



GREAT LAKES
CRUISING CLUB

Our 75th
ANNIVERSARY
1934-2009

Lifeline

September 2009





Volume 76 Number 1

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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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This is my final article as your Commodore. Although two years seems a long time to be at the helm, the time has gone rather quickly.

The Club has prospered over the past two years. We had a very successful move to Port Huron. This move was seamless with the help of Commodore James Acheson, Director Mel Wallbank, Treasurer Tim Boehlke, Secretary Phil Doolittle, and many other volunteers. In addition, we were very fortunate to employ our new Office Manager, Yvonne Murray, who has outstanding technical and interpersonal skills.

We have several members with exceptional skills that have made our transition to a web based system possible. More improvements to the web based system are on the horizon.

Paula and I have attended nearly all of our events these past two years. We thank all of our members who have volunteered their time to make these events very successful. I even pulled "Lord Nelson's" robe and wig out of mothballs to participate in Lord Nelson's Court at the Leamington Rally.

Despite poor economic conditions, we seem to have turned the corner in membership recruiting and retention. We are currently about 6 percent above our

budgeted membership level in this year's budget and more new members will be signed up as we pass through the summer cruising season.

I would like to thank the Board, the Executive Committee, all Great Lakes Cruising Club members, and my wife, Paula, for their patience during my two years at the helm and your help in making this a successful voyage. It has been an honor to serve our Club as your Commodore. To my advisor, Commodore Jim Acheson, I thank you for your mentoring, advice, and guidance during this period. In addition, I am grateful to Commodore Ralph Heninger for his assistance and advice.

Although I will not be at the helm after the Annual Meeting in Windsor, Ontario, Paula and I plan to be very active in the Great Lakes Cruising Club. My best wishes go to my successor, J.E. Fordyce. J.E. will be a great Commodore.

Jim Richlak "Bullfrog" Commodore

ON OUR COVER

The 2009 Rendezvous at Port Colborne, Ontario, included a bus tour of nearby attractions. A major highlight was Niagara Falls, shown here with the 600 passenger *Maid of the Mist VII* going upstream. The boat is 80 feet long, and is powered by two 350-horsepower diesel engines.

Photo by Niels R. Jensen



Great Lakes News and Views

Canada to Require Proof of Operator Competency

by Fred Bagley

After a ten-year phase in period, Canada's Operator Competency Program is nearing its final implementation. As of September 15, 2009, every Canadian operator of a powered vessel must possess a Pleasure Craft Operator Card and there are also specific age and horsepower restrictions on young boaters. This puts Canada at the forefront of boater safety. The regulations are spelled out in Transport Canada literature and may be found at www.tc.gc.ca/marine/safety/debs/obs/quick/quick_visitor.htm.

Canadian members of the GLCC have been aware of this upcoming date for some time. Some may have overlooked the fact, though, that this applies to sailboats with auxiliary motors, even when the boat is under sail power alone, and to a dinghy with an outboard motor on it, even if the dinghy is being rowed.

American boaters bringing their own boat into Canada are not required to possess proof of competency as long as they leave Canada within 44 days. But Americans will be required to have either a boating certificate from their home state or pass the Canadian exam if they spend more than 45 consecutive days in Canada on an American registered boat, or operate a Canadian registered boat even if they are in Canada for less than 45 days. (Canadian charter operators are excluded; they have their own safety checklist for American charterers). American boaters under the age of 16 will be subject to the age and horsepower restrictions regardless of how long they are in Canada.

All U.S. states that border the Canada have requirements for boater safety competency for boaters under a certain age, but older boaters may take the course and obtain a competency card as well. Some states

offer their own courses; others contract with private companies or not-for-profits (e.g. US Power Squadron) to offer the courses and oversee the tests. The competency card however must be from your home state, i.e. USPS card alone won't suffice. State web sites will give this information, or go to www.nasbla.net/courseListing.php, the web site of the National Association of State Boating Law Administrators.

Americans who wish to take the Canadian test may do so on-line without taking a course first. Transport Canada, Office of Boating Safety, has certified 65 course providers throughout Canada, 29 in Ontario alone, many of whom offer the course on-line. The cost is usually about \$50 CDN; a list of course providers is on the Office of Boating Safety website (see above).

In an effort to assure the on-line test is taken fairly, on-line tests cannot be taken on your home computer, but rather must be taken at a neutral site (a library, for example), and must be proctored by a person, who is not related to the test taker and who has been approved by Transport Canada. This somewhat cumbersome process means most Americans may choose to get certified by their home state, but studying for and passing the Canadian exam may make you a better boater, while you're in Canada (think of those cardinal marks that have you searching for in CHS Chart No. 1).

Since the rule goes into effect September 15, 2009, American boaters are unlikely to require the card this year as most are out of Canadian waters by then. However, it's a good idea to start making your plans for next year. One place to start looking is at www.boaterexam.com/

Canadian Weather Quiz

In the June issue, we offered a brief quiz on the locations of Thunder Bay Coast Guard Radio's transmitting towers. Here are Bonnie Dahl's responses:

The Horn transmitter is located between Highway 17 and the Schieber Channel approximately 8 miles east of Rosspoint at 48° 49.08' N and 087° 21.20' W.

The Silverwater transmitter is on Manitoulin Island halfway between Meldrum Bay and Bayfield Sound at 45° 54.05' N and 082° 54.55' W.

The Bald Head transmitter is located on the mainland north of the Lizard Islands in Lake Superior at 47° 28.80' N and 084° 49.02' W.

If you want to have some fun with these co-ordinates go to Google Earth and zoom in close to each of the transmitter areas. Then move the cursor while matching up the moving lat/lon written below it with these above co-ordinates and you can pin point exactly the location of each transmitter. I was then able to print pictures of each area. ▶

New Port Captain Announcement

**James Richardson
Sutton Bay, MI
M-11**

We congratulate James Richardson on his appointment as Port Captain of M-11, Sutton Bay, MI. More information will be available in future issues of the Lifeline and on the club's website. ▶

Sarnia Meeting Kicks Off Boating Season

by Port Captain Ardy Barclay

On Saturday May 2, approximately 95 Great Lakes Cruising Club members and their guests gathered at the Holiday Inn in Sarnia to set in motion the 2009 summer boating season, and the myriad of GLCC events, including a rendezvous in Port Colborne in July, and a number of other rallies and events that will be held during this year.

During the day's activities a number of meetings were held, including a Board of Director's meeting and a Port Captain's meeting. Early in the evening hours, members enjoyed a social cocktail hour, where all were able to meet with old cruising friends, and also have the opportunity to make the acquaintance of many new members to the Great Lakes Cruising Club.

GLCC members and guests were once again treated to the culinary artistry of the Holiday Inn chef and his staff as a sumptuous dinner buffet was presented for all to enjoy. During the dinner the master of ceremonies, Rear Commodore Tom Lawson challenged the members to a Tom Hanks Castaway trivia with a bottle of wine being won by the person or persons who managed to get the most answers correct. Following dinner, Captain Wayne Jurs of the *S/V Earth Voyager*, assisted by his wife, presented an interesting and informative power point presentation based on the many miles of travel that Captain Jurs and his crew on *Earth Voyager* undertook throughout the Great Lakes during the summer of 2008 on a tour aptly named, "Healthy Lakes, Healthy Lives." Captain Jurs presentation was followed by a question and answer session where he equated sailing on this extremely fast sailing vessel to being "like riding on the back of a Canada goose."

Following the presentation, GLCC members and guests were invited to continue their camaraderie and fellowship in the hospitality room. A good time was had by all! 🚩



Paula and Commodore Jim Richlak.



Rear Commodore Tom Lawson.



There was a good turnout with 95 people in attendance.



Rear Commodore Bob and Ann Ogur.



Sharon Henrich, Pat and Port Captain Brad Somers.



Chaplain/Port Captain Carl Tucker.



Greg & Office Manager Yvonne Murray.

