



# GREAT LAKES CRUISING CLUB

*Lifeline*  
September 2007



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**IMPORTANT NOTICE**

The membership application included with this issue of *Lifeline* – as in every issue – is for your use in signing up a new member. It DOES NOT mean that your membership has expired. It is just a reminder that GLCC is always interested in new members, and you are the source. Sign up a new member today!

**Editorial Closing Dates**

Editorial copy and change of address should be submitted no later than the 1st of the month preceding issue date, to the GLCC Office.

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I extend my end-of-the-summer greetings to all of you as the summer comes to a close and we transition into fall cruising and finish the 2007 boating season at the annual meeting in Chicago on October 27th at the Chicago Yacht Club. With the wind at your back and calm seas and wonderful cruising days in our memory bank we do, in fact, lose track of the pressure of our daily lives and enjoy the freedom of the seas while cruising wherever that might be. Seeing a GLCC burgee flying on a boat's bow or mast spreader is a welcome sign that adds to our enjoyment and is part of the tradition of this wonderful organization.

That was certainly the case at the July 15th, 16th and 17th Great Lakes Cruising Club Rendezvous in Superior, Wisconsin, at Barker's Island Marina. The burgees were flying and the boats were all in great shape at the fleet review. This year Rear Commodore Duane Flynn and assisted by his wife Mar and Port Captain Bill Rohde and assisted by his wife Judy organized a fantastic three-day event complete with good weather and wonderful facilities at the Barker's Island Marina and Inn.

Not to be outdone Rear Commodore (Retired) Monnie Goldfine provided wonderful staff assistance from his office personnel Valerie and others and many organizational details and, of course, we all enjoyed a prime rib dinner aboard his *Vista Star* excursion boat on Monday evening. Duluth had so many activities and options to entertain the members and guests that all I can say is I can hardly wait to come back again to the co-ports of Duluth and Superior. I would have to say the Maritime Museum operated by the US Army

Corps of Engineers and the Aquarium were highlights of things on a must see list in Duluth and the Military World War II Museum in Superior is also a must see on anyone's list. I was also very impressed with the friendly attitude of all the people at the places we visited while at the Rendezvous.

After the Rendezvous many of the boats with their skipper and crew who made the long trip from the lower Great Lakes to the upper Lake Superior went on a "north shore cruise" which you will be reading more about from Director Richard Miller in a future issue of the *Lifeline*. He organized the event and stimulated the interest to explore that beautiful part of Lake Superior.

There was a bit of excitement for those of us who arrived a few days early. First it was cold, then it was hot, then it rained and "then it was windy" as sung by Becki Boehlke and Lynne Campian with her husband George who were aboard Tim and Becki's boat *Sweet N Low*. The wind came up about 10 am on Tuesday before the Rendezvous in a big way and blew over 50 knots with great force. If George had not saved my wife Mary Lou from blowing off the dock, she would have been "blowing in the wind" and I might not have seen her again. Over in the Apostle Islands we heard one sailboat broke its moorings and went up on the beach, and out in the big lake the waves were *Edmund Fitzgerald* size memories. Back on shore the Ship's Store under the direction of Bobbe Miller, and the Rendezvous clothing offered by Mar and her able volunteers, made good use of the enthusiasm of the membership and many articles of clothing were sold. On Monday morning the Bridge Officers assisted

**ON OUR COVER**

*Barker's Island Marina in Superior, Wisconsin was the site of the 2007 Rendezvous. Photo © Jeff Frey Photography*



*Commodore Heninger had an opportunity to highlight GLCC activities for the Coast Guard when they paid a courtesy visit to the Rendezvous in their local Cutter. The crew also provided tours of their vessel for members.*



in serving a pancake breakfast which by all remarks was a great success. Rear Commodore Dave Miller was flipping pancakes and Vice Commodore Jim Richlak and your Commodore were busy serving up the flap jacks as fast as Dave could fire them off the grill.

All of the other usual events were included and enjoyed by all. The Rag Haulers became depressed as the Stink-potters managed to hold on to the volleyball championship for another year. All I can say is "Hang in there Rear Commodore Bud Zalon because next year in Little Current I feel the winds of change may come."

On the more serious side, your Board of Directors after much planning and work has resolved to move your Great Lakes Cruising Club forward to a new level of awareness, visibility, international cooperation and location by relocating the business office from its traditional mooring in Chicago to a new maritime facility to be constructed in Port Huron, Michigan at the intersection of the Black and St. Clair Rivers by Acheson Ventures beginning next year. You will be reading more about this decision in the *Lifeline* in an article written by Director Mel Wallbank and Rear Commodore J.E. Fordyce in this issue.

Next year we will move into a temporary facility adjacent to the site of the new Maritime Center Building which is to be completed in 2009 and then move into permanent space in the new facility.

I said during the Board meeting

the move to Port Huron will be the beginning of an exciting new era for the Great Lakes Cruising Club. We will still maintain our links to Chicago where the Club was founded over seventy years ago and we will continue to hold many events there. In addition to making good business sense, moving our office to the Maritime Center in Port Huron will provide an impetus for growth and renewal.

Our membership over the years has shifted east and a location on the international border between Canada and the US will also strengthen our relationship of Corinthian Yachtsmen in both countries. There will be new

technology in the Maritime Center. The location will provide the Club with a more public place and image along with other maritime Great Lakes organizations in an atmosphere of maritime influence, education and cooperation. This is attributable to a great extent to the vision of Acheson Ventures and the planning they have done in developing the plans for this new opportunity in the best of all maritime venues just below the Blue Water Bridge. Your board of directors was unanimous in its decision to move

**continued on next page**



*Traveling the furthest to the Rendezvous (980 miles) were Ernst and Margaret Renner on Makara.*



Twenty six first timers to a Rendezvous were warmly welcomed by Rendezvous Chair Duane and Mar Flynn (left) and Commodore Heninger (far right).

the Club forward to achieve a new level of influence and benefits for the membership.

On Tuesday evening the Commodore's Dinner was a bountiful affair and well attended in the Inn at Barker's Island. I was very privileged to have all four of my children and most members of their families as guests at the Rendezvous and that evening Bill Rohde who was the Master of Ceremonies had every member stand and introduce themselves, their spouse and guest. When my family all stood up there might be a new award created for who has the largest number of family in attendance. I had eleven and a few had summer jobs or business in overseas locations so they could not attend but they have all said they can't wait until next year when we will be in Little Current, Ontario. That evening I was privileged to make two awards. The William J. Kivell Award in recognition of outstanding contributions to the club for 2006 went to Jim Wooll, Port Captain at the French River and his wife Bobbie. The Commodore's Award went to Ernst and Margaret Renner to the member who traveled farthest by boat for the specific purpose of attending the Annual Rendezvous. They submitted an excellent log showing they traveled 980 miles.

