



GREAT LAKES
CRUISING CLUB

Lifeline

Spring 2019

The Western Lake Erie Picnic June 1st

All you can eat for \$10.00

Lake Erie Rally Is All Horsing Around

They're off June 14–16, Don't Miss It!

Much to do at the Lake Huron Rally

June 28–29

Start the Season at

April Launch

Weekend

April 26–27

It's Not Too Early to Start Planning for the
Rendezvous at St. Ignace July 8–12

Wilderness Rally back 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



My research shows that in 1934, Arch Gibson — an amateur yachtsman residing in Chicago at the time — felt a compelling need to share his personally acquired “local knowledge,” of the North Channel with seven of his fellow sailors. That, in its absolutely shortest version, was the creation of the very first harbor report, as we know them today. And more than likely, the inspiration for creating the Great Lakes Cruising Club, as we know it today! Fast forward 85 years, our harbor reports today are really no different than they were back then, albeit we now produce them electronically, and store them in many portable devices, from phones to chart plotters. Today’s estimated count is 1,100 harbor reports, covering ports and anchorages from Duluth/Superior eastward to Montreal via the Saint Lawrence River, and all waterways in-between. My point? I have some concerns, which are shared by others, that our harbor reports have lost some of their *distinction and their relevance!* Could we be taking their monitoring for granted? Have they lost their appeal? Or even more troubling, have they lost our unwavering interest? I don’t have the answer, but I’ve asked the Planning Committee to conduct a study, on our harbor reports, present their findings, and if necessary, include recommendations for restoring our harbor reports to the, grand prominence, I believe they once monopolized! Rejuvenating our harbor reports will insure we are, *perpetuating our own purpose!* The current status quo cannot be the new norm! I further believe club membership, carries an inherent responsibility, not defined anywhere, that appeals to us to accept the responsibility to provide updates to our harbor reports on a continuing basis. You may bristle at the notion that membership in GLCC comes with certain, or any obligations. But in order to help insure our own sustainability as a club, then you must be willing to accept ownership in securing our club’s future place as the go-to source for *harbor and anchorage* information throughout the Great Lakes and beyond.

Consider this, contributions to our harbor reports is the easiest way to, give back, or if you prefer, give forward, which will not only provide personal self-satisfaction, but will strengthen our position in today’s competitive market, against such companies as Active-Captain. We cannot afford to rest on our laurels! Please consider submitting updates to our harbor reports when cruising this summer, we will ALL be glad you did!

Our first spring event will be April Launch Weekend, April 26–28 at the Holiday Inn Express/John D. Bradley Convention Centre in Chatham, Ont. (D-30) Co-chairs, Rear Commodores Tony Simion and Steve Reinecke have an informative and entertaining weekend prepared for us, including a visit to the Buxton National Site, a restored home to runaway slaves prior to the American Civil War. On Saturday evening, our keynote speaker Howard Rice will present his tales of a voyage thru the Straits of Magel-

On the Cover

Mighty Mac - *The Mackinac Bridge is currently the longest suspension bridge in the western hemisphere and fifth in the world.*

Courtesy St. Ignace Visitors Bureau

lan, in a 12-foot home-built wood sailboat. It should be a thoroughly captivating presentation that you won't want to miss.

On June 1st, Port Captain Denny Dutcher, along with his wife Sharon, will chair the Western Lake Erie Picnic, which is open to ALL GLCC members. This is a relaxed social event, with finger-licking foods, and is held at the Herl's Marina just east of Port Clinton (E-16.8). The

first two boaters registering for dockage at the picnic will have their overnight fees waived.

This is a rain-or-shine event, so bring your lawn chairs for a fun-filled afternoon.

The ever-popular Lake Erie Rally will be held over Father's Day weekend at the

Leamington Marina, in Leamington, Ont. (E-34). The dates are June 14–16, and co-chairs Ken and Lynda Leque, and Dave and Lori Guertal have created a special weekend including a Day at the Races. There will be a party for early arrivals on Thursday, and a dinner Friday evening at a local vineyard. The Leamington Marina will pamper your every need, trust me! Can I look for you there?

The Lake Ontario Rally is also over Father's Day weekend, June 14–16, and once again at the Trent-Port Marina, in Quinte West/Trenton, Ont. (O-34). Several seminars are being planned such as: fire extinguisher use, ROAM info, travel on the Erie Barge Canal, and a flea market will also be available. Contact either Port Captain Cynthia Sunstrum, or Port Captain Mary Micket for further information.

If you are heading up toward the Rendezvous in St. Ignace from Lake Erie or the rivers, be sure to consider attending the Lake Huron Rally in Alpena, Mich. (H-66). Chair is Port Captain Craig Murchison, and the dates are June 28–30 at the Thunder Bay Shores Marina.

Our annual signature event, the Rendezvous, is being held this year in St. Ignace, Mich. (H-78), on the north side of the majestic Mackinac Bridge. The dates are July 8–12 and hosts are Port Captain Christine Moore-Skrocki and Director Cheryl Cheger-Timm. Being planned are the customary seminars, a meet-and-greet, happy hour, bilge auction, gadget hour presentations, grudge volleyball match between sailors and

power boaters, and a lunch trip to Mackinac Island with a beverage stop at the opulent Mackinac Island Yacht Club. The Kewadin Casino will be our headquarters for overnight lodging for our land arrivals, and will host the Commodore's dinner. If you haven't been to the Straits of Mackinac, this will be a perfect opportunity to take in the splendor the area has to offer and perhaps get a memorable photo of your boat passing under the state-

ly Mackinac Bridge.

The waters are clear, deep, and cold, but Northern Michigan's hospitality is warm and friendly. There are many fascinating harbors to plan your trip around, so please consider joining us.

After enjoying the festivities of the Rendezvous, consider heading on over to the North Channel, and join

up for the Wilderness Rally, scheduled for July 27–30 at the Turnbull Harbour anchorage (NC-55). Chairs are Port Captains Julie Thorndycraft and Dan DeWeese. The Wilderness Rally has been held there before with much success, and this year should prove no different!

Be sure to look throughout this issue of *Lifeline* for more information on all our social events, or search our website for detailed specifics and electronic registration forms.

In closing, I would be remiss if I didn't mention that long-time member retired Rear Commodore Sally Zanhaw and significant other, Don Slachta have resigned their membership in GLCC. Sally was a pioneer for women's participation long before its time, and served ten years as our club's only female Rear Commodore of record, and was Port Captain for Gore Bay, Ont., for 20 years. Sally also received the William J. Kivell Memorial Award in 1993. Sally and Don, on behalf of ALL our members, I thank you, for your membership in GLCC. Your contributions will be long remembered. May you enjoy life after boating, and cherish wherever life's journey takes you!

Safe travels always,



Rich Barzyk, Commodore 



Marina at St. Ignace, site of the 2019 GLCC Rendezvous. Photo courtesy St. Ignace Visitors Bureau



From the Editor



As I'm sure you can imagine, it is difficult to think spring when the National Weather Service issues a Severe Winter Weather Advisory. Sounds like a good time for hot soup, a fire and a good book of small boat stories. Unfortunately, it will have to wait.

The Spring issue of *Lifeline* is packed with news about interesting and exciting events that are going to take place this summer. It is shaping up to be a great summer on the Great Lakes. It begins with April Launch Weekend in Chatham, Ont. (D-30) over the April 26-28 weekend. On heels of this is the Western Lake Erie Picnic, which is always a lot of fun. As the weather improves and boats are in the water, there will be Rallies on Lakes Erie, Ontario, and Huron. And of course, the Annual GLCC Rendez-

vous in historic St. Ignace, Mich. (H-78). A not-to-be-missed event. From the Rendezvous, it's a short hop to the Wilderness Rally at Turnbull Harbor (NC-55) in the North Channel. And there is more to come in August and September.

Lastly, I want to remind our members of the importance of keeping a good log. There are several reasons to do this. First of all, as member of the GLCC, we accept the responsibility of reporting anything that does not match what is stated in the harbor report, or varies from the charts and cruising guides. As members of the GLCC, it's our responsibility to keep the harbor reports as current as possible. The other reason to keep a good log is that you can enter it as a candidate for the Founders Award. The award is given out each year to the best log that has been submitted.

In the meantime, I wish you fair winds and following seas.

Philip R. May, Lifeline Editor 



Photos from the 2018 Picnic by Sharon Dutcher

Get Acquainted at the 2019 Western Lake Erie Picnic

By Port Captain Denny Dutcher

Join us on June 1, 2019 at 1200 at Herl's Harbor Marina, East of Port Clinton, Ohio (E-16.8) for GLCC's Western Lake Erie Picnic. The cost is \$10 USD/pp and all GLCC members and their guests are welcome! We will have chicken wings, hamburgers, hot dogs, buns, condiments, plates, plasticware, napkins, soft drinks — and a good time!