Annual West Harbor Picnic Another Success

by Donna Guzman

The weather gods cooperated on June 6, when the 3rd Annual GLCC West Harbor Picnic was held at Herl's Harbor Marina Park, Catawba Island. Upper West Harbor Port Captain Wayne Walter and his wife, Sally, did an excellent job organizing this event. The local Boy Scouts did a great job setting up the tent to provide a covered seating area. GLCC members, John and Carolyn Rick, and Deputy Port Captain Max Guzman helped Wayne and Sally with the set-up, grilling and registration. A total of 31 people, including guests, attended the picnic.

Port Captain Wayne Walter and John Rick manned the grills with the finesse of Emeril Lagasse, and served up some delicious burgers and dogs. All the attendees brought their favorite culinary delight to share, so there was no shortage of food. And did I mention the deserts... we had deserts out the wazoo! Along with all the socializing and catching up on what everyone did over the winter, and what spring projects we planned for our boats, some took advantage of the great weather to catch some rays.

GLCC Commodore Jim and Paula Richlak and Rear Commodore Dave and Bobbie Miller were in attendance to grace the event. All in all, everyone had a great time, had plenty to eat, and looked forward to upcoming the GLCC events such as the Leamington Rally on Lake Erie. 🚩



Great food and company made this years picnic a success.



Chow time!



Carolyn Rick working at the registration table.



Port Captain Wayne Walter working at the grills.



Catching some rays.

Leamington Meeting - June 19 to 21, 2009

by Port Captain Sheridan and Susan Atkinson

One thing, which can always be said for the Leamington Rally – the weather never fails to surprise us!

Thursday evening, June 18, about 45 early birds were treated to a ride on a school bus to visit two of the Essex County wineries. Our first stop was Erie Shore Vineyard, where Alma Hollingshead, one of the owners, greeted us. We sampled three of her wines, and several bottles were purchased to take back to our boats. We soon discovered that if you give our Commodore a nice glass of wine and a comfortable chair, he turns into a real pussy cat!

Then it was on to Muscedere Winery, where we enjoyed a tour of the vineyard, tasty samples and a fabulous supper prepared by “Mama” Muscedere.

The store did a good business here as well, and our boats should now be well stocked with Ontario wines. Friday morning dawned with our usual Leamington rain, followed by gale force winds. Things in the harbor were a little bouncy for a while, but the weather settled in time for our Registration and GLCC Ships Store to run smoothly in the afternoon.

Then it was cocktails and fellowship in the marina pavilion, before we once again enjoyed our legendary broasted chicken and perch dinner. We had a great group of first-timers with us this year.

Saturday morning brought more rain and cool temperatures, but a cannon shot across the marina woke us up, and many hardy souls gathered at the flagpoles for a moving flag raising and Blessing of the Fleet, which was given by our Fleet Chaplain, Carl Tucker.

This was followed by an awesome pancake and sausage breakfast hosted by the Leamington Yacht Club in the pavilion. At 1100 our Port Captains gathered for a meeting.

The afternoon, which turned sunny and hot, provided great fun for us, and entertainment for the locals. The sailboat *Summer Wind* pulled in to port carrying “Lord Nelson” (a.k.a Bullfrog) to visit his band of cutthroat pirates and hold court for any and all charges brought to him. A jury of wenches passed judgments, and sentences



Our great group of first-timers this year!



Lord Nelson arrives to hold court.



The flag raising ceremony.



Some of the assembled pirates.



Court spectators.



A fabulous breakfast was served.

were levied and carried out.

Duels with noodles, and throwing water balloons were some of the punishments. Some of the costumes were truly awesome!

Saturday evening found us back in the pavilion for a cocktails and fellowship once again, followed by a fine dinner of Pirate Fare Ribs and Spit Roasted Beef. Our Rally Chairmen, Jim and Janice Ehrman

had arranged for a terrific DJ to join us from Ohio, and we danced the night away.

Sunday morning we enjoyed coffee and donuts in the Marina Courtyard before setting sail for our next destination. Be sure to mark your calendars for Father’s Day 2010 – same weekend, same place – for another memorable event in this beautiful location. ▶

Lake Huron Rally - June 26 to 28, 2009

photos by



39th Annual Lake Erie Regional Meeting

Sandusky Yacht Club
Sandusky, Ohio

26 September 2009

1600—Port Captains Meeting

1830—Social Hour (cash only bar)

1930—Invocation, Toasts, and Introduction of Officers and Guests

1945—Dinner Buffet featuring Chef Carved Roast Beef Au Jus, Country Style Fried Chicken, Beer Battered Scrod, Buttered Redskin Potatoes, Chef's Rice Pilaf, Green Beans Almondine, Buttered Baby Carrots, House Salad, Dinner Rolls, Assorted Dessert Table featuring SYC Famous Bread Pudding, and Coffee, Hot or Iced Tea

2100—Program: Speaker Jeffrey M. Reutter, PhD, Director, Ohio Sea Grant College Program, F.T. Stone Laboratory, Center for Lake Erie Area Research, The Ohio State University

Uniform: Class A, blue blazer, or other appropriate attire

OSU Football: If the Buckeyes play that afternoon, an area for your viewing pleasure will be provided

Hotel Accommodations: Hampton Inn, 6100 Milan Road (U.S. Rt. 250), Sandusky, OH 44870, 419-609-9000 (fax 419-609-8999). Rate \$99.00 plus tax. Ref. Roger Hankle confirmation # 84095289

Dockage: If you plan to arrive by boat, check with Roger Hankle. We will try to put everyone together for a little extra camaraderie. Dockage is \$1.50 per foot per night

Deadline: Registrations and hotel reservations must be received not later than 12 September 2009. Register online at www.glccclub.com

Port Colborne Rendezvous - Not One to be Missed!

by Director Niels Jensen
photos by Niels Jensen and Richard Miller

The 2009 Rendezvous at Port Colborne, ON, got underway on Saturday, July 11, with driving rain, rolling thunder, and gusty winds. Lake Erie was rough, but most of the 40 GLCC boats had wisely arrived at the Sugarloaf Marina the day before. A total of about 100 members and guests attended the annual event.

Compared with other recent Rendezvous, this one had a rather modest turnout, but regardless of its size, it was not one to be missed. Our GLCC volunteers and the local community did much to make it a great success, and the program was filled with varied and exciting activities, many of which were new additions. It proved to be an extremely positive experience for the attending members.

"I had fun," said Michele Fordyce, who was the chairperson for the event. "It was very friendly, and I think everyone got to speak with everybody," she added with a smile. The other members of the Rendezvous Committee were Rear Commodore Dave Miller, Ship's Store Chairperson Bobbe Miller, Director Roger Hankle, and Deputy Port Captain Joyce Rogers.

The board meeting began Saturday at 1100, while the GLCC Ship's Store did a brisk business, especially in the rain gear category. As usual, it was a serious, business-like meeting with spirited discussion. Treasurer Tim Boehlke presented the club's proposed budget for 2010, which was approved after due deliberations. It was explained that the GLCC is in good financial shape, and unlike many other boating organization, the club's membership is actually growing. This year's budgeted membership has already been exceeded by six percent, and the club currently has about 2,700 members.

As is traditional, the location for next year's Rendezvous was revealed at the board meeting. In 2010, this flagship event will be held at H-76.5 Mackinaw City, MI, where a new marina and many adventures will await the attending GLCC members.



Many of the Rendezvous' events took place at Sugarloaf Marina's pavilion. See here is the Commodore's Dinner.



Club Officers at Fleet Review.



Michele Fordyce, who served as the Rendezvous Chairperson, brought new ideas to the event.



One of the many gadgets at Tuesday's Gadget Hour.



The Book Club lunch at the pavilion.

At 1500, Director Roger Hankle convened the Port Captains' Meeting. Most of the discussion focused on how the port captains can update their Harbor Reports on the website, and how to best highlight recent and important local changes. There were also some comments about the new port captains' manual.

