



GREAT LAKES  
CRUISING CLUB

# Lifeline

Spring 2021

**GLCCSchool is Open for Enrollment** p. 6

[www.glccschool.com](http://www.glccschool.com)

**Fitting Out: Ten Important Safety  
Items to Check** pp. 8-9

**New Website Launched** p. 7



## Volume 87 Number 3

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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



Welcome to another edition of From the Bridge! Believe me when I say that it is my utmost pleasure to be writing this as we sail into 2021, leaving the tempestuous seas of 2020 well in our wake.

Every one of us, I'm sure, found 2020 to be a difficult year. As I mentioned in my last column, the Great Lakes Cruising Club adapted its operations to contend with the COVID-19 pandemic and appropriate governmental restrictions on public gatherings, international travel, and even bar and restaurant operations. In the past three months, cases of the disease in the United States swelled from 80,000 per day to over 200,000 per day.

Luckily, vaccines are now being distributed, and if current trends hold, the infection rate will decline. Of course, the impact of a recently discovered, more highly infectious variant of the disease remains to be seen. I'm sure many of you have been personally affected by the disease, or know others who have. Your Commodore spent most of the month of November in quarantine as a result of the Admiral's testing positive; fortunately, neither one of us had symptoms, and we both tested negative toward the end of our isolation. Others haven't been so fortunate; the wife of a good friend of ours died from the disease. That said, the world's drug companies have done an incredible job developing effective vaccines for the virus within less than a year, using genetically engineered messenger RNA. Truly amazing!

On a more positive note, Great Lakes water levels are starting to drop, which has to be a great source of relief for marina operators as well as for us boaters. I'm going to credit my recent purchase of a folding step stool for this development. Who knows, I may not need it for climbing onto my boat next summer.

Very soon now, the Club will be starting up its new website, and it should be fully functional by the time you read this. This has been a huge project, and many thanks are due to all involved, including — but not limited to — Website & IT Committee Chair Joann Mead, Office Manager Yvonne Murray, Rear Commodore Dave Spencer, and our programmer, John Oltman. We expect the new site to be much more secure and friendly for use with computers, tablets, and smart phones.

Events are still virtual, but that isn't keeping the Club from developing new approaches to involving our members. Elsewhere in this issue you will find a discussion of our new Harbor Report Explorers program, spearheaded by Julie Thorndycraft and designed to encourage and recognize our members who are actively involved in updating harbor reports. These harbor reports are the life blood of our Club, and with over 1200 of them, it takes concerted effort to keep them up to date. Please join me in participating in this program.

The Club's sister organization, the Great Lakes Foundation, is now headed by Past Commodore Rich Barzyk. Rich has taken an aggressive approach to encouraging eligible nonprofits in the U.S. and Canada

### On the Cover

*Sunset in Warner Bay, Ont (H-23) photo taken by  
Director Julie Thorndycraft aboard her Gozzard sailboat Gaviidae*



to apply for grants. A Grants Committee, chaired by Port Captain Sharon Simion, has been established to preview grant requests and make grant recommendations to the Foundation's board. The purpose of the Foundation includes promoting marine safety through education; protecting and preserving wilderness areas; encouraging the study and preservation of the marine environment; and supplying encouragement, information and, where appropriate, financial assistance to organizations who further the purposes of the Foundation. You can learn more about the Great Lakes Foundation on the Club's website, and I encourage you to help us make eligible nonprofit and governmental organizations aware of its existence.

Hearty congratulations are in order for Port Captain George Thor. George was among 13 people who correctly answered "Marcel Proust" to the question I posed in my prior column, and George's name was drawn for the promised valuable prize, in this case a \$10 gift certificate toward purchases from the Club's Ships Store. I've decided to try another contest with this column. If you can correctly decode the secret message that is coded into this column, send me an email with the secret message to [dancline@me.com](mailto:dancline@me.com) by April 30, 2021, in order to be entered into a drawing for a valuable prize. Good luck...this one's a little harder than last time.

Even the Toronto International Boat Show was a virtual event this year, and thanks to the efforts of Port Captain Cynthia Sunstrum, Rear Commodore Dave Spencer, Past Commodore J.E. Fordyce, Rear Commodore Eric Sunstrum, and many other volunteers, the Great Lakes Cruising Club had a virtual booth. This is a new experiment by both the boat show organizers and our Club, and we hope it can be used as a model for future virtual marketing by the Club.

Great Lakes currents are an interesting feature, and it often comes as a surprise to those from other regions to discover they exist. In some parts of the Great Lakes, such as off the tip of Michigan's Keweenaw Peninsula, they can even be strong enough to prevent counter-current travel by sailboats and trawlers. This topic has been covered in depth by Past Commodore Niels Jensen, both in a *GLCCSchool* webinar and in Harbor Report A-3, but did you know that NOAA's Great Lakes Environmental Research Laboratory has a website

where you can see the currents animated and updated four times a day? This is very cool! Be sure to check it out at <https://www.glerl.noaa.gov/res/glcfs/currents>.

Reaching out to find new members is always a priority for our Club, but it is particularly challenging during the pandemic. Our Club has formed a Marketing Committee, chaired by Rear Commodore Philip May, which is meeting this challenge. The Marketing Committee has produced a short-term marketing plan, focused on print media advertising using funds that would normally have gone toward the Toronto, Cleveland, and Chicago boat shows, and is also developing a more comprehensive marketing plan that I expect will include other media, and result in a marketing campaign for inclusion in our next Club budget.

Earlier today, I was watching two mute swans feeding on Boardman Lake in front of our Traverse City, Michigan home, and I was reminded that by this time last year, our small lake was frozen over. Not only is our

lake not frozen, we have no more than a dusting of snow on the ground. This is highly unusual for Traverse City in mid-January, and I hope this isn't the start of a trend toward warmer winters. Those of you who head south in the winter may disagree, but to many of us, winter sports are important activities, and the lack of snow and ice is a big problem around here.

