



**GREAT LAKES
CRUISING CLUB**

Lifeline

Spring 2015



Volume 81 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



March is the time of the year when our mid-continental winters begin to recede, and our thoughts seriously turn to our spring commissioning chores and cruising plans. You may, of course, already have settled on your summer float plan long before now. If you have, I sure hope it includes a few of our many enjoyable GLCC's summer events, such as the 2015 Rendezvous at Rogers City, as well as some new and enticing destinations.

Cruising is all about getting out on the water, exploring, and having adventures. Some may say that it is best done in faraway and exotic places, but it is a matter of perspective what constitutes the faraway and exotic. For many people the Great Lakes are just part of their ordinary background of everyday life. However, because I'm originally from Denmark, I consider the Great Lakes a truly different and exotic place to be on the water.

For certain, GLCC members can all tell tall sea stories about their adventures out there on these vast inland seas. Please remember to tell about the places you are exploring by updating the Harbor Reports. Sharing critical cruising information is the focus of the GLCC. It is what allows other cruisers to follow in your wake.

If you ask me for an example of the information we need, I would immediately say it looks like last year's higher lake levels will thankfully continue. All of the lakes are currently listed at above last year's levels, which are likely to make a positive difference for access to some of the less visited approaches, anchorages, and ports. Others may answer that they would like to see more information in our cruising guides about the local trailer boat facilities, or even what points of interest there are to explore shoreside. Whatever new information you come across, please do not forget to pass it on to your fellow GLCC members through notes or edits to the GLCC website's Harbor Reports.

However, before you head out on the water this summer, you may wish to get an early taste of warmer weather and boating by coming to the GLCC's Spring Break, which this year is held at Boca Raton/West Palm Beach, Florida, March 26-29. It is deliberately scheduled to be at the same time as the Palm Beach International Boat Show, and includes a tour of beautiful Peanut Island, which features a Cold War bunker secretly built for President John F. Kennedy. Port Captain (Killarney) Charlie and Cathy Zumkehr are organizing this fun event.

In January, the Club had a busy activities schedule. The 29th Annual Lake Superior Mid-Winter Dinner was held on Jan. 10. The featured speaker was Ken Merryman, who gave an extensive presentation about *Lake Superior's Best Wrecks*, illustrated by continuous high-definition video footage from his underwater explorations of the lost ships. Rear Commodore Duane and Mar Flynn, Commodore Niels and Vicki Jensen, Director Bill and Judy Rohde, and Director Greg and Connie Korstad hosted the dinner, which was attended by 53 GLCC members and guests at the Roseville Radisson Hotel in the northern tier of the Minneapolis/St. Paul metro area.

Another mid-winter dinner was held in Chicago Jan. 17, organized by

On the Cover

*GLCC member boats moored at the 2013
 Rendezvous in Charlevoix, Michigan, starting to dress ship.
 Photo by Lifeline Editor Philip May*

Rear Commodore Len and Jackie Nowak. It was billed as a Southwestern Lake Michigan event, but actually included members from five GLCC districts. The evening's speaker was Eric Thomas, whose *From Duluth to Hawaii and Back (In Two Months)* presentation recalled his successful single-handed race from San Francisco to Hawaii. This dinner was in conjunction with the newly combined Chicago Boat, RV & Strictly Sail Show at McCormick Place, where the GLCC had a booth.

Such GLCC participation at major boat shows is always a good way to heighten general awareness of the Club, and a good opportunity to attract new members. The first one was the Toronto International Boat Show, Jan. 10-18. Chaired by Port Captain (Ret.) Ian Shaw and Rear Commodore David Brace, and assisted by 23 hardworking volunteers. Our Toronto presence successfully generated 15 new memberships, the highest number from all of our boat show participations.



Rogers City Marina is the location for the GLCC 2015 Rendezvous. Photo courtesy Rogers City.

