzling steaks or succulent chicken (broiled over charcoal fires) with all the trimmings included.

FIREWORKS—The American Legion have scheduled a \$50,000 fireworks display in the evening. An immense crowd is expected. Your participation in the Great Lakes Cruising Club Rendezvous will assure you a "Ringside Seat" for the big show.

TICKETS for entire event—\$1.25.

Owing to the unprecedented crowd expected and to the limited capacity, preparations will be made **only** for those having tickets. **MAKE YOUR RESERVATIONS . . . GET YOUR TICKETS AT ONCE!**

FIRST COME—FIRST SERVED

GREAT LAKES CRUISING CLUB

1610, 30 N. Michigan Ave.

Randolph 6000

started out the night before. In the event announcement spinnakers would not be allowed "because of the inability of sail-makers and spinnaker-pole whittlers to equip our fleet with uniform spinnakers in time", but in a last minute decision, the Universal division was allowed to use spinnakers.

A note in the Board's minutes from April 5, 1939 suggested yet another idea. "The matter of the Mackinac Island Rendezvous was discussed, and on motion of Currier, seconded by Gaetjens, the Program Committee was instructed to confer with the Mackinac Island Yacht Club, (to) investigate the desirability of continuing this event, and to report thereon to the Board." No follow up report has been found, but distant rendezvous were becoming a favored idea.

An attempt was made to organize a Barbeque Rendezvous for August 27th, 1939, after the Daily News Regatta on the "outer island off 23rd street" (Northerly Island, now Miegs Field). Application was made to the Chicago Park District for a permit, but they did not have jurisdiction at that time and were unable to comply. No record is found that the event ever took place.

Ed Sheridan, then Fleet Captain and six years before becoming Commodore, reported on a rendezvous in "Burnham Park Lagoon" preceding the 1939 Triangular Race (today's Tri-State Race). Five yachts were present: MADRAY II, R.E. Greist; ALICE DEE, Dr. O. E. Nadeau; FROMAGE, Reed G. Landis; ALOHA, Commodore Ken Ball, TEASER, Fleet Captain Ed Sheridan.

A month later Ed reported, "We closed the season with a bang by a big Rendezvous and Barbeque at the Chicago Yacht Club following the Autumn (sic) Race on Sunday September 24th. There were over 400 people present and those who were there will all remember it as a most enjoyable affair. It is urged this be repeated in another year and that a slightly higher price be charged for the tickets in order to provide music and dancing." This huge turnout was prompted by the conjunction of the Annual Fall Regatta and \$50,000 of fireworks presented in Grant Park by the American Legion. A Rendezvous Committee of Ken Ball, Karl Nibecker (Commodore of Chicago Yacht Club), Ed Sheridan and Ken Smith, Chicago Port Captain put out a three page program for the event. For the regatta there was to be, "No Crew limit". Bring your wives or sweethearts. If you can make room for a power-yachtsman with you, it will be appreciated both by your guest and the Club, and will make for greater good fellowship." And, Ed's request for higher prices is not surprising when the total cost for this bash was a mere \$1.25.

Rendezvousing at Milwaukee over Memorial Day put quite a strain on the finishing of wooden boats in time for the event, and the stiff weather which frequently occurred induced a search for an alternate site. Michigan City was tried, but objected to because of the conflict with the annual Michigan City Race which would be only two or three weeks later. For 1940 it was finally decided that the event would be held at Kenosha. "Here's the final news on the biggest yachting season opener in years! Two great Lakes Cruising club Fleets will mobilize for a rendezvous at Kenosha. Two races, with prizes, four dances, FREE BEER and all the hospitality that the City of Kenosha can offer will headline the program." One race came south from Milwaukee, organized by Port Captain James Barr, while the other came north from Chicago. The Power Squadron had its own starting time and the whole fleet was to be escorted by a U.S. Coast Guard vessel. The Country Club, the Elks Club, the American Legion and the Kenosha Yacht Club all sponsored dances to which GLCC was invited.

Energies were channeled in new directions with the beginning of the war years. The written record contains bits and pieces which suggest rendezvous were continued on only a modest scale,



The Spanjer Brothers ESBRO graced many a rendezvous. Here she was showing off her colors at Thessalon in 1970.

and then only when possible. In June of 1944 "the board authorized Commodore Tilden to appoint a committee to arrange the entertainment for the Annual Rendezvous to be held in Montrose Harbor (Chicago) on Sunday August 27th, 1944 from 2 to 5 p.m. A year later no rendezvous was scheduled due to the rationing of fuel for the war effort. And then, in 1946 the idea of scheduling a Memorial Day rendezvous was discussed and voted down as too many past events had been plagued with bad weather.

Past and present rendezvous traditions were embodied in the 1950 revival of the annual gathering. Captain John S. Keating U.S.N. Commander and his officers of the U.S. Naval Training Center at Great Lakes were hosts for the July 15th event. "The date has been set for the weekend preceding the Mackinac Race because the weather should then be at its best and there are no cruising races to interfere. Racing members may welcome this opportunity for a quickie shake-down before their big race a week later. As one avid racer puts it, "Hooray, now we'll have one weekend when we can take the family, and have some place to go!" Tentative plans include a big Review on Saturday morning at which the Cruising Club will be honored by having Commodore Terrell take the Review. This is always a most inspiring and interesting sight, with well trained Drill Teams, Navy Bands, Drum and Bugle Corps and a special drill team of W.A.V.E.S. ... There will also be plenty of fun along the waterfront without planned races, prizes, protest or forced entertainments. Evening festivities will begin with cocktails on the lawn, followed by a sumptuous repast, either at the Officers Club or at a big dock-side buffet. For those preferring the more intimate camaraderie of individual beach parties there are sheltered barbecues along the harbor front for private clambakes, chowder parties or steak fries. Cruising parents will appreciate the well-fenced and well-stocked playground for children." This cornucopia of activity could be had for the total sum of \$5.00.

Four years later the rendezvous tradition blossomed again. Once more the emphasis was linked to racing. Tom Ball, Chairman of the Rendezvous Committee reported in Life Line, "The rendezvous at Beaver Island following the 1954 Mackinac Race was very successful. Our famous Cruising Club member, Bill Whalen was Master of Ceremonies and fitted into the Cruising Club party so well when he was being made King of Beaver Island, that he deserves many thanks toward making it the best rendezvous ever held. Bill said, 'Beaver Island never had such a display of wealth (noting the boats, but didn't mention skippers).' A Great Lakes Cruising Club plaque was awarded to each skipper and crew member who ventured to Beaver Island. There were many speeches made relative to the best courses and routes taken to the island. Nic Geib had the best proof, a winner's pennant. Bill Whalen claimed his way was better,

he drove. Those participating included the following boats and skippers: VANADIS, Payson R. Mayhew, CORONA, Fred I. Peterson, ROMAHAJO, Harvey I. Nadeau, SHELBY II, Thomas R. Ball, WHISPER IV, Hollis Baker, FLEETWOOD, Nicholas T. Geib, POLARIS, Walter J. Goettsch, HORNET, Walter H. Heinichen, COPPERHEAD, Charles, L. Kotovic, HIGHLIGHT TOO, Chester U. Krusienski, GYPSY, Joseph F. Schoendorf, Jr., and CADILLAC (?), Bill Whalen."

The 1955, 1956 and 1957 events were also closely tied to and populated by Mackinac races. "The second annual GLCC Rendezvous at Beaver Island after the Mackinac (1955) under the able supervision of the Master Linguist, William P. "Bill" Whalen was declared a success. Owing to the slowness of the race this year many boats expecting to be present were forced to pass it up."

"The (1956) Great Lakes Cruising club Rendezvous, arranged by Payson Mayhew and Nic Geib at Mackinac Island, was attended by some fifty to sixty members and guests. Mrs. Nic Geib prepared and served a wonderful ham, assisted by Mrs. Dan Peterson, Mrs. Ted Lumbard and several



The Coast Guard is a frequent and welcome participant in Rendezvous activities, as well as a constant comfort as we travel upon the water. Here Maxine Classen entertains Captain Dube of the SPUME.

others. Each of the directors present donated several bottles of fire water, adeptly administered by Whitey Johnson, Nic Geib, Henry Spanjer and several other relief bar tenders. All in all the party was a gala success, and several new members were coerced into joining. These included "Nubby" Sarns from Detroit, a previous Mackinac winner, and several others who were equally overcome by our hospitality. Our thanks to the Mackinac Island Yacht Club for the use of their facilities."

And the last in this series of rendezvous was reported in 1957." The Rendezvous at Mackinac in July was another successful affair. Payson Mayhew presented a souvenir Book-mark to all who attended. Mr. & Mrs. Nic Geib again handled the "food and beverage" situation in their well known manner."

Eight years later the Rendezvous returned to start a string of unbroken get togethers marked this summer by the 20th in a row at Little Current, Ontario. How fitting this is for the modern Rendezvous which was launched with this announcement in the May 1965 Life Line: "July 31st has been set as the date for the Great Lakes Cruising Club rendezvous at Little Current, Ontario. A memorial plaque, given by the GLCC in memory of Grant Turner, will be dedicated. Barney Turner, his son, and city officials will attend and accept the plaque at the dedication ceremonies. A new GLCC movie will be shown at the local hall, according to Chuck Brittan, chairman in charge of the rendezvous!" Chuck went on to elaborate in the next issue. "There will be free transportation for yachtsmen to the end of Manitoulin Island, enabling them to attend the Wikwemikong Indian Pow-wow. The dedication ceremony will take place in the park at water's edge, west of the Post Office, between 5:30 and 6:00 p.m. Right after this, all are invited to a fish fry in the arena at the top of the hill. The Cruising Club movie will be shown in the same arena later that evening, concluding the day's festivities. ... If you can, plan to attend. You'll be glad you did because in addition to the fun you'll have, the GLCC will give a newly designed 11" plate with the club's insignia glazed into the center, to each member attending this rendezvous."

About 85 boats participated in that Little Current Rendezvous, twenty gatherings ago. This year, for our 50th anniversary, 216 members had signed up more than a month and a half prior to the event. Dozens of pages could be added detailing the many happy events leading to this celebration year. Most will be remembered in pictures, but Chuck Brittan deserves the credit for establishing the pattern which is still appreciated today. Chuck was chairman for 1965, 1966 and 1967. The 1967 event was the first modern 'wilderness' rendezvous. "About 550 miles from Chicago, 330 from Detroit, 230 from the Soo is Bad River, Ontario, Canada, the Rendezvous site for 1967. Safe entry into this virgin harbor is practically assured, inasmuch as the channel will be clearly marked with extra pairs of buoys. This will constitute our own private buoy system and we will use pairs of markers so that the yachtsman need only run between them to find the deepest water. ...Fun and games are being planned with prizes being contemplated for (1) the yachts from the greatest distance, (2) the largest fish caught the afternoon of the 22nd, (3) the beamiest sailboat, (not the sailor), (4) the dinghy to make the best time up the rapids, and (5) the cutest bikini (under advisement pending the selection of judges)."

Thirty-three vessels made the trip and enjoyed near perfect weather. Vice Commodore Lew Clarke awarded the prizes as advertised. A.C. Allen, Jr.'s ALDEBARAN had come the farthest, all the way from Ft. Meyers, Florida. The largest fish was caught by the CAROL J, while LADY LOU brought owner George Webber the widest beam award. Commodore Art Hutchison then stepped forward to handle the final chore. But, his job was made very easy when "the young and pretty Mrs. Fletcher" from the crew of WENDIGO appeared as the only contestant in the bikini contest.

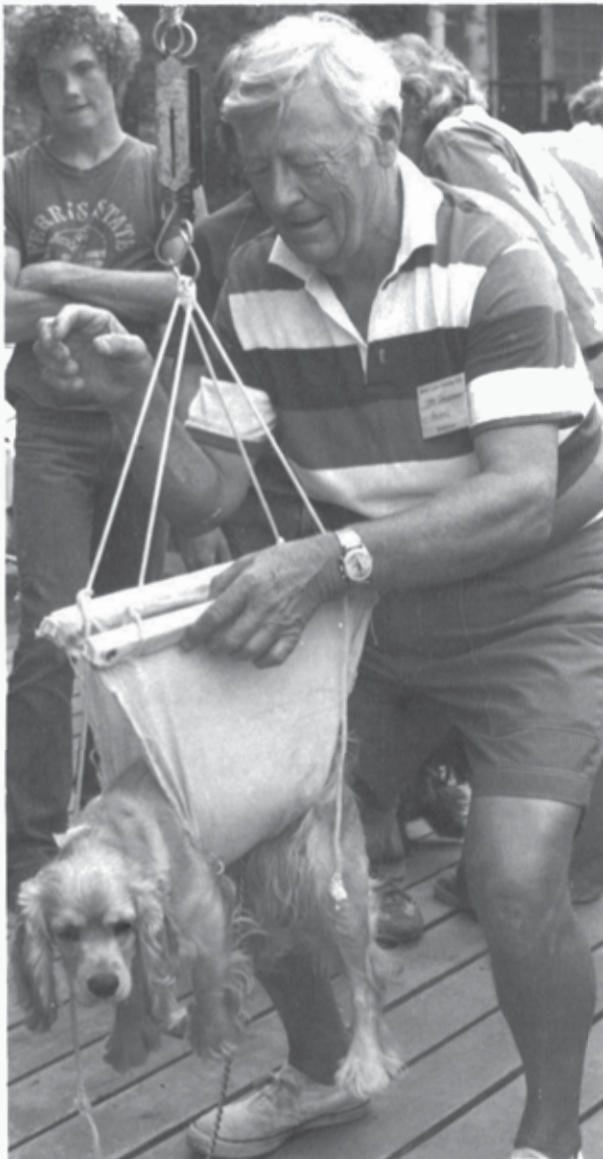


A different type of Rendezvous was started by Don Buckingham. Those who wanted to cruise the southern waters when northern waters were hard, joined Don for a ride down the Mississippi the easy way. Fifteen cruisers in four barges made this trip in 1971. This scene was repeated for five or six years.

This site was so popular that two years later a double rendezvous was held. One again at Bad River, and one at Beaver Island. The only other multiple rendezvous program was held in 1974. Commodore Roy Spanjer was the overall Chairman for this series of events celebrating GLCC's 40th anniversary. The four sites and their dates spanned two months and four Great Lakes. The first was at Harbor Island (Clapperton) on July 17th. Lake Michigan took its turn on August 3rd at Holland, Michigan. Two September rendezvous finished up the schedule with Lake Superior's at



Jousting matches, marine style, in 1977 at the Okeechobee Rendezvous are typical of the fun activities found year after year when the fleet gathers.



Otto Grossman is a well known and much appreciated fixture at Rendezvous with his creative canine competitions. So far as we can discover, he has not been wounded yet by an angry contestant who was named runner-up.



Another frequent sport is the challenge of dinghy sailing. This is as much fun to watch as it is to participate, particularly if the wind is blowing a might fresh.



But the best fun of a Rendezvous is the friendship shared among old and new club members and the enjoyment of the outdoors.

Bayfield, Wisconsin on the 7th and Lake Erie's at Huron, Ohio on the 14th. The 243 boat total among these four has not been topped

MODERN RENDEZVOUS SITES

Early rendezvous were mostly spontaneous affairs associated with yacht races. Formal records were not kept. The list below shows the location of modern rendezvous and the chair of the event.

1965	Little Current, Ontario	Chuck Brittan
1966	Harbour Island (Clapperton), Ontario	Chuck Brittan
1967	Bad River, Ontario	Chuck Brittan
1968	Sault Ste. Marie, Michigan	Bob Bauerle
1969	Beaver Island, Michigan	Bob Bauerle
1970	Thessalon, Ontario	Nat Goldberg
1971	Gore Bay, Ontario	Nat Goldberg
1972	Harbour Island (Clapperton), Ontario	John Richmond
1973	Mackinaw City, Michigan	Roy Spanjer
1974	Harbor Island, Ontario	Roy Spanjer
	Holland, Michigan	Roy Spanjer
	Huron, Ohio	Roy Spanjer
	Bayfield, Wisconsin	Roy Spanjer
1975	Thessalon, Ontario	Ed Classen
1976	Parry Sound, Ontario	George Wakefield
1977	Baie Fine, Ontario	Ed Classen
1978	Mackinaw City, Michigan	Dick Nugent
1979	Gore Bay, Ontario	Dick Nugent
1980	John Island, Ontario	Ed Classen
1981	Mill Lake, Ontario	Bob Connelly
1982	Cedar Point, Ohio	Phil Hutchinson
1983	Midland, Ontario	Dean Ramsey
1984	Little Current, Ontario	John D. Winter
1985	Cleary Cove, Ontario	Bill Kivell
1986	Baie Fine, Ontario	Chris Wilcox
1987	Mill Lake, Ontario	Dean Ramsey
1988	Harbor Beach, Michigan	Don Williamson
1989	Dead End Bay, Ontario	John D. Winter
1990	Gore Bay, Ontario	Ron McQuarrie
1991	Cedar Point, Ohio	David A. Groh
1992	Baie Fine, Ontario	Byron G. Turner, Jr.
1993	Gore Bay, Ontario	Ron McQuarrie
1994	Sault Ste. Marie, Ontario	John D. Winter
1995	Rous Islands, Ontario	John D. Winter
1996	Rogers City, Michigan	Harry H. Whiteley
1997	Bay Harbor, Michigan	Tru Cummings
1998	Gore Bay, Ontario	Sally Zahn
1999	Presque Isle, Michigan	Gus Hoster
2000	Killarney, Ontario	Maurice East
2001	Duluth, MN/Superior, Wisconsin	Monnie Goldfine
2002	Gore Bay, Ontario	Sally Zahn
2003	Spanish, Ontario	Roland Aubé
2004	Killarney, Ontario	Richard DesRosiers
2005	St. Ignace, Michigan	Joe R. Mesenburg
2006	Sarnia, Ontario	Roland Aubé
2007	Duluth, Minnesota/Superior, Wisconsin	Duane Flynn
2008	Little Current, Ontario	Byron G. Turner Jr.
2009	Port Colborne, Ontario	Michele Fordyce
2010	Mackinaw City, Michigan	Joe R. Mesenburg
2011	Gore Bay, Ontario	Sally Zahn
2012	Parry Sound, Ontario	David G. Allen
2013	Charlevoix, Michigan	Joe R. Mesenburg
2014	Leamington, Ontario	David Miller

Lake Superior 'Lucky 13' Rally

text by Bill Rohde and photos by Shirley Amerman

Whoever said thirteen was an unlucky number? Certainly not any Lake Superior GLCC members. In fact, this summer's evidence indicates that 13 is a very lucky number indeed.

In 1987 Derck and Shirley Amerman originated the regional GLCC Rally concept, hosting the first-ever Lake Superior Rally in the Apostle Islands. Twelve years later the Lake Superior Rally continues to be a high point of the Lake Superior GLCC cruising season. Our 13th annual rally on August 28th-29th attracted 18 boats and approximately 50 people to the Washburn Marina in Washburn, Wisconsin, with a number of members arriving by car.

Vice Commodore Derck Amerman (now Commodore) and Shirley again hosted the event, with able assistance from Washburn Port Captain Dale Anderson and Rita Cederholm and other GLCC members who call Washburn their home port. Also attending were Commodore John Lobbezoo and Ruth Wise.

Early bird attendees joined for a great dinner and conversation at the Steak Pit on Friday night, as a warm up for the weekend's events. Rally activities were formally kicked off the next afternoon when Dr. Joe Bruneau, head of anesthesiology for a large Duluth, Minnesota hospital, presented an outstanding review of first aid procedures and equipment. Everyone agreed Joe's presentation was arguably the best first aid refresher they had ever attended. Incidentally, for those of you who subscribe to *Good Old Boat* magazine, check the July/August 1999 issue for an excellent related article (The Sailor's Medical Bag) by fellow Lake Superior GLCC member Dr. Jim Hatch.

A high point of every GLCC Rally and Rendezvous is the chance to visit and tour fellow GLCC member's boats. This Rally's boat tour was an exception par excellence, as Dave Dalquist and Dottie hosted a cocktail reception for all attendees aboard their beautiful and spacious 80' *Northlander*. During the reception Derck Amerman surprised Dave by presenting a special GLCC plaque recognizing Dave's 29 years of service as Lake Superior Rear Commodore. Dave and Dottie have been cruising Lake Superior since 1964, and joined the GLCC in 1965 after meeting the late Rear Commodore Dr. Addison Aldridge in Houghton,



The Friday night dinner and get-together.



The Commodore addressing the group.



Dr. Joe Bruneau teaches first aid with Donna Bruneau as 'victim'.



Commodore Derck Amerman presented the 'long distance' award to Dave and Susan Chase who travelled 1300 miles to attend!



Commodore Derck Amerman presented a plaque to David Dahlquist who retired after 29 years (1970-1999) as Rear Commodore of Lake Superior. Dottie Dahlquist looks on.



L to R: Spencer & Judith Robnik, Bill Wolfe & Jan Marshall at party aboard the Dahlquist's boat

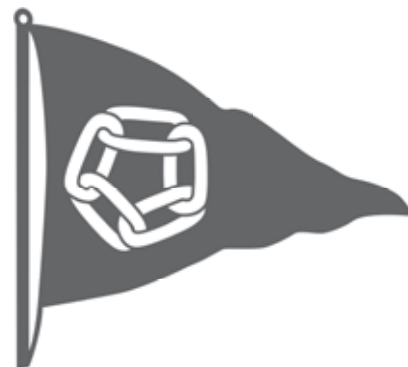
LAKE SUPERIOR RALLY

Michigan. Dave was named Lake Superior Rear Commodore in 1970. Altogether he and Dottie estimate that they have logged roughly 67,000 miles cruising the Great Lakes over the intervening years. Dave is passing the Lake Superior Rear Commodore's flag on to Manley Goldfine this Fall, but we know he and Dottie will be cruising many more Lake Superior miles in the years to come. Thanks, Dave, for your many years of service to the Great Lakes cruising community.

Saturday night brought the traditional and scrumptious pot luck, followed by an informal sing-along led by Bill Rohde and Dave Steffens. Everyone agreed it was a great event — great company, great

weather, and a host marina that went well out of its way to ensure success. The Washburn Marina provided free dockage for attendees along their West Breakwall, free indoor meeting space, complimentary coffee and donuts both Saturday and Sunday morning, complimentary hors d'oeuvres for our Saturday cocktail hour, and even flowers for our serving table. Thank you SMS Marine in Washburn!

As festivities wound down around coffee and donuts on Sunday morning, everyone was already talking about coming back for next year's Rally at the Madeline Island Yacht Club. If you missed Rally 13, don't miss next year's. Some say that 14 is an even luckier number than 13!



SPRING BREAK SITES

Spring Breaks are the winter counterpart of summer rallies, providing members with an opportunity to get together in a warm climate. They were the inspiration of Commodore Acheson in 1989 and have been staged at a southern location nearly every year since then.

Depending on the venue, activities of the two- or three-day event can include a welcoming cocktail party, visiting local attractions, boat hopping and a traditional commodore's dinner, much like a rendezvous.

I	1989	Isles Yacht Club, Punta Gorda, Florida	Jack Beck
II	1991	Naples Sailing and Yacht Club, Naples, Florida	Ed Classen and Jim Roe
III	1992	Sarasota Yacht Club, Sarasota, Florida	Phil Hutchinson
IV	1993	Isles Yacht Club, Punta Gorda, Florida	Jack Beck
V	1994	Naples Sailing and Yacht Club, Naples, Florida	Ed Classen and Jim Roe
VI	1995	Old Port Cove Yacht Club, North Palm Beach, Florida	Jim Veen
VII	1996	Sarasota Yacht Club, Sarasota, Florida	Phil Hutchinson
VIII	1997	Royal Palm Yacht Club, Fort Myers, Florida	Don Snyder and Andy Evva
IX	1998	Royal Palm Yacht Club, Fort Myers, Florida	Andy Evva
X	1999	Old Port Cove Yacht Club, North Palm Beach, Florida	Fred May
XI	2000	Southernmost Hotel, Key West, Florida	Fred May
XII	2001	Old Port Cove Yacht Club, North Palm Beach, Florida	Fred May
XIII	2002	Plantation Inn and Golf Resort, Crystal River, Florida	Jack Trumbull
XIV	2003	Aboard <i>Norwegian Dawn</i> , Caribbean Sea	Jack Trumbull and Pat Classen
XV	2004	Southernmost Hotel, Key West, Florida	Derck Amerman
XVI	2005	Hyatt Regency, Sarasota, Florida	Sally Zahnow
XVII	2006	Crowne Plaza Tampa East, Florida	Tim Boehlke
XVIII	2007	Crowne Plaza Orlando, Florida	Tim Boehlke
XIX	2009	Deerfield Beach Hilton, Deerfield Beach, Florida	Jim Acheson & Charlie Zumkehr
XX	2011	British Virgin Islands	Gail Bowdish
XXI	2012	Port Charlotte/Punta Gorda, Florida	John and Penny Holmes
XXII	2013	Isles Yacht Club, Punta Gorda, Florida	John and Penny Holmes
XXIII	2014	On board the cruise ship <i>Celebrity Reflection</i> in Caribbean	Jim & Sue Acheson and Tim & Becky Boehlke

The rally concept of the GLCC was established by Past Commodore Derck Amerman in the late 1980s on Lake Superior in the Apostle Islands. He was instrumental in many rallies over the years on Lake Superior.

Rallies consist of two types - wilderness locations with no harbor or dockside amenities and others at marinas where some services are provided. The idea of a rally is a two-day gathering of vessels on their individual cruises to specific destinations, allowing members to meet up with and/or make new friends and coordinate trips prior to continuing. The concept was further developed in Northern Lake Huron, i.e. North Channel/Georgian Bay which has become a favorite destination for many. Lake Erie has also had many successful rallies.



Spring Break 2014 Cruising the Caribbean



**2013 RENDEZVOUS
CHARLEVOIX, MI**



GREAT LAKES CRUISING CLUB

ORGANIZED 1934

RENDEZVOUS 2013

Charlevoix, Michigan

July 9-13, 2013

SCHEDULE OF EVENTS

(Continued)

DAY OF DEPARTURE - SATURDAY, July 13th

7:30 a.m. to 9:00 a.m.	Continental Breakfast
8:30 a.m.	Morning Cannon & Colors
8:35 a.m.	Radio Announcements - Channel 78A
8:40 a.m.	"Blessing of the Fleet" - Chaplain Carl B. Tucker (by the Harbor Master's Office & Flag Pole)
8:50 a.m.	Horn Salute & Goodbyes
9:00 a.m. to Noon	Departure - Check out by Noon
10:00 a.m.	Art & Craft Show - Park

FOOTNOTES for the Schedule of Events

- Your "name tag" grants admittance to Continental Breakfasts, Breakfast at the Weathervane, Commodore's Reception, Tour of Castle Farms, Commodore's Dinner, and Seminars. Please wear your name tag at all times.
- Pre-Rendezvous Dock Gathering - arrival day Tuesday, July 9th at 6:30 p.m. Location will be the "T" end of Pier A. BYOB and hors d'oeuvre to share.
- Radio Annou Wednesday th and Thursday
- For Kayak Rc aboard ANDI with John Lob
- To donate lte Winter (Aucti under the Ter

2013 SUMMER RENDEZVOUS

EVENT COORDINATORS

Chairmen	Past Commodore Joe & Karen Mesenburg
Seminars	
<i>Trolley Tour of Mushroom Homes -</i>	Marsha Braun and the Charlevoix Historical Society
<i>History of Round Lake -</i>	David Miles
<i>Gadget Hour -</i>	Past Commodore Jim Acheson
<i>Cruising Northern Lake Michigan -</i>	Port Pilot & Log Book Editor Lou Bruska
Bilge Auction	John Winter
Kayak Races	Bobbi Johnson
Dinghy Races	Past Commodore John Lobbezoo
Anthem Solo:	Director Cheryl Cheger-Timm
Ship Store	Mariette Labrosse-Wallbank
Radio Announcements:	Roy Eaton-Voice of the North Channel Commodore Mel Wallbank Vice Commodore Niels Jensen Past Commodore Jim Acheson Past Commodore John Lobbezoo
Volleyball Tournament	Director Jack Dever
Officer's Pancake Breakfast	Rear Commodore Duane Flynn and Director/Port Captain Werner Meyer



WELCOME TO THE GREAT LAKES CRUISING CLUB'S 2013 SUMMER RENDEZVOUS

We would like to extend a warm welcome to all members and guests in attendance for the GLCC's 2013 summer rendezvous in Charlevoix. This stellar event for the Great Lakes Cruising Club finds us at one of Michigan's most beautiful and best managed marinas in all of the five Great Lakes. We hope your stay in Charlevoix harbor and rendezvous experience is a memorable one!

The Club is very fortunate to receive overwhelming support by the city leadership and the citizens of Charlevoix. And I would be remiss if we did not acknowledge the efforts of the City of Charlevoix's Executive Assistant Linda Jo A. Weller and Harbormaster Hal Evans. They both have truly been a pleasure to work with in the planning of our event.