At least we can be thankful that a mild winter will help reduce snow removal costs for strained local governments! There is always a bright side, I suppose.

The bright side of being Commodore is seeing our Club's staff and volunteers at work on the Club's needs. I am reminded daily of how much everyone does to keep the Club a vibrant organization. The teamwork and enthusiasm I have seen, whether it is at *GLCCSchool*, the Great Lakes Foundation, the Web Site and Technology Committee, the Marketing Committee, and the Fleet Programs Committee, to name a few, is something for which I am very grateful.

Let's talk a little about how you can get more involved in the Club. We always have a need for special expertise, such as accounting, law, insurance, and investing, to name just a few. Take a look at the committee lists on the Club's website (a link to the committees



*Ready for a change. Her Diamond being hoisted for transport back to Cleveland.  
Photo by Bob Allenick*

is on the Members List page) and see if there is something you might be interested in. If so, send me an email at [dancline@me.com](mailto:dancline@me.com).


At some point in the future, we will also be restarting our in-person events. Should you have an interest in helping with one of these, such as a dinner or a rendezvous, please let us know. Again, send me an email and I'll forward it to the appropriate Rear Commodore, or simply contact your Rear Commodore directly.

Know that this is YOUR Club, and that everyone is welcome to get involved whether by participating in activities, volunteering to help with events, or serving on a committee. As I mentioned last time, I first got involved in the Club by volunteering to help with the *GLCCSchool*. I can't promise that you will become Commodore, but we need to hear from you and will make every effort to get you involved.

Each of us is bonded by our love of the boating and the Great Lakes – it's what makes the Club a special organization and has allowed it to continue since 1934. That's pretty impressive in my book.

So stay healthy, enjoy the upcoming mud season, and keep looking forward to summer!



**Dan Cline, Commodore** ([dancline@me.com](mailto:dancline@me.com)) 

## As a GLCC Member, You Can Join or Renew Your BoatUS Membership At a Discounted Price.

The GLCC has negotiated a reduced rate for our members with *BoatUS*.

As a GLCC *BoatUS* member, you have access to over 25 benefits and services that *BoatUS* provides, and all at a discounted price. Below are some of the benefits of a *BoatUS* membership.

- 24/7 Dispatch to over 600 towboats in 300+ ports nationwide.
- Discounts on fuel, slips, repairs and more at over 1,200 boating businesses nationwide.
- Subscription to *BoatUS* Magazine — 6 issues per year.
- And *BoatUS* membership dues are just \$15 in the US, and \$20 in Canada.

So when joining or renewing a *BoatUS* Membership, be sure enter the source code **GA83834B** to ensure your discount.

*BoatUS* is the best deal on the Great Lakes.  
[www.boatus.com](http://www.boatus.com)

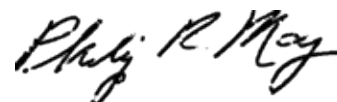


It's hard to think Spring when writing this article and the temperature is zero, and there is snow on its way. As I begin my ninth year as the editor of *Lifeline*, you would think I would be immune to the Midwest winters. And yes, this is the beginning of my ninth. COVID-19 has made it not one of the better issues we have produced. Having said that, I think the future is looking better than it has looked for some time. We have vaccines, and we are ramping up the delivery of those vaccines. As you can imagine, it's hard to plan summer cruising events that usually comprise large groups of people socializing. But members are working on smaller events that do not have large groups of people in close quarters. Volunteers in all areas of the Great Lakes are working on these ideas. Some will never see the light of day, but some will become standard events in future years.

Something to keep in mind is that you can still cruise the Great Lakes, and visit out of the way locations. The Harbor Reports database is continually being updated. We have a crack team that works on the Harbor Reports data base. We encourage our members to report anything that they see or experience to the Harbor Reports managers. They will take note and make the necessary documentation to the reports.

Also note on page 6 that the *GLCCSchool* is coming online with many new courses, and repeats of the popular ones from previous years. Port Captain Mark Gagyi who is managing the *GLCCSchool* has put together a world class group of instructors. The courses are raved about by all who have taken them. Check them out.

In the meantime, stay safe and think about cruising this summer.



**Philip R. May, Lifeline Editor** 



*Sunrise over Lake Michigan; photo by Lifeline Editor Philip R. May*





# Semi-Wilderness Rally July 2021

*By Rear Commodore Jim Ehrman; Presque Isle Light photo via Wikimedia Commons*

## Presque Isle State Park - Erie, Pa. (E-4) / July 17–19, early bird Friday, July 16

Why is this a Semi-Wilderness Rally? Lake Erie South Shore does not really have any true “wilderness” areas to anchor and enjoy nature. Presque Isle State Park (PISP) has the best of both worlds. PISP is located about 90 miles East of Cleveland (via boat) or about 130 miles east of the Lake Erie Islands.


A beautiful anchoring area protected on all four sides with good holding in sand and mud. Surrounded by trees, wildlife on three sides. There is also an exploring area leading from the lagoons going to Misery Bay where Commodore Perry hid ships during the War of 1812.

This rally was designed for members who always wanted to anchor out but didn’t know quite how to do it. You will be among experienced members who can guide and teach you to enjoy one of the sought after

joys of boating. Here at this rally you can anchor out, and if it does not quite suit you, civilization is only a half mile away in the awesome waters of Presque Isle Bay. There are several marinas to serve your needs. You have the choice of being docked at a marina, so you can join the anchoring festivities during the day. Truly the best of both worlds.

This anchorage will suit those who want to be out there and share the beauty of the outdoors. It has much to offer with scenic shoreline, exploring the lagoons into Misery Bay, protected on all four sides, plus... fuel, food, mechanical (if needed) are in close proximity.

Mark your calendars for July 17–19 and join us for a fabulous fellowship.

Details and registration will be forthcoming on the website soon. 