The Chicago Boat, RV & Strictly Sail Show at McCormick Place resulted in eight new GLCC memberships. Rear Commodore Len and Jackie Novak also organized our presence at this newly combined boat show, which again featured several informative and well-attended seminars by Log Book Editor Lou Bruska and myself. Among the members working at the booth were Director Cheryl Cheger-Timm and Port Captains (Monroe Harbor) Richard and Joan Miller.

Further east, the GLCC also exhibited at the Cleveland Mid-America Boat Show, which ran Jan. 16-20. Rear Commodore Rich Barzyk chaired the event, assisted by Rear Commodore (Ret.) Dave Miller. Port Captain (Lorain) Jim Ehrman, and Port Captain (Middle Bass Island) Mark Gagy presented successful seminars at this show. This effort resulted in nine new memberships.

On behalf of the Board of Directors, I wish to express our sincere thanks to all the dedicated GLCC members who have volunteered to make our winter events successful. They all appeared to run so very smoothly and helped promote the Club, but it always takes a much greater amount of time and effort to make that happen than most people realize. The many members who step forward to assist are essential to realizing our goals, and deserve our appreciation.

On April 24-26, our 2015 summer season starts with the Spring Awakening meeting at Port Huron, Mich. Last

year, we combined the Detroit-Saginaw Bay Regional and Southwestern Ontario Regional Meetings into a single event, which proved so successful that it was decided to do it again. Rear Commodore Mark Lifter and Rear Commodore Brad Somers are again hosting this fun weekend event.

Our on-the-water activities begin June 6 with the Annual Catawba Island/West Harbor Picnic at Herl's Marina (E-16.8), West Harbor, Ohio. Port Captain (Marblehead)

John and Carolyn Rick, Port Captain (West Harbor) Dennis and Sharon Dutcher, and Deputy Port Captain (West Harbor) Max and Donna Guzman are the chairs for this welcome-to-summer picnic.

Also in June is the return of our famous Lake Erie Rally at Leamington (E-34) on June 19-21, where the highly successful 2014 Rendezvous was held. Port Captain (Cedar Point) Doug and Pam Jackson and

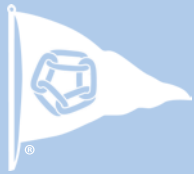
Port Captain (West Harbor) Dennis and Sharon Dutcher are the organizers for this always popular event at this favorite port.

We have expanded our summer program with a new on-the-water event. I'm very pleased to announce that on July 7-9, a Lake Michigan Rally will be held at Elk Rapids (M-7). Port Captains (Elk Rapids) Tom and Barb Lyon have stepped up to chair this new rally. We also encourage our Lake Michigan members to enjoy this rally as a stopover on their passage to the 2015 Rendezvous at Rogers City (H-73), which is scheduled for July 12-16. Past Commodore John Lobbezoo and Bobbi Johnson are your hosts for the Rendezvous. This time, Vicki and I plan to come from the Apostle Island to the Rendezvous by boat, and greatly look forward to seeing you there.

Of course, the ice and snow of the winter season isn't quite done yet. There is still time to dream about boating and having the best of all times out there with our GLCC friends.

May luck and happiness follow in your wake.

Commodore Niels R. Jensen 



From the Editor



Spring is here, or so I have been told. The things I enjoy most about spring are (a.) winter is over, at least psychologically, and (b.) it is time to take the cover off the boat, and begin the ritual of fitting out for the summer that is soon to come. In this issue you will find an article on spring safety checks. I urge you to take action. The cost of replacing a PFD is minimal compared with the potential consequence that could occur if one is faulty.

Water levels will be up again this summer. This may be the opportunity to cruise to that remote anchorage

that you have always wanted to explore, but never did because you were concerned about water depths. And remember, if while cruising you need some sort of assistance do not hesitate to take advantage of the Port Captain network. There are amazing stories of how Port Captains have assisted GLCC members. On a similar note, if you see a boat flying the GLCC burgee, introduce yourself; you will be glad that you did.