Special Recognition

Charlevoix Harbormaster	Hal Evans
City of Charlevoix Executive Assistant	Linda Jo A. Weller
Catering	Grey Gables-Darren and Kelly Romano
Continental Breakfasts	Johan's Pastries
Photography & Aerial Photo	Aartvark Studio and Gallery - The Salmonsons of Charlevoix
Special Assistance/Planning	Vice Commodore Niels Jensen Past Commodore John Lobbezoo and Bobbi Johnson Bob Fawcett and Laurel Rosen Tom & Marilyn Duke Rear Commodore Robert & Ann Ogur
Contributions to the Raffle	Past Commodore John Lobbezoo Bobbi Johnson Cynthia McNine

SC

10:00

1:30

2:00

Band - Pavilion in the Park

DAY THREE - FRIDAY, July 12th

Until 4:00 p.m.	Dress Ship
7:30 a.m. to 9:00 a.m.	Continental Breakfast - Tent in Bridge Park
8:00 a.m. to 10:30 a.m.	Registration
8:00 a.m.	Ship Store - Tent in Bridge Park
8:30 a.m.	Morning Cannon & Colors
8:35 a.m.	Radio Announcements - Channel 78A
9:00 a.m. to 10:00 a.m.	Port Captains Meeting - Library
10:15 a.m.	Bus Pickup for Tour - Meet @ Clock and 3 Flag poles on Bridge Street
10:30 a.m. to 11:45 a.m.	Earl Young Mushroom Homes Trolley Tour
1:00 p.m. to 2:00 p.m.	Seminar - "Gadget Hour" by Jim Acheson - Tent in Bridge Park
2:30 p.m. to 3:30 p.m.	"Book Talk" - Library
4:00 p.m. to 4:30 p.m.	Fleet Review
5:00 p.m.	Radio Announcements - Channel 78A
6:00 p.m.	First Timers Reception & Picture Session - Tent in Bridge Park
6:30 p.m. to 9:00 p.m.	Commodore's Reception - Tent

7:30 a.m. to 9:00 a.m.	Breakfast - "Weathervane Restaurant"
8:30 a.m.	Morning Cannon & Colors
8:35 a.m.	Radio Announcements - Channel 78A
10:30 a.m. to Noon	Volleyball Tournament at the Beach: Raghaulers vs. Stinipotters
1:00 p.m. to 3:00 p.m.	Bilge Auction with Auctioneer John Winter - Tent
4:15 p.m.	Bus Pickup for Castle Farms
4:30 p.m. to 6:00 p.m.	Tour of Castle Farms
6:30 p.m.	Cocktails (at Castle Farms)
7:30 p.m. to 11:00 p.m.	Commodore's Dinner, Award Presentations, and Dancing (Castle Farms)



Kayak races on Round Lake. Photo by Philip May

Charlevoix Rendezvous Report

By Vice Commodore Niels R. Jensen; photos by Linda Caldwell, Vice Commodore Niels R. Jensen, Philip May, and Diane Segger

For the first time, the annual Rendezvous was held in beautiful Charlevoix (M-6), MI, July 9-13. It proved to be a huge success. Our 64 sail and power boats filled the city's fine marina, and another six GLCC boats were at Irish Marina, Northwest Marina, or in the anchorage in Round Lake. A total of over 200 members and guests attended the event.

Commodore Joe and Karen Mesenburg organized the flagship event, helped by a slew of dedicated volunteers. Harbormaster Hal Evans, and Linda Weller, City of Charlevoix, also provided essential assistance.

The official arrival day was Tuesday, July 9. In the afternoon, a highly productive Board Meeting took place at the Weathervane Inn's conference room. Notable actions included giving Rear Commodores the authority to extend Port Captain status to spouses on request, and approving the Club's annual budget. Later, a Pre-Rendezvous Dock Gathering was held on the end of Pier A, where the hors d'oeuvre potluck filled several tables. There was much lively visiting with new and old cruising friends.

Wednesday began with an ample continental breakfast, catered by Johan's Pastries. The morning canon was fired promptly at 0830, followed by a broadcast solo of *O Canada* and *Star Spangled Banner* by Director Cheryl Cheger-Timm, and the traditional radio announcements on Ch. 78A.

The Port Captains' Meeting was scheduled for 0900 at the state-of-the-art Charlevoix Library, a beautifully remodeled former public school building, which is located just a few blocks from the marina. Director Chuck Mead led the well-attended meeting. Among the Port Captains' recommendations was the inclusion of written instructions on how to update our Harbor Reports in the Club's *Port Captains' Handbook*.

The three buses for *Earl Young Mushroom Home Trolley and Motorcoach Tour* left at 1030 for a very well received and enjoyable overview of Charlevoix and

its unique architecture. It was an eye opener for many of the first time visitors, who had no idea of what this beautiful community has to offer, or its connection with Ernest Hemingway.

At 1300, the ever-popular *Gadget Hour* was held in the big white tent, which was set up in Bridge Park. As usual, Fleet Captain Jim Acheson expertly served as the moderator. The *Book Talk*, which followed at 1430, was hosted by Library Assistant Judith Ivan at the Charlevoix Library. It included a tour of the remodeled building complex, and received excellent reviews by the participants.

The *Fleet Review* took place at 1600, when our uniformed officers were saluted with the traditional horns and canon shots. The First Timers Picture was taken by the marina's fountain, just prior to the *Commodore's Reception* in the big tent in Bridge Park. The reception featured heavy hors d'oeuvres and a 10-piece jazz orchestra with female soloist. Of course, Rear Commodore (Ret.) Dave Miller had to join in with his vocals and trumpet.

Thursday began with the *Officers Pancake Breakfast* in the tent. A large support crew, including the Bridge, Rear Commodore Duane Flynn, and several Port Captains, dished out a steady stream of delicious pancakes and sausage. It was an all-you-can-eat event, and many members and guests went through the line more than once.

The morning's radio announcements on Ch. 78A featured a special treat. GLCC Honorary Member Roy Eaton, the voice of the North Channel Cruisers' Net, did not only our event's announcements, but also his usual morning net broadcast through an Internet patch to the Anchor Inn, Little Current.

Log Book Editor Lou Bruska did a seminar entitled *Cruising Northern Lake Michigan*, and David Miles, the Co-director of the Charlevoix Historical Society, another one on the *History of Round Lake*. Both were at the

Library, and both received very high marks and great reviews. For lunch, some of the GLCC members and guests grazed the abundant farmers' market, which was in the park near the marina.

The Thursday afternoon activities featured the hotly contested *Kayak and Dinghy Races*. Bobbi Johnson (*Andraliss*) chaired the kayak event, which was held on Round Lake. The winner for the Ladies' Race was Jill Freshley (*Reefresh*), and for the Mens' Race was Graham Segger (*Soulstice*). Commodore John Lobbezoo (*Andraliss*) chaired the dinghy races, which were held on Lake Charlevoix. The winners were as follows: 5 HP and under: Gary & Sandy King (*Southern Cross*); 9.9 HP and under: Rear Commodore Brad & Pat Somers (*Somerscape*); 15 HP: Tony and Sylvia Divenere (*Halcyon II*); 25 HP: Dan & Jill Freshley (*Reefresh*); and 50 HP and under: Commodore Joe & Karen Mesenburg (*Put 'N' Call*).

There was also a very special Boat House/Home Tour of the magnificent 18,400-square foot residence of John and Zita Winn on Round Lake by 25 members, whose names had been drawn at the *Commodore's Reception* the previous evening. For those lucky enough to participate, it was a major highlight of their visit to Charlevoix.

Later that evening, the Petoskey Steel Drum Band performed at the band shell in the park by the marina, much to the enjoyment of the Rendezvous attendees. The sound carried well to the boats, but many chose to sit in the audience.

Friday's buffet breakfast was at the Weathervane Restaurant, which is overlooking the busy harbor entrance to Charlevoix. Afterwards, there was some good-natured confusion about the traditional *Raghaulers vs. Stinkpotters Volleyball Tournament*. There were indeed the regulation number of people on the court, but while at least six games were played, the teams were not divided accordingly according to the rules, and nobody apparently kept a proper score. "It was Karen's team that won," one of the players cryptically commented. Regardless, it was said to have been one of the best-played games in many years.

In the afternoon, Honorary Member John Winter again presided over the *Bilge Auction*, which is always held for the benefit of our Great Lakes Foundation. The members had donated some unusually attractive and

valuable items to the auction, and a high number of competitive bidding wars took place. It certainly didn't hurt that one advanced insect extermination system (a.k.a. flyswatter) went for \$95, much to the surprise of the auctioneer. The result was that a near-record dollar amount was raised for the Foundation.

At 1630, the buses left for the *Tour of Castle Farms*, which is an extremely interesting complex. The facility, built in 1918 was originally a showpiece for Sears' farm products, and later an outdoor venue for raucous rock concerts, but has recently been lovingly restored and remodeled. It is today a stunningly beautiful banquet and wedding venue, which includes several formal gardens. It even has a delightful outdoor model train area.

Castle Farms was also the setting for our *Commodore's Dinner*. GLCC Chaplain Carl Tucker gave the invocation, and Commodore Joe Mesenburg welcomed the members and guests. Then, Commodore Mel Wallbank recognized the many GLCC flag officers, who were present, and thanked Joe and Karen for organizing another outstanding Rendezvous. This time, the Commodore Award for the longest distance traveled for the express purpose of attending the Rendezvous went to four couples from the Sandusky area: Paul & Jacquie DePalma (*Anomaly*); Director Roger Hankle & Joyce Rogers (*Summer Wind*); Port Captain Doug Jackson & Pam Carr-Jackson (*Bleu Lagoon*); and Bill & Carolyn Taylor (*Reward*).

A fine surf & turf dinner, catered by the renowned Grey Gables Restaurant, followed. It featured beef tenderloin and salmon, and received much acclaim.

After the meal, Commodore Wallbank reported to the members and guests that the GLCC is doing well in membership numbers, as well as financially. He also reminded those present to please make an effort to recruit new members, as well as to update our Harbor Reports, so the information is accurate and current. Sharing local knowledge is the reason the Club was established nearly 80 years ago. It remains our main mission.

When the formal part of the program was done, there was much dancing, before the buses loaded for the return to the Charlevoix marina.

Sadly, Saturday was the departure day for the GLCC fleet. It had been an exceptional Rendezvous at a well-chosen location. After the morning cannon & colors and radio announcements, Chaplain Carl Tucker performed the Blessing of the Fleet ceremony, and the various boats gradually left for further cruising adventures on the Great Lakes. 🚩

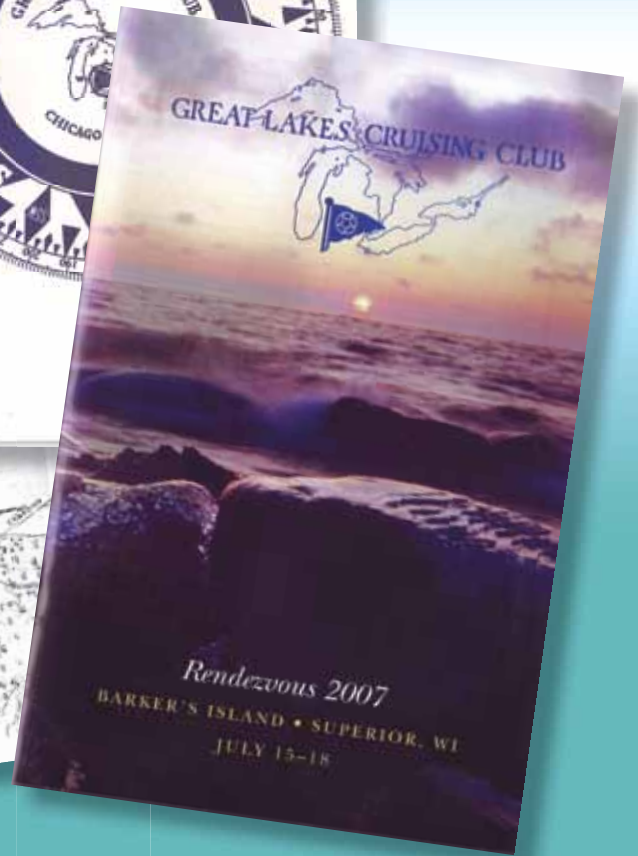
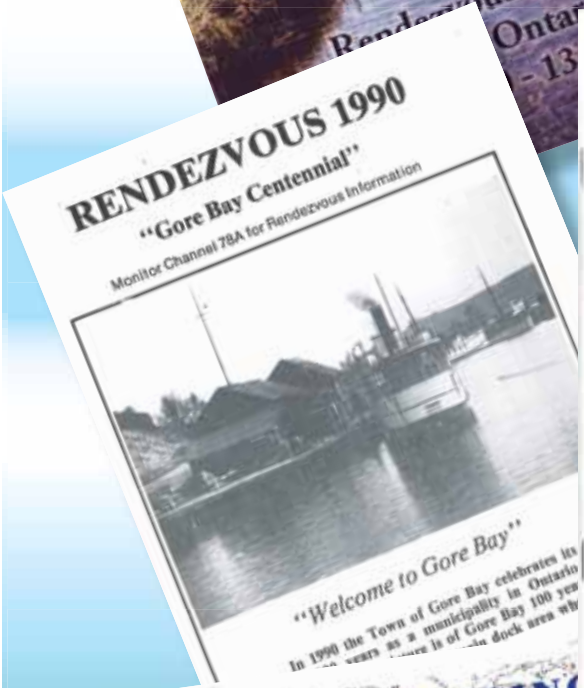
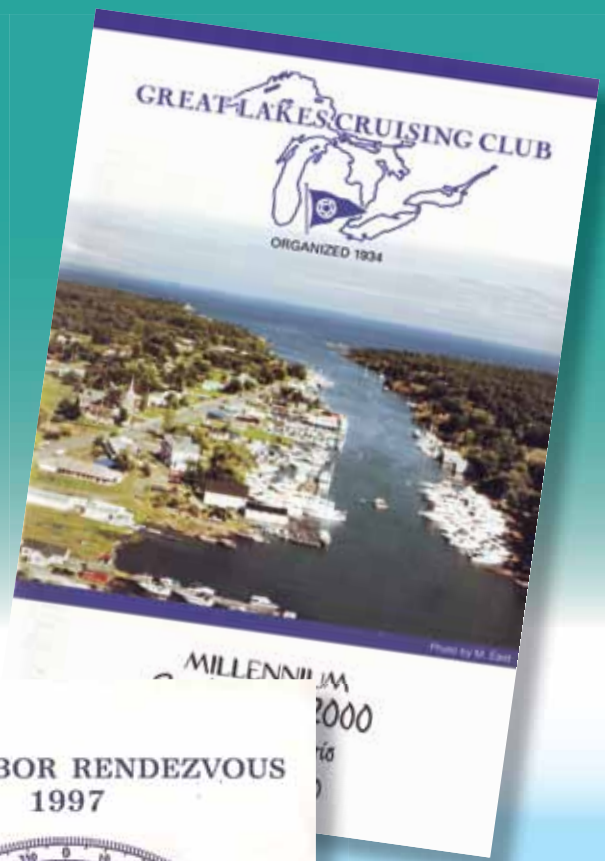


Special guest at the Rendezvous were Honorary Member Roy and Margaret Eaton shown here with Rendezvous chairs Karen and Commodore Joe Messenburg. Roy was the surprise guest announcer on the Rendezvous morning alerts on VHF radio, and can regularly be heard in the North Channel as the voice of the Little Current Cruisers Net.



PHOTOS
1934-2014





Pictures Past ...







LADY J - Fleet Captain Jim and Sue Acheson



NAUTY LADY - Sally Zahnow



TRILLIUM IV - Port Captain Ted and Venetia Moorhouse



SKIP 2 M'LOU IV - Past Commodore Ralph and Mary Lou Henninger



A. John Lobbezoo with Fred & Pat Schriever



PUT N CALL - Past Commodore Joe and Karen Messenburg



L to R: Rendezvous Chairman, John Winter, Sault Ste Marie Mayor, Joseph Fratesi, Commodore John Kennedy and Vice Commodore Richard Danyl.



Fleet Review underway!



The Bridge and Locks seen from the canal.



Rear Commodore Keith and Joan Craig.



Rendezvous Chairman John Winter

Below: At the Sing-a-Long, Port Captain Carl Tucker with his "Tucker Birds."



The fish boil!

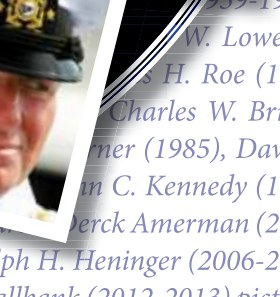
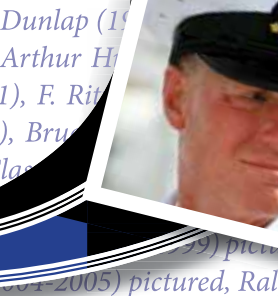
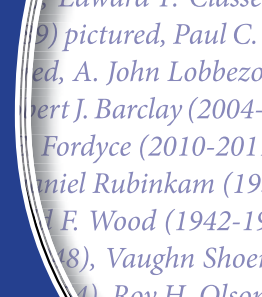
Below: L to R: Professor of Great Lakes Studies Art Brooks, Port Capt. Jack Trumbull, and Commodore Paul Frederick.



Below: At the Dog Show-Sally Zahnow with Cocoa!



• Past Commodores • R. Ralph Cobb (1934), Nathaniel Rubinkam (1935-1936), John T. Snite (1937), Kenneth R. Ball (1938-1939), Wells A. Lippincott (1940-1941), Harold F. Wood (1942-1943), Averill Tilden (1944-1945), E.E. Sheridan (1946), Warren T. Davis (1947), Ellis H. Croisant (1948), Vaughn Shoemaker (1949), William J. Terrell (1950), Peter C. McNulty (1951-1952), Theodore M. Dunlap (1953-1954), Roy H. Olson (1955-1956), Edward H. Schultz Jr. (1963-1964), Arthur Hutchison (1965-1966), Mark W. Lowell Jr. (1967), Lewis F. Richlaks (1968-1969), Roy W. Spanjer (1970-1971), F. Ritche (1975-1976), Byron G. Turner (1977), Bruce H. Danly (1978-1979), Charles W. Brittan (1980-1981) pictured, Ralph H. Heninger (1982), Edward F. Classen (1983-1984), Samuel Lerner (1985), David J. Landry (1986-1987), James D. Richlaks (1988-1989) pictured, Paul C. Frederick (1990-1992), John Lobb (1993-1994) pictured, A. John Lobbzoo (1995-1996) pictured, Richard A. Danly (1997-1999) pictured, Derck Amerman (2000-2001) pictured, Robert J. Barclay (2004-2005) pictured, Ralph H. Heninger (2006-2007) pictured, Joe R. Mesenburg (2002-2003) pictured, Robert J. Barclay (2004-2005) pictured, Ralph H. Heninger (2006-2007) pictured, James D. Richlaks (2008-2009) pictured, J.E. Fordyce (2010-2011) pictured, Mel Wallbank (2012-2013) pictured





Past Commodore John Kennedy turning the wheel over to Commodore Dick Danly



L to R: Past Commodore John Kennedy, Vice Commodore John Lobbezoo, Rear Commodore Bob Barclay, Secretary Herb Kaczmarek, Treasurer Douglas Macmillan, Commodore Dick Danly, and Jack Bailey



L to R: Past Commodore John Kennedy, Port Captain Christabel and Past Commodore Paul Frederick during the presentation of the Award of Merit to Paul Frederick.



Bud Buker receiving the special burgee honoring his 50 years of GLCC membership from Past Commodore Kennedy



*L to R: GLCC Director Gus Hancock, Past Commodore Jim Achesson, Terri Kennedy, and John Regan.
Below: GLCC Director Morrie Bleckman and Port Captain Chris Frederick, two of our faithful photographers who usually are behind the lens!*



Vice Commodore John Lobbezoo



GLCC Director Bob Knight

Below: L to R: Past Commodore John Kennedy looks on while Vice Commodore John Lobbezoo presents the Kivell Award to Port Captain John and Liz Winter.





GLCC Members attending their first Rendezvous!



L to R: Jim and Merrelyn Brand, Phil and Althea Doolittle.



Gus Hoster (L) Rendezvous Chairman, did an outstanding job, with the assistance of Barb and Les Nichols (R).



A.B. Crow, retired Rear Commodore (L) and Commodore John Lobbezoo (R).



Vice Commodore Darck Amerman



The sing-a-long was enjoyed by many on the Lake Huron shore.



*They came in all sizes of boats!
Left and below: The weather was great!*



Even the 'Future GLCCers' had an enjoyable time.



Below: Volleyball on the beach.



Rear Commodore Bob and Ardy Barclay.



Working hard at the early afternoon meeting: L to R: Rear Commodore Bob Barclay, Port Captain, Hart Harding, Port Captain, Steve Bowen, and Port Captain, Patti Schafer.



Bobbie and Dave Miller.



David Schaffer, Exec. Sec. ILYA, updating members.



David Murray, Vice Commodore of SYC welcoming our guests.



Commodore Derck Amerman addressing the members and guests.



Port Captain Hart Harding receiving his Port Captain Burgee from Commodore A. John Lobbezoo with Directors Mesenburg and Richlak and Rear Commodore Huberty look on.



Ron Dwelle, retiring Editor of our Lifeline.



Paula Richlak and Darla Duncan.



Jean and Port Captain Hank Holzaepfel.



Outgoing Commodore Wallbank, right, presents the Commodore's burgee to Commodore Jensen



Photos by Larry Connelly, Vice Commodore Niels Jensen, Commodore Joe & Karen Mesenburg and Director Bill Rohde

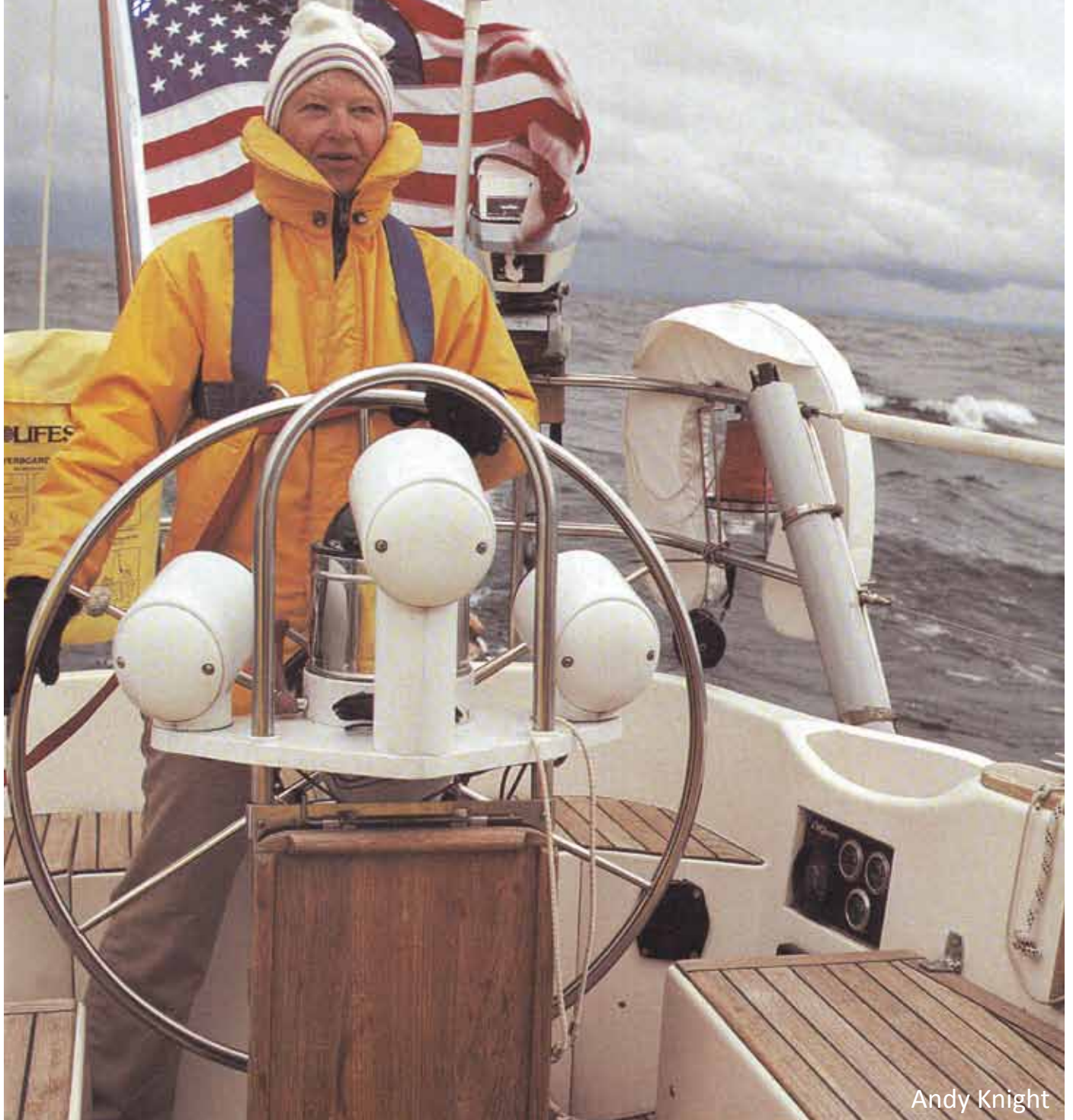




GREAT LAKES
CRUISING CLUB

Lifeline

Fall 1990



Andy Knight



LIFELINE

Life Line

Jim Roe

On a yacht the lifeline is that well-secured length of wire, tubing or teak which encircles the deck and is designed to prevent crew and passengers from going overboard.

Since the purpose of a club's membership publication is much the same — to keep members well-informed and thus interested in staying aboard — it is appropriate that the Great Lakes Cruising Club's own publication be named LIFE LINE.

The first issue — one sheet of paper with typing on both sides — was published in November of 1946. The masthead referred to possible later issues as "Problematic and Spasmodic". Editor John F. Manierre reported that the Club had a membership of 700 "scattered from Escanaba to Chicago to Rochester to Toronto", and that 300 of them had met for the annual meeting on November 14. Speaker of the evening was the famous Commodore Harold S. Vanderbilt, who spoke of his experience in racing "J" boats. The Commodore's reward for venturing west to this fresh-water wilderness was an Honorary Membership, and a GLCC burgee in a beautiful glass cocktail shaker.

This issue also reported the fact that more than 300 members had already taken the Club's correspondence course in Piloting and Dead Reckoning, and that the course would again be offered in January of 1947.

A membership meeting plan change was also announced: Where four luncheon discussions had been held the previous year on such subjects as cordage, ground tackle and compass deviation, Averill Tilden had just announced a new idea of at least two evening meetings for the coming winter. The first was to be under the direction of Pauline Goltra. (This meeting was held on February 5, and consisted of a discussion of "seamanship below decks").

February of 1947 saw the appearance of issue #2 "produced by great labor." The size had doubled: four pages, and pictures of Arch Gibson on page one, cruising waters on page four. Sadly, those two issues reflecting the sense of humor of John Manierre were to be his first and last. The May 1947 LIFE LINE carried the news that Mr. Manierre, recently appointed regional attorney for the FCC, had died in the crash of his private plane, in the mountains of West Virginia, on March 25.

Apparently the task of editing LIFE LINE fell on the shoulders of the Club's Secretary. John Manierre had been Secretary, and the August 1947 issue announced the election of Herb Gaetjens to succeed him. Early issues did not carry the Editor's name on the masthead, but by early 1949 the staff was listed as Herbert Gaetjens and P.E. Hess, Jr.



The first issue of Life Line, November, 1946.

Outstanding dinner speakers continued to be the order of the day. Allan Villiers was on hand in March of 1948, Vice Commodore Vaughn Shoemaker, in April, showed a motion picture he had edited from Members' footage, and in March of 1949, Commander Edward B. MacMillan, veteran of 26 expeditions to the Arctic spoke of his experiences in making these voyages aboard the BOWDOIN.

In 1949, the LIFE LINE committee consisted of Herb Gaetjens and Phil Hess. "We kind of pasted it together," Phil now recalls, "Herb couldn't type and I could". The December issue that year thanked E.S. Wyman for contributing copies of issues of 1,3,4 and 5 for the archives — a contribution remaining valuable to the Club to this day. The age-old question of how to properly pronounce 'Mackinac' was authoritatively treated and settled once and for all. Six-page issues now included many photographs, including a full-page cover photo of a Member's yacht, a city harbor from the air, or a North country harbor. A GLCC rendezvous with the Navy at Great Lakes was announced for July 15, 1950. In language yachtsmen could understand, directions for winterizing gasoline engines began with the instruction: "Two jiggers of light lube oil for each cylinder..."

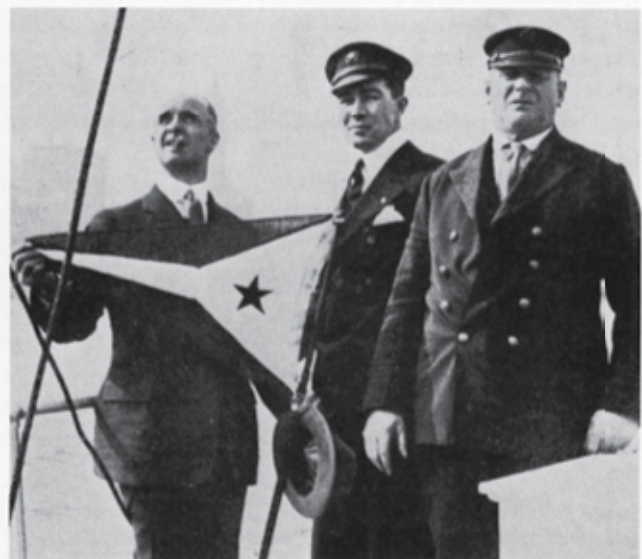
Something new in group pictures of the Club officers was a feature of the November 1951 issue. Larry Perkins (then a Director, and later Commodore) was prevailed upon to prepare some of his inimitable sketches of his view of these august creatures. For the 1952 annual meeting, Captain Irving Johnson presented a motion picture entitled "Join the YANKEE and See the World!"

In February of 1953, LIFE LINE carried lengthy and loving coverage of the Big Friend of all Great Lakes yachtsmen, the U.S. Coast Guard Cutter MACKINAW. In response to a question of why she had so much beam — 75 feet — in relation to her length of only 290 feet, the reply was: "The MACKINAW cannot be taken through the Welland Canal and so the Navy will never be able to take her away from the Coast Guard!"

With the November 1953 issue, Arch Gibson became the Editor of LIFE LINE. Membership stood at 982. One of the editorial features he introduced was a series entitled "Harbors with Appeal", and the first treated was the Drummond Island area, including Harbor



February, 1947 saw the second issue of Life Line with a new masthead and photos.



Arctic explorers Commander Donald B. McMillan, Commander Eugene F. McDonald and Captain George Steere of the S.S. PEARY were among the prominent speakers at GLCC meetings. In total, McMillan made 26 voyages to the Arctic, many aboard the schooner BOWDOIN.

Island, just to the east and the north of Detour Passage. What may have been the very first Great Lakes Cruising Club Rendezvous was hinted at, with the announcement that Tom Ball was promoting a rendezvous cruise at the end of the Mackinac Race. This is in the March 1954 issue. In the very next issue, dated June, 1954, an announcement over Tom Ball's name announced a GLCC rendezvous to be held Thursday July 30 at Beaver Island: "There is plenty of mooring space in the Harbor and drinking space in the Local Pub."