## Now is the Time to Sign-Up for GLCCSchool

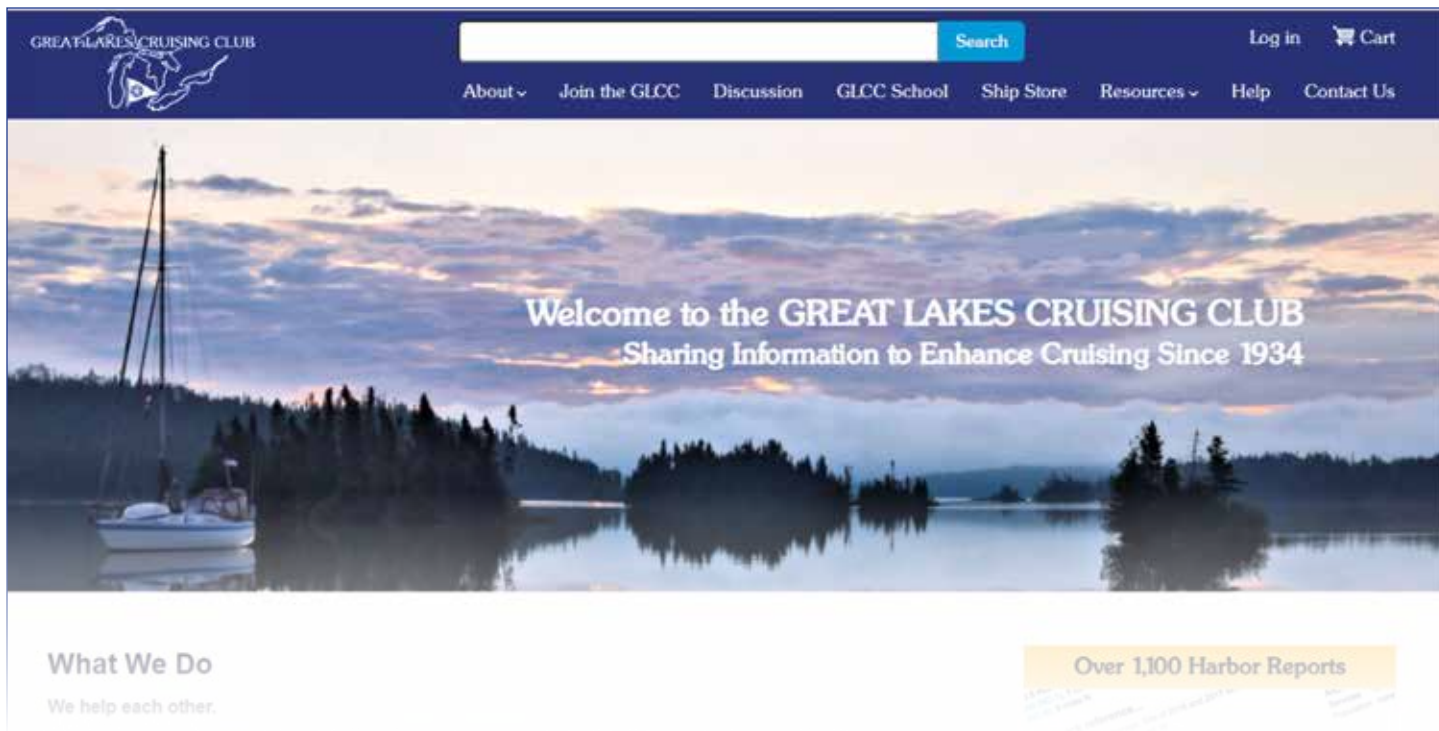
If you haven't been taking advantage of the Great Lakes Cruising Club School's webinars, there is still plenty of time to sign up and get working on your *Cruising IQ*. As this issue of the *Lifeline* goes to press, the *GLCCSchool* has available 23 recorded webinars plus 17 live webinars scheduled for viewing yet this school session. Over the next several months we will be turning our attention to getting our boats ready for cruising. How about your cruising skills and knowledge? Maybe it's time to tune those up, too.

Currently, the *GLCCSchool* is offering two outstanding webinar packages. Both are four-part series discounted to well below the normal single webinar price. Those two series – *Marine Diesel Engine Maintenance* by Jim Zima and *Great Lakes Marine Weather Essentials* by Mark Thornton – are thorough, informative and well presented by two of the *GLCCSchool's* most popular instructors. Also, this spring, watch for the return of Bill Rohde's new webinar *Making the Leap to Long Distance and Overnight Passages*. Another new webinar comes from seasoned saltwater cruiser

Bill Cullen, *Great Gadgets and Ideas to Have Aboard While Cruising*. You will be informed and entertained as Bill presents a long list of gadgets and ideas he has collected and invented to make cruising safer, easier and just more fun. On top of these great webinars, the *GLCCSchool* has many more outstanding selections, so check them out at [glccschool.com](http://glccschool.com).

Meet our *GLCCSchool* Team – Before heading out to start sanding the bottom and varnishing the teak, we want to take a moment and thank those GLCC members who volunteer their time and talent to make the school a success. Since the *GLCCSchool* was founded a decade ago, we have been lucky to have many great volunteers. This year our team includes: Secretary Jim Austin; Commodore Dan Cline; Port Captains Mark Gagyi, Jim Lee and Joe McKeown; Director (Ret.) Bill Rohde; Rear Commodore Dave Spencer and Steve Wyckoff. We want to extend to all our current team members and to our former team members a hearty congratulations for making the *GLCCSchool* a success.

See you in class. 🚩



# New GLCC Website On the Horizon

*By Website & IT Committee Chair Joann Mead*

The Club's new website launched February 1, 2021. Hopefully, you have had a chance to log on and see the new site. We are incredibly happy with it and hope you are too. We also hope that you have found it clear and easy to navigate. However, if you wish, there is a Webinar presentation about the new site that is available on the *GLCCSchool* site, free of charge. News and articles are front and center on the Homepage, replacing the Navionics chart info.