Please bring your favorite drinks, a dish to share, and your favorite lawn chair. It's a fun event of telling tall boating tales, renewing friendships, and welcoming several new members in our area. Herl's Harbor park has plenty of shade, picnic tables, and restrooms. You cannot miss us. Herl's is easy to find if coming by boat. If you can arrive earlier, there is a big nautical flea market in the park at 0900. You can sell and buy.

Herl's Harbor has offered to give free overnight dockage spots to the first two club members to register!

Please Call Herl's Harbor at 419-797-2173 to bring your boat to the picnic. 



John D. Bradley Convention Center photo courtesy ckcc.ca



Buxton Log Cabin built 1852 photo courtesy cbc.ca



Holiday Inn Express & Suites - Chatham, Ont. photo courtesy igh.com

Start the Cruising Season at the April Launch Weekend

By Rear Commodore Tony Simion

The 2019 April Launch Weekend (formally known as Spring Awakening) will be held in Chatham, Ont. (D-30), on April 26–27, 2019. Join friends old and new to celebrate the launch season and learn about upcoming club events at this annual meeting. This gathering is jointly hosted by Detroit-Saginaw Bay and Southwestern Ontario Regions, and is open to all club members and guests.

This year's April Launch Weekend will be held at both the Holiday Inn Express & Suites and the Chatham-Kent John D. Bradley Convention Centre (CKCC), which are adjacent to each other. In addition to the meetings and banquet dinner on Saturday, April 27, we will begin the festivities on Friday night at the Chilled Cork located in the Retro Suites Hotel in downtown Chatham. Attendees will be able to socialize prior to a scrumptious Buffet Dinner. After dinner, members will be free to return to their rooms or visit several of the local establishments in downtown Chatham.


Saturday morning will begin with a complimentary hot breakfast at the Holiday Inn Express followed by the Board of Director's Meetings for both the GLCC and the GLF held at the CKCC. Members not attending the meetings are welcome to visit the shops of downtown Chatham. Lunch will be on your own.

Have you ever wondered what happened to all the runaway slaves that crossed over from Michigan to Canada before the Civil War?

Rear Commodore Steve Reinecke has arranged for the GLCC members attending the Launch Weekend

to visit the Buxton National Historic Site and Museum. It is a short 15-minute drive to the museum, which is located on the original site of the Elgin Settlement. It was the terminus on the Underground Railroad for fugitive slaves and free blacks fleeing the oppression in the United States. It was founded in 1849 by Rev. William King. This black settlement was renowned for its superior educational system and became a self-sufficient community for approximately 2,000 people. After the American Civil War, many settlers returned south to find loved ones and help with the reconstruction effort. Today, Buxton is inhabited by the descendants of the original settlers who remained in Canada. They are dedicated to preserving their rich heritage. The Buxton National Historic Site and Museum is wheelchair-accessible, which features three rooms of exhibits, library and research center, gift shop, an 1861 schoolhouse, and an 1852 log cabin.

After the tour, there will be a Port Captains' Meeting held at the CKCC. Later that evening, the attendees will reassemble for cocktails and the banquet dinner also held at the CKCC. Commodore Richard M. Barzyk will host an afterglow at the Holiday Inn Express.

Sunday, after a complimentary breakfast at the Holiday Inn, attendees can return home or visit other sites in the Chatham-Kent Area. More details and registration for the April Launch Weekend is available as an insert in this issue of *Lifeline* and at the GLCC website under Events. 



Lake Superior Rally Is a Superior GLCC Weekend

By Rear Commodore Jim Passe and Port Captain Angèle Passe;
photos by Joyce Berdie, Vicki Jensen and Director Bill Rohde

Sixty members of the Great Lakes Cruising Club met at Pikes Bay/Port Superior Marinas (S-192.5) on the western shore of Lake Superior for a long weekend of camaraderie. Port Captains Paul and Paula Lundberg, and Rear Commodore Jim and Angèle Passe were the organizers who made all feel welcome. Many boats were already in these two large marinas. Other boats cruised from Silver Bay, Duluth-Superior, Madeline Island, Washburn, and Ashland. Registration was on *Sandpiper*, the Lundbergs' Cape Dory.

Several of us had tickets to Big Top Chautauqua for Natalie Mc Master's Celtic concert. Carpools were arranged and off we went to the top of the hill for dinner and a very entertaining show.

Friday morning, a continental breakfast at the Port Superior Clubhouse gathered happy members who then dispersed for activities such as a hike to Houghton Falls, blueberry picking at Blue Vista farm, and wine tasting. The potluck lunch was a cooking contest on the theme of *Oh No, the Fridge is on the Fritz!* using only nonperishables. Many inspired chefs brought unique recipes for appetizers, main dishes, and desserts. Recipes will run in future issues of *Lifeline*.

Friday evening was a magnificent event at the Raspberry Island of the Woods, the beautiful home of the Lundbergs. Catered pulled pork, salads, and ice-cream bars made for a delicious dinner, only surpassed by the entertainment: sunset pipes by Nelson Stone (GLCC

Chaplain), croquet, bocce ball, house tours, bonfire and sing-along led by Director Bill Rohde and Port Captain Dave Steffens on the guitar.

Saturday morning started with the traditional hearty North Country pancake breakfast cooked with ultimate care and good humor by Past Commodore Niels Jensen, Lake Superior Rear Commodore (Ret.) Duane Flynn, Rear Commodore Jim Passe, and Secretary Jim Austin while Port Captain Gregg Haug was the lead on the coffee and platter refills.

The Port Captains' meeting was collegial and efficient, choosing the location for 2019 at Silver Bay, on the North Shore of Lake Superior, August 16–18. The afternoon boat tours were a great success from 1300 to 1500, visiting and admiring each other's vessels. The evening was held at the Port Superior Clubhouse. After dinner, presenters were Bob Krumenaker, Superintendent of the Apostle Islands National Lakeshore and Erika Peterson, Board President of Friends of the Apostle Islands Lakeshore. It was interesting to hear the latest news and future plans for the amazing cruising grounds right where we boat.

Sunday morning saw leisurely breakfast goodbyes at the Pikes Bay Clubhouse munching on fruit and wine bread, a Bayfield delicacy from the Candy Shoppe.


The 2019 Lake Superior Rally is in the planning. If you have ideas and would like to help, please contact Jim Passe at jrpasse@earthlink.net. 



Photo by Olga Itina/123rf

Lake Erie Rally: It's GLCC Derby Time!

By Lynda Leque

Fast horses, mint juleps, and Derby traditions will abound at this year's Lake Erie Rally! Join us for a weekend at the Derby, GLCC style, June 14–16, 2019, at the beautiful Leamington Marina in Leamington, Ont., Canada (E-34). Throughout the weekend, you will experience the glamor, excitement and traditions of the renowned Kentucky Derby!

For those early birds arriving Thursday, dinner will kick off the Derby weekend with Louisville chili and bourbon-pulled sliders, along with members sharing their favorite appetizers.

Derby weekend officially begins on Friday with the marina crews and welcoming committee standing by to handle your lines and help with docking. Friday evening's activities begin with a bus ride to the Pelee Island Winery in Kingsville for cocktails followed by a delicious plated meal. Dinner entree choices include lemon-and-herb-grilled chicken breast, roast beef with mushroom merlot gravy or lightly breaded, pan-fried Lake Erie Perch! Horse racing activities will begin right after dinner, then a bus ride back to the marina.

Saturday starts with flag-raising ceremonies followed by a fulfilling Kentucky Farmers brunch fest of scrambled eggs, a variety of meats, hash browns, yogurt, fruit, and assorted baked treats! Juices and coffee will round out this tasty meal! This breakfast will power you up for the rest of the day's activities! The famous and ever popular Derby games will take place in the marina park and will test your skills in horse racing (GLCC style), challenging stable work, and brain-teasing Derby trivia. Saturday evening will culminate in our Derby Ball! We encourage you to dress in your glamorous Derby attire and gorgeous Derby hats. Upon arrival to the ball, everyone will receive a Derby rose and then be escorted

to the "winner's circle" for photos and mingling with other Derby guests. Social hour and appetizers (such as Kentucky Beer Cheese) begin at 1800 with dinner at 1900. Dinner includes such traditional Derby delights as Bourbon Meatballs, Beef Kentuckyaki, and Kentucky Hot Browns. After dinner, sing and dance the night away with the amazing music duo of Bob Gabriele and Dan Woods (and possibly some guest appearances by our own talented GLCC members!)

Sunday morning will wind up this fabulous weekend with fresh baked treats, coffee, juice and lots of GLCC hugs before venturing back to your home ports. You won't want to miss Derby Days as it will be the talk of the Club for weeks to come.