In the December 1954 issue, Commodore T.G. Richards declared: "A GLCC Rendezvous at Beaver Island, Lake Michigan, was successfully handled by Tom Ball, Chairman, following the Chicago Mackinac Island race. The splendid participation insures a repetition next summer".

Thus was a major function of the Club originated. The April 1955 issue contained the names of boats and skippers attending the Beaver Island Rendezvous. There were 12 boats, with skippers including Hollis Baker, Fred Peterson, Nicholas Geib, Walter Heinichen, and Joe Schoendorf, Jr. Plans for a 1955 Rendezvous were announced, to be under the direction of Jim Both. This was again held at Beaver Island, but due to the slowness of the Mack race, many boats expecting to attend the rendezvous were forced to pass it up.

Under the Commodoreship of Roy Olson, membership stood at 1,100. After the initial showing of the new GLCC movie, over 25 showings by other yachting organizations were recorded. Captain Irving Johnson once again shared his exceptional motion pictures with the members.

During the past year, a plan was established to give Award of Merit Plaques to Members who had made conspicuous contributions to the Club. First Members so honored were Arch Gibson, Phil Hess, Alfred Wenzel, and (posthumously) Rurik Anderson.

Once again in 1957, a rendezvous was held at Mackinac Island. A cordial letter was received from the Commodore of the Mackinac Island Yacht Club for the GLCC members' contribution to the "ice machine fund." That's our Club — first things first!

LIFE LINE for April 1959 listed six Members who had been members continuously since the founding of the Club in 1934. These were: Arch Gibson, Kenneth Ball, John Snite, Robert Williamson, Robert Benedict, and Wells Lippincott. Two of these, John Snite and Kenneth Ball remain members to this day, 50 years later!

July 1962, brought a new Editor to LIFE LINE: Gene Russell, with Larry Stein as Associate Editor.



Commodore Perkins compares notes with Captain Irving Johnson. Johnson and his YANKEE were frequent and welcome GLCC entertainment.



Commodore Tom Richards demonstrates typical GLCC enthusiasm.

In November of that same year, 1962, Larry Stein became the Editor. We don't see any reference why one-issue editor Gene Russell had relinquished the post, but the November issue did contain an item announcing the birth of a son on August 3. Membership stood at 1,500. John Richmond was the recipient of the Award of Merit.

In the July 1964 issue, a report from the U.S. Army Engineers was presented, carrying the title: "Why Low Lake Levels?" One major cause: it didn't rain very much. No mention of a rendezvous was seen for a number of years, and there was no Rendezvous Committee, as of December 1964. However, in the May 1965 issue, a rendezvous event to honor the late Grant Turner was announced, to be held at Little Current, Ontario on July 31. In the December 1965 issue, this event was hailed as a great success, with 85 boats in attendance. A plaque honoring Grant Turner was dedicated and affixed to a permanent mounting at Little Current. The Lake levels were up. It had rained alot.

May, 1966 brought an announcement of Harbor Island (Clapperton Island) as the site of a July 30 rendezvous. This issue also contained an account by Bob Bauerle of his and his family's experience in abandoning ship as the cruise ship VIKING PRINCESS burned 60 miles south of Guantanamo Bay, Cuba, at midnight.

The first of the GLCC Special Rescue Awards was announced in the December 1966 issue. This was presented to Captain David Kinnear, Master of the Inland Steel ore carrier PHILIP D. BLOCK. He and his crew rescued five yachtsmen during the stormy night of September 4, 1965, 14 miles off Chicago. Made an Honorary GLCC member, Captain Kinnear remained a strong friend of the GLCC, flying a BLOCK—size GLCC pennant from her mast, and attending a number of Club dinner and rendezvous functions. Truly, Captain Kinnear epitomizes the qualities of character we have in mind when we think of the word "seaman."



The first GLCC Special Rescue Award.



Life Line editor Larry Stein confesses to his wife Miriam and Margie Roe how it's done.



Life Line captured Commodore Phil Hess presenting the Award Of Merit to John Richard in November, 1962.



The 1967 wilderness Rendezvous at Bad River.



Commodore Chuck and Gladys Brittan organized the 1965, 1966, and 1967 Rendezvous.

In a brief bit of journalistic license, the December 1966 LIFE LINE featured a picture-of-a-picture of Art Hutchison playing the bagpipes. Since this was only a photograph of the act — not a tape of the sound — no lasting harm was done.

The February 1967 issue contained the sad news of the passing of Arch Gibson, one of the founders and a long-time active participant in GLCC activities. It also announced the site of a 1967 rendezvous, in the wilderness at Bad River. Chuck Brittan, Rendezvous chairman, had also organized and conducted a highly successful rendezvous event at Harbour Island the previous year.

A record annual-meeting crowd of 335 people was reported in the December 1967 issue. Commodore Mark Lowell presided, and the evening's entertainment was provided by Chicago's Charles and Chris Grey, a sailing couple who extended their sailing horizons to transatlantic crossings, and to a charter business in the Bahamas.

November 1969, brought another change of the guard at the position of Editor, as Jim Roe took over the helm.

This issue carried reports of two successful rendezvous events in the same summer, at Beaver Island and Bad River. It also reported a crowd of 300 at the annual meeting, where Roy Spanjer was installed as Commodore and Past Commodore Ed Schultz presented a motion picture of his own making. Lew Clarke was the retiring Commodore.

In June of 1970 the year's rendezvous event was announced for Thessalon. It was reported that Ritter Shumway had been named President of the U.S. Chamber of Commerce. And Chuck Brittan was scheduled to show a movie he made while bringing a 47' powerboat from Florida to Chicago.

The November 1970 issue reported that more than 300 Members came to see that Chuck Brittan movie. And, that more than 100 boats checked in for the Thessalon rendezvous, co-chaired by John Richmond and Nat Goldberg.

Spring and summer issues of 1971 announced a Gore Bay rendezvous, listed GLCC films available for loan, and told of a dinner for Cleveland-area members, arranged by Director (later vice Commodore) Al Mastics of that city. Chuck Brittan showed his Florida-Chicago "Homeward Bound" movie.

The Gore Bay rendezvous was another huge success, as reported in the December 1971 issue. More than 100 boats were on hand, including Ralph Evinrude's 118-foot CHANTICLEER, up from Jensen Beach, Florida. Ritter Shumway was installed as Commodore receiving his flag of office from retiring



Charles and Chris Grey sailed ALTAIR across the Atlantic and shared their trip at the 1967 annual meeting.

GREAT LAKES CRUISING CLUB *May 1967*

Life Line

Editor: Larry Stein
Associate Editor: Jim Hill

SAGINAW GLCC MEETING HUGE SUCCESS

Wednesday, March 22, 1967, marked an historic occasion for the Great Lakes Cruising Club, and the Saginaw Bay Yacht Club, as these two organizations joined hands for the first time to present a Cruising Club meeting at SBYC in Essexville, (St. Clair) Michigan.

Kenneth Ferguson, Past Commodore of SBYC, and a current Past Captain of GLCC, worked with Art Hamilton, Past Commodore of GLCC, in arranging the dinner meeting which saw 117 members and 4 guests enjoying the Cruising Club's color motion picture, "Rendezvous At Little Current."

Featured guests at the festive banquet included Past Commodore Hutchinson, James Chicago, GLCC Fleet Captain, Howard Brunson, from St. Louis, Missouri; Dr. Clifford Hixson, GLCC Fleet Surgeon, from Saginaw, Michigan; and Keith Wilson, Director of Michigan Waterways Commission, from Detroit. The visiting GLCC officers and Keith Wilson were granted honorary membership in SBYC, and were presented with membership cards and club burgees by SBYC Commodore, Kenneth Mack.

The menu included:
 "Lemon Bay" Salads of Beef
 "Blonde" Chicken Chaudfon
 "Sailors" Meat Balls
 "Michigan" Baked Beans
 "Green Bay" vegetables
 "Chateau" Asparagus potatoes
 "Superior" Salad Bar
 "Lily" Ice Cream & Sherberts.

There is a good chance that there will be a Rendezvous in the Saginaw Bay area sometime in June or late August, so as to not conflict with the Bad River Rendezvous.

Rules Of The Road For Great Lakes Changed

Public Law 90-761, which is effective 3 February 1967, amends the Great Lakes Rules of the Road as follows:
 At the end of Rule 19 (Signals and sail vessels meeting) add: "This rule shall not give to a sailing vessel the right to passage in a narrow channel, the safe passage of a steam vessel which can navigate only inside that channel."

The rules affected are on pages 6 and 7 of GL-172, Rules of the Road, Great Lakes, dated September 1, 1966.



Ice skating was an extracurricular activity for Commodore Ritter Shumway who clearly enjoyed presenting this trophy to Olympic skater Janet Lynn.

Life Line's second masthead layout appeared with the May 1967 issue. It was displaced by the current format in April 1973.



Even in a Rendezvous fleet of over 100, Ralph Evinrude's 118' CHANTICLEER stands out at the 1971 Gore Bay gathering.

The 1973 winter meeting, as reported in the April issue, was such a success that 30 late-reservation ticket holders were diverted to the Monore Street Station of the Chicago Yacht Club for dinner, rejoining 300 others at the Belmont Harbor station for the after-dinner program which featured Member Dr. William Baum's film "Cruising the Grenadines". And rendezvous chairman Past Commodore Roy Spanjer announced Mackinaw City Marina as the location of the 1973 rendezvous.

The November 1973 issue reported Club membership at a new high of 2,105. A fabulous rendezvous report was also included, telling of 350 members at Mackinaw City, the party and dinner in the Grand Hotel on the Island, and the whole gang aboard the MACKINAW as guests of the Coast Guard for a cruise. Once again Ralph Evinrude brought his beautiful CHANTICLEER up from Florida to join the fleet.

In this same issue, a second Special Rescue Award was reported, with the GLCC honoring Captain J.A. Hinds, master of the C & O car ferry SPARTAN, for his rescue of three men and a boy 12 miles off Milwaukee.

Winter issues of 1974-75 reported the installation of Larry Perkins as Commodore. They also carried accounts of four highly successful regional rendezvous events held during the

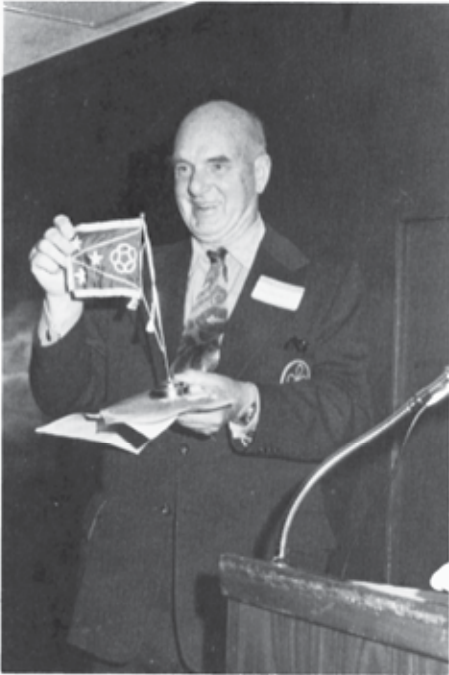
Commodore Roy Spanjer. And Larry Perkins premiered his superb film of Lake Superior to 250 at the annual meeting.

Spring 1972 issues announced three upcoming dinner meetings, at Detroit, Cleveland and Chicago, with more than 1000 persons forecast to be in attendance. Also, a rendezvous at Harbour Island. And 327 members attended an Irving Johnson film showing at a February meeting in Chicago.

With the December 1972 LIFE LINE, Jack Parker took over as Editor, from Jim Roe. Jack, a talented and hard-working man, was destined to carry the responsibility for 10 years. This first issue announced the installation of Jim Roe as commodore, and reported that the Harbor Island rendezvous was the biggest ever, with 123 boats in attendance. Some 214 members attended that annual meeting in Chicago, where YACHTING Editor Bill Robinson presented a well-received series of slides.



Life Line took on its present cover format with the April 1973 issue.



Harry Perkins assumed this happy pose on the occasion of his becoming Commodore in 1975.

summer of 1974. These were at Huron, Ohio, Holland, Michigan, Harbor Island in the North Channel, and at the Madeline Islands in Lake Superior (the only rendezvous event before or since where a part of the official weather forecast mentioned the possibility of snow!). Captain Kinnear, now living in retirement in northern Minnesota iron country, attended this rendezvous.

Under the chairmanship of Ed Classen (now our Commodore during this 50th anniversary year) a repeat rendezvous at Thessalon was announced. It drew all boats and made Ed the one-day winner of the "busiest man in Ontario" award.

In spring of 1976, LIFE LINE reported the appointment of Lew Clarke as the GLCC's "Minister of Foreign Affairs" — a post created by Commodore Larry Perkins to recognize Lew's far-ranging contacts — in Barbados, Scotland, and some London pubs — with the Clyde Cruising Club and the Cruising Association of Great Britain. Also reported was the remodeling of the GLCC offices, with the help of Bob LeSuer and his committee.

Editor Jack Parker produced a loving account of the Okeechobee rendezvous of 1977, which ended with the 150 attendees linking arms in the firelight, singing "Auld Lang Syne."

Once again Ralph Evinrude's CHANTICLEER was on hand, beached alongside George Kress' 87' sailboat ARIA. The dinghy races, as usual, were won by Howard Blossom and his high-powered square-box skiffs.

Under Jack's expert wordsmithing, LIFE LINE continued with its thorough coverage of GLCC news and announcements of coming events. A professionally-edited journal, it varied from 16 to 24 pages, told the stories of the John Island rendezvous of 1981 — 100 boats in a wilderness setting, with outboard-delivered morning ice and evening garbage service to the mainland — again under the able leadership of Ed Classen. Mill Lake, Parry Sound, and finally the massive 600 person gathering at Cedar Point, Ohio in 1982, organized by Phil Hutchinson and his many able colleagues of Lake Erie. Dinners in Cleveland, Detroit, Toronto and Chicago provided social opportunities for the Members, and were enthusiastically and warmly recounted in the pages of LIFE LINE.

Finally, after ten full years of volunteer effort at the Editor's helm — and several years after he had actually moved to Arizona, Jack Parker in the fall of 1982 turned the editorial chores over to another Club stalwart, Art Hutchison.



Jim Roe and Roy Spanjer flank Ralph Evinrude, all familiar faces in Life Line and at Rendezvous.



A dedicated long term duo, Art Hutchison and Jack Parker. Jack, on the right, edited Life Line for 11 years, while Art edited the Log Book for 28 years and now edits both!

Art has done everything in the Club, and has done it over a long period. Secretary, Commodore, and Editor of the Port Pilot and Log Book more than 28 years. Art has now added the task of Lifeline Editor to his list of current responsibilities.

You all know it is in good hands, as it has been under each Editor since the beginning. Art has given us the first four-color cover, has increased publishing frequency from three issues a year to four. He has preserved the integrity and the high level of reader-interest his predecessors had built and maintained for so long.

Lifeline is truly a lifeline. Who could think of going overboard and being without a membership in the Great Lakes Cruising Club, after reading of and seeing the good times which are reflected in its pages.

EDITORS OF “LIFELINE”

John T. Manierre	1946-1947
Herbert Gaetjens	1947-1953
Arch Gibson	1953-1962
Gene Russell	1962
Larry Stein.....	1962-1969
Jim Roe	1969-1972
Jack Parker	1972-1982
Hutchinson.....	1982-1991
Richard A. Danly	1991-1993
Ronald Dwelle.....	1993-2001
Thom Burns	2001-2002
Derck Amerman.....	2002-2004
David G. Allen	2004-2009
Niels R. Jensen	2009-2013
Philip R. May.....	2013-Present



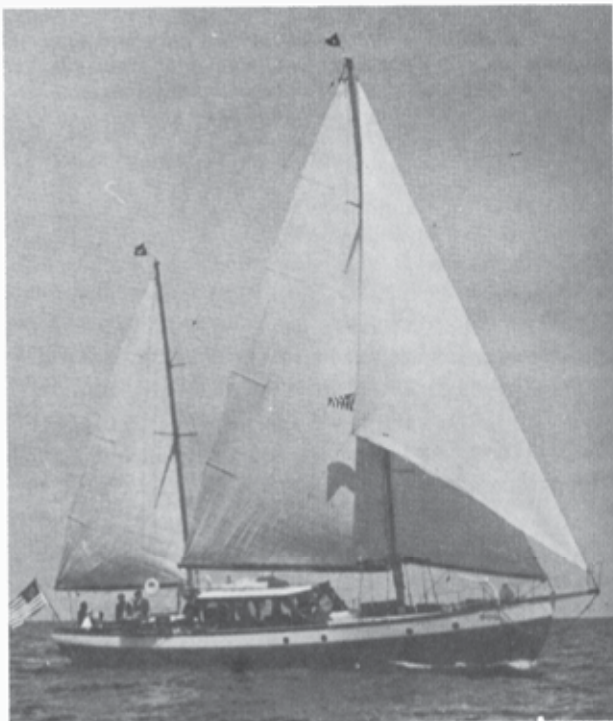
Lifeline Editor Philip May on ZEPHYR

PORT PILOT
AND
LOG BOOK

Port Pilot And Log Book

Art Hutchison, Jim Roe, Marjorie Brazer

To the confirmed cruising man, North Channel country is a place where heaven seems to dip down and blend with earth. Here in the far northern reaches of Lake Huron one finds clear blue water, uncounted hidden bays. A vast, quiet solitude presided over by the memories of Brule', de Champlain, Jolliet, La Salle and the great god Gitchi Manitou.
And rocks.



Howard Blossom and his PHANTOM covered many miles of uncharted water to fill in the blanks of the Log Book.

Ritter Shumway's FLYING GULL waited quietly many times as her tender led the way into quiet coves which became the fabled havens of the Log Book's many pages.

The high pine and granite island casts only a short noonday shadow over the cruiser PHANTOM, picking her way along the shore, dead slow. The skipper at the helm has improvised a range — conspicuous pine in line with boulder on shore. His pencil picks out the track on the tracing of an aerial photograph at his side, noting each depth called from the cockpit. There one early teenage boy swings the lead, while the other shouts the marks. Howard C. Blossom, St. Louis schoolteacher, assisted by two students privileged to crew for him, is charting another passage of previously unsounded waters in the North Channel of Lake Huron.

Sixty miles to the east, among the 30,000 islands of Georgian Bay, the ketch-rigged motorsailer, FLYING GULL, follows at a safe distance while her tender, CHICK, weaves a cross-hatched pattern over the lovely uncharted inlet opening up. As the portable depth sounder on CHICK emits signals, F. Ritter Shumway records the numbers in the wide empty spaces of his field survey sheets. A business executive from Rochester, he and his wife will spend the summer exploring the treacherously beautiful channels and bays that have found their way to maps only in the last two decades.



Larry Perkins deftly described GLCC members as those who poked their noses into unfamiliar places, but here he poked ALLEGRO's bow into the smallest notch in Sinclair Cove on Lake Superior to show just how special these cruising waters can be.

These present-day pioneers, who fly a blue burgee with white circular five-linked chain, personify the spirit and purpose of the Great Lakes Cruising Club. There are, to be sure, other cruising clubs, and some of them publish guides, but no other is known that surveys and charts navigable waters before the government gets there.

In the words of past Commodore Larry Perkins, "the character of the club is in people who poke around and make things happen." Those who poke around tell others what they find, and so the club grows by passage of the word. "Friends Sharing" might be its motto.

The canny helmsman, standing into an inviting cove, resists the call of this lakes-country Lorelei. He well knows a straight-in approach through these placid-appearing waters can lead to a lesson in geology which will prove beyond doubt that uncharted underwater granite outcroppings are at least as tough as the hull beneath him. Instead, he goes in "by the book". Just the right number of zigs, sprinkled with a few zags, then straight to the one spot inside which offers the best holding ground. His vessel is in without a scratch and he's all set to dink ashore and gather a pail of blueberries for dinner.

"The book" is the Great Lakes Cruising Club's "Port Pilot and Log Book". A copy of this book weighs in at just over 24 lbs. Its 2500 pages give explicit directions on how to enter hundreds of otherwise uncharted anchorages throughout the Great Lakes. Its harbor reports give practical details concerning nearly every harbor along any shore of any of the lakes, supplementing

information contained on regular U.S. or Canadian charts. And it makes available to even the beginning cruising man all the lore accumulated by fellow boatmen in more than three decades of cruising mid-America's waters.

In fact, that's how it began. When Chicago racing sailor Arch Gibson began to cruise the upper lakes with George Clinch on ARCADIA the charts were sketchy and aids to navigation were few. That was in 1911. To cruise Lake Superior they took aboard an Indian guide at Sault Ste. Marie, to transit the Canadian waters of Lake Huron's North Channel the Indian guide came aboard at Detour. His fee was \$5 for the 90-mile distance to Little Current on Manitoulin Island — to venture beyond into the hazards of Georgian Bay cost \$10. Over the years Arch made a friend of Grant Turner, merchant of Little Current, avid sailor of his sloop, NORTHERNER, and, according to one who remembers him fondly, a "triple distilled British aristocrat." Grant shared with Arch his thorough knowledge of the granitic intricacies of uncharted McGregor Bay and Bay of Islands. The gregarious Arch, in turn, shared what he learned with his cruising friends — in 15-page Christmas letters and over Chicago dinner tables. From this informal interchange the idea of a club for the systematic pooling of information came to fruition among seven men on a May evening in 1934.

"When you study the Log report of an area, you can almost have the feeling you've been there before," is the way Arthur Hutchison sums it up. Art is a past Commodore and continues as Log Book editor.

From its inception the club has adhered to its primary purposes, "the promotion of cruising ...

on the Great Lakes and their tributary waters among corinthian yachtsmen; the compilation and dissemination of cruising information." The vehicle by which this has been accomplished, the raison d'être for the club, its hallmark, and Arch Gibson's dream, has been The Port Pilot and Log Book. In the 50 years since Arch established its format, The Book has grown from 30-odd pages, bound in burlap-covered board, to 2500 page, loose-leaf compendium of three volumes, weighing in at 24 pounds, with a reputation so prestigious that the bootlegging of xerox copies is not uncommon. And all of it from the careful investigation, sounding, charting and reporting of ordinary members who have poked around there and share what they have learned with their friends.

This "yachtsmen's companion" is a book of many parts.

It was clear from the start that two kinds of reports were necessary for the yachtsman who would comfortably cruise all of the lakes. In the urban ports, which were mostly industrial, one needed to know if and where there were yacht berthing facilities, gasoline, ice, food, doctors, and so on. In the wilderness one needed sailing directions and sketch maps to supplement the skimpy charts that recorded few soundings and showed no aids to navigation. Photographs were invaluable supplements to prose descriptions. At first they were snapshots taken from strategic boat and shore positions. During the 1960's Rear Commodore Charles Brittan began to photograph dozens of harbors in all the upper lakes from the air; that program continues. The content and format of the reports has changed little over the years: chart and light list references, distances to adjacent ports, population, yacht facilities, anchoring locations and conditions, commercial and recreational amenities and, most important, sailing directions.

Probably the most-used are the harbor reports. These are personal experience reports from yachtsmen who have recently visited the harbor. These harbor reports follow a uniform pattern, making it easy to glean a maximum of information from them in a minimum of time. At the top of the page is a box giving the numbers of the government charts which cover the harbor's area. This box also tells the latitude, longitude and magnetic variation of the area. It also tells whether there is or is not a fog signal, a Coast Guard station, or a radio beacon. Beside this box at the top of the page is a concise listing of the next closest harbors of refuge giving the distance and bearing of each. Then follows a description of the harbor, a description of the approaches, and a detailed listing and description of the harbor and range lights. On the same page is a reproduction of an excerpt of an official chart of the harbor. Then there is complete information on moorings and anchorages, detailing not only the best locations but also giving a warning of danger spots to avoid. A listing of facilities is complete through the usual locations for fuel oil and gasoline, down through ice, water, groceries, marine railway, telephone and how to borrow or rent an automobile.

The next heading is that of services. The source of lodging and means is sometimes by specific name and reveals that the conscientious yachtsman who reported on the harbor considered it his or her solemn duty to take a meal at each and every restaurant so as to advise those who will visit the area later.

Up to this point the harbor report has helped you locate and enter the harbor, find adequate mooring, and fuel. It has also helped solve the problem of any chance toothache, and has seen to it that the crew is well fed. Appropriately enough the harbor report now turns to the subject of special attractions. It cautions the yachtsman not to be taken in by low-grade souvenirs and tells him where to find the good ones. With full knowledge that the hard-working yachtsman must find surcease from the rigors of the sea, the opportunities for relaxation are carefully explored. You might learn that Joe Latoski's *Last Frontier* is a gathering place for all visitors and local residents and that a square dance or impromptu Bunny Hop may well start up during the evening! Turning to more cultural pursuits the report also describes points

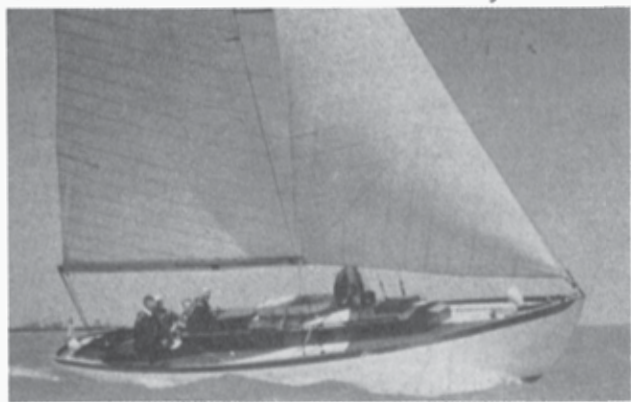


Past Commodore Art Hutchison is still going strong providing members with the latest updates on the Port Pilot and Log Book — a job he has spent 28 years perfecting. No member has contributed more hours to this Bible we call the Log Book.

of interest from a historical and scenic standpoint. The report may conclude with historical notes and a series of photographs showing items of interest to yachtsmen as well as an aerial photo of the entire harbor area.

Many of the harbors thus covered are well-known, well-charted and widely-used. In these instances the Log gives the practical detail of where to go, what to do and see. But in many instances, the harbor reports take the form of detailed sailing directions for fascinating anchorages for which the Log provides the only real charted approaches available.

Typical of such a report might be that for Bay Finn (Baie Fine) Ontario. Bay Finn is one of the more picturesque harbors in the North Channel area. But at the time of the Log's last report only a portion of the area had been surveyed or sounded. Yachtsmen are advised to proceed with caution even on the recommended courses since only a few of the rocks and reefs are known and recorded. But Club members Grant Turner, Chuck Brittan and Howard Blossom have provided a list of the explicit zigs and zags necessary to enter this delightful harbor, and have sketched them on a very clear chart. The chart is supplemented with many aerial photos which bring its lines to life, and which have the recommended sailing track sketched on the photo itself. Often such an anchorage report will even reveal the exact spot ashore where the best blueberries may be found!



Past Commodore Ellis Croisant noted the best blueberry pickings, calmest anchorages and most congenial anchorages to be included in the Log Book.



Past Commodore Larry Perkins can find his way among the rocks as easily as he finds his way among the stars. His humor, precision, determination and commitment have helped shape this chapter and our Log Book.

Each general area — such as the North Channel, individual lakes, areas such as Green Bay, the Thousand Islands area of the St. Lawrence, begin with general introductions to the area. In the quiet of a winter evening, one can thus plan not only the course of a summer's cruise but also be informed in advance of both the problems and the points of interest one will encounter. In many instances an "ideal" cruise is outlined giving suggestions as to just what areas one might wish to cover in any one of several given lengths of available time. And the Log's instructions are by no means confined to the waters of the Great Lakes. Special sections cover the Inland Waterway from St. Louis to Minneapolis, the Rideau Canal from Kingston to Ottawa, the waterway from Ottawa to Montreal, and the Tennessee River Valley.

On the theory that anything which enhances the safety or enjoyment of cruising is a proper item for coverage, the Log Book also clasps to its ample bosom such items as practical lessons in navigation techniques, how to expedite one's passage through Customs, proper procedures for negotiating both American and Canadian canals and lock systems. The proper conduct of marine radio communications and lessons in astronomy, first aid, yacht colors etiquette, and how to prepare your boat and yourself for a successful cruise.

And Harold and Sophia Kelly prepared a delightful monograph on the geology of the North Country Region, entitled "Cruising Backward Through Time". The Kellys' fascinating explanation of the coral layers, the marbles and granites of the area is possessed of wonderful clarity. One ends up with the feeling that — even should one strike a rock — it would be in some respects like meeting an old friend!

The result of all this is a volume yachtsmen prize, and which can probably be found aboard 85% of the boats which do any extensive cruising on the Great Lakes. "Use the log? You bet I did!" stated Vincent Rohlf, then from Kaukauna, Wisconsin. Vince had cruised the North Channel for years, in his

63' aluminum Burger the MARGIE. "I used it all the time and did for years." "There was just nothing else available for many of the places we wanted to cruise."

Chicago's Fred Peterson put it this way: "The Log helps new boatmen, for others share their knowledge with him." Mr. and Mrs. Peterson were wintering aboard their power boat in Florida's Bahia Mar Marina, when he told me of his first cruise to the North Channel. He had been visiting the area since 1918 and first went in with a pencilled sketch made by Grant Turner who lived at Little Current, Ontario. "Though I'd been cruising the area for years," Fred reported, "I always went by the Log on every cruise. I read ahead as I made the cruise, refreshing my memory of harbors and facilities to come. Then too, one always likes to try new anchorages and the Log tells one of interesting places other members have discovered, and how to reach and enjoy them."

The Log Book concept itself goes back to the early 1900's. Arch Gibson had cruised to the Mackinac Island area in races in the gaff rigged yawl ARCADIA. After these races many boats went on the North Channel. But there were no good charts of this area so sailors of this day hired Indian guides. As they went along, they made rough sketches of the navigable waters they cruised. Back home in Chicago during the winter this information was swapped from one yachtsman to another over the luncheon table, and maps were drawn by hand and shared. Arch thought it would be a good idea to formalize this hard-won



H. Leslie Atlas contributed to the substance of the Log Book with cruises aboard the SIS W — which must have been an awesome sight among the slivered anchorages of the cruising waters.



