

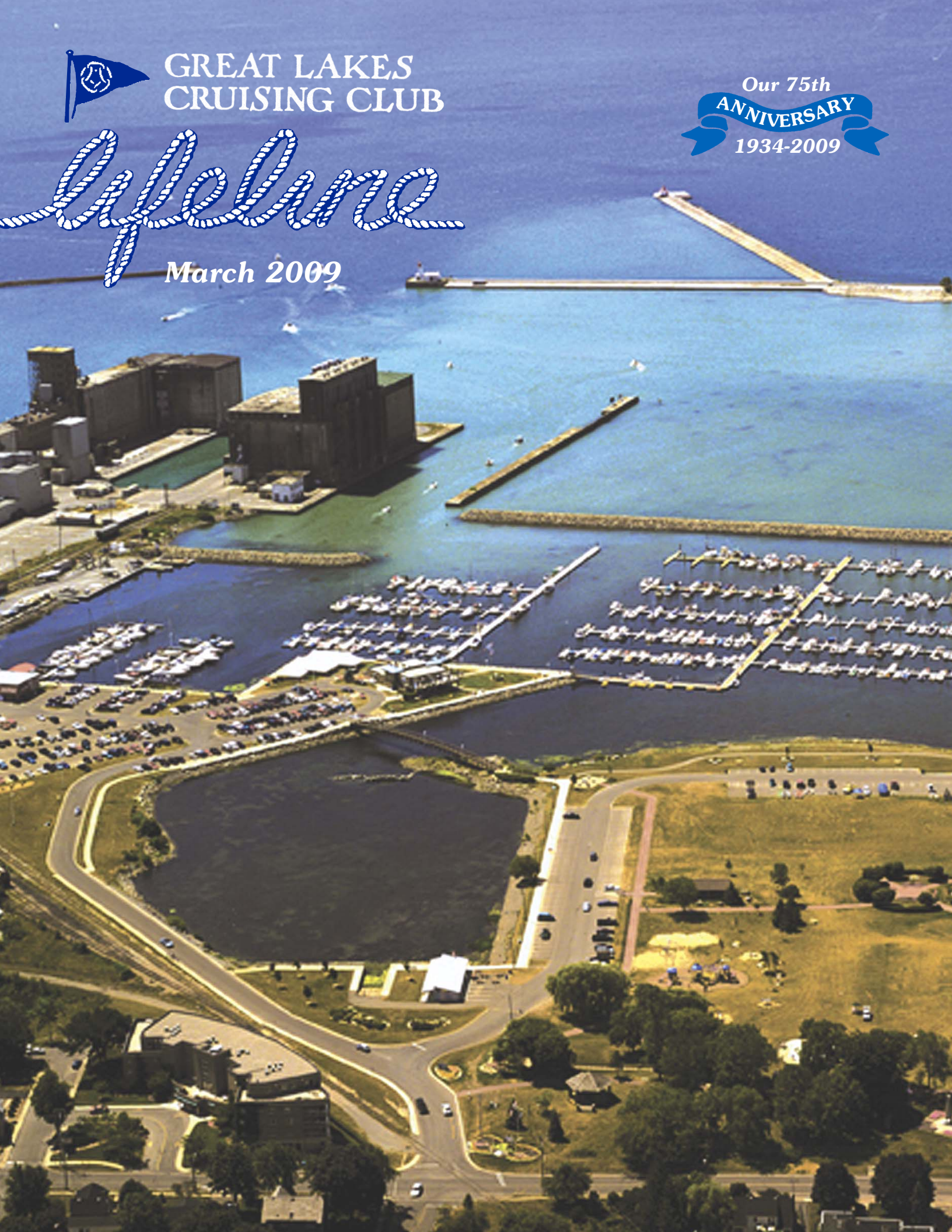


GREAT LAKES
CRUISING CLUB

Our 75th
ANNIVERSARY
1934-2009

Lifeline

March 2009





Volume 75 Number 3

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IMPORTANT NOTICE

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

Editorial Closing Dates

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

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As I write this article, snow is falling in the greater Cleveland area and the temperature is just above zero. This has been quite a winter and I'm sure we are all looking forward to those long days of summer. In a few days, Paula and I will visit Bullfrog to commence our spring maintenance program. Fortunately, "she" (the boat that is) is in heated storage where the temperature will feel like a warm spring day.

I am pleased to officially note that at our December Board meeting in Port Huron, Roland Aubé was confirmed as our new Canadian Judge Advocate. Members may recall that this new position on the Board was approved at the Annual Meeting in Chicago but no appointment was made at that time. Roland and his wife Leslie are from Elliot Lake, Ontario, and for many years have kept their boat Caprice at the marina in Spanish. Well known to many GLCC cruisers, Roland chaired the 2003 Rendezvous in Spanish and the 2006 Rendezvous in Sarnia. Last year his collaboration with Gib and Debby Turner in Little Current assured another successful event. As a practising lawyer in Ontario, Roland will serve as an advisor to the GLCC Board on legal matters as they pertain to our Canadian operations.

In Port Huron the Board was able to conduct its business in the new GLCC offices. The well-equipped meeting rooms, on-site parking, and the proximity to the office and all the files made for a very functional Board meeting. The heavy snow falling seemed to be the only negative.

The dues renewal process is

going well. Our retention rate seems to have stabilized. I am very aware of the economic crunch across North America and want to thank each of you for renewing your membership. Your support of the Club during these difficult economic times is much appreciated.

The Toronto Boat Show was a huge recruitment success. Vice Commodore J.E. Fordyce, Director Mel Wallbank, and the many GLCC volunteers set the standard for signing up new members - nearly thirty. Thank you for your fine efforts.

Although northern Ohio is very economically depressed, several new members were added to our fleet registry. A special thank you to Port Captain Hart and Sherri Harding, Rear Commodore Dave and Bobbe Miller, and the numerous volunteers who also made the Cleveland Boat Show a successful event.

Paula and I were in Florida through the 15th of January. Two days later we were on our way to the Lake Superior Regional Meeting in St. Paul, Minnesota. This is always a highlight of the winter calendar for GLCC members. Director Niels Jensen, Rear Commodore Duane Flynn, and other members put together a very nice weekend at the historic Fort Snelling Officers Club.

The program was an outstanding presentation entitled "The Voyage of the Viking Ship Hjemkomst from Duluth to Oslo." Paul Hesse was the navigator for the crew, who in the summer of 1982, sailed the famous replica Viking ship Hjemkomst from Duluth, MN, to Oslo, Norway. It was a trip of 6,100 miles and many adventures. A storm 500 miles east of New York created a 14-foot crack in the hull that almost caused the

ON OUR COVER
Sugarloaf Harbour Marina in the City of Port Colborne, Ontario.
Photo by Theis Bognar

ship and crew to return to America. For detailed information about the ship's crew, construction, and voyage, please see www.hjemkomst-center.com/ship/main/.htm. It is a very interesting read for both sailors and land lubbers alike.

We are in the process of making the final arrangements for the 2009 Rendezvous. The Rendezvous will be held at Sugarloaf Marina, Port Colborne, Ontario, from 11–15 July, 2009.

Port Colborne is at the Lake Erie end of the Welland Canal. The marina has great facilities and the surrounding area has lots of attractions as well. This is the heart of the award-winning Ontario wine country and only minutes from Niagara Falls. We are looking forward to an excellent Rendezvous and an opportunity to celebrate GLCC's 75th Anniversary. Michèle Fordyce is chairing this year's event and would be happy to hear from any of you if you would like to help out at the event. We look forward to seeing many of you at this Rendezvous. More details can be found elsewhere in *Lifeline* and a special insert will provide you with registration details. We are hopeful that some 80 boats, cars and rv's will gather for this event. I know Michèle has some new ideas that she wants to incorporate into Rendezvous '09.

On Friday evening, 1 May, 2009, Rear Commodore Ted Smith will host the 35th Regional Meeting at the Grosse Pointe Yacht Club. The featured speaker will be Ronald G. Smith, US Chief, Customs and Border Protection. He will discuss "Reporting Requirements for Private Boat Operators in the Great Lakes Region." Recently there have been a number of changes relating to crossing back and forth from Canada and the United States by boat. Last summer a number of members experienced the procedural changes and were surprised with the amount of information now available to the Border staff in both countries.

Following Grosse Pointe, the annual 2009 Southwestern Ontario Regional Meeting will be held on Saturday, 2 May, 2009, at the Holiday Inn, Sarnia, Ontario.

The speaker will be Wayne Jurs, Captain of the *Earth Voyager*, the fastest sailing vessel on the Great Lakes. This vessel's home port is



Canadian Judge Advocate Roland Aubé with Algoma and Manitoulin M.P.P. Michael Brown.



Sugarloaf Marina in Port Colborne will be the scene of the 2009 Rendezvous.

Port Huron, Michigan, home of the GLCC's new headquarters. This past summer, *Earth Voyager* traveled extensively throughout the Great Lakes on a tour entitled, "Healthy Lakes, Healthy Lives." This vessel traveled over 3,800 miles bringing the message of the importance of Healthy Lakes to ensure the healthy lives of the people, animals, and marine life within this region.