We have a block of 10 rooms at the Quality Inn in Leamington reserved exclusively for our members and guests arriving by land. The room rate is the same as last year, \$135 CAD. Call 519-326-9071 or 519-326-3445, and tell them you are with the Great Lakes Cruising Club. These room rates are good for June 13–16, in case you want to extend your stay. In order to receive this special GLCC rate, reservations must be made by May 31, 2019.

Contact Lynda Leque (330-844-0726 cell / 330-832-9625 home / lyndaleque@sssnet.com) to make dock reservations (payable at the marina office upon arrival along with reporting to Canadian Customs), more information or to answer any questions!

Online registration is preferred. Go to the GLCC website events page and click on Lake Erie Rally for details, registration or see the registration form in this issue of the *Lifeline*. Don't miss out on this fantastic weekend! The final deadline to register is May 22, 2019! REGISTER TODAY! 🚩

*Remember to report to customs · Dockage not included
Reservations for dockage through Lynda Leque (not marina)
3 drink tickets/pp included! (order more upon registration)*



Rock of Ages Lighthouse
Foundation grant presentation

It's Always Warm at the Lake Superior Mid-Winter Dinner

By Rear Commodore Jim Passe and Port Captain Angèle Passe

The Lake Superior Mid-Winter Dinner activities started Friday evening with the gathering of the Cruisers Group, of which many participants are GLCC members, with a potluck dinner. Judy Taylor did a presentation on using the Lifesling MOB device, of interest to all.

On Saturday, Lake Superior Rear Commodore Jim Passe chaired the Port Captains meeting. The agenda focused on the harbor reports and the wilderness nature being a significant number of them. Many are visited only sporadically and have no regular presence of a GLCC member. It was suggested that a letter or other designation be added to the report name, such as a W for wilderness and that it would mean their updates are sporadic. The report would also contain a note that no updates were received the previous year. We also discussed that a number of Port Captains on Lake Superior have moved to different ports and we will need to make some changes in assignments. This is planned to happen in the next few months.

Social hour and dinner followed the meeting. The event was held at the Radisson Roseville. 50 GLCC members and guests enjoyed the elegant dining room and attentive staff.

Port Captain Angèle Passe was the MC, keeping a light and lively pace. Jim Passe gave a positive State of the Club report. The Club is in very good shape financially, membership is holding steady and Lake Superior GLCC events are well attended. Also discussed was the \$10,000 grant given to the Rock of Ages Lighthouse Foundation by the Great Lakes Foundation.

The Golden Wrench Award is a tradition in Region 10, given to a GLCC member who shows outstanding seamanship when faced with a difficult situation. Director Bill Rohde presented the award to Rolph and Sonja Brown. Bill did so on behalf of Julie Thorndycraft and Dan DeWeese. They won last year, but were not able to attend. Congratulations to Rolph and Sonja who can keep it on their mantle all year as they look for worthy candidates to receive it in 2020!

After dinner, Claudia Dengler presented her talk: *Grit and Glamour on the High Seas*. She was witty, informative, and very entertaining. The happy evening ended with our signature poem: "There are good ships and there are wood ships, the ships that sail the sea, but the best ships are the friendships, and may they always be." 🚩



Group photo with speaker Claudia Dengler



MC Port Captain
Angèle Passe

2019 Lake Superior GLCC Golden Wrench Award

Starting a significant cruise often poses challenges... sometimes the most significant challenges of the overall trip.

This year's Golden Wrench winners, had just departed the Great Lakes near Chicago to head south on their Great Loop. While passing a particularly challenging bridge with their attention completely focused on the bridge supports, they suddenly found themselves in an impossible close-quarters situation with a barge. They collided with the barge. Luckily no one was hurt, although our award recipient's trawler sustained some significant damage.

They found a yard in the Chicago area that could set their boat back to like-new condition while they came home to Minnesota. After repairs were completed, they continued on their travels this past summer.

Rolf and Sonja Brown serve as an inspiration to us all. They were not only undeterred by a little thing like a barge, they've gone on to create wonderful cruising memories that will last a lifetime.

Congratulations, Rolf and Sonja, on receipt of your well-deserved Golden Wrench Award. 🚩

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



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

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 tastings 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.glcclub.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. 



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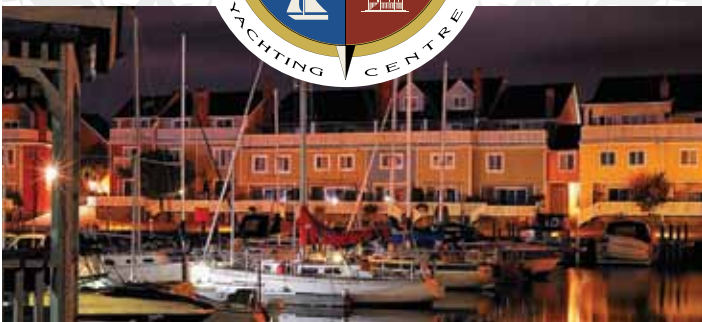


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The Annual GLCC Rendezvous To Be at St. Ignace, a Meeting Place for over 350 years.

By Port Captain Christine Moore-Skrocki

Come and join the Great Lakes Cruising Club at the 2019 Rendezvous in St. Ignace, Mich. (H-78). The dates are July 8–12, 2019. By joining our Rendezvous, you will essentially be reenacting gatherings that began here as early as 1669. St. Ignace is among the oldest inhabited spots in North America. The French and Natives gathered here at this convenient natural waterway joining Lakes Michigan and Huron to “rendezvous” and carry out what GLCC members do today! They met each other, established friendships, shared knowledge of the waterways beyond, offered navigational precautions to one another, passed on information of visual land marks to watch for in further travels, discussed current events, shared meals together, and so on... 350 years ago, here in the port of St. Ignace!

Our Rendezvous itinerary begins with an early arrival on July 7 if you wish. Registration will be available then from 1000-1500. The board meeting will be on the 8th commencing at 1300. St. Ignace is ready to welcome us as we use the resources of which they are proud. The first official gathering will be on the docks with a meet-and-greet happy hour, with everyone bringing hors d'oeuvres to share and BYOB beverages. This is a great time to get acquainted with one another, and in some cases, re-acquainted after members finally meet again after months of traveling in other directions.

Some highlights of the Rendezvous will be as a group taking the ferry over to Mackinac Island, and walking to Mission Point for a beautiful brunch. It is about a 10-minute walk, but there are taxis available for those who choose to patronize the horses. After eating, we will have the bocce ball tournament with some of the most gorgeous scenery to enjoy when your shot doesn't roll like you would like it. There will also be a cornhole tournament on the deck. There is time to explore and enjoy the island. We will be spoiled once again with great food at a happy hour reception at the Mackinac Island Yacht Club serving amazing hors d'oeuvres. If you're not too full, you may be interested in having dinner on the island on your own or with some great GLCC friends. You will be able to take whichever ferry you choose back to St. Ignace until the ferries stop running at 2230.

Another great meal that will be served to our group is a full breakfast by the Knights of Columbus at St. Ignatius Loyola Church a block from of the marina. This church, and in fact the name of the town St. Ignace are both named after the priest who founded the Society of Jesus in Paris in 1534, whom Father Pierre Marquette faithfully followed. In 1671, Father Marquette estab-



St. Ignace Marina - Photo courtesy St. Ignace Visitors Bureau



Photo courtesy
St. Ignace Visitors Bureau



Castle Rock
Photo courtesy Wikipedia.org



Museum of Ojibwa Culture - Photo courtesy Wikimedia.org

lished a Jesuit Mission here in St. Ignace.

Seminars are being planned along with the annual grudge match volleyball game between the rag-haulers and the stink-potters for the bragging rights for a year, with the usual suspects and designated cheerleaders. Don't forget to start gathering items for the Annual Bilge Auction, which raises funds for the Great Lakes Foundation. Some of the most incredible and unbelievable objects have appeared in the auctioneer's hands. We'll see what happens this year. We also have raffle items for the Foundation. Cynthia McNine is working on a beautiful quilt for the raffle. Her incredible works of art are greatly appreciated by the members. We are always looking for items or services suitable for the raffle. Anyone with an item for the raffle, please notify the chair or the office.

The Kewadin Casino is hosting the Commodore's Dinner on Thursday, July 11. There will be a cash bar. The Casino is also offering rooms for \$115 US/night, which is a great rate for high season in this area. There are free shuttles available along with the continuous trolley, which runs all throughout St. Ignace from the grocery stores, through town including the marina, and out to the

casino. The cost for the trolley is \$1 USD. A good time is awaiting you in St. Ignace. It is important to note, dockage is limited to boats of members who have registered for the event. St. Ignace will not accept any requests for dockage except through the GLCC office. The registration form will include what you need for dockage. It is first come-first served for the slips available. Also remember for post-Rendezvous plans that the Mackinac Races begin the following Saturday so plan accordingly. The racers take a lot of slips out of availability in the area. The Chicago Race begins Saturday.