The rain had cleared, when the evening's social hour began at a shelter on one of the marina's floating docks. An abundance of food was brought to the picnic tables, and the pier became quite crowded. In fact, there were so many GLCC members gathered on the floating dock that it began to creak and tilt ominously. As is fitting for experienced boaters, some thought that better attention should be given to its weight distribution, and quickly moved to the high side to keep the party on an even keel. There may not have been any real danger, but a capsizing of the dock would definitely have spoiled the occasion, and nobody wanted to break up such an enjoyable party. However, it was unfortunately cut short anyway after an hour, when a fierce Lake Erie squall again brought heavy rain and pea-sized hail over the marina.

Sunday's program began — in much improved weather — with GLCC radio net announcements by Erie Arabella (a.k.a. Deputy Port Captain Cheryl Timm) on Ch. 78, and an excellent continental breakfast at the marina's large pavilion. In a departure from previous Rendezvous, the GLCC Fleet Chaplain, Rev. Carl Tucker, performed the Blessing of the Fleet on a Sunday, breaking our long-standing custom of having the ceremony on the event's departure day. Tucker explained that he had wanted to make this change for some time, because the original Mediterranean practice was to bless the boats, and then have a festival.

The Stinkpotters vs. Raghaulers volleyball game was scheduled at 1000. As past Rendezvous attendees know, this is often a hard-fought and hotly contested athletic event. However, this time the Raghaulers won by a technical default, because too few Stinkpotters showed up at the field. "It's a win...

continued on next page



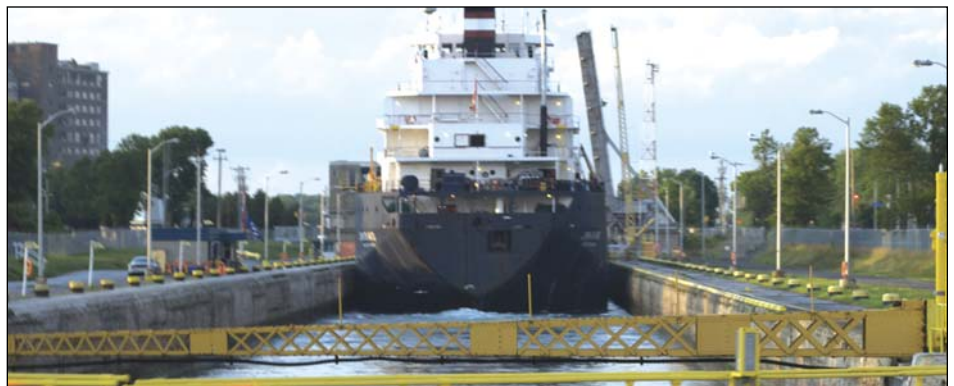
Mark Lifter (left), Arlene Oakland, Linda Nossaman, and Sue Tarr attended their first Rendezvous at Port Colborne. (Back row from left: Commodore Jim Richlak, Rear Commodore Duane Flynn, Secretary Phil Doolittle, Vice Commodore J.E. Fordyce, Director Jack Dever, and Rear Commodore Bud Zalon).



Port Colborne's official Town Crier welcomes the GLCC.



Tuesday's tour of the Reif Estate Winery.



The Welland Canal.



Althea Doolittle and Deputy Port Captain Cheryl Timm share a laugh.



On behalf of the Raghaulers, Rear Commodore Bud Zalon receives the volleyball trophy from the Commodore.

2009 RENDEZVOUS CONTINUED

and we'll take it any way we can," exclaimed a jubilant Rear Commodore Bud Zalon, the organizer and chief cheerleader for the Raghaulers. A spirited game went on anyway with mixed teams, and was played accompanied by loud support of the assembled GLCC spectators.

A book club lunch was followed by a professional summer-stock performance of the popular Canadian playwright Norm Foster's comedy "Looking at the Port Colborne's Showboat Festival Theatre". This theatre-in-the-round play was enjoyable, amusing, and extremely well acted. Several of our members commented afterwards that it was one of the best theatre experiences they had had in a long time, and some rated it better than what they had recently seen in large metropolitan areas.

The Commodore's Reception at the marina's pavilion was advertised as including a light meal. That light meal turned out to be a virtual all-you-can eat bratwurst feast with major side dishes, which received great praises from the assembled members and guests. During the meal, a four-piece band began the evening's entertainment with Celtic and sailor songs, but later branched out a varied repertoire. Rear Commodore Dave Miller soon brought his trumpet and harmonica into the mix, virtually raising the roof of the building. The dancing and other amusements lasted for hours.

Monday again began with a continental breakfast and radio net announcements. At 0900, a bus and three vehicles departed Sugarloaf Marina for a daylong tour of the area's major points of interests. The first stop was at the Welland Canals Centre at St. Catharines. Unfortunately, there weren't any freighters or passenger ship sgoing through the locks, when our GLCC group visited the museum and observation platform, but all found it informative.

Next on the program were stops at two local wineries. They both had distinctly German roots, but represented very different philosophies. The Reif Estate Winery make estate bottled wines from its



The Cooper's Seven C's arrives.



Rear Commodore Dave Miller.



The Raghaulers vs. Stinkpotters volleyball game went on with mixed crews.



L to R: Rear Commodore Duane Flynn, Deputy Port Captain Joyce Rogers, and Director Roger Hankle, at Niagara Falls.

125-acre vineyard. Its wines were excellent, its garden beautiful, and its shop did a brisk business with our group. In contrast, Frogpond Farm — the only certified organic winery in Ontario — is a small family-farm operation, with sheep and chickens by its yard. Its icewine was exceptional.

The tour group arrived mid-afternoon at Niagara Falls, and most spent the rest of the afternoon taking in the spectacular sight. It is actually difficult to comprehend the scale of the falls. It is everything it is said to be, and is an experience to see. However, some GLCC members also managed to find time to also visit one of the near-by casinos.

The evening's abundant potluck dinner was another great success. There was plenty of variety, as well as many lively conversations about the many fun and exciting experiences at this year's Rendezvous.

On Tuesday, the Bridge prepared and served a delicious pancake breakfast in the pavilion. At 1000, Commodore Jim Acheson moderated an informative gadget-hour, where a great deal of helpful hints and semi-secret boaters' knowledge were exchanged among the GLCC attendees — too many to be adequately described in this report. It was so successful that it is likely to be a reoccurring feature at future Rendezvous.

The afternoon included a bilge auction, with its proceeds going to the Great Lakes Foundation. John Winter once again served as the auctioneer, and with his usual finesse managed to sell a variety of generously donated items at "fair" prices.

Later, the club's uniformed officers boarded several dinghies to perform the annual fleet review. The many dressed GLCC boats added a colorful touch to in the harbor.

The Commodore's Dinner began with a social hour at 1800. The more formal part of the program started at 1900, when a piper escorted the Bridge into the pavilion. Then, the official town crier, dressed in a colonial-era uniform, read a city proclamation welcoming everyone to Port Colborne.

Rear Commodore Dave Miller ably served as the evening's master of ceremonies, and kept things moving



Commodore Jim Richlak and Vice Commodore J.E. Fordyce at Saturday's board meeting.



A stiff Lake Erie breeze kept our flags flying.



A light meal was served and enjoyed by everyone at the Commodore's Reception.

with lighthearted banter. Vance M. Badawey, the mayor of Port Colborne, thanked everyone for visiting his city, and presented the club with a plaque commemorating the event. A full dinner followed.

Following the meal, Miller introduced Commodore Jim Richlak, who thanked the citizens of Port Colborne for providing an exceptional venue, and recognized the Rendezvous committee for their hard work in making the event such a resounding success. He touched on the significant progress the club has made in the past year, as well as acknowledged some of those, who have made it possible. However, before moving on the next part of the program, the Commodore reminded all that at GLCC is really about building friendships, while sharing one the finest cruising grounds in entire world: the Great Lakes.