This year I discovered there are several ways to cruise. In order to get our 40' Formula PC cruiser *Skip 2 M'Lou* to Barker's Island from our home port of Davenport on the Mississippi River, we cruised up the Mississippi River to Prescott, Wisconsin and then had our boat



Port Captain Jim Wooll (right) was this year's recipient of the William J. Kivell Award in recognition of a Port Captain who had made an outstanding contribution to the program.

trucked cross country to Barker's Island. We found that to be a relaxing and efficient manner to both cruise and travel by water and by land to the beautiful shores of Lake Superior. In today's world of higher energy costs we sometimes forget the time we spend, although it may be short on the water in our boats with friends and family, it creates memories for a lifetime and are priceless. Spending a few more dollars for fuel is a small price to pay for the rejuvenation of our maritime souls.

I am writing this last "From the Bridge" at the end of July following the Rendezvous and have just realized this will be my final opportunity to write these series of articles that have been appearing in the *Lifeline* over the last two years of my term as your Commodore. As I said in my initial piece, I would include in each article an experience that has occurred during my years of cruising on the Great Lakes and its tributaries that have

been memorable. I can say that one of the memories I will always cherish has been the opportunity to be your Commodore. This is a family tradition. As many of you know, my father joined the Great Lakes Cruising Club after his return from the Pacific as a Marine in World War II and that was followed a few years later when he became Treasurer in 1979. Then my brother George became Commodore in 1982 and now I have had the privilege of following in that tradition.


I wish to thank the Board of Directors and the Officers for the many hours of work they have invested in our many meetings and I look forward to seeing all of you at the annual meeting at the Chicago Yacht Club on October 28th of this year.

*Ralph H. Heninger*

**Ralph H. Heninger, Commodore**



## Great Lakes News and Views

Jody Tverdal, Vice-President and Director, is actively seeking investors to assist in the restoration of this historic building which celebrated its 100th anniversary in 2003. For additional information please call (705) 287-2000 or email at [jtverdal@spscudbury.ca](mailto:jtverdal@spscudbury.ca) 


## State to Close Mackinac Island Harbor for Renovations

LANSING, Mich. (AP) — The Mackinac Island State Harbor will close after Labor Day for renovations and will reopen next April or May for the 2008 boating season.

The Michigan Department of Natural Resources announced recently that it plans to replace the electric, water and sewer service at the harbor, which sits just east of the island's downtown area. New landscaping and decking also will be added.

Mackinac Island State Harbor is the ending point for the annual Port Huron to Mackinac boat race and the annual Chicago to Mackinac Island boat race. The harbor has 76 total slips and usually is open from late May until mid Sept.

Funds for the renovation will come from the Michigan State Waterways Fund, which collects revenue from boating registrations and fuel taxes designated for the fund.

Unfortunately, there are no plans to add more slips to the marina. 



*Finding a wireless internet signal can be a challenge but Alexandra Timm found a solution in Bark's Bay at the Rendezvous.*



*Signs (and docks) at local restaurants welcoming boaters are a great idea.*


## New Web Site for BoatU.S.

BoatU.S., an affiliate of the GLCC, has a new web site designed for Members-Only. It is very user friendly and contains a wealth of recreational boating information. Take a look and you will be very impressed.

The new features of the site include:

- An easy to use map interface to help locate buoy and tide information
- New content on Conservation news (located under Fishing News & Information)
- A minimize button to help organize your page
- Graphical Tides & Currents

In a recent email to members they noted: "We are constantly looking for new ways to get the most effective information to our Members finger tips through the Members-Only site. If you have any suggestions about different content you would like to see or a different way to format the information, please click on the suggestion box and share your ideas."

GLCC members should contact: Matt Startzel, Membership Dept. at 800-395-2628 for more info. 

## Sportsman's Inn Recently Sold

Killarney's Sportsman's Inn has been sold and the new owner has exciting plans in the future for the site.

Boaters arriving this spring found the marina fenced off and no services available. As the marina with greatest number of transient slips and selling the largest volume of gas and diesel in Killarney, the closure was a major problem for boaters arriving off Georgian Bay or preparing to head out to the North Channel. The Sportsman's Inn was also the site of the very successful 2004 GLCC Rendezvous.

The new owner is Jerome Davis of Sudbury, Ontario.

The plan is to build new docks over the winter and extend them west up the channel on the George Island side. He owns the vast majority of the island. Eventually there will be new docks on both sides of the channel. Jerome has a detailed business plan for the future including boat storage and transient dockage. He offered docking this summer as a promotion at \$0.50 per foot with no pump out or fuel. He is also tidying up the fuel storage. There are no plans for replacing the existing building at this point.

# Leamington Rally, June 15 to 17, 2007

Story by Susan Atkinson

Photos by Jim Ehrman

Fish flies, May flies, Canadian soldiers – call them what you will, those of us who attend this Rally have always “enjoyed” their company in June. NOT THIS YEAR – or so we thought. Along with the fact that we had perfect June weather while at dockside, we didn't see a single bug until Sunday morning. But even those unwelcome guests could not put a damper on an absolutely wonderful weekend in Leamington, Ontario.

Thursday evening, about twenty of the early birds were escorted to Muscedere Winery by Leamington Harbourmaster Ronan Oliver. This is a recent addition to the Lake Erie Wine Route, and a superb one. We were treated to wine tasting while being given a tour of the vineyard and one of the owners, Fabio, explained some of the intricacies of viticulture. We were then served a scrumptious Italian dinner, seated under a lovely white tent in the yard. The wine continued to flow, and a very good time was had by all.

Friday morning dawned bright and sunny, and over the course of the day the rest of our boats joined the party. It was a lazy day with lots of visiting, and by supper time we had almost fifty boats, and over 115 people joined us in our annual Friday night Broasted Chicken and Perch dinner in the Marina pavilion. Special attendees were Mike and Sandy Kilbreath, from Sarnia Bay Marina who were aboard *Class Eh* with the Lawsons.

Saturday brought another day in paradise and the Port Captains' meeting following coffee and donuts. Then the fun really began. This is the first year for Jim and Janice Ehrman to organize our rally, and they did a fantastic job. They had lots of surprises for us, including “Games People Play” on the deck behind the pavilion. These included tossing water balloons, passing them on the top of cardboard tubes, transferring water by sponge from one pail to another using a line of people, tossing 8 lb. anchors and one game designed to see which team could rescue the



The “first timers” to the Leamington Rally all indicated a return visit was in order.



Vice Commodore Jim Richlak presents Port Captain Ned and Sharon Bromm with their 25 year burgee.

“drowning” victim quickest. The afternoon was quite warm, and the water games soon expanded to seeing just how wet we could get each other. Judging by the volume of laughter, everyone had a great time.

Saturday evening, we were treated to a new caterer – Spago's of Leamington who served up a great array of hors d'ouvres followed by mouth watering Italian food. Then came the sweet sounds of The Kin Tones to help us “Dance through the Decades” – which was the theme for the evening. Several couples dressed for their favourite decade, including Roger Hankle and Joyce Rogers representing the forties, and Ron and Ramonda DeCapio dressed for the sixties. Toes were tapping and bodies swaying well into the night.