Recently, I completed the negotiations and executed the Agreement for our 2009 Annual Meeting to be held 23–25 October, 2009 in Windsor, Ontario. Director Gary and Sharon Henrich and Port

Captain Brad and Pat Somers are planning a terrific weekend. Please mark this event on your calendar and plan to join in on the fun. It has been several years since we were in Windsor for this meeting and I am hopeful that the activities planned in and around our annual meeting will interest a growing number of club members to participate.

Paula and I look forward to seeing many of you this year. Please stop by the *Bullfrog* and say hello.

Jim Richlak "Bullfrog" Commodore



Great Lakes News and Views

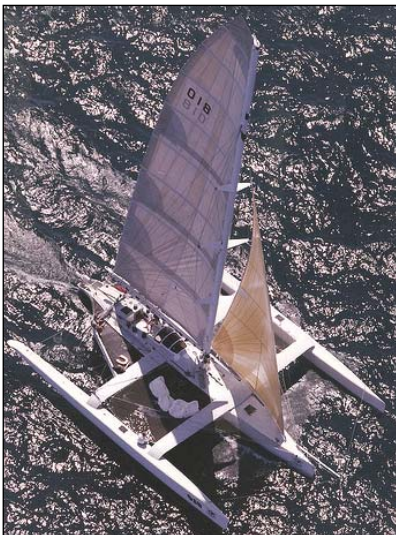
Great Lakes Water Levels

An excellent web site for the current status of water levels for each of the Great Lakes is available as an automatic email.

The latest Monthly Bulletin including a 6 month forecast for the Great Lakes water levels has been recently updated at the Detroit District Hydraulics and Hydrology homepage. To see this new forecast and to subscribe to their regular updates, please visit <http://www.lre.usace.army.mil/greatlakes/hh/greatlakeswaterlevels/waterlevelforecasts/monthlybulletinofgreatlakeswaterlevels/index.cfm>

Spirit of Canada Update

On 28th December 2008, Derek Hatfield was forced to retire from the Vendee Globe 2008 after a large breaking wave rolled the IMOCA 60 *Spirit of Canada*, breaking two of the mast spreaders. Unable to



Earth Voyager underway with full sail.

complete repairs without outside assistance, Derek was forced to retire from the race and headed for Hobart in Tasmania where repairs are currently being completed.

His description of the race ending event is quite dramatic and follows here.

"After a week battling storm after storm, I thought that we would get a break today with lighter winds. Last

night it was blowing 40-47 knots all night long with gusts to 55 knots on occasion. In the gusts, the autopilot was struggling to keep the boat tracking and would round up into the wind. This morning the seas were huge, maybe 25 feet and confused but nothing we couldn't handle normally. I was exhausted and laying in my bunk and crash, the boat went over and I ended up on the ceiling with all kinds of articles whizzing past me. The boat came upright immediately and the carnage inside was immediate.

I rushed on deck and my heart sank to see two of the spreaders dangling limp on the shrouds. The shock hits you quickly that this is not fixable and the end of the race is

Southwestern Ontario Regional Meeting

Saturday, May 2, 2009

Holiday Inn, Sarnia, Ontario (519) 336-4130
GUESTS ARE WELCOME!

- 1000 hrs. - A Director's Meeting will be held in the Centre & East Halls.
- 1330 hrs. - A Port Captain's Meeting will be held in the Centre & East Halls.
- 1600 hrs. - Registration begins in the West Hall of the Holiday Inn.
- 1800 hrs. - A cocktail reception with cash bar in the West Hall.
- 1930 hrs. A sumptuous buffet dinner will be served for your enjoyment.

*Please note a change in speaker since last issue of Lifeline.

Following dinner:

Captain Wayne Jurs of the *Earth Voyager*, the fastest sailing vessel in the Great Lakes, will present 'Earth Voyager Tour of 2008, Healthy Lakes, Healthy Lives.'

Following the presentation, everyone is invited to attend the GLCC Hospitality Room located in the Campaign Room.

While in Sarnia, visitors will find a multitude of things to do including a visit to the Casino just a short walk from the Holiday Inn. The Sarnia Lambton Art Gallery is located in Bayview Mall downtown, and there is shopping at many interesting boutiques and shops located on both Christina and Front Streets.

A walk along the city's waterfront is lovely at this time of year.

Reservations should be made no later than April 1 for the special room rate.

Please see the enclosed Registration form for complete details.

here already. I started to cry and it was uncontrollable. I called Patianne and told her, she was gutted and shocked. It's now been a long day of stabilizing the rig and cleaning up the interior so I can live a little easier and I am still in shock. I feel so bad for Patianne and all the people that have supported us for five long years both financially and emotionally."

Individuals interested in helping to get the *Spirit of Canada* back from Hobart can contact Derek Hatfield at: derek@spiritofcanada.net ➡

Improvements Underway at Grand Marais, Minnesota

Report by Port Captain Donn Larson

When the glaciers designed Lake Superior, nature neglected the Minnesota shoreline while favoring Ontario, Wisconsin and Michigan. In the 150 miles between Duluth-Superior and the Canadian border there are few natural harbors, three industrial ports and four marinas ranging from excellent to marginal in capacity and service. This is daunting to some cruisers, who have tended to avoid this beautiful stretch of water.

Check Harbor Report S-182.6, and discover the appeal of Grand Marais, Minnesota: "There is a great deal of activity in this little city and one will not be disappointed when visiting it." Sounds like Bar Harbor! True, but the report continues, "The marina has electricity, water, pump-out, toilets and showers for those fortunate enough to get a slip."

Harbor and marina development at this strategically-located, advantaged, inviting, historic maritime community has been retarded as long as most of us can remember. Rather than trying to explain why, we're pleased to report fresh new interest in accommodating both local and cruising boaters.

A progressive citizens' majority recently elected a reform mayor and council. The park board has some new faces and refreshing enthusiasm. The Minnesota Department of Natural Resources

and U.S. Army Corps of Engineers are in a cooperative mood, and work has already started on some short-term improvements.

The Corps dredged 7,500 cubic yards in 2008 deepening most of the marina to 10 feet. Dock space is being re-configured for 2009, adding transient slips. Seven 1,000-pound mooring anchors are in place, with two buoys reserved for visiting boats. Marina manager Dave Tersteeg has pledged his crew will closely monitor the VHF radio, receive hospitality training and welcome transient boaters with a can-do spirit.

The Grand Marais park board invited representatives of the GLCC to express our views at a planning meeting last November 18. Donn and Donna Larson attended, told of their personal experiences as marina customers, and read a critical yet constructive statement by GLCC Rear Commodore Duane Flynn. In thanking the Club, park



Dredging underway in Grand Marais Harbor, Minnesota.

board vice-chair Todd Miller said our evidence was "informative, powerful, respectful and to the point."

A few more seasons may come and go before Grand Marais' marina finds its true potential, but the good news is that design and planning are underway with a promising vision and a cohesive welcoming crew to see it through. ➡

Leamington 18th Annual Lake Erie Rally

June 19 to 21 2009

This year's GLCC Lake Erie Rally theme is
"Lord Nelson's Court!"

Saturday night features
Class Entertainment
Mike Bailey DJ/Emcee

We have 50 docks reserved; they will go quickly.
Don't be left out. Reserve your spot

Questions
PC Jim Ehrman 330-697-8878 or
Jimsmarine@neo.rr.com

See Registration Form included with *Lifeline* or
on the GLCC website.

Port Captain's Log Book



We are pleased to announce two new GLCC Port Captains in this issue of *Lifeline*:

Port Captain Roy Cairns Port Dalhousie, ON, O-11



Roy Cairns has been appointed GLCC Port Captain for Port Dalhousie Harbour in Lake Ontario. Here's a biographical note on our new Port Captain:

When you enter Lake Ontario after transiting the Welland Ship Canal northward if you turn to starboard and proceed eastward about 10 miles you will arrive at Niagara-On-The-Lake (NOL) at the mouth of the Niagara River. If you turn to port and proceed westward 5 miles you will arrive at Port Dalhousie Harbour (PDH).

I have been the Port Captain for NOL for 15 years and have now accepted the additional appointment of Port Captain for PDH, these 2 ports being so close to each other.

I built my first boat at age 13 and except for my RCAF years during WW2, I have always owned a boat cruising all of the Great Lakes and Florida and the eastern US seaboard.

The Niagara area of Ontario, Canada has a great history. Niagara-On-The-Lake was the first capital of Canada and was almost totally destroyed during the US/Canada war of 1812-1814. The old town was

Port Captain Ted O'Leary Port McNicoll, ON, GB-23



I have been around boats since I was old enough to hold a paddle. I spent my younger years playing in small boats and canoes and started to sail when I was 11 years old in a small wooden sail boat. Later on in my mid-teens I bought a new Petrel.

mostly rebuilt in the early 1800 style and is a great place to spend a day or two but because of its popularity you must make a reservation at Niagara-On-The-Lake Sailing Club (NOLSC) well ahead. Lots of history, great restaurants, and the Shaw Theatre await.

Port Dalhousie does not require reservations. It again has history being the Lake Ontario entrance to three, prior, Welland Ship Canals over the past 150 years. With good dockage, restaurants and entertainment it also is a great spot to spend a day or two. So if you plan a trip to Lake Ontario I would be most happy to meet and help you anyway I can. My phone numbers are Office 905-688-4967 Ext 22, Cell

905-351-6903 and home 905-6464-4146. My email is roycairns@cogeco.net

It was better than the old wooden one as it didn't leak or have to be sanded and painted in the spring. It was made of aluminum. This was all done on a small lake in Baysville, which is located in Muskoka, Ontario, where we cottaged.