Grant Turner's NORTHERNER, Bud Tolman's TALTOHNA, Ted Lumbard's BANGALORE TOO, and GENTIAN were all explorers of the northern waters. Here they are tied to the dock at Killarney.

information into book form and tried to interest a number of sponsors, but with no success. So he started it himself holding a series of parties in homes and yacht clubs and enlisting the aid of interested yachtsmen.

This led to the formation of the Great Lakes Cruising Club, which was formally chartered in 1954. The basic Club philosophy was that to be a member, you contributed knowledge. Chicago's Dr. Ralph Cobb was the first Commodore and all of the Log Book materials gravitated to his office. Eventually, so the report goes, these became so voluminous they nearly crowded his patients out! For some years Log Books were assembled by yachtsmen who volunteered to come to Doctor Cobb's office after hours. They would spread the pages down the corridor of the office building, in their proper numerical order.

From such a hand-hewn beginning, both the Great Lakes Cruising Club and its Port Pilot and Log Book has grown in a series of self-generating spurts.

Past Commodore Art Hutchison tells the story of this growth: "There never has been a formal drive for Club membership. People saw the Log in others' boats, and wanted to join in. The first areas covered were Lake Michigan and the North Channel of course because these were the waters sailed by the original members. From the very first, Grant Turner of Little Current was a helpful and driving force. He knew the waters of the North Channel and was always ready to graciously make his knowledge available to visiting yachtsmen.

"Arch Gibson was the editor of the Log until Warren Davis took over the job around 1945. Since Warren Davis was a publisher of encyclopedias he gave the Log a boost by giving it a professional publishing touch. An easy-to-use index was created, and the basic format for harbor reports was developed. Usually, no one was asked to send in information. Every now and then an envelope would arrive full of harbor reports which had been carefully prepared by some yachtsman acting on his own initiative. In

the early 50's Colin MacMillan thought every yachtsman should know that his beloved Lake Superior was not a bleak body of water as some supposed, but really had quite a number of natural harbors which had never really been charted. Colin worked with a paper company all winter, and sailed all summer. Single-handedly he covered the north shore of Superior preparing hand-drawn maps. He correlated these with aerial photographs he obtained from the Air Force. "Then in 1952 and 1953 the U.S. Lake Survey had the survey ship WILLIAMS on the lakes. They covered virtually every inch of the Great Lakes and brought the American charts up to date. Mr. F. Wells Robison was Captain of the WILLIAMS, and when time permitted he would take an occasional sail with Warren Davis and Bill Terrell who was then Commodore of the Club.

"During this survey job Carl Anderson — who was not a member of the Club — had a job aboard the WILLIAMS. While he was aboard the survey ship offshore, Mrs. Anderson cruised the nearby harbors by automobile and reported on the facilities there. As a result, the Club suddenly received a wonderful windfall of fine cruising information from the Andersons. Also during the 50's, F. Ritter Shumway became interested in the project. Cruising his motor sailor FLYING GULL from his home port of Rochester, New York, he has done much harbor reporting in his own area and also in the North Channel and Georgian Bay. He works very closely with the U.S. Lake Survey and with the Canadian Hydrographic Service.

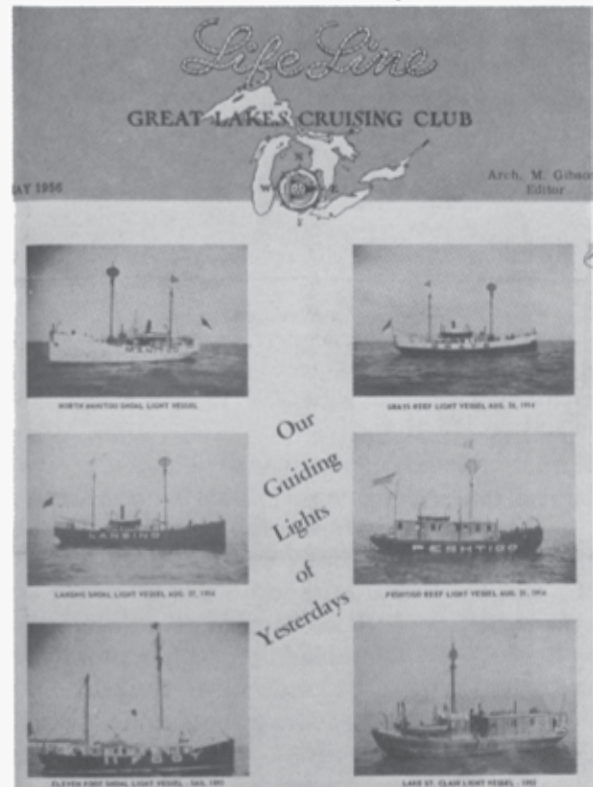
"John Richmond, the Club's Port Captain at Clayton, New York became interested in canals. So out of the blue he wrote a very complete booklet on the Rideau Canal. He is now doing one on the Trent. The same thing happened over the Mississippi River. Members became enthused and prepared a fine report on it, as other members have also done on the TVA lakes and on the routes from Ottawa through Montreal.

"The Log had another fine and professional editor in the person of Patrick Anderson of Milwaukee. He was on the editorial staff of the Milwaukee Sentinel, and sailed the ketch GRATUITY. He continued this fine job until his death in 1956."

In 1956 Art Hutchison was named editor, and continues to serve in this capacity to the present day. Though assembly of the Log Book is now necessarily more formalized (can anyone imagine an office building corridor long enough to lay 2500 individual pages out separately!) the editing job is still an all-consuming labor of love. The Hutchison home at such a time has every available flat surface covered with charts and with personal reports from cruising yachtsmen.

"The Great Lakes Cruising Club and its Log Book has been perhaps the biggest force in opening the North Channel to cruising boatmen," sums up Commodore Hutchison. "And there are still many areas of the lakes particularly in Canadian waters which are uncharted except for these maps yachtsmen have made for themselves. In some areas the land itself is a wilderness and the waters are still as uncharted as the Arctic. Now, though, we in effect have 2800 survey vessels at work. For whenever a member visits a new anchorage or sees a change in the facilities of any established harbor he simply jots these down and sends them in."

The result of all this do-it-yourself survey work is what is probably the largest and most ambitious pleasure boat pilot book in the world. Next time you see a craft displaying the blue burgee with white links of the Great Lakes Cruising Club, look carefully. If you notice a slight list to port or starboard you may have a reasonable suspicion the "Port Pilot and Log Book" is aboard.



This page from 1956 Life Line showed the light vessels which were a part of the Log book in years past. Standing guard over shallows we now associate with fixed structures, these floating beacons were maintained by people who felt much the same seamanship as GLCC members do today.

Memories of HOWARD BLOSSOM *Fleet-Captain Emeritus*

Howard C. Blossom died December 5, 1997, in St. Louis. He was 88 years old. Howard was the dean of GLCC explorers, having joined the club in 1950 and spent 46 years cruising throughout the Great Lakes onboard his vessels, all of which were named *Phantom*.

He authored over 150 harbor reports in the *Port Pilot and Log Book*, and was a fixture on the *Log Book* committee, annually submitting hundreds upon hundreds of notes and corrections and serving as the arbiter of accuracy. He also was the drawer of the principal GLCC maps for the Benjamin Island area, Oak Bay, the Bay of Islands, and MacGregor Bay—all these when government charts were unavailable or lacking sufficient detail to be useful to the cruiser. He received the Club's Award of Merit in 1957.

For years, he made the annual trek from his home in St. Louis, up the waterway to Chicago, through Lakes Michigan and Huron, on the way to his beloved North Channel and Georgian Bay. Although he visited all five of the Great Lakes, it was clear that his "home grounds" were those waters north of Manitoulin Island and eastward to the Georgian's 30,000 Islands. In his last ten years of cruising, he made Harbor Springs, Michigan, his cruising base.

Howard was trained as an engineer and spent World War II designing and building attack gliders. His interest in gliding continued throughout his life, second only to cruising, and he was a member of the International Soaring Hall of Fame. After the war, he began his 40-year career as a science and technical teacher at the John Burroughs School in St. Louis.

Following are some reminiscences by GLCC members,

GLCC Explorer

Inspired by having met Howard in Browning Cove in 1978, I was eager to do some GLCC work on my own. Before the summer was over, I came across this magnificent little channel, inside Creak Island at the tip of Badgeley Point, the long peninsula five-miles south of Bay Finn. I looked in the *Log Book*, and sure enough, there was no report of the spot! I was a GLCC explorer!

The channel had a narrow but deep-water entrance on the north shore of the tip, a little baylet in the middle, with the ruins of an old fish dock or fish house, and a heart-stopping narrow exit out the south shore of the tip. The charts suggested the place but the details were wrong—and there were no soundings on the chart at all, even though the water



The yacht PHANTOM in one of Howard's favorite harbours, Porcupine Cove, in the Benjamins of the North Channel.



Howard helps Reg MacIntosh and son Robert keep the Bustard Isle lights up to grade with radar reflectors made from huge tin cans and spiked into the top of each of the three towers.

was well over 10-feet deep (where there weren't rocks).

So I stopped, dropped an anchor out in the middle of the channel in 15-feet of water, pulled the bow up to a bare rock on shore, and tied to a piece of driftwood that I wedged into a crevice. Good breeze all the time, no mosquitoes, the seagulls playing in the wild wind currents above the channel. Several outboard boats roared through, obviously taking a shortcut from Bay Finn to Killarney, but otherwise the place was unvisited. A perfect un-reported gunkhole!

I took the dinghy out and mapped out the channel and the little bay, took soundings with my "lead line." Back at the boat, I carefully drew it all approximately to scale, and wrote up a little description. I considered naming it—the right of discoverers—but I wasn't sure if that was kosher.

I was happy as a rat in a milk pail. It occupied me for three days all told, but I had the nicest little harbor report to send in to the GLCC. I took a couple photos of the place—even climbed up the high hill on the east shore

(lucky I did, too, since from the height I clearly saw a shoal rock which I had missed when making soundings with the dinghy).

About a week later, I ran into Howard over by Oak Bay and proudly dinghied over with my new harbor report in hand, to show it to him. He started reading it; then stopped and said, "That's Hole-In-The-Wall."

"Do you know it?" I asked him.

"Oh course," he said. He went below and soon re-appeared with the North Channel *Log Book* in hand.

He turned to NC-79.5 and pulled out a harbor report of Hole in the Wall, written, of course, by Howard Blossom.

"Yes," he said. "It's a nice little place. But you have to be careful going in. If there's any sea running at all, I wouldn't even attempt the south entrance, especially in a sailboat."

I was crestfallen. "I'm sure I don't have that report in my *Log Book*," I said. "I spent three days mapping it out."

Howard was delighted and started laughing. He thought it was a great joke on me. I had lost the report or perhaps just never gotten it with my original *Log Book*.

"Well, you did a good job," he finally said. "But next time, choose a place that hasn't already been reported."

I've tried to follow his advice, but considering all Howard's work, I've found that it's pretty hard to locate many un-reported spots in the North Channel.

We'll never have another GLCC explorer like him.

*Ron Dwelle
Grand Rapids, Michigan*

It is very hard to believe that Mr. Blossom is dead. To me he was the Great Lakes Cruising Club. I have been a member for only 17 years but when I first joined, everything that I looked up or read about was signed "Howard Blossom."

My wife and I have met him on different Lakes with the *Phantom* and a few of the boys that he would take around on his boat. He will be missed greatly by all that knew him (and I think everybody knew him, for he was that type of a person). I know *EZBaby* will miss him.

*Shirley and Bud Zalon
Morton Grove, Illinois*



A board meeting at Saginaw Bay Yacht Club.

Crazy Flag

The year was 1953. The location, Spring Lake, Michigan. A boat by the name of *Phantom* was anchored directly across from my home. I took my plywood Wagemaker boat with a three-horsepower Mercury engine and motored over to this boat, went around it a couple of times and noticed this crazy flag flying from the bow of the boat. It was blue and had some white spaghetti in a circle, and I thought, "Boy, that's a crazy looking flag."

There was a man aboard who hollered at me, "Hey young

man, come over here." I proceeded to the back of his boat, stopped my engine, and we talked. He asked me my name. I asked him his, and I went on his boat, and he showed me all the neat things he was doing with pages in a book—a big, black book. After about two hours, I left and went back to my house, and told my story that night to my parents, and it went a little bit like this: You know, Dad and Mom, I met a man today by the name of Howard Blossom off a boat called *Phantom*. And when I asked him what this crazy looking flag was that he was flying on the bow of his boat, he said, "Well, let me show you what the flag represents." And then, Dad, he showed me all these pages in this book of all these different harbors up and down Lake Michigan that, you know, we've gone to some of, and there's pictures and there's drawings, and it was really neat! And he told me that the flag represented the Great Lakes Cruising Club. And he told me that each one of those five links on that flag represented one of the Great Lakes, and that they were all inter linked into the common bond that represented all the Great Lakes. And that for joining this Club, you could get all these neat reports on all these lakes and harbors. And my Dad said, "Well, I think we ought to join." And I said, "Yes." My Dad did join, back in 1953.

As a young man, I ran into Howard Blossom many times and in many places for many years thereafter. He was always the same—friendly, cordial, extremely knowledgeable and helpful, teaching young men seamanship, and sharing with them the opportunity of getting out on the water, learning to respect our environment and our waterways. I can't tell you how many times I have had the privilege of gaining knowledge and learning things from Howard, but I will tell you that I could not begin to write them all down in this short narrative.

The years passed quickly. Little did this young boy know that some 45 years later, he would be flying "the crazy looking flag" from the top of his mast, with three stars on it.

Howard Blossom and I spent several hours together in July of 1993 at Gore Bay when we tied across the dock from each other. I will never forget the time that he knocked on the side of the boat when he first tied up, and hollered, "Is that young kid on board that used to call my flag "the crazy-looking flag"? My answer was, "Yes, he is," and then his comment to me was, "You know, you've got the craziest looking flag on your boat!" I guess, in some way, we left an impression on each other. But for everything that Howard has done for this Club, for the endless hours of surveying harbors and anchorages, documenting facts, sending in harbor reports, sharing his time with young people, explaining different anchorages and safe areas to cruise to various members and potential members, for assisting people on rocks and shoals, for his speeches and his knowledge, but most importantly, for his friendship and his warmth—I thank you, Howard.

Even though Howard Blossom will never read what all of us are writing, I think he, in a way, truly understood that his commitment, dedication, and devotion to this organization would be appreciated by all of us. I hope each one of you in your cruises throughout the Great Lakes will follow the course that Howard Blossom has left for us, and if we as individuals in some way can continue the tradition that Howard established, the generations that follow in our wake will be much better off than those that have preceded us.

Fair winds and calm seas, Howard. You have more than earned that. From "the Little Boy" who took your advice in 1953.

*A. John Lobbezoo
Spring Lake, Michigan*

A

A TO Z
P 30'
Arthur Schultz
Michigan City, Indiana

ACE
S 26'
George D. Busscher
Chicago

ADEBEL
P 38'
George Lobeda
Jackson Park, Chicago

ADONDE III
George E. Gregory
Toledo, Ohio

AFFAIRE DE COEUR
S 42'
John S. Blunt
Sarnia, Ontario

ANGOWAN III
S 29'
Herbert C. Reik
Chicago

ALJANAN III
P 32'
Harold A. Moisinger
St. Clair Shores, Mich.

AKELA
P 30'
Campbell E. Osler
Penetang, Ont., Canada

ALADDIN
P 32'
Robert F. Hart, Jr.
Chaumont, N.Y.

A'L'AISE
P 45'
Dr. Harry H. Kazan
Jackson Park, Chicago

ALANDREA III
P 35'
C. F. Gibbons, M.D.
Huron, Ohio

ALBACORE
S 33'
Marvin E. Marsh
Detroit

ALBACORE
P 42'
Frank J. Zupan
Rocky River, Ohio

ALBADOR IV
P 40'
F. Estes Smith
Grosse Ile, Mich.

ALBATROSS
S 35'
Harold E. Stafford
Belmont Harbor

ALBEE
P 42'
A. W. Beebe
Detroit

ALEDJON
P 50'
Adrian E. Lobbezoo
Spring Lake, Michigan

Dave Fuhr
Linda Fuhr

KATHERINE ANN
36-Sail
Charlevoix, Mich.
David Frederick
Katherine Frederick

KATURA
43-Sail
Holland, Mich.
Phillip Mulliner
Pam Mulliner

KEEWAYDIN
32-Sail
Port Charlotte, Fla.
Marilyn Kinsey
Glendon W. Brown

ALEXANDRA IV
P 41'
Dr. L. J. Siudara
Detroit, Mich.

ALISAN
S 42'
S. Arthur Gates
Chicago

ALLEGRO
S 43'
Lawrence E. Perkins
Belmont

ALLEGRO
S 34'
Herbert D. Wake, Jr.
Green Bay, Wis.

ALL-TEN B
P 40'
Alan L. McKay
Fond du Lac

ALSANAI
S 45'
S. Alexander Bell
Chicago

ALTAIR
S 36'
Charles F. Gray
Montrose, Chicago

AMALFI
P 35'
Harold D. Wright
Grosse Pointe

AMIGO II
P 42'
K. W. Cook
Chicago

AMITABHA
P 45'
Ralph U. Heninger
Des Moines, Iowa

AMORITA
S 41'
H. Dan Van Jenef
Chicago

ANCHORS AWEIGH
P
George E. Edwards

ANCOR
P 33'
Gabriel H. Brown
Cleveland, Ohio

ANDE
P 26'
Thomas A. Ismond
Detroit

ANDREA II
S 28'
Robert P. Knight
Chicago

ANGRY WIFE
P 35'
John J. Wetzel
Grosse Pointe, Mich.

ANITA MIA III
P 42'
Gordon Montgomery
Toronto, Canada

ANJAK IV
P 43'
Edwin Milner
Buffalo, N.Y.

Frances Kinsey

KISMET
30-Sail
DuSable Harbor,
Chicago, Ill.
Kenneth A. Verhaeren
Judy Verhaeren

KNOT FLYIN' II
37-Power
Belle River, Ont.
Glenn Martin
Lisa Martin

ANNA I
P 31'
Elmer D. Loague
Belmont, Chicago

ANNIE II
P 36'
J. Emerson Davis
Sandusky, Ohio

ANNETTE V
P 42'
G. H. Himmelsch, Sr.
Sandusky, Ohio

ANNIE E.
P 38'
A. B. Aldrich, M.D.
Hancock, Mich.

ANNIE LAURIE
P 35'
E. W. MacDougall
Burnham Park, Chicago

ANNIE LYNNE
P 29'
Howard E. Snedden, M.D.
Sandusky, Ohio

ANROD III
P 33'
A. Krueger
Bay Port, Mich.

ANSUBAR 3rd
P 42'
David Zifrin
Chicago

APRIL
P 36'
Leslie P. McDougal
Detroit

AQUADOM
P 45'
Dr. Donald D. Shepard
Erie, Pa.

AQUA GENE
P 40'
Dr. Jay M. Garner
Charlevoix, Mich.

AQUILA
P. S. 40'
Hubert C. Ellis
Chicago

AQUILA
P 42'
Robert F. Carr, Jr.
Palm Beach, Florida

AQUILO
S 40'
E. Neil Starr
Sandusky, Ohio

AQUILON
P 47'
Ralph T. Friedmann
Fish Creek, Wis.

ARAB
P 38'
F. E. Carlson
Cleveland

ARARA
P 112'
Harold Byron Smith
Toronto, Ontario, Canada

Elk Rapids, Mich.
Richard Hartley
Jill Hartley

LADY J
57-Power
Port Huron, Mich.
James C. Acheson
Suzanne J. Acheson

LADY J
43-Power
Ephraim, Wis.
Eric V. Johnson
Evelyn T. Johnson

ARAWAK
S 28'
William A. Stetson
Detroit

ARDELLE
S 39'
Norman T. Van Mell
Chicago, Ill.

ARGAIL
P 31'
Otto E. Grossmann
Diversoy Harbor, Chicago

ARGEM
P 42'
John T. Bannow
Mt. Clemens, Mich.

ARIA
S 58'
Geo. Kress
Sturgeon Bay, Wis.

ARIES
C. Darwin Jurs, M.D.
P 33'
South Shore, Milwaukee

ARROWHEAD
P 46'
Robert H. Flint
Detroit, Mich.

ARROWHEAD
S 37'
Robert C. Hood
Marquette, Wis.

ASTRA
S 32'
Louis C. Pfarr
Milwaukee, Wis.

ATALANTA
S 35'
Everett C. Reed
Milwaukee

ATALANTA III
P 46'
Leroy M. E. Clausung
Chicago, Ill.

ATLAST
P 40'
Hugh L. Ray
Batavia, Ill.

AT LAST III
P 28'
James J. Hamm
Muskegon, Mich.

AUDRA
P 34'
Robert M. Halyoke
Wilmette, Illinois

AUNT C II
P 35'
Fred H. Knowles
Burt Lake, Mich.

AUNTIE MAME
P 42'
Wesley Avos
Macatawa, Mich.

AUNT TY III
P 35'
Thos. A. Sindelar
Cedar Point, Ohio

2014

JUBILATE
38-Sail
South Haven, Mich.
Warren Fritz
Martti Fritz

JUBILEE
42-Sail
Bayfield, Wis.
William Rohde
Judy Rohde

JULIANNE
42-Sail
Sackets Harbor, N.Y.
Robert Frazee
Julianne Frazee

JUMBLIE
34-Sail
Bay Harbor Lake, Mich.
C. Phil Trotter
Janet Trotter

JURIS DOCKER II
44-Power
St. Clair Shores, Mich.
Robert Epstein
Renee Epstein

JUS POKIN
48-Power
Ala.
Daniel Scarbrough
Cheryl Scarbrough

K9 EXPRESS
41-Power
Sarnia, Ont.
Paul Whittaker
Linda Whittaker

KADYDID
35-Sail
Bayfield, Wis.
Douglas Dion
Lois Dion

KAHLUA III
32-Sail
Hilton Beach, Ont.
Jorma Poranto
Ann Elizabeth Poranto

KAILU
28-Sail
Toronto Harbour, Ont.
Mark Drummond

**PROGRAMS
SEMINARS
GLCC SCHOOL**

Great Lakes Cruising Club... Heritage



- Founded in 1934 to promote Great Lakes cruising
- Vision of providing a comprehensive Great Lakes cruising guide

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Lifetime Magazine

Education
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... and more

Stewardship
Great Lakes Foundation

Communications and Sharing... www.glclub.com

Office Phone: (519) 333-3333
E-mail: glclub@att.net Site map

GREAT LAKES CRUISING CLUB
Welcome to the website of the Great Lakes Cruising Club.

Home About Join The GLCC Discussion GLCC School Help Foundation Contact Us Current Member Sign In Register

WELCOME
Welcome to the website of the Great Lakes Cruising Club. Look around and you will find harbor reports for 1,100 ports and anchorages throughout the Great Lakes, discussions of Great Lakes issues, places to post boat and cruising photos, etc.
Note that major portions of the web site are limited to members of the GLCC. If you are not a member, consider joining us - just click on "Join the GLCC" in the menu bar above and you will be on your way to our exclusive membership benefits. Read more...

GLCC School
History, vital discussions, and more. Not the content of your own home.

The Great Lakes Cruising Club
Join this website to learn more about the benefits of becoming a member of the Great Lakes Cruising Club. Access over 1,100 harbor reports, learn more about upcoming events, join area centers, and more as a member. Sign up is quick, easy, and you can do it online!

Learn More

Great Lakes Cruising Club School

Our successful internet-based GLCCSchool (www.GLCCSchool.com) was launched in the fall of 2010. Many members saw GLCCSchool references in their favorite boating publications, and GLCC officers and Port Captains across the Great Lakes informed yacht and boating clubs in their regions about our new and exciting initiative.

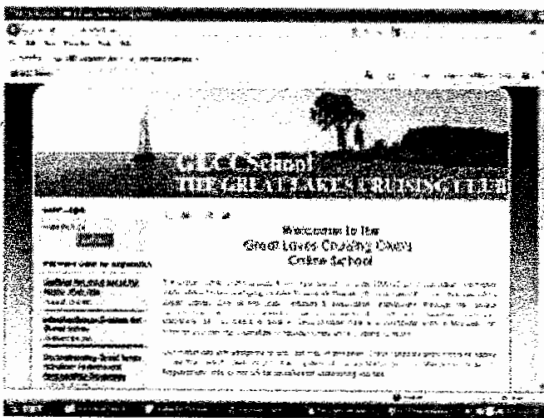


The Club's main website (www.glccclub.com) was also updated to include a direct link to the GLCCSchool, which has subsequent links to the detailed GLCC School information.

We encourage you to visit GLCCSchool.com to see the list of our many courses and talented GLCC instructors. In particular, please check out the "Preview of Future Webinars" section. For instance, the GLCC School's 2011-12 courses will cover subjects such as Cruising the North Channel, Cruising Georgian Bay, Cruising Northern Lake Michigan and Green Bay, Cruising Lake Superior, Negotiating Great Lakes Locks ... and more.

All of the webinars are open to GLCC members and non-members alike, with GLCC members receiving discounted registration rates. There are no tests, only information from GLCC-accredited sail and power boaters and other acknowledged experts with first-hand knowledge of their subject.

Registration costs are set low, because of volunteer involvement and the school's goal of reaching as many Great Lakes cruising boaters as possible.



So, please visit www.GLCCSchool.com soon, register on the site, and sign up for some classes offered fall through spring. What better way for Great Lakes boaters to spend those cold wintery nights than by hearing and learning more about cruising our wonderful Great Lakes from the comfort of their own warm homes? Happy learning!

Links

- Weather • Navigation • Governmental Info • Port Info • Member Sites
- Marinas • Yacht Clubs • News • Magazines • Shopping Resources

Education



**Great Lakes
Cruising
Club
SCHOOL**
www.GLCCSchool.com

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**30+
Courses**

**Over 500
Students**

**Cruising Guides,
Seamanship Skills,
Maintenance, ... and more**

Great Lakes
Cruising Club School

Internet Based

Affordable

**30+
Courses**

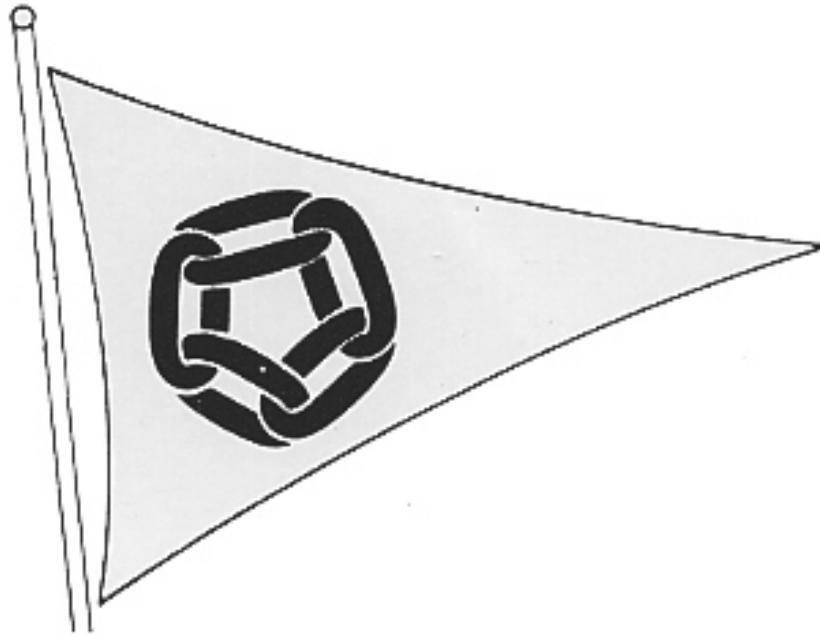
**Over 500
Students**

**Cruising Guides,
Seamanship Skills,
Maintenance, ... and more**

PORT CAPTAINS PROGRAM

Great Lakes Cruising Club

PORT CAPTAINS



I OBJECTIVES OF THE GREAT LAKES CRUISING CLUB.

The objectives of the Club “are promotion and enhancement of cruising the Great Lakes and their tributary and connecting waters; compilation and dissemination of cruising information; fostering of fellowship among Corinthian yachtsmen; refinement of seamanship and navigational skills; promotion of marine safety; establishment and improvement of harbors, anchorages and yachting facilities; and preservation of the natural beauty of traditional cruising areas.”

II THE POSITION OF PORT CAPTAIN.

Port Captains have been a distinctive part of the Club from nearly its beginning. A Port Captain is the Club's representative at the local level, volunteering his time to carry out certain activities as described in section III.

Although not an officer of the Club, a Port Captain nonetheless plays a key role in the management of the Club. He is responsible to and works directly with the Rear Commodore for his specific area, except for those outside the Great Lakes, who report to the Vice Commodore. A Port Captain also has an indirect responsibility to the Port Captain Coordinator, who sets forth, at the direction of the Board of Directors, guidelines and recommendations, pertinent information and coordination of Port Captain activities.

A Port Captain is appointed to that position by the applicable Rear Commodore, with the approval of the Board of Directors, based on his expressed desire to assume the responsibility. Although appointed for a term of one year, a Port Captain customarily serves until he retires, resigns or is relieved. An individual's interest in attaining the position is evaluated by the Rear Commodore for his area and, if found suitable, a nomination for the post is presented to the Board through the Port Captain Coordinator. It is the goal of the Club to maintain Port Captains in every harbor and waterway where members berth or cruise. It is desirable that each Port Captain reside in the immediate vicinity of his assigned port or spend a major part of his summer on a boat berthed there.

The Port Captain is identified by a special reverse-image Club burgee displaying the blue chain links on a white field. (Chain links are gold if the member has received the Club's Admiral Bayfield Award.) It is flown in lieu of the Club burgee or as a distinguishing signal from a spreader halyard. Port Captains who retire under honorable circumstances, after five years or more of service, may continue to fly their Port Captain burgee so long as they are willing and able to competently represent the Club informally.

On initial appointment, a Port Captain is presented a special blazer emblem bearing the white burgee. On the yachting uniform jacket, a Port Captain may wear a red fouled anchor, placed vertically in the upper loop of the traditional trefoil. On the white summer uniform, a Port Captain may wear a single stripe on each epaulet tab ("shoulder board"). Port Captains are encouraged to carry Club calling cards with their own phone numbers in addition to those of the Club office.