Join us for another significant Rendezvous in the Straits area! 350 years ago, the French arrived by canoe and oars. You have so many other transportation options for arriving... come by sail, by the engine of a boat, plane, RV or car! There are (limited) docks available, an airport is down the road, RV parks nearby and plenty of car parking. St. Ignace will be ready! If you have any questions or concerns regarding St. Ignace, please contact Port Captain Christine Moore-Skrocki at 989-245-3343, skrocknest@aol.com, or Director Cheryl Cheger-Timm at 989-714-7917, chartimm@sbcglobal.net. 🚩



Mackinac Bridge
Photo courtesy Wikipedia.org



Mackinac Island Yacht Club and Arch Rock - Photos by Larry Timm



GLCCSchool Launches Into Its Ninth Year!

By GLCCSchool Coordinator Dan Cline

It's hard to believe that *GLCCSchool* is now beginning its ninth year of helping members better understand the nuances of cruising the Great Lakes. I'm pleased to report that interest in our webinars is growing among both Club members and the public at large. Many thanks to Bill Rohde, whose vision and hard work started the school, and who remains very actively involved both with regard to presenting webinars but also behind the scenes assisting our students with technical questions and working with our service providers to keep our web site up to date.

In addition to tried-and-true, and perennially popular webinars, such as *Navigating Locks*, our *Lake Superior Package*, our *Marine Weather* series and our *Marine Diesel Maintenance* series, we have some exciting new webinars this year. Meteorologist Mark Thornton has presented *Weather Apps*, in which he discusses the considerations we should bring to viewing weather information available through a variety of phone and tablet apps. The live webinar had record attendance, and there is strong continuing interest in the recording. Be sure to check it out!

In addition, *GLCCSchool* Assistant Coordinator Steve Wyckoff is presenting *Wonders and Legends of Mackinac Island* on March 7th, just as we are all planning our cruise to the GLCC Rendezvous in St. Ignace, Mich. (H-78), this summer. For those of you who love the North Channel, Steve and his co-presenter Mike Morris will reprise their webinar, *On the Rocks in the North Channel*, an introduction to the fascinating geology of the North Channel.

On behalf of *GLCCSchool*, I must thank our many students, who support our operations, our many talented presenters, without whom we would have nothing to offer, and to our *GLCCSchool* team, Director Bill Rohde, Port Captain Mark Gagyi, Port Captain Craig Murchison, Secretary Jim Austin, Steve Wyckoff, and Port Captain Joe McKeown, who make all of this happen. If you are interested in joining our *GLCCSchool* team, please send me an email at dancline@me.com.

Finally, I encourage all of you to try one of our webinars. Simply go to glccschool.com to find out what is currently being offered, and to register as a student on our web site. 🚩



A 42-day, 3 Great Lakes Cruise

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

Leaving the Apostle Islands

On Tuesday, June 25, we arrived at Bayfield, Mich. for our 2013 summer cruise. We stowed our gear and provisions, and *Freelance* was underway by 1645. The weather forecast was favorable for the 100-NM night passage to the Keweenaw Waterway, and we wanted to take advantage of the opportunity.

With the main and staysail set, we motor sailed north-east up the Apostle Islands' North Channel, where we ran into a dense fog bank between Madeline and Hermit Islands. With Radar, navigation lights, and a sharp look-out, *Freelance* closely followed our carefully set GPS route through the islands. The fog finally gradually lifted, as we left the Apostles.

Lake Superior was very calm that night. At sunset, we took in the flogging staysail, given the light conditions. At 2300, Vicki called me on deck to take my watch. The moonrise was spectacular and gradually illuminated the peaceful lake.

Vicki took the helm again at 0230, and I relieved her at 0530. I woke her up at our daylight approach for the Keweenaw Waterway's Upper Entry. We chose to continue on to Houghton-Hancock, where our GLCC friends on the *Alona Bay* and *Annie B. Stone* awaited us. It was good to see them.

We spent the day at the city, one of our usual stops along Lake Superior's South Shore. The pizza at the Ambassador was a good as ever, and the public library

was well worth a visit. Unfortunately, the weather became unsettled in the afternoon, resulting in a heavy thunderstorm. That helped us decide to stay the night for free at the City Dock, and forgo moving to the Lower Entry in preparation for our next leg.

From the Keweenaw

Thursday morning, Vicki and I were up at 0515, making coffee and preparing for a 0600 departure, Port Captains (Port Superior) Dave and Donna Stefens of *Alona Bay* had already left, bound for Marquette, when Port Captain (Knife River) Nelson Stone of *Annie B. Stone* walked over to tell us that his alternator wasn't putting any amps into his batteries. He said he was going to turn back to the Apostles Islands, where he could fix it. I suggested — based on experience — that people on the Upper Peninsula are very resourceful, and he could surely get this problem solved right there in Houghton-Hancock. The result was that he swung the *Annie B. Stone* over to the Houghton County Marina on the Hancock side, once more proving the truth of the "cruising is fixing your boat at exotic locations" proverb.

Freelance was underway on schedule. The conditions were overcast and calm, and there was extremely little boat traffic. We could see the *Alona Bay* on the horizon, but our radar was not picking it up. It might have had something to do with the angle their boat presented to our radar beam.

The mysterious-looking lighthouse high on the rocky Huron Islands was safely passed to port at 1100, and we rounded the buoy off of Big Bay Point at 1300. The weather steadily improved, while we were sailing southeast toward Marquette. Increasingly, there were large patches of blue skies among the clouds, which we appreciated, but not entirely trusted.

At 1430, as we were blissfully motoring along, the diesel engine suddenly showed signs of a fuel blockage and stopped. Several years ago, *Freelance* had a bad case of the diesel pox. The signs were the same — and we knew what to do.

I first checked the engine oil, which was at full. Then, we tried to start the engine again, but while it turned over, it would not fire. So, I called Dave on *Alona Bay* to alert him to our situation. He was our former automotive mechanic in Minneapolis, and always has lots of expert advice about engines.

We raised the mainsail, and while we slowly drifted to the southeast in calm seas, I emptied the port cockpit locker, removed the access panel to the engine compartment, and changed the Racor filter. Being prepared for starting trouble, I also had a can of starter fluid on board, and sprayed some into the engine's air intake. The engine tried to fire, but it still wouldn't start.

So, after repeated and futile attempts at starting the diesel, we called Cinder Pond Marina about possible tow services, and were told there were none available. Dave was going to ask around the port for possible solution. It looked like we were going to drift for a while, until we got some wind.

I tidied up the cabin for five or ten minutes, and then turned to Vicki saying; "Let's try it one more time." This time, I sprayed a great deal more starting fluid into the air intake, and Vicki put the pedal to the metal and pressed the start button. The engine coughed a few times, and then roared back to life. We were back in business.

While we happily motored on to Marquette, the engine panel, boathook, fenders, dock lines, deckchairs, buckets, and miscellaneous boating paraphernalia carefully went back to their rightful places in the locker.

When we reached Partridge Island, I noticed heavy clouds spilling over the tall hills from the northwest, heading toward the lake. There were thunderstorms to the north. Weather was definitely coming.

Soon, we were in extremely dense fog. Vicki was steering, while I navigated us by radar and GPS toward the popular port of Marquette. We stayed right on our intended track, and rounded the harbor's long, protective



breakwater without being able to see anything at all.

Over the VHF, Dave warned us about a motorboat, which was going out. Sure enough, the small boat materialized out of the thick fog to our port — without lights or horn signals — and closely crossed our bow.

Slowly gliding forward, we finally were able to make out the narrow marina entrance. Dave and Donna were waiting for us by our assigned slip, and *Freelance* was soon tied up. Vicki and I were happy to see them, and thanked them for their support during our engine problem, as well as our foggy approach.

After I had registered us at the marina office, Dave, Donna, Vicki and I walked in a steady rain up to the L'Attitudes Bistro, where we had dinner together. It was a very lively and loud establishment, and the food was excellent. Looking out through the big windows, we saw the fog gradually diminish in the harbor. Later, we were also able to observe some spectacular lightning strikes off in the distance toward Munising and Grand Island.

Friday was a layover day. We were now a day ahead of our intended float plan and in need of a break. Besides, Marquette is always pleasant to visit, and the weather forecast for Saturday promised some decent sailing conditions. Vicki slept in until about 1100 local time, while I did a few boat chores. After brunch, we took on 12 gallons of diesel and had the holding tank pumped out. I also checked that the engine would indeed start again. It fired right up.

