



GREAT LAKES
CRUISING CLUB

Lifeline

Summer 2019

Great Lakes
RENDEZVOUS

July 8–12

to Be at Historic
St. Ignace (H-78)

Relive the '60s at the **Lake Ontario Rally** June 14–16

And They're Off at the **Lake Erie Rally** June 14–16

Lake Huron Rally a NOT to Be Missed Event June 28–29

Wilderness Rally to the North Channel July 27–30

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IMPORTANT NOTICE

The membership application which may be included with this issue of *Lifeline* 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 6 weeks before the publication date, to the GLCC Office.

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From
the Bridge



The 2005 Membership Directory and Fleet Register listed 182 Port Captains, and 12 Deputy Port Captains for a total of 194. The 2019 Membership Directory lists 140 Port Captains, 10 Deputy Port Captains and 21 “spousal or significant other”, Port Captains, for a net total of 171. I only bring these figures to your attention to highlight that, even with our relatively new spousal and significant other Dual Port Captain program we are slowly losing ground on Port Captain representation.

In light of the above, I ask you to consider — alone or along with your spouse or significant other — to accept a Port Captain position. The accuracy and maintenance of our Harbor Reports are critical, and the more Port Captains we have will provide added security that this is being accomplished. I also believe our Port Captains are the faces of our club. They are very knowledgeable and always provide a personal touch, which distinguishes us from all others. Port Captains offer assistance to fellow members, and often to nonmembers as well. Our Harbor Reports are currently being reviewed by the Planning Committee, and some exciting changes to enhance the program are on the horizon. If you are interested in being a part of the new program, go to the homepage of the GLCC website where you will find the Port Captains Handbook, which will introduce you to the duties and responsibilities of a Port Captain. Please consider joining our Port Captain Program, it is very rewarding and will give you a good feeling that you helped someone.

As you are reading this, it might not be too late to join Port Captain Denny Dutcher and his wife Sharon who are hosting the Western Lake Erie Picnic, which is open to all members. The picnic is on June 1 at Herl’s Harbor Marina, on Catawba Island in western Lake Erie (E-16.8). Official start time is 1300. It’s an informal picnic with plenty of finger foods, and good old-fashion GLCC camaraderie. Rain or shine, the picnic will go on, so do not worry about the weather.

Shortly thereafter, we have three Rallies for your enjoyment. The first is the Lake Ontario Rally, at the Trent Port Marina, in Trenton, Ont. (O-34). The dates are June 14–16 and it’s a ‘60s, themed event. So, if you missed Woodstock and your paisley bell-bottoms are still in the closet and fit, this is your chance to try again. Do you remember the dances Swim, Twist, Jerk and Mashed Potato? You’ll also enjoy seminars, games, races and great foods! Your hosts will be Port Captains Mary Micket and Cynthia Sunstrum.

The Lake Erie Rally is on the same weekend as Father’s Day, and will be held at the Leamington Marina, in Leamington, Ont. (E-34). Your cohorts are Ken and Linda Leque, and Dave and Lori Guertal. This year’s event includes an early-bird option, where on Thursday you’ll join fellow members for a cookout at the marina pavilion. Friday’s dinner will be at a local winery, and Saturday’s events will include Derby racing, games, dinner and dancing. Leamington is a deep-water marina, with a reputation for pampering their guests.

On the Cover

The marina in St. Ignace - location of the 2019 GLCC Rendezvous.

There’s a slip waiting for you!

Courtesy St. Ignace Visitors Bureau

If you're heading up Lake Huron from the south, in route to the Rendezvous, consider an interim stop at Alpena, Mich. (H-66) for the Lake Huron Rally. Your address for the weekend will be the Thunder Bay Shores Marina. The Rally starts June 28 and concludes Sunday the 30. Hosts are Port Captain Craig and Pam Murchison. Activities include a glass-bottom boat ride to the Thunder Bay National Marine Sanctuary, along with a visit to the Great Lakes Maritime Heritage Center. You are bound to meet fellow GLCC members traveling to St. Ignace, so consider joining this event!

Our signature club event, the Annual Rendezvous will be in St. Ignace, Mich. (H-78), beginning on July 8 and continuing until July 12. Preparations are well underway with plenty of fun activities planned. From hors d'oeuvres at a meet and greet, on the docks, to lunch at the beautiful Mission Point Retreat, including lawn games, and cocktails at the opulent Mackinac Island Yacht Club, on beautiful, smog-free, Mackinac Island. All captains should appreciate a ride on a Shepler's ferry to Mackinac Island, where you'll leave the navigating to someone else! Of course, there will be the old standby activities including volleyball, corn hole, seminars, auctions and much more. For our land travelers, lodging will be available at the Kewadin Casino, which will also be hosting the Commodore's dinner. Your chairs for this gala event are Port Captain Christine Moore-Skrocki and Director Cheryl Cheger-Timm. Patti and I look forward to visiting with you there.

The Wilderness Rally will be held July 27-30 at Turnbull Harbour, Ont. (NC-55). Your hosts are Port Captains Julie Thorndycraft and spouse Dan DeWeese, who have promised a few new and different venues, as blueberry picking, a scavenger hunt and yoga! Julie has also invited members of *Women Who Sail* to join us for the weekend!

Port Captain Christine Moore-Skrocki will be hosting the 4th Annual Trailer Boaters' Rally over August 9-11 at East Tawas Bay, Mich. (H-63). This event brings Trailer

Sailors from a variety of locations, and is growing in attendance and popularity. Christine has planned a weekend of fun activities for all, especially children, which includes a paddle boat ride, up the AuSable River. You do not have to trailer a boat to attend.

The Lake Superior Rally will be at Silver Bay, Minn. (S-183) August 16-18, and is being hosted by Chaplain Nelson Stone.

Sandusky, Ohio Port Captain Ned and Sharon Bromm,

along with Deputy Port Captain Bill Lehner will host the Lake Erie Regional Dinner Meeting on September 14 at the beautiful Sandusky Yacht Club (E-16). Dr. Chris Winslow, from the Ohio State University will be the keynote speaker. The Sandusky Yacht Club is well known for their culinary presentations, so why not treat yourself? This year's menu will include Lake Erie Surf and Turf, and their renown home-made bread-pudding.

Another late boating event this year will be the Georgian Bay Rally, being labeled as a Fall Fling is scheduled for September 14-15 at the Bone Island Anchorage (GB-26.3). Chair is Rear Commodore Eric Sunstrum.

Specific information, on these events will be found throughout this edition of *Lifeline*,

and also on the club's website, where you'll be able to register online.

In closing, with a sad and heavy heart, I have reluctantly accepted two recent resignations, one from the Executive Board, and one from a Standing Committee. First off, Penny Holmes, our Vice Commodore for the past eighteen months, has resigned due to health issues within her family. Penny, along with her husband John are Port Captains for Punta Gorda, Fla. Penny had served tirelessly in her position of Vice Commodore, and advised me she felt honored to have served as Vice Commodore of the Great Lakes Cruising Club for the past eighteen months. Also saying, she



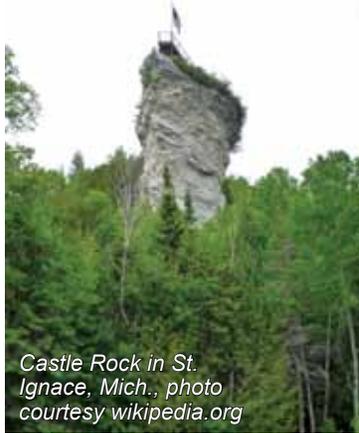
Arch Rock photo courtesy St. Ignace Tourism

From the Bridge Continued on page 4

From the Bridge (continued from page 3)

is eternally grateful for all the support she received in the performance of her duties. Penny was unceremoniously in preparation for a significant milestone in our club's storied history. She would have been the first woman Commodore in the club's eighty-four years of existence. Penny is a people person, always treating our members with warmth and respect, and creating lasting relationships as a result. It was indeed my privilege to have worked alongside Penny. I valued our professional relationship on the Board, and still treasure our very close personal friendship. I ask you all to keep Penny and John along with their entire family in your hearts and prayers, as they strive to meet this unfortunate medical challenge.

Secondly, Lou Bruska, Chairman of the Port Pilot & Log Book Committee, for the past seven years has resigned. Lou joined the committee in 2010, and was appointed chair two years later. Lou always found time each year to work the GLCC booth at the Chicago Boat and RV Show, which included giving seminar presentations. Lou also supported our very successful *GLCC Schools* webinar program by being an online instructor for several years. He also served as a member of the Website/IT Committee. Lou was considered by many to be soft spoken, but his



Castle Rock in St. Ignace, Mich., photo courtesy wikipedia.org

unselfishness, dedication, and integrity always resonated loudly. You'll find Lou and his wife Laurel, spending their summers, cruising the lakes aboard their Catalina sail boat, *Sojourn*. Lou, on behalf of a grateful club, I thank you for your years of service and wish you both, safe travels, wherever life's journey may take you.

The new chairmanship of the Port Pilot and Log Book Committee has been delegated to Port Captains Julie Thorndycraft and husband G. Dan DeWeese, who will serve as co-chairs. Julie and Dan bring a wealth of knowledge to the position, with experience in journalism, editing, web design, and IT. Please join me in congratulating Julie and Dan on their new assignment.

May I remind you when travelling this summer, please contribute to update our Harbor Reports. Only YOU can keep them accurate and current.

Safe seas always,

Rich Barzyk, Commodore 



Summer is finally here, and the Great Lakes Cruising Club has an invigorating schedule of events planned for this summer. The organizers of these events have worked hard throughout the winter and into the spring. It can be hard work, but it's very rewarding work. If you have never attended one of the rallies or the Rendezvous, I encourage you to do so this summer. If you opt to attend one or more of these events, make sure you introduce yourself to those running the event. The Rendezvous, for example, singles out First Timers for special treatment. Other attendees will go out of their way to welcome you. And above all, they are fun.