GLCC volunteers have been hard at work planning events for the cruising season. I encourage you to attend one or more of these enjoyable

affairs. The 2015 Rendezvous will be held in historic Rogers City, Mich. The committee under the leadership of Past Commodore A. John Lobbezoo and Bobbi Johnson have put together a schedule of activities that will definitely make this a Rendezvous not to be missed. Plus, Rogers City is ideally located as a departure point for either the North Channel or Georgian Bay.

We welcome your comments, thought, or ideas about how we can make *Lifeline* better and more relevant to all GLCC members. Please do not hesitate to send me an email. Lastly, please patronize our advertisers. They are essential to keeping *Lifeline* a healthy, vibrant publication.

I wish you fair winds and following seas.

Philip R. May
Philip R. May

Correction: In the Winter 2014 issue of Lifeline, the photo credit of Rogers City Marina on page 3 listed John L. Hopp as the photographer. The correct photo credit should have James L. Hopp as the photographer.



2015 GLCC Spring Break Lands on the Beach

by Vice Commodore Chuck Mead

Photos courtesy Palm Beach Chamber of Commerce

With the Winter Holidays behind us, and the days becoming gradually longer, now is a good time to start thinking about a spring celebration. The 2015 GLCC Spring Break will be held in Palm Beach, Fla. on March 26-29, 2015. Our hosts for the event are Port Captain (Killarney) Charlie and Cathy Zumkehr. Please join your GLCC friends for a fun-filled getaway, and visit one of the top-five rated boat shows in the country. It's a not-to-be missed event.

There will be plenty of interesting and fun things to do, including tours to historic Peanut Island, which houses a below-ground bunker that was built to serve as the secure base for President Kennedy in the event of a nuclear war during the Cuban Missile Crisis. Plus the world-renowned International Palm Beach Boat Show, or fabulous shopping in downtown West Palm Beach are featured for daytime activities. In the evening, there will be a casual barbeque dinner at the lovely home of our host and hostess Charlie and Cathy Zumkehr in Boca Raton.

Please visit the website for online registration and detailed schedule: <http://www.glclub.com/2015-spring-break>. While visiting the website, be sure to check out the many other planned activities including Regional and Wilderness Rallies, Meetings and the ever popular Annual Rendezvous, held this year in Rogers City, Mich.



The fuel dock, just inside the entrance of the Rogers City Marina. Photo courtesy Rogers City

GLCC Summer Rendezvous Returns to Rogers City, Michigan, “The Nautical City,” on 12 to 16 July 2015

by Past Commodore A. John Lobbezoo and Bobbi Johnson

Please register as soon as possible for the Rendezvous, as we have approximately 25 vessels already signed up, and it is approximately six months until the rendezvous in July. Slips will become scarce at this rate of registration.


Rogers City (H-73) is a historical town on the shores of beautiful Lake Huron. The Rogers City Marina, the site of the 2015 GLCC Rendezvous, is a modern well-protected harbor located on the edge of town. This Rendezvous will offer the opportunity to reflect historically on the image and impact of the city, and the shipping history of the Great Lakes. It will be an adventure into the historical past of Great Lakes shipping, some tragedy, some honors, and some great memories.

Located in northeastern Michigan, Rogers City is a unique and interesting small village. Most of its people have been connected with the shipping industry their entire lives. The tragic sinking of the *Carl D. Bradley* in November, 1958, with a loss of 33 lives, was felt deeply throughout the community as 31 of those 33 men were from Rogers City. Several times during the Rendezvous, the theater will show the film *November Requiem* about the sinking of the *Carl D. Bradley*. Forty Mile Point Lighthouse presents a unique opportunity to see all that has been preserved. Carmeuse Lime and Stone Company, referred to as “Calcite Quarry,” will offer a tour into how limestone is mined, and how the operation itself takes place. Additionally, the town will open its doors to the GLCC members to include extra hours of shopping and dining.