After going to high school I had a job at Loblaws Grocery store in Toronto. In 1975 I moved back to Baysville and worked for Dominion stores in Bracebridge, Ontario. The store changed ownership a few times and I was transferred to a different location, but remained in the Muskoka/Parry Sound area. In 2007 I decided to move to the Midland, Ontario area to be closer to my family and my boat. During the 44 years I lived and worked in the Muskoka area, I was fortunate enough to meet many people due to large tourist/cottage population. One of the reasons I joined the GLCC is to continue meeting nice, interesting people that share my interest of boats and the places they take us.

In 1986 I bought a C&C 27 and started sailing out of Penetang on Georgian Bay. In 1989 to accommodate my kids and all their friends I moved up to a 35 C&C called *Trollop* and joined the Midland Bay Sailing club in 1991. I joined the GLCC in 2006 and have enjoyed going to wilderness rallies and Rendezvous. Between my wife Marie and me, we have 8 children and 16 grandchildren. 🇨🇦

905-351-6903 and home 905-6464-4146. My email is roycairns@cogeco.net

My wife Lois and I are long time members of Niagara-On-The-Lake Sailing Club (NOLSC) and Dalhousie Yacht Club (DYC). Our current boat is a 70' Neptunus named *Lady Barbara* (Lois' first name). We keep it in Port Dalhousie in the summer and Sarasota, Florida, in the winter. We are also members of the Sarasota Yacht Club (SYC). So north or south if you see us, please look us up and say hello.

PS: Boating is my first joy and golf is my second. If you are a golfing boater and want to know about our many, nearby golf courses I can help. 🇨🇦

2009 Harbor Report Updates

by the GLCC Log Book Committee

For members who want to maintain a complete set of printed harbor reports, the Log-Book Committee recommends that you get the following reports for 2009. These are major revisions of earlier (mostly year 2004) reports.

With the new GLCC web page, members can print these reports directly from the web page. Open each harbor report, choose “printer-friendly version” at the top of the page, and then print the report. Note that it is best to print each report separately so they can be fitted in proper order in your existing binder. Printing the reports yourself is the preferred method for the new on-line reports.

Members can also order printed reports from the club—go to the web page’s “On-Line Shopping” section (right hand side of the main web page).

Prices for harbor reports are \$0.70 per black-and-white harbor report (with a discount for “groups” of reports), and \$1.90 per full-color harbor report (again, with a discount for groups).

S-1	Sault Ste. Marie, ON
S-4	Batchawana Bay
S-15	Warp Bay
S-15.5	Pantagrue Bay
S-16	Indian Harbour
S-25	Quebec Harbour
S-90.5	CPR Slip (Squaw Harbour)
S-182.6	Grand Marais, MN
S-191.1	Sand Island, WI
S-191.15	Raspberry Island, WI
S-191.3	Rocky Island, WI
S-191.5	Stockton Island, WI
S-196	Saxon Harbor, WI
S-198	Ontonagon
S-215	Big Bay
S-220	Grand Marais, MI
S-220.4	Little Lake
S-220.6	Whitefish Point
S-230	Sault Ste. Marie, MI
M-4	Harbor Springs
M-6	Charlevoix
M-6.5	East Jordan
M-72.5	Sturgeon Bay and Canal

M-73	Sawyer Harbor
M-74	Egg Harbor
M-75	Fish Creek
M-76	Horseshoe Island
M-77	Shanty Bay
M-78	Ephraim
M-79	Little Sister Bay
M-80	Sister Bay
M-81	Chambers Island
M-82	Ellison Bay
M-83	Hedgehog Harbor, Gills Rock
M-86	Detroit Harbor
M-86.5	Njörd Heim
M-87	West Harbor
M-87.5	Washington Harbor
M-88	Jackson Harbor
M-88.5	Rock Island State Park
M-104	Marinette, WI / Menominee, MI
M-105	Peshtigo River
M-106	Oconto
M-107	Pensaukee
M-111	Little Sturgeon Bay
M-112	High-Cliff Park

NC-9	Tolsmaville
NC-10	Meldrum Bay
NC-12	Bayfield Sound
NC-14	Gore Bay
NC-15	Kagawong
NC-24	South Benjamin Island
NC-28.5	Sturgeon Cove
NC-31	Barren Island area
NC-34	Oak Bay
NC-40	Spanish
NC-47	Moiles Harbour
NC-48	Midway Bay
NC-49	John Harbour
NC-51	Beardrop Harbour
NC-52	Taschereau Bay
NC-59	Blind River
NC-61	East and West Grant Islands
NC-63	Thessalon
NC-76	Strawberry Island
NC-77	Browning Cove
NC-78	Manitowaning
NC-81.5	Gord Blake Island

GB-49.1	Beaverstone Bay
H-52	Whitney Bay
H-67	Thunder Bay Island Group
E-25	Port Colborne
E-25.5	Welland Canal
O-10	Port Weller
O-11	Port Dalhousie
E-13	Erie Canal

Members will probably want to experiment with their printing—for example, printing on both sides of the paper; using heavier or glossier paper; 3-hole punching the pages, etc. Printer models vary greatly and have a wide range of settings—involving such things as printing headers and footers, fitting to a page, etc. The resulting product will vary depending on the printer you have—a good weekend project before the snow is all gone.

Members who don’t want to work through the web page may write or call the GLCC office in Port Huron (Note: There will be an additional handling charge for harbor reports ordered through the office).

A reminder—under the new web-page system of harbor reports, there is no need for you to print any harbor reports that you are not likely to use during the coming season. For example, if you are cruising to the GLCC Rendezvous in Lake Erie and then on to Lake Ontario, there’s no need for you to print or order the Lake Superior reports right now. Those Lake Superior reports will always be available on the web page for printing when you do want them.

For sharing thoughts, questions, suggestions on the harbor reports, go to the “Discussion Board” on the GLCC web page. Look for “Web-Page Suggestions.” You can post a new topic or reply to others. ▶



A seasoned feline sailor checks out the Harbor Reports online.

Cruising Lake Ontario and the 1000 Islands

by Margaret Whitfield and Gordon Crowe, *Quadrille*

In the summer of 1863, Commodore Hodder of the Royal Canadian Yacht Club cruised Lake Ontario aboard the 17 ton wooden, cutter-rigged yacht *Breeze*. His log describes how things were done back then: "The owner of a yacht and his friends sail her themselves; a sufficient number arrange to take their summer holiday together, and then start on a cruise of some weeks. During the remainder of the season they content themselves with afternoon sails, or at most a run of a day or two from one port to another." Although their boats had no engines and their crews had no women, things were not so different from today. They had light winds, strong winds, parties ashore, morning swims and those pesky flies that we still encounter some days in the middle of the lake.

In 2009 for the GLCC post Rendezvous cruise of Lake Ontario here are some destinations to consider.

Toronto has the newly renovated Art Gallery of Ontario and Royal Ontario Museum, many fine restaurants, theatres, and sports events and is a great place to visit. Of the various yacht clubs and marinas, The Royal Canadian Yacht Club with its beautiful island facility and regular launch service to the city is the premier place to tie up. However, there are other choices on the island and city-side depending on your preferences.

(Efforts are currently underway with RCYC in Toronto regarding mooring. GLCC members who do not belong to a yacht club with reciprocal privileges, may be granted anchoring privileges at the Royal Canadian Yacht Club for their post Rendezvous cruise on Lake Ontario. Details will be posted on the GLCC web site should they be confirmed.)

About 55 nm to the east, Cobourg offers a safe harbour and an interesting small town. From there it is 24 nm to Presqu'île Bay and the entrance to the Bay of Quinte. You can anchor just inside the entrance and then sail outside Prince Edward County to Waupoos Island, Kerr Bay on Amherst Island or to one of the marinas in Kingston. Alternatively, you can tie to the wall of the Murray Canal overnight or go on through into the Bay of Quinte (scenic and protected but algae filled waters) stopping in Belleville, Picton or any number of anchorages. From Trenton, on the Bay of Quinte, you can access the Trent Severn waterway.

At Kingston (also the gateway to the Rideau waterway) you are poised to continue east into the Thousand Islands. Gananoque on the Canadian side offers a good marina and easy access to grocery stores, fuel and pump out. You can moor at the beautiful Canadian Park Islands and enjoy the herons, osprey, and goldfinches, maybe see

one of the pairs of eagles, and rest and enjoy the Garden of the Great Spirit. Over on the US side, the wonderfully vibrant Antique Boat Museum in Clayton NY (www.abm.org) is a must see. A tour down river passes elaborate homes built by wealthy American tycoons in the 1800s including Boldt Castle on Heart Island (www.boldtcastle.com) which you can visit.

On the return trip, Sackets Harbor is a lovely and popular spot. As you explore the restored nineteenth century military base remember that a large American fleet sailed from Sackets in April to attack Toronto during the War of 1812.

Continuing along the south shore you can visit Oswego, Sodus Bay and Rochester. Youngstown Yacht Club on the US side of the Niagara River is a welcoming place. Across the river on the Canadian side, while dockage for larger boats is very limited, the Niagara-on-the-Lake sailing club is a great place to visit. You can stimulate your mind and soul at the terrific Shaw Festival Theatre and quench your hunger and thirst at the many restaurants and wineries. From here it's a short hop to the entrance to the Welland Canal.