Sunday morning dawned bright and clear and saw us once again receive a Blessing for our Fleet by



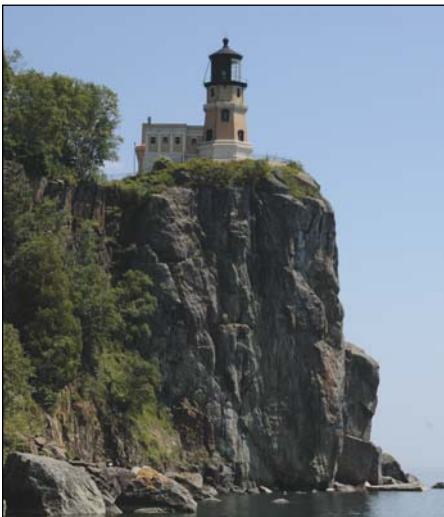
Who is this Leamington boater with the two-tone legs? Please help identify him. Send us an email!

Chaplain Carl Tucker to send us safely on our way for the rest of our boating season. We look forward to once again enjoying the Leamington Rally in June 2008! 🚩



**GLCC members often feel a special affinity for lighthouses a beacon in the night, a special landfall, a spectacular piece of architecture that catches the breath and speeds up the heart.**

**Shown below is a lighthouse well known to Lake Superior cruisers. Can you identify it?**



**The Hudson Athens Lighthouse (shown below) was correctly identified by Brian and Coralee Logan. They wrote, "This lighthouse is about three miles north of the Rip Van Winkle bridge and marks the Middle Ground Flats on the Hudson River. We passed this light while bringing our Maine Cat 30, Island Girl from New York City to Sandusky, Ohio."**



**Please share your thoughts on new marine product purchases for future columns in *Lifeline*. We would like to hear from you. Chances are others are looking for the same product and would appreciate knowing of your experiences. Reviews should be sent to the GLCC office. Commercial product reviews will not be published nor endorsements given to any product.**

## ***New Antenna for Wireless Internet***

One of the new products demonstrated at the Superior Rendezvous in July was a Wireless Internet Antenna designed for exterior use.

Frequently wireless signals are blocked either by buildings between the transmitter and the receiver or in the case of marinas or campgrounds, bigger boats or larger recreational vehicles. It is extremely frustrating to have what appears to be a wireless internet service with a reasonably strong signal only to find you cannot log on to it because of an obstruction.

This new antenna, approximately 24 inches in length, screws on to a marine antenna base. The base (not included in the sale price) can either be a rail mount or the more familiar pivoting base for mounting on the sides or tops of a boat's superstructure. The antenna wire comes with a standard USB connector and as an option you can buy an additional powered USB cable for longer runs to your laptop or base computer. A powered USB cable is essential for longer distances. As with any antenna, and this one is no exception, the higher the antenna the better its performance. Performance can also be improved by adding a standard four or eight foot antenna extension available from any marine products supplier.


The antenna has its own self contained (within the antenna) wireless internet hardware making it unnecessary for the computer to have a wireless card or similar

hardware built in. With a simple installation of a driver (mini disc included) to your computer you are up and running automatically.

At Barker's Island for example, the one wireless signal that was available throughout the marina was a source of great frustration as the strength of the signal varied considerably. Many could not get online without going to the office. Not only did the new antenna instantly pick up the signal at a higher strength, four additional signals were detected in the vicinity of the marina, with half of them unencrypted and available for public use.

In a demonstration to a neighbour subsequent to the Rendezvous, a laptop showing only two signals without the antenna became a laptop with 20 available signals with the antenna attached.

The antenna was being shown at the Rendezvous by Superior Marine Electronics and sells for \$150. The marine mount is additional at around \$10.

No doubt other suppliers have similar products on the market or will soon be selling them but for this avid internet user, this was a first and if the Rendezvous sales were any indication it is a product that really hits the mark. If wireless internet is an important part of your boating experience, I would highly recommend this product. In the off-boating season I expect to use it attached to the roof ladder of our recreational vehicle using the same marine mount. 

# Man Overboard - This is Not a Drill!

The BoatU.S. Foundation sponsored a major Crew Overboard Symposium. Their final report can be viewed at [www.boatus.com/foundation/findings/COBfinalreport/](http://www.boatus.com/foundation/findings/COBfinalreport/). Closer to home, Joann and Port Captain Chuck Mead on Blue Horizon had an experience that was not a practice. Here is their story.

The day started innocently as we were planning to travel from Port Stanley to Erieau, Ontario. Weather was hazy but fair until we cleared the bridge and entered a rather unpleasantly dense fog bank. Crawling along the moored fishing fleet and using the chart plotter to guess at the outer seawall opening, we slowly motored into Lake Erie. Our plan was to sail to Erieau, but the fog, moderate waves and wind on the nose prompted a revision in plans and a decision to motor instead.

Chuck announced his intention to go forward and move the main halyard from the sail back to the end of the boom as a secondary topping lift. Joann insisted he put on his SOS-penders, which he did without argument. On his way forward he “jokingly” asked Joann, “If I fall overboard, will you pick me up?” Her rather curt reply was, “I’ll think about it.” Just as Chuck almost had the halyard attached to the boom, an impolite wave hit the boat broadside. Hanging out at a 45 degree angle with feet on the coaming and hands on the boom is not a normal sustaining position. Plop, Chuck is now in the water. Joann was behind the wheel and saw this happen immediately. She glared at him from the helm with a what-are-you-doing-in-the-water look.

Without hesitation, she turns the boat around but with the fog, she isn’t quite sure where he is. She calls out, and he responds. His life jacket has inflated and with the bright yellow bladder, she can just barely see him through the fog. He yells to deploy the lifesling on the stern of the boat. The Lifesling is a marvelous product which enables the helmsman to deploy the unit and turn the boat as the line deploys circling the in-the-water-victim, bringing the floating horseshoe to them. However, it works best if the bitter end of the line is attached to the boat, unfortunately, it wasn’t. Chuck had installed the Lifesling bag this spring and was very careful about ensuring it was flaked properly in the bag and would deploy easily. If only he had completed the installation by securing the line...oh well the tale goes on.