In the afternoon, Vicki and I walked up-town and bought some WD-40 and another can of conventional starter fluid at the local Car Quest store. Dave and Donna then joined us for some coffee.

That evening, we had an Uno card tournament on *Freelance*. I won it, and received some ginger cookies as the prize.

To Grand Marais

Saturday morning, *Freelance* cast off from Cinder Pond Marina at 0600. The weather forecast had been continually revised, and the winds downgraded. When we cleared the harbor entrance, there was a favorable north wind, so up went the main and jib topsail — but the engine was left in gear, because I thought the wind was too weak to give *Freelance* enough speed for a quick pas-





sage to Grand Marais, Mich., about 60 miles to the east. Our Pearson 36 Cutter is not a light air boat.

Alona Bay had left 15 minutes before us. They didn't motor sail, but used their taller rig to their best advantage. However, we were gaining on them.

The two-to-three foot seas were lumpy, and *Free-lance* rolled a bit more than usual in the beam seas. That often happens, when powering a sailboat through a wave train. The motion always seems smoother, if you just use the sails. Regardless, the trade-off was worth it. We were moving at 7.4 knots, which is close to our hull speed.

At 0900, the wind diminished, causing us to roll in the jib topsail. We also spotted the *Herbert Jackson*, a freighter down bound for the Soo. We soon passed another ship, which was upbound for the ore dock at Presque Isle.

As the day moved on, the rains came, seas flattened, and winds went down to next to nothing. The bluffs of tall

Au Sable Dunes were as spectacular as ever, when we passed by them well offshore. According to *US Coast Pilot 6*, they reach an elevation of nearly 400 feet above the lake.

We easily entered the Grand Marais harbor at 1500, and shortly afterwards docked behind *Alona Bay* at the Burt Township wharf. There was a popular fishing tournament going on, which was fun to watch. The participants brought in some very large fish. Unfortunately, the owner of one of the boats became very unreasonable, when the dockmaster told him that he would have to anchor out, due to limited space at the dock. He seemed to believe his small fee to enter the tournament entitled him to a reserved space at the dock. The local organizers strongly disagreed with him, but to smooth out the situation, Vicki and I decided to take matters in our own hands and leave the dock to

anchor out. This earned us a heartfelt thank you from one of the women, who worked with the event.

Toward Sault Ste. Marie

The following morning, we attempted to leave the anchorage at 0545, but our anchor was fouled. The electric windlass could not dislodge it. We then tied the chain to one of our hefty bow cleats, and tried the old trick of powering the anchor out. The only thing that did was to pull the bow sharply down. The anchor was truly stuck. I eventually rigged a line from the chain to the Lewmar 44 winch on the starboard cockpit coaming, and cranked it in. The chain came up just a fraction — but the anchor was still not breaking out.

After Dave Steffens had his breakfast, he came over in his dinghy to help, and we improved the set-up by alternating two lines, both with chain hooks. Little by little, the chain came up, and finally — at its 20-foot marker — broke free. It may be that the mud/sand holding ground was extremely reluctant

to let go of the anchor, but it's far more likely that we had snagged some debris on the bottom. Whatever it was, Vicki and I were glad to get our anchor up, and continue our journey toward the east. We exited Grand Marais' harbor entrance at 0930. Incidentally, Dave later told us that they also had a great deal of trouble breaking out *Alona Bay's* anchor, but eventually got it free as well.

The conditions out on the open lake were both pleasant and useful. It was sunny with a seven-knot westerly wind, and two-foot waves. Vicki and I were making up lost time with a motor assist, but the breeze was just too good to waste. So, in the early afternoon the diesel was secured, and our cruising chute set. It was a beautiful run along the infamous Shipwreck Coast toward Whitefish Point.

Whitefish Point's light station was abeam at 1630, when we turned on a southerly course towards the Gros



Cap at the entrance of the St. Mary's River. We still had following winds and seas, and made great time — especially with the help of the current, which here flows toward the Superior's only outlet to the ocean. Our speed-over-ground sometime reached 8.5 knots.

Once we were inside the shelter of the river, we dropped sails and powered into the deep shipping channel toward Sault Ste. Marie. When we arrived where the channels split before the rapids, we this time turned into the starboard channel and eventually descended within the American Locks.

It is generally our preference to use the Canadian Canal. The American Locks are not particularly difficult to use, but the Canadian Locks have calmer waters and are of a much smaller scale. Unfortunately, being classified as a national historic site, the Canadian Locks have limited hours of operation, and we had arrived after they had closed down for the day.

We exited the lower lock gates of the American Locks without any problems, and by 2120 had *Freelance* securely tied up at Kemp Marina, where our friends Rear Commodore Duane and Mar Flynn from the express cruiser *Inisfree* were waiting for us. It had been a pleasant 80 NM passage from Grand Marais with an average speed of 6.6 knots.

In the St. Mary's River

The next day — July 1 — was Canada Day, and some of their national festivities spilled over to the American side of the river. It is, of course, natural for that to happen, because the two cities largely used to function as a single community. The proximity also meant we had great front-row seating for the extensive fireworks across the river.

This was also the time the Great Tugboat Race was going on, so a restaurant barge had been towed into Kemp Marina, and did a brisk breakfast business. However, during the day Vicki and I mainly did boat chores, rode the marina's loaner bicycles into town, and eventually had a decent dinner at the Antler's Restaurant — which unfortunately didn't seem as good as we remembered it.

One unexpected event that day was the loss of a 45-foot tug in the upper part of the St. Mary's River. The Corps of Engineer had been towing it behind one of their ships, when the crew suddenly realized it was gone.

The Corp's personnel searched up and down the river without success. The tug had been towed without crew on board, so luckily nobody was missing. However, the Corp was understandably embarrassed about inadvertently sinking one of its own tugs. Their VHF traffic throughout the day was guarded and subdued, while they searched for their missing boat. On the other hand, the US Coast Guard's traffic seemed rather smug.

The tug was eventually found deeply submerged at a bend in the river, and had to be salvaged with a crane.

However, it wasn't the day's only mishap. Our friends Nelson and Marilyn were happily motoring downstream toward the upper end of Sault Ste. Marie in their 35-foot *Annie B. Stone*. They were in the home stretch from Grand Marais, looking forward to getting through the locks, and then relaxing with friends in the comfort of Kemp Marina.

However, things suddenly took a very unexpected turn: their engine's alarm buzzer went off. The oil pressure had dropped to zero.

They quickly shut down the engine to avoid any damage, and raised their sails. In the process, they were forced to zigzag down the river, probably earning them a few choice words on the bridge of a down bound freighter, which was bearing down on them in the restricted channel.

When the huge freighter had safely passed, Nelson went below to inspect his boat's diesel motor, while Marilyn took the helm. He found the pan below the engine block was filled with oil. The oil had somehow drained out of the engine.

While they were now sailing toward the locks, they didn't know how they could possibly get through them without engine power. So, Nelson called his various GLCC friends at Kemp Marina on the VHF for advice. One of us was Dave Steffens, who with Donna, had arrived earlier in the day. He is, as mentioned earlier,





the renowned mechanic and former automotive repair shop owner, who for decades expertly serviced our vehicles in Minneapolis.

Nelson calmly explained the situation to him. Dave then asked a few probing questions, and finally said: "would you happen to have a turkey baster on board?"

Nelson went to look, and as luck would have it, the stricken boat did indeed have one in its galley. So, he answered that yes, there was a turkey baster on board.

Dave then suggested Nelson use this handy, multi-purpose kitchen implement to suck up the oil from the pan, and pour it back into the engine. If the oil drained out again, the process was to be repeated, until the boat was through the American Locks and docked at Kemp Marina.

The process did have to be repeated, but by then Nelson and Marilyn knew what to do. So, it can truthfully be said they basted their leaking engine down the St. Mary's River and through the American Locks. Shortly after they exited the lower gates, *Annie B. Stone* arrived safely at Kemp Marina, where a full crew of cruising friends received them at their assigned slip.

Incidentally, Dave kindly troubleshot their oil leak the next day. It was a small, cracked elbow leading to the oil sensor, which caused the oil to slowly leak out. He permanently fixed it with some of his spare parts, which he had carried on his boat.

On July 2, *Freelance* left Kemp at 0835 after taking on 19.8 gallons of diesel. The weather was pleasant, as we motored downstream towards De Tour Vil-

lage, where the St. Mary's River meets Lake Huron. We quickly passed through the Rock Cut at 1100, left Round Island to starboard at 1230, and docked at De-tour at 1415. It was another smooth and fast river run with a strong following current.

Unfortunately, the *Annie B. Stone's* troubles continued that day. In a brief moment of distraction, they hit one of the shipping channel's larger buoys. The physical damage to their boat was an ugly and deep gash in its fiberglass bow and a badly sprung pulpit.