Richlak then awarded Jack Wilson the Commodore's Trophy. This honor is given to the club member, who travels the farthest distance in his own boat to the annual Rendezvous. Wilson had

taken his *Cappy's Cap* up from South Carolina. The Commodore also gave a 25-year burgee to Port Captain Chuck and Deputy Port Captain Shirley Cooper, recognizing their long commitment to the GLCC.

The Port Colborne Marine Auxiliary Rescue, a 40-member volunteer group, which provides Coast Guard services in this busy area, received a \$300 donation. The group operates a 35-foot, five-man search-and-rescue vessel, and a 25-foot, jet-drive vessel, which is mainly used for inshore work.

The evening continued with dance to another four-piece band. The many friendships warmed an otherwise chilly evening.

Wednesday was the departure day of the Rendezvous. Some members from the upper lakes lingered to discuss going through the Welland Canal to Lake Ontario. Eventually, about a half-dozen GLCC boats locked through to explore the lower lake for the first time, some with the added incentive to qualify for the club's Admiral Bayfield award. 🚩

2008 Founders Award

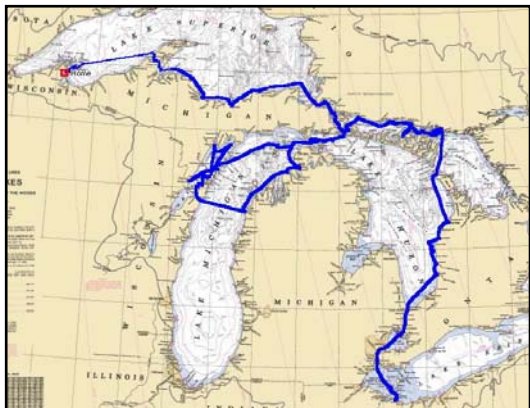
The Log of the *Jubilee*

by Port Captain Bill and Judy Rohde

Bill and Judy Rohde left Bayfield, Lake Superior, in June of 2007 in search of adventure and wider horizons. They are still cruising.

The following is the first of two parts of their award-winning log. The entire 69-page PDF document can be found on the GLCC web page, in the harbor report's Appendix-27.

Readers are also invited to directly access Bill and Judy's blog (<http://jubilee.typepad.com>) from which the 2008 log was extracted.



Thursday 6/28/2007 – Sault St. Marie to Detour Village, MI – 37.8 miles

After filling the diesel tanks as soon as the marina opened in the morning, we departed Sault St. Marie to proceed down the St. Mary's River. The winds, although fairly boisterous during our lay days at the Sault, now had turned to light northwesterlies. The St. Mary's runs roughly NW to SE, so this meant motoring again with apparent winds of near zero or "on the nose," created by our boat speed. Someday yet we will sail, but not today.

It's probably just as well, as trying to sail down the winding and often very-narrow dredged channels, at the same time dealing with freighters, can be a bit much, if not impossible. The river currents made our 37.8-mile "through the water" distance about four miles shorter than the actual distance.

We traveled down the up-bound channel to minimize the time we might be running parallel to freighters. A good plan, especially as we didn't meet any up-bound commercial vessels other than a dredge. There were two lakers traveling the down-bound channel during our passage, but they were in a different cut and we never got close to them.

About half of the up-bound pleasure vessels we encountered today were GLCC boats heading up to Superior, Wisconsin, for the Rendezvous. We talked to several by radio as we crossed paths. Judy and I plan to attend the Rendezvous too, but by rental car, leaving *Jubilee* somewhere on Lake Michigan for a week.

Upon arrival at Detour Village we found it a very pleasant harbor,



Judy, steering down the St. Mary's River...

primarily set up for transient dockage. We had a nice walk through town, a quick stop at the grocery store, and a trek out to check on Jerry Cucci & Diane England's *Yarely Fair*, which is waiting on the hard for them to re-launch for a North Channel cruise.

Today while we were underway, thanks to our cell phone booster, Judy was able to arrange dockage at Mackinac Island for tomorrow evening, so we'll be off early on Friday for the land of Fudge! Yum.

Sunday 7/2/2007 – Mackinac Island to St. James Harbor, Beaver Island – 42.5 miles

At around 10 a.m. we passed under the Mackinac Bridge marking the Straits of Mackinac, and formally entered Lake Michigan.

The passage to Beaver Island was again uneventful, as we motorsailed



Under the Mack Bridge...

in light and variable winds ranging from NW to S. Some day we're going to pay for these flat days.

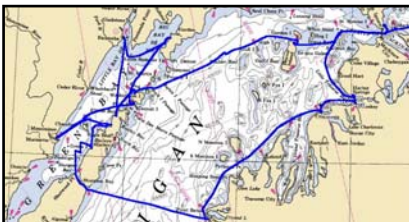
This northern portion of Lake Michigan is scattered with shoals, reefs, small low lying islands, and lighthouses, most of them abandoned, to help guide the way. Winding our way through Grays Reef we turned west, a little south and parallel to the low lying islands and reefs for our final miles to Beaver Island's secure northern bay at St. James Harbor.

Beaver Island has an extremely interesting history. In the 1840s, a Mormon Church leader from Illinois, James Jesse Stang, claimed to have a letter from the assassinated church leader Joseph Smith entrusting Stang with leadership of the Mormons. In 1848 Stang led his small branch of the church to Beaver Island, where they could practice their religion without interference. He told the group that Beaver Island was to be their Kingdom on Earth.

Of course, a kingdom needs a king, and what better person than Stang to serve in that role. He served as absolute ruler on the island over both religious and civic matters. The sect ultimately fell into disagreement over the issue of polygamy, and King Stang was ambushed and shot by two of his followers. Following Stang's murder, a vigilante group of mainland gentiles, always upset about Stang's group claiming exclusive fishing rights for the rich fishing grounds in the Beaver Island group, invaded the island, putting all the Mormons on steamers bound for Milwaukee & Chicago, dropping them there with none of their belongings.

Folks ... you just can't make stuff like this up.

We spent a lay day here on Monday to explore further, followed by a long hop to northern Green Bay.



7/4-5/2007 - Ellison Bay to Escanaba Michigan, plus a lay day in Escanaba - 31.7 miles

We awoke to fog with quarter-mile visibility in the bay, and with a breeze that was slowing shifting to the SW and W. About 90 minutes later, with perhaps a third of a mile visibility and a building breeze beyond the protection we had been getting from the peninsula, we decided to weigh

anchor for Escanaba, about 32 miles to the north.

As we cleared the bay and the wind filled in, we finally had a favorable wind direction, albeit light, but with only 32 miles to go that wasn't an issue. The fog had burned off later in the morning, allowing us to shut down the radar while we ran wing-and-wing downwind to the south wind that had settled in. A very nice sail. Of course, there has to be some excitement in every day, and for us it was dealing with one of those "occasional" thunderstorms that were running through the area on the 4th. About two miles out of Escanaba we were hit with a strong T-squall which poured rain for several minutes and dropped visibility to near zero. Luckily we had dropped the sails and battened down just before the cell hit. Judy drove from inside while Bill tracked our status on the chartplotter and the position of other boats by radar. After about 10 nail biting minutes during the heaviest rain and wind, and then another 20 minutes while the trailing part of the squall passed, the skies quickly cleared just outside of the Escanaba marina to reveal a beautiful sunny blue sky day. What a welcome!

Bill had contacted Escanaba Port Captain Marilyn Kinsey by phone the prior night, and she helped arrange a slip for us with a great view of the fireworks that evening. Marilyn and her husband Glen also invited us to an Escanaba Yacht Club potluck that night. What a great way to meet folks!

Wednesday night's fireworks display from the park adjacent to the marina was spectacular. You couldn't ask for a better seat than our own boat. There were so many fireworks, and they ran so long, that it was actually getting hard to see the final displays through all the smoke! We felt we had been royally welcomed to the city.