In this issue of *Lifeline*, we have one of our periodic safety articles. The article in this issue is based on two events. Both involve boats that were taking on water, and the inability to dewater the boat with the installed

pumps. The installed pumps are great for emptying the bilge, but when a major incursion of sea water comes into the boat, the builder-installed equipment may not be capable of dewatering your boat. One of the boats in the article is now resting on the bottom in water two miles deep. The other boat was saved, and is still cruising, but with more efficient pumps installed.

Lastly, as you cruise your boat this summer, I hope you will contribute items of interest and importance to the GLCC Port Pilot and Log Book. As I'm sure you know, our Harbor Reports that contain of both navigational and lifestyle oriented information rely on crowd sourcing. The GLCC has been gathering this information since its founding in 1934. It is our reason for being. Management of the Harbor Reports has recently been transferred from Lou Bruska to Port Captains Julie Thorndycraft and G. Daniel DeWeese. Support them by reporting information essential to the Harbor Reports.

I wish fair winds and following seas!

Philip R. May, Lifeline Editor 



Marina at St. Ignace courtesy St. Ignace Tourism



St. Ignace Harbor photo courtesy Michigan DNR



Wawatam Lighthouse in St. Ignace photo by ehrlif/123rf.com



Don't Miss the 2019 Rendezvous in Historic Saint Ignace, Mich.

By Port Captain Christine Moore Skrocki and Director Cheryl Cheger-Timm

We are pleased with all the interest in the 2019 GLCC Rendezvous! We have hit the maximum amount of filled boat slips, and have a waiting list for cruisers who wish to still join us. However, if you wish to register and come by auto or plane, there are plenty of hotel rooms along the shores of Lake Huron to enjoy! You may even want to consider staying at the Kewadin Casino and Resort. You will not be alone as many GLCC members have already made their reservations at this gem location. The casino is relevant to our Rendezvous as the Commodore's Dinner will be there on Thursday night. Wouldn't that be nice to end the evening and just head upstairs to your lovely room and view? You also would have the convenience of the casino's shuttle that can be taken back and forth to the marina or anywhere in town during shuttle hours.

Even if you've been to the Straights several times, the Mackinaw area is still special and unique with each visit. Each GLCC Rendezvous is also unique based on the various itineraries offered, and the changing roster of new and old members who attend. Come experience it this year...and make memories with us in 2019!

We know safety is important to all our members. But all too often we do not get enough training to know what to do "just in case." This year, for your convenience, we are offering a refresher course in first aid, including the latest CPR techniques. It will be given by an Emergency Medical Service team. In addition, Fire Officers will be going over fire hazards, and the proper use of fire extinguishers. It will be easy to get this important training off your to-do list!

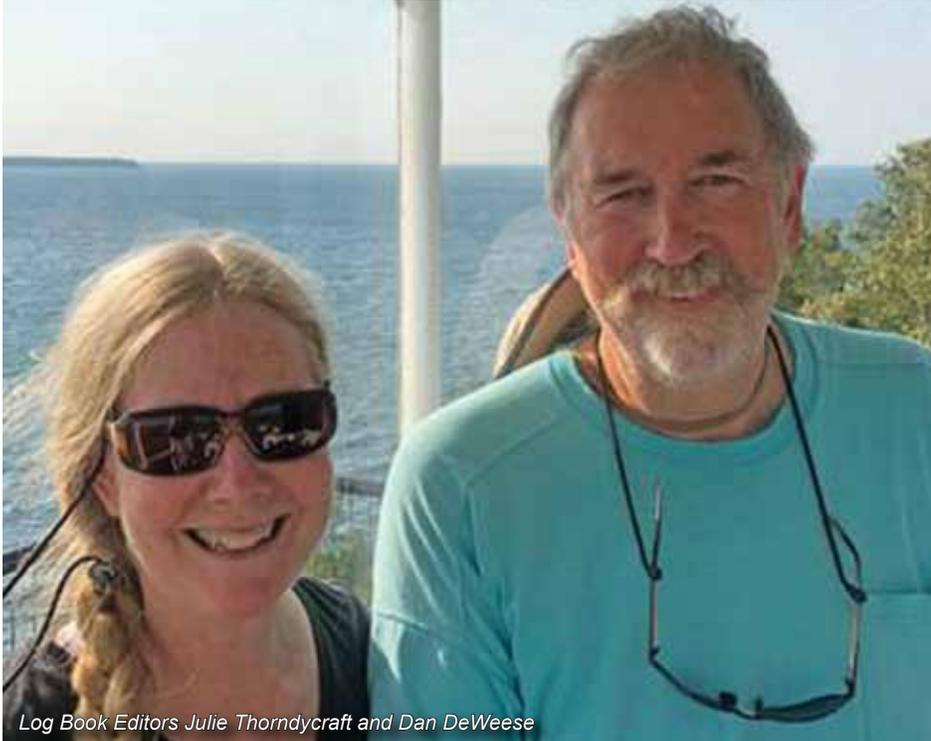
Lakeside Spa and Salon at Mission Point announced that they will be offering a 15% discount on their services for our members who wish to be pampered during our visit on Mackinac Island on July 10th. This spa and salon have over 5,000 sq. ft. of steam rooms, saunas, relaxation and treatment rooms. There is also a full service hair and nail salon.

Rendezvous with fellow GLCC members at this significant location, just as the French and Natives did over 350 years ago, as they did back then, we can do the same now. Enjoy the camaraderie, share stories of our travels, give exploring tips, trade calling cards, and share meals. This is a not-to-be-missed Rendezvous.

For more information, please see the registration online. 



Great Lakes News & Views



Log Book Editors Julie Thorndyraft and Dan DeWeese

All Great Lakes Cruising Club Members,

I am sorry to report that I have accepted the resignation of Lou Bruska as Port Pilot & Log Book Committee Chair effective April 1, 2019. Lou has served in this capacity since 2012. Please join me in wishing Lou all the best, and thank him for his years of service in this position.

In addition, I would like to report that I have appointed the very active GLCC couple, Port Captains Julie Thorndyraft and G. Daniel DeWeese to assume the responsibility of, co-chairs, for the Port Pilot & Log Book Committee. Their effective date is April 1, 2019.

When the opportunity arises, please welcome Julie and Dan to their new assignment.

Safe seas always,

Rich Barzyk, Commodore 

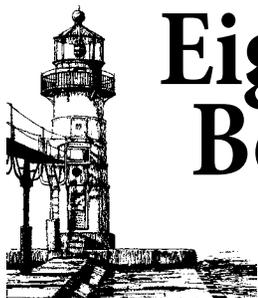


Past Commodore Niels Jensen Receives an Award

By Lifeline Editor Philip R. May

Niels was asked by *BoatUS* to write a piece on cruising the Great Lakes. He wrote a very interesting piece that managed to work the Great Lakes Cruising Club into the article in several spots. The article was well received and Niels was selected for a Merit Award by Boating Writers International. The award was given to Niels in absentia at the Miami Boat Show.

Congratulation to Niels. 



Eight Bells

Bill Heidebreicht

We are sorry to announce the death of Bill Heidebreicht, Port Captain of St. Clair, Michigan. Bill was an avid boater and fisherman who loved the water, whether it was up in Michigan or down in Florida. Bill belonged to the Otsi-Keta Yacht Club, Mackinaw Island Yacht Club, Great Lakes Cruising Club and the Mt. Morris Lodge #535. More than anything else, Bill loved his family and entertaining his friends. He will be greatly missed. His death results in the loss of a great Port Captain for St. Clair, Michigan. 

Cruise into the 1960s at the GLCC Lake Ontario Rally Trenton, June 14–16, 2019

Join Us At the Trent Port Marina in Trenton/Quinte West, Ont., for the 2019 Great Lakes Cruising Club (GLCC) Lake Ontario Rally!

By Port Captain Cynthia Sunstrum

With the recent 50th Anniversary of the release of the Beatles' *White Album* and the upcoming 50th Anniversary of the Woodstock Music Festival, what better time to adopt a 1960s theme for a GLCC Rally? Participants will have an opportunity to slip into the past by sporting '60s attire and enjoying music of that era at the dinner and dance on the Saturday night. If the spirit moves you, get ready to show off your best '60s dance moves. Twist, Frug, Hitch-Hike, Swim or Shimmy the evening away!

Rally crew will meet you on the dock to welcome you to the event. The weekend's festivities will officially kick off with a Meet and Greet social hour on Friday. Bring an appetizer to share and meet new boating friends, or catch up with old ones. A group dinner will follow at Tomasso's Italian Grille (www.tomasos.ca), a favourite with boaters who visit Trenton, and just a short walk from the marina.

A continental breakfast will be available in the gathering hall on Saturday morning before the series of informative seminars gets underway. Come learn about the proper use of a portable fire extinguisher from an experienced firefighter, and hear about another GLCC member's cruise through the Western Erie Canal system, among other topics. Bring items you no longer need on your own boat and would like to repurpose to sell at the Nautical Flea Market, which will be set up over the morning. Proceeds will be donated to the Great Lakes Foundation.

After lunch on Saturday (on your own), participate in some fun and frolic on the grounds of the marina. Activi-



ties will include such things as a blinded dinghy race and various lawn games (weather permitting). A late afternoon cocktail hour (cash bar) will provide another opportunity to share boating experiences followed by a BBQ dinner served in the Gathering Hall. The dance will start sometime after 2000.

Continental breakfast will be available again Sunday morning. If you are not planning on leaving Trenton that day, consider signing up for the Half-Day Prince Edward County (PEC) Guided Wine Tour (www.sandbanksvacations.com/half-day/). The tour bus will pick up at the marina at 1230 and guide passengers though PEC with visits at four wineries over the course of the afternoon. The \$113 CAD/pp charge (HST added) includes tasting at each winery.