Highlights of the new site are its more modern design, which adapts to wider PC screens. At the same time, it is very mobile friendly for members to view it on tablets or phones when they are out cruising. New feature and capabilities include menu dropdown boxes that are available to get to the desired page more quickly. The member database will now link the two individuals of a membership so that it will be easier to maintain joint information like address and boat data. It will also be easier for the member to provide payment information for dues and orders. Please be assured that any credit card information is not stored on our site, but in a highly secure card processing site. Our Harbor Reports are in the process of taking on a new look that will make them easier to maintain. Downloadable PDFs of multiple Harbor Reports will have a clickable table of contents and internal links. Many improvements are behind the scenes for the benefit of the GLCC Office but will make it easier to maintain memberships and orders from the site.

Our website was last upgraded over a decade ago. That is an eternity for a website. Obviously, it was long overdue. Although we have made functional improvements over time, it had not had a major overhaul since then. The underlying software, Drupal 7, was also nearing its end of life so something needed to be done. You might recall that we had announced a new site nearly 3 years ago. We had signed a contract to have a new site developed, unfortunately our site was too complex for their existing standard design. We then asked Sitebasin, who had been maintaining our current website to do a major overhaul that required a lot of custom coding. It has been nearly a year in development but well worth the effort as the website does pretty much what we want.

I want to thank everyone who has helped bring the new site into existence. First, the Board for their confidence and financial support, Yvonne Murray, our Office Manager, for her help in design and then in testing, and our Office Contractor Cindy Badley for her help in testing. Of course, there is my GLCC Website Committee of; Director Julie Thorndycraft, Log Book Editor Dan DeWeese, Port Captain Mark Gagyi, Director (Ret.) Bill Rohde, and Secretary Jim Austin who have been there through design and testing. Others not on the Committee that have been a big help in testing are Rear Commodore David Spencer and Treasurer Niels Jensen. We trust that you will find that it lives up to everything the we have promised. 🚩





Inspect all engine hoses. Photo credit BVI Yacht Sales

# Ten Important Safety Items to Check During Your Spring Fitting Out

**It is better to prevent gear failure than to have to deal with it in an emergency**

By Lifeline Editor Philip May

## ☐ 1. Digital Selective Calling is up and operational.

In a previous issue of *Lifeline*, there was a very comprehensive article on DSC and why it is important. If you have not had the opportunity to connect your GPS with your VHF, now is the perfect time to do it. *BoatUS* website has all the information you need to connect and to test your DSC. Remember, you do not want to be in an emergency situation without DSC. For more information on DSC go to: <http://www.boatus.com/mmsi>

☐ 2. **Install a carbon monoxide alarm.** Carbon monoxide (CO) is a deadly silent killer that strikes with no warning. Sources can be anything from engine exhaust, generator exhaust, or even smoke from a small cabin heater.

- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can affect you whether you're underway, moored, or anchored.
- You cannot see, smell, or taste CO.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.

Make sure you install a CO alarm. Many marine insurance companies are now requiring CO alarms on all boats they insure. Installation is fairly easy, and there are several marine-grade models available from most boat chandlers. *Fireboy Xintex* makes several highly rated models. For more information on CO, go to the following website: [http://www.uscgboating.org/safety/carbon\\_monoxide.aspx](http://www.uscgboating.org/safety/carbon_monoxide.aspx).

☐ 3. **Test installed smoke alarms, or install if your boat is not equipped.** While smoke alarms are installed throughout our homes, it always surprises me that many boats do not have smoke alarms installed. If you do not have any on your boat, install at least one now. If you do have them, test them and install fresh batteries if needed.

☐ 4. **Have fire extinguishers checked and inspected.** Assuming your boat is equipped with the proper number and types of marine-grade approved fire extinguishers, spring fitting out is an ideal time to

have them inspected and tested.

☐ 5. **Inspect your flares.** Flares go bad! They get old and need to be replaced with new ones. This is as simple as looking at the expiration date on the flares. If they have expired, new ones need to be purchased. Also check to make sure you have the proper number and types of flares for your size and type of boat. Regulations specify the minimum that you must have on board, but you may carry more if you wish. Flares need to be readily accessible and stored in a waterproof container.

☐ 6. **Inspect all through hull fittings.** So what does it mean to inspect all through hull fittings? The first thing to look at is the condition of the hull around the fitting. Make sure it is solid, and the fitting is tightly bedded into the hull. Make sure all valves are operational. Close them and then reopen them. They should close and open with some degree of resistance, but not require the use of a wrench or pliers to operate. Lastly, and perhaps most importantly, is to have the correct size conical plug attached with a piece of line and tied to the through hull. The plug should be the proper size to jam into the opening to stop the egress of water should the through hull fail for one reason or another. Be sure to attach the plug in such a way so as not to obstruct the workings of a valve.

☐ 7. **Inspect all hoses for wear and deterioration.** This seems like a fairly simple operation, but you would be surprised how few of us actually do it. Think about it: you maneuvering your boat into a tight spot, there is a current running, and the main cooling water hose to the engine blows apart. Not a situation any of us want to find ourselves in, but it could happen. While an inspection of the hoses is no guarantee, doing it could prevent an ugly situation.

☐ 8. **Check all PFDs.**

**a. Noninflatable PFDs** Life jackets are essential to safe boating and cruising. Inspect and count them to ensure you will always have one for each and every person you might have on your boat. All life jackets should be inspected for wear and tested for buoyancy. Waterlogged, faded or leaky jackets



should be discarded and replaced.

#### **b. Inflatable PFDs.**

**Perform a thorough visual inspection:** Check to make sure there are no rips, tears, excessive abrasion or holes; all seams are securely sewn; and the cover is intact. Straps and hardware must still be strong, and the PFD must not be twisted. Check all zippers, closures and waist buckle to make sure they are secure. Visually check that the inflator status is green. Some PFDs have more than one status indicator. Refer to your product manual if you are not sure. Make sure that the inflator pull-tab is hanging on the outside.

**Oral inflation valve test:** Fully inflate the PFD using the oral inflator, and hold the valve under water. If bubbles appear, deflate and reinflate it. If the valve leaks again, replace the PFD.