Occasionally, some concern is expressed as to whether a member who operates a waterfront facility or is otherwise in a position to benefit financially from members' patronage is a suitable candidate to be Port Captain. The appearance of such a conflict is not a reason for summary disqualification. If a candidate can assure the Club that he will be objective in the conduct of his duties and in his contacts with members, he may be eligible to assume the position of Port Captain, remembering that he, indeed, any member, is specifically forbidden to use the Log Book or any other Club product, record, document, or activity to enhance any business or undertaking not authorized specifically in writing by the Club.

The Port Captain Coordinator, appointed by the Commodore, maintains liaison between Rear Commodores and Port Captains to ensure consistency of the Port Captain program. He normally chairs any meeting of Port Captains at annual rendezvous and other gatherings.

III RESPONSIBILITIES OF THE PORT CAPTAIN.

Port Captains have one of the most important responsibilities within the organization, for it is

through them that the club promotes its existence, fellowship, and mission of enriching the cruising experience throughout the Great Lakes.

On accepting the position, each Port Captain must understand that he volunteers to fulfill the following functions:

1. Represent and publicize the Club before yacht clubs, marinas, Chambers of Commerce, water resource management regions and other groups with maritime interests and to report to his Rear Commodore the existence of any activity or situation in his area which may be of interest, favorable or unfavorable, to the Club. In representing the Club it is his responsibility to articulate the Club's position on controversial issues, which may differ from his own views.
2. Offer Club membership to any qualified candidate in his area. Before nominating anyone for membership, however, the Port Captain should ascertain the individual's interest in joining and assure himself of the candidate's motives. While access to GLCC Harbor Reports is usually one's reason to join, use of this proprietary information must be solely for personal cruising purposes and there should be an expectation that the candidate will renew his membership for many years. Some biographical information on the candidate is useful in enabling the Board of Directors to properly evaluate his nomination.
3. Welcome new members in their port area, and to identify himself as the member's local contact with the Club. A Port Captain is informed by the Club office whenever someone from his port is elected to membership.
4. Maintain a list of Club members in his port area and occasionally communicate with them to seek their views or disseminate information on Club activities. As a guideline, Port Captains, together with their Rear Commodore, should strive to have at least one group meeting each year in their designated geographic area. An up-to-the-minute directory of local members is continuously available from the Club office.
5. Be alert for the arrival of visiting members and assist in every way possible to ensure their comfort and safety. Such accommodations as driving a visitor to the grocery (or lending him a car), directing him to parts suppliers or service providers, recommending restaurants, etc. are appreciated by those unfamiliar with the local area and instill in the member a sense of comradeship and pride in belonging to the Club.
6. Frequently visit the Club's website to apprise himself of news and events involving the Club. Periodically review the report for his harbor, including added member comments, and update as necessary. If access to the website is not possible, then advise the Log Book editor of any changes in channels, water depths, shore facilities, aids to navigation, and other maritime aspects that affect the local harbor report.
7. Cooperate in the name of the Club with local agencies such as the Coast Guard, O.P.P., sheriff's department, weather service and yachting organizations.

8. Attend whenever possible Club activities such as regional meetings, rallies and rendezvous.
9. Perform other tasks at the request of his Rear Commodore or other responsible Club officers.
10. Set a good example of maritime courtesy and seamanship, whether underway, at anchor or dockside.
11. Make suggestions to his Rear Commodore or the Port Captain Coordinator for improving any aspect of the Club, especially as relates to his responsibilities as Port Captain.
12. Ensure the continuity of the program by assisting the area Rear Commodore in the recruiting and coaching of his successor.

IV DEPUTY PORT CAPTAIN.

In large ports where management by a single Port Captain is difficult, a Deputy Port Captain may be appointed. A deputy is also useful in any port where the Port Captain may not be able to constantly provide the services necessary.

A Rear Commodore or Port Captain may recommend for appointment one or more Deputy Port Captains for a port. The procedure is similar to that for Port Captain except that Board of Directors may delegate to the cognizant Rear Commodore its authority for approval. The duties of Deputy Port Captain are to assist the Port Captain, act in his stead in the event he is absent and perform such duties as may be assigned by his superiors.

V HARBOR REPORTS

Great Lakes Cruising Club was organized by a group of sailors impressed with the need for information about Georgian Bay and other uncharted cruising waters. They decided to put their collective knowledge together and created what was known as the "Port Pilot and Log Book". This fortuitous beginning not only has developed into the largest freshwater cruising association in the world, but also has produced the most comprehensive cruising guide available describing the Great Lakes and their connecting waters and tributaries.

The harbor reports describe over 1,000 harbors and waterways from the St. Lawrence and Hudson Rivers to Duluth and Chicago. They consume the equivalent of 2,600 pages of text and photographs. The Club invests over \$12,000 annually in their maintenance.

The work of charting and surveying harbors and anchorages is done gratuitously by Club members. A few names, including the late longtime Fleet Captain Howard Blossom, the late Commodore F. Ritter Shumway, veteran Corinthians Bonnie and Ron Dahl and the late Theodore Wakefield, appear often as authors on harbor reports. Input from all members is solicited and easy with internet access.

New members have access to these harbor reports as part of their admission to GLCC membership. All members are encouraged to review the harbor reports for updates frequently.

One of the Port Captain's most important responsibilities is to periodically review the harbor report of their port or area of appointment, and make any additions and corrections, which are necessary to keep the report's content current. In addition, Port Captains are strongly encouraged to review other harbor reports in their vicinity, and make similar updates as they see fit. With editing privileges, the Port Captain may immediately update his harbor report on the website. A guided practice edit of a report is available in the Appendix and Miscellaneous Material section under the Harbor Reports tab on the website.

Harbor reports are proprietary and available exclusively to Club members. Their contents may not be reproduced for, or otherwise made available to, non-members except for brief excerpts for the purpose of publicizing the Club and this attractive product.

VI ABOUT THE MEMBERSHIP.

The Club's membership is comprised of yachtsmen principally from the United States and Canadian waters. There are currently some **1350 memberships**, hailing from **24** states and provinces.

Ninety-seven percent of the membership own boats, virtually equally divided between power and sail.

There are in excess of 60 loyal active members now permanently living in Florida, enough to support a highly successful annual winter rally.

VII THE WILLIAM J. KIVELL AWARD.

The position of Port Captain Coordinator was established by the Board of Directors in 1987 to provide liaison among Port Captains for consistency throughout the Port Captain network. The first individual to hold the post was the late William J. Kivell. So popular and effective was Bill that following his death in 1988, an award was created in his memory to recognize a Port Captain who contributes to the program significantly beyond the ordinary performance of the required duties of that position.

This is not an annual award, but is conferred whenever a Port Captain comes to the attention of the Board of Directors as clearly exemplifying the essence of the position. A candidate is nominated by his respective Rear Commodore or the Port Captain Coordinator. The award, in the form of a plaque and citation, is presented at the Club's annual meeting.

VIII MATERIALS AND SUPPLIES.

Upon his appointment a packet of material relating to the position is sent to a new Port Captain. Additional material can be procured through the Club's office in Port Huron. Available items include letterheads, membership applications, publicity brochures, harbor reports, burgees, club

apparel and other items that will enhance or facilitate the Port Captain in promoting the Club in a positive and professional manner.

IX REVISION OF THIS MANUAL.

This handbook is revised and reprinted on a regular basis. Questions, comments and recommendations for its improvement, and the improvement of the Port Captain program generally, should be directed to the Port Captain Coordinator or the Port Captain's Rear Commodore.

This is your organization. You, as a Port Captain, represent it and have an important part in enhancing its future. The organization is only as good as its members make it. We have a strong background and a challenging future. All of your endeavors should propel the course of the Club in a positive and satisfying manner.

Revised October 2011

1956	PORT CAPTAINS	1956
Belle Isle, Michigan	HAROLD H. SCHROEDER, 811 St. Clair, Grosse Pointe 30, Mich.	
Charlevoix, Mich.	CAPT. JOSEPH HOWARD, Charlevoix, Mich.	
Cheboygan, Michigan	LEWIS D. CRUSOE, 44000 W. Nine Mile Road, Northville, Mich.	
Chicago, Ill.	S. ALEXANDER BELL, 66 E. So. Water St., Chicago 1, Ill.	
Cleveland, O.	OSCAR NETSCHKE, 22560 Edgecliff Dr., Cleveland 23, O.	
Davenport, Ia.	See Tri Cities, Ill.	
Detroit, Mich.	AVERY P. MACKLEM, 1702 Atkinson Ave., Detroit 6, Mich.	
Ephraim, Wis.	IYAN L. THORP, Ephraim, Wis.	
Escanaba, Mich.	JOHN J. MITCHELL, 1012 Seventh Ave., Escanaba, Mich.	
Fish Creek, Wis.	RALPH T. FRIEDMANN, No. 3rd & W. Garfield Ave., Milwaukee, Wis.	
Fort Williams, Ont.	W. ROGER BAILEY, Bank of Toronto Bldg., Fort William, Ont.	
Grand Haven, Mich.	MARTIN VAN OTTEREN, 910 Pinecrest, S.E., E. Grand Rapids, Mich.	
Green Bay, Wis.	RUSSELL W. BOGDA, 1013 S. Jackson St., Green Bay, Wis.	
Harbour Island, Ont.	ROBERT KUHN, 6110 Cass Ave., Detroit 2, Mich.	
Holland, Mich.	HAROLD G. HUTCHINGS, Kagawong, Manitowlin Island, Ont.	
Houghton, Mich.	W. S. MERRIAM, 115 West 12th St., Holland, Mich.	
Les Cheneaux, Mich.	ROBERT KUHN, Box 427, Houghton, Mich.	
Little Current, Ont.	PATRICK M. THORNTON, 5111 N. Meridian St., Indianapolis, Ind.	
Manitowac, Wis.	HENRY R. SCHUETTE, Manitowoc Savings Bank, Manitowac, Wis.	
Menominee, Mich.	L. E. JONES, 107 Stephenson Ave., Menominee, Mich.	
Michigan City, Ind.	HARRIE WILLIAMS, Williams Boat Mart, 6th St. Bridge, Michigan City, Ind.	
Milwaukee, Wis.	WM. T. LAWRIE, 2600 So. Shore Dr., Milwaukee, Wis.	
Moline, Ill.	See Tri Cities, Ill.	
Northport, Mich.	CHARLES VAN SICKLEM, Northport, Mich.	
Oconto, Wis.	DONALD S. DeWITT, 567 Main St., Oconto, Wis.	
Presque Isle, Mich.	GEO. P. RICHARDSON, JR., J. Walter Thompson Co., 410 N. Michigan Ave., Chicago, Ill.	
Racine, Wis.	CHARLES C. VEENSTRA, 409 West Blvd., Racine, Wis.	
Rochester, N.Y.	F. RITTER SHUMWAY, 400 West Ave., Rochester 13, N.Y.	
Rock Island, Ill.	See Tri Cities, Ill.	
Rocky River, O.	JOHN G. ROBINSON, 65 Clifton Park Lagoon, Lakewood, O.	
Saugatuck, Mich.	E. L. LUDVIGSEN, 2825 Oakland Drive., Kalamazoo 38, Mich.	
Sault Ste. Marie, Ont.	WM. O. COLLINS, 606 Wellington St., Sault Ste. Marie, Ont.	
Sawyer Hbr.-Sturgeon Bay, Wis.	CARL JOHNSON, 1065 Field Ave., Apt. 301, Green Bay, Wis.	
St. Clair Shores, Michigan	HOWARD C. BLOSSOM, 26 Daniel Road, St. Louis 17, Mo.	
St. Louis, Mo.	PALMER JOHNSON, Sturgeon Bay Boat Works, Sturgeon Bay, Wis.	
Sturgeon Bay, Wis.	CHAS. VAN SICKLEN, Northport, Mich.	
Sutton Bay, Mich.	CARL B. BABCOCK, Iosco County Abstract Office, Tawas City, Mich.	
Tawas City, Michigan	HOLLIS S. BAKER, Exhibitor's Bldg., Grand Rapids, Mich.	
Thessalon, Ont.	RALPH HENINGER, 201 First Federal Bldg., Davenport, Iowa	
Tri Cities, Ill.	E. P. HAMILTON, Hamilton Mfg. Co., Two Rivers, Wis.	
Two Rivers, Wis.	A. F. WAKEFIELD, Vermilion, O.	
Vermilion, O.	LEWIS D. CLARKE, 210 Washington St., Waukegan, Ill.	
Waukegan, Illinois	CLARENCE E. PITKIN, Whitehall, Mich.	
White Lake, Mich.	JAMES D. BRANCH, J. D. Branch Lumber Co., Ltd., Windsor, Ont.	
Windsor, Ont.		

2014

PORT CAPTAINS

Port	Harbor Report Number	Port Captain
LAKE SUPERIOR, REGION 10		
<i>Rear Commodore Duane R. Flynn</i>		
Bayfield, Wisconsin	S-192	Bill Rohde (Deputy Port Captains Paul & Paula Lundberg)
Duluth, Minnesota	S-187	Ken Van Dyke
Grand Marais, Minnesota	S-182.6	Todd & Susan Miller
Isle Royale, Michigan	S-150	H. David Dalquist III
Knife River, Minnesota	S-186	Nelson C. Stone
Madeline Island, Wisconsin	S-193	Stan Cory
Nipigon, Ontario	S-96	John F. Zechner
Port Superior/Pikes Bay, Wisconsin	S-192.5	David L. & Donna Steffens
Silver Bay, Minnesota	S-183	Renny Lovold
Stockton Island, Wisconsin	S-191.5	Niels R. Jensen
Superior, Wisconsin	S-188	Scott Kellett
Washburn, Wisconsin	S-194	Dale K. Anderson & Rita Cederholm
LAKE MICHIGAN SOUTHWEST, REGION 21		
<i>Rear Commodore Len Nowak</i>		
Belmont Harbor, Chicago, Illinois	M-39	Raymond Teborek
Burnham Harbor, Chicago, Illinois	M-35	Richard Kruke
DuSable Harbor, Chicago, Illinois	M-37.5	Kenneth A. Verhaeren
Hammond, Indiana	M-32.5	Bernard Vance
Jackson Park Harbor, Chicago, Illinois	M-34	Stanley Gratt
Milwaukee, Wisconsin	M-46	Robert Gardiner
Racine, Wisconsin	M-45	Peter F. Theis
Waukegan, Illinois	M-43	Christabel H. Frederick (Deputy Port Captain William J. Hart)
Winthrop Harbor, Illinois	M-43.4	Timothy P. Covey
LAKE MICHIGAN NORTHWEST, REGION 24		
<i>Rear Commodore TBD</i>		
Egg Harbor, Wisconsin	M-74	Ken Mathys
Ephraim, Wisconsin	M-78	William Schult (Deputy Port Captain Eric V. Johnson)
Escanaba, Michigan	M-101	Marilyn Kinsey
Fayette, Michigan	M-91	Raymond Park Johnston
Sawyer Harbor, Wisconsin	M-73	Alan F. Wentworth
Sturgeon Bay, Wisconsin	M-72.5	Alan F. Wentworth
LAKE MICHIGAN SOUTHEAST, REGION 27		
<i>Rear Commodore Walter M. Johnson</i>		
Grand Haven, Michigan	M-23	Dennis Nickels
Macatawa, Michigan	M-24	Herb Eldean
Muskegon, Michigan	M-22	Raymond J. Hilt
New Buffalo, Michigan	M-27.5	Lee A. Stahl III
Port Sheldon, Michigan	M-23.5	Dan & Linda Cline
Saugatuck, Michigan	M-25	John S. Stephenson
St. Joe/Benton Harbor, Michigan	M-27	James R. 'Jim' Chapman
NORTH CHANNEL, REGION 33		
<i>Rear Commodore Roland Aubé</i>		
Blind River, Ontario	NC-59	Roland Henri Aubé
Gore Bay, Ontario	NC-14	Sally Zahnow
Hilton Beach, Ontario	NC-75	Geoff Shaw
Little Current, Ontario	NC-17	Byron G. Turner Jr.
McGregor Bay, Ontario	NC-84	John Lobbezoo
Meldrum Bay, Ontario	NC-10	Elizabeth Durham
Sault Ste. Marie, Ontario	S-1	Daniel C. Sharp
Serpent Harbour, ON (NCYC)	NC-54	David J. Margetts
Spanish, Ontario	NC-40	Bill Walker

PORT CAPTAINS

Port	Harbor Report Number	Port Captain
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GEORGIAN BAY, LAKE ONTARIO, AND CONNECTING WATERWAYS, REGION 35
Rear Commodore David Brace

Beckwith Island, Ontario	GB-19.4	Harold Darch
Byng Inlet, Ontario	GB-40.9	Mark Garscadden
French River, Ontario	GB-43	James J. Wooll
Honey Harbour, Ontario	GB-25	David Brace
Isle of Pines to Byng Inlet, Ontario	GB-39	William James
Killarney, Ontario	GB-52	Charles Zumkehr
Longuissa Bay Area, Ontario	GB-26.2	Gerry Hawke
Meaford, Ontario	GB-15	Ian Shaw
Midland, Ontario	GB-22	George Bartlett
Moon Island Area, Ontario	GB-28	James E. Fordyce
Owen Sound, Ontario	GB-14	Harold E. Sutherland
Parry Sound, Ontario	GB-31	Fred A. Biemann
Penetanguishene, Ontario	GB-21	Bruce Arthur
Port McNicoll, Ontario	GB-23	Ted O'Leary
Thornbury, Ontario	GB-16	Alan Chesworth
Warton, Ontario	GB-12	Edward T. Youngs (Deputy Port Captain Harald Braun)
Ottawa-Rideau Canal, Ontario	W-7 & W-8	J. Edward Moorhouse
Toronto Harbour, Ontario	O-45	Michael Carter

LAKE MICHIGAN NORTHEAST & LAKE HURON NORTHWEST, REGION 39

Rear Commodore Robert L. Ogur

Alpena, Michigan	H-66	Douglas Pugh
Au Sable River (Oscoda), Michigan	H-64	David A. Dobbs
Bowers Harbor, Michigan	M-9	Robert L. Ogur
Boyne City, Michigan	M-6.3	Howard W. Newkirk
Charlevoix & East Jordan, Michigan	M-6 & M-6.5	Werner Meyer
Cheboygan, Michigan	H-75	James A. McNine
Duncan Bay, Michigan	H-74.5	James A. Williams
Elk Rapids, Michigan	M-7	Thomas & Barbara Lyon
Harbor Springs, Michigan	M-4	Richard K. McMillan
Les Cheneaux Islands, Michigan	H-81	W. J. Stroh
Mackinaw City, Michigan	H-76.5	James H. Lawler
Mackinac Island, Michigan	H-77	James A. McNine
Northport, Michigan	M-13	Frederick W. Steffens II
Presque Isle, Michigan	M-70	George S. Hoster Jr.
Rogers City, Michigan	H-73	Beach B. Hall
Suttons Bay, Michigan	M-11	James W. Richardson
Traverse City, Michigan	M-10	Jon H. Kinne

SOUTHWESTERN ONTARIO, REGION 43

Rear Commodore Brad Somers

Amhurstburg, Ontario	D-82	R. Bradley Somers
Bayfield, Ontario	H-5	Bob Dell
Goderich, Ontario	H-6	Robert F. Baechler (Deputy Port Captain Richard Peever)
Grand Bend, Ontario	H-4	Terri E. Kennedy
Leamington, Ontario	E-34	Ronan P. Oliver
Point Edward, Ontario	H-2	Ardith H. Barclay
Port Franks, Ontario	H-3	Douglas MacLaine
Port Stanley, Ontario	E-31	J. Christopher Scarff
Rondeau Harbour, Ontario	E-32	Sheridan E. Atkinson
Sarnia, Ontario	D-3	Joseph M. McKeown
Southampton, Ontario	H-9	Patrick J. O'Connor
Tobermory, Ontario	GB-3	Wayne E. Beutel
Windsor Municipal Marina, Ontario	D-58.1	Richard Haller
Windsor, Ontario	D-58	Gary Henrich

2014

PORT CAPTAINS

Port	Harbor Report Number	Port Captain
DETROIT/SAGINAW BAY, REGION 47		
<i>Rear Commodore Mark Lifter</i>		
Algonac, Michigan	D-18	Roger Dye
Au Gres, Michigan	H-62.5	Elizabeth M. Hickey
Bay City, Michigan	H-61	Cheryl Cheger-Timm (Deputy Port Captain Craig Murchison)
Clinton River, Michigan	D-42	E. Philip Doolittle
Detroit, Michigan	D-54	Mark Lifter
Harsens Island, Michigan	D-22	Mitchell Gawrysiak
Lexington, Michigan	H-54	John H. Groustra
Linwood, Michigan	H-62	Christine Moore-Skrocki
Metropolitan Beach, Michigan	D-44	David Bartilson
Port Huron, Michigan	D-1	George W. Mosher
Port Sanilac, Michigan	H-55	Chester S. Kolascz
St. Clair, Michigan	D-8	William H. Heidebreicht (Deputy Port Captain Gerald Stapleton)
St. Clair Shores, Michigan	D-48	Richard C. Mertz Jr.
LAKE ERIE, REGION 53		
<i>Rear Commodore Richard Barzyk</i>		
Ashtabula, Ohio	E-6	Richard C. Halas
Bay Point Area, Ohio	E-16.4	Charles E. Mead
Bolles Harbor, MI	E-22	Michael & Kathleen Powers
Catawba Island, Ohio	E-19	George J. Goudreau Jr.
Cedar Point, Ohio	E-16.5	Douglas 'Doug' Jackson
Chagrin River, Ohio	E-9	James Bonfanti
Cleveland, Ohio	E-10	Hartford M. Harding Jr.
East Harbor, Ohio	E-16.7	Walter & Barbara Moore
Erie, PA	E-4	James Willett
Fairport, Ohio	E-7	James 'Bullfrog' & Paula Richlak
Geneva State Park, Ohio	E-6.5	Robert B. Lee
Huron, Ohio	E-15	Richard M. Barzyk
Kelley's Island, Ohio	E-17	Richard L. Clark
Lorain, Ohio	E-13	James A. Ehrman (Deputy Port Captain Jim Sams)
Marblehead, Ohio	E-16.6	John R. Rick
Maumee State Park, Ohio	E-20.7	John H. Daly III
Middle Bass Island, Ohio	E-14	Mark Gagyi
Pelee Island, Ohio	E-33	Roger P. Hankle (Deputy Port Captain, Joyce Rogers)
Port Clinton, Ohio	E-20	James L. Fisher (Deputy Port Captain, David R. Obergefell)
Put-in-Bay, Ohio	E-18	Joe R. & Karen Mesenburg
Rocky River, Ohio	E-11	Ed Mahoney
Sandusky, Ohio	E-16	Ned A. Bromm (Deputy Port Captain, Murray A. Headlee)
Sawmill Creek, Ohio	E-15.5	Richard Barzyk
Toledo, Ohio	E-21	George 'Skip' McCullough
Toledo Beach, Michigan	E-21.8	George 'Skip' McCullough
Vermilion, Ohio	E-14	Mark Gagyi
West Harbor, Ohio	E-16.8	Dennis Dutcher (Deputy Port Captain Max Guzman)
BEYOND THE GREAT LAKES, REGION 99		
Charleston, South Carolina		John 'Jack' Wilson
Charlotte Harbor, Florida		John & Penny Holmes
Lighthouse Point, Florida		James C. Acheson
Middle Florida Keys		Mike Kohut
Scotland		Alexander G. Taggart
Upper Mississippi River	W-2	Ralph H. Heninger

RECOGNITION

AND

AWARDS

RECOGNITION AND AWARDS

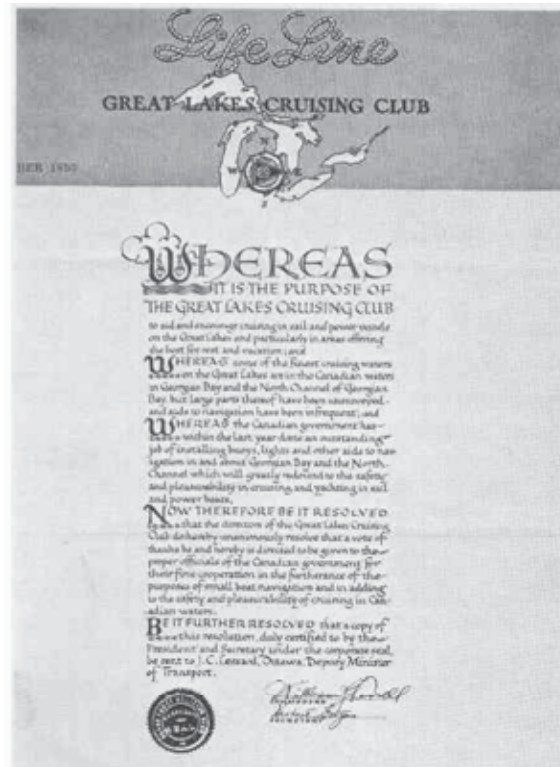
A. JOHN LOBBEZOO AND RICK VAN MELL

In the first eighty years of The Great Lakes Cruising Club friendships have developed across all the Great Lakes. Members have shared experiences, knowledge, education and exploration of our fresh water paradise. Our present membership will carry on the sharing of distant shores to the next generation so they too can experience the beauty and tranquility of these marvelous waters.

The first recognitions were confined to the minutes of the early meetings. On the motion of Arch Gibson, at the Board meeting of January 3, 1940, William George D. Orr and Charles R. Walgreen were recognized for their contributions as members of the Advisory Board of Governors. Unfortunately, such posthumous recognition seemed to be the style of the times.

It is most fitting that the first recognition of a living member appeared in the 8th issue of Lifeline in February 1984. "You all know that Arch Gibson has felt he must give up the chairmanship of the Log Book Committee. Arch has been responsible for the book since the Club was founded in 1934. He has worked hard and long to bring us the feature on which the Club was built and it is with sincere respect and regard for Arch that the Directors unanimously adopted this resolution: 'WHEREAS: The most outstanding achievement of the Great Lakes Cruising Club has been the preparation and distribution of its Port Pilot & Log Book, AND WHEREAS: To more than anything else, the excellence of this work can be attributed to the determination of our fellow member, Arch M. Gibson, whose untiring effort over a period of many years has established for the book its present standard of usefulness, BE IT THEREFORE RESOLVED: That this resolution be spread upon the minutes as an acknowledgement of our debt to him, and as an evidence of our appreciation of his long service as Chairman of the Log Book Committee.'" Also, as they felt some memento of Cruising Club service should be presented, they believed they could do nothing finer nor more cherished than one of our copies of the Club's own movies. Hats off to Arch, for his fine work!

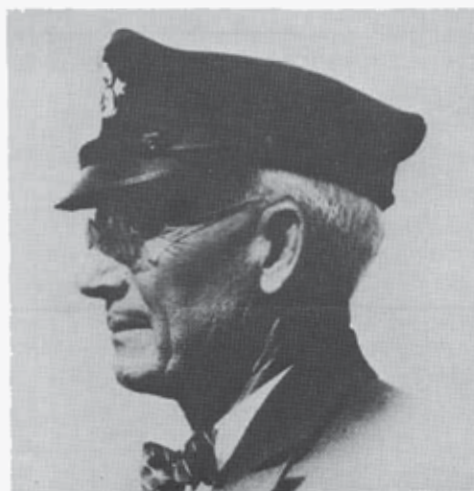
The October 1950 Life Line carried a copy of the resolution of appreciation for Canada's establishment of cruising aids.



Life Line, in October 1950, carried the first of a new trend. The whole cover was dedicated to a copy of a resolution of the Board: "WHEREAS it is the purpose of the Great Lakes Cruising Club to aid and encourage cruising in sail and power vessels on the Great Lakes and particularly in areas offering the best for rest and vacation; and WHEREAS some of the finest cruising waters on the Great Lakes are in the Canadian waters in Georgian Bay and the North Channel of Georgian Bay, but large parts thereof have been unsurveyed, and aids to navigation have been infrequent; and WHEREAS the Canadian government has within the last year done an outstanding job of installing buoys, lights and other aids to navigation in and about Georgian Bay and the North Channel which will greatly redound to the safety and pleurability in cruising and yachting in sail and power boats, NOW THEREFORE BE IT RESOLVED that the directors of the Great Lakes Cruising Club do hereby unanimously resolve that a vote of thanks be and hereby is directed to be given to the proper officials of the Canadian government for their fine cooperation in the furtherance of the purposes of small boat navigation and in adding to the safety and pleurability of cruising in Canadian waters. BE IT FURTHER RESOLVED that a copy of this resolution, duly certified to by the President and Secretary under the corporate seal, be sent to J.C. Lessard, Ottawa, Deputy Minister of Transport." (signed) William Terrell and Herbert Gaetjens.

Recognition was formalized on an annual basis in 1956. Commodore Roy Olson reported that a plan had been established for giving Award Of Merit Plaques to those of our members who had made conspicuous contributions to the Club. A committee was established of Ellis H. Croisant, Thomas G. Richards and Edgar B. Tolman to establish the principles under which the Award is given. The cited member (1) must have performed extraordinary service on behalf of the Club over or during a period of three years. This service is over and above normal activities relating to his club functions; (2) must be currently an active member; (3) The Commodore cannot qualify as the commodorship is in itself adequate reward, being recognized with a Commodore's Plaque; (4) The award cannot be repeated to the same member; (5) The award committee will be appointed annually by the Commodore. Arch Gibson, Alfred Wenzel, Rurik Anderson and Phil Hess were the first four recipients of the Award of Merit. these same criteria still stand today and the thirty-seven individuals who have received the Award to date are recorded in these pages and annually in the GLCC Roster.