Come by boat, by car, or by both! There is a launch ramp at Trent Port Marina and several hotels nearby. To register for this fun-filled event, please visit the GLCC website at www.glccclub.com for online registration or refer to the flyer insert in this issue of *Lifeline*. The \$30 (USD) registration fee includes continental breakfast Saturday and Sunday; BBQ Dinner and Dance on Saturday. The dinner at Tomasso's and the Wine tour are not included in the registration fee; both are payable at the venues.

The committee for this event includes Rear Commodore Eric Sunstrum and Port Captain Cynthia Sunstrum, Port Captain Mary & Wes Micket and Don and Susan Knap. For more information, contact Cynthia Sunstrum at cynthiasunstrum@gmail.com or Mary Micket at mcmicket@gmail.com. 



Trent Port Marina in Trenton, Ont. (O-34)



Monterey sinking photo by Tristan Peloquin

Important Steps You Can Take to Avoid Sinking!

By Lifeline Editor Philip R. May

I recently read a true story about the 56-foot sailboat *Monterey* sinking during the 2017 Antigua Bermuda Race. While the cause of the incursion of the sea was never known, and most likely never will be known as the boat sunk in water that is two miles deep. What is known, and what we can learn from this is the difficulty and ultimate inability to de-water the boat to prevent her from sinking.

I personally had a near-sinking episode several years ago on Sturgeon Bay as I was sailing out into Green Bay. We were passing through the Steel Bridge when I realized I had no power. Fortunately, I had set the main, and the wind was from the stern. I could not leave the helm because we were transiting a high-marine-traffic area. Once the traffic lightened, I decided to go below and see what the problem was. I thought maybe one of the transmission shift cables broke or disconnected from the gear box. I set the autopilot, and headed for the companion way. When I got there and looked down, all I saw was floating floor boards, with easily six inches of water. I had no idea as to the source of the water. But it was rising, and rising fast. I got out of the channel, dropped the hook, and called the USCG Station in Sturgeon Bay to alert them of my predicament. I was taking on water. The bilge pump was worthless. The deck mounted manual pump could not keep up with it, plus I was single-handing. The search began. I first checked all the thru-hulls and found no problems. The water

kept rising. After crawling around in a foot or more of sea water, finally I felt something like an open faucet. Water was pouring in as if a garden hose turned on full. It soon became clear that I had lost the prop and the three feet of shaft. Water was pouring through the hole that once held the main propulsion shaft. I drove a conical wooden plug into the hole, and then began to dewater the boat. *Monterey* was not so lucky, and eventually went to its final resting place. So, what does this all mean, and what action should we take?

Well for starters, check all your thru-hull fittings and hose connections both at the thru-hull and along the length of the hose. While deterioration of those fittings is less of an issue for boats that navigate in fresh water, they still should be checked on a regular basis. Put some water in the bilge and do a test of your bilge pump set up. Most boats come equipped with a bilge pump, which as the name implies has the sole function of keeping the bilge relatively dry. As most boats also have a manual Whale pump that is operated from on deck. The manual pump's efficiency is typically degraded by the height it must lift the water. Try this test with a 3/4 inch hose running into the bilge while you are pumping and you may be surprised at which wins out. The water pressure from a leak 1-foot below the surface is likely greater than your hose pressure. It is imperative that you test, not just inspect. *Monterey* had a 3600 GPH manual pump that did not function because of misplacement of the suction box.

The crew of *Monterey* had several thoughts on what the answer might have been, and how one should be prepared. Most of their recommendations are applicable to all boats, no matter the size. There is not room, nor am I qualified to make recommendations for the variety of boats that belong to GLCC members. But the big idea that I took from the *Monterey* episode is the following: In addition to the pumps that are installed on your boat, purchase a 4,000-GPH electric trash or crash pump with a two-inch hose, leading to a flat two hose that can be led to the deck. It should have 40 feet of lead wires with alligator clips for attaching to the house batteries. All pumps are degraded by insufficient exhaust piping, so a two-inch hose is a big improvement. The whole kit should cost no more than \$300 and fit into a small bag. The old saying about an ounce of prevention is applicable here. 

(Read the full story of the sinking of the *Monterey* from the *Cruising Club of America Annals* at: <https://www.dropbox.com/s/fvjevsvxhyiyye16/Crane%20Voyages%20Final.pdf?dl=0>)

Special thanks to CCA Members below for their input and thoughts:

Les Crane
Bob Medland
Bob Knight



Photo by Olga Itina/123rf

June 14-16, 2019

Horses and Jockeys Will Be Racing Around at This Year's Lake Erie Rally

By Lynda Leque

GLCC Derby Days at the Lake Erie Rally is just a couple weeks away! It promises to be an unforgettable weekend filled with outstanding food venues, funtastic entertainment, and of course many Derby traditions. From horse racing to Mint Juleps to Derby hats, culminating with an elegant Derby Ball, the weekend will be

filled with memories that you will long remember. After all, what can be better than boats and horses? We hope you will be joining us at the Lake Erie Rally June 14–16, 2019 in Leamington, Ont., Canada. Details on the weekend are posted on the GLCC events page under Lake Erie Rally. See you at the Derby! 

2019 Wilderness Rally

Hosted by Daniel DeWeese and Julie Thorndycraft

July 27–30

Turnbull Island, North Channel (NC-55)

This year's Wilderness Rally will return to the western end of the North Channel at Turnbull Island. The event will combine a bit of tradition but will also be a little bit different. For the first time, the Wilderness Rally will be in conjunction with *Women Who Sail* and members of both groups participating and helping with the organization.

We will kick-off the Rally with a happy hour on shore the first evening. Other events include a book/DVD exchange and discussion, scavenger hunt, dinghy bingo, and if we're lucky – blueberry picking! There will be a couple of presentations and plenty of time to socialize and enjoy the beautiful surroundings.

The traditional hot dog potluck dinner will take on a new twist with world-famous Pino's Italian Sausage from Sault Ste. Marie served up with peppers and onions. Of course, we'll have a few traditional all-beef and all-chicken dogs as well.

Cost is \$40 USD per boat for up to two people. Additional guests will be \$10 USD.

Please join us!



Alpena Harbor and the Alpena Light (below) photos courtesy Port Captain Craig Murchison



Join Us for the 2019 GLCC Lake Huron Rally at Historic Alpena, Mich. (H-66); June 28–29, 2019

By Port Captain Craig & Pam Murchison

The Lake Huron Rally is a great opportunity to give your boat an early season shakedown cruise. It's also an opportunity to meet other GLCC members and exchange Great Lakes cruising wisdom, plans, and sea stories. In addition, the Lake Huron Rally can be a stop on the way to the 2019 Rendezvous at St. Ignace, Mich. (H-78).

The Holiday Inn Express, downtown Alpena (989-340-1800) is recommended for those arriving by land yacht.

Alpena is the home of the Great Lakes Maritime Heritage Center, and the Thunder Bay National Marine Sanctuary. The Center features exciting exhibits where you can experience the Great Lakes and their rich history. Feel the power of a simulated Lake Huron storm as you walk the decks of a Great Lakes Schooner which is part of 10,000 square feet of maritime exhibits.

In addition, we will be taking a two-hour cruise on the *Lady Michigan*, a glass-bottom boat to explore magnificently preserved shipwrecks and experience the history, legends and lore of Shipwreck Alley. The Yacht Harbor, with full facilities, is two blocks from downtown. There are a number of easily accessible, very nice walking and bike paths through natural areas. Transportation is available via the Alpena Trolley Dial-A-Ride.

Festivities begin at 1700 with the welcoming cocktail hour at the Alpena Yacht Club. This will be followed by

a short walk to town for those who signed up for the optional dinner at The Fresh Palate.

Saturday will begin at 0800 with a group breakfast at the famous JJ's followed by a short walk to the Heritage Center for our cruise on the *Lady Michigan* at 1000. Following the cruise, you will want to enjoy the many displays at the Heritage Center at your leisure. Your afternoon will be free to explore the city and/or the beautiful trails and parks.

At 1700 Saturday, we will reconvene at the Alpena Yacht Club for the cocktail hour and our tales of the day. At 1800 we will be boarding the trolley heading to the charming Court Yard Ristorante for a delicious dinner.

Sunday morning coffee and rolls will be available at the Yacht Club as we say goodbye to our new/old friends, wishing them fair winds and the hope to see them on the water.

Attendance is limited, so please make reservations early with the GLCC office. Slip reservations should be made by calling or emailing Ron McTaggart, Thunder Bay Shores Marine (989-255-6743 / three-harbors@gmail.com). For more information please contact Chairs Port Captain Craig or Pam Murchison at cbmurch2@gmail.com / 989-295-0810 / 989-631-5835. 

Trailer Boaters' Rally to Be Held in East Tawas, Mich.; Aug. 9–11, 2019

By Christine Moore-Skrocki, Trailer Boaters' Rally Committee Chairperson



Tawas Bay in the morning photo by Corey Seeman

A day in charming East Tawas / Tawas Bay, Mich. (H-63) is the epitome of a perfect summer day. This compact little town has everything you would want for the weekend within a two block walk. Remember, you'll be on the sunrise side of Michigan, and watching the sun rise here is a delight.

Treat yourself and your family to a genuine laid back summer weekend in a small town full of quaint gift stores, relaxing restaurants, old-fashioned candy stores and ice-cream parlors. Marion's Ice Cream Parlor has been a staple of this summer vacation destination since 1945! The Ben Franklin is another staple to this town and worth the visit. East Tawas even has a small movie theater within walking distance from your boat.