As the Lifesling line is playing out, Joann pushes the MOB button on the RADAR/Chartplotter. Unfortunately, she remembers the procedure for the hand held GPS but that doesn’t work on the chart plotter. The life sling line is coming nicely out of the bag, and as Joann is turning, heading toward Chuck, she realized that the electric swim platform switch is not turned on. She goes below to turn it on. Since she is headed towards him, she believes she won’t lose sight of him. Chuck is watching the line deploy and then sees that the line comes completely out and is no longer following the boat. Now both Joann and Chuck

have concluded the lifesling is well beyond the boat and calling for it to come back was of minimal value. Joann begins to panic as she is no longer sure how she will get him back on the boat and she is concerned about hypothermia. She issues a “May Day, Man Overboard” call to the coast guard. They respond promptly wanting to know her position. She tells them outside of Port Stanley but they want the GPS location. She gives them what she believes are the coordinates, but then realizes this is cursor position, not vessel position. The chartplotter is in split screen with chart and radar showing but in radar mode which means she can’t do a “find vessel.” Not used to the split screen, she isn’t sure how to get it to do a “find ship.” She finally gets to the right mode and gets the ship’s position but now the coast guard is having trouble understanding her. This is probably because she is yelling at the top of her lungs into the mike with it close to her mouth. They finally get the position and then start asking other questions, like the name of the person and the vessel name. She responds *Blue Horizon* but they don’t quite understand. They get the *Horizon*, but not the *Blue*. Again, she is yelling into the mike *Blue – B-L-U-E*. She does this three times before they get it. Either they had a weak radio or Joann’s megaphone shouting method was not helping. In all fairness, we do think they were trying to be helpful and hail the boat by name instead of “Boat with stupid husband who fell overboard.”

In the meantime, Joann lost track of where Chuck was and called out “Where are you?” Actually, she would have several more chances to practice this communication before the day was over due to the waves and reduced visibility. He finally started adding qualifiers like “Behind You.” Joann brought the boat close to Chuck (a little too close for his comfort) to discuss what to do next. Plan was to get another line ready. Good idea, Joann went to work searching for another line. In the meantime, she lost track of where Chuck was in the water and did another chorus of “Where are you.” Turning the boat back toward where he was put the boat on a heading that would cross the floating line from the lifesling. Hitting a floating line really doesn’t do much damage to the hull, but it is a nuisance for the propeller. In our case a long length of nylon line will definitely cause the prop to freeze and stall the engine. And that is exactly what it did!

Chuck saw this from his birds-eye view in the bobbing waves and eventually concluded Joann was stuck and if he wanted back on the boat, he had to get there on his own. Not normally a problem, but the SOS-penders are bulky





*In early July, this new Sea Ray owner and his crew had to quickly abandon ship when he hit a shoal that was clearly marked on the GLCC Harbour Reports for Georgian Bay. Fortunately the water was warm, the shore was not far away and there were plenty of fellow boaters in the immediate area to help with the rescue. Don't let this happen to you.*

when inflated and not well suited for easy swimming. Chuck tried a backstroke which proved a good technique for swimming in a circle – must be right leg dominated or something. Eventually he switched back to a modified breast stroke where he could see where he was going and also tell Joann he was on his way. She spotted him when he was about 50 feet away. The Coast Guard was still asking questions and she finally had to tell them to stand by as she wanted to throw Chuck a line. It was a perfect throw of a long line directly in front of him. Realizing it wasn't attached, she held on for dear life when he started to tug on the line as she pulled him in. Chuck marveled at how beautiful and large her eyes seemed to have become. Joann held fast on the line and in a short time, Chuck was at the swim platform, but too weak to haul himself up without the ladder. Once again Joann to the rescue and he was onboard.

The line fouling the prop was nicely braided and bunched right at the swim platform. Several whacks with a rigging knife set it free. Still without propulsion, the Coast Guard wanted us to anchor but first Chuck wanted to try to start the engine. He tried the engine a couple of times forward, then reverse and the remaining section of line

freed itself. Joann made a quick, calm call to the CCG that the situation was resolved and we were proceeding back on course to Erieau.

In hindsight, there was something to be learned through this little adventure:

- Life Saving equipment works best when installed properly. Jack lines work better installed than in the original package stored somewhere on the boat.
- Don't put yourself in a precarious position where you could be knocked overboard.
- Whistles on the Life Preservers are efficient sound producers and save energy for later climbing back on the boat
- Screaming or yelling into a microphone really does not improve reception at the other end.
- Practice using your emergency tools including primary and back-up GPS and chartplotter devices.
- Keep power to the swim platform in case it is needed in an emergency. It won't draw down the batteries. ▶

## ***The 2007 GLCC Annual Meeting***

*To be held at Chicago Yacht Club  
27 October 2007*

*Please contact the Club office for reservations and details by calling 312-431-0904 or emailing glclub@aol.com. Please make your reservations by October 4, 2007.*



# Where in the World Are We?



**Both of the above pictures are from the same location, taken on the same day on the trip back from the 2007 Rendezvous in Superior, Wisconsin. Do you know this historic location on the Great Lakes?**

**There is a great story associated with this location. Please send your responses to the editor of *Lifeline* care of the GLCC office. Correct responses to this 'must see' location will be identified in the next issue of *Lifeline*.**

## BoatU.S. Reminder

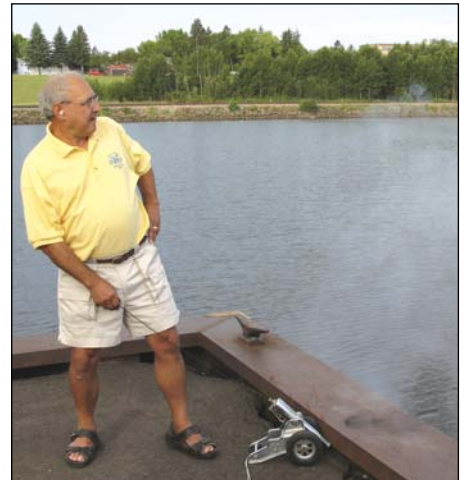


The GLCC is a cooperating group with BoatU.S.

Being a cooperating group means that GLCC members can join BoatU.S. or renew their membership for \$12.50 which is half of the regular annual \$25. dues rate. All you need do is mention our group number—GA83834B—with your renewal.

BoatU.S. offers boating equipment by mail order and at area stores and sponsors lobbying at the national and state levels. ➡

## Seen at the Rendezvous



*George Campean fired the No. 2 Cannon at the Rendezvous, usually in "synch" with Joe Mesenburg on No. 1.*



*This classic wooden boat Lydia visited the Rendezvous in Superior this year.*

# GLCC to move to new Maritime Center in Port Huron in 2008



*The Great Lakes Maritime Center will be the crown jewel and the new home for the GLCC in the 32 acre riverfront Desmond Landing development in Port Huron, Michigan directly across the river from Sarnia, Ontario.*

At the July Rendezvous in Duluth, your Board unanimously voted to move the GLCC office to Port Huron, Michigan.

Our lease in Chicago expires in January 2008. The timing of the move will reflect that and the need to complete the move before the summer cruising season begins.

The new office will be part of the permanent Great Lakes Maritime Center being established by Acheson Ventures on the Port Huron waterfront. Initially we will be in temporary space adjacent to the site of the new Maritime Center building, scheduled for completion in 2009.