As the Club grew, so did recognition of other marine activities which mirrored GLCC objectives. The April 1960 Life Line reported on the remarkable legacy of a GLCC family. Ted D. Wakefield, 1982 Award of Merit winner and presently a director, is an avid and articulate historian of Great Lakes Lore. His chapter in this book is his own translation from the original French of early exploration and sharing of news of distant shores. But he is of a long line of Wakefield tradition himself. Commodore Fred W. Wakefield headed the Lakewood Yacht Club in 1903, which later became the Cleveland Yacht Club, and in 1921 he became Commodore of the Inter-Lake Yachting Association. Home was "Harbor View", built in 1909 in Vermillion, Ohio. In 1944, Clarence S. Metcalf, A.A. Mastics, Milton, N. Gallup, and C.W. Stage formed a society to preserve the lore of the Great Lakes. Following the Commodore and Mrs. Wakefield's deaths in 1934 and 1951, the Wakefield Nautical Museum of Great Lakes Historical Society was born when the



Commodore Fred W. Wakefield

A Grand Old Man of the lakes, Commodore Fred W. Wakefield, whose family home became the Wakefield Museum of the Great Lakes Historical Society at Vermillion, Ohio.

AWARDS

Award Of Merit

Established 11 September 1956 for recognition of a currently active member who has contributed extraordinary service to the Club over a period of three years. The award cannot be given more than once to the same individual nor can the Commodore qualify. Selection is made by an ad hoc committee appointed annually by the Commodore, with presentation at the annual meeting.

1956	Archibald Gibson	1981	Robert H. Gerrits
	Alfred C. Wenzel	1982	Theodore D. Wakefield
	Rurik Anderson	1983	Stuart E. Sheill
	Philip E. Hess	1984	Al Mastics
1957	Howard C. Blossom	1985	R. Bruce Preble
	Edward H. Schultz, Jr.	1986	James C. Acheson
1958	F. Ritter Shumway	1987	H. David Dalquist
	Colin MacMillan	1988	George P. Wakefield
1959	Arthur Hutchison	1989	Herbert J. Kaczmarek
1960	Harold V. Kelley	1990	Derck Amerman
	Addison B. Aldrich	1991	Morris Bleckman
1961	George S. Clemens	1992	Jack F. Bailey, M.D.
1962	John P. Richmond	1993	Richard A. Danly
1963	Grant H. Turner	1994	Paul C. Frederick
1964	Bruce L. Simpson	1995	Ronald Dwelle
1965	Charles W. Brittan, Jr.	1996	Stephen A. Schiller
1967	Roy H. Olson	1997	Fred G. Schriever
	Ellis H. Croisant	1998	A. B. Crow
1971	James H. Roe	1999	Robert P. Knight
1972	Nat D. Goldberg	2000	A. John Lobbezoo
1973	Roy W. Spanjer	2001	Michael B. Sutherland
1974	Lewis D. Clarke	2002	Ardith Barclay
1975	Byron G. Turner	2003	Manley 'Monnie' Goldfine
1976	Herbert P. Haring	2005	Joe R. & Karen Mesenburg
	Jack D. Parker	2006	George "Gus" Hoster, Jr.
1977	Gerald L. Park	2007	James "J.E." Fordyce
1978	Lawrence B. Perkins	2008	Mel Wallbank
1979	Edward F. Classen	2009	Tim Boehlke
1980	Marjorie & Harvey Brazer	2012	Bill Rohde
	Bonnie and Ronald Dahl	2013	E. Philip Doolittle

William J. Kivell Memorial Award

Established 14 March 1989 for recognition of a Port Captain who, in the opinion of the board of directors, has made an outstanding contribution to the Port Captain program. Presentation is at the annual meeting. This award is named in memory of the late Director William J. Kivell, who was first to occupy the position of Port Captain Coordinator, 1987-88.

1991	James C. Acheson	2003	James "J.E." Fordyce
1992	Ronald M. McQuarrie	2006	James J. Wooll
1993	Armin "Doc" Roe	2007	Bill Rohde
1994	John Winter	2008	Darryl Leeson
1996	Leslie M. Reading	2009	Jim Ehrman
1998	Herbert J. Kaczmarek	2010	David Steffens
1999	Sally Zahnow	2011	Werner 'Vern' Meyer
2000	Sheridan E. Atkinson	2012	Donn Larson
2001	Robert S. Croson	2013	Mark Gagy



The Wakefield Museum of the Great Lakes Historical Society

Wakefield family established the Vermillion Foundation, a public service trust fund, in memory of their lake-loving father, and granted the use of "Harbor View" for the museum which was dedicated October 25, 1953. Pictures, relics, models, souvenirs, letters, papers, objects of all sorts that pertain to ships on

fresh water, a rib from Perry's fighting craft, the NIAGRA, and a modern gyro compass from a freighter, all make Great Lakes History come alive at Vermillion, Ohio.

Yet another form of recognition appeared in 1961: bronze plaques. The first was placed in Ephraim, Wisconsin, "In memory of Warren T. Davis for the services he performed for the Great Lakes Cruising Club in the community of Ephraim, Wisc. Member 1940 to 1960. Served with distinction as Chairman Log Book Committee, Vice Commodore and Commodore."

A similar plaque in memory of Leslie E. Schaeffer was mounted about the same time at the Michigan City Yacht Club. Les was one of the great moving forces in the Cruising Club, the Lake Michigan Yachting Association, and also the Michigan City Yacht Club.

Certain perils travel with us as we cruise. Grounding, storm and fire rank as special hazards, and call forth heroic effort for those in distress. Howard Blossom, Fleet Captain, Award of Merit



Visitor Geraldine Martin inspects the original fresnel lens of the Chicago Harbor Light at the Wakefield Museum.

winner and active member for forty-five years has handled them all. In August, 1962, an easy cruise to Porcupine Island in the North Channel turned into a battle with a fire on Fox Island. Howard and his crew of two spotted a column of grey smoke punctuated with puffs of black that could only be a forest fire, while approaching the Benjamins to the south of Fox. Fortunately the fire was on the western end, and given a little luck, he and his crew, with the help of a few other boats, could keep it from spreading to the rest of the island. Buckets were used at first to knock down the worst of the flames on the advancing front of the fire. The fire was burning throughout an area of perhaps one acre of rather dense underbrush and trees, partially confined by small patches of rock. When buckets had the worst of it under control, Howard started up the pumps on PHANTOM and could supply a small but steady stream to wet down the hot spots and keep them under control. A team of Indian firefighters arrived about then with a gasoline pump and large hoses which finished the job by the end of the afternoon. It was Howard's guess that the fire was started by a glass bottle left ashore on dry pine needles near the windward edge of the burned area. Such unsightly trash he termed "people-grundies".

It had been just about a year earlier that Howard Blossom and Chuck Brittan set out to confirm a dubious shoal near French River. Though the charts showed an "ED" existence doubtful, the team did find and confirm the existence of a new shoal about 1 1/2 miles northwest of the charted position, and only 1/3 of a mile off the steamer track. Howard relayed the findings to the Canadian Hydrographic Office. They confirmed his report, accurate to within a few second of latitude and longitude, officially named it Phantom Shoal, and published it in the Canadian Notice To Mariners, compliments of the "Canadian Hydrographic Office and the Great Lakes Cruising Club."

Recognition of seamanship can take many forms. One of the most enjoyable occurred in 1964 when GLCC Commodore Art Hutchison and directors Phil Hess, Larry Stein, Ken Kohanzo and Roy Olson boarded the square rigger CHRISTIAN RADICH upon her visit to Chicago during a Great Lakes tour. The three masted ship serves as a training vessel for the Royal Norwegian Navy and puts to sea routinely for eight week cruises. Captain Backen was made an honorary GLCC member and presented with a copy of the Port Pilot and Log Book.

Another well-known GLCC family was honored at the 1965 Rendezvous at Little Current. Barney Turner acknowledged with gratitude the plaque dedicated to his father, Grant Turner, one of the pioneers of all North Channel cruising. This plaque continued the style and format started five years before, and carried on to this day.

It took almost a year, but in July of 1966 GLCC Officers Art Hutchison, Roy Olson, Mark Lowell and Larry Stein and Jim Roe boarded the PHILIP D. BLOCK to present the first Special Rescue Award to Captain David Kinnear. The steamer BLOCK was upbound on stormy Lake Michigan about 14 miles from Chicago on September 4, 1965. At about 9 p.m. Wheelsman Harold Bailey, from the pilothouse, saw a flashlight blinking in the darkness. A few minutes later the freighter reached a 22 foot sailboat, the KAPUSTA KID, which was submerged but kept from sinking by her floatation tanks. Cradled atop the boat, which had been swamped seven hours earlier, was a dingy containing four persons. A fifth clung to the side. The craft plunged precariously in seven foot waves. The BLOCK's crew sprang into action.



The third Special Rescue Award as presented to Captain Taylor of the ROGER M. KYES.

Douglas Raber, a watchman, and James Woods, third assistant engineer, grabbed lifelines and jumped into the water. First Mate Richard Black went down the ladder. Two young women, Jacqueline Havey and Tannis Bushman, dove from the dinghy and were assisted by the three crewmen to the ship and up the ladder. When the freighter and dinghy became separated, the BLOCK made a second pass. On again reaching the scene, her crewmen found the remaining occupants of the dinghy in the water. They were George Bartimes, Ray Kopetz, and the latter's wife, Vinette. This time Jim Gall, boatswain, and William Lewis, Jr., an oiler, went over the side with lifelines, and pulled Bartimes, whose shoulder was broken and Kopetz, who had lost his life preserver, to the ladder. Meanwhile, Mrs. Kopetz, in a preserver, shouted for help as she drifted out of sight in the darkness. Second Mate Russell Carlson then threw three lighted ring buoys overboard to mark the location. When the BLOCK turned back to the scene, Mrs. Kopetz was nowhere in sight, and the ship circled for 45 minutes before the stern searchlight finally located her near one of the lighted ring buoys. Wheelsman Peter Plimpton donned a life preserver, dove into the water, and swam 100 feet to Mrs. Kopetz. Then he grabbed a line tossed from the ship, and the two made their way back to the BLOCK. When she was safely aboard the vessel, Mrs. Kopetz inquired as to the name of her rescuer. When told it was Plimpton, she asked, "Peter Plimpton?" She and the wheelsman were former classmates at Valparaiso University.

When 1969 rolled around, Howard Blossom was still at his rescue work. So successful was he, that the Canadian Coast Guard presented him with a scroll making him an Honorary Volunteer Searchmaster. In just that year Howard had come to the aid of four vessels in just one month.

1969 took a toll farther south too. On July 4th a severe storm hit Huron and Vermillion, Ohio. Eight to twelve inches of rain saturated the area, flooding the Huron and Vermillion rivers. Then, dams gave way on both, washing uncounted boats away in a wall of water. Those few that survived the river were battered by 30 knot northeast winds and seas. A grim reminder that the forces of nature can exceed our best efforts, no matter how great the preparation.

Dr. Addison B. Aldrich was honored with a plaque erected in his memory at Hancock, Michigan on June 20, 1970. Dr. Aldrich was the Rear Commodore for Lake Superior at the time of his death.

Two more Special Rescue Awards were presented in the 70's. Captain J.A. Hinds, Master of the C & O car ferry, SS SPARTAN, was given the award in recognition of the heroism of himself and his crew in effecting the rescue of three men and a boy from their swamped and overturned 19 foot outboard some 12 miles off Milwaukee in four to six foot seas. The second was awarded to Captain Michael F. Taylor and the crew of American Steamship Company's ROGER M. KYES for the rescue of three yachtsmen from Lake Huron, the night of May 8, 1976.



One of four boats that Howard Blossom's PHANTOM assisted in just one month in 1969. This one sits on Harbour Reef in Alexander Inlet.



The storms over Huron and Vermillion, Ohio on July 4, 1969 serve as a reminder of that old saying, "... The sea is so great, and my ship is so small."

James C. Acheson, since joining The Great Lakes Cruising Club in 1968, has been a most significant force in the development of not only the recognition of member awards, but also in the creation of awards for achievement. He has been a member extraordinary, Director, Port Captain, Vice Commodore, Commodore, and Fleet Captain. Jim Acheson's involvement includes positions on many committees: Advisor to the Commodore, Admiral Bayfield Award, Historical, Planning, Port Pilot & Log Book, Protocol and Website/IT. Jim, along with Commodore Richard Danly, designed and implemented the burgees for 25 and 50 year members. In May 1981, Jim was the force behind the Admiral Bayfield Award being created. The Commodore's trophy was conceived in March 1985, due in large, to the insight of Jim Acheson. In 1991, the William J. Kivell award was given to Jim for recognition of his contribution to the Port Captain Program. The Founder's Award established in 1997 was, again in large part, the idea of Jim. Commodore Acheson has given great amounts of his time, energy and knowledge to The Great Lakes Cruising Club over the past forty-seven years. All the awards mentioned and their awardees reflect member involvement and their love and dedication to The Great Lakes Cruising Club.

Thus, those who have given have been rewarded. In the spirit of friends, and the spirit of sharing, often at some personal risk, the contributions were made which bind GLCC members in seamanship and friendship. It is yet one more way for each of us to "Share our Distant Shores."



Fleet Captain Jim and Sue Acheson

AWARDS

Commodore's Trophy

Established 29 March 1985 to be presented to the member who has traveled the farthest by boat specifically to attend the annual rendezvous. A committee consisting of the commodore, the region's rear commodore and the rendezvous chair decides which applicant should receive the trophy. This award now may be given only once to the same individual.

1985	Henry D. Towers	1998	Aubrey Millard	2007	Ernst K. Renner
1986	Robert L. Baxter	1999	Gustavus Hancock	2008	Charlie and Kathy Zumkehr
1987	Philip H. Hutchinson	2000	Michael B. Sutherland	2009	John 'Jack' Wilson
1988	Edward F. Classen	2001	Melvyn Durchslag	2010	John 'Jack' Wilson
1989	Richard L. Brooks	2001	George C. Fauser	2011	John 'Jack' Wilson
1990	Robert F. Fellner	2001	James L. Fisher	2012	John & Penny Holmes
1991	Carlyle Baker	2001	Roger P. Hankle	2013	Paul & Jacquie DePalma
1992	Gerald E. Gill	2001	Joe R. Mesenburg	2013	Roger Hankle & Joyce Rogers
1993	William G. Pace	2002	Jurgen Kok	2013	Doug & Pam Jackson
1994	Roger Markle	2003	Anderson Jones	2013	William E. & Carolyn Taylor
1995	Armin "Doc" Roe	2004	Charles A. Cooper Jr.		
1996	Manley Goldfine	2005	Ralph H. Heninger		
1997	Bonnie Huber	2006	Richard L. Clark		
1997	Ted Moorhouse				

AWARDS

Admiral Bayfield Award

Conceived by Commodore James Acheson, this award was established 12 May, 1981, to recognize those members who have engaged in substantial cruising in all of the Great Lakes and who exemplify the Corinthian yachtsman contemplated in the Objectives of the Club. The award is conferred by the Board of Directors on nomination of any member, including the nominee. The documentation outlined below is sought from any member desiring to apply for the award. Written application should be directed to the Club office. If both spouses are believed to be qualified, both must sign the letter of application.

The candidate(s) shall provide specific acknowledgement that—

1. All cruising offered in support of qualification was done while a member of the Club.*
2. Each applicant has cruised at least 5,000 nautical miles within the Great Lakes system.
3. He or she (or a couple together) held a substantial portion of command during periods of qualification.
4. All cruising offered in support of qualification was entirely recreational (not remunerated, not racing, etc.).

A tabulation itemizing ports of call and anchorages visited, showing dates, shall be submitted for the cruises in which satisfaction of criteria for each lake is claimed. It is recommended that the application be accompanied by a general chart of the Great Lakes (NOS 14500 or CHS 2400) portraying the cruising route in each lake. It would be displayed at the event at which the award is presented.

Such tabulation should clearly disclose that the candidate has, *with respect to each lake* —

1. Been underway to a new port or anchorage a minimum of seven days, calling at a minimum of three ports or anchorages all separated by at least 50 nautical miles.
2. Cruised from the point of entry to a point beyond a radius equal to one-half the length of the lake; or, failing that, logged the equivalent distance in the outward portion of the cruise.
3. Satisfied each of the above criteria in a single continuous cruise.
4. A "port of call" cannot be a point of origin in any lake.

Connecting waters: The **St. Mary's River** above the locks is deemed to be part of Lake Superior. The St. Mary's River below the locks and the **St. Clair River** are deemed to be part of Lake Huron. The **Detroit River** is deemed to be part of Lake Erie. **Lake St. Clair** may be considered as part of Lake Huron or Lake Erie, the **Trent-Severn Waterway** may be considered as part of Lake Ontario or Lake Huron's Georgian Bay (or attributed partially to both) and the **Welland Canal** may be considered as part of Lake Erie or Lake Ontario, all at the candidate's discretion. The **Niagara River** above the falls is deemed to be part of Lake Erie and the reach below the falls and the **St. Lawrence River** above the Iroquois Lock are deemed to be part of Lake Ontario. (The Lawrence River below the Iroquois Lock, the Erie Canal, the Rideau Canal, the Ottawa River and routes to the Mississippi are not considered part of the Great Lakes for purposes of this award). These connecting waters qualify only to the extent of (1) a single day's cruising and (2) an intermediate port of call or anchorage or the termination of a lake's cruising. Days and mileage within these waters do not otherwise accrue.

*For this purpose, spouses are considered to have been joint "members" throughout their partnership.

1987 Donald A. Bamford	1996 Commodore Derck Amerman	2007 James Clausen
1987 Thomas E. Leonard	1996 Commodore Richard and Pat Danly	2007 Rear Commodore Gary & Sharon Henric
1987 Commodore Lawrence B. Perkins	1996 John & Dorothy Henderson	2007 Kip & Marcy Schmidt
1987 Robert F. Roney	1996 David E. Lowe	2007 Richard & Marilyn Wallace
1989 Fred M. Arnold	1997 Fred and Catherine 'Katy' Locke	2008 Steve and Darra Haase
1989 Truman H. Cummings, Jr.	1997 Robert P. Knight	
1990 Herbert Leidecker	1998 Edwin and Judy Crook	2009 Bill and Judy Rohde
1990 Jim R. Thill, Sr.	1998 Mike and Linda Kohut	2009 Roger Hankle & Joyce Rogers
1990 William Spunar	1998 Richard Prins	2009 Charles and Joann Mead
1991 Commodore James C. Acheson	1998 Vernon Willert	
1991 John A. Beierwaltes	1999 James and Karen Lawler	2010 Robert and Ivie Wightman
1991 Donald G. Evans, Jr.	1999 Aubrey J. Millard	2010 Cheryl Cheger-Timm & Larry Timm
1991 Marven J. Glen	1999 J. Edward "Ted" & Venetia Moorhouse	2010 Bobbe & Jim Wooll
1991 W.B. "Hap" Hecker	1999 William Templeman	2011 Ernst & Margaret Renner
1991 F. William Schwartz, Jr.		2011 Fleet Surgeon Gail Bowdish
1991 Vice Commodore Michael Sutherland	2000 Richard C. Widdis	2011 Commodore J.E. & Michele Fordyce
1991 Henry W. Williams, Jr.	2000 Donald A. Johnson	2011 James and Joanne Foley
1991 Rear Commodore Erwin "Bud" Zalon	2001 Richard & Donna Fink	2011 Craig and Pam Murchison
1992 J. Edward Kelly	2001 Tom & Ann Lyons	2012 Chris and Diane Hansen
1992 William V. Sharp	2001 Commodore Joe & Karen Mesenburg	2012 John and Penny Holmes
1992 Peter Traphagan		
1993 Walter P. Simmons	2002 James L. Fisher	2013 Tom and Mary Wolf
1994 Joseph T. Charles	2002 Rear Commodore Dave & Nancy Williams	
1994 Robbert Hartog	2003 James R. Passe	
1995 Morris Bleckman	2003 John F. Shearer	
1995 Charles A. Cooper, Jr.	2003 Juan A. Galan, Jr.	
1995 Yvonne S. Hoag		
1995 Fred & Loreena Richardson	2006 William & Carolyn Taylor	
1995 Armin "Doc" Roe		

AWARDS

The Founder's Award

The Founders Award is an annual GLCC member award for the best cruising log of a cruise on the Great Lakes. The award honors the founding members of the GLCC, those **nine** yachtsmen who came together in 1934 in order to share information from their summer cruises — for their own enjoyment and for the betterment of cruising on the Great Lakes. **The founders were Arthur W. Anderson, Kenneth Ball, George Catto, Ralph B. Cobb, MD, Donald E. Currier, R. Robinson Duff, MD, Arch M. Gibson, Charles J. Peterson and Charles N. Steele.**

The purposes of the award are to honor members for exemplary skill and artistry in recording their cruises on the Great Lakes; to foster increased participation and involvement by members in Club activities; and to provide a mechanism for soliciting material which can be used in *Lifeline*, in the *Port Pilot and Log Book*, and in other GLCC publications.

The award is available to all members, including officers and directors. The requirements are:

1. The member, or optionally members in the instance of joint membership, submits the log of the cruise to the GLCC office.
2. The cruise must have taken place predominantly on the Great Lakes.
3. The log must include substantial portions of text, and should include graphic elements such as chart excerpts, still photographs, and/or sketches or other original art. Text should be submitted in a manner the entrant would consider appropriate for publication in *Lifeline*.
4. The entrant must not have won the Founders Award in the preceding three years.

Submission of the log by the member(s) signifies a willingness to have the log reprinted and published by the GLCC in *Lifeline*, as an appendix to the GLCC *Port Pilot and Log Book* and/or other GLCC publications, either in print form or posted on the GLCC web site.

The Founders Award is presented to the winning member (or joint members) at one of the Club's meetings (the annual meeting in October if at all possible) in the form of a plaque. Presentation will normally be accompanied by a public display of the winning log in some format. In order to allow sufficient time for judging and timely notification of the winner, the following schedule shall apply:

- March 1. Deadline for submission for award presentation the following October. Entries after this date will be held for the next year's contest.
- March 31. Date by which the GLCC office will forward all entries to the judges.
- May 31. Date by which the judges shall complete their judging and advise the GLCC office and the commodore of their decision.
- June 30. Date by which the office or the commodore shall advise the winner of his or her selection.

The entries shall be judged by a committee appointed by the commodore. The committee will typically consist of the winners of the award in the three most recent years unless unable to serve in that capacity. The commodore may choose to appoint a member of the GLCC board of directors to chair the judging committee, or may select the chair from the recent winners.

Founders Award entries shall be judged considering the following criteria:

- A. *Compliance with General Guidelines*
1. Fosters skill and artistry in recording cruises on the Great Lakes
 2. Provides material that can be used in *Lifeline*, the *Log Book* or in other publications.
- B. *Meets Requirement Criteria*
1. Must be a cruising log covering a duration not to exceed a single Great Lakes cruising season.
 2. Must include substantial portions of text, edited appropriately for inclusion in *Lifeline*.
 3. Includes graphic elements. Note—digital graphics (e.g. .jpg photographs) are preferred to be 300 dpi resolution or higher.
 4. Founder's Award log submissions must be in electronic form unless otherwise agreed in advance by the GLCC Founder's Award committee. Blog or web site submissions are acceptable, as are static electronic documents such as Microsoft Word documents or PDF files. However, if blog or web site logs are offered as the primary Founder's Award submission media, they must also be accompanied by a static electronic version of the log or a substantial subset thereof, suitable for GLCC *Lifeline* and *Log Book* editor extraction and use in various GLCC publications. Note that particularly for GLCC harbor reports appendix purposes the availability of a static electronic format is required so that the club will not "lose" these documents should the blog site or member web site containing the Founder's Log submission no longer be supported at some point in the future.
- C. *Evaluation Criteria for Judging Skill and Artistry*
1. *Presentation*: Organization, including section headings to lead the reader, flow of the narrative and use of graphical elements to attract a GLCC member's continued interest.
 2. *Interest*: An evaluation of the narrative, including the uniqueness of the voyage and experiences, and the skill with which the writer relates the tale, as to its effectiveness inducing the GLCC member reader to continue to read the submission when published.
 3. *Descriptiveness*: An evaluation of the skill with descriptive elements of the submission, describing the sights, experiences, emotions, challenges, etc.
 4. *Graphical Elements*: An evaluation of the graphical elements, including photographs, charts, computer graphics, drawings, etc. and their contribution to the ease of understanding the organization and details of the submission and their use to supplement the descriptive text and generate interest.
 5. *English*: Is the submission correct as to grammar, spelling, terms used, references, etc? Is the submission appropriately edited?

Prior GLCC Founder's Award Winners:

1997	Jerry Powlas and Karen Larson	2002	Peter F. Theis	2007	William "Kip" Schmidt
1998	Richard and Margaret Warwick	2003	Dick and Joni Webster	2008	Bill and Judy Rohde
1999	David and Susan Chase	2004	Phil and Althea Doolittle	2009	John & Deanna Peterson
2000	Jim and Bobbie Woolf	2005	Ted and Venetia Moorhouse	2010	Phillip McCauley & Bernadine Rolnicki
2001	Bob and Andy Knight	2006	Gail Bowdish	2011	Donald and Kathleen Delong

**MEMBERSHIP
HONORARY MEMBERS
COOPERATING ORGANIZATIONS
AND DELEGATES**

2014 GLCC MEMBERS

Karl Aavik & Angela Aavik 2009
Pierre Abejean 2013
Gregory Absten & Lisa Absten 2007
Sue Acheson & James C. Acheson 1968
James C. Acheson & Suzanne J. Acheson 1968
Donald T. Albanese & Kerry Albanese 1999
Robert Albertson & Katherine Albertson 2012
R. G. Allen & Aveda Allen 1980
Bob Allenick & Sheila Allenick 2013
Dwight M. Allgood Jr. & Joan Allgood 1986
Jane Almond & Pierre Mercier 2013
Arthur Ameis & Nancy Ameis 2010
Helmut Ammon & Sandra F. Ammon 2010
Lawrence Ancypa & Lenore Ancypa 1993
Charles Anderson & Rita Anderson 2012
James A. Anderson & Patricia A. Anderson 1994
Dale Anderson & Barbara Anderson 2007
Kenneth L. Anderson & Meg Anderson 1985
David J. Anderson 2010
Gregg Anderson & Kelly Anderson 2014
Dale K. Anderson & Rita Cederholm 1985
James R. Anthony & Peggy Anthony 2001
Samuel Appavoo & Donna Appavoo 2009
John M. Appicelli & Maia Appicelli 1999
Joanne N. Arbaugh 1969
Tadashi Arisaka & Patricia Holma 2011
Dale Arnold & Andrea Arnold 2010
Raymond Arth & Pati Arth 1999
Bruce E. Arthur & Anne Arthur 1991
Sheridan E. Atkinson & Susan Atkinson 1988
Roland Henri Aubé & Leslie Aubé 1990
Leslie Aubé & Roland Aubé 1990
James R. Austin & Coleen J. Austin 2014
Ron Baden & Jackie Baden 2010
Bill Bader & Mary Ann Bader 2013
Robert F. Baechler & Lorraine Baechler 1990
Jennifer Bagley & Frederick H. Bagley 2005
David Bailey & June Bailey 1992
G. Dennis Bailey 2010
Bill Bailey 2013
Jack F. Bailey & Joyce Bailey 1970
Fraser Baillie & Cathy Thomas 2012
Jeanne Bakale & Roger Dye 2007
Wayne Baker & Cheryl Baker 2009
Lester A. Ballard Jr. 1994
Peter Balson & Karen Jorgensen 2012
Andy Banaszak & Marilyn Beaton 2014
Thomas R. Bannow & Michael Bannow 2003
Leonard Bantleon & Joanne Bantleon 1987
Robert J. Barclay & Ardith Barclay 1980
John Barker & Jan Barker 2010
Ron Barkley & Mavis Barkley 1988
Jay Barnhart & Nancy Barnhart 2003
David C. Barnum & Susan E. Barnum 2002
Peter Barrett & Carolyn Barrett 1993
Seth H. Barsky & Mary Barsky 1972
David Bartilson 2010
William R. Bartilson & Ruth Bartilson 1996
George Bartlett & Dorothy Bartlett 2005
Richard M. Barzyk & Patti Barzyk 2003
Roger Bateman & Melinda Bateman 2014
Robert Batts & Judy Batts 2013
Peter Baumann & Hedda Baumann 2013
Thomas W. Baumgarten Jr. & Jean C. Baumgarten 1997
Mark Alan Baun & Caprice W. W. Baun 1987
John F. Baxter & Sandy Baxter 2006
Charles Beall & Karon Bales 2012
Michael Beauchamp & Ruth Gray-Beauchamp 2014
E. Peter Beauregard & Carol Beauregard 2011
Scott Beech & Kathy Therrien 2008
Rick Beeson & Michelle Beeson 2011

Paul Bellefontaine & Gillian Bellefontaine 2013
Nick Berberian & Nancy Berberian 2011
Carl E. Berdie & Joyce Berdie 2001
Kirk Bergsma & Julie Bergsma 2000
Richard Best & Jill Best 2003
Robert W. Beswick & Connie Beswick 2005
Bradford W. Betz & Irene Betz 1998
Wayne E. Beutel & Angela P. Beutel 1988
Richard D. Bibby 1977
Fred A. Biemann & Elfriede Biemann 1978
Lawrence E. Black Jr. 1990
Michael Blanchard & Katie Blanchard 2012
Murray Blankstein & Ellen Blankstein 1994
Douglas C. Bloodgood 2003
Carl Bock & Darlene Bock 2013
Tim Boehlke & Becki Boehlke 2001
William T. Boehm & Deborah Boehm 2008
A. James Bonahoom Jr. & Marcia Bonahoom 2003
James Bonfanti & Barbara Bonfanti 1999
David Bonskey & Louise Rizzo-Bonskey 2008
Daniel M. Boone & Kay Boone 1968
Dan Bornais & Deb Landers 2009
Randolph Borys & Melanie Wetzell 2012
Paul Boschert & Vicki Mcevoy 2004
J. James Bousquet & Joanne Bousquet 1984
Gail Bowdish & Barry Lyon 1996
Jeffrey Bowen & Brenda Bowen 2013
James K. Bowers & Kathleen Jordan 2013
Andrew H. Bowman & Mary D. Bowman 1985
William J. Bowman & Colleen Bowman 1999
Michael Boynton & Patricia Marie Boynton 2011
David Brace & Louise Brace 2011
Louise Brace & David Brace 2011
Donald Brackett & Marianne Brackett 2013
Jerry Brady & Laura Brady 2013
Robert E. Brandenstein & Jane Brandenstein 2006
William Braun & Ellen Braun 2010
Harald Braun & Kathryn Braun 2012
David J. Breen & Julie Breen 1998
Greg Bride & Nancy Mccune 2011
Jack Brinker & Nancy Brinker 2002
Charles W. Brittan Jr. & Sue Meyer 1958
Gary R. Broad 1995
Joel Broersma & Sue Broersma 2011
Ned A. Bromm & Sharon L. Bromm 1983
Michael Brookins & Diane Brookins 2007
James Brooks & Donna K. Brooks 2012
Denise Brooks & Dave Brooks 2007
Rolf Brown & Sonja Brown 2009
David H. Brown & Betty L. Brown 2013
David S. Brown & Debbie Brown 2006
John B. Brown & Barb Brown 2004
J. Kenneth Brown & Barbara A. Brown 1994
James H. Brown II & Shelley Brown 2002
Tom Bruning & Barbara Bruning 2014
Louis Bruska & Laurel Bruska 2003
Norman E. Bryan & Linda M Bryan 1983
Leonard Buchanan & Nancy Buchanan 2013
Ari Buchanan & Christina Buchanan 2013
Bruce Buchanan & Katrina Buchanan 2013
D. Stephen Buck & Carol Buck 2012
Robert Buckland & Joni Buckland 2013
Russell Buckland & Sonja Buckland 2009
Robert L. Buckley & Kathy Buckley 1997
Kevin Budd & Karen Johnson 2010
David Bugoci & Linda Bugoci 2003
Brian Bullock & Cindy Bullock 2012
Paul Burback & Susan Burback 2012
Darren Burden & Lisa Burden 2014
Thomas Burns & Michele Pufahl-Burns 2001
Daniel E. Burns 2000