It should be noted that the appearance of a leisurely routine, when traveling on the St. Mary's River, could easily lull you into a false sense of security. With its frequent turns and busy traffic, the St. Mary's River actually demands constant vigilance. You really can't let down your guard.

This is the first 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.glccclub.com/founders-award> to learn more.





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).

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 

Chicago Boat Show GLCC Volunteers Make 2019 Another Successful Year

The 2019 CHICAGO Boat, RV & Sail Show running from Wednesday, January 9 through Sunday, January 13 was successful for the GLCC this year again. We signed up 13 new memberships at the show, and some online for an event that was well attended.

Once again, we had a great group of volunteers who made the show a success. Special thanks go out to Rear Commodore Dan Cline, Port Captain Linda Cline, Director and Port Captain Cheryl Cheger-Timm, Harbor Reports Editor, Lou Bruska, New Member Thomas Serafine and Past Commodore Niels R. Jensen.



Director Cheryl Cheger-Timm, Port Pilot & Log Book Editor Lou Bruska, Rear Commodore Dan Cline and Port Captain Linda Cline at the Chicago Boat Show GLCC booth

Cleveland Boat Show 2019

by Jim Ehrman, Rear Commodore, Region 53



GLCC volunteers man the Cleveland Boat Show booth

The Cleveland Boat Show was once again held at the Cleveland IX Center over January 17–21, 2019. The show was bigger this year evidenced by the increase of vendors and attendees.

GLCC once again had a strong presence, and a very successful show (6 new memberships). Along with our hard-working volunteers manning the booth, GLCC presented the seminar “Cruising Ports in Lake Erie” at Lake Erie U by Port Captain Mark Gagyi and Rear Commodore Jim Ehrman. The booth and seminars were well attended.

Special Thanks to all our volunteer booth workers: Jim Lee, Greg and Beth Neal, Port Captains Alan and Eileen Clark, Port Captains Denny and Sharon Dutcher, Deputy Port Captain Bill Lehner, David and Lori Guertal, Al Herstrum, Dave Zgrabik, Fleet Surgeon Mike Hritz, Ken and Lynda Leque, Pete Ensinger, and our GLCC Commodore Rich Barzyk.

Gratitude of thanks to Rear Commodore (Ret.) Dave Miller and Port Captain Mark Gagyi. Without the hard work and dedication of these members, the Cleveland Boat Show would not be a success for the GLCC.

Thank you all so much!

Toronto International Boat Show 2019

by Past Commodore J.E. Fordyce
and Port Captain Cynthia Sunstrum

The Toronto International Boat Show took place January 18–27, and the Great Lakes Cruising Club was once again represented. We signed up 14 new memberships at the show and developed a contact list of prospective members for follow up.

We had a great group of volunteers to help out at the booth, starting with Rear Commodore (Ret.) David Brace, Alex Letchford, Michael Cane and Port Captain (Ret.) Ian Shaw, who helped to set up the booth and take it down, as well as doing other shifts during the week.

Kudos go, as well, to Cynthia Sunstrum, who did a superb job of enlisting and coordinating the booth volunteers, which is always a demanding job in addition to working two shifts during the week, along with Rear Commodore (Lake Ontario and Georgian Bay) Eric Sunstrum. We are also grateful to Honorary Member Roy Eaton from Little Current, who encouraged attendees at his seminar on the North Channel to join the Club.

Through the ten days of the Show, other volunteers included: Rear Commodore (North Channel) Roland Aubé, Robert Wightman, Port Captain Harold and Kathryn Braun, Jim Fleming, Bill and Helen Ayre, Bill McNaughton, Paul Strub, Jeongsoo Kim, Port Captain Alan Chesworth, Port Captain Dave and Kathy Spencer, Rear Commodore (SW Ontario) Steve and Brenda Reinecke, Port Captain Mary and Wes Micket and Port Captain Scott and Nancy Dudgeon.

Many of the volunteers came from a considerable distance to help out.

Congratulations to all of you for a job well done, and particular thanks to those who served more than one shift.

We should all remember that signing up new members is only the beginning. We must ensure that their membership experience is rewarding and that they will stay for the long term. For that, all of us need to be mindful of new members and to welcome them, mentor them and, most important, include them in our fun.



GLCC volunteers Wes & Port Captain Mary Micket at the GLCC Toronto Boat Show booth

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 1950's vintage cars. And 1950's 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 Studio of José Rodríguez Fuster. Photo by Joe Ross/Flickr



The Tropicana Club. Photo by Terry Feuerborn/Flickr



2019 Harbor Reports Spring Updates Now Available

By Log Book Editor *Lou Bruska*

It's that time of year again when we release the 2019 edition of the Spring Harbor Reports Updates. This year's packet is once again a glossy 4-color version of our online harbor reports, including an index page. These reports have minor changes to the web-based reports as they are dated 2019, and contain new footers and headers better suited for the written report. As usual, the ordering information and pricing is available online at: www.glclub.com or by calling the GLCC office at 810-984-4500. We are able to keep the price the same as last year. 🚩



St. Ignace City Marina
photo courtesy Michigan
Waterways Commission

Annual Financial Report of the Great Lakes Cruising Club

The Independent Auditors of the Great Lakes Cruising Club, Frohm, Kelley, Butler & Ryan, P.C., of Port Huron Mich., audited the accompanying balance sheets of the Club as of September 30, 2018 and 2017, as well as the related statements of unrestricted revenue and expenses and changes in unrestricted net assets for the years then ended. In their opinion these statements present fairly, in all material respects, the financial position of the Great Lakes Cruising Club as of September 30, 2018 and September 30, 2017, and for the years then ended, in accordance with accounting principles generally accepted in the United States of America. These financial statements are published below.

BALANCE SHEETS

September 30, 2018 and 2017

	ASSETS	2018	2017
CURRENT ASSETS			
Cash in bank		\$ 101,876	\$ 101,658
Certificate of deposit		100,000	100,000
Prepaid expenses		8,948	7,681
TOTAL CURRENT ASSETS		210,824	209,339
EQUIPMENT			
Less allowance for depreciation		17,962	4,679
		4,679	(4,679)
		13,283	—
OTHER ASSETS			
Investments		456,625	427,909
Security deposits		1,017	902
		457,642	428,811
		\$ 681,749	\$ 638,150
LIABILITIES AND UNRESTRICTED NET ASSETS			
CURRENT LIABILITIES			
Accounts payable	\$	—	\$ 1,000
Accrued wages and payroll withholdings payable		3,594	3,510
Accrued payroll taxes		351	338
Deferred revenue - annual meeting		6,942	8,120
Deferred revenue - annual dues		—	—
TOTAL CURRENT LIABILITIES		10,887	12,968
UNRESTRICTED NET ASSETS		670,862	625,182
		\$ 681,749	\$ 638,150

STATEMENTS OF UNRESTRICTED REVENUE AND EXPENSES AND CHANGES IN UNRESTRICTED NET ASSETS

INCREASE IN UNRESTRICTED NET ASSETS		
UNRESTRICTED REVENUE		
Dues	\$ 155,835	\$ 154,200
Initiation fees and log books	15,075	13,285
Log book updates and shipping	3,505	6,033
<i>Lifeline</i> subscription fees	9,225	9,270
<i>Lifeline</i> advertising	3,705	3,848
Directory fees	5,190	5,580
Merchandise sales	3,531	3,152
Meeting, program and Rendezvous fees	124,154	107,070
Unrealized gain on investments	14,210	18,577
Investment income	15,298	11,939
Miscellaneous income	6,000	6,300
TOTAL UNRESTRICTED REVENUE	355,728	339,254
EXPENSES		
Program services	267,994	231,259
Management and general	42,054	43,009
TOTAL EXPENSES	310,048	274,268
INCREASE IN UNRESTRICTED NET ASSETS	45,680	64,986
UNRESTRICTED NET ASSETS AT BEGINNING OF YEAR	625,182	560,196
UNRESTRICTED NET ASSETS AT END OF YEAR	\$ 670,862	\$ 625,182

STATEMENTS OF FUNCTIONAL EXPENSES

	2018			2017
	Program Services	Management and General	Total	Total
Salaries and wages	\$ 36,992	\$ 18,220	\$ 55,212	\$ 53,088
Payroll taxes	2,942	1,449	4,391	4,229
	39,934	19,669	59,603	57,317
Production and distribution of publications:				
Log book and updates	15,326		15,326	16,350
Lifeline	20,362		20,362	20,144
Membership directory	7,840		7,840	7,774
Meetings, programs and Rendezvous	105,916		105,916	88,247
Boat show	2,704		2,704	1,351
Membership maintenance	19,378		19,378	13,818
Port captain operations	441		441	349
Publicity and public relations	1,238		1,238	2,574
Other operating expenses	54,855	22,385	77,240	66,344
	\$ 267,994	\$ 42,054	\$ 310,048	\$ 274,268

The 2019 Wilderness Rally Sets Anchor in the North Channel... Check It Out!