If you enjoy walking as an exercise, you could get your mile or two in just by never leaving the docks! East Tawas State docks stretch far into Tawas Bay. With relaxing summer sights, the sun glistening across the bay and an array of boats to view, it's sure to be a great getaway! You could extend your walk by simply stepping off the docks onto a long, fantastic sandy beach. Other favorite sights and sounds here are splashes from swimmers having a great time and glowing campfires in the campgrounds along the beach. Still more walking is available from the beach by stepping onto the paved sidewalk that will take you along Tawas Bay toward the City of Tawas and its many bayside parks.

Our planned schedule for the weekend includes a Friday night meet-and-greet on the docks. Various choices of pizza will be served along with a salad/dessert pot luck. This is a relaxing way to meet each other after traveling, launching and securing your boat in the harbor.

A fun and light-hearted Saturday event is a sandcastle building contest with some local judges lined up to happily award some pertinent gifts from East Tawas.

We have the pavilion reserved at the foot of the East Tawas State docks all day Saturday. Feel free to use it any time. Maybe challenge your fellow Rally attendees to a game of cards! The beach or the park grass is a perfect place for Frisbee throwing or kite flying.

Saturday night we will enjoy a grilled steak meal

under the pavilion. If you have young children, they will love the outdoor play set here.

On Sunday, we will car pool to the AuSable River Queen Paddlewheel boat for a two-hour tour of some amazing nature and deep woods scenery. On your way to the boat, you'll be passing through a portion of the River Road National Forest Scenic Byway. After the boat tour, consider taking more of the byway a couple miles to the west to see The Lumberman's Monument, sand dunes and some amazing scenic overlooks of the forest and river.

Please see the enclosed registration form for more details. GLCC members who are cruising past East Tawas this time of the year, please consider stopping and joining us! 🚩

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End of Hockey Stick Harbour at Bone Island Anchorage photo by Donna Fink / Google Earth image inset

2019 Georgian Bay Rally – A Fall Fling

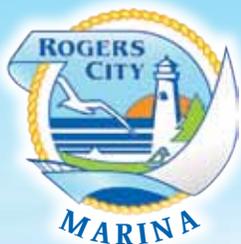
By Rear Commodore Eric Sunstrum

GLCC members and guests are invited to this year's Georgian Bay Rally that will be held at the Bone Island Anchorage (GB-26.3) the weekend of September 13–15.

The anchorage on the south side of Bone Island is the perfect spot to enjoy the fall colours and wind down the season with friends and fellow GLCC members. Plans are underway for an enjoyable event, starting with an informal get together on Friday evening. There will be plenty of time on Saturday to jump in your dinghy or kayak and explore the

numerous bays and islands in the area, or to stretch your legs onshore. The day will be capped off with another social gathering on Saturday before everyone heads home Sunday.

There will be more information forthcoming, so be sure to keep an eye on the Events Page on the GLCC website. You can also contact Rear Commodore Eric Sunstrum by email at eric.sunstrum@gmail.com or phone 613-793-4982 with any questions or if you wish to help out with our organizing committee. 



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A 42-day, 3 Great Lakes Cruise

Log of SV *Freelance*, Winner of This Year's Founders Award (Installment II of III), by Past Commodore Niels and Vicki Jensen



At the Straits of Mackinac

In the morning, we left De Tour at 0800 in calm and sunny conditions. We quickly passed the towering, white lighthouse at the St. Mary's mouth, and set our course westward to-

ward Mackinac Island, where we had dock reservations for the next three nights. The engine was running well. It was another uneventful motor trip.

We arrived at the historic island at 1330, and were assigned a slip right next to a huge motor cruiser, which totally dwarfed *Freelance's* appearance. Due to that year's extreme low water levels, it was somewhat challenging to dock our boat. The docks at Mackinac Island are fixed on posts — and therefore not floating — so you had to reach up to the cleats on the finger pier to tie up — and you had to carefully line up the boat to get the best location in relation to the ladder.

Our seasonal buddy boats of *Inisfree*, *Annie B. Stone*, and *Alona Bay* also arrived at the marina, having wisely reserved dock space well in advance. The island is an extremely popular boating destination, and at this time of the year, the marina is usually without any overnight vacancies.

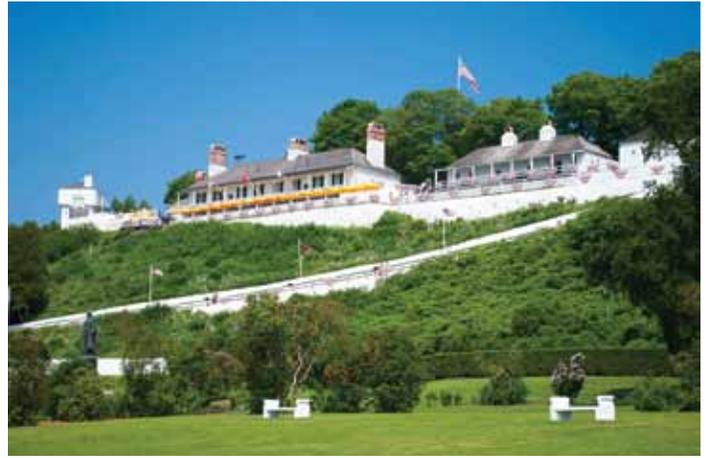
Mackinac Island *is* always a treat, especially when you can share it with friends. It was even more special for Vicki and I with the planned arrival of daughter Kirst-

en, son-in-law Kartik, and granddaughter Anika from Chicago late in that afternoon.

After being told of their arrival time at Mackinaw City by phone, Vicki and I walked down to the Star Line's wharf to greet them at the ferry. We were there well in advance of our family's arrival, and passed the time by having a drink at the cafe next door. It was quite a pleasant place, and the service and surroundings enticed us to having a light supper together with the kids, right then and there. It was a very good meal, during which we heard all about their drive up from Chicago and their ferryboat experience.

For the 4th of July, we had another treat in mind. We all boarded a horse-drawn cab and drove up to the stately Grand Hotel to see the sights and experience its famous lunch buffet. As always, the meal was well worth it. That buffet is exquisite, and the surroundings and service impressive.





Later in the afternoon, Anika took a well-earned nap, while her parents toured the island on rented bicycles. Obviously, no 4th of July celebration is complete without some spectacular fireworks, and we were not disappointed. Mackinac Island's were better than most.

The next day, we explored the old fort on top of the bluff, and ate lunch on its terrace. The restaurant has an absolutely spectacular panorama of the marina, town and shipping lanes, and the meal nearly matched its view. It was excellent as well, which we had expected, because the Grand Hotel also operated this restaurant. It is a given that they must strive to maintain high standards to keep their reputation intact.

During Anika's afternoon nap, Kirsten and Kartik went looking for the "right" fudge shop, which is a delicacy the island is fittingly famous for. They were, of course, successful, and came back with several delicious samples for us to share.

The evening's dinner was on the boat. Our chosen menu was *Hannah's Darn Good Chicken*, which we often make in our oven. During our meal, GLCC Commodore Mel and Mariette Walbank and Treasurer Rob and Linda Caldwell briefly stopped by to say hi. We all teased Mel good-naturedly about not having a dodger on his sailboat. His predictable and smiling reply was: "it's a sailboat, for God's sake."

Onward Toward the Rendezvous

In the morning, we had breakfast at the small waterfront café east of the marina, before saying our good byes to Kirsten, Kartik, and Anika at the Star Line's ferry landing. At 1045, we finally pushed *Freelance* off the dock and were soon motor sailing with the main toward the majestic bridge over the Straights of Mackinac. The *Annie B. Stone* was following half a mile behind us.

The winds blew lightly from the southwest, but were definitely usable. I was getting all excited about shutting off our always-noisy diesel engine, and having a pure sail towards St. James on Garden Island, when the diesel again vapor-locked.

Up went the staysail, and we sailed at 4.5 knots toward the wide bay southeast of Mackinaw City, where

there is a large anchorage with sand bottom. It should offer us reasonable shelter in flat water — except for the wakes from the frequent ferries — while I changed the Racor filter and restarted the engine.

My decision proved to be the right one. We dropped the anchor in 20 feet of water, and the small chop was nothing to speak of. With Vicki's help, I immediately tore the port cockpit locker apart to get at the engine. The filter cartridge was no trouble to change out, but the engine was — once more — a real pain to get restarted. As before, it eventually started with the help of starting fluid. It's never ideal, but it gets it going.

Having restarted the diesel, we motored the short distance into Mackinaw City's Municipal Marina for a little R&R, where a friendly dock crew received us at Slip 72. We soon had *Freelance* fully squared away, and I walked up to the Shepler's ships store, where I bought four (4) more 2-micron Racor filters. Some have jokingly said "Filter King" is my middle name. In my opinion, our past experience has proven you just can't have enough fuel filters on board.

All in all, this was an extremely disappointing day distance wise, but we were happy our difficulties were so well handled. The sail under the main and staysail was a textbook solution, as was the decision to tack to windward, where our windlass and chain made anchoring a breeze. The filter change was easily handled in the calmer weather of the sheltered bay.

That the diesel engine was hard to start was frustrating, but expected. We know, it will always be a challenge.

On July 7th, the engine started right up and we left Mackinaw City at 1030. The winds were light, and we passed under the commanding Mackinaw



Bridge about ten minutes later. Completed in 1957, the bridge connects the upper and lower parts of the State of Michigan, and has one of the longest suspension spans in the world.

At noon, when we had St. Helens Island to the north of us, the engine unexpectedly quit again. The main and staysail quickly went up, and we reversed our course back toward the middle of the bridge, about 6 NM away. To say it was a surprise is an understatement. I had hoped that we would have another couple of days of engine use, before it would have become necessary to change the filter again.

There was a light breeze from the west, so our boat's speed was slow, somewhere between one and two knots. However, the light air meant that we could again change the filter without any rolling or pitching.