In addition to the GLCC Harbor reports, the 'Ports Guide to Lake Ontario and the Thousand Islands' is a great resource. The down bound trip through the Welland Canal is much less challenging than the up bound trip. Those with lots of time might consider leaving Lake Ontario at Oswego and making the return trip via the Erie Canal, although there are height restrictions which might be a deterrent.

We looking forward to seeing you on Lake Ontario and in the Thousand Islands this summer. 🗺️



The panorama shows about 25 boats anchored near Mulcaster (a Parks Canada property) in the 1000 Islands area.

Going Mobile with Harbour Reports

by the GLCC Log-Book Committee

GLCC members carry and use the harbor reports in various ways. Most commonly, members like to carry printed reports of places they know they're cruising to, but then have other near-by reports in a compact form—on a cd-rom or a computer hard disk—so that if their plans change they will have those reports available.

How do you get those harbor reports off the web page and into a "mobile" form?

To take a single harbor report mobile:

Open the harbor report on the web page

At the top of the report, choose "Printer-Friendly Version"

In your web browser's main menu, choose File->Save or File->Save As.

Give the file an appropriate name (usually the GLCC number and name, like "NC-7 Pilot Cove"). The GLCC numbers are preferable, since you will let your computer "organize" the files, and it will do it "alphabetically."

Choose (or create) a folder on your computer and save the file.

As an alternative, you can create a PDF of the "Printer-Friendly Version" of the harbor report, rather than doing a File->Save. You save the PDF in a folder on your computer. (Instructions for making a PDF are at the end of this report.)

If you take this computer along on your boat, you can open the file at any time on screen as well as print it.

Or you can use your computer to "burn" these files onto a cd-rom or onto a USB flash drive to carry along—a 4GB flash drive will hold all of the GLCC harbor reports.

Multiple Harbor Reports:

Rather than doing one harbor report at a time, you can work with an entire "area" or "group" of harbor reports, for example, Lake Superior from the Soo to Wawa, or The North Channel West End. (Unfortunately, at this time, you cannot create your own groups or groupings except by saving the reports individually.)

To take multiple harbor reports mobile:

Open the "area" page (for example, "The North Channel West End"—note that there are 23 harbor reports in this area).

At the top of the area page, choose "Printer-Friendly Version."

Use the File->Save or File->Save As command in your browser, and all of the harbor reports in that area will be saved in a file. Choose an appropriate name for the file and a folder on your computer.

As with an individual harbor report, you can open this area file later on your computer, create a PDF from it, burn it to a CD-Rom or USB flash drive. Note that you will have to use your browser's "Find" command or scroll through many many pages to locate specific harbor reports.

Note: you can do the same with an entire GLCC section (for example, Lake Superior, or North Channel, or Georgian Bay, or Lake Erie, etc.) by clicking on the "Printer-Friendly Version" at the section's first page. However, you should use this "section" option cautiously, since each section contains many many harbor reports, all of which will be saved in one enormous computer file. Unless you're carrying the latest, biggest state-of-the-art computer on board, these huge files will slow your computer to a crawl and it will be difficult to find a specific harbor report by scrolling. We highly recommend that you save in "groups" rather than in entire lakes.

PDFs:

You can make a PDF file of any harbor report or group of harbor reports. The PDF files are preferable to the "printer-friendly version" for viewing and storage when going mobile.

How do you make PDF versions of Harbor Reports:

Windows users can create their own PDF's using free applications such as CutePDF (freeware) and PDFCreator (open source). You can Google them and download the programs. Once installed, either of these programs will enable you to "print to PDF" (send the harbor

report to a PDF file instead of to a printer). Simply choose the application instead of your printer in the print dialogue window (File->Print) of your browser.

If you have a complete Adobe Acrobat program on your computer (not just the free "Acrobat Reader") you can create PDFs by choosing "Acrobat Distiller" in your print menu.

Macintosh OSX users (and most Linux users) will not need to install any software; PDF creation functionality is built into the "print" command by default. Choose the "printer-friendly version." Then click on "PDF," give a name to the file, and choose a folder for the file. An alternative is the PDF-X format which will yield a slightly better image quality for later printing, especially if you use a color laser printer. ▶

Web Site Tips

For GLCC members who are new to using the GLCC web page, here are a couple of notes that might be helpful:

1. There is a "Recent Post" button at the right-hand side of the front page. This will list all new information that has been added to the web site since your last visit. It's a good way to check on what's new when you open the web site, without looking through everything.

2. As always, new photos are wanted for the harbor reports, but in addition the web page has space for personal cruising-related photos: of your boat, your cruising scenes, etc. Go to the "Photo Gallery" at the right-hand side of the front page. Note the various sub-categories. Click on "Share your photo," and you will be able to up-load digital photos. (If you have a super-high-resolution digital camera, you may have to reduce the resolution to get the photo on the web page. Max size is 2 MB.)

Please e-mail the Log Book Committee when you up-load a photo that would be suitable for a harbor report. The committee will add it to the report. ▶

Wilderness Rally to be in McGregor Bay

The dates and the location for this year's Wilderness Rally are now set.

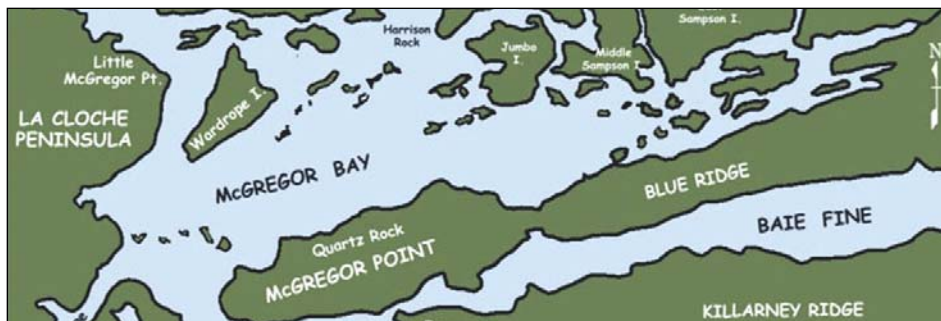
The location is the East West Channel of McGregor Bay. The dates are Friday, July 30 through Monday, August 3.

New Wilderness Rally chair, Mel Durchslag describes the early details as follows: "Probably half the boats will arrive on Friday, 30 July. An informal shore party could be held on the evening of the 30th while the official arrival date would be on the 31st. A shore cocktail, wine & cheese, whatever pot luck will be held on the 31st.

On Saturday evening we propose something that worked very well last year—a happy hour on 6-8 designated boats, depending on the number of boats registered. The evening of 8/2 will be a potluck dinner with a bonfire, songs, etc. Maybe we can convince Ted Moorhouse to bring his guitar to go along with his wonderful tenor voice. And of course our resident musician, Cheryl Timm, will hopefully be there as well.

We will then break up on the morning of 8/3. (Of course, daytime activities on 8/1 & 8/2 will be planned anon.) Leaving on Monday, August 3 rather than the day before avoids any problems with dockage in Little Current for those who want to go in that direction and spend a night at a dock.

Complete details are available on the web site and registration is expected for all boats planning on attending. A wilderness rally burgee, always a collector's item, is in the works for all those attending this year's event. For more specific information regarding the location and sailing directions from either Killarney or Little Current, check out the GLCC Harbour Report NC-84. There you will find a very descriptive narrative along with excellent photos describing the anchorage and a previous wilderness rally held in the same location. Canadian chart 2207 should also be obtained. 📍



GLCC Harbour Report NC-84 is an excellent source for navigating the site.



Looking north up the passage to the East-West Channel. Jo Schneider photo.

ANNUAL LAKE ERIE WEST HARBOR SEASON STARTER PICNIC

All West Harbor GLCC Members
should plan to attend

**Annual GLCC West Harbor Season Starter
June 6, 2009**

12 p.m. to 4:00 p.m.

Herl's Harbor on Catawba Island, Route 53

Come to the Pot Luck Picnic to meet and socialize
with your fellow West Harbor Boaters.

Please bring a salad or dessert to share (for 8 people),
your beverages and a folding chair.

Hot dogs, hamburgers, rolls and condiments will be provided.

Boating friends are welcome.

Afterwards head to the Catawba Community Center for the
Port Clinton Power Squadron Auction and buffet dinner.

Two great events in one day!

Registration Form is included with this issue of Lifeline
Details are also available at the GLCC Website

Toronto International Boat Show 2009

By Vice Commodore J.E. Fordyce

Once again, for the ninth consecutive year, the Great Lakes Cruising Club was represented at the Toronto International Boat Show which took place from January 11 to 18. This year we had a better location in the hall. This, in addition to our distinctive backdrop, consisting of a satellite view of the Great Lakes and our giant burgee, hanging (right side up!) on the wall above the booth, resulted in more traffic and more new members. We signed up 29 new members which, for the second year in a row, is a new record.

On the afternoon of opening night, Ian Shaw (*Unicorn III*), Deputy Port Captain for Meaford on Georgian Bay, and I set up the booth. As usual, the first Friday evening was a Press and Children's Charity event. On Saturday Port Captain for Port McNicoll, Ted and Marie O'Leary (*Trollop*) snow shoed in from Victoria Harbour on Georgian Bay to help man the booth and they returned again on Sunday, along with Michèle Fordyce.