Geoffrey Burton & Jean Burton 2003
John M. Busch & Marcene Busch 1968
Daniel Busen & Barbara Busen 2012
Lawrence A. Busse & Caryl Busse 1995
Rick Butler 2013
Thomas Butler Jr. 2006
Frederick H. Byergo 2008
Sean P. Byvoets & Dina Byvoets 1998
John J. Cahill II & Sarabess Cahill 2006
Charles Caiger & Barbara Caiger 2010
Robert F. Caldwell & Linda Caldwell 1995
William D. Calkins & Priscilla Calkins 1990
John F. Callahan 1994
Andrew Callum & Ingrid Callum 2010
John Calvin 1998
Victor Camaiore & Susan Camaiore 2013
David Campbell & Suzanne Campbell 2011
Robert C. Campbell 1963
Keith Campbell & Kathie Campbell 2011
John R. Canning & Jacqueline Canning 1973
William Capitan & Nita Capitan 1985
James T. Caraway & Bobbi Caraway 1984
Richard Card & Patricia Card 1996
Jim Cardwell & Karla Cardwell 2014
Richard Carl & Cathy Carl 2013
Dennis Carlin & Elaine Carlin 1985
Betty Carlisle 2014
Alan Carlson & Cathy Broan 2010
Larry L. Carpenter & Judith Taylor 2001
Thomas Carr & Cathy Carr 1985
Paul E. Carrick & Valerie Carrick 1982
Tom Carter & Michele Carter 2013
Dale Carter 2011
Michael Carter & Linda Carter 2003
Ken Catteau & Cheryl Catteau 2011
Michael J. Cavender & Susan S. Cavender 1990
Gregg T. Cayce & Julie Cayce 1997
Rita Cederholm & Dale Anderson 1985
Arlen B. Cenac & Jackie Cenac 1993
Henry T. Chandler & Clarissa H. Chandler 1979
Russell W. Chapin & Dorothy Chapin 1982
James R. Chapman Jr. & Shirley Chapman 1978
Rick Chappus & Michelle Chappus 2013
Michael Charette 2012
Joseph T. Charles & Barbara Charles 1984
Tom Charlton & Linda Charlton 2014
Phil Chater 2012
Cheryl Cheger-Timm & Larry Timm 1993
William Cheney & Lynne Cheney 2006
Blair Chesterton & Jenn Chesterton 2014
Alan G. Chesworth & Wendy Chesworth 2006
E. Tom Child 1952
Walter Churchill Jr. & Lois Churchill 1981
John Cieluch & Patricia Cieluch 2005
Gerald Cilibraise & Jeanne Cilibraise 2005
Edward A. Cladek & Choonie Cladek 1978
Daryl Clark & Judith Clark 2013
Patrick Clark & Dorothy Clark 2010
Jeff Clark & Laura Clark 2011
Richard L. Clark 1981
Max Clarkson 2009
Patricia Classen 1999
Ray Clavette & Linda Clavette 2010
Murray Clayton & Patty Mc Manus 2011
Daniel Cline & Linda Cline 2005
Linda Cline & Daniel Cline 2005
Ronald Coburn Jr. & Anne Larson 2013
Louis E. Cohen & Barbara Cohen 2006
Larry Cohen & Beth Cohen 2003
Roger Colburn & Cathy Colburn 2007
King Cole & Sharon Cole 2014

Michael J. Cole & Susan Donnelly 2011
 Richard Coleman & Nancy Coleman 2011
 George Coleman & Louise Quigley 2011
 Fred W. Collins Jr. & Shirley Collins 2006
 David J. Colton & Franci Colton 1986
 Brett Colville & David St. Amand 2013
 Andrew Connolly & Jessan C. Connolly 2009
 Reid Cooke & Esther Cooke 2014
 James L. Cooley 1981
 Ben Coons & Marie Coons 2013
 Steven H. Cooper & Margie Cooper 2008
 Ronald Henry Cooper & Susan Taylor 1983
 Steve Copp & Mackenzie Copp 2010
 Stan Cory & Linda Jerlow 1988
 Patrick Courneya & Michele Courneya 2010
 Timothy P. Covey & Margaret Covey 1979
 Paul Craig & Nancy Vida 2013
 Gloria Crawford & James Crawford 2012
 William P. Crawford & Marilyn Crawford 1979
 Kim Crawford & Ann Crawford 2012
 George Crockatt & Terry Crockatt 2013
 Edwin Crook & Judy Crook 1980
 Bruce G. T. Cunningham & Janis Cunningham 1999
 Michael Curlis & Connie Curlis 2012
 Thomas M. Curran & Elizabeth Curran 2010
 Bryce A. Custer & Kym Custer 2007
 Michael Cuthbertson & Roberta Cuthbertson 2013
 Bernard Cyr & Monique Robert 2007
 Alvaro Da Silva & Cindy Da Silva 2012
 Pat Dagenais 1978
 Ronald Dahl & Bonnie Dahl 1975
 Michael Dale & Cathy Dale 2012
 H. David Dalquist III & Martha Dalquist 1981
 John H. Daly III & Wendy Daly 1997
 Richard A. Danly & Pat Danly 1978
 Harold Darch & Susan Darch 1981
 Ross E. Davies & Mary Adele Davies 1982
 Tom L. Davison & Kathy Davison 2001
 Robert Deakin & Marilyn Deakin 2013
 Lyle Dean & Judy Dean 2014
 Steve Deboth & Margaret Noren-Deboth 2013
 Ronald Decapio & Ramonda Decapio 1999
 John Decarli & Kay Decarli 2013
 Nicholas Degrazia & Sandra White 2012
 Thomas DeGrow & Linda DeGrow 2012
 Robert L. Dejong & Mary Jo Dejong 1979
 Peter Delean 2013
 Robert Dell 2006
 Donald Delong & Kathleen DeLong 2010
 James Delugach & Phyllis Delugach 1980
 Robin M. Demouth & Mary Demouth 1984
 Paul J. Depalma & Jacquie Depalma 1999
 Jacquie Depalma & Paul Depalma 1999
 Jack Lee Dever & Jaqueline Dever 1993
 Daniel Deweese & Julie Thorndycraft 2014
 Jack Dewolf & Carole Dewolf 2013
 Robert R. Dick & Joi Dick 2000
 Tom R. Dickes & Sue Dickes 1999
 Daniel O. Dickinson & Nancy Dickinson 1998
 Douglas Dion & Lois Dion 1983
 Richard M. Dirks & Sandra Dirks 2003
 Joseph A. D'Italia & Janet D'Italia 1996
 Anthony J. Divenere & Sylvia Divenere 2009
 David A. Dobbs & Laurel Dobbs 1995
 Steven Dodge & Karalee Dodge 2010
 Lynn Dodge & Elaine Dodge 2013
 Judy Doll 2010
 Anthony Donataccio & Judy Hiles 2013
 Robert Doneff & Lynn Doneff 2005
 Graham V. Donley & Donnette Donley 1986
 E. Philip Doolittle & Althea Doolittle 1979
 Michael V. Dotson 1997
 Jay L. Doty & Patsy Doty 1996
 James C. Douglas 1974
 Ed Douglass & Adele Douglass 2011
 Michael L. Dow & Rhea Dow 1975
 Ron Downie & Deborah Downie 2013
 Walter Drew & Gracia Drew 1993
 Mark Drummond 2014
 Paul A. Drzyzga & Helen Drzyzga 1980
 D. Dennis Dudley & Suzanne Dudley 2007
 Michael Dueweke & Andrea Lee Dueweke 2013
 Larry Dufraigne & Sherry Dufraigne 2013
 Sherry Dufraigne & Larry Dufraigne 2013
 Gilbert S. Duhn Jr. 2004
 Thomas Duke Jr. & Marilyn Duke 2004
 Bruce Dumouchelle & Sylvie Dumouchelle 2013
 Peter Dunster 2012
 Timothy M. Duperron & Linda Miller 2002
 Marc Dupont 2013
 Melvyn Durchslag & Susan Durchslag 1989
 Elizabeth Durham 1998
 Charles Durkee & Sonja Durkee 2012
 Timothy Dust & Sandra Dust 2013
 Dennis Dutcher & P. Sharon Dutcher 2005
 Ronald Dwelle & Jo Ellen Schneider 1977
 Gary Dwight & Lynn Dwight 2005
 Mark Dybdahl & Gayl Dybdahl 2004
 Roger Dye & Jeanne Bakale 1983
 William D. Dykstra 1970
 Michael Earle & Elizabeth Earle 2009
 Martin Easling 1997
 Maurice A. East & Annabelle East 1972
 Roy Eaton & Margaret Eaton 2010
 Frederick L. Eddy Jr. & Julaine Eddy 2005
 Bernard Edelson & Lori Edelson 1996
 James Ehrman & Janice Vitucci-Ehrman 1999
 David Ei 2014
 Harry Eisman & Mary Beth Eisman 2010
 Herb Eldean & Patricia Eldean 1979
 Tom Eley & Kathy Eley 2009
 Charles Ellins 2013
 Leif Enger & Robin Enger 2012
 Peter S. Englert & Cheryl Englert 1984
 Peter Ensinger & Lynn Ensinger 2011
 Bradley K. Enterline & Lauri Enterline 2002
 Nick Eoloff & Anita Eoloff 2013
 Robert Epstein & Renee Epstein 2008
 Sue Erickson & Jeff Erickson 2012
 Normand Ethier & Helene Ethier 2013
 William C. Eyke Jr. & Mary Lou Eyke 1978
 Tom Falck & Mary Falck 2008
 Robert J. Falk & Diane Falk 1999
 Thomas M. Fanning & Renè M. L. Hansemann 2007
 William J. Farmer & Mary Farmer 1977
 James Farquharson & Suzanne Farquharson 2005
 Robert Fawcett & Laurel Rosen 2010
 Greg Fawcett & Jan Updike 1991
 Kenneth Felbush & Evelyn Bradley 2005
 Andrew Ferguson & Bridget Ferguson 2012
 John S. Ferne & Sherry K. Ferne 1994
 Jason Fernhaber & Nicole Fernhaber 2012
 Nicole Fernhaber & Jason Fernhaber 2012
 Donald C. Fiander & Lou Fiander 2003
 Leonard R. Field & Joyce Field 1986
 Gerry Filgiano & Summer Filgiano 2013
 Richard A. Fink 1995
 Thomas K. Fischer & Vicki Rivoli 1984
 David Fischer & Jennifer Fischer 1975
 John Fischer & Beverly Fischer 2014
 James L. Fisher & Anita Fisher 1996
 R. Michael Fitz-Gerald & Faith Fitz-Gerald 2010
 Fred Fitzhugh & Carol Fitzhugh 2008
 Larry Fleck & Janelle Fleck 2013
 Jim Fleming & Marissa Fleming 2012
 Frederic D. Floberg & Sally Floberg 1987
 Richard Flom & Amy Flom 2010
 Joe H. Floyd & Elaine Floyd 1998
 Duane R. Flynn & Mar Flynn 1999
 John H. Flynn & Catherine Flynn 1986
 Robert C. Flynn & Krystyna Flynn 1994
 Gregory A. Fogle & Terry Fogle 2002
 James R. Foley Jr. & Joanne Foley 2004
 James Fordyce & Michèle Fordyce 1999
 Joe Forsythe & Rebecca Forsythe 2014
 Bob Forward & Monique Pelland 2012
 John Foster & Lynn Foster 2013
 David J. Foster & Joanne Foster 2006
 Peter Fournier & Kirstie Fournier 2013
 Timothy Fox & Patricia Fox 2004
 Thomas H. Fox & Claire Fox 1997
 Barbara Frankel & Ronald Michalak 2002
 Robert Frazee & Julianne Frazee 2014
 David Frederick & Katherine Frederick 2011
 Christabel Frederick 1978
 Wayne D. Fredrick & Ruth Fredrick 1999
 Stephen T. Freitas & Sharon Freitas 1998
 Tom French & Mary French 2013
 Dan Freshley & Jill Freshley 2012
 Warren Fritz & Marti Fritz 2013
 Robert T. Frye & Lynne Frye 2000
 Val-le Fuehrer 1969
 Susan Fuhrman & Larry Lasky 2012
 DAVE Fuhro & Linda Fuhro 2014
 John R. Furrer & Lou Furrer 1976
 Peter Gagnon & Debra Gagnon 2013
 Mark Gagnon 2013
 Mark Gagyi & Carolyn Gagyi 2005
 Matthew R. Gallagher & Emily M. W. Gallagher 2009
 Robert J. Gandee 1998
 Robert Gardiner & Ellen Gardiner 1988
 Mark Garscadden & Jane Allen 2011
 Tom Garter & Barb Garter 2013
 S. Christer Gartner & Barbara Gartner 1999
 Wayne Gatien & Bev Ferguson 2013
 George Gatto & Ann Gatto 1991
 Charles Gaudard & Victoria Gaudard 2011
 Mitchell Gawrysiak & Nancy Gawrysiak 1989
 Douglas Gemmill & Barbara Gemmill 1993
 Mark Gherty & Maeta Gherty 2013
 James Gibson & Alison Gibson 2013
 Brian J. Gibson & Terry Macphee 2012
 Peter Giese & Patricia Giese 2008
 David Gillen & Heidi Back 2012
 Martin Girash & Dorit Girash 2009
 Stuart Glauberman & Sheri Glauberman 2012
 Roger Globig & Carol Globig 2007
 Robert Glonek & Laura Glonek 2013
 Peter Glossop & Sylvie Glossop 2009
 F. Skip Gmeiner & Margaret Gmeiner 1975
 Adrian Gnysa & Celine Legault 2013
 Kenneth J. Goldfine & Auora Goldfine 2006
 Philip Goldman & Amy Goldman 2011
 Bruce N. Goldman & Shari-Beth Goldman 2002
 Michael R. Goodnough & Mea Goodnough 1980
 Dan Gosselin & Ellen Manero-Earley 2014
 George J. Goudreau Jr. & Kathy Goudreau 1987
 Roger Gowdy & Marsina Gowdy 1997
 Robert W. Graebner & Linda Graebner 1982
 Stanley S. Gratt & Judith Gratt 1975
 C. Lawrence Gray & Barbara Gray 2000
 Charles Gremel & Linda Gremel 1995
 Gary Greulich & Betty Greulich 2013
 Joe Greulich & Jennifer Greulich 2013
 Bill Gribble & Eve Gribble 2007
 Larry A. Griffith & Julia Griffith 2008
 Jason J. Grobbel & Renée Grobbel 2010
 David A. Groh & Jane Groh 1978
 Dale R. Grooters & Michele Grooters 1999
 Gary H. Groth & Sherry Groth 2004
 John H. Groustra & Kathy Groustra 1984
 David L. Grumman & Mary Ann Grumman 1992
 Gaer C. Guerber & Roberta Guerber 1988
 Robert Guldemond & Ann Guldemond 1986
 Robert Gulliver & Joanne Gulliver 2011

Donald Guloiien & Irene Boychuk 2008
 James W. Gusfa & Barbara Gusfa 1987
 Mark S. Gutteridge 2008
 Maximilian Guzman & Donna Delahanty-Guzman 2005
 Steven J. Haase & Darra Haase 2001
 Gary Hagstrom 2010
 Richard C. Halas & Christine Halas 1988
 Robert R. Halderman & Janet S. Halderman 1974
 Dale Hall & Carmen Hall 2014
 Carmen Hall & Dale Hall 2014
 David R. Hall & Barbara Hall 2004
 Harold J. Hall & Esther Hall 2009
 Beach B. Hall & Marianne Hall 1982
 John Hall & Holly Hall 2010
 Richard P. Haller & Vera Haller 2002
 Robert Hallowell & Mary Hallowell 2014
 Edward J. Haltrecht & Carolyn S. Haltrecht 1994
 Roger P. Hankle & Joyce Rogers 1994
 Robert Hansen & Diane Hansen 2006
 Chris Jay Hansen & Diane Hansen 2000
 Don Harben 2014
 Gerald Hardin & Patricia Hardin 2013
 Hartford M. Harding Jr. & Sheryl Harding 1996
 Willard P. Harju & Diane L. Harju 1994
 Gary L. Harkins & Patricia Harkins 2001
 William Harp & Carolyn Harp 2013
 Katherine Harris & Robert Jendra 1987
 Robert B. Hart 1973
 William J. Hart & Ann Hart 1996
 Richard Hartley & Jill Hartley 2011
 Brian Hartwell & Katie Hartwell 2007
 Thomas Hartwig & Peggy Hartwig 2010
 James Hatch & Cathie Hatch 1997
 Wendy Hately & Andre Morin 2012
 Gregg F. Haug & Kimberly A. Kramer 2007
 Kirk Haverland & Anne Haverland 2014
 Gerry Hawke & Lynda Adam 2003
 Ethie Haworth & Richard G. Haworth 1998
 Richard G. Haworth & Ethie Haworth 1998
 Doug Hay & Sandra Hay 2002
 John Hay & Marilyn Hay 2013
 Thomas J. Hayden 1999
 Donald Hayosh & Susan Hayosh 1995
 Peter Hazel & Susan Hazel 2014
 Marty Headlee & Sue Headlee 2000
 Thomas Heaven & Mary Heaven 2014
 Rick Hebert & Shirley Hebert 2011
 W. B. Hecker & Sharon Hecker 1986
 Geoffrey Heidbrink & Mary Sue Heidbrink 2012
 William H. Heidebreicht & Linda Heidebreicht 1977
 Laurence Heidelberg & Kathryn L. Heidelberg 1993
 Jeffrey Helgesen & Michelle Helgesen 2009
 George Hender & Mary Jane Hender 1990
 John O. Henderson & Anne S. Henderson 1979
 Rodney Hendren & Mary Lou Hendren 2008
 Bradley Hendricks & Marilyn Hendricks 2013
 Ralph H. Heninger & Mary Lou Heninger 1965
 Norma J. Heninger 1971
 Gary Henrich & Sharon Henrich 1981
 Brian Henson & Cathy Henson 2011
 Ronald P. Herbst & Marcia G. Herbst 2006
 Christine Heroy & Michael Heroy 1975
 Michael Heroy & Christine Heroy 1975
 Alan Herstrum & Diane Herstrum 2013
 John Heyer & Charlette Heyer 2002
 Elizabeth M. Hickey & Michael Hickey 2004
 Jack Hilbert & Elaine K. Hilbert 2011
 Raymond J. Hilt & Jackie Hilt 1974
 David Hitch & Melanie Hitch 2006
 Eric J. Hodgson & Dana Hodgson 2010
 Richard M. Hodgson & Laurie Hodgson 1989
 Richard Hodgson II & Perry Hodgson 2013
 David Hoffman & Barbara Hoffman 1998
 James C. Holbrook & Lisa J. Holbrook 2010
 John B. Holmes & Penny Holmes 1985
 Charles H. Holtz & Judy Holtz 1984
 Dennis Home & Christina Fons 2011
 Everett Honing & Lorraine Honing 2013
 Mark Horn & Brenda Horn 2011
 Pete G. Horton & Jelaine Horton 2003
 George S. Hoster Jr. & Linda Hoster 1970
 William Houston & Geraldine Houston 1980
 Robert Hovey & Cathy Hovey 2009
 James W. Howe & Carol M. Howe 2012
 Michael G. Hritz & Karen E. Hritz 1991
 Stanley S. Hubbard & Karen Hubbard 2008
 Richard G. Huberty & Maureen Huberty 1980
 Frits Huckriede & Brenda Hotte 2010
 Alan R. Hudson & Susan Hudson 2014
 Barry Huebner & Gayle Huebner 2013
 W. T. Huebner Sr. & Mary Huebner 2005
 Hugh Huff & Nickie Huff 2010
 Ronald Hurd & Kay Hurd 1997
 Lee Hyslop & Mary Hyslop 2000
 John L. Iacobelli & Maribeth Jergens 2014
 David Ingalls & Myrna Ingalls 2008
 Carl Inglis & Joanne Inglis 2011
 Albert Ingram 2009
 Sam Insalaco & Beth Insalaco 2012
 Leon Irish & Erin Irish 2012
 Kris Isberg & Margaret Isberg 2010
 Tony Jachnycky & Kat Jachnycky 2012
 Alan R. Jackson & Margot Montgomery 2005
 Greg Jackson & Jacqueline Jackson 2011
 Douglas K. Jackson & Pamela Carr-Jackson 2003
 Brian T. Jacobs & Sharon Jacobs 1979
 Allen Jacobson & Lila Daut 2010
 Randall Jacques & Barbara Jacques 1999
 Donald Jahncke & Elsa Jahncke 2014
 William James & Lyn James 1999
 John D. Jamieson 2007
 Mark Janda & Anne Janda 2011
 Art Jeffers 2014
 James E. Jeffery & Jane Jeffery 1981
 John A. Jeffries 1984
 David A. Jeffries 2003
 Michael T. Jenkins 1991
 Donald Jennings & Judy Jennings 1999
 Niels R. Jensen & Vicki Jensen 2000
 Mary Ann Jensen & Ralph Ziegler 2006
 Robert L. Jernstadt & Phyllis Jernstadt 1999
 Richard A. Johnson & Linda Johnson 1996
 Eric V. Johnson & Evelyn T. Johnson 1987
 Erick Johnson & Holly Johnson 2013
 Jeffery Johnson & Christi Decker 2009
 Walter M. Johnson & Brenda Johnson 1996
 Raymond Johnston & Sharon Johnston 1998
 Doug Johnston & Carla Nicolson 2010
 David Jones & Pat Noordsij 2004
 David Jones & Judith Jones 2012
 Mitch Jordan & Stacy Jordan 2012
 Stacy Jordan & Mitch Jordan 2012
 Donald Kaatz & Linda Kaatz 1992
 Kenneth S. Kabb 1975
 James Kaffenberger & Sue Kaffenberger 2013
 Joseph P. Kaiser IV & Maureen Kaiser 1999
 Roger Kamen & Christine Kamen 2013
 Frank A. Kaminski III 2007
 Gary Karges & Angela Karges 2012
 Calvin Karr & Jayne Karr 1991
 Kenneth L. Karsten & Sharon J. Karsten 1987
 Harold Kaufman & Laurie Kaufman 2001
 Stuart Kaufman & Susan Kaufman 2002
 Wayne Kaufman & Deb Kaufman 2011
 Tim Keil & Vicki Keil 2008
 Scott Kellett & Cindy Kellett 2010
 Cindy Kellett & Scott Kellett 2010
 Katherine Kelsey & William Kelsey 2004
 Allen Kemp 2014
 Betty Kemper & John W. Kemper Sr. 1975
 John W. Kemper Sr. & Betty Kemper 1975
 Thomas A. Kenat & Nanci Toews 2003
 Tara Kennedy 2010
 John C. Kennedy & Terri Kennedy 1973
 Lindsay Kenney & Simon Mcgrath 2008
 Roger Kennedy & Kristen Kennedy 2003
 Brady Kern & Nadine Silverman 2012
 Michael A. F. Kilbreath & Sandy Kilbreath 2005
 Jeanie Kilgour & Murray S. Kilgour 1995
 Charles Kille & Betsy Kille 2010
 John P. Kimball & Dyan Kimball 2001
 Curtiss King & Koula Glaros-King 2010
 Gary King & Sandy King 2012
 Joseph Kingsbury & Patricia Kingsbury 2010
 Jon H. Kinne & Sue Kinne 2004
 Charles F. Kinney & Frances Kinney 2000
 Marilyn Kinsey & Glendon W. Brown 1989
 John C. Kirscher & Sheila Kirscher 1992
 Mike Kishler & Leslie Kishler 2013
 Steven Klegman & Jane Klegman 2000
 Blaise Klenow & Carol Klenow 1996
 William Kletzien 2004
 Don Knap 2011
 Dave Knechtel & Danica Thomas 2009
 Robert P. Knight & Andy Knight 1959
 Michael J. Knorr & Susan Knorr 2006
 William W. Knowles & Sheri Knowles 1987
 Lynne A. Kogel & Ross T. Kogel 2000
 Mike Kohut & Linda Kohut 1993
 Chester S. Kolascz & Ceann Kolascz 1990
 Ronald Komarek & R'Na Komarek 2011
 George A. Konstanzer & Jennifer Choate 1995
 Curtis G. Korneffel & Maureen Korneffel 1980
 Gregory E. Korstad & Connie Korstad 2007
 Connie Korstad & Gregory Korstad 2007
 Robert Kotrba & Connie Kotrba 2013
 Michael Kovacic & Marge Kovacic 2005
 Robert Kowalski & Kathleen Kowalski 2012
 John Krause & Bonnie Krause 2011
 Jim Krause & Anne Hurley 2013
 Donald Kress & Carol Kress 1980
 John Krezoski & Susan Krezoski 2014
 Scott Kriessler & Jennifer Kriessler 2012
 Bruce Krizmanic & Amy Krizmanic 2014
 Michael J. Krohn & Carmen Krohn 2000
 Richard Kruke & Dawn Kruke 1994
 Steve Kuchma & Chris Kuchma 1999
 Jeff Kuchman & Cindy Kuchman 2003
 Carl W. Kuehne & Mary Ellen Kuehne 2006
 Geoffry Kusch & Jenifer Kusch 2013
 Sander A. Kushner & Kathleen Kushner 2007
 Richard Kusnir & Jane Kusnir 2004
 Dennis Kwasny & Patricia Kwasny 1985
 Jamie C. Ladd & Penny Ladd 1989
 Delmar Lafavor & Ruth Lafavor 1987
 Craig Lamm & Iris Kedem 1997
 Jim Lamontagne & Cindy Brown 2013
 Gregory J. Landis & Denise Landis 2006
 Gregory Landis & Debra Landis 2012
 Bill Langer & Claudette Langer 2011
 Roger H. S. Langston & Jennifer Langston 1983
 David M. Lansky 2000
 Leonard P. Laporte & Judy Laporte 2006
 Greg Laporte & Julie Laporte 2013
 Anne M. Larrison & Larry Larrison 2010
 Larry D. Larrison & Anne Larrison 2010
 Jody Larrow & Tina Askins 2010
 Tim Larsen 2014
 Donn Larson & Donna Larson 1981
 Dale Lashbrook & Teena Lashbrook 2011
 Larry Lasky & Susan Fuhrman 2012
 David Latz & Virginia Latz 2011
 Kurt Lauckner & Anita Lauckner 2012
 Steven Lauffer & Sonya Mckay 2012
 Donald W. Laukka & Suzanne Laukka 2006