**Leak test:** To test for air leakage, orally inflate the PFD until firm, and then let it lie inflated for 16 hours. A PFD with a leak will not hold its firmness and should be replaced.

**Bobbin inspection and replacement:** Your inflatable PFDs may use a bobbin activation system. This is a yellow "pill" with white powder inside. When the white powder dissolves, it activates a pin that punctures the CO2 cylinder and inflates the PFD. Inspect the pill to make sure it is still intact. If the pill looks compromised in any way, replace it.

☐ **9. Inspect MOB gear.** Inspect all MOB gear for wear and deterioration. Replace or repair as needed. If your boat has a MOM unit, check the date for recertification requirements.

☐ **10. Certify life raft.** Rafts should be certified at intervals prescribed by the manufacturer. It may be beneficial to know what types of emergency gear is packed in the raft. Knowing that, you may want to augment the basic raft emergency gear with an Abandon Ship Bag. Items that you may want that are not included in basic raft survival gear include a small EPIRB, extra flares, a couple days' supply of prescription medicine, a hand-held VHF radio, energy bars, and whatever else you think you might need.

**Conclusion.** Now is the time to check your boats for safety systems, equipment, and personal items such as PFDs. Experiencing an actual emergency is not the time to learn that a safety item you relied on is no longer reliable.

*We have attempted to put together a fairly comprehensive list of items that should be inspected or installed. This article is by no means the final statement on everything you should inspect. Consult sources such as the U.S. Coast Guard at: <http://www.uscgboating.org> among others. Do not wait until it is too late.* 



## 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 Dan Cline*



### 2021 50th Anniversary - Members (since 1972)

Seth H. & Mary Barsky  
Birmingham, Mich.  
**MARIBAR**

James W. Leenhouts  
Northport, Mich.  
**ENCORE**

Lawrence H. & Margaret Marsland  
Waterloo, Ont.  
**THE BIG BURN**

### 2021 25th Anniversary - Members (since 1997)

Thomas W. Baumgarten Jr. &  
Jean C. Baumgarten  
Grosse Pointe Farms, Mich.  
**GLORY**

Carl A. & Patricia Lundgren  
Ontario, N.Y.  
**MARGUERITE**

Rear Commodore (Ret.) / Port Captain  
Robert L. & Ann Ogur  
Traverse City, Mich.  
**RUGO**

Robert L. & Kathy Buckley  
Woodstock, Ill.  
**FIRST LOOK**

Eugene J. & Prudence Marcinek  
Marine City, Mich.

Gregory J. & Sharon Peters  
Grosse Pointe Shores, Mich.  
**CIELO**

Gregg T. & Julie Cayce  
Green Bay, Wis.  
**GRACIE**

Richard P. & Barbara Martin  
Hudson, Ohio  
**CRUISIN' FUSION**

Director  
James D. & Paula Richlak  
Concord Twp., Ohio

Michael V. Dotson  
St. Paul, Minn.  
**SPIRTHAWK**

Port Captain  
Joseph & Karen Mckeown  
Ann Arbor, Mich.  
**AZURE MER**

David G. & Katherine G. Thompson  
Port Huron, Mich.  
**ISLAND FEVER / SOL MATE**

James & Cathie Hatch  
Bemidji, Minn.  
**NOKOMIS**

Rear Commodore (Ret.)  
David L. & Bobbe Miller  
Lorain, Ohio

Robert J. & Theresa Thompson  
Avon Lake, Ohio  
**RAVEN**

Craig & Linda Lamm  
Des Plaines, Ill.  
**SHEPSL VII / SHEPSL XI**

Robert J. & Kathleen Nadai  
Royal Oak, Mich.  
**GUARDIAN ANGEL**



Photo credit: Peter H from Pixabay;

## Water Levels Drop in 2020

As of January 2021, all the Great Lakes saw water levels drop in 2020. Lakes Michigan, Huron and Superior all saw the water level drop six inches during the year. Lake Erie fell one inch and Lake St. Clair was down two inches. The biggest drop was on Lake Ontario, with a year-to-year drop of 14 inches.

Precipitation in Grand Rapids, Mich., during 2020 totaled 37.44 inches. That was 0.83 inches below average. We set an all-time annual precipitation record in 1919 with 51.37 inches. We not only set a precipitation record for a single year, but we had the greatest 3-year and 5-year precipitation totals in Grand Rapids. All that extra rain really boosted the water levels of the Great Lakes from 2012 to 2019.

Source: Army Corps of Engineers, Detroit District

# 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, 2020 and 2019, 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, 2020 and September 30, 2019, 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, 2020 and 2019

	ASSETS	2020	2019
<b>CURRENT ASSETS</b>			
Cash in bank		\$ 59,584	\$ 113,906
Certificate of deposit		-	100,794
Money market account		104,912	-
Prepaid expenses		9,178	8,924
<b>TOTAL CURRENT ASSETS</b>		<u>173,674</u>	<u>223,624</u>
<b>EQUIPMENT</b>			
Less allowance for depreciation		56,599	19,169
		<u>6,599</u>	<u>4,679</u>
		<u>50,000</u>	<u>14,490</u>
<b>OTHER ASSETS</b>			
Investments		480,977	461,504
Security deposits		1,700	1,300
		<u>482,677</u>	<u>462,804</u>
		<u>\$ 706,351</u>	<u>\$ 700,918</u>
<b>LIABILITIES AND UNRESTRICTED NET ASSETS</b>			
<b>CURRENT LIABILITIES</b>			
Accrued wages and payroll withholdings payable		\$ 3,690	\$ 3,649
Accrued payroll taxes		376	366
Deferred revenue - annual meeting		-	5,475
<b>TOTAL CURRENT LIABILITIES</b>		<u>4,066</u>	<u>9,490</u>
<b>NET ASSETS WITHOUT DONOR RESTRICTIONS</b>		<u>702,285</u>	<u>691,428</u>
		<u>\$ 706,351</u>	<u>\$ 700,918</u>