All Rendezvous dockage will be assigned by GLCC upon receipt of the event registration form. Please do not contact the Rogers City Marina or the Michi-

gan DEQ phone online reservation system. GLCC has been granted the use of the slips in the harbor from 12-16 July 2015. After 15 May dockage will be assigned based on the date that your registration is received. Your reservation status will be confirmed upon acceptance of the registration form along with payment. Slip assignments will be based upon vessel's length, beam and draft. The slippage rates will reflect the current Michigan State Waterway Commission's schedule. Dockage fee must be paid at the marina office on the day of arrival. As an incentive the city has offered, to those who stay four consecutive days, a fifth day at no charge, plus a coupon for a return visit. As a customs port of entry, Rogers City is an excellent stop when arriving from Canada.

A block of rooms has been reserved under the GLCC name at the Driftwood Motel in Rogers City, Mich. This motel is adjacent to the Water's Edge Restaurant and is approximately three blocks from the marina. The motel's phone number is 989-734-4777. Please call them direct for your room reservations. An RV site has been established by Rogers City, one block from the marina. It is directly north and on the waterfront. This area is available for recreational vehicles that are self-contained. There will be no electricity or water available for those RVs choosing the use of this area.

Rendezvous registration may be completed online or by mailing the form included in this issue of *Lifeline*. Please refer to the events page of the GLCC website (<http://www.glcclub.com/2015-glcc-rendezvous>) for continuous updates and information. If you have any questions, please phone or email A. John Lobbezoo at 616-796-4777 or johnglms@sbcglobal.net. 



It's Almost Time for Spring Awakening and Some Great Lakes History

by Rear Commodore Mark Lifter

Kick off the 2015 boating season and join the fun in Port Huron April 24-25 for the second edition of our Spring Awakening weekend. Spring Awakening is sponsored by the Detroit-Saginaw Bay and the Southwestern Ontario regions, but we welcome GLCC members and guests from throughout the Great Lakes. Remember to register by April 10 either on the website, or with the form bound into this issue. Book your hotel reservation at the updated DoubleTree by Hilton hotel. The hotel is located on the shores of the St. Clair River, offering wonderful views of the Blue Water Bridge and passing freighters on the river. As the historic photo suggests: You'll Like Port Huron!

Meeting activities begin with an optional casual reception and excellent buffet dinner at the Black River Country Club. Last year the attendees had a great time at this event, catching up with old friends and meeting new ones. As in the past, Saturday will be meeting day with the Planning Committee, Port Captains and Board of Directors all meeting at various times. Activities and lunch will be arranged for those not attending the meetings. We have tentative arrangements for a Saturday afternoon visit to the Port Huron U.S. Coast Guard station.

Saturday evening festivities will begin at 1730 at the DoubleTree with a reception followed by dinner and updates from Commodore Jensen. Our after-dinner presentation topic will be *Unique Ships of the Great Lakes: Practical Ships Designed for Practically Every Need*. Speaker Joel Stone is Senior Curator for the Detroit Historical Society, which includes the Dossin Great Lakes Museum on Belle Isle and the Detroit Historical Museum. Joel is Vice President and a board member of the Association for Great Lakes Maritime History, and supports several other regional history organizations. His theme is that the nature of the Great Lakes maritime has resulted in the development and design of ships unlike anything in the world. From cargo-specific freighters to fantastic passenger steamers, this region has created its own unique vessel histories and traditions. This promises to be a fascinating presentation for those interested in the amazing variety of vessels that have navigated our Great Lakes waters.

Spring Awakening is always a fun event, and the unofficial start of the spring fitting-out season. You do not want to miss it. Register now via either the form in this issue of *Lifeline* or the GLCC website.