The filter change – and, of course, clearing the bowl of water — was quick, but getting the engine started proved nearly impossible. It did not fire up until 1400. With engine power once more, we went at six knots back toward Mackinac City, where we should be able to pump out and



replace the contaminated diesel fuel.

We passed under the huge bridge, and turned south to the Municipal Marina. We were just outside its entrance, when – again – the engine quit. This time, we just hoisted the mainsail, and ghosted into the harbor basin quietly under sail, where the friendly marina personnel helped us dock. It was somewhat of a tricky landing, because the breeze was so light that it was difficult to maintain adequate steerageway, but we managed to get close enough to toss lines and get tied up.

Once *Freelance* was secured at the dock, I immediately went to Shepler's to arrange for a mechanic to come to our boat. We had obviously reached the point where we definitely needed professional assistance.

The next morning, Jay – one of Shepler's diesel mechanics – came to *Freelance* to fix our fuel problem. He was a cheerful younger man, who had worked on the engines of the *USCG Mackinac*, while serving in the Coast Guard. Also, Shepler's operates one of the busy ferry lines to Mackinac Island, and he helped maintain

those engines as well. Jay definitely knew his business.

Together, we removed and disposed of the 35 gallons of dirty, water-contaminated diesel from *Freelance's* fuel tank. We must have taken on bad fuel somewhere along our travels. Regardless, after the tank was thoroughly cleaned out, and 12 gallons of new — and clean — diesel was added. Jay then meticulously bled the engine, and restarted it.

Unfortunately, the service call was not completed until mid-afternoon, so we lost a second travel day, which greatly complicated our float plan. Due to the



compressed schedule, we decided not to sail on to the GLCC Rendezvous at Charlevoix right then, but instead hitched a ride with Director Bill and Judy Rohde, who were diving through Mackinaw City in their car. That meant that Vicki and I would then have to get lodgings at the Weathervane Terrace Inn during the GLCC's flagship event, which we did. All in all, we would rather have been in the marina aboard *Freelance*.

The GLCC's Rendezvous proved to be another great success. There was a capacity crowd attending; the activities were all well run; and there were big smiles all around. Vicki and I were actually quite happy with our stay at the historic Weathervane Hotel, which is built in the quirky mushroom-style architecture the town is famous for. These unique buildings have an organic form, and feature the incorporation of large stones from a local quarry.

Back to the Boat

After the close of the successful Rendezvous, Vicki and I returned by car to *Freelance* on July 13. Again, it was Bill and Judy Rohde who kindly provided our over-the-road transportation. They were driving back to Minneapolis on the route through Michigan's Upper Peninsula, and graciously offered to drop us off at *Freelance*, when they were passing through Mackinaw City

Later that day, we finished readying the boat, including taking on 37 gallons of diesel at Shepler's service dock. Consequently, we left early in the following morning for Charlevoix, where the *Inisfree* and

Annie B. Stone would be waiting for us to join them. The weather was sunny, pleasant, and calm, but a light breeze soon made it possible for us to motorsail with the main and staysail.

The staysail was dropped after we were through Gray's Reef Passage, and we eventually took down the mainsail at Dahlia Shoal, when the wind diminished. All in all, it was an uneventful and smooth 50 NM passage. We made the scheduled 1630 bridge opening at Charlevoix's entrance, and were safely docked at the marina within 30 minutes.



Toward Frankfort

On July 14, our small three-boat squadron of *Freelance*, *Annie B. Stone*, and *Inisfree* left the charming city of Charlevoix at 1100. It was another calm, sunny, and warm day, which was dominated by a high-pressure system, so our sails remained furled, while the diesel engine provided our propulsion.

Two hours later, while we passed the mouth of Traverse Bay, we became aware of a large fleet of becalmed sailboats, which were participating in the Chicago-to-Mackinac Race. At one point, I counted 67 race boats. They were slowly drifting off toward the Manitou Islands, instead of toward their destination.

About this time, I was in radio contact with the *Annie B. Stone* — which had left 30 minutes before us — about the evening's dinner plans. Without a care, Nelson and I casually discussed the merits of making



another communal spaghetti meal, when one of the race boats broke into our VHF conversation, exclaiming: "you are killing us! We are down to peanut butter and jelly out here!"

Sailboat racers are always trying to keep their boats as light as possible, because it helps their speed potential — and they are always looking for a winning edge. Their provisions' weight is an important part of the equation, and is therefore carefully calculated for the days they expect to be out there. Unfortunately, the winds had been unusually light for this particular 333-mile race event, causing it to last days longer than anticipated. The crews were literally down to scraping the barrel, which is something that is best avoided with sailors. It can easily lead to mutiny.

Freelance passed the *Annie B. Stone* in the final stretch before Leland. When we reached the harbor, it seemed completely full, but the friendly dock master directed us to raft up to a Benetau at the end of B-Dock. The *Annie B. Stone* was soon added to our outside, making it a three-deep raft. We surely appreciated being



able to stay at the marina — and without access to any electrical hook-up, it meant we would not be charged any dock fees for the night.

Incidentally, we did enjoy our communal spaghetti dinner on the *Inisfree* that evening, and did raise a glass of Scotch to the many poor, starving racers, who were still out there on the lake, striving for the perceived glory of completing the second-longest freshwater race in the World.

There was another sailboat docked by itself on the pier behind us. At 2300, a sailboat came in and quickly rafted up to that boat, over the first owner's strong objections. I have seen and heard similar discussions in yacht basins in Denmark, and they can sometimes turn heated, unless the harbormaster restores order. However, these two boat owners eventually worked it out between themselves, and later a third boat also joined their raft.

In the morning, *Freelance*, *Annie B. Stone*, and *Inisfree* left at 0905 under power, again in calm con-



ditions, and headed toward the Manitou Passage by imposing Sleeping Bear Dunes. They are a grand sight to see, towering over the lake by about 450 feet, and were made a National Lakeshore in 1970, the same year as the Apostle Islands were also designated as a National Lakeshore.

Our intentions were to make Frankfort our next port of call. It looked like this day would be another motorboat trip in calm conditions. Generally, we used our engine more than the sails during this particular summer cruise, which was rather frustrating. However, even with the contaminated fuel, the engine got us where we wanted to go.

We were through the Manitou Passage at 1132, and changed course south toward Point Betsie. At that time, a 10-to 12-knot breeze came up from the southwest, which — of course — was against us, but the small chop didn't hinder our progress. When we passed the picturesque Point Betsie at 1400, we could see the unique lighthouse down at Frankfort, which marks the harbor entrance.

Frankfort is much changed since I first came this way in the early '90s, when I helped deliver *Harmony*, a Pearson 38, from Chicago to Lake Superior. The prominent fuel tanks at the harbor entrance are gone, and the town gave an impression of having attempted to turn from a working city to a tourism destination. We stayed at the Municipal Marina, which is located on the northern side of Betsie Lake.

That evening, I noticed there was large Danish-themed birthday party in the waterfront park by the marina. Of course, being from København (Copenhagen), I had to stop by and say hi. I had a nice, friendly visit with the Danish-American family group, before I walked back to our own party at the boats.

Crossing Lake Michigan to Green Bay

On July 17, *Freelance* left early for Sturgeon Bay, which is located nearly due west on the other side of Lake Michigan. This is actually the shortest distance across the lake, which is useful when you wish to switch shores. During the crossing, we wound up doing a mixture of sailing and motor sailing, and made good time. *Inisfree* and *Annie B. Stone* were also making the trip

that day, with *Inisfree* obviously doing a much faster passage than *Freelance*, zipping along at 20 knots in contrast to our speed of 6.5 knots.

It was 1400, and raining heavily when we arrived at the Sturgeon Bay Ship Canal's entrance. It took a while longer to pass through its three bridge openings and to get the city and our destination, the Harbor Club Marina. The road traffic on the bridges that cross the canal is considerable, so it was no small feat to balance the political needs of the competing interests.

We stayed a couple of days in sweltering heat at Sturgeon Bay, visiting the Door County Maritime Museum and walking across the bridge to the downtown shopping area. When we walked by the Palmer Johnson shipyard's boat barns, we were able to take a peek at the huge futuristic luxury yachts then under construction. The company is famous for its innovative motor yachts, including one they made for King Juan Carlos of Spain. Unfortunately, the famed shipyard has since closed, and their main office moved to Monaco.

July 20 was a wasted sailing day due to heavy weather. We left at 0935 for the western approach to the waterway, but were back at Harbor Club Marina at 1100. *Inisfree*

and *Annie B. Stone* had left some time before us, and reported the waves at the entrance to Green Bay were in the six-foot range — and other and larger boats were visibly taking a beating and turning back.

Duane soon announced that *Inisfree* was turning back as well. Mar's persistent inner ear and resulting balance problems would not allow them to go further out in the conditions they were facing. All





in all, it was the right decision for them. Mar would have suffered greatly.

At that point, Nelson on the *Annie B.* broke in and said they had already turned around, that it was just too rough for them — and the wind and waves would be right on the nose, if they were to set a course north toward Fish Creek.

Vicki wasn't convinced we should turn back. She felt the conditions might be manageable in our boat, which is a heavy weather craft. She may well have been right, but I made the call to also return to the Harbor Club Marina out of solidarity with our friends.

Unfortunately, we were still charged for the full dock fees at Fish Creek, where we had made reservations to stay the night. The fees were paid in advance, and unfortunately not refundable. It was a bitter pill to swallow on top of a lost cruising day.

The next morning, it had stopped blowing. We left Harbor Club Marina for the west side of Green Bay, passing Green Island at 1115 and docking at Menominee's marina at about an hour later. We viewed the modest 19.7 NM as progress. This was actually intended to be the beginning leg of our return passage to Lake Superior. However, it wasn't to be. Unfavorable weather was coming.