### STATEMENTS OF ACTIVITIES

<b>REVENUE, GAINS AND OTHER SUPPORT</b>			
Dues	\$ 167,435	\$ 165,210	
Initiation fees	12,440	15,780	
Log book updates and shipping	787	3,890	
Lifeline subscription fees	9,500	8,550	
Lifeline advertising	2,714	3,725	
Directory fees	5,800	5,310	
Merchandise sales	2,737	6,376	
Meeting, program and Rendezvous fees	32,956	99,126	
Unrealized gain (loss) on investments	4,650	(15,903)	
Investment income	18,972	20,860	
Miscellaneous income	6,000	6,000	
<b>TOTAL REVENUE, GAINS AND OTHER SUPPORT</b>	<u>263,991</u>	<u>318,924</u>	
<b>EXPENSES</b>			
Program services	208,160	254,827	
Management and general	44,974	43,531	
<b>TOTAL EXPENSES</b>	<u>253,134</u>	<u>298,358</u>	
<b>INCREASE IN NET ASSETS WITHOUT DONOR RESTRICTIONS</b>	<u>10,857</u>	<u>20,566</u>	
<b>UNRESTRICTED NET ASSETS AT BEGINNING OF YEAR</b>	<u>691,428</u>	<u>670,862</u>	
<b>UNRESTRICTED NET ASSETS AT END OF YEAR</b>	<u>\$ 702,285</u>	<u>\$ 691,428</u>	

### STATEMENTS OF FUNCTIONAL EXPENSES

	2020			2019
	Program Services	Management and General	Total	Total
Salaries and wages	\$ 39,363	\$ 19,682	\$ 59,045	\$ 57,397
Payroll taxes	3,079	1,539	4,618	4,559
	<u>42,442</u>	<u>21,221</u>	<u>63,663</u>	<u>61,956</u>
Production and distribution of publications:				
Log book and updates	13,708	-	13,708	14,390
Lifeline	18,023	-	18,023	20,245
Membership directory	7,332	-	7,332	8,085
Meetings, programs and Rendezvous	34,707	-	34,707	78,916
Boat show	1,642	-	1,642	1,729
Membership maintenance	16,024	-	16,024	17,353
Port captain operations	440	-	440	1,528
Publicity and public relations	1,349	-	1,349	1,201
Other operating expenses	70,573	23,753	94,326	92,955
	<u>163,798</u>	<u>23,753</u>	<u>187,551</u>	<u>236,402</u>
	1,920	-	1,920	-
	<u>\$ 208,160</u>	<u>\$ 44,974</u>	<u>\$ 253,134</u>	<u>\$ 298,358</u>



# Eight Bells

## Ralph Bergsma

Ralph Bergsma passed away peacefully on January 12, 2021, at the age of 89 years. Ralph was a husband, father, and role model with strong family values. Ralph was married to Lynda Jane Leaver in 1954 and were approaching their 67th wedding anniversary.

Ralph and Lynda cruised out of Charlevoix, Mich. (M-6) until 2000 aboard *Nickel In My Pocket*. Ralph's Son and Daughter in law, Kirk and Julie, remain active members of the Great Lakes Cruising Club. Sympathy cards may be mailed to them at 3741 Prouty Road, Traverse City, MI 49686-9274.

## Frank Butler

Frank Willis Butler, President and Chief Executive Officer of Catalina Yachts, passed away November 15, 2020 in Westlake Village, Calif. A sailing icon and industry leader, Frank Butler has introduced hundreds of thousands of people to sailing during his lifetime. Those of us who have been fortunate enough to know and work with Frank have lost a dear friend, and an inspiring mentor. Frank leaves behind a company that only he could have built, and his spirit will forever be the foundation of Catalina Yachts.

## George Konstanzer

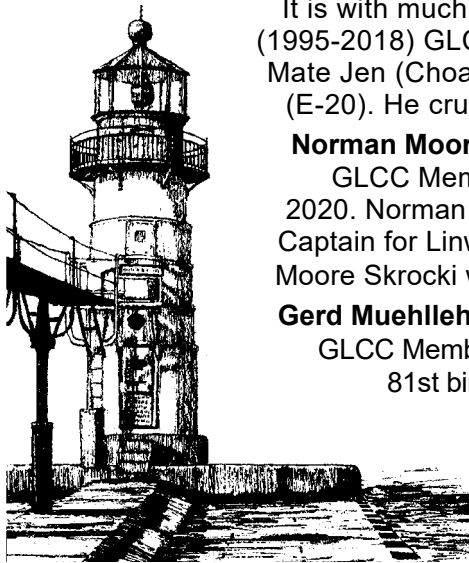
It is with much sadness that we report the passing on October 22, 2020 of long time (1995-2018) GLCC member George Konstanzer. George was the Captain to his First Mate Jen (Choate) aboard their yacht *Scorpio*. They cruised out of Port Clinton, Ohio (E-20). He cruised throughout the Great Lakes as an active GLCC Member.

## Norman Moore

GLCC Member and Port Captain Norman E. Moore passed away on November 22, 2020. Norman had been a GLCC member from 1980 through 2010 and was the Port Captain for Linwood, Mich. (H-62), until he retired his position. His daughter, Christine Moore Skrocki was appointed as Port Captain of Linwood, Mich., on June 9, 2009.