By Port Captain Julie Thorndycraft

The 2019 Wilderness Rally happening July 27–30, is shaping up to be a unique and entertaining event. The location this year, will be beautiful Turnbull Island (NC-59) on the western end of the North Channel.

For starters, the 2019 Rally is in partnership with members of the Facebook group, Women Who Sail, including a liaison with the first-ever Women Who Sail the Great Lakes rendezvous on the Great Lakes. Women Who Sail (WWS), has over 15,000 members worldwide.

Members of the GLCC and WWS will be helping with all the events and organization. The Rally promises to raise exposure of Great Lakes cruising opportunities and of the Great Lakes Cruising Club among members of Women Who Sail as well as raise the profile of WWS to GLCC members.

Daniel DeWeese and Julie Thorndycraft (Port Captains – Old Dave's Harbour on Lake Superior) are this year's chairs. Julie is also the GLCC liaison for Women Who Sail. Other committee members are: GLCC Vice Commodore Penny Holmes, Missy Siudara (GLCC & WWS), Amy Babinchak (GLCC & WWS), GLCC Rear Commodore – North Channel Roland Aube, Melissa Spillenkothen (GLCC) Sarah Cavanagh (WWS), Dee Lockitt McClure (GLCC & WWS) and Stephanie Carrico (GLCC).

Giving Back: Incorporating a tradition from prior Women Who Sail Rendezvous, we will be giving back to the area we sail. With help from our favorite North Channel Net personality, Roy Eaton, we have selected Rainbow Rescue, a local animal rescue run by Bleu Fisher. More details as to specific needs of the rescue shelter will be provided in advance of the Rally. Please note that donations will be voluntary.

The Schedule (subject to the whims of the weather): Arrival day is scheduled for July 27, and each registered boat will receive a Welcome Packet with a complete schedule of events and 2019 Wilderness Rally burgee.

As a warm-up for the Rally, there will be an onshore BYO-Beverage Happy Hour on arrival day. The traditional "Dog" dinner will be held on Sunday – Roland Aube is in charge of procuring the dogs and buns and we'll just have to see whether there is a new twist on the "No Ketchup" theme of the past!

Details of all the events/activities are still in the works but will include:

- A Book/DVD exchange and discussion led by Melissa Spillenkothen. The theme for the discussion will be *"once upon a time..., it was a dark and stormy night..., and they lived happily ever after"*
- Captain Sarah Cavanagh will share her experience sailing on Mighty Mary in Americas Cup — Lessons Learned and Locker Room Stories
- Missy Siudara will give a presentation on how to stay safe on your boat and how to keep your boat safe from theft and intruders (perhaps her advice will help keep the bears off!)
- Dan DeWeese will share some cooking tips and recipes using freeze-dried ingredients
- Stephanie Carrico will lend her expertise in leading a specialized craft stitching project
- Other activities will include blueberry picking, Dinghy Bingo, kayak and dinghy tours, happy hours, and The Amazing Scavenger Hunt.

Mornings will start with BYO coffee either on shore or at a designated boat. For those who need a good stretch, yoga may be an option either on shore or on decks.

As always, everything on the water is weather dependent and as boaters, safety will be our first concern if weather pops up. *Weather and wind can vary considerably due to shoreline effects.*

Registration and Cost: Registration is available through the GLCC website. Cost is \$40 per boat for up to two people. Extra people will cost \$10 each.

Please plan on bringing camp chairs and a folding table (if you have one).


For further information about this year's Wilderness Rally, feel free to contact Port Captains Daniel DeWeese or Julie Thorndycraft, or the GLCC Office at 810-984-4500 / glcclub@att.net 



Photo by Port Captain Julie Thorndycraft



Port Captain's Logbook



Port Captains George Dew and Hélène Carrière

Collins Bay, Ont. (O-14)

George is a retired engineer and project manager. Hélène is a retired university administrator. Residents of Gatineau, Québec, they have sailed out of Collins Bay since 2017.

Both learned to sail while members of the Georgian Bay Sailing Centre, which operated out of Parry Sound in the early 1980s. From the first time they met on a dock in Parry Sound, they cruised together on the club's Edel 22 and Gib'Sea 36. During that time, George's experience also included two Great Lakes transport trips between Parry Sound and Kingston (Lake Ontario) via the lakes and the Welland Canal.

After a 25-year pause, they rediscovered sailing when a friend invited them to join him for a charter on Vancouver Island. A retirement project was born. After a refresher live-aboard course and various chartering experiences (Lake Huron and Lake Champlain), they bit the bullet and purchased *Melba J*, their Mirage 35, in the spring of 2017 and moved her to Collins Bay.

George and Hélène look forward to welcoming GLCC members to Collins Bay (in English or French, your choice), and to sharing their discoveries of the ports and anchorages in the area. 🚩



Port Captains Alan & Eileen Clark

Marblehead, Ohio (E-16.6)

While raising two children, we were looking for a way to bring our family closer and eliminate outside distractions. We have always had a love for water. Sailing looked so relaxing while challenging and intriguing, it enticed us to look further into this sport.

Alan started sailing when he was 40 and coaxed Eileen into it also!

On Grand Lake St. Marys, Ohio, we raced and cruised a Catalina 22 for ten years. We then moved up to a Catalina 25, racing and cruising on Grand Lake St. Marys for eleven years. We trailered our Catalina 25 to Cleveland for their race week (we took second place!). This was our first experience on Lake Erie with our boat.

After encouragement from friends, we decided to cruise her on Lake Erie for a summer; that ended up being for three summers on the 25 footer. As we fell in love with the possible destinations and challenges that Lake Erie gives, it convinced us to broaden our horizons but on a bigger sailboat!

We bought a Catalina 310 named *Anam Cara*, which we thoroughly enjoy sailing to different ports, meeting new people along the way. This will be our sixth season with her.

We have successfully taken safety at sea, navigational and ASA certified courses.

We made new friends who prompted us to join the GLCC. We have met many experienced and knowledgeable boaters who share our same interests through GLCC and have attended many GLCC events since joining.

We are pleased to have been accepted for the position of Port Captains of Marblehead, Ohio. 🚩



Port Captain Mary Micket

Irondequoit Bay, N.Y.
(O-5.7)

Mary has volunteered the past few years in the GLCC booth at the Toronto Boat Show and has been a regular attendee at the Lake Ontario Rally for many years. This year, she is part of the event's planning committee. As Port Captain, she looks forward to helping fellow GLCC cruisers visiting Irondequoit Bay.

Mary's husband Wes and she began boating in the late 1980s by renting house boats and cruising in the Thousand Island area of the St. Lawrence River. In 2001, they purchased their first boat, a 32-foot Wellcraft cabin cruiser. Southpoint Marina in the Irondequoit Bay is minutes from their home and they enjoyed many nice weeknights onboard after work. They also spent as much time as their jobs allowed cruising Lake Ontario, especially to Kingston and Coburg, Ont. As they approached retirement, they knew they wanted to spend more time on the water, so in 2014 they purchased a 2010 45-foot Searay Sundancer. Since their retirements in 2015, they have cruised the following areas: 1) The Rideau Canal to Ottawa then on to Montreal and back to Lake Ontario via the St. Lawrence; 2) The Western

Erie Canal including Seneca and Cayuga Lake; 3) The Trent Severn Waterway into the eastern Georgian Bay.

They have many more trips planned for the upcoming years, but they also still enjoy their time in the Irondequoit Bay and would welcome any and all GLCC members to visit the area. 🚩



Port Captain Mike Powers

Monroe, Mich. (E-23)

Mike Powers has been appointed Port Captain for an additional harbor; Monroe, Mich. (E-23). His homeport is located at Bolles Harbor, Mich. (E-22), where he and his wife Kathy have served as GLCC Port Captains since 2012. They have been members of the Monroe Boat Club since 2008 where Mike has served as Power Fleet Captain, Financial Secretary, Rear Commodore, Vice Commodore, Commodore and Past Commodore. He previously served the I-LYA as Trustee in 2015 and as Powerboat Chair in 2016 and was honored by being named Mid-America Boating's Skipper of the Year in 2016.

Mike started in small sailboats with his father at Kiser Lake Sailing Club, north of Dayton, Ohio. He continued sailboat racing while attending the U.S. Coast Guard Academy, sailing a variety of boats ranging from 12-foot cat rigged dinghies to a 73-foot offshore racing ketch. Mike also sailed on the USCGC *Eagle*, the 295-foot barque while at the Academy.