Above L.: Earlier archive photo of the Military Street bridge looking north.
L. top to bottom: Black River Country Club, DoubleTree by Hilton hotel, Archival photos of the Black River, Tashmoo, and the Whaleback 2



The GLCC Honors Our Supporting Members



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

— *Commodore Niels R. Jensen*

2015 50th Anniversary

Members (since 1966)

James T. &
Dorothy M. Witherspoon
St. Louis, Mo.
ALGONQUIN

Charles R. Walgreen III &
Kathleen Walgreen
Deerfield, Ill.
WAGS

2015 25th Anniversary

Members (since 1991)

Port Captain
Bruce E. & Anne Arthur
Toronto, Ont.
OKAGA

Lifeline Editor
Philip R. & Ann May
Chicago, Ill.
ZEPHYR

Greg Fawcett & Jan Updike
Traverse City, Mich.
SOLILOQUY

William E. & Elizabeth Stewart
Charlevoix, Mich.
PATIENCE

Michael T. Jenkins
Harrison Twp., Mich.
SPLENDOR

Michael G. & Karen E. Hritz
Avon, Ohio
OSTEO BLAST

Hugh T. & Carol McNabney
Orillia, Ont.
CLASS OF 51

George & Ann Gatto
Oak Brook, Ill.
SOUTHERN STAR

GLCC West Harbor Spring Launch Picnic

by Port Captain Dennis Dutcher



It is never too early to begin thinking about the West Harbor Spring Launch Picnic. This year the event will be held on Saturday, June 6, 2015, at Herl's Harbor Marina Park in Port Clinton, Ohio, starting at noon. Join your fellow club members and their guests to kick off the start of the boating season. There will be plenty to eat with hamburgers, hot dogs, and of course all the condiments. Please bring a dish to share along with your beverage of choice. Paper plates and napkins will be provided.

And for your added enjoyment, a nautical flea market will be held in the park on the morning of the same day. The market opens at 0900 and runs until noon. You can buy or sell. Make sure to get there early because some of the best stuff sells quickly.

Herl's Harbor Marina welcomes all, so come by boat or car. If you need specific water or land directions, call Port Captain (West Harbor) Denny Dutcher at 937-602-8391. Please register through the GLCC office. The cost to attend is only 10 USD per person. Make sure to include your email and phone number for the event there is an inclement weather notification. Last year over 25 members and guests attended. We hope to see you there. 🚩

Herl's Harbor Marina, 2263 Northwest Catawba Road, Port Clinton, Ohio 43452, Phone 419-797-2173

Jim Farquharson (On Belay) gets ready for the feast and Sharon Dutcher (Turning Point) enjoys grilling.

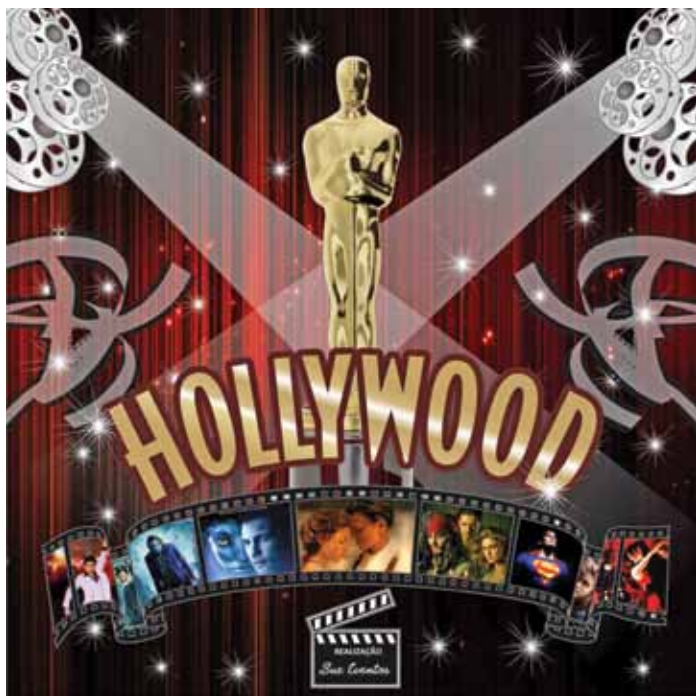


Photo via ticketmomma.com

You Might Be Seeing Stars at the Lake Erie Rally!

by Port Captain and Chair Doug Jackson

Join us on the Red Carpet for a fun-filled “Hooray for Hollywood” Lake Erie Rally! The event will be held June 19-21, 2015, at beautiful Leamington Marina in Leamington, Ont., site of the 2014 GLCC Rendezvous.