## Gerd Muehlelehner

GLCC Member since 1985, Gerd Muehlelehner passed away a couple days after his 81st birthday. Survived by his wife Ursula, Gerd was born in Germany, educated in Jesuit boarding schools in Georgetown and the University of Michigan where he graduated with a Ph.D. in nuclear physics. His love of sailing took him all over the world, as far as Tahiti. He was a mentor, a partner and a friend to many people, and a wonderful husband, father and grandfather. He will be missed by all. 🚩



*There is a sacredness in tears. They are not the mark of weakness, but of power. They speak more eloquently than ten thousand tongues. They are the messengers of overwhelming grief, of deep contrition, and of unspeakable love.*

*– Washington Irving*

*Isle Royale View of Hill Islands; Photo courtesy NPS / Paul Brown;*





# Port Captain's Logbook



## Port Captains Eric & Sheila Barker

Wiarton, Ont.  
(GB-12)

Sheila and Eric have lived in Wiarton, Ont. since 1974, and have been boating on Georgian Bay most of their lives. Eric is a retired country Doctor. They began by sailing their CL 16 from Wiarton to Tobermory before graduating to club racing in a Kirby 1/4 T named *Eager Beaver*. For many years they raced their Abbott 33 *Windburn* locally, and in distance races including the 150-mile Georgian Bay Challenge, Double Hander, and a couple of Port Huron Macs. Sheila, who was on *Windburn* was shipwrecked on Lonely Island during the last 150-mile Georgian Bay Challenge. Summer trips to the North Channel were de rigueur with their three daughters. Favourite spots being Mary Anne Cove in Baie Fine, and Bad River. In retirement, the Barkers now sail *Cisco*, a Bristol 41.1. They are looking forward to longer cruises, and meeting GLCC members, while embracing their new Port Captain roles. 🚩

and another officer took a sailboat out to enjoy a Sunday afternoon and cruise around the bay. Unfortunately, there was not a chart on the sailboat, hence I have the dubious distinction of running aground in Guantanamo Bay. We got off fairly quickly, and fortunately with no help from the Cuban Coast Guard.

After I separated from the Navy, I sailed on a wide range of boats, from one-design racers to offshore cruising/racing boats. I currently have a Dyer-29 power boat, that I share with my son.

I have moored all my boats in Belmont Harbor. I can honestly say that I know it better than any other harbor, other than Guantanamo Bay. 🚩



## Port Captain Steve Reinecke

Bad River, Ont.  
(GB-46)

Steve Reinecke lives in Strathroy, Ont., and has been married to a wonderful woman for the past 30 years. He has two great children, Trevor, 22 and Emily, 26. Steve is a Clinical Scientist and currently works for a company out of Houston, Texas in the Disinfection and Healthcare IT Industry. He travels extensively for work.

Steve has been a GLCC member for 12 years and has served as an Assistant Port Captain, Port Captain, Board Member and Rear Commodore. He has also previously chaired the Admissions/Membership Committee. In 2019, Steve traded in his Mainship Pilot 45, which he owned for eight years, and purchased a Great Harbour GH47 with the idea of eventually living on-board. He brought the boat up from Florida in the fall of 2019. It was the second time he had done such a trip and hopefully the last. He previously boated out of Port Elgin, but moved over to Wiarton in 2015. For 2020, they will be boating out of BridgeView Marina in Sarnia.

Bad River is Steve's favourite anchorage of all in the Great Lakes. He tries to get to the anchorage at least twice a year and has explored the entire area extensively. Please congratulate and give him a holler when you plan your visit! 🚩



## Port Captain Philip R. May

Belmont Harbor -  
Chicago, Ill.  
(M-39)

I've been sailing most of my life. I got started sailing because I was never good at ball sports, and since sailing did not require the same hand-eye coordination, I took it up. Starting on a little Styrofoam boat while in high school. I spent four years in the U.S. Navy as a deck officer and ending as Chief Engineer on an amphibious landing ship. The Navy usually maintained a Sailing Center on most of their bases. So, while down at the Guantanamo Naval Base for the ship training, I





## Port Captains Tom & Janet Stone

Traverse City, Mich.  
(M-10)


Tom and Janet purchased their first cruising boat, a 1987 O'Day 28, in 2002. Although they had spent many hours on the water, most of those were in a canoe, wilderness camping.

When they were younger, Janet and Tom would go on picnics to Holland State Park, and spend hours watching sailboats going up and down the channel and dreaming of owning one someday. So, when some friends offered to sell their O'Day, they jumped at the chance and named her "S"urprise! They sailed out of Whitehall, Mich. (M-21) for 10 years, taking small trips up and down the Lake Michigan coast. Tom took her across to Wisconsin on several occasions. Then in 2007, they moved to Traverse City, but had to wait five years to get a slip in Elk Rapids, Mich. (M-7).

During that time, they became involved in the

Grand Traverse Bay Sail and Power Squadron. There they met folks who are now some of their closest friends and cruising companions. They became involved in the Squadron leadership, and of course took many great classes. In 2016, they joined the GLCC at the Chicago Boat Show, because they were then considering sailing to the North Channel and had heard about the great resources available through the cruising club. They also purchased a newer old boat, a 1996 Catalina 28MKii, since the O'day required some extensive upgrades including an engine. She is also "S"urprise!

Since then, they have been extending their travels to places like Killarney, Door County, and this summer ventured into Lake Superior, and made it all the way to Marquette. Of course, they watched several GLCC Webinars on Superior, and brought along Harbor Reports of every stop on the trip.

Tom and Janet look forward to meeting many more boaters and gaining friendships along the way. 

# Get it all at Crowley's!

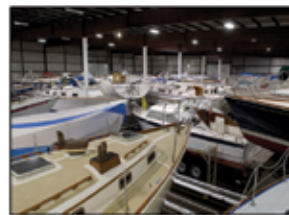
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# UPDATE



## Great Lakes Foundation

I am very excited about my new assignment as President of the Great Lakes Foundation. I look forward to overseeing the distribution of our grant funds to qualified organizations in pursuit of advancing our primary goals, i.e. the Protection and Preservation of our Great Lakes, their tributaries, and associated wilderness areas. At the suggestion from the Board of Directors from our Cruising Club, we have created a Grants Committee, whose mission will be to provide greater detailed direction to the dispersing of our Foundation's available grant funds. The committee consists of the following; Chair, Port Captain Sharon Simion, Rear Commodore Tony Simion, Director Ardy Barclay, Director Mark Lifter, Rear Commodore Eric Sunstrum, Judge Advocate Greg Korstad, Commodore Dan Cline and myself. If you have any questions about the Foundation or if you have any nominations to submit of suitable organizations that might qualify for a grant, please contact me, or any member of our committee. Please remember that no project is too small to acknowledge, and no amount is too great to consider!