During the week and the following weekend, the volunteers included Garry and Patricia McClean (*Watermark*) from their home on the Kawartha Lakes in the Trent-Severn System; Bruce McKelvey (*Golconda*) from Toronto; Alan Chesworth (*Tintagel*), Port Captain

for Thornbury on Georgian Bay; Robert Bakker (*Dream Weaver IV*), Port Captain for Victoria Harbour, who helped out twice; Ian Shaw for the second and third time; Port Captain for Wiarton, Ted and Fern Youngs (*Ted's Toy 2*); Pat O'Connor (*Niobe*), Port Captain for Southampton on Lake Huron; Deputy Port Captain for Midland ON, George and Dorothy Bartlett (*Lucretia*); Port Captain for Longuissa Bay on Georgian Bay, Gerry and Lynda Hawke (*Aerie*); Gordon Crowe and Margaret Whitfield (*Quadrille*) from Toronto; Director Mel Wallbank (*Bliss*) who drove in from Port Huron; Carl and Patty Lundgren (*Marguerite*) who came in from Rochester NY and Paul Janisse (*Consulting*) from Leamington ON.

Congratulations to all of you for a job well done and particular thanks to those who served more than one shift and to Ian Shaw who also helped set up the booth and Paul Janisse, who helped dismantle it.

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. ▶



Mel Walbank and Carl and Patty Lundgren manning the GLCC booth in Toronto.

Boat Show Recruitment

Boat Show recruitment for new members is very important to the Club:

- 1 Toronto Boat Show - 29 new members
- 2 Strictly Sail Chicago - 13 new members
- 3 Cleveland Boat Show - 6 new members
- 4 Lake Superior Regional meeting - 4 new members

A GREAT job by all that volunteered their time & participated in this effort to strengthen the GLCC numbers. We also had 3 new members sign up as a result of their review of our Website. Port Captain Frederick Steffens added a new member to our numbers as well. ▶

SOUTHERN GEORGIAN BAY RALLY

June 19-21
Friday, Saturday and
Sunday

Georgian Bay Islands
National Park
Bone Island Anchorage
Honey Harbour, ON

Join your fellow GLCC members for a fun filled weekend in a protected anchorage north of Penetang and Midland

Friday night Reception
Saturday Mystery Tour and
Picnic/Barbecue
Sunday Morning Pancake
Breakfast

For more information and registration details please contact
Rear Commodore David Allen
705-435-3834
qb3@aol.com

Cleveland Boat Show

By Port Captain, Hart Harding

For the 10th straight year, the GLCC hosted a booth at the 2009 Cleveland Boat & Waterfront Lifestyle Expo. The show ran from 16 January thru 25 January. While the participation and attendance at this year's show did not come up to our previous expectations, thanks to the hard work of our volunteers who manned the booth we signed several new members and enjoyed conversations with the many members who stopped to visit and the potential members who learned about the many reasons to join but weren't quite ready to sign on the "dotted line."

Speaking of challenges, we put weather at the top of the list. The morning that Sherry and I went with Jim & Paula Richlak's son, Dale, to the storage facility to load the boat show displays, the temperature was -4. Not wind chill, but temperature! Dale had to borrow a blow torch to thaw out the lock. When we got to Cleveland's I-X Center to set-up, it looked like the parking lot for exhibitors has been prepped with a zamboni. While the temperature did improve during the week, it never reached 32! The visitors who came to the show either had a terrible case of cabin fever or really loved boating.

Thanks to the hard work of our the following members who volunteered to work the show; Dave & Jo Adams, Don & Kerry Albanese, Rich & Pat Barzyk, Bill Chappellear, Jim Conlin, Mel & Susan Durchslag, Mark & Todd Gagyi, George Goudreau, Dick & Maureen Huberty, Dave & Bobbe Miller, Jim & Paula Richlak, Kip & Marcy Schmidt, Dick & Karen Summers, Larry & Kristina Truthan, and Wayne & Sally Walters.

A special thank you to Dave & Bobbe Miller for handling the scheduling of the booth volunteers and for their help in closing and refreshing the booth on an alternate basis with Sherry and me. A special thanks to Dave Miller for helping with the setup and tear down of the display and to Commodore Jim Richlak for volunteering to store display materials for another year. 📍



Dick and Karen Summers volunteered in Cleveland to man the booth.



Working the GLCC booth at the Chicago Boat Show (L to R), GLCC Treasurer Tim Boehlke, JoEllen Schneider, Director Len Nowak, and Chip Sawyer.

Strictly Sail Chicago

The Strictly Sail show in Chicago took place 29 January through 1 February. Surprisingly, the show's sailboats and equipment displays were as extensive as always and the crowds large. There were a few surprises, like the inflatable catamarans and the humongous ice boats, and overall an excellent mid-winter outing for sailors.

The crowds were good on Friday, very heavy on Saturday, and tapered off dramatically on Super-Bowl Sunday. We had substantial traffic at the GLCC booth, signing up 13 new members—a bit of an up-tick compared to last year.

Volunteers helping out offering

info to prospective members, and greeting current members included: Chair: Len Nowak and Jackie Sloan, Richard and Joan Miller, Jim and Nancy Martin, Gary Wilson, Bob Knight, Phil McCauley and Ron Dwelle.

A guest speaker at Strictly Sail was GLCC Director, Niels Jensen. His topic was Lake Superior's Apostle Islands. After each session, Niels was at the GLCC booth to answer questions.

Anyone interested in cruising the Apostle Islands, would also be advised to check out a feature article by Niels in the February issue of *Sailing* magazine. 📍

2009 Rendezvous Sugarloaf Marina

J.E. Fordyce, Vice Commodore

I am very pleased to advise that the 2009 Rendezvous will be held from July 11-15 at Sugarloaf Marina in the City of Port Colborne, ON.

As many of you will be aware, the arrangements we had at Port Dalhousie in Lake Ontario fell through and we have been working since that time to find a new location. Port Colborne is at the Lake Erie end of the Welland Canal. The marina has great facilities and the Harbourmaster and Assistant Harbourmaster are very enthusiastic about hosting us. The surrounding area has lots of attractions as well.

Michèle Fordyce has agreed to be the Rendezvous Committee Chair and will be assembling her committee very shortly. Michele promises a number of new events in keeping with the Anniversary theme. The marina staff have been very helpful in chasing down caterers, etc. We are looking forward to an excellent Rendezvous to celebrate GLCC's 75th anniversary.

The Port Colborne location should be very attractive to Lake Erie members as well as those in lower Lake Huron and will provide a jumping off point (not over Niagara Falls) for those who want to continue into Lake Ontario afterwards for a cruise.

The City of Port Colborne has an excellent website which includes documentation about the Sugarloaf Marina. The web address is at: <http://city.portcolborne.on.ca/visitinghere/marina/>

I would also draw your attention to the article by GLCC members Margaret Whitfield and Gordon Crowe on Cruising Lake Ontario. They offer good suggestions for those who want to go on to the eastern end of lake Ontario, and the area known as the Thousand Islands. Cruising in the 1000 islands is very similar to Georgian Bay and the North Channel. ▶

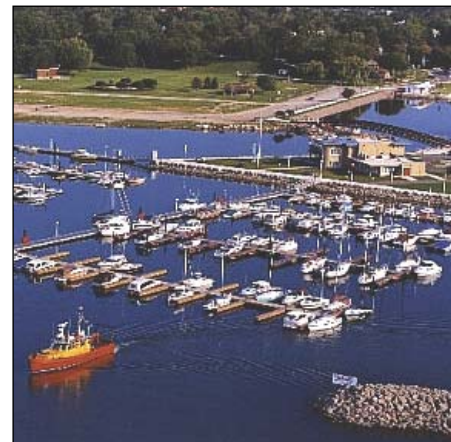
GLCC's Harbor Report E-25 Port Colborne

Port Colborne is sometimes known to boaters only as the Lake Erie entrance to the Welland Canal and the St. Lawrence Seaway. Unfortunately, boaters transiting to or from Lake Ontario often bypass this port altogether. This is possibly leftover from the previous facilities that existed there— or maybe because it's tucked out of view from the Welland entrance proper.

The City has changed the previous impression of its port facilities by constructing a \$9 million inner marina harbor, protected by a stone breakwall with a dredged depth of 12 feet LWD at the entrance and 6 feet toward the shore. With the inner harbor, Port Colborne has become a "weekend hideaway" for boaters from Buffalo and the upper Niagara, Dunkirk, Erie, and other nearby ports.

The city-run *Sugarloaf Marina* has 500 slips and can handle vessels up to 100 feet LOA. The marina office carries limited sundries, clothing, and some novelties. Transient dockage includes water and electric. Transients slips are generally assigned on the outer-most docks. So, if many boaters are traveling together, they can be berthed together. Facilities include the shared restrooms, showers, and laundry, and ice is available at the office.

Bicycles, paddle boats, sunfish, and canoes are rented by the hour while the office is open (generally 8



Sugarloaf is offering free pumpouts to registrants.

am until 8 pm during the boating season). Leashed pets are welcome. The marina also reportedly offers baby-sitting, theater and dining reservations, and dog-walking services, and will shuttle visitors to local restaurants. Docks are lighted and secure, with locked gates and a night watchman. The marina issues a "swipe card" to access the washrooms, and a code number for the electronic dock gates. To discourage open flames on the docks, electric grills are available that boaters can take back to their boats.