The permanent Maritime Center will be the crown jewel in the 32 acre riverfront Desmond Landing development. The location for the permanent Maritime Center is called Vantage Point in Desmond Landing, on the waterfront where the Black River meets the majestic St. Clair River where 1000 foot ore carriers

pass daily. Many GLCC members will actually see our office as they journey up and down the St. Clair River.

The temporary quarters for the Maritime Center have been a remarkable success with heavy volunteer support and many GLCC members have visited the Center. The GLCC office is a perfect fit for that location and the Club will benefit greatly from being associated with the Maritime Center. You can obtain more information on Desmond Landing and the Great Lakes Maritime Center on the web at [www.achesonventures.com/desmondlanding.asp](http://www.achesonventures.com/desmondlanding.asp) or search for "Desmond Landing".

Port Huron is centrally located for easy access by the many GLCC members in Michigan, Ohio and Ontario and still in reasonable proximity to Chicago and within moderate driving range of most of the heavily populated Great Lakes

region. Detroit Metro Airport is 90 minutes away. The Sarnia, Ontario airport is even closer.

Commodore Ralph Heninger said after the Board meeting: "This will be the beginning of an exciting new era for the Great Lakes Cruising Club. We will still maintain our links to Chicago, where the Club was founded over seventy years ago and we will continue to hold events there. In addition to making good business sense, moving our office to the Maritime Center in Port Huron will provide an impetus for growth and renewal." Doug Austin, CEO of Acheson Ventures, who made a presentation to the Board meeting, responded: "We are delighted that the Great Lakes Cruising Club has decided to become part of the Maritime Center community. Your presence will add a great deal to the prestige of the Center and we welcome you." 

# Rendezvous 2007

## “The Lake put on a great show for all of us!”

photos by Robert Bakker, Joyce Berdie, Wayne LeBlanc, Susan Smith, and Boni & Phil Thibert

This summer's Rendezvous in Superior, Wisconsin provided a unique opportunity for GLCC members and their guests to experience Lake Superior in all its glory, legend and perhaps even myth.

For those travelling by boat from the Sault across the south shore, gale force winds in the days prior to the Rendezvous, demonstrated the fury of the lake. Short lived, the wind died down and for the Rendezvous and the month that followed, Superior experienced one of the calmest four week periods. Record high temperatures meant that the lake, where swimming was normally relegated to a few sheltered coves in mid summer, was the perfect place to cool off. Rumours of daily fog banks were just that and by noon hour existing patches of fog quickly gave way to clear blue skies and gentle breezes.

In all some 200 members and guests arrived by boat, recreational vehicle and car to the Barker's Island Marina where the facilities and staff were superb. In contrast to the Rendezvous of recent previous years, the number of boats were down given the long distance to Duluth and, not surprising, car and RV arrivals were up. Particularly encouraging were the greater number of Lake Superior boats present given this year's "backyard" location.

Rear Commodore Duane Flynn and his wife Marlene along with retired Rear Commodore Monnie Goldfine and his wife Lillian orchestrated a series of events both on and off the water that kept everyone on the move, visiting entirely new venues and enjoying some of the finest weather of the summer. On hand daily and always ready to oblige, Marina manager Joe Radtke made sure all attendees whether at the dock or out in the parking lot were well looked after.



GLCC members were warmly welcomed in Superior and Duluth. Evidently "Rendezvous" was not a word they could spell!



Reeve Hutchinson in his Ranger 21 from Crows Nest Yachts was pleased to chauffeur the Commodore and his Bridge for the Fleet Review.

As with past Rendezvous, docking was capably managed by a very organized Nelson Stone and crew and by Saturday, July 14 the majority of boats were in and the program underway. A highlight of the first day was the excursion (some by boat, some by car or motorcycle) to the United States Power Squadron dock, a few miles south of the marina for a Reception and Barbecue hosted by the local USPS. With perfect weather no one was in any hurry to return to the marina. What a barbecue!

Sunday brought the customary Dressing of the Ships and later in the

day, the Fleet Review - always a great photo opportunity. The day concluded with the Commodore's Reception in the adjacent hotel and a special welcome to those attending their first GLCC Rendezvous. This year 26 first timers were present.

A highlight of the Superior/Duluth Rendezvous was the ferry ride, dinner cruise and return trip aboard one of the Vista Cruise Boats courtesy of retired Rear Commodore Monnie Goldfine. The sit-down dinner and tour of the Superior and Duluth harbours and the scenic lighthouses marking the entrances to



*The Vista dinner cruise provided an opportunity to see up close Duluth harbour's interesting mix of commercial and recreational boats.*



*Port Captain Bill Rohde acted as Master of Ceremonies at the Commodore's Dinner*



*Fleet Surgeon Dr. Gail Bowdish discussing medical emergencies at one of the GLCC seminars.*



*Lots of advice was provided to those planning on returning via the North Shore in the flotilla.*



*Retired Rear Commodore Monnie Goldfine, Rear Commodore Duane Flynn and Past Commodore Bob Barclay were part of the welcoming party at Barker's Island.*



*Port Captains Niels Jensen and Chuck Mead confer regarding the docking procedure.*



*Members of the Bridge prepared breakfast for Rendezvous participants and early risers.*

both harbours will long be remembered. Those members starting out earlier even had an opportunity to shop in the many Canal Park boutiques in the dock area.

Tuesday saw the GLCC tent filled with speakers and equipment for those wanting to learn more about new electronics, cruising Lake Superior or new products available in weather forecasting. In true Rendezvous tradition, Tuesday also saw the "stink-potters" beat the "rag-haulers" in volleyball. The annual bilge auction which raises funds for the Great Lakes Foundation enabled many to clean out unwanted "stuff" from their lockers to be sold at the auction. This year we were

**continued on page 15**



*Terri Kennedy*



*Rear Commodore Bud Zalon*



*Retired Rear Commodore David Williams*



*Honorary Member John Winter*



*Joan Miller*



*Port Captain Ardy Barclay presents the Walter Senior Pet Aboard Award to Port Captain Dave and Donna Steffens.*



*Port Captain Phil and Althea Doolittle at the Commodore's Dinner.*



*Cooking up dinner at the USPS dock was a pleasure in perfect barbeque weather.*

**continued from page 13**

fortunate to have a number of hotel and special attraction vouchers courtesy of Monnie Goldfine for use during the auction. In all \$1800 was raised in support of the Foundation. Who can forget retired Rear Commodore Harold Darch riding that bicycle around the ballroom in an unsuccessful attempt to sell it at auction.

The Commodore's Dinner concluded Tuesday's events and from all accounts, the meal, the venue (Barker's Island Inn) and the great camaraderie was considered to be "one of the best". In addition to a number of presentations noted elsewhere in *Lifeline*, Commodore Heninger was pleased to note that the 2008 Rendezvous would be in Little Current, Ontario under the chairmanship of Little Current Port Captain, Jib Turner.