During his career with the U.S. Coast Guard, Mike served on three icebreakers on the Great Lakes, including the USCGC *Macinaw*, Cheboygan, Mich.; the USCGC *Mobile Bay*, Sturgeon Bay, Wis.; and as Commanding Officer of USCGC *Neah Bay*, in Cleveland, Ohio. His last shipboard tour was on USCGC *Polar Sea*, Seattle, Wash. While aboard *Polar Sea* in 1994, the ship became the first United States surface ship to reach the North Pole and, in company with the Canadian CCGS *Louis S. St-Laurent*, they were the first surface ships to cross the Arctic Ocean. Mike worked in communications, information systems, and electronics support while ashore. He retired in 1998.

Following his Coast Guard career, Mike was an Electronics Engineering Technology instructor and Dean with ITT Technical Institute and an Assistant Professor and Electrical Engineering Technology Department Chair at Michigan Technological University, Houghton, Mich. He retired from teaching in 2013.

Mike has helped in the GLCC booth at the Cleveland Boat Show. He and Kathy can often be found either sailing aboard their J/24, *Mariner*, or cruising around western Lake Erie aboard their boat *Voyageur*. He would like to invite

GLCC members to visit Monroe. It is an excellent stopping point en route to locations in western Lake Erie! 🚩



Port Captain Jim Willett

Barcelona Harbor,
N.Y. (E-3.5) &
Conneaut, Ohio (E-5)

Kathy, the four kids and I relocated to Erie, Penn. in 1986, and I purchased our first sailboat, a Tanzer 22. It was our learning boat, and learning by watching others and reading all we could.

The mistakes we made were classic. But we were hooked and ready to move up after three years, which meant a Catalina 27. We purchased it in Sandusky and I singlehanded it back to Erie after installing an auto pilot. First time ever testing my navigation skills. No wind, so I motored all the way in sight of the coast. At six knots, you do see Cleveland all day. We sailed *Dad's Horse* all over Lake Erie with four kids in tow for three years. Luckily, I was adopted by two excellent sailors, Ed Farland and Denny Herr who became life-long friends, and we cruised with them on Lake Erie and Ontario. Did some racing on Wednesday nights. Needing more room as the kids were growing, we moved up to a Catalina 30 *Affinity*, which we sailed for 10 years. We joined Commodore Perry Yacht Club in Erie in 2008 and became part of a great club and now have a boating family.

At that point the kids were well on their own, college and weddings. So, we moved up to a Beneteau 393 and plans for just heading off into retirement and south. Sailed that boat *Affinity* all over Lake Erie for 10 years. Work got in the way, and I was traveling so much we couldn't put any extensive cruising plans in place. We did charter in the north channel, BVIs, did some of the Trent Severn on our Boston Whaler. We retired five years ago, continued to cruise Lake Erie and winter in Florida, where we spend a lot of time in the Gulf and Intracoastal Waterway. Somewhere in that timeframe six grandchildren arrived — which really changes your plans and priorities.

And 26 years of sailing took its toll on my shoulders, so last year we sold *Affinity* in February. We had been looking for a trawler and were lucky to find a Mainship 34 *Rumrunner* in Punta Gorda that had seen little salt water or use. So, we purchased *Harmony* and shipped her to Erie, Pa. Last year was one of learning to be a power boater, and getting the boat used to us. This year, we're planning the Erie Canal and Sackets Harbor. Next year, the Rendezvous at Little Current, Ontario and the Trent Severn. 🚩



WELCOME ABOARD!

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



Jeff & Mary Anderson
Pentwater, Mich.

Mark & Lynn Ely
Sawmill Creek, Ohio
PROWLER

**Dane Fortney &
Sandi Colden**
Clinton River, Mich.
STATE OF MIND

**Darrell Grob &
Lisa Bochatay**
Lake Ontario
WHY KNOT

Fred & Connie Itzkowitz
Sandusky, Ohio
KNOT ON CALL



Fred & Connie Itzkowitz;
KNOT ON CALL

Jim & Donna Janning
Sturgeon Bay, Mich.
JACK

Newton & Diann Kirby
Port Superior &
Pike's Bay, Wis.
JOHN HAWKINS

Peter & Linda Lawrence
Rochester, N.Y.
MOONSTRUCK

**Rob Lentz &
Anita Carpena**
Cruising
PUB TRAWLER

Brian & Beth MacKenzie
Cleveland, Ohio
INTERLAGOS

Mitch & John Moffat
Little Current, Ont.
JOINT VENTURE

Matt & Joddy Perry
Bay Harbor, Mich.
EXUBERANT

Christopher & Felice Pierce
Cleveland, Ohio

Steve & Karen Purze
Chicago, Ill.

Dale & Jessica Randall
Racine, Wis.
PERSISTENCE

David & Barbara Reinhart
Port Superior &
Pike's Bay, Wis.
HIGH HOPES

Bruce & Lynda Riekels
Jordan, Ark.
MISCHIEF

**Greg Rosine &
Shari Glaser**
Holland Harbor &
Lake Macatawa, Mich.
WANDERLUST

John & Sharon Rowe
Trailers

Chuck & Chris Watson
Killbear Harbor, Ont.

**Anton &
Cherie Willerscheidt**
Port Superior &
Pike's Bay, Wis.
FINISTERE

The GLCC Honors Our Supporting Members

"On behalf of the Great Lakes Cruising Club Bridge and Board of Directors, I take great pleasure in congratulating the following, for their long-term membership in our club and for their steadfast commitment to cruising the Great Lakes."

— Commodore Rich Barzyk

2019 50th Anniversary - Members (since 1970)



Port Captain
George S. Hoster Jr. &
Linda Hoster
Columbus, Ohio
WESTWIND

William U. &
Barbara Parfet
Hickory Corners, Mich.
MIGRATION

Tymon C. & Sheri Totte
Islamorada, Fla.
HOT TOTTE



2019 25th Anniversary - Members (since 1995)

Gary R. Broad
Clinton Twp., Mich.
FREEDOM FLIGHT

Robert F. & Linda Caldwell
Charlotte, N.C.
SUMMERLEE

Richard A. & Jo Ann Fink
La Crosse, Wis.

Charles & Linda Gremel
Boyne City, Mich.
TEEMZOOMA

Donald & Susan Hayosh
Harrison Twp., Mich.
HAJOS

Floyd M. & Maggi Lewis
Rochester, Mich.
BONNIE BANKS

Port Captain
Renny & Linda Lovold
Duluth, Minn.
DUCHESS

Thomas F. & Ann Lyons
Ann Arbor, Mich.
RESEARCH

Paul S. & Martha Mclean
Toronto, Ont.
RANA VI

Marc A. & Lynn Ott
New Baltimore, Mich.
MARLYN

Port Captain
William R. & Clare Walker
Victoria, B.C.
RANGATIRA

Samuel R. Webster &
Charlene Blondy
Detroit, Mich.
LUCYM

W. Carson & Patricia Woods
Toronto, Ont.
ALEXBRAE



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.glccclub.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.

2002 37' 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



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 Bieman 705-351-1973

Looking to rent a 30 to 35-foot 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

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

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



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



40 Tartan 1987 Bacchanallia 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.glccclub.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: \$89,000 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



Photo courtesy Rodney Campbell / Flickr

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 Wikimedia Commons

Shedding Some Light...

Featured Lighthouse: Duluth Harbor South Breakwater Outer Lighthouse

Justin Keppers of Duluth, Minn. correctly identified the Duluth South Breakwater Outer Light from the last issue of *Lifeline*, located at Duluth/Superior (S-187). When locks were completed at Sault Ste. Marie in 1855, allowing vessels to navigate between Lake Superior and the lower Great Lakes, Superior Bay immediately became an important harbor. The cities of Duluth, Minn. and Superior, Wis. sprung up on the bay and became bitter rivals. After six petitions for construction, Congress appropriated the contract for its erection in 1872, and after yielding to damage of the south pier, the lighthouse, a square, open-framework tower surmounted by a nine-sided, iron lantern, was finished in January 1874 and commissioned on June 2, 1874. A single keeper was assigned to the station from its establishment until 1885, an assistant keeper was added to help with the newly commissioned fog whistle, and a second assistant was assigned to the station in 1889, when the rear range light was placed in operation. 🚩



Great Lakes Cruising Club CALENDAR OF EVENTS

2019

April 26-28

April Launch Weekend
Joint Regional Dinner – Chatham, Ont. (D-30)
Rear Commodore Tony Simion
586-949-7322 asimion3@yahoo.com
Rear Commodore Steve Reinecke
519-245-4001 steve@bam.on.ca

June 1

Western Lake Erie Picnic – Herl's Marina
West Harbor, Ohio (E-16.8)
Port Captain Dennis & Sharon Dutcher
937-602-8391 dutcher.ds@live.com

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

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

42° 58' 30.28" N | 82° 25' 26.26" W