The "Upper Deck" restaurant (casual dress; full-service bar) is located above the washrooms and the Sugarloaf office, and is open every day during the boating season (hours vary). It has two dining rooms, a large open wooden deck overlooking the harbor and Lake Erie, and is advertised as "The Best View in Port Colborne." ▶

Niagara Area Field Trip

Your rendezvous committee has organized an all day field tour to take place on Monday July 13, 2009. We want you to discover the beauty of the region and its many landmarks. In the morning, the plan is to go to the Welland Canal Museum/Observation Centre for a guided tour.

Following this first stop, we will visit two wineries of the region. Our first tasting will be at the Reif Winery for an hour long tasting of wine and cheese. The ride to the winery in itself is a beautiful drive through hundreds of acres of grapes and many wineries. Then, we will proceed to Frog Pond for another tasting. This winery is the only organic winery in the Province of Ontario.

Finally, our journey will take us to the Niagara Falls Fallsview Casino. This will allow us to tour the Casino and see the Falls from a great vantage point. We will drive via the Niagara Parkway by the Brock Monument, the Adam Beck Generating Station, the Floral Clock, the Butterfly Conservatory and the Niagara Botanical Gardens. We will return to the Sugarloaf Marina on time to participate in the potluck dinner planned for that evening. Details on this field trip and other Rendezvous activities can be found in the enclosed insert.

2009 Lake Superior Winter Dinner by Niels R. Jensen, Director

The 23rd Annual Lake Superior Mid-Winter Dinner Meeting was held Saturday, January 17, at the Historic Fort Snelling Officers Club, St. Paul, Minnesota. Rear Commodore Duane Flynn, Director Niels Jensen, and Port Captain (Superior) Victor Kleinsteuber Jr. organized the event. The evening's Master of Ceremonies was Port Captain (Knife River) Nelson Stone.

The program began with a well-attended Port Captains' meeting at 4:30 p.m. The discussed topics included the new harbor developments at Grand Marais, MN and the possibility of adding a Canadian North Shore boating event for the summer. Port Captain (Madeline Island) Stan Cory offered to investigate Madeline Island Yacht Club as the venue for the 2009 Lake Superior Rally. The group warmly endorsed Cory's offer.

Commodore Jim Richlak informed those present about the development of updated GLCC manuals for Port Captains and uniform use. The change in location for the 2009 Rendezvous location from Port Dalhousie to Port Colborne, Ontario, was discussed in detail, and it was suggested that Rendezvous locations should be selected two years in advance to allow for an easier planning process. The perceived need for adding more Deputy Port Captains was then brought to the group. The response was very positive. The Lake Superior Region currently has several active deputies, and their value to the Club's members is well recognized.

The social hour, which included an overflowing selection of hors d'oeuvre, followed from 5:30 p.m. to 6:30 p.m. When the members and guests took their seats, Stone welcomed everyone in his usual engaging and friendly fashion. He also joked about the unique challenge of being the Master of Ceremonies in the presence of Port Captain (Bayfield) Bill Rohde, who usually serves in that capacity. Stone proved through the evening that he was well up to the task.

Rear Commodore Flynn introduced Commodore Richlak, and warmly thanked both him and Paula Richlak for attending the Lake



Master of Ceremonies, Port Captain Nelson Stone.

Superior Dinner. Richlak spoke about the many positive changes that have taken place during the past year, assured everyone the GLCC is alive and well, and promoted the upcoming Club events. The successful office move to Port Huron was cited as a major milestone for the GLCC, and credit was given to the various individuals, who had made it possible. A mention of the new joint membership definition brought spontaneous applause from the audience.

Richlak explained that the Club has turned a corner. The non-renewal rate of existing members is down, compared with the previous years. He also pointed to the success of the Boat Show Special at Toronto, where 29 new members joined the GLCC.

The very low number of people, who had elected to subscribe to the *Lifeline* for 2009, was a concern for Richlak. He asked the members to indicate with a show of hands, how many at the dinner were still interested in receiving the publication. The majority wanted it.

Citing the success of the GLCC Web site, Richlak then introduced Director Jensen, who gave a status report of this ongoing technology project. All of the Harbor Reports are now available on line, the front page is brimming with useful information, and the e-commerce section is actively moving forward. Jensen urged those present, who might not yet have registered on the site, to please create their accounts to take



Dinner host, Rear Commodore Duane Flynn.



Commodore Richlak updated everyone on the Club's activities.

full advantage of the site's benefits.

It was then time for dinner to be served, and Stone gave the following invocation by Robert Burns:

*"Some hae meat, an' canna eat
an' some wad eat that want it but
we hae meat and we can eat sae
let the Lord be thank it"*

An exceptionally fine dinner followed. In an effort to keep the program moving along, the customary table-by-table introductions of the members and guests happened during the serving of the desserts. Flynn then reported on the Port Captains' meeting, and talked about the plans for the summer. The intent to have the Lake Superior Rally within the Apostle Islands — and Madeline Island in particular — had strong support among the members, who were present. Switching gears, Flynn asked Jensen and Stone to help with the

door prizes, which was done with lighthearted humor, taking some of the chill out of the cold winter.

Then, it was time for the Golden Wrench Award. This coveted award is sometimes given to commemorate major boating mishaps, and sometimes for major contributions to Lake Superior boating. Flynn, who received the 2007 award, chose to honor Port Captain Bill Rohde and his wife, Judy, for their exceptional service to the GLCC (Please see accompanying article for details).

"This award comes with strings attached," Flynn said with a smile. "The people who get it have to come back (to the dinner) next year to present." The Rohdes are currently involved with a multi-year cruise. They have so far sailed their 42-foot sailboat, *Jubilee*, from Lake Superior through the St. Lawrence Seaway and the Canadian Maritimes, and then down the East Coast to Southern Georgia.

Jensen introduced the evening's main speaker, Paul Hesse, who in 1982 was the navigator on the replica Viking ship *Hjemkomst* on its epic journey from Duluth, Minnesota, to Oslo, Norway. Hesse continues to be involved with boating, and currently sails his 34-foot C&C, named *Impromptu*, out of Bayfield in the Apostle Islands.

For the next hour, Hesse entertained and educated the audience with accounts of his ocean-crossing adventures in the 69-foot open boat. Logistics, food preparations, and sleeping arrangements were explained, as was boat-handling and at-sea repairs during the five-week leg from New York to Oslo. One of the most harrowing moments of the journey happened when a boarding wave filled the wooden ship with water, which created a 14-foot crack in one of the planks. The quick thinking and skill of the crew saved the journey.

A spirited question-and-answer period followed Hesse's presentation. Stone then reflected on the yearning for summer and the vast sweet water sea of Lake Superior. He thanked everyone for coming, but as is customary many members and guests stayed until midnight. There was a renewal of friendships, and much talk about wooden boats, Great Lakes boating, long-distance cruising, and other related subjects. ➡



Navigator Paul Hesse was the evening's guest speaker.



Diners listen to the story of the replica Viking ship Hjemkomst.



Beth and Alan Olson, Jim and Cathie Hatch, Bill and Judy Rohde.

Lake Superior's 2009 Golden Wrench Award

by Rear Commodore Duane Flynn

The Golden Wrench Award has taken many twists and bends over its existence. It has recognized fame as well as infamy, and we have enjoyed sharing it all. Most recipients have accepted the award in the context it was meant: as friendly banter or heart felt thanks, and always as a positive sentiment.

This year it is no different. I must admit that you are all getting much better at hiding though. Still the cream always rises to the top. A number of you had intimate meetings with the God of Bronze! One could say that is inevitable in our waters. Rocks and Props just aren't a good mix! Relax. I'm not picking on any of you, at least not knowingly! You're time may come in the future once again.

The other issue is finding a recipient, who is here to receive this magnificent and coveted prize. With so many of our members out traveling the oceans of the world, this too is an issue. However, I think I have found a worthy recipient this year.

This year's winner has been active, and actually may be a past recipient, but still deserves our recognition. He has been a stalwart supporter and promoter of the GLCC as well as the Lake Superior group. He has contributed to the

success of our regional rallies, our Rendezvous, as well as our Port Pilot system. He has been instrumental in the Clubs modernization and web based move, and the policies related to that. One example is the new joint membership policy in which he was a major supporter. He has been recognized as an outstanding Port Captain, and this year received the Founders' Award for submitting his logs on his voyage down the Great Lakes and beyond. He continues to work tirelessly in support of the GLCC IT Committee, developing and implementing our new Web site and its many functions.

In his spare time he has remained faithful to family and his loving mate while still chasing their dreams. They are sailing to warmer waters to seek new adventure and meet new friends. Wouldn't we all like to fulfill that dream? I'm truly envious, but happy that they are courageous enough to seek their dream.

A second motive for giving these wonderful friends this award is that the giving comes with strings attached. They must come back to pass on the award! The other positive about receiving the award is that where they are going, you never know when you might need a second 19mm wrench! This year's recipients are Bill and Judy Rhode.

Congratulations! ▶



Bill and Judy Rhode were this year's recipients of the Golden Wrench Award.



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.