Menomonie's marina is large and well protected. The dockside bathrooms and office facilities are modest and outdated, probably built in the '60s or '70s. However, the town realized the value of boating to the community, so when the waterfront's old pump house was later decommissioned, it was converted into a fan-



cy boaters' clubhouse. It now has extremely elaborate bathroom facilities, and has a huge, swanky lounge with all kinds of desirable amenities instead of the old, heavy pumping equipment and piping. There are comfortable sofas, chart tables, an extensive library, television viewing areas, and dining facilities. Coffee and juice were always available. They even offered free continental breakfasts on the weekends.

In our opinion, the boaters' facilities inside the former pump house are even more impressive than those at many prestigious yacht clubs — and that says something.

So, it was a posh place to wait out the weather. Unfortunately, it turned into a longer layover than we expected, but we had no choice. It was blowing hard, and the projected wave height in the northern end of Lake Michigan made it a no-go situation.

It soon became painfully clear that our carefully laid float plan back to the Straits of Mackinac was rapidly becoming unrealistic due to the developing weather. It was too bad. Vicki and I had greatly hoped to visit several interesting and unfamiliar harbors along the way, including Washington Island, before turning east. Instead, we thought about going back to Sturgeon Bay in order to minimize our offshore distance, as well as exposure to the forecasted higher waves and unfavorable wind angles.

This is the second of three installments. Be sure to read the next issue of *Lifeline* to follow Niels and Vicki's story.

About the Founders Award: It 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. 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 & Log Book, and in other GLCC publications. You may visit <http://www.glcclub.com/founders-award> to learn more.



Silver Bay Marina photo by Donna Fink

Get Ready, the Lake Superior Rally Convenes in Silver Bay, Minn. This Year

By Rear Commodore Jim Passe

The Great Lakes Cruising Club will hold the 2019 Lake Superior Rally at Silver Bay Marina (S-183). The rally arrival day is Friday, August 16, and departure day is Sunday, August 18, 2019. Early arrival on Thursday is optional. Port captains will greet you at the registration table, starting Thursday at around 1500 in the Gazebo/Pavilion.

Our theme for this year's rally is Lay Back/No Worries and activities are planned to help everyone lay back and get to know the new people as well as visit with old cruising friends. Our last several Rallies were go-go-go, this year sit, snooze, gossip, imbibe, tell the old as well as new stories and hang out. Maybe we will have an activity or two that we will need to get up and go, or do something. But maybe not. Cost is \$45 USD/pp. Dockage rate is \$1 USD/foot.

Informal Early Arrival Thursday – ad hoc dinner with whoever is there, share a dish, BYOB or maybe a walk to town for dinner.

Safe and Happy boating. 🚩

All scheduled activities subject to change or cancellation, "weather and wind can vary considerably due to shoreline effects."

Lake Superior Rally Agenda

Friday August 16, 2019

- 0800:** Welcome Breakfast: Rolls, juice, coffee, tea, and announcements (donation)
- 1200:** Lunch - Oh no! The fridge is out!! What will we eat? Call Jimmy's pizza (on your own).
- 1300:** Official registration starts at the Gazebo on the Deck
- 1400:** Hike or dingy to Black Sand Beach and hear the stories of why it's there. Or take a nap and check it out on the web.
Note: Cocktail hour(s) will not be canceled because of rain, snow, wind or not having anything to drink, we can share.
- 1700:** Hang out time at the Gazebo/Clubhouse, Introductions then Brats/Grilled Chicken and bring a dish to share, BYOB.
Following dinner, an update on the GLCC, what's happening on the other lakes, stories of past cruises, sharing of future plans and what's new. People are still posting pictures of whales on Lake Superior. Can you believe that?!?
- 2015:** Pipe the Sundown - Actual sunset at Silver Bay

Saturday August 17, 2019

- 0800:** Pancake Breakfast at Silver Bay Marina Club House. Prepared and served by the officers, you will enjoy this delicious tradition of pancakes, hash browns, sausage, fruit, juice, tea, and coffee.
- 1000:** Port Captains' Meeting (Clubhouse) - GLCC updates and planning for next Lake Superior Rally Location. Working session on updating our Harbor Reports. Any attendees are welcome at the meeting, especially for the portion devoted to our Harbor Reports. Handout will be available.
- 1100** Dress Ship
- 1200:** Lunch on your own
- 1330 to 1530:** Boat Tours. We all love our own boat and we love to see other people's boats! At registration you will be asked to sign up if you want your boat on the hosting list. Then you will be assigned first or second hour, so you can also have a turn to visit other boats.
- 1700:** Cocktail Hour on the docks - visit, hang out
- 1800:** Dinner at the clubhouse (catered), BYOB
- 2013:** Pipe the Sundown

Sunday August 18, 2019

- 0800:** Farewell Breakfast of fruit, pastries juice, coffee, and tea
- 1200:** Farewell Lunch - Fish cake dinner by Silver Bay Yacht Club on the Deck (cash)

Co-chairs Port Captain Nelson Stone, Rear Commodore Jim Passe, and Deputy Port Captain Angèle Passe



Boats docked at the Sandusky Yacht Club

Lake Erie Regional Dinner Meeting; Sandusky, Ohio

By Port Captain Ned Bromm and Deputy Port Captain Bill Lehner

GLCC Members and guests are invited to attend the 48th Annual Lake Erie Regional Dinner Meeting at the Sandusky Yacht Club, Sandusky, Ohio (E-16) on September 14, 2019. There will be a cash bar, USD and credit cards for social hour at the A-Dock pavilion. Sandusky Yacht Club provides an excellent venue with a very fine buffet for only \$50 USD per person.

After dinner and a brief business meeting, our guest speaker will be Dr. Chris Winslow, Ohio State Univer-

sity's Ohio Sea Grant College Program coordinator, assistant, curriculum developer and recruiter, who will address Ohio Sea Grants activities on Lake Erie and the activities on OSU's Stone Lab.

A block of rooms has been reserved at Sawmill Creek Resort (contact Bill Lehner at lehnerb@aol.com or 614-560-9538) at \$129.99/night. If you are thinking about coming by boat, contact SYC Dockmaster Josh Marshall at 419-625-6567. We would love to have you join us. 



Hold the Date!

for the

2019 Annual General Membership Meeting

If you've been feeling "out of the loop," the October 25–27, 2019 GLCC Annual General Membership Meeting is the weekend event you'll really want to attend!

Located at the historic Detroit Yacht Club

Detroit Institute of Arts tour

Dinner and awards

Guest speaker

Hospitality and/or Halloween party

Friday night dinner / lodging at the Detroit Marriott at the Renaissance Center

Watch the GLCC website (www.glccclub.com) for updates & more info!



Port Captain's Logbook



Port Captains Bill & Helen Ayre

Parry Sound, Ont.
(GB-31)

Bill and Helen Ayre are the newly appointed Port Captains for Parry Sound, Ont. (GB-31). Bill and Helen live in the Hamilton-Burlington area and started sailing many years ago on Lake Ontario in a C S-27. As their children grew, so did their boat! They are now on boat number three named Raven, a 38-foot Dufour Classic.

Having explored Lake Ontario over many seasons, Bill and Helen now enjoy discovering all that Georgian Bay has to offer from their summer dockage at Sound Boat Works in Parry Sound. Bill and Helen have also enjoyed several bareboat charters in the BVIs — a great way to get away from our winters!

Look for Bill and Helen on the water, or in the Sound, where they will be happy to meet new friends and provide information and assistance when needed. 🚩



Port Captains Leonard & Nancy Buchanan

Muskegon, Mich. (M-22)

The Buchanan's reside in Grand Haven, Mich. They have been around boats and boating all their life. Nancy sailed a pram and a Sunfish as a child and teen, while Lenny was around runabouts and pontoon boats. They have been boating as a couple for almost 26 years.

Their first boat was a 26-foot Balboa sailboat, followed by a 32-foot Ericson, which they sailed for over 16 years. Their current boat is a 37-foot Jefferson Sundeck, which they purchased in New Jersey and brought back to Muskegon in 2016. They also have a little 20-foot Balboa sailboat that they utilize on Muskegon Lake as a daysailer.

They have extensively cruised the eastern shore of Lake Michigan including the Straits of Mackinac, and into the North Channel. 🚩



Port Captain Anne Wech

Geneva State Park, Ohio
(E-6.5)

Ann and her husband Barry have been boating together for the past 30 years. They have cruised the Florida waters and most of the Great Lakes. They did the Trent-Seven Waterway twice, and have done most of the Intercostal Waterway. They have been the marina manager at the Geneva State Park Marina (a 391-slip marina) for the past five years and were previously the marina manager at Everglades National Park in Florida, for seven years.

Barry was a licensed 100-ton Ocean Master Captain and operated a research vessel on the Great Lakes for 20 years before heading to Florida, where he ran a tour boat operation for 15 years before retiring. When he was on the Great Lakes, he operated on all of the Great Lakes other than Lake Superior. They are also members of America's Great Loop Cruisers' Association. 🚩



Port Captain Jim Lee

Mentor, Ohio
(E-8)

Jim took an interest in boating in 2005; a friend took him along on a Wednesday night race in a Beneteau 36.7. After an exciting race, he thanked the owner profusely. He was invited back and became a member of the crew. He rarely missed a race.

Jim learned all he could while racing and soon wanted his own boat. He bought an Ericson 30+ in 2013. He raced it a couple summers, but realized that he wanted to cruise. The GLCC has valuable resources. The Harbor Reports are the best resource he's found to help make port entry go smoothly. He is delighted to have an opportunity to contribute to this terrific resource and expand his membership in the GLCC.