For the early birds, activities will start with an optional prescreening Wine Tasting and Dinner at Cooper’s Hawk winery on Thursday evening. If you want to learn more about the vineyard and their wines, visit: www.coopershawkvineyards.com.

Friday is official arrival day, with the marina crews standing by to handle your lines and help with docking. Friday evening will be the continuation of a Lake Erie Rally tradition. You will enjoy the delicious Perch and Broasted Chicken dinner from the highly acclaimed Car Barn Restaurant.

Saturday evening the stars will come out. Dress as your favorite movie character and walk the Red Carpet, complete with paparazzi and music. Dinner is catered by Carmen’s, and there will be dancing and movie-themed surprises.

This is an event that you will not want to miss. To register, please refer to flyer insert in this issue of *Lifeline*. For more information and online registration, please visit the GLCC website at <http://www.glccclub.com/2015-lake-erie-rally> or contact chairs: Port Captain Doug Jackson at 614-895-0435 doug@dougandpam.com, or Port Captain Dennis & Sharon Dutcher 937-602-8391 dutcher.ds@live.com. See you there. ▶

Great Lakes Cruising Club at the Toronto International Boat Show

by Rear Commodore David Brace

The Toronto International Boat Show (TIBS) took place January 9-18, 2015, and the Great Lakes Cruising Club was well represented by numerous GLCC volunteers manning the booth throughout the 10-day show. The TIBS is North America’s largest indoor boat show, with attendance in the range of 70,000 to 80,000 visitors, and our members did their best to introduce the Club to as many passersby as possible.

Special mention is required for Port Captain (Ret.) Ian Shaw, who spent weeks organizing the volunteers for their shifts and set-up of the booth with the able assistance of Port Captain (Byng Inlet) Mark Garscadden.

During the show the volunteers included, in order of appearance, Rear Commodore (Southwestern Ontario) Brad and Pat Somers; Rear Commodore (Georgian Bay & Lake Ontario) David and Louise Brace; Port Captain (Britt) Bill James; Paul Strub; Port Captain (Ret.) and recent Kivell Award recipient Ted Youngs; Past Commodore J.E.



Volunteers at the Toronto Boat Show (left to right); Pat Somers, Rear Commodore Brad Somers, Rear Commodore David Brace and Louise Brace

Continued on page 25

★★★★★
Premier International Boating Destinations

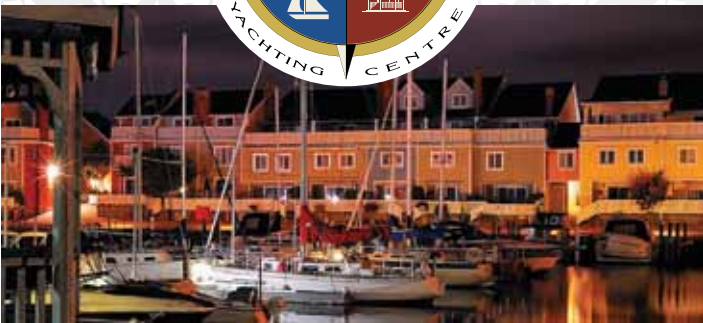


(877) 797-2233

www.SarniaBayMarina.com

(810) 984-9746

www.RiverStMarina.com



(800) 265-0330

www.BridgeviewMarina.com

(810) 982-3990

www.DesmondMarine.com

*See you soon...
 Welcome Aboard!*



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.




Photo by Donna Fink

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

If so, send your best guesses to the *Lifeline* Editor in the Port Huron office, glclub@att.net. First responders with correct answers will be issued a pair of GLCC cold beverage cozies and recognized in the next issue of *Lifeline*.