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



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

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

The lighthouse seen in the Dec. issue of *Lifeline* can be found in Port Huron, Michigan guarding the entrance to the St. Clair River, just north of the Bluewater Bridge. Known as the Fort Gratiot light, it was the first lighthouse constructed on Michigan shores in 1825. ▶



Member To Member



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

For Sale:

1986 50' Bestway Cockpit Motor Yacht (44'+6") Thru The Years 14'10" beam 3'10" draft . 2 Helms 3 sets of controls - (fly bridge, salon and cockpit) GPS, Sonar, Radar in all three, Twin 305 HP Volvo TAMD 70 w/synchronizer, 12 KW Westerbeke Generator 2200 hours, 650 gallons fuel, 180 gallons water, 2 Heads, dripless shafts, KVH satellite TV, New 2004 Ray Marine Radar, Sonar, Auto pilot, Speed, Wind, Rudder, Compasses at each helm, new dripless shafts & 4 blade props, barrier coat, engine breathers, coolers & heaters, Sea Recovery watermaker, single sideband radio, 90' auto retractor Power Cord, double Racor fuel filters, new strainers, (5) dual 150 amp alternators, Caribe hard bottom dinghy w/ 15 hp motor & electric davit. \$249,900. Please contact Dean or Miriam Gillman 847-772-4020 or Email mgreal@foxvalley.net for more information!
Submitted 8/30/07

For Sale:

Classic Jeanneau 930 Eau Claire canal boat. Bright, comfortable, compact and easy to handle, wonderful views and cross-breezes. Safe perimeter walkway at canal bank level. Size: 9.30 meters (30.5 feet) long, 3.51 meters (11.5 feet) wide. Details: Standard 1985 model refurbished and purchased 1998 from Rive de France charters. Hull, engine and equipment regularly maintained by Rive. Last haul-out October 2007. Engine: Nanni 29 HP diesel with saildrive transmission. Less than 2000 hours. Fuel tank 150 liters (39 U.S. gallons). Price: 34,000 Euros. For sale "as is, ready to go." Sellers: Pixie Haughwout and Ralph Folsom, Contacts: rfolson@sandiego.edu, 619-222-7074; folsomd@embarqmail.com, 843-521-4483.
Submitted 2/18/08

For Sale:

1974 Willard 30 Voyager "Seagull" located in northern Lake Huron. Having purchased a Willard 40 trawler to accommodate a family of six, I am preparing to sell the Willard 30. Info can be found at: <http://pacificmotorboat.com/willardboats/index.php?board=2.0> Photos can be seen at: <http://pacificmotorboat.com/willardboats/index.php?action=gallery;cat=4> or I can email info and photos upon request. Only 29 were built, and this one has been extensively renovated and thoughtfully equipped for serious cruising. With major long-term improvements I have \$130,000 in her. After depreciation she is valued at \$106,200. I am asking \$99,500. Richard Miller ramillerco@earthlink.net
Submitted 2/18/08

For Sale:

39' Fiberglass Documented Trawler '79 with single diesel engine, U.S. documented, recent survey, boat U.S. insured, forward and aft staterooms, both with baths, 10' x 10' salon, all levels accessible by four step stairways, fully equipped galley, bow thruster, radar, auto pilot, GPS, new inflatable with six hp engine and all miscellaneous gear for cruising. Located at Vermilion Yacht Club, Vermilion, Ohio. \$79,000. For further information, please call 440-567-9589 (Vermilion, OH) or 616-949-3206 (Grand Rapids, MI).

Sailboat For Sale:

Ontario 32, sailboat, with main, genoa, working jib, & downwind sail, diesel Yanmar 2QM20, manual windlass, anchors & chains, deck wash, solar panels, radar, propane stove with oven, refrigeration & freezer, solar panels and radar there is more - asking \$48,000.00 contact Ted or Venetia Moorhouse 613-832-2013 or tvmoorhouse@pioneerwireless.ca
Submitted 02/10/08

For Sale:

1986 DeFever 53' POC Trawler with enclosed Flybridge, located in Holland, MI. Due to poor health, we would like to find a good home for Seven C's. She has twin 3208 Cats, updated galley and Electronics (Simrad), Icom SSB, Naiad Stabilizers, and Glendining Synchronizer. Fuel capacity 1200 gals diesel, (1 gal. per mi at 10 knots), 500 gal water tank, auto pilot, bow thruster, 2500 inverter, and two generators 8 and 20 watt. Seven C's sleeps eight, with two queen staterooms, V bunks and queen sofa sleeper, three vacu flush heads, and washer & dryer in aft master stateroom. Included is a 1999 12' Zodiac rigid bottom dinghy with 40hp, 4 cyl. Mercury and crane. Asking \$430,000, contact Chuck Cooper, 616-399-4207, or email seasseven@aol.com
Submitted 4/10/08

For Sale - Cruising Guides:

Skipper Bob - 5th edition Trent Severn Canal, Georgian Bay & North Channel - \$6
Ports Cruise Guide 2004 - Georgian Bay, North Channel & Lake Huron - \$18
Lakeland Boating - Lake Huron, Georgian Bay & North Channel Ports O Call - \$20
Sailing Directions 1st Ed - Georgian Bay - \$5
Sailing Directions 1st Ed - North Channel - \$5
Sailing Directions 1st Ed - Lake Huron, St. Mary's River, Lake Superior - \$5
NOAA Recreational Chart Book #14853-16th Ed - Detroit River, Lake St. Clair, St. Clair River - \$15
Well Favored Passage - Lake Huron's North Channel by Marjorie Cahn Brazer, with updates by Pixie Haughwout & Ralph Folsom - \$10
Dozier's Waterway Guide - Great Lakes 2006 - covering also the Erie Canal, Lake Champlain, and the route South to the Gulf of Mexico - \$12
Please contact Tom Jones @ 239-949-0314 or email: tsshorkel@aol.com
Submitted 2/5/09

For Sale:

47' Ketch - Nils Lucander design - built by Harstil . "Prevailing Winds II" - owned and operated by the Tall Pine Council - Boy Scouts of America - Primarily cruised the North Channel. Very roomy. Would be a great liveaboard or charter boat. - Very reasonable! Please contact: David Rowe by Email- davidrowemacisle@aol.com or call 810-516-5052.
Submitted 2/5/09

For Sale:

Hans Christian 33T traditional design with diesel auxiliary and cutter rig. Jade Moon has been extensively refitted and upgraded and is ready to cruise anywhere. Interior accommodations are excellent for a couple and crew with spacious galley, queen sized pullman berth, beautiful teak interior joinery, and full complement of electronics and equipment. Currently berthed in Cleveland, Ohio. Contact Ken Kabb at 216-501-1881 or kenkabb@yahoo.com for particulars and photos. \$109,900.00.
Submitted 11/2/09

For Sale:

1969 36' Grand Banks Classic aft cabin trawler with twin 120hp Ford Lehman diesel engines. She has a fully enclosed flying bridge and RADAR, GPS, radio and two depth finders, all new in 2004. The boat has been stored in the water in a covered well for the past 4 years at Gregory Boat Company on the Detroit River. The hull, bottom and transom were repainted in 2006. The exterior is in good condition. The interior needs paint, cushions and curtains. She is currently insured with Hagerty Marine and I have a current survey. A new survey will be conducted in the spring of 2009 for insurance purposes. She would make an excellent liveaboard or cruiser and only needs a small amount of TLC to finish the restoration process that I began in 1996. Military service and a new family have prevented me from giving her the attention she so richly deserves. Asking \$59,900. For further information please contact John Appicelli in New London, CT, at 860-447-9857 (home) or 860-444-8598
Submitted 2/15/09





WELCOME ABOARD!

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



MURRAY ABBOTT &
SUZIE BOUDREAUNT
Toronto, ON
ORCA

STEVE & BETH AUER
Lincolnshire, IL
SOJOURNER

SCOTT & EILEEN BADE
Grosse Pointe Farms, MI
PIER PRESSURE

SEAN & APRIL BATH
Elmvale, ON
FOOTLOOSE TOO

BRUCE & JOAN BAKER
Grand Rapids, MI
NORDIC LIGHT

SCOTT BEECH &
KATHY THERRIEN
London, ON

ROBERT & HILDA
BERGOFFEN
Clearwater, FL
OMBRE ROSE

KEVIN TIGHE &
DEBORAH BRADSHAW
Worthington, OH
ELLA MAZI

ROLF & SONJA BROWN
Eden Prairie, MN
SONJA MARIE

RUSSELL & SONJA
BUCKLAND
Oakville, ON
CANARD

RICHARD & PATRICIA
CARD
Pointe Aux Pins, MI
LADY SLIPPER

WILLIAM & DEBRA
CARVER
St. Clair, MI
FIVE C's

MAX CLARKSON
Flesherton, ON
ENTHEOS

WILLIAM T & NINA
COLLINS JR
Northport, MI
YO!