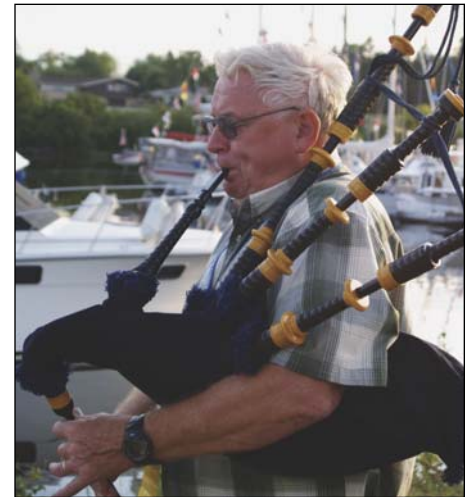
Wednesday, a carbon copy of the previous days, dawned warm and sunny and after the continental breakfast and the Blessing of the Fleet by Nelson Stone, members began to move out. As a flotilla, many of the Rendezvous participants were soon underway heading to Thunder Bay. From there they would go along the north shore of Lake Superior and back into the more familiar waters of the North Channel and the lower lakes. Fortunately the good weather followed them all the way back. The adventures of the flotilla will be covered in more detail in a future issue of *Lifeline*. 🚩



*New weather reporting resources for boaters on the Great Lakes were showcased by Carol Christenson, NOAA Warning Coordination Officer.*



*Sea conditions were perfect for the radio controlled boats.*



*Port Captain Nelson Stone, played the bagpipes and concluded the Rendezvous with the Blessing of the Fleet.*



*Commodore Heninger adds some spit and polish to his shoes prior to the Fleet Review.*



*In spite of having the sheriff on their side, the sailors went down to defeat in volleyball.*



*A dramatic squall line moves through the Wilderness Rally at Hotham Harbour.*



*Sunset at Batchawana Bay.*

## Wilderness Rallies

*Photos by Rear Commodore J.E. Fordyce and Port Captain Jim Wooll  
Story by Rear Commodore Tom Lawson and Port Captain Jim Wooll*

It was a busy summer for members interested in wilderness cruising. There were three rallies on the calendar to choose from, spread out over three different cruising grounds.

The wildernesses season started with a rally at Bad River in northern Georgian Bay. On arrival, 23 July, we found six participants, including ourselves (Tom and Michelle Lawson), but in true GLCC spirit, 50% power and 50% sail. On the sailing side, *Trillium V* captained by Ted and Venetia Moorhouse kept all spirits charged along with the Hyatts on *Blue Heron* and the Dulcamaras on *Charger*.

Michelle Lawson presented a welcome package to all, including, an itinerary, a bottle of wine, and a homemade kit for entry into the fishing derby. Activities included awards for blueberry picking (plus an awareness of known rattlesnake areas), an award for the best natural musical instrument, and the fishing derby. The pot luck dinner was a resounding success as were the social activities which included blueberry pancakes and “schmoors”

by the fire.

The water levels were too high to allow further explorations of “Devil’s Door” and beyond. But for those in attendance, wonderful memories that will last!

The annual rendezvous in Superior was followed by a shared destination cruise of the North Shore of Lake Superior. About fourteen boats used the cruise format and coordination of a daily radio call to meet separate and re-gather at some of the many wonderful anchorages. Two boats went as far north as Nipigon and have certificates for having gone north of the 49th parallel. The Slate Islands and the Pukaskwa Park area were reported as favorites by many cruisers for the natural beauty and the wildlife.

At the south end of Lake Superior there was a rally at Batchawana Bay. A total of thirteen boats enjoyed their stop at the bay over a period of a week. The Club was allowed use of Batchawana Island for shore parties. Joe Acheson even sent the island black bear to a nearby beach to reinforce the wilderness aspects of the event. On the second day Hart Harding led a dinghy ride up the Batchawana River. Hart is very familiar with the area as his family had a cottage on the shore for a



*Rear Commodore J.E. Fordyce and Michele hiking around Indian Harbour in Lake Superior Provincial Park.*

number of years.

The final event on the wilderness cruising calendar was a rally at Hotham Island in the North Channel. The weather dictated the potluck supper ashore the first night. No Chicago style hot dogs were available so a regular hot dog roast where all condiments were welcome was held. Pictures of the event are limited as the official photographer took one too many steps backward and ended up winning the wet turtleneck contest.

Day two of the event featured strong winds and the shore cocktail party had limited attendance. Weather held most boats over for a final day and only one person stood at the shore party site drinking his beverage in his foul weather gear at five on the last day.

We hope to plan events that will coordinate well with the Rendezvous in Little Current for 2008. 🚩



# Lake Huron Rally in Sarnia Caps Great Summer Cruising

Text by Susan A. Atkinson, and Photos by Bobbe Miller and Sheridan Atkinson

Sarnia Bay Marina, last year's Rendezvous destination, played host to the late summer Lake Huron Rally. Once again this annual event seemed to be the icing on the cake to a very successful cruising season. Many had worked their way back from Superior and were now in their home waters and could relax with the more familiar surroundings of the the southern Lake Huron port.

Twenty five boats with 60 superb people arrived and several joined us by car. Cocktails were enjoyed in the pavilion followed by a great chicken and rib dinner catered by Stokes on the Bay. Music was provided by Gerry Stapleton, and a great time was had by all. The weather man supplied the entertainment in the form of a terrific lightning storm which seemed to go on forever and lit up the sky over Sarnia and the St. Clair River. We were glad to be under cover in the pavilion, and able to enjoy the show without getting wet.

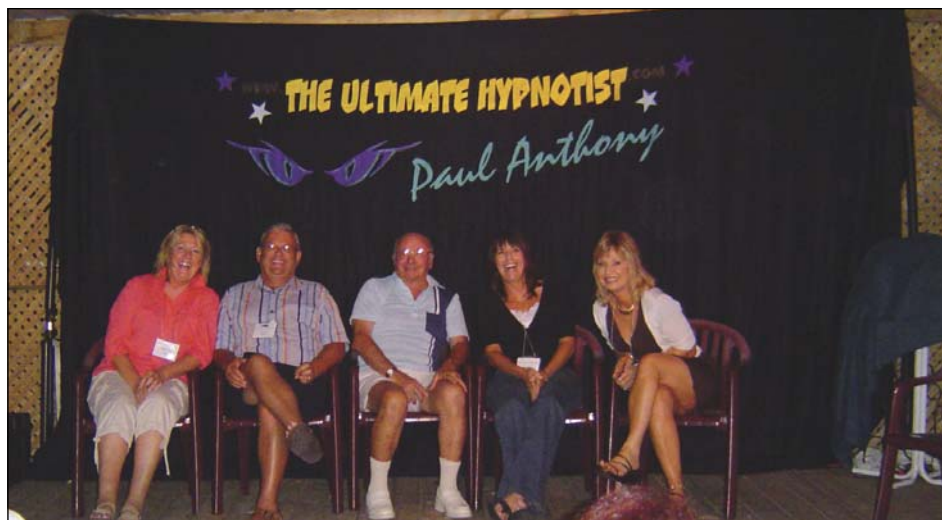
Saturday morning coffee and donuts were served in the breezeway of the Marina. At 9:30 a.m. Harbourmaster Mike Kilbreath and Rear Commodore Tom Lawson surprised us by preparing "Caesars" on the dock for anyone who wanted to imbibe that early in the day. Paula Richlak once again organized a team to try their hands at Dragon Boat Racing – even though there was only one boat and therefore no racing. Everyone had a great time, with no casualties.