Photo: High water damage  
on the Great Lakes courtesy  
Wikimedia Commons / B137

*Rich Barzyk*  
**Rich Barzyk, President**



## WELCOME ABOARD!

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



**Tim & Jeane Allard**  
Grand Haven, Mich.  
*JE T'AIME*

**Dennis &  
Carmen Armstrong**  
East Harbor, Ohio  
*SHANDY BOTTOM*

**Henry & Cynthia Bergmans**  
Traverse City, Mich.  
*SEA QUELL II*

**Thomas & Susan Brust**  
La Pointe & Madeline Island,  
Wis.  
*DAWN TREADER*

**Peter & Paula Garrett Ellis**  
Monroe Harbor - Chicago, Ill.  
*HELENE*

**Karl Felger**  
Cleveland, Ohio  
*BetweenBoats*

**Jeffrey & Anne Hatton**  
Menominee/Marinette, Mich.  
*PANACEA*

**Ted Hingst**  
Petoskey, Mich.  
*PONY*

**Scott & Valerie Holewinski**  
Sister Bay, Wis.

**Larry &  
Elizabeth Hunter-Blank**  
Belmont Harbor - Chicago, Ill.  
*QE II*

**Mark Lammert &  
Denise Duda-Lammert**  
Anchor Bay, Mich.  
*IT'S ABOUT TIME*

**Jeff & Shelly Laviolette**  
Manitowoc, Wis.  
*CHAKRA*

**David & Jane MacLaren**  
Bayfield, Ont.

**Brian & Katie May**  
Anchor Bay, Mich.  
*NOR'EASTER*

**Tim & Connie McCutchen**  
Trenton, Ont.  
*SLOWPOKE II*

**Paul & Brenda Moore**

**Michael & Carlie Morosky**  
Sandusky, Ohio  
*TORTUGA*

**Greg Norman &  
Missy Callahan**  
Duluth & Superior, Wis.  
*FINALLY*

**William & Brenda Parrish**  
Anacortes, Wash.  
*OCEAN PILOT*

**Timothy & Linda Ploog**  
Duluth & Superior, Minn.  
*EMPRISE*

**David Porter & Lani Wang**  
Lake Erie Metropark, Mich  
*SYRENA*

**Debbie Reznick &  
Vincent Shine**  
Montrose Harbor - Chicago, Ill.  
*SIRENA*

**John & Brianna Roycraft**  
Sturgeon Bay, Wis.  
*GOLDEN GIRL*

**Megan Throm &  
Paul Yowchuang**  
Detroit, Mich.  
*LINDA'S WATCH*



Missy Callahan & Greg  
Norman; *FINALLY*, Elizabeth  
Hunter-Blank & Larry Hunter-  
Blank; *QE II*





## 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 listing details or to place an ad, please visit [www.glccclub.com/forums/ads](http://www.glccclub.com/forums/ads).



**PORT CAPTAINS NEEDED!** Looking for a way to contribute to your GLCC? Consider becoming a port captain. The harbor reports for each port in the Great Lakes are the mainstay of the Club, and Port Captains maintain the report for their port. Want to learn more? Contact Pam Jackson, Port Captain Coordinator at [pam@dougandpam.com](mailto:pam@dougandpam.com)



**Fairytale** is for sale asking \$125,000 CAD Caliber 38, 1990. For more info call 613-836-3613 or cell 613-795-8255



**Bayliner 4788 Motor Yacht Morning Light** 54-foot featuring many amenities for comfort, safety, durability and fun. One-owner, fresh water. Must see online listing for details. Call 248-375-2513 or email [doolittlep@comcast.net](mailto:doolittlep@comcast.net)



**1985 Sabre 32 for Sale** Cleveland, Ohio. Lightly used, classic layout, upgraded with many extras, auto helm, Sirius. \$34,900 USD. Call Rob Morley, Riverfront Yacht Sales. Phone 216-276-1420 [rob@riverfrontyacht.com](mailto:rob@riverfrontyacht.com)



**1983 Cape Dory 31 Cutter Stella Maris** Bayfield, Wis., Many upgrades. Contact Ray O'Bryan: [ray@obryannadco.com](mailto:ray@obryannadco.com) (ref: Cape Dory in subject) 952-920-1411 (leave msg)

*Submit and view all member-to-member ads online at: [www.glccclub.com/forums/ads](http://www.glccclub.com/forums/ads). Please remember to remove your ad from the website when your item is sold.*



**Caliber 40LRC** for sale, one owner, fresh water boat, fully loaded for extended cruising, located Lake Superior. \$195,500 Contact Stan Cory [sco-ry68419@aol.com](mailto:sco-ry68419@aol.com) Cell 612-816-3887



**2004 Monaco Motor Home** 38-foot, 3 slides, Cummins diesel, low mileage, washer/dryer, satellite dome, warranty transferable, tow braking system, tow and hitch available, many extras, stored indoors, professionally maintained, mint condition, original owner. \$75,000 USD [jldever@aol.com](mailto:jldever@aol.com) 260-471-1677



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

**ICW & Florida Chartbooks & Waterway Guides (Includes Florida Keys)** \$150 for all. I also have 2015 Navionics Platinum + Micro SD electronic charts #645 North Carolina, #642 South Carolina & Northern Florida, and #362 Central & Southern Florida. All for \$250 (These charts can be updated on any computer from Navionics.) Call Jeff 719-641-8231

**Bahamas Charts & Cruising Guides** Will take \$200 for all. Also have Navionics Platinum + Micro SD electronic chart #699 (2015) for SE Florida and all of the Bahamas. Will take \$100 (These charts can be updated on any computer from Navionics) Call Jeff 719-641-8231



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# THE BLUE WATER AREA

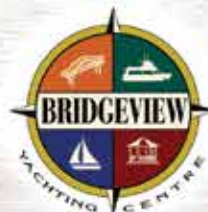
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