PATRICK & MICHELE
COURNEYA
Roseville, MN
REMEDIOS

TONY & SYLVIA DIVENERE
Bay Village, OH
HALCYON II

MICHAEL & ELIZABETH EARLE
St. Clements, ON
FRIDAY'S CHILD

ROBERT FRENCH &
JENNIFER LEWIS
Toronto, ON

RICHARD GAUTHIER
Mississauga, ON
RIMICA

PETER & PATRICIA GIESE
Dayton, MN
IRISH ROVER

PETER & SYLVIE GLOSSOP
Toronto, ON
HELM'S DEEP

TERRY HART & DONNA GLICK
St. Clair Shores, MI
BELLA DONNA

JOHN HANNA &
MARY JANE BRAIDE
Toronto, ON
BEAUFORT

DONALD & SUSAN HAYOSH
Harrison Twp, MI
HAJOS

MICHAEL & SOFIA HENRY
Rocky River, OH
OH

BRUNO & RENATE HOFlich
Midland, ON
CHAMPAGNE III

ROBERT & CATHY HOVEY
Parma, OH
VAGABOND

ALBERT INGRAM
Kent, OH
CATS PAW

PHILIP & LYNNE KEE
Toronto, ON
MERLIN

ROBYN KENNEDY
Halifax, Nova Scotia

JOHN & MARGARET KRALL
Ridgeville, ON
BLACK MAGIC

WILLIAM & DARLENE
LEAVER
Mississauga, ON
SPIFFY

EDWARD LITTLE &
FLORINA YU
Toronto, ON
OBSESSION

HARRY & KARYN MADORIN
Chicago, IL
SUMMER HOME II

KENNETH & SHAWN
MATHYS
Green Bay, WI
MARIAH

ROBERT & MARIE MAURICE
Toronto, ON

WALLY & CINDY MASSON
Acton, ON
JORJANNE LADY

LAURA & MARK
McCORMICK
Madison, WI

JAMES McKINSTRY
Bay Harbor, MI
KEOKUK

TODD & SUSAN MILLER
Grand Marais, MN
SNOWDAY

ALLEN & MIA MURPHY
Zelienople, PA
KELLY IV

BILL & MARTHA NEWMAN
Burlington, ON
EAGLE'S WINGS

THOMAS & ANN (JARVIS)
O'DONOVAN
Holland, MI 49424
SLAINTE

PATRICK O'NEILL
Collingwood, ON
CINNAMON GIRL

PETER & KRISTI PHELPS
Westmont, IL
TRIUMPH

PHILLIP & LYNNE RAINS
Naperville, IL
FINS

PETER & DONNA RAY
Mississauga, ON
SARAH

STEVEN & BRENDA REINECKE
Strathroy, ON
BETS OFF

HARVEY RIETH &
BARBARA OHLY
Vermillion, OH
SERENADE 44089

ANDREW & BARBARA
ROBERTS
Kingston, ON
CHERRY TOMAHTO

LARRY & LINDA ROBIN
Grosse Ile, MI
CES'T MOI

BOB MOSHER &
NANCY SALTER
Orillia, ON
KATZENJAMMER

ROBERT WHITE &
SANDRA NELSON
Collingwood, ON
CARA AMICI

ROBERT (BOB) SATTERFIELD
Lodi, WI

KENT & JANE SCHAEFER
Appleton, WI
LIBERTY

STEPHEN SELZNICK
Toronto, ON
THE BILLY MADALENA

ROBERT & JUDITH SIMONS
Shanty Bay, ON
CORSAIR

WILLIAM & MARIS SOULE
Kalamazoo, MI
MERLIN

DAVID & KATHY SPENCER
London, ON
GOOD IDEA

WILLIAM & EVELYN SWARTZ
Mason, MI
INUA

CARL SUTHERLAND
Minnetrissa, MN
MAWKY

KERMIT & JENNY SUTTON
Naples, FL
MOONCUSSER

NEIL & TERESA SYDOR
Sewickley, PA
APPLEJACK

GORDON & LINDSEY
TAYLOR
Owen Sound, ON
PYXIS

MICHAEL TERRIEN &
JEAN FIRESTONE
Evanston, IL
MATCHMAKER

GILMAN VEITH &
M.KAYE JACOBS
Knife River, MN
SWEETWATER

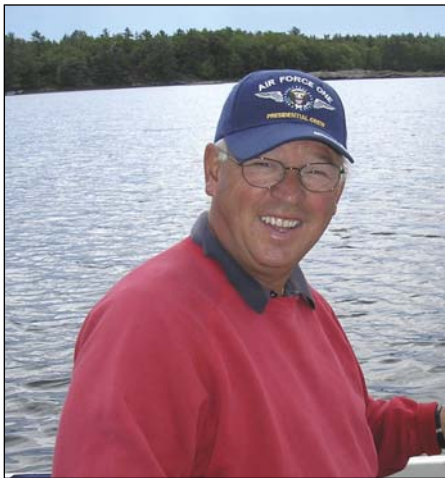
JOHN 'JACK' WILSON
Columbia, SC
CAPPY'S CAPER

ROBERT V. & MARY
WEILAND
Grosse Pointe, MI
HANG LOOSE

GLEN WOODIN
Toronto, ON
SOUL PASSAGE

CAPTAIN DAVID H. WICKHAM
Madison, OH
SERENITY

From the Editor: It's a small world when boating!



As Editor of *Lifeline* I'm always looking for new material that's relevant and timely for the next issue.

Complicating the production process are the practical difficulties associated with the writing, layout and delivery of a twenty page magazine from an RV or boat, seemingly totally removed from the conveniences of high speed internet and a strong cellular signal.

This winter has been no different in terms of the challenges of *Lifeline's* production. First mate Susan and I are sitting in the Florida Keys, just east of Marathon in our RV. With a gulf-side location, we have been able to be out on both Florida Bay and the Atlantic in our dinghy, which we brought with us. Thankfully, the campground has wi-fi and our cellular signal shows "four bars".



Another "home" port for Bill Heidebreicht is Harbour Springs, Michigan, seen here in a photo on a wall in his Key Colony office in Florida.

A recent experience here, reinforced what a small world it is, and demonstrated the unique opportunity we have, through Club membership, to meet fellow cruisers and, sometimes form long lasting friendships.

Shortly after arriving in Marathon, the cell rang and a voice identified himself as Bill Heidebreicht, a GLCC port captain from Michigan. He had been speaking with Yvonne in the office about a possible story idea for *Lifeline*. Yvonne knew I was working on the March issue; so she suggested Bill call me directly. He did.

Bill has been a GLCC member since 1977, putting him into the very exclusive quarter century club. Bill and his wife Linda live in Romeo,

Michigan, where Bill is the Port Captain for St. Clair, a position he has held for more than twenty years, having taken over following the death of well known Club stalwart, Dick Weber. In 2008, Bill turned 80 years of age. At the same time, his 46 foot Bertram Sport Fisherman, "Fun & Games" celebrated its 20th birthday. In honor of the event Bill, Linda and a group of cruising friends got together to celebrate "100 years of boating", complete with special commemorative items.

Twenty years ago, Bill had taken delivery of his boat at the Bertram factory in Miami. Following pickup, he and Linda went cruising south of Miami, and discovered the Florida Keys, where they lived aboard for two years before taking the boat back to Michigan.

What makes it a small world? At the end of telephone conversation, Bill asks where I am. He tells me he is in his winter home in Key Colony, just east of Marathon, and less than 10 miles from our campground. It didn't take long for Bill to invite Susan and me over, where we spent an enjoyable evening at a local seafood restaurant where the four of us traded boating stories. Bill told us he was expecting imminent delivery of a new 40 plus foot Tiara so they could get back out on the water during the winter season.

May we all boat as long as Bill and enjoy it just as much! 🚤



Linda and Bill Heidebreicht in their Florida Keys winter home in Key Colony, with Susan D. Smith.



Where in the World Are We?



Do you know where this scene is located? Please send your response to the Editor, *Lifeline* at www.glclub.com. The first member to correctly identify this location will be recognized in the next issue of *Lifeline* and the location will be revealed. The first correct answer will also receive a digital camera memory stick, compliments of the Club.

Congratulations to David Stjern who identified the previous picture as the Chicago River showing the Sears Tower and the River Place Marina.



Great Lakes Cruising Club CALENDAR OF EVENTS

2009

1 May

Grosse Pointe 36th Regional Meeting
Grosse Pointe Yacht Club
Rear Commodore Ted Smith 313-881-2272
thsusps@aol.com

2 May

Southwestern Ontario Regional Meeting
Sarnia, Ontario
Port Captain Ardy Barclay 519-869-4725
barclay@ebtech.net

15 to 17 May

Grosse Pointe Yacht Club Boat Show
Rear Commodore Ted Smith 313-580-2522
thsusps@aol.com

6 June

West Harbor Picnic
Port Captain Wayne Walter 419-797-0186
wawalter@snlp.com

19 to 21 June

Southern Georgian Bay Rally
Honey Harbour, Ontario
Rear Commodore David Allen 705-435-3834
qb3@aol.com

19 to 21 June

Lake Erie Rally - Leamington, Ontario
Port Captain Jim Ehrman 330-297-0263
jimsmarine@neo.rr.com

26 to 28 June

Lake Huron Rally
Port Huron, Michigan
Rear Commodore Tom Lawson
519-319-9927
tomlawson@sympatico.ca

12 to 15 July

2009 RENDEZVOUS
Port Colborne, Ontario
Michèle Fordyce 416-488-6038
mfordyce75@rogers.com

31 July to 3 August

Wilderness Rally - North Channel
Melvyn Durchlag 440-564-8271
melrd@cebridge.net
Alan Springer 919-810-3298
sailor37@aol.com
East-West Channel, MacGregor Bay, ON

August

Lake Huron Rally
Rear Commodore Tom Lawson & Ted Smith

7 to 9 August

Lake Superior Rally
Rear Commodore Duane Flynn
218-525-4580
dufflynn@msn.com

16 to 20 September

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