The afternoon games by the pool had to be cancelled due to the weather – more rain – but we all gathered once again at the pavilion for wine tasting and cheese prior to a delicious prime rib dinner catered by Stokes Inland. Then we were entranced by the skills of Master Hypnotist Paul Anthony from Hamilton, Ontario. He captivated the attention of all and the minds of a few.

Sunday morning dawned clear and bright with the promise of fine cruising on our way home. 🌊



Paula Richlak organized a team to try out for Dragon Boat racing.



Hypnotist Paul Anthony has some very willing GLCC members to work on.



Bloody Marys prepared on the dock were a great hit.



Rear Commodore Dave Miller with Port Captain Gerry Barclay and his new bride Julie Turynstra.



# WELCOME ABOARD!



*We welcome these new members to the fellowship  
of the Great Lakes Cruising Club:*

Quinn Brennan  
Sister Bay, WI  
PATRIOT, 36-P

Andrzej Kesick  
Warton, ON  
JOHANNA, 26-S

Michael D. Riehl  
Grosse Pointe, MI  
REEL "E" HOOKED, 55-P

Stacey Spiegel  
Warton, ON  
WATERMARK, 40-S

Roger Colburn  
Suttons Bay, MI  
NOMAD, 50-S

Gregory E. Korstad  
Bayfield, WI  
GAUIIDAE, 36-S

Charles Rolling  
Sandusky, OH  
MISS HIGGINS, 42-P

John Starnes  
Port Huron, MI  
CATHU, 33-S

Roger Craton  
Harbor Springs, MI  
ROCKING LAZY SEA, 31-P

Ron Lake  
Sarnia, ON  
MOMENTUM, 28-P

Ronald Schaupeter  
Grosse Pointe, MI  
LADY PRISCILLA, 48-P

David R. Stokes  
Duluth, MN  
PURR-ECIOUS TIME, 36-P

Michael J. Gillett  
Thornbury, ON  
EASY, 34-P

Barbara J. Leuchtag  
Sandusky, OH  
FREEDOM'S SONG II, 40-S

Michael C. Schrage  
Detroit, MI  
HOOZ-A-BUM IV, 35-P

Colin Toothill  
Ayr, ON  
NIMBUS, P

Kevin M. Gregory  
Buffalo, NY  
ODYSSEY, 44-S

Joseph J. Maust  
Caseville, MI  
TRILOGY, 41-S

Richard A. Simon  
Burnham Harbor-Chicago, IL  
RELENTLESS, 70-P

Reeve Hutchinson  
Pikes Bay, WI

Glenn A. Metts  
Toledo, OH  
THE OFFICE, 48-P

Mark Smith  
Superior, WI  
ORCA, 24-P



*Perfect weather greeted boats arriving at the Rendezvous in the twin ports of Superior, Wisconsin and Duluth, Minnesota.*

# Member To Member



**Member-to-Member ads are available only to GLCC members. The ads are intended solely for personal boats and boating-related gear and for cruising activities, such as boat-swapping. They are not available for commercial advertising. Ads run a maximum of three issues.**

#### **For Sale or Rent:**

Covered boat well 20' x 70' River House Clinton River. Please call Ty Totte at 313-530-7701. *Submitted 4/16/07*

#### **For Sale:**

A 17' Boston Whaler Dauntless, 115 hp Evinrude less than 50 hours with new trailer. Please contact Ty Totte 313-530-7701. *Submitted 4/16/07*

#### **For Sale:**

Raymarine (Ratheon) HSB series r180crc Pathfinder radar & chartplotter with 10.4" color lcd display, sun cover, original operating manual and five (5) c-map cards: p&t/lake michigan; p&t/lake erie; p&t/lake huron & lake st. clair; nt+/lake michigan & north channel; nt+/lake superior, lake michigan & the north channel. Asking \$1,500 for the r180crc and cards combined. Please respond to home phone @ 231-780-4899 before 9 pm est or email to jeffandsues@msn.com. *Submitted 4/17/07*

#### **For Sale:**

53' Ocean Yacht Super Sport, 1991, twin DDC 8V92TA's 760 horsepower each. Awesome cruising boat, pristine condition, fresh water only, updated electronics, sofa and dinette, new surround sound system, air conditioned and heated, galley up, three staterooms and two heads, new washer and dryer. Factory hardtop with hard enclosure on three sides and canvas enclosure aft with Stratoglass windows. The foredeck features a Marquipt electric davit and an Aquascan jet boat. Contact Connie Reynolds at conjreyn@aol.com or 708-474-2444. *Submitted 4/30/07*

#### **For Sale - Three Boats:**

1. 40 ft. Nautilus Pilothouse Fiberglass Sailboat, 1985, name; "JUPITER". Well known by our GLCC Wilderness friends. Perfect "live-aboard" vessel. Excellent condition. Totally refitted and upgraded, includes Avon dinghy & motor, on strong davitts. Built for long distance cruising. Stored inside heated building at

Drummond Island, MI. Asking \$189,000. Please contact Bill Yunker 920-621-7772 (cell) or e-mail by@healthbenefitsmgt.com

2. 36 ft. Steel Tug Trawler. 1955. Solid hull, Engine totally overhauled. Ready for completion of interior and exterior restoration. Located at Baileys Harbor, WI. Asking \$9,900. Please contact Bill Yunker 920-621-7772 (cell) or e-mail by@healthbenefitsmgt.com

3. 32 ft. Galaxy Fiberglass Sailing Sloop, with trailer 1960. Beautiful condition. Diesel Engine. Needs an avid sailor who enjoys true sailing adventures on a super stable safe vessel. Stored inside at Baileys Harbor, WI. Asking \$11,500. Please contact Bill Yunker 920-621-7772 (cell) or e-mail by@healthbenefitsmgt.com *Submitted 4/26/07*

#### **For Sale:**

Post Time. 42' Post, Sportfish, 15'9" beam, flybridge with hardtop & enclosure, 1982. 671TI Detroit, 450 hp each, just finished complete overhaul. 30 mph max, 25+ cruise. All fiberglass boat, beautiful teak interior, joinery, and taffrail. Large salon, galley down (with full size refrig., freezer & icemaker), great storage. Sleeps 6 in main & guest cabins and sofabed in salon. Fully equipped with 7.5 KW Onan, new 10" screen Faruno GPS/plotter & autopilot, Raytheon radar, VHF/hailer, stainless anchor, TVs, sound system and more \$179K. Stored inside heated in Sandusky, OH. 772-225-1402 until 4/7, 330-802-0821 after, 330-645-6239 cell, or email larry\_gray@mindspring.com. *Submitted 5/15/07*

#### **Dream of exploring the North Channel in comfort, but don't want to invest?**

GLCC member seeks experienced boating enthusiast to share our 1998 45.2 Jenneau Sun Odyssey during summer (or ongoing) 2007. Sleeps 6-7. Fully equipped with navigational equipment, air-conditioning, generator and safety equipment, including life-raft. Extended charter (3-4 weeks or more) or fractional ownership desired.