Photo by Donna Fink

No one correctly identified this landmark. It is Oswego Harbor West Pierhead Lighthouse located in New York (O-3). You can read about it here: http://en.wikipedia.org/wiki/Oswego_Harbor_West_Pierhead_Light. 



Aerial view of Leamington harbor with outer breakwall visible in background. Photo by Dorit Girash

Region 53 Round-Up

The Great Lakes Cruising Club presence at the recent Cleveland Boat Show was quite successful. The number of new members enrolled was not yet available in time for this publication. A heartfelt thanks to the following who graciously volunteered to staff the GLCC booth: Albert Ingram, Peter Ensinger, William and Ruth Bartilson, Port Captain (West Harbor) Dennis and Sharon Dutcher, Lynda Nossaman, Port Captain (Retired) Hart and Sheryl Harding, Port Captain (Rocky River) Ed and Elizabeth Mahoney, William and Barbara Werner, and Port Captain (Sandusky) Ned and Sharon Bromm.

Special thanks to Port Captain (Lorain) Jim Ehrman, Port Captain (Middle Bass Island) Mark Gagyí and Rear Commodore (Ret.) Dave Miller for their energy in helping with the setting up of the booth, scheduling, seminar presentations, and dismantling of the booth at the end of the show. These enthusiastic gentlemen were available from the beginning to the end of the show. It could not have been done without their help. I would be remiss if I did not acknowledge GLCC office manager Yvonne Murray for her support as I prepared for this show. She always manages to keep me on course, and makes sure that all necessary paperwork has been completed and booth supplies are available.

In addition to the club's booth, we presented our seminar *Cruising Ports on a Great Lake* six times in exchange for reduced charges for booth space. This was a win-win for the Great Lakes Cruising Club. GLCC member Allen Murphy aboard *Kelly IV* produced the original seminar.

I am saddened to report on the retirement of three of our long-standing members who were Port Captains for Region 53. They include Port Captain (Chagrin River) James Bonfanti, a member since 1999, Port Captain (Ashtabula) Richard C. Hales, a member since 1988, and Port Captain (Port Clinton) James L. Fisher, a member since 1996. The members of the Great Lakes Cruising Club, its board of directors and officers deeply appreciate and recognize the valuable contributions these Port Captains made to our organization over the years. They will all be sorely missed.

Finally, I welcome this opportunity to remind you that the 2015 Lake Erie Rally will again be held at the beautiful Leamington Marina in Leamington, Ont. on June 19-21. You can expect to see several exciting changes in the event this year. Chairing the event this year are Port Captain (Cedar Point) Doug and Pam Jackson, along with co-chairs Port Captain (West Harbor) Dennis and Sharon Dutcher. They have been extremely busy putting together what should be a great event. The Leamington marina is under the management of one of our own, Port Captain Ronan Oliver. It is truly a state of the art marina, with recent extensive remodeling throughout the entire marina and adjacent grounds. Ronan and his team will be responsive to your every need, and the romantic sunsets will capture your hearts. There is not a better way to start your cruising summer than to set a course for Leamington, Ontario. So plan on attending. You'll be glad you did!

Safe seas always,
Rich Barzyk, Rear Commodore, Lake Erie 

Annual Financial Report of the Great Lakes Cruising Club

The Independent Auditors of the Great Lakes Cruising Club, the firm Frohm, Kelly, Butler & Ryan, P.C., of Port Huron, Michigan, having audited the accompanying balance sheet of the Club as of September 30, 2014 and 2013, as well as the related statements of unrestricted revenue and expenses, have provided their opinion that these statements present fairly the financial condition of the Great Lakes Cruising Club on the aforementioned dates, in conformity with Accounting Principles generally accepted in the United States. In accordance with the Bylaws of the Great Lakes Cruising Club, these financial statements are published below.