7/31/2007 - Harbor Springs to St. Ignace, MI - 54.6 miles

As of Tuesday afternoon we

completed our Michigan Loop, for a total of 523 Lake Michigan miles from our west-bound track under the



Port Captain Marilyn Kinsey with Judy...

Mackinac Bridge to our east-bound track back under the bridge. Quite frankly, neither of us expected our Michigan Loop to be as memorable as it's been. The places, the experiences, and the people made for a wonderful July cruise. Like many of our Lake Michigan transits, Tuesday's leg to St. Ignace was also on the diesel, with apparent winds off the stern at less than two knots. In fact, looking back at our log, the only down-side to our Lake Michigan travels was the endless motoring while a weak high seemed to remain positioned right on top of us for much of the month.

Tomorrow we'll be reprovisioning at St. Ignace in preparation for the several weeks we plan to cruise the northern reaches of Lake Huron, an area of the Great Lakes we've been eagerly looking forward to exploring for years. Known as Lake Huron's North Channel and Georgian Bay, this area is filled with hundreds of islands and with secluded wilderness anchorages too numerous to count.

8/18/2007 - Eagle to Benjamin Islands - 7.7 Miles

The Benjamins are described in the GLCC as one of the most delightful spots in the North Channel. We would agree.

Our short passage from Eagle was under motor with a very light breeze. Being under the engine allowed us to negotiate some of the tighter entrance passages between granite outcroppings, such as the narrow sow

and pigs cut we traversed while rounding the south of South Benjamin. Believe it or not, we had 50+ feet of water between those two rocks!

We were only the 3rd boat in the main anchorage between North and South Benjamin, allowing us to pick a choice spot. By 6:00 p.m. there would be 15 boats in the anchorage.



In the Benjamins...

A hike up the smooth rock face of South Benjamin rewarded us with a beautiful view of the harbor and North Benjamin below. A trail across the South Benjamin ridgeline ended at a beautiful overlook of South Benjamin's smaller harbors and the islets and rocks beyond.

The granite islands, rocks and boulders around the Benjamin area are a beautiful pink in color, except for one or two islands we haven't seen yet, which are reportedly quartz.



We hope to pass by one of those islands tomorrow.

In this area one can easily observe grooves in the rocks following the direction of glacier movement. It's hard to imagine how much pressure must have been placed on those rocks

to grind and smooth them like that.

We gave the Benjamins a five-star rating. Don't miss them, if traveling through this area.

8/23/2007 - Marianne Cove and Baie Fine Narrows - 6.4 Miles

Thursday proved to be a spectacular day. After breakfast and a listen to the morning cruiser's net broadcast, we took our dingy along with Karel and Mila Cerveny from Quintessence in their dingy to a trailhead that would take us some 630 feet above the lake level to the summit of Frazer Bay Hill.

It was good to be hiking again, something we missed from our Lake Superior cruising. The trails here were similar to those on the Canadian east shore, with lots of rocky sections and other areas of boulders and large



Summit of Fraser Hill...

rock outcroppings. The primary difference between this and Lake Superior's east shore was that all the rocks and outcroppings in this area were beautiful off-white quartz.

After a swim to cool down, followed by a light lunch, we raised anchor for the 6+ mile trip to the Baie Fine narrows where we re-anchored. With the lowered water levels we had heard that The Pool at the head of the narrows was so choked with weeds that it would be best to leave the boats down-channel and dingy up. It was a good choice. After another 1 1/4 miles running up the channel by dingy, we went ashore for a hike up to Topaz Lake to swim in the most stunning water we'd ever seen outside the Bahamas. Topaz Lake is surrounded by quartz rock walls with a quartz rock bottom, no weeds, and no

other growth, giving the water the most spectacular topaz color one could imagine. Bill finally had the chance he'd been waiting for to try his new waterproof digital camera in the water.

8/27/2007 - Snug Harbor to Killarney - 6.5 Miles

We awoke to a beautiful day, albeit with very light winds. That said, given that our path to Killarney would take us through several narrows, motoring turned out to be the more prudent option for a good share of the way anyway.



The white quartz of the North Channel...

Killarney lies on the north side of the Killarney Channel, a roughly one-mile-long river-like cut between George Island and the mainland. Along the way were several small marinas and tourist shops until near the east end of the channel, where we stopped for the night at the Killarney Mountain Lodge.

For lunch we had to stop at Mr. Perch, the fresh fish stand, where everyone who goes to Killarney plans to eat at least once during each trip. From the dock behind the converted-school-bus kitchen and serving window (similar to a Minnesota State Fair food stand, but a little tackier), they served a continuous line of people all afternoon long. During the days this line never stops from May to mid-September. The fish comes in from the fishing boats behind the school bus, they're cleaned in the fish store by the dock, fried in the bus/kitchen, and sent out the serving window to waiting patrons almost continuously. Absolutely delicious!

To be continued in the December Lifeline.

See You At GLCC's Annual Meeting

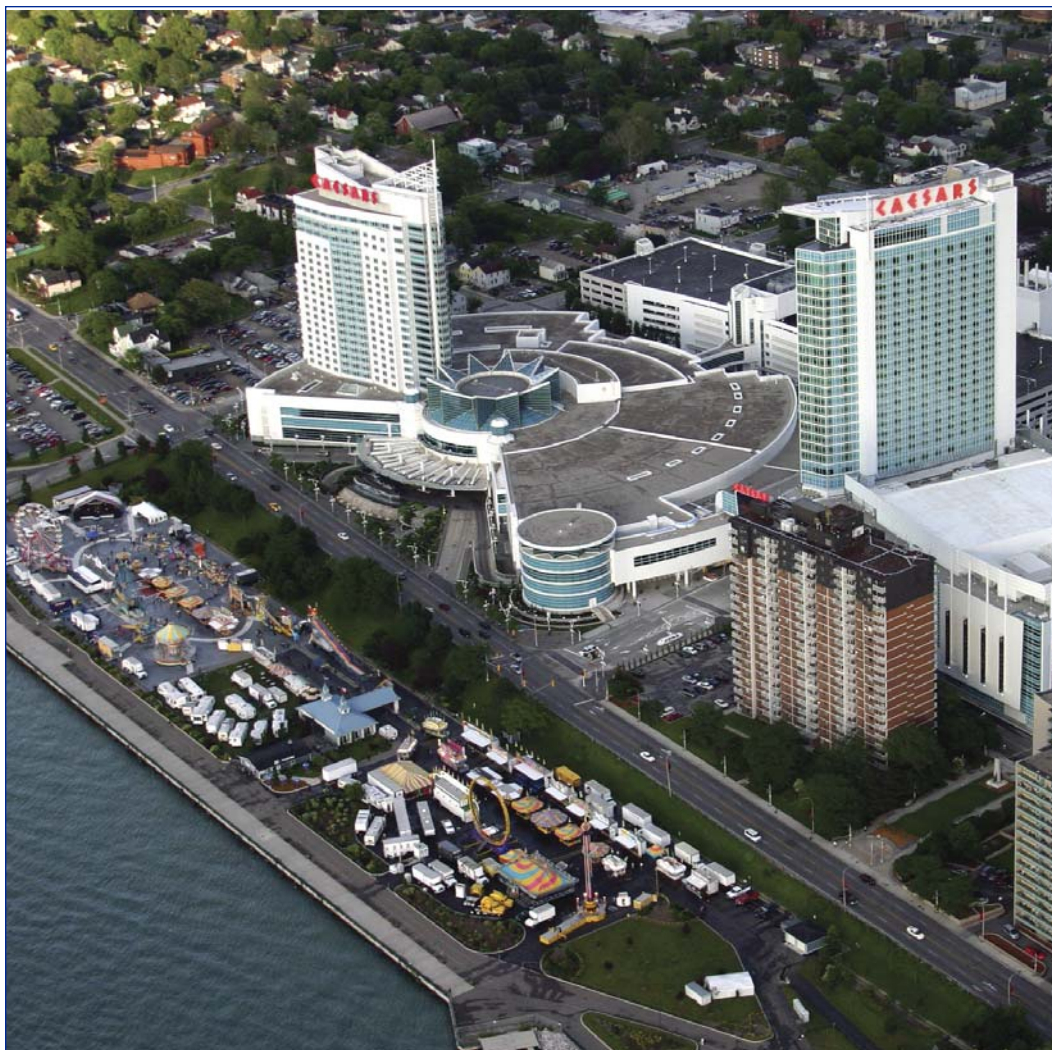
by Port Captain Brad Somers and Director Gary Henrich

The 2009 Annual General Meeting will be held in Windsor, Ontario, at Caesars Casino, October 23rd through 25th. For those who have attended the meeting in the past, you will find the Casino has undergone extensive renovations with the expansion of the gaming area, the addition of a new hotel tower opened, and a 5,000-seat entertainment Coliseum. The complex has five restaurants varying from formal to casual. There is complimentary valet parking, full concierge service, around the clock room service, complimentary WiFi, workout rooms, and a pool – not to mention 100,000 sq. ft. of gaming space.