Jim currently keeps his boat, Woolamaloo, at Whiskey Island Marina in Cleveland, Ohio. He's trying to get to every port on Lake Erie (that his 5-foot-10-inch draft allows) and should finish checking off that list this summer. 🚩



Port Captain Mel Wallbank

Gore Bay, Ont.
(NC-14)

Mel was born in England, immigrated to Canada at 14 months of age and grew up in Cambridge and Kitchener, Ont. He started sailing in 1968 on a 13-foot Fireball dinghy on inland lakes and on Lake Huron in Southampton and Port Elgin. In 1976, he bought, trailered and sailed a Hobie 16 with enthusiasm. In 1982 he immigrated to Port Huron where he has lived for 36 years. He is married to Mariette Labrosse, who is a fine cruising companion and outstanding cook aboard *Bliss*. He is a proud father of a grown son and daughter, grandfather of three children. Mel bought and sailed a new C&C 32 (*Intrigue*) from Irish Boat Works on Lake Charlevoix in 1984. In 1986 he bought and sailed extensively on a new C&C 41 (*Frances J*) from the Clinton River dealer. Mel joined the GLCC in 1992 following his first summer season cruising the

wilderness regions of the Great Lakes. He commissioned C&C Yachts to build a semi-custom 51 (*Bliss*) in 1995 which is his current ride. Mel was solicited and elected to the GLCC Board in 2005. In short order became the scribe to the then current Chairman of the Planning Committee. From approximately 2006-2011, Mel served various Commodores as Chairman. During his tenure, GLCC's highly motivated, focused, and capable Committee implemented numerous policies and guidelines with Board approval, adding much-needed basic structure. With Board approval, he orchestrated and facilitated every aspect and detail of establishing the GLCC Headquarters in Port Huron, Mich., with the help of Rear Commodore Tim Boelke who was the Treasurer at the time. Several years ago, Mel served as a member of the original Website Committee that made our content available online. He was elected Vice Commodore in 2010 and 2011, elected Commodore and served with distinction in 2012 and 2013. Mel has contributed to numerous Harbor Reports over an extended period and is still bumping rocks on occasion! Great Lakes sailing is his life as he will always be a cruising sailor. Mel is devoted to the purpose, mission, and legacy of the GLCC, including our exclusive and invaluable Port Captain program. If you're heading by Gore Bay, please give him a holler. 🚩

Great Lakes Cruising Club

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Save the Date!

February 17–25, 2020

GLCC Spring Break

– In Cuba –

By Past Commodore James C. Acheson

Cuba photo by Stephen Colebourne/Flickr

Your adventure begins in Miami, as you board Oceania's M/V *Sirena* to explore the unique island of Cuba. You will visit three ports.

Havana will be a trip down memory lane – a return to the '50s vintage cars, and '50s glamour revisited with an evening at the Cabaret Tropicana where 200 singers and dancers perform under the stars. You might wish to visit a UNESCO Heritage Site, Fusterlandia. It is the creation of artist José Rodríguez Fuster.

Cienfuegos presents a dramatic change in ambiance. Situated on a beautiful bay in the heart of Cuba's fertile agricultural region. It is home to farmers and many working class Cubans. It was originally founded by French settlers and will quickly charm you with its

neoclassical architecture and tranquil seaside setting. Its city center is recognized as a UNESCO heritage site.

Santiago de Cuba is the second-largest city in Cuba, with a diverse Cuban/Caribbean culture. This culture is exhibited in its architecture, music, art and cuisine. It has also played a pivotal role in Cuban history. Visit San Juan Hill, where the battle that ended the Spanish rule of Cuba took place. Visit the cemetery where the Bacardi Rum heir, Emilio Bacardi Moreau, is buried.

These are but a sampling of what you will experience at the 2020 Spring Break, in addition to the traditional GLCC fun and fellowship.

Further details on registration will be posted on the GLCC website soon! 🚩



The Tropicana Club. Photo by Terry Feuerborn/Flickr



The Studio of José Rodríguez Fuster. Photo by Joe Ross/Flickr



Member to Member

Member-to-member ads are available to GLCC members. The ads are intended solely for personal boats and boat-related gear, and for cruising activities such as boat-swapping. They are not available for commercial advertising. Ads run a maximum of three issues in *Lifeline*. For boat details, please visit www.glclub.com/forums/ads.



Enjoy the summer with a 40'X14' well at The Edgewater Inn. 50/30A service. Use of the indoor/outdoor pool, exercise facility, laundry, and all facilities. NW corner of Round Lake, close to downtown Charlevoix. \$4,500.00 for the season. Contact Jeff at jrf@universalprop.com.

Looking to buy or rent a 30 to 35-ft sailboat for summer 2019. If anybody can provide us with any thoughts/ideas, it would be appreciated. Or if you have a sailboat for sale, drop me a line 2729506@gmail.com



Canoe Cove 42-ft Sports Sedan Elsa IV 1985 extended Bridge Deck #ON807216. Price negotiable. Contact Irene Biemann Allan at irene_allan@mac.com 416-706-3424 or Laurence Biemann 705-351-1973

2002 37-ft Formula PC fresh water, ~580 hrs., in Charlevoix, Mich. New canvas enclosure and Eisenglass, batteries (2018), woven vinyl flooring in cockpit and salon (2017), Garmin Autopilot, second display and fuel burn sensors (2015). Professionally maintained and stored inside. Pics upon request. Contact Jim at jimhalligan68@gmail.com or text 810-691-0500

22 lb original Bruce anchor in excellent condition. \$55. Located in Detour Village, Mich. Call Craig 989-928-6325



Slip on Round Lake in Charlevoix for Rent 50' x 18.5' Private setting with easy access to Lakes Charlevoix or Lake Michigan, 30 or 50-amp service and water, picnic area with grill. Contact Herb Roth at: hkrothjr@gmail.com or 248-854-7986

Delivery Captain Needed Experienced delivery captain needed to move our Grand Banks 42 from Penetang, Ont., to Kemp Marina, Sault Ste. Marie. time. makes.two.cruise@gmail.com



40 Tartan 1987 Bacchanalia One owner, fresh water \$116,500 YW# 20104-3193815 Contact Terry Godres 920-559-0730 or terry@centerpointesales.com

WEE MAC For Sale Wood lapstrake construction 14' x 5' 8" with a 1964 Evinrude 28 HP outboard. Asking price is \$7,995 CAN Contact John G. Mackay at 519-832-5557 or jmackay@bmts.com

Submit and view all member-to-member ads online at: www.glclub.com/forums/ads. Please remember to remove your ad from the website when your item is sold.



2004 Hunter 36-ft fresh water boat. Engine/Fuel Type: Single/diesel. Located In: Holland, Mich., YW#:5024-3254150 Price: \$79,900 USD. Very nice fresh water boat with recent upgrades. Please contact Henry DeJong at 616-335-3144



North Channel Island 15-acre Gull Island is one mile SW of Harbor Island (NC-2). Deep water dock, enclosed harbor, 1600 sf furnished 3 bdrm/1 bath home, open floor plan, stone fireplace, loft, large screened in porch, 480 sf storage building. \$650,000. 231-633-0324



1990 Zodiac MKIC 10'6" Soft bottom with removable hard floor Excellent condition. \$600 517-290-2614



1984 Liberty 458 46-foot Cutter Rigged Sloop \$140,000. Well maintained, lying in Toledo Beach Marina Lake Erie, La-Salle, Mich. Vessel either on hard or in fresh water since 2012. Safe, comfortable extended cruising. 734-417-9362 or mcook@seaviewsystems.com



WELCOME ABOARD!



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

Tom & Nikie Andris

Muskegon, Mich.
ONCOR

Gary & Laura Argento

Chagrin River, Ohio
STOCK OPTION

Andrew Baker &

Jane Merkley

Toronto Harbour, Ont.
DULCINEA

Joseph & Danielle Bergman

Duluth & Superior, Minn.
JUST BECAUSE

Robert & Terry Bossert

Sodus Bay, N.Y.
TARDIS

Robert & Linda Boynton

Monroe Harbor - Chicago, Ill.
TIGER LILY

Joseph Brennan &

Leslie Shad

Michigan City, Ind.
WINDSONG

Mary & Joan Brennan

Toronto Harbour, Ont.
PIPE DREAM

Kimberly & Mark Broses

Racine, Wis.
HAPPY NOBODIES

Kim Brown &

Judy Anderson

Fla.
TRUST ME TOO

Lee & Jan Brubacher

Transient
TWO THE LIMIT

Michelle & Joe Burke

Catawba Island, Ohio
LYMAN LIFE

Dave & Penny Burnes

Bradenton, Fla.
SOUTHERN CROSS

Robert & Maureen Burskey

Harbor Springs, Mich.
GLORY

Don & Sue Condit

Macatawa, Mich.
ROXY

Bill & Catherine Connor

Belfast, Maine
ALIZEE

Thomas & Laura Cooper

Muskegon, Mich.
LAURA JANE

Martin Coulombe &

Karina Jacques

Ont.
EAU MEGA

Larry Davis &

Libby Mountsier

South Haven, Mich.
TWO IF BY SEA

Mark & Beverley Dryjas

Lake Winnepesaukee, N.H.
*WHILE YOU'RE
DOWN THERE*

Bill Ellert

Cleveland, Ohio
ROUNDIN THIRD

Mohamad & Nadine Elsayhi

31st Street Harbor - Chicago, Ill.
ORION

Christopher &

Mary Gabanski

Waukegan, Wis.
TENACITY II

Mary Ellen Giffels &

Paul Mcentee

Chicago, Ill.

Mark Gifford &

Joline Mcknight

Warton, Ont.
VALAUDREY

Frank & Wendy Glanznig

Midland, Ont.
SEAHAWK IV

Bill & Gerry Griffith

Northport, Mich.

Gert & Christine Grohmann

Port Washington, Wis.
PATRIOT

Berndt & Carol Gros

Northport, Mich.
LADY CAROL

Tom Guhl &

Laura Coleman

Brockport, N.Y.
SEAGUHLs

Dean & Lorraine Harker

Midland, Ont.
TURNING POINT

Jeff Harrell

Grand Haven, Mich.
SUMMERS DREAM

Glenn & Ruth Hayworth

Thornbury, Ont.
SECOND QUEST

James & Jill Hillman

Ind.