William Laule & Deborah Wagner 2010
 Dick Lavanture & Marla Lavanture 2013
 James H. Lawler & Karen Lawler 1981
 Tom C. R. Lawson & Beverley Massey 1982
 Guy Lazure & Johanne Fortier 2013
 Michael Leahy & Catherine Bart 2011
 Wayne Leblanc & Cynthia Leblanc 1992
 Robert B. Lee & Phyllis Duffy-Zala 2011
 Jim Lee & Kathleen Durkin 2014
 James W. Leenhouts & Marjorie Leenhouts 1972
 Lawrence E. Leese & Barbara Leese 1980
 Darryl K. Leeson & Margo Leeson 1984
 Marc Leestma & Ruth Leestma 2006
 William Lehner & Karen Lehner 2005
 Fred E. Lemerand & Christine Lemerand 1990
 Paul Lenneard & Jeannette Lenneard 1989
 Kenneth Leque & Lynda Leque 2013
 Lynda Leque & Kenneth Leque 2013
 Jane Leslie & Ray Leslie 2008
 Sidney Levitsky & Lynne L. Levitsky 2011
 Floyd M. Lewis & Maggi Lewis 1995
 Craig Lewis & Tina Lewis 2004
 Ned Liddle & Lynn Liddle 2013
 Scott Lien & Cathie Lien 2005
 Mark L. Lifter & Arlene Oakland 1993
 Dennis Lindboe & Lisa Lindboe 2011
 Richard H. Lindsay & Cheryl Lindsay 2007
 Don Link Jr. & Jill Link 2010
 Robert Lisiecki & Gayle Lisiecki 2012
 Ben Liss & Dana Liss 2012
 David Litts & Kay Litts 2008
 A. John Lobbezoo & Bobbi Johnson 1986
 Fred J. Locke & Katy Locke 1969
 Donald R. Loesch 1978
 Brian M. Logan & Coralee Logan 2003
 Paul W. Looock & Betsy Looock 2008
 Stan Lorenc & Marlene Lorenc 1985
 Patrick Lortie & Lynn Lortie 2011
 Renny Lovold & Linda Lovold 1995
 David E. Lowe & Beverly Lowe 1992
 David J. Lubs & Holly Lubs 2007
 Robert Lucas 2013
 Joseph N. Lucier & Giselle Lucier 2009
 Derek Luckhardt & Cheryl Luckhardt 2013
 Will Luczak & Nicole Luczak 2014
 Frederick E. Ludwig II & Barbara Ludwig 2000
 Chris Luginbuhl & Karyn Mclean 2012
 Paul Lundberg & Paula Lundberg 2009
 Carl A. Lundgren & Patricia Lundgren 1997
 John J. Lynch III & Anne Hiemstra 1997
 Thomas W. Lyon & Barbara Lyon 1988
 Thomas F. Lyons & Ann Lyons 1995
 Charles Macdonald & Kathy Macdonald 2012
 John George Mackay 1967
 Douglas E. Maclaine & Jill Maclaine 2000
 Chuck Maclennan 2010
 Dean Macnamara & Penny Macnamara 2013
 Frank Macphail 2013
 Tom Madden & Michele Madden 2014
 Harry Madorin & Karyn Madorin 2009
 Edward Mahoney & Elizabeth Mahoney 2012
 Bernard Malkowski & Sandra Chapman-Malkowski 2010
 Robert H. Manning 1984
 Eugene J. Marcinak & Prudence Marcinak 1997
 David Margetts & Chris Margetts 2012
 Gary Marowske & Kathleen Marowske 1986
 Lawrence H. Marsland & Margaret Marsland 1972
 L. B. Marsland & Kathy Marsland 1992
 Glenn Martin & Lisa Martin 2014
 Bill Martin & Sally Martin 2011
 Richard P. Martin & Barbara Martin 1997
 Sam Martin & Jeani Martin 2011
 Dale Mason 2007
 Mark Mather & Becky Mather 2012
 David Matheson & Dianne Matheson 2013
 Douglas J. Mathewson & Sharon Mathewson 2007
 Kenneth Mathys & Shawn Mathys 2009
 William T. Matley & Sandra Matley 2005
 Dick Mattinson & Patti Wurtele 2010
 Robert Mattson & Judith Mattson 2008
 Ron Matuska & Jan Matuska 2011
 Joseph J. Maust & Diane Maust 2007
 Philip R. May & Ann May 1991
 Charles B. May & Bonnie May 2002
 Jim McAfee & Edye McAfee 2013
 Tony McBride & Catherine McBride 2013
 Dave McBride & Joy McBride 2013
 James P. McBrier & Jane McBrier 2005
 William McCaffrey & Dorothy McCaffrey 2008
 Owen John McCall & Happy Smith 2010
 Vern McCardell & Jackie McCardell 2000
 Paul McCarthy & Doreen McCarthy 2004
 Phillip McCauley & Bernadine Rolnicki 2008
 Mark McClain & Carmine Maruska 2013
 Mark McClellan & Judith McClellan 2013
 Rachelle McConnell 2009
 Douglas McCray & Christine McCray 2001
 George McCullough & Kristin McCullough 2006
 Thomas McDonald & Barbara McDonald 2011
 Dennis J. McDonnell & Kathleen McDonnell 2001
 John McDonnell & Danna Mackenzie 2011
 Charles L. McFarland & Georgia McFarland 2001
 Jim McGregor & Alix McGregor 2013
 Robert S. McGuffin & Christine McGuffin 1984
 George W. McKee & Pat McKee 2005
 A. Bruce McKelvey & Janet McKelvey 2004
 Timothy McKenna 2005
 Joseph McKeown & Karen McKeown 1997
 James McKinstry & Nancy McKinstry 2009
 William J. McKinstry & Barbara McKinstry 1975
 Alan McLaughlin & Susan McLaughlin 1996
 Paul S. McLean & Martha McLean 1995
 Richard K. Mcmillan & Debby Mcmillan 2000
 Hugh T. McNabney & Carol McNabney 1991
 James A. Mcnine & Cynthia Mcnine 1996
 Patrick M. Mcqueen & Cathy Mcqueen 1990
 John McWilliams & Mary McWilliams 2013
 David Mead & Carol Mead 2007
 Charles E. Mead & Joann Mead 2003
 John Meconi & Liz Meconi 2014
 Robert Meier & Elisabeth Meier 2010
 Robert M. Meierhoff & Diane Meierhoff 1977
 Marlin Meitzner 2010
 Robert Merrifield & Patricia Stirniman 2013
 Richard C. Mertz Jr. & Alyssa K. Mertz 1976
 Joe R. Mesenburg & Karen Mesenburg 1992
 James T. Mestdagh & Kristine Mestdagh 2008
 Timothy C. Metcalf & Sue Metcalf 2003
 Werner Meyer & Jeanette Meyer 1975
 Paul Middlebrook & Becky Middlebrook 2011
 David W. Middleton & Brenda Middleton 2010
 Barry W. Middleton & Rebecca Middleton 1984
 Patrick L. Miles 2000
 Gary Miller & Kris Miller 2014
 Thomas A. Miller & Barbara Miller 2008
 Richard A. Miller & Joan Miller 2004
 Brian Miller 2010
 John E. Miller & Judy Miller 2012
 Stephen M. Miller & Noeleen Miller 2007
 George Miller & Jane Miller 2012
 Mark Miller & Gail Miller 2012
 Todd Miller & Susan Miller 2008
 Kevin Miller & Alice Miller 2013
 John J. Miller & Colleen Miller 1998
 Dennis Miller & Lorraine Tuck-Miller 2007
 David L. Miller & Bobbe Miller 1997
 Kenneth B. Miller Jr. 2000
 Kenneth Millisor & Annette Millisor 1988
 Russ Milne & Pat Milne 2008
 Jim Milne & Jo-Anne Milne 2010
 Douglas Milroy & Sandra Milroy 2013
 Brian Minton & Katherine Minton 1996
 George A. Mitchell & Susan Mitchell 2006
 Rodney Mitchell & Shirley Mitchell 2014
 Daryl Monfils & Julie Watkins 2013
 Walter Moore & Barbara Moore 2011
 Barbara Moore & Walter Moore 2011
 Harwood B. Moore & Duane B. Moore 1990
 John Moore & Lori Moore 2013
 Bill Moore-Gough & Karen Moore-Gough 1990
 Christine Moore-Skrocki & Jerry Skrocki 2001
 J. Edward Moorhouse & Venetia Moorhouse 1990
 Nat Moreira 1990
 Bennett W. Moreno & Laurie Moreno 1995
 W. F. Morneau & Helen Morneau 1982
 George R. B. Morrison 1977
 Peter A. Morse Sr. & Kathryn M. Morse 2005
 George W. Mosher 1968
 William Muck & Margaret Muck 1996
 Craig Mudge & Pamela Mudge 2010
 Gerd Muehlechner & Ursula Muehlechner 1985
 Robert G. Mueller & Joyce Mueller 1980
 Thomas Mueller 1988
 David Mullett & Catherine Mullett 2014
 Phillip Mulliner & Pam Mulliner 2009
 Rod Munro & Alison Brown 2013
 Craig Murchison & Pamela Murchison 1993
 Steven Murdoch & Lorraine Murdoch 2011
 Allen Murphy & Mia Murphy 2009
 Yvonne Murray & Greg Murray 2008
 David A. Muslin & Ellen Muslin 1990
 Tim Musolf & Liz Musolf 2006
 Thomas E. Mutchler & Sue Mutchler 2006
 James W. Myers & Marion Myers 1978
 David Myles & Londa Myles 2014
 Don Nace & Linda Nace 1982
 Robert J. Nadai & Kathleen Nadai 1997
 Andrew Neal & Holly Harrison 2011
 Max Neiman & Loretta Ferris 2010
 Barrett Nelson & Karon Nelson 2014
 Mike Newbury & Louisa Newbury 2011
 Lee Newcombe & Jennifer Newcombe 2012
 Howard W. Newkirk & Marcia Newkirk 2000
 Ross Newkirk & Rosemary Newkirk 1990
 Edward Ney & Margaret Ney 2013
 Scott Nicholls & Donna Nicholls 2012
 Dennis W. Nickels & Randi Nickels 2001
 David F. Nitz & Mary Marchaterre 1993
 Jack Nitz & Janis Nitz 2003
 Robert Noble & Carole Noble 2013
 Stephen Nolan & Shannon Nolan 1999
 William Craig Nordell & Heather Nordell 2008
 Martha B. Northrup & Peter B. Northrup 1978
 Gary Norton & Cheryl Norton 2014
 Lynda Nossaman 2007
 Lawrence M. Novak & Joan M. Novak 1988
 Leonard P. Nowak & Jacqueline Nowak 2004
 Bob Nussbaum & Anne Nussbaum 2011
 David R. Obergefell & Cindy Obergefell 2001
 Pat O'Connor & Lorie Horbatiuk 1999
 Kevin O'Donnell & Mary Jo Liegler 2010
 Paxson Offield & Susan Offield 2010
 Paul O'Grady & Carolyn O'Grady 2012
 Robert L. Ogur & Ann Ogur 1997
 Sean O'Keefe & Kathleen O'Keefe 2008
 Ted O'Leary & Marie O'Leary 2006
 Ronan P. Oliver 2001
 Craig A. Olney & Day Olney 1992
 Robert D. Olsen & Peggy Olsen 2005
 Greg Olson & Nancy Villalobos 2013
 Alan Olson & Beth Olson 2013
 Jan C. O'Malley & Ed O'Malley 2002
 Michael O'Mara & Jacqueline O'Connor 2008
 John Oneal & Sandra Oneal 2011
 Xhafer Orhan & Judith Orhan 1975

Jeffrey Orr & Suzanne Legge 2013
Peter Orro & Marianna Orro 2013
Douglas D. Osborn & Martha Osborn 2002
Lawrence J. Oswald & Kathleen M. Oswald 1979
Marc A. Ott & Lynn Ott 1995
Neal Owen & Kim Furniss 2003
Jim Ozenberger 2011
Roger Palmer & Ann Palmer 2010
Gerard Papp & Kathleen Papp 2013
William U. Parfet & Barbara Parfet 1970
George J. Parish 1985
James H. Parker & Sheila Parker 1996
Joe Parker & Debbie Parker 2011
Doug Parker & Cheri Parker 2004
W. John Parker Jr. & Valerie Parker 2006
Michael Parmerlee & Susan Parmerlee 2012
James R. Passe & Angele Passe 1994
John Patience & Diane Patience 2011
James Patrick & Gayle Emery 2013
Charles Pawlosky & Cheryl Pawlosky 2014
Neil H. Payne 2014
Rhonda Payne & Laurie Langstaff 2013
Richard H. Peever & Traute Peever 2000
Kurt Penfold & Leanne Penfold 2006
A. David Penney & Wendy Penney 2012
Donald N. Penrose & Sharon Penrose 2005
John Pepin & Brenda Pepin 2001
Mark A. Perlick & Susan Perlick 2006
Michel Perreault & Lucie Dionne 2012
Thomas Peschio & Judy Peschio 2012
Gregory J. Peters & Sharon Peters 1993
Susan Petty & Jeff Petty 2014
Jeff Petty & Susan Petty 2014
John Stephan Pfeifer Jr. & Susan Pfeifer 1998
Peter E. Phelps & Kristi Phelps 2009
Clark D. Phelps & Marie Phelps 1983
Mike Philipps & Carole Philipps 2006
Matt Phillipps & Donna Lee Henry 2012
Edwin S. Pierce & Nancy Pierce 1982
Lynn Pittel & Mark Pittel 2012
Mark Pittel & Lynn Pittel 2012
George J. Plzak & Erika Plzak 1993
Bill Poceta & Peg Poceta 2013
Jack Poe & Sally Poe 2011
Jim Pohl & Mary Pohl 2013
Stephen Polk & Bobbi Polk 1999
Jorma Poranto & Ann Elizabeth Poranto 1987
Andy Poste & Connie Poste 2011
Ross Potter & Suzanne Potter 2013
George Poulos & Michele Poulos 2008
Michael Powers & Kathleen Powers 2011
James Priebe & Cynthia Priebe 2013
Dennis Princing & Nancy Princing 2005
Luis M. Proenza & Theresa Proenza 2000
Douglas Pugh & Leaellen Pugh 2000
Mike Quanbury 2014
John Quensen & Tatiana Quensen 2013
Marvin Quin & Terry Quin 2011
David Quint & Maria Quint 2011
Richard Quist & Kathy Quist 2013
Reginald Rabjohns & Micheline Rabjohns 1986
Dean Raffaelli & Charlotte Keer 2012
Phil Rains & Lynne Rains 2009
Paul Rand & Cynthia Rand 2013
John Rapp & Deborah Rapp 2007
Tom Rathslag & Marianne Rathslag 2012
Dean Rau & Sarah Lund 2011
Tom Ray & Linda Ray 2013
Thomas J. Rea & Nancy Rea 2001
Michael Reddy & Rhonda Lennox 2013
John Redner & Zara Redner 2013
Larry Reed & Carol Reed 2013
Vern Reed & Candee Reed 2013
Phil Reed & Sally Reed 2012
John E. Regan & Felicite Regan 1989

George Reid & Lynda Reid 2014
Murray Reid & Catherine Atkinson 2012
Thomas Reidenbach 2011
Steve Reinecke & Brenda Reinecke 2009
Thomas Reinertson 1995
David Reinken & Barbara Reinken 2004
Thomas R. Reinsma & Gretchen Reinsma 2007
Robert Renella & Janie Renella 2012
Margaret Renner 1998
Earl Rentmeester & Mary Rentmeester 2013
David Replogle & Marjorie Replogle 2007
Glenn Reynolds 2014
Jeffrey Richardson 2013
James W. Richardson & Sandra Richardson 2007
Sandra Richardson & James Richardson 2007
Fred Richardson & Loreena Richardson 1990
James D. Richlak & Paula Richlak 1997
Robert Richter & Terri Richter 2000
John R. Rick & Carolyn Rick 1975
Joseph Rickard 2013
Jeffrey G. Ridings & Kimberly Ridings 2013
Blair Rieckmann & Elizabeth Brandt 2013
Harvey Rieth 2009
Thomas W. Rifenberg & Sherrie Rifenberg 1993
John Rigney & Camille Rigney 2013
Thomas J. Riley & Jo Jean Riley 2008
Lawrence C. Robbins & Bonnie Robbins 1989
Richard M. Robbins & Sally-Anne Robbins 1994
John Roberts & Elizabeth Roberts 2012
John W. Robertson & Linda Robertson 2001
James L. Robfogel & Majorie Robfogel 1976
Larry Robin & Linda Robin 2009
James Robinson & Judy Robinson 2008
Ben Robinson & Joanne Robinson 2012
George V. Rodriguez & Susan Rodriguez 2013
Ross E. Roeder & Mary Anne Roeder 2001
William Rohde & Judy Rohde 1982
William Roscoe & Janet Roscoe 2009
Bill Rourke & Lane Brown 2013
David Rowe 1990
Troy Rowe & Jeannie Rowe 2011
Gerry Rowland & Tracy Rowland 2005
Paul A. Roys & Mark Roys 1971
Tim Ruff & Karen Ruff 2013
Arthur N. Ryan & Elizabeth Ryan 1968
John Sakowicz & Sharon Sakowicz 2010
Jerome M. Salle & Lee Ann Salle 1971
James L. Sams & Beverly Sams 1972
Thomas A. Sand & Donna Sand 2004
Mark Sandell & Janet Sandell 1982
Jim Sanders & Marge Sander 2014
Jeff Sandkam & Tracy Sandkam 2014
Mark Sandock & Susan Sandock 2007
Herbert Saperstein & Audrey Saperstein 1986
Val A. Saph & Suzanne Green 2000
Richard N. Sarns & Norma J. Sarns 1990
Robert Satterfield & Martha Alberti 2009
Ken Saunderson & Irina Heifets 2011
M. P. Sawyer II & Susan Sawyer 2004
Daniel Scarbrough & Cheryl Scarbrough 2014
J. Christopher Scarff & Diana Scarff 2005
William J. Schaars & Mary Jo Schaars 1985
Klaus Schaefer & Jean Schaefer 2013
Robert C. Schiesswohl & Nancy Schiesswohl 1964
Harvey Schilke & Mary Schilke 2013
Stephen A. Schiller & Jo Anne Schiller 1970
Rex Schlaybaugh & Jan Schlaybaugh 2013
Peter J. Schleck & Mary Jane Merrick 1998
William C. Schmidt & Martha Schmidt 1998
Jo Ellen Schneider & Ron Dwelle 1977
Werner H. Schoenknecht & Gay M. Schoenknecht 1987
Michael C. Schrage & Therese Schrage 2007
Ed Schroeder & Maureen Schroeder 2011
Norman Schroeder & Wendy Schroeder 2013
Robert L. Schubert & Blythe Schubert 2007

Michael Schuessler 2013
William Schult & Vicki Schult 1980
Charles A. Schult III & Janice Schult 1980
Dennis Schurdell & Ellie Schurdell 2007
Mark Schwartz & Merryl Schwartz 2013
Jim Scott & Cheryl Scott 2010
David Scott & Cherrie Scott 2013
C. Malcolm Scott & Janice Biga 2001
Gordon Seaholts & Maryalice Seaholts 1981
Robert Sealscott & Teresa Sealscott 2012
Thomas Sebring & Susan Sebring 2013
Mark F. Seeman & Linda Seeman 2003
Graham Segger & Diane Segger 2012
Stephen Selznick 2009
Gregory J. Shalagan 2000
Michael Shamus & Susan Shamus 2012
Daniel C. Sharp & Marabeth Sharp 1987
Duncan Sharp & Patty Sharp 2014
Geoff Shaw & Karen Gibb 2000
Ian A. Shaw & Jo-Anne Shaw 2003
Walter Shear III & Nancy Shear 2009
Rod Sheppard & Elyse Rousseau 2014
Myron G. Sherer & Ulrike Sherer 1986
Craig Sherman & Maria Sherman 2013
Andrew R. Sherwood & Jody Sherwood 1990
Michael J. Shields & Julie Shields 2012
James Shinnners & Jane E. Shinnners 2013
David K. Shogren & Ginny Shogren 2002
Stuart Simek & Jennifer Simek 2011
Antone Simion & Sharon Simion 2011
Michael Simon & Linda Simon 2012
Richard A. Simon & Debbie Simon 2007
James M. Sinkins Jr. 2011
Jerry Siudara & Elizabeth Siudara 2001
David Skinner & Lori Skinner 2013
Paul Sklut 2012
Ted Slumskie & Sally Slumskie 1999
Robert Smith & Alice Smith 2013
James Smith & Lisa Smith 2014
Lisa Smith & James Smith 2014
John M. Smith & Dyan Smith 1979
Peter A. Smith & Lynn W. Smith 2001
Allan Smith & Cheryl Smith 2013
Douglas A. Smith & Phyllis Smith 1986
Theodore H. Smith & Susie Mackey-Smith 1975
David Murray Smith & Susan Smith 1988
Larry Smith & Kathy Smith 2013
Ronald J. W. Smith 1980
Larry Smith & Betty Smith 2010
Ted S. Soan & Greta Soan 1992
Dan Sobotincic & Heidi Sobotincic 2009
James A. Soltesz & Ridene Soltesz 1975
Patricia Somers & Brad Somers 1982
Brad Somers & Patricia Somers 1982
Joseph A. Sopko & Elizabeth Macintyre 2003
James A. Sorbie Jr. & Gerri Sorbie 1998
Michael Spaniolo & Alice Gale 2010
Betty J. Burch Spanjer 1957
Jerry G. Spears III & Marsha Spears 2001
Kenneth C. Spencer & Hilda Spencer 2002
David Spencer & Kathy Spencer 2009
Melissa Spillenkothen 2009
Roger Spreen 2013
Allan M. Springer & Virginia Springer 1975
Jim Sprow & Meg Sprow 2012
David Spurgeon & Janet Spurgeon 2011
Tony St. Amant & Deborah Everitt 2014
Cristina N. Staats & Jack Staats 2008
John Stafford & Maedell Stafford 2011
Susan Stahl & Lee Stahl III 1977
Lee A. Stahl III & Susan C. Stahl 1977
Stephen D. Starling & Sharon Starling 1999
Tim Statham & Patricia Statham 2013
James Stebbins 2011
David L. Steffens & Donna Steffens 1980

Frederick W. Steffens II & Pamela Steffens 1982
 Bob Steinmetz & Barbara Steinmetz 2013
 John S. Stephenson & Linda Stephenson 2000
 Henry W. Stevens & Dana Stevens 2009
 William E. Stewart & Elizabeth Stewart 1991
 Scott Stewart 2013
 James Stewart & Pat Stewart 2014
 Jack F. Stewart & Martha Stewart 2006
 Tom Stewart & Mary Stewart 2013
 Robert C. Stierna & Patricia Stierna 1999
 John G. Stimpson & Carol Stimpson 2004
 David Stokes & Leslie Stokes 2009
 David R. Stokes & Kristi Stokes 2007
 Nelson C. Stone & Marilyn Stone 1999
 Paul Stones & Ellen Douglas 2013
 Robert Stouten & Alice Stouten 1973
 William Stover & Janice Stover 2012
 Donald W. Strang & Karen Strang 1996
 Steve Stringer & Jan Stringer 2012
 Bing Stroh & Mary Stroh 1968
 John Stronks & Gay Stronks 2011
 Arthur Strouse & Karen Strouse 2013
 Paul Strub 2014
 Bill Stuart & Chris Stuart 2013
 J. Richard Summers & Karen Kamm 2001
 Eric Sunstrum & Cynthia Sunstrum 2012
 Harold E. Sutherland & Chayle Sutherland 2003
 Victoria B. Sutherland & Lori Mason 1987
 Kermit Sutton & Jenny Sutton 2013
 John Swenson & Sheryl Swenson 2013
 J. William Taggart & Elaine Taggart 1997
 Alexander G. Taggart & Christine Taggart 1979
 J. Howard Tait & Margaret Tait 2004
 Robert Tansky 2010
 Kenneth Tarr & Joyce McDonald 2013
 Stephen Taylor & Trudy Taylor 2010
 Ron Taylor & Lynne Taylor 2008
 Gordon Taylor & Lindsey Taylor 2008
 William F. Taylor & Ann Taylor 1995
 William E. Taylor & Carolyn Taylor 2002
 Robert M. Taylor Jr. & Christine Taylor 1982
 Raymond J. Teborek & Fern Teborek 1984
 Donald W. Teegarden & Diane Teegarden 2001
 James Tepel & Harriet Tepel 2003
 James Terranova & Sheri Terranova 2006
 David Tessier & Gerry Tessier 2010
 Peter F. Theis & Jill Theis 2001
 Harald Themer & Estelle Montpellier-Themer 2011
 Philip A. Thibert & Balt Thibert 1992
 Gary A. Thiele & Jo Ann Thiele 2005
 Timothy L. Thill & Rita Thill 2004
 David G. Thompson & Katherine G. Thompson 1997
 Robert J. Thompson & Theresa Thompson 1997
 Paul Thompson Jr. & Sandy Thompson 2010
 Kevin J. Tighe & Deborah Bradshaw-Tighe 2009
 Alan C. Tigner & Sheri Tigner 2004
 Brian Tjosvold 2012
 Jay Topping & Pat Topping 2012
 Tymon C. Totte & Sheri Totte 1970
 Jim Townsend & Cyndi Townsend 2013
 Rod Trainor & Cindy Trainor 2013
 Ronald L. Trainor 1997
 Joe Traub & Barb Traub 2013
 R. Sheridan Treis & Judy Treis 2004
 Thomas Trimmer & Nancy Trimmer 2004
 C. Phil Trotter & Janet Trotter 2009
 Glen Trottier & Margaret Trottier 2012
 Sam Trufant & Ann Gray Trufant 2013
 Philip Trupiano & Elyse Trupiano 2013
 Laurance M. Truthan II & Kristina M. Truthan 2007
 Martin Tuck & Suzanne Tuck 1992
 William M. Tucker & Ginny Tucker 2004
 Carl B. Tucker 1990
 Phyllis Turner 1949
 Byron G. Turner Jr. & Deborah Turner 1983
 Michael Van Den Branden & Robin Lindenberg 2012
 Ken Van Dyke 2001
 Robert Van Eck & Helen Van Eck 1977
 Richard Van Mell & Sandy Van Mell 1982
 Donald C. Van Pelt Sr. & Alicia Van Pelt 1969
 David Vandenberg & Chris Vandenberg 2002
 John Vandervelde & Jo-Anne Vandervelde 2008
 Larry Vandlen & Julie Vandlen 2013
 Timothy Vanevery & Donna Vanevery 1990
 John VanRyswyk & Alice VanRyswyk 2014
 Kenneth A. Verhaeren & Judy Verhaeren 1998
 Scott L. Verhage & Beverly A. Verhage 1994
 Tom Verhagen & Judy Verhagen 2012
 Robert Vernier 2014
 Del Voth & Kate Leigh 2009
 Robert Voyt & Joe Voyt 2004
 Eugene A. Wade & Judith Wade 1996
 Walter Waffensmith & Connie Waffensmith 1995
 Richard Wagner & Pam Wagner 2013
 John Wagner & Nancy Wagner 2012
 Michael Waite & Julie Waite 2006
 Theodore D. Wakefield II & Betsy Wakefield 2004
 Mac Waldorf & Sydney Waldorf 2013
 Charles R. Walgreen III & Kathleen Walgreen 1966
 Dustin Walker 2010
 William R. Walker & Clare Walker 1995
 A. Richard Wallace & Marilyn Wallace 2003
 Mel Wallbank & Mariette Labrosse 1992
 Frederick Walls & Diane Walls 2010
 Wayne Walter & Sally Walter 2004
 Dennis Walters 2013
 W. J. Jack Ward & Wendy Ward 1986
 Joel Ward & Marybeth Ward 2014
 Bruce C. Wasilewski & Kay Wasilewski 2001
 John A. Watt & Rosina Watt 1988
 Richard A. Webster & Joni Webster 1977
 Samuel R. Webster & Charlene Blondy 1995
 Barry Wech & Anne Wech 2013
 Wayne G. Wegner & Susan Wegner 1992
 Gary Weichmann & Mindy Weichmann 2011
 Robert V. Weiland & Mary Weiland 2009
 Richard C. Weiland & Lois Weiland 1990
 Tony Weisman & Tracy Weisman 2013
 Myron D. Welch & Marcia Welch 1999
 John B. Welch & Mary Welch 1998
 Susan J. Weldon 2006
 Jim Welinski & Barbara Welinski 2013
 Walter E. Wells & Nila Wells 2000
 Edward P. Welter & Willy Welter 1977
 Charles Wendle & Jane Wendle 2013
 William H. Wendt & Dalia Wendt 1988
 Paul Wenner & Barbara Wenner 2013
 Alan F. Wentworth & Nancy Wentworth 1996
 Barbara Werner & William Werner 2012
 Mark Wey & Terri Wey 2005
 Randy Whaley & Nancy Whaley 1990
 Mark Wheeler & Patricia Wheeler 1996
 William K. Whitley & Donna Whitley 1988
 J. Frank Whitley Jr. & Janet Whitley 1987
 Tim Whitlock & D. Lyn Schlotzhauer 2007
 Oat Whitney III & Rose Marie Whitney 2005
 Paul Whittaker & Linda Whittaker 2014
 Mike Wickman & Terry Wickman 2007
 Thomas Wiese & Suzanne Nehls 2010
 Robert Wightman & Ivie Wightman 2006
 Glenn Wilcox & Linda Wilcox 2013
 Felicia Scott Wilhelm & Lawrence Wilhelm 2002
 Roger D. Will & Bonnie L. Will 1990
 Rudi Willert & Beverley Willert 2011
 Jim Willett & Kathy Willett 2011
 James A. Williams & Linda Williams 1986
 David Williams & Nancy Williams 1982
 Henry W. Williams Jr. & Barbara Dimmick 1968
 Louis Williams Jr. & Mary Moster 1995
 Donald E. Willman & Karin Willman 1987
 John Wilson 2002
 Gary D. Wilson & Cindy Wilson 2001
 Voyle C. Wilson & Linda Wilson 2000
 Peter L. Winnell & Susan Winnell 1980
 John D. Winter & Elizabeth Winter 1978
 Kevin Wirth & Janice Wirth 2013
 Jeff Wise & Sandy Wise 2011
 James T. Witherspoon & Dorothy M. Witherspoon 1966
 Charles A. Wittmack & Sue Wittmack 2014
 Jack Wolf & Anneke Van Der Westen/Wolf 2011
 Thomas M. Wolf & Mary H. Wolf 1986
 Laurence Wolf & Susan Jones 1988
 Glen Woodin & Judy Woodin 2009
 W. Carson Woods & Patricia Woods 1995
 James J. Wooll & Bobbie Wooll 1993
 John Woollam & Cyndi Woollam 2010
 Dave Wray & Colleen Wray 2012
 Andrew C. Wright & Jannet Smithrim 1993
 Peter Wurtele & Barbara Wurtele 1988
 Barry Yano & Suk Yong Yano 2004
 Rick Yeates & Laura Garvey 2014
 Vern A. Yetman & Nancy Yetman 2001
 Mark Yonan & Julie Yonan 2013
 Tim Young & Erin Christine 2014
 Edward T. Youngs 1989
 Paul Zadel 2007
 Sally Zahnow & Don Slachta 1993
 Erwin Zalon & Shirley Zalon 1980
 John F. Zechner & Carol Zechner 1994
 John Zevalkink & Kim Zevalkink 2013
 Charles Zumkehr & Cathy Zumkehr 1979
 Daniel Zur & Briana Zur 2013



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Anchor Bay Yachting Association (ABYA)	Rear Commodore Mark Lifter
Canadian Boaters Alliance	Past Commodore J.E. Fordyce
Canadian Coast Guard Central Regional Marine Advisory Council	Past Commodore J.E. Fordyce
Canadian Hydrographic Service	Past Commodore J.E. Fordyce
Canadian Power and Sail Squadrons (CPS).....	Rear Commodore Brad Somers
Cruising Club of America	Robert P. Knight
Inter-Lake Yachting Association (ILYA).....	Director Roger P. Hankle
Lake Michigan Yachting Association (LMYA)	Rear Commodore Len Nowak
National Boating Federation	Past Commodore Joe Mesenburg
Ontario Marine Operators Association	Port Captain Ronan P. Oliver
United States Coast Guard Auxiliary.....	Past Commodore A. John Lobbezoo
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