Caesars web site at: www.caesarswindsor.com offers a full description of the facility, driving instruction and border crossing requirements.

For Friday arrivals, we are planning a buffet dinner at the Windsor Club. This is a private dining room only a five-minute walk from the casino. It has an excellent view of the Detroit river and the city skyline. We need to make a commitment to the club with a minimum of 50 people by the beginning of October, so timely registration is paramount.

On Saturday afternoon, a tour of the Canadian Club Brand Centre has been arranged. You will learn about Canadian Club Whiskey on the site where it began in 1858, tour the original Executive Office Building (built in 1894), and discover the history of the founding family. Also featured is the history of how Canadian Club became the number-one whiskey in the United States during Prohibition. There is a video



Aerial view of Caesar's Casino in Windsor. The Detroit River is lower left.

describing the production process and the tour ends with a formal whiskey tasting and a souvenir glass.

Our speaker for the evening will have an expanded presentation on Prohibition, with a large number of images, including video and many first-hand accounts and fascinating tales about how the locals and big time operators used to smuggle alcohol into the United States.

There is also a walking trail along

the river just in front of the Casino. It will take you down to the Ambassador bridge, and through the Odette Sculpture Park. There are 31 large-scale internationally recognized works of contemporary sculpture showcased along the walk.

Registration is available on the GLCC website or with the registration form enclosed in this issue of the *Lifeline*. Windsor looks forward to greeting you. ▶

Please use the form facing this page to register today!



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

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



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

If so, send us a message. The earliest responders will be rewarded with a recognition in the next issue of *Lifeline* and on the GLCC web page.

As of press time, no one had identified the light in the June issue of *Lifeline*, but we're sure someone (among those who attended the Rendezvous) will recognize it soon. We'll give everyone another chance to respond. Here it is again shown below. ▶



The GLCC Honors Our Supporting Members

On behalf of the GLCC Bridge and Board, I would like to commend the following members for their long-time membership in the Club and their commitment to cruising the Great Lakes.

Commodore Jim (Bullfrog) Richlack



2009 50th Anniversary Member (since 1960)

Elaine Altmaier
Les Cheneaux Islands, MI
VINDSIDA II



2009 25th Anniversary Members (since 1985)

Port Captain Dale K. & Rita
Anderson
Washburn, WI
ALATE

Kenneth L. & Meg Anderson
Sandusky, OH
ANTICS

Andrew H. & Mary D. Bowman
Harbor Springs, MI
MOONSHADOW

W.T. Nita Capitan
St. Clair Shores, MI
LA SALLE

Dennis & Elaine Carlin
Cleveland, OH
QUIET ISLAND

Thomas & Cathy Carr
Killarney, ON
WINDLESS

Port Captain Charles &
Deputy Port Captain Shirley Cooper Jr.
Holland, MI
SEVEN C'S

Samuel B. & Connie Gregory Jr.
Bar Harbor, OH
SUMMERTIME

John B. & Penny Holmes
ANDIAMO

E. Chad & Kay Irmiger
Milwaukee, WI
GYPSY BLUE

Dennis R. & Patrica Kwasny
Grosse Pointe, MI
SYNTONY

Richard I. & Nancy Larsen
Marine City, MI
NO PROBLEM

Joseph E. & Teri Lebeau
Charlevoix, MI
LEBOAT

Stan & Marlene Lorenc
Little Current, ON
CASA NOVA

Gerd & Ursula Muehlehner
Wayne, PA
THE LOON

George J. Parish
St. Clair Shores, MI
HUSTL'N FOXX II

William J & Mary Jo Schaars
Fish Creek, WI
DOLLY

Gilbert Ziegler
Charlevoix, MI
MULLIGAN

Automatic Identification System - Another Set of Eyes

by Director Mel Wallbank

The St. Clair River is a very busy commercial waterway. Our home is on Lake Huron, about a mile north of the Blue Water Bridges at Port Huron, MI. During the 10-month shipping season, we probably have 2,000 freighters pass by our front door, traversing the shipping channel from Lake Huron to the St. Clair River, which is called the Huron Cut.

Anyone who has been underway on a dark night in this area is probably aware that any other boat's running lights are very difficult to distinguish from the vast number of lights along the shoreline. Also bear in mind that while in motion, your perspective makes it appear everything else is moving. Most lake freighters are, of course, well lit with many extra lights, making them easier to detect. On the other hand, most ocean ships (salties) only have the minimum required lights. They easily blend in with the shore lights.

A couple of years ago, I was traveling aboard Bliss in the middle of the St. Clair River northward toward Port Huron. I had just launched her out of winter storage at Harsens Island at the south end of the river. It was late in the day before I cast off and started the three-hour trip home. The sky was cloudy, and it soon was quite dark. I had my chartplotter on with the radar image overlaid, but the plotter was in look-ahead mode, which puts most of the screen ahead of the boat's location.

At one point, while gazing at the plotter, I noticed a big red line wandering around the screen. I looked back and strained my eyes I gradually made out a saltie in the darkness, less than half a mile astern. The red line was the ship's course over ground laid on the plotter by my Automated Information System (AIS) receiver, indicating a dangerous situation was developing. It was not a difficult problem to solve – I simply moved to starboard, which gave him a wide berth to pass. If I

had not noticed the ship, its pilot would have blasted us or perhaps we would have been struck. I immediately switched the screen to center-display mode and looked back regularly. This was not exactly a close call, but I was a bit jolted just the same.

AIS has been an international requirement for commercial shipping since 2002. All vessels over a certain minimum size, including freighters, tugs with or without barges, passenger vessels for hire and coast guide ships, must be equipped with powerful Class A transponders, including those on the Great Lakes. The system is an automated means of communicating packets of dynamic information derived from sensors on board and static information from inputs from the crew. The information is intended to assist vessels by identifying the traffic around them for the purpose of marine safety and collision avoidance. The information transmitted includes the ship's name, coordinates, heading, speed over ground, course over ground, rate and direction of turn, type of vessel, length, beam, draft, cargo, navigational status, destination, estimated time of arrival, call sign, registration, MMSI number, and IMO number.

How often each ship broadcasts data is governed by her speed. By regulation, the faster a ship is moving, the more often the data is sent. So a ship at anchor or at dock may still transmit, but it would be at the longest interval of three minutes. Even so, the effect of the entire maximum time difference is to allow more traffic to broadcast, and doesn't particularly create any gaps in locating vessels. Lower priority data is transmitted less often. Surprisingly this includes the ship's name, which is only broadcast every six minutes!

The system is designed so a ship can receive signals from over 4,000 ships within its VHF reception range. More information on the technical

aspects can be found at:

http://www.navcen.uscg.gov/enav/ais/how_AIS_works.htm


http://en.wikipedia.org/wiki/Automatic_Identification_System

The broadcasts are sent and received on dedicated VHF data frequencies with a reliable range of up to 40 miles. The advantage of AIS over radar is that it can receive a signal from behind an island or other land mass. However, AIS should not be considered an alternate to radar.