Michael & Tara Huck

Egg Harbor, Wis.
STYLUS

Mike Isbell &

Lynda Rathburn

Toledo Beach, Mich.
PIRATE SHANTY

Gary & Jane Jialanella

Anchor Bay, Mich.
ARRIVEDERCI III

Daniel & Terri Johnson

Bayfield, Wis.
CHINA CAT

Alan Johnson &

Carol Crooks

Windsor, Ont.
PRIVATE IDAHO

Phil & Sally Kellogg

Port Superior & Pikes Bay, Wis.
FAITH TODAY

Ken & Kathleen Koch

Port Clinton, Ohio

Karl Lahm &

Denise Moline

Elk Rapids, Mich.
VOYAGEUR

Orlton Lawrence &

Joanne Bayes

Penetanguishene, Ont.
NAUTI RUN

Allen Lewis & Silvia Grava

Ashbridge's Bay &
Coatworth Cut, Ont.
MESHUGGANA

Jana Luker & Bob Johnston

Midland, Ont.
CHACONNA

Terry & Nancy Lunn

Charlevoix, Mich.
LEOPARD

Mark Lyons

Traverse City, Mich.

Beth & Al Mansfield

Cleveland, Ohio
BEANS & NIBS

Troy Mass

Monroe Harbor - Chicago, Ill.
ECSTASEA

Martin Mathews &

Michelle Stevenson

Cedar Point, Ohio
MARTADOR

Rick & Deb McQuin

Hamilton, Ont.
WINDSTAR

Jacques & Janet Michaud

Midland, Ont.
MONARCH II

Alison & Jim Miller

Thornbury, Ont.
MILLER TIME

William & Anne Mills

Midland, Ont.
EMERALD NIGHT

Mark & Kristin Miner

Port Superior & Pikes Bay, Wis.
SUPERIOR ESCAPE

Graham & Beth Mowry

Holland Harbor & Lake
Macatawa, Mich.
KNOTSOFAS

Larrie & Amy Nadler

Fairport, Ohio
NOODLES CREW

Stephen Nightingale &

Elizabeth Wiley

Michigan City, Ind.
CARPE DIEM

Tom & Pat Patterson

Presque Isle, Mich.

Chris & Ginger Payne

Charlevoix, Mich.
FRENCH MONK

Paul & Karen Penny

Thornbury, Ont.
MODERATION

Brian & Mary Penrod

Sandusky, Ohio
WINDWARD PASSAGE

Kathryn Peotter & Larry Trucco
Menominee/Marinette, Mich.
BLEW INN

David & Barbara Perkins
Sister Bay, Wis.
FOREVER YOUNG

Steve & Connie Polsinelli
Charlevoix, Mich.
IMPULSE III

Steve & Paula Poplawski
Saugatuck, Mich.
HIGH COTTON

Jody & Norman Powell
Catawba Island, Ohio
JOJOFA

Leadele Reese
Chagrin River, Ohio
DEFIANCE

Joseph Reich
Sawmill Creek, Ohio
HEELIN GOOD

Steve & Theresa Roake
Cheyboygan, Mich.
RANGER

Phil Romine & Sharon Whitford
Tawas Bay, Mich.
ADVENTURE

George Salcewicz
Cleveland, Ohio
TAKE FIVE

Peter & Renate Schlegel
Sarnia, Ont.
GOBBLE GOBBLE

Gerald Skar
Ludington, Mich.
BELLA LISA II

Stephen Smith & Kathleen Maley-Smith
Trailers
RUBY P

Scott & Daphne Smyers
Fairport, Ohio
BLUE MOON

Mitch & Janet Snaden
Chatham & Thames River, Ont.
MOONDOG

Matt & Kim Snell
Toronto Outer Harbor, Ont.
S. V. LUNA

Walt & Janis Sokac
Vermilion, Ohio
TAKE A CHANCE

Phil Stachnyk & Fiona McCrear
Warton, Ont.
UBIQUITOUS

Rob Swem
Muskegon, Mich.
FORGIVEN

Sylvain Tisi & Manon Jacques
Wye Heritage, Ont.
C'EST ICI

Wayne Titus III & Lisa Titus
Saugatuck, Mich.
LEEWAY

Todd & Shelby Turowski
Anchor Bay, Mich.
FULL SERVICE

Mark & Cathy Uggeri
Trailers
PRONTO

Eric & Gail Vahlbusch
Fla.
BLESSINGS

Joshua & Michelle Vink
Grand Haven, Mich.
GRAND ESCAPE

Bill & Laura Weick
Toronto Outer Harbour, Ont.
NEPTUNES TWIN

Pat Weyburne & Elizabeth Camp
Bay City, Mich.
JUMP IN

Jerry & Madonna Williams
Elk Rapids, Mich.
BELLADONNA

Steve Wilson
Alpena, Mich.
LAST CALL

Stanford & Elaine Wingeier
Muskegon, Mich.

Donna & Jed Wise
Sandusky, Ohio
CANADIAN SOLDIER

Dave & Judy Woehrman
Lorain, Ohio
SUMMERLOVE

Mike & Merli Wright
Thornbury, Ont.
WANDERER

Martha & Steven Zinderman
St. Clair Shores, Mich.
NEPENTHE



New member photos from L to R: Fred Gary & Laura Argento; STOCK OPTION, Pat Weyburne & Elizabeth Camp; JUMP IN, Mark & Beverley Dryjas; WHILE YOU'RE DOWN THERE, Wendy & Frank Glanznig; SEAHAWK IV, Tara & Michael Huck; STYLUS, Larrie & Amy Nadler; NOODLES CREW, Tom & Pat Patterson, Chris & Ginger Payne (and Clicquot); FRENCH MONK, Kathryn Peotter & Larry Trucco; BLEW INN, Lisa Titus & Wayne Titus III; LEEWAY, Mark & Cathy Uggeri; PRONTO, Merli & Mike Wright; WANDERER.



Photo credit ehrlif/123rf

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.

It is here that we present a light that is special to one of our fellow members.

Do you recognize the lighthouse shown here? Can you locate it on the Lakes?

If so, send your best guesses to the *Lifeline* Editor at glclub@att.net.

First responders with correct answers will be awarded a pair of GLCC cold beverage cozies and recognized in our next issue of *Lifeline*.



Photo courtesy Rodney Campbell/Flickr

Lighthouse was moved and lit in August of 2006. The chosen location for the rebuilt lighthouse was the former St. Ignace railroad pier, originally built in the 1800s as the home port of a train ferry. It was named Wawatam Lighthouse in honor of a railroad car ferry that had been home-ported in St. Ignace for many decades, *SS Chief Wawatam*. The original lighthouse was welded by a single man: Ed Morris, owner of the Morris Machine Shop in Bay City, Mich., was chosen because of his skill as a welder. The original plans called for a 36-foot (11 m) tall structure, but he went to the larger height of 52-foot (16 m) to challenge himself. The lighthouse is now an official United States Coast Guard privately maintained aid to navigation, USCG 7-12608, on Lake Huron. Public access is by walking the pier. The light operates year-round, and as of 2017, was the latest addition to Michigan's 150 listed (including historical and now demolished) lighthouses. The pier is located at East Moran Bay. St. Ignace is the location of the 2019 GLCC Rendezvous. 

Shedding Some Light...

Featured: Wawatam Lighthouse of St. Ignace, Michigan (H-78)

Originally built in 1998 as an architectural folly at the Monroe Welcome Center on I-75 near Monroe, Mich., the Wawatam



Great Lakes Cruising Club CALENDAR OF EVENTS

2019

June 14-16

Lake Erie Rally – Leamington, Ont. (E-34)
Ken & Lynda Leque
330-844-0726 lyndaleque@sssnet.com
Dave & Lori Guertal
330-224-7813 dlguert@gmail.com

June 14-16

Lake Ontario Rally
Trent Port Marina, Trenton, Ont. (O-34)
Rear Commodore Eric Sunstrum
613-793-4982 eric.sunstrum@gmail.com
Port Captain Cynthia Sunstrum
613-793-4984 cynthiasunstrum@gmail.com

June 28-30

Lake Huron Rally – Alpena, Mich. (H-66)
Port Captain Craig Murchison
989-631-5835 cbmurch2@gmail.com

July 8

Board of Directors Meeting @ Rendezvous

July 8-12

2019 Rendezvous – St. Ignace, Mich. (H-78)
Port Captain Christine Moore-Skrocki
989-245-3343 skrocknest@aol.com

July 27-30

Wilderness Rally
Turnbull Harbour, Ont. (NC-55)
Port Captain Julie Thorndycraft
612-387-1222 julie@circle7.net
Port Captain Dan DeWeese
612-209-1154 deweese@circle7.net

August 9-11

Trailer Boaters' Rally – Tawas Bay, Mich. (H-63)
Port Captain Christine Moore-Skrocki
989-245-3343 skrocknest@aol.com

August 16-18

Lake Superior Rally – Silver Bay, Minn. (S-183)
Port Captain Nelson Stone
605-464-0428 nstone812@gmail.com

September 14-15

Georgian Bay Rally – Bone Island (GB-26.3)
Rear Commodore Eric Sunstrum
613-793-4982 eric.sunstrum@gmail.com

September 14

Lake Erie Regional Meeting – Sandusky Yacht Club, Sandusky, Ohio (E-16)
Port Captain Ned & Sharon Bromm
419-626-2557 nedsha@aol.com
Deputy Port Captain Bill Lehner
614-336-0806 lehnerb@aol.com

October 25-27

Annual General Membership & BoD Meetings – TBD

Great Lakes Cruising Club
810-984-4500 • glclub@att.net
www.glclub.com