Location on Great Lakes negotiable, but prefer Lake Huron, North Channel, or Georgian Bay. Call Joe or Karen at (734) 761 9962. \$8K/month or fraction of appraised value with share of ongoing expenses. *Submitted 5/15/07*

#### **For Sale:**

1996 45' Tollycraft, Fiberglass, Twin Diesel Engine, 100% fresh water vessel with every possible option even including bow thruster and Niad stabilizers. She has 3208 (435hp) Cats with approx 700 hrs and has always been in heated indoor winter storage. This boat has been maintained with an open check book. After owning this beautiful yacht for over 10 years we have her up for sale so someone else may enjoy her. The reason for selling is poor health. This vessel has always been berthed and winter stored at Charlevoix, Michigan. The price has just been dropped from \$379,000 to \$345,000 to expedite the sale. Contact Dick Sarns at 734-761-5504. *Submitted 5/15/07*

#### **For Sale:**

1986 50' Bestway Cockpit Motor Yacht (44'+6") *Thru The Years* 14'10" beam 3'10" draft Fresh water boat completed loop in July 2007. 2 Helms 3 sets of controls - (fly bridge, salon and cockpit) GPS, Sonar, Radar in all three, Twin 305 HP Volvo TAMD 70 w/synchronizer, 12 KW Westerbeke Generator 2200 hours, 650 gallons fuel, 180 gallons water, 2 Heads (new vacuflush toilets) Guest State Room double bed, Aft state room walk around queen bed, make up area plus separate washer and dryer, Open galley down w/new microwave, corian counters & sink plus dinette that sleeps 2 more, Spacious salon with beautiful teak and furnishings, Sun deck has bar area w/sink, ice maker, stereo extension and furniture to relax, Cockpit has stainless steel built in full size barbeque grill, sink & third set of controls, (Great for backing into slip) 2 reverse cycle air conditioners/heat and 2 electric heaters in each stateroom, 2500 Trace inverter, dripless shafts, KVH satellite TV, New 2004 Ray Marine Radar, Sonar, Auto pilot, Speed, Wind, Rudder, Compasses at each helm, new dripless shafts & 4 blade props, barrier coat, engine breathers, coolers & heaters, Sea Recovery watermaker, single sideband radio, 90' auto retractor Power Cord, double Racor fuel filters, new strainers, (5) dual 150 amp alternators, Caribe hard bottom dinghy w/ 15 hp motor & electric davit. \$249,900. Please contact Dean or Miriam Gillman 847-772-4020 or Email mgreal@foxvalley.net for more information!

*Submitted 8/30/07*



**Support your Club by using the Membership Application included with this issue to sign-up a new member!**

# I remember when...

This is another in a series of articles by GLCC members, sharing personal experiences and events. Please forward your own story to the GLCC office.



One of the more popular boating destinations on the north shore of Lake Superior is Neys Provincial Park.

Located just east of Terrace Bay, Ontario, and midway between Thunder Bay and Wawa, this park has one of the finest beaches of Lake Superior's north shore. It was immortalized on canvas by The Group of Seven artists owing to the spectacular scenery combining rugged rocky islands, sheltered harbours, dense bush and the rare woodland caribou. Immediately adjacent to the park are the well-known Slate Islands, long visited by GLCC boaters. This summer was no exception for the contingent of boats "doing the North Shore" after the Rendezvous.

What makes Neys unique and also the feature of *Lifeline's* "I Remember When" is the little known fact that this location was a Prisoner of War camp in World War II. Between 1941 and 1945 the park was home to German Prisoners of War and was known as Camp W - one of 21 POW camps in Canada during the war. The camp also has a significant maritime history as can be seen from the above photo.

Camp W's location had been carefully chosen because a freezing cold lake (Lake Superior) provided a natural border to the south and the mosquito/black fly infested forest deterred escapes on the other three sides. Additionally, the sandy soil ensured that escape tunnels would be difficult to dig.

POW's from Neys became the primary source of manpower for the area's logging industry. The Pigeon River Timber Company, operating north of Neys, made quick use of POW labour and the seven logging camps along the Little Pic River offered prisoners physical activity, paid employment and a working environment that made life as a prisoner a little more tolerable. To transport the prisoners a unique type of river boat was designed and to this day the decaying remnants of the sheet metal clad wooden boats serve as a reminder of times past. In a documented escape attempt that Superior cruisers will find highly amusing a prisoner constructed ice skates out of his bed and attempted to skate across Lake Superior. He got a bit of a shock when he eventually reached open water and had to turn back.

Camp W closed in 1948 after being used as a relocation camp for Japanese-Canadians who had been interned during the war and was torn down in 1953. In 1989 at a reunion of four men who were imprisoned here, one said, "We talk about this period of our lives with such fondness that back home we are called ex-Canadians....those were the good days." For those four prisoners they can truly say.....I remember when. 🇨🇦

David G. Allen  
Editor, *GLCC Lifeline*



## GREAT LAKES CRUISING CLUB Calendar of Events

**27 October 2007**

**ANNUAL MEETING**

Chicago Yacht Club  
"at the foot of Monroe Street"  
GLCC Office 312-431-0904  
glclub@aol.com

**12 January 2008**

22nd Annual Lake Superior  
Mid-Winter Dinner Meeting  
Northland Inn,  
Brooklyn Park, Minnesota  
Port Captain Bill Rohde  
651-633-9028  
billrohde@msn.com

**11-20 January 2008**

Toronto International Boat Show  
Rear Commodore J.E.Fordyce  
416-488-6038  
jfordyce75@rogers.com

**23-27 January 2008**

Minneapolis Boat Show  
Rear Commodore Duane Flynn  
218-525-4580  
duflynn@msn.com

**31 January - 3 February 2008**

Strictly Sail Boat Show  
Chicago, Illinois  
Treasurer Tim Boehlke  
574-536-9284  
timb7734@hotmail.com

**25 April 2008**

Grosse Pointe 35th Regional Meeting  
Grosse Pointe Yacht Club  
Rear Commodore Ted Smith  
313-881-2272  
thsusps@aol.com

**26 April 2008**

Southwestern Ontario Regional Meeting  
Sarnia, Ontario