Throughout the Great Lakes, radar has become increasingly popular on pleasure craft over recent years. Radar overlaid on a GPS controlled position plotter has become easy to use and understand. Most electronic navigation equipment makers have now also integrated AIS reception into their products. The lower cost devices are for listening only, and do not transmit. The few AIS receivers I've seen are a bit larger than a pack of cigarettes, run on 12v DC, and require no attention after installation.

In the North Channel and Georgian Bay, big ship traffic is light, but there are Coast Guard vessels and tugs with barges. I occasionally see the AIS signal from the CheChemaun car ferry out of Tobermory in transit to and from South Baymouth on Manitoulin Island. I have seen McKee Sons' ships coming up Georgian Bay to the Lafarge Cement Plant in Frazer Bay, and various Algoma ships at the Badgley Island mine in the Landsdown Channel.

With the release of a new class of less powerful AIS transponders (Class B), some larger pleasure craft are now installing them, so they can transmit and receive data like the big ships. When sailing in June in the Little Current area, I picked up the signal from a 131-foot motor yacht Anicca coming past Campbell Rock at the east end of Georgian Bay and later anchored at Kroker Island. While at the Rendezvous in Little Current last year I saw a signal from a large yacht in Oak Bay behind Hotham Island.

For more information on my experience, you can find it at <http://www.glcclub.com/ais-reception-aboard-homeward-bound-bliss-083108>. 



WELCOME ABOARD!

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



FRANK ANDREWS &
BARBARA CHAPMAN
Trailer's
BOMBA CHAGER

MARK & REBECCA 'BECKA' FREELAND
Montague, MI
MELODIE

DENNIS & LORRAINE TUCK MILLER
Victoria Harbour, ON
RAINEY'S BUOY

VICTORIA & ROY STEWART
Lorain, OH
SABBATICAL

WILLIAM H. & VALERIE
BETTCHER
Killarney, ON
FARAWAY

TREAT HULL & DEB SIMPSON
Picton, ON
PATCHES

DONALD & VALERIA MILLER
Detroit, MI
GRATITUDE

DAVID & LESLIE STOKES
Saginaw Bay, MI
EXCELLENT ADVENTURE

ANDREW & JESSAN CONNOLLY
Port Huron, MI
MANAÑA

JEFFREY & MICHELLE HELGESEN
Menominee, MI
GAUDIOR III

ROGER & ANN PALMER
Spanish, ON
TINTAGEL

JAMES & BRENDA TAYLOR
Grosse Pointe Woods, MI

GEORGE & DONNA COOKSON
Cape Vincent, NY
SEAGULL

DANIEL & SUSAN KAIN
Port Superior Harbor, WI
WIND DANCER

MARK STUTZMANN & PEG MOORE S
White Lake, MI
DIVERSVACATION

BARBARA RUTH SCHMID &
CHARLIE TODD
Grosse Pointe, MI
SAYONARA

TOM & KATHY ELEY
Bay City, MI
KATY TOO

REBECCA 'BECKY' & RON McMAHON
Catawba Island, OH
DISCO VOLANTE

MELISSA SPILLENKOTHEN
Annapolis, MD
SOÑADOR

RICK WARNER
Marine City, MI/San Francisco, CA
ALIBI & WINDBORNE

MICHAEL & ELIZABETH MEDA
Grosse Point, MI
ELISABETH-ANN

Timely E-notes from GLCC

Improved communication with members has always been an important facet of the recent changes at GLCC. With so much information available on our web site, and with the majority of members electing to receive the *Lifeline* via the web, the Club's Planning Committee observed that it would be worthwhile to initiate occasional, brief email messages advising members of significant information, such as when *Lifeline* is posted on the web, opportunities to register for Club events, and other items of interest to members. Club Secretary Phil Doolittle has undertaken this activity. The first few such member emails precipitated membership suggestions that the emails include links to the web site, so that members could easily follow up on the email news with a visit to the web site directly.

If you have an email registered with the Club but did not receive any of these messages, check whether you have a "spam filter" that is not letting these important notes through. You may have to identify GLCC as a "safe sender" or "not spam" to assure that you receive the messages in your inbox. If you would prefer not to receive these occasional messages, you may inform Yvonne in the club office and your email address can be removed from the distribution list.

Your Club welcomes feedback from you, and responding to these emails is an easy way to provide it. Club management would like to hear from you, and welcomes ideas for information to include in these email notes, or in *Lifeline*. ▶

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 in *Lifeline*.

For Sale: Bestway 50 (44' + 6') Trawler Cockpit

This fresh water boat is a perfect live-aboard! We have owned her for the last 8 years and after completing the Great Loop we are moving on to other adventures!

14'10" beam, 3'9" draft. 2 Helms. 3 sets of controls –(fly bridge, salon and cockpit) all have GPS, Sonar, Radar. Twin 305 HP Volvo TAMD 70 w/synchronizer, 12 KW Westerbeke Generator, 2300 hours, 650 gallons fuel, 180 gallons water, 2 Heads (new vacuflush toilets). AB hard bottom dinghy w/ 15 hp motor & electric davit . \$215,000.

Please contact Dean or Miriam Gillman 847-772-4020, E-mail mgreal@foxvalley.net. Pictures & additional information at www.bestwaytrawler.blogspot.com

For Sale: 39' Fiberglass Documented Trawler

'79 with single diesel engine, U.S. documented, recent survey, Boat U.S. insured, forward and aft staterooms, both with baths, 10' x 10' salon, all levels accessible by four step stairways, fully equipped galley, bow thruster, radar, auto pilot, GPS, new inflatable with six hp engine and all miscellaneous gear for cruising.

Located at Vermilion Yacht Club, Vermilion, Ohio. \$79,000. For further information, please call 440-567-9589 (Vermilion, OH) or 616-949-3206 (Grand Rapids, MI).

Submit your member-to-member
ad on-line:
www.glccclub.com

For Sale: Ontario 32

Sailboat, with main, genoa, working jib, & downwind sail, diesel Yanmar 2QM20, manual windlass, anchors & chains, deck wash, solar panels, radar, propane stove with oven, refrigeration & freezer, solar panels and radar; there is more – asking \$48,000.00 contact Ted or Venetia Moorhouse 613-832-2013 or tmoorhouse@pioneerwireless.ca

For Sale: 1986 DeFever 53' POC Trawler

With enclosed Flybridge, located in Holland, MI. Due to poor health, we would like to find a good home for *Seven C's*. She has twin 3208 Cats, updated galley and Electronics (Simrad), Icom SSB, Naiad Stabilizers, and Glendining Synchronizer. Fuel capacity 1200 gals diesel, (1 gal. per mi at 10 knots), 500 gal water tank, auto pilot, bow thruster, 2500 inverter, and two generators 8 and 20 watt. *Seven C's* sleeps eight, with two queen staterooms, V bunks and queen sofa sleeper, three vacu flush heads, and washer & dryer in aft master stateroom. Included is a 1999 12' Zodiac rigid bottom dinghy with 40hp, 4 cyl. Mercury and crane. Asking \$430,000, contact Chuck Cooper, 616- 399-4207, or email seasseven@aol.com

For Sale: Cruising Guides

Skipper Bob - 5th edition Trent Severn Canal, Georgian Bay & North Channel - \$6; Ports Cruise Guide 2004 - Georgian Bay, North Channel & Lake Huron - \$18; Lakeland Boating - Lake Huron, Georgian Bay & North Channel Ports O Call - \$20; Sailing Directions 1st Ed - Georgian Bay - \$5; Sailing Directions 1st Ed - North Channel - \$5; Sailing Directions 1st Ed - Lake Huron, St. Mary's River, Lake Superior - \$5; NOAA Recreational Chart Book #14853-16th Ed - Detroit River, Lake St. Clair, St. Clair River - \$15; Dozier's Waterway Guide - Great Lakes 2006 - covering also the Erie Canal, Lake Champlain, and the route South to the Gulf of Mexico - \$12. Please contact Tom Jones at 239-949-0314 or email: tssnorkel@aol.com

For Sale: 47' Ketch

Nils Lucander design - built by Harstil. "Prevailing Winds II" - owned and operated by the Tall Pine Council - Boy Scouts of America - Primarily cruised the North Channel. Very roomy. Would be a great liveboard or charter boat. - Very reasonable! Please contact: David Rowe 810-516-5052 or davidrowemacisle@aol.com.

For Sale: Hans Christian 33T

Traditional design with diesel auxiliary and cutter rig. Jade Moon has been extensively refitted and upgraded and is ready to cruise anywhere. Interior accommodations are excellent for a couple and crew with spacious galley, queen sized pullman berth, beautiful teak interior joinery, and full complement of electronics and equipment. Currently berthed in Cleveland, Ohio. Contact Ken Kabb at 216-501-1881 or kenkabb@yahoo.com for particulars and photos. \$109,900.

For Sale: 1969 36' Grand Banks Classic

Aft cabin trawler with twin 120hp Ford Lehman diesel engines. She has a fully enclosed flying bridge and RADAR, GPS, radio and two depth finders, all new in 2004. The boat has been stored in the water in a covered well for the past 4 years at Gregory Boat Company on the Detroit River. The hull, bottom and transom were repainted in 2006. The exterior is in good condition. The interior needs paint, cushions and curtains. She is currently insured and a new survey will be conducted in the spring of 2009 for insurance purposes. She would make an excellent liveboard or cruiser and only needs a small amount of TLC to finish the restoration process that I began in 1996. Military service and a new family have prevented me from giving her the attention she so richly deserves. Asking \$59,900. For further information please contact John Appicelli in New London, CT, at 860-447-9857 (home) or 860-444-8598.

For Sale: 1984 Passport 40

Fully equipped. New Achillies inflatable and Honda outboard. Asking \$130m. Cleveland, Ohio, area. E-mail: ghayssusie@hotmail.com or please call 440-257-9472.

For Sale: 1991 37' Wellcraft Corsair

LOA 42'; 2 X 7.4 330 HP (less than 585 hours, synthetic oil) inboards with V-drives. 8 KW Westerbeeke Generator (Synthetic oil). 2 X 30 Amp shore circuits. Good windlass with 200' colour coded line. Garmin 3010 colour chartplotter with Garmin colour closed array integrated radar. 2 A/C with reverse heat. 2 LCD flat screen TV's. Cockpit Ice Maker. Cockpit bar. Icom VHF with ASC. New canvas (full camper top) in 2007. New snap in carpets in 2007. New flooring in cabin in 2007. 3 new batteries in 2007. Twin wipers. Sleeps 6 (Queen v-berth, 2 bunks and queen amidship). Separate shower with electric head. Central Vac. Microwave and 2 burner electric stove. Hot/cold transom shower. Nutone food processor. Bennett Trim tabs. Always mar-in serviced. Boat berthed at South Bay Cove in Honey Harbor, Georgian Bay, Ontario. Email for photos at bob@blinkophthalmics.com Asking \$59,000 USD.

For Sale: Marine Blue Chart

Blue Chart g2 Vision SD card for Lakes Huron and St Clair. (Garmin # 010-C0178-00). This is a 2008 electronic SD card. West Marine sells for \$321. Plug this g2 Vision SD card into any Garmin 5000/4000, 500/400 series marine chartplotter to add premium mapping features and enhanced graphical capabilities. Call Carl, 419-320-3154, or cgot@inbox.com

For Sale: 1989 Sea Ray Sundancer 34'

This Sea Ray Express Cruiser Refit 07 has 454 straight drive inboards, less than 40 hours, rebuilt motors, 1 rebuilt trans, new thru hulls, hose strainers, belts, blowers, bilge pumps, freshwater pumps, and zincs. New bottom paint, hull buffed & waxed, topside & swim platform repainted. New canvas & upholstery. New interior, new carpet, headliner, wall liners, dinette covered in leatherette, new window shade & mattress cover. All upholstery work done by Gator Upholstery. All work done professionally have receipts. I bought the boat from an individual who became ill & could no longer boat. I paid for the refit and was planning on doing "The Loop". Due to work restraints I am unable to accomplish this and need to sell the boat. Surveyed February 07 for \$52,500 available. For further information, please call Marty at 815-712-1709.

For Sale: 1984 Passport 40

One owner. Sailed only in fresh water. Very good condition. Includes a two year on Achilles inflatable with Honda outboard. Located in Cleveland, OH. \$130,000. For details, please email: ghayssusie@hotmail.com or call: 440-257-9472.

For Sale: 1993 Avon RIB Dinghy and 15hp Motor

Accessories include: foot pump, fuel tank, anchor, underseat locker, paddles, and bridle. Boat is in great shape and engine runs well. Asking \$1800 OBO. Current location is Menominee, MI. For photos and information, please call 608-695-6897, or email: laura.jane.mccormick@gmail.com.



Where in the World Are We?

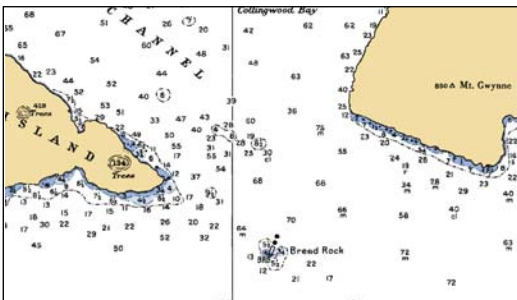


This daymark was blown down in a windstorm several years ago but it now back upright. Do you know where it is?

Clue: it marks the eastern entrance to a well-used channel in one of the Great Lakes popular cruising areas.

Send your best guesses to the *Lifeline* editor in the Port Huron office, glclub@att.net. First responders will be recognized in the next issue of *Lifeline*...

Where in the World Were We?



We had a number of correct responses to the June "quiz." Tied for first responders were Mike Kohut and Bob Bergoffen: location is northern Lake Superior at the south end of the Schreiber Channel; CHS Chart 2303. The island to the left is Copper Island. The odd buoy symbol

indicates multiple colors in horizontal bands, green, red, green, an isolated danger symbol topped with two spheres and breaking water visible. Nearest diesel is at Rosspoint, 9.5 miles. The reported wreck was in 1929, and it was towed to Fort William which is now Thunder Bay, Ontario. The antenna to the right is the repeater at Scheiber (Horn) for Thunder Bay Coast Guard Radio. 📡



Great Lakes Cruising Club CALENDAR OF EVENTS

2009

September 16-20

North American In-Water Boat Show
Cedar Point, Sandusky, OH
Wayne Walter, 419-797-0186
wawalter@snlp.com

September 26

Lake Erie Regional Meeting
Sandusky Yacht Club
Roger Hankle, 614-371-8375
opusph@aol.com

October 24

ANNUAL MEETING

Caesar's Casino
Windsor, ON
Director Gary & Sharon Henrich
519-948-9459
ghenrich@sympatico.ca
Port Captain Brad & Patricia Somers
519-948-9584
somersbp@aol.com
Port Captain Richard & Vera Haller
519-735-7070
rhaller3@cogeco.ca

2010

January 16-17, 2010

Lake Superior Mid-Winter Meeting
St. Paul, Minnesota
Duane Flynn, 218-525-4580
duflynn@msn.com

Lake Erie Members!
The GLCC will have a recruiting/membership booth at the

North American In-Water Boat Show

Cedar Point,
Sandusky, Ohio

September 16-20, 2009

Volunteers needed to "crew" the booth, meet current members, recruit new... **easy work/no pay**

To volunteer, contact
Wayne Walter, 419-797-0186,
wawalter@snlp.com