BALANCE SHEETS September 30, 2014 and 2013

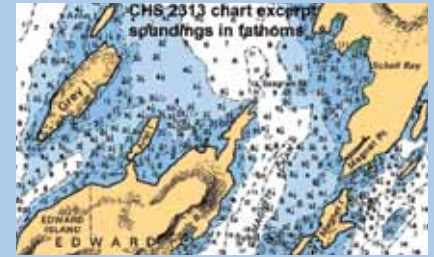
	<u>ASSETS</u>	<u>2014</u>	<u>2013</u>
CURRENT ASSETS			
Cash in bank		\$ 185,963	\$ 172,986
Prepaid expenses		6,442	6,612
TOTAL CURRENT ASSETS		<u>192,405</u>	<u>179,598</u>
EQUIPMENT		4,679	4,679
Less allowance for depreciation		<u>(4,679)</u>	<u>(4,679)</u>
		<u>—</u>	<u>—</u>
OTHER ASSETS			
Investments		268,112	224,100
Security deposits		2,021	250
		<u>270,133</u>	<u>224,350</u>
		<u>\$ 462,538</u>	<u>\$ 403,948</u>
<u>LIABILITIES AND UNRESTRICTED NET ASSETS</u>			
CURRENT LIABILITIES			
Accounts payable		\$ —	\$ 8,188
Accrued wages and payroll withholdings payable		3,171	3,136
Accrued payroll taxes		306	306
Deferred revenue - annual meeting		6,700	5,850
Deferred revenue - annual dues		490	1,230
TOTAL CURRENT LIABILITIES		<u>10,667</u>	<u>18,710</u>
UNRESTRICTED NET ASSETS		451,871	385,238
		<u>\$ 462,538</u>	<u>\$ 403,948</u>

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

UNRESTRICTED REVENUE			
Dues	\$ 149,275	\$ 143,668	
Initiation fees and log books	14,675	15,850	
Log book updates and shipping	6,021	8,990	
Lifeline subscription fees	14,346	12,799	
Directory fees	6,270	6,513	
Merchandise sales	6,139	2,181	
Meeting, program and Rendezvous fees	74,822	103,322	
Unrealized (loss) gain on investments	40,241	38,926	
Investment income	3,997	3,493	
Miscellaneous income	6,000	6,000	
TOTAL UNRESTRICTED REVENUE	<u>321,786</u>	<u>341,742</u>	
EXPENSES			
Program services	215,999	230,939	
Management and general	39,154	40,324	
TOTAL EXPENSES	<u>255,153</u>	<u>271,263</u>	
INCREASE IN UNRESTRICTED NET ASSETS	66,633	70,479	
UNRESTRICTED NET ASSETS AT BEGINNING OF YEAR	385,238	314,759	
UNRESTRICTED NET ASSETS AT END OF YEAR	<u>\$ 451,871</u>	<u>\$ 385,238</u>	

STATEMENTS OF FUNCTIONAL EXPENSES

	<u>2014</u>			<u>2013</u>
	Program Services	Management and General	Total	Total
Salaries and wages	\$ 32,188	\$ 15,854	\$ 48,042	\$ 48,000
Payroll taxes	2,588	1,274	3,862	3,867
	<u>34,776</u>	<u>17,128</u>	<u>51,904</u>	<u>51,867</u>
Production and distribution of publications:				
Log book and updates	16,856		16,856	17,781
Lifeline	16,277		16,277	15,345
Membership directory	8,220		8,220	7,953
Eightieth Anniversary books	14,027		14,027	—
Meetings, programs and Rendezvous	60,618		60,618	90,764
Boat show	1,844		1,844	1,513
Membership maintenance	10,354		10,354	10,435
Port captain operations	531		531	570
Merchandise purchases	4,372		4,372	1,478
Publicity and public relations	1,194		1,194	6,226
Other operating expenses	46,930	22,026	68,956	67,331
	<u>\$ 215,999</u>	<u>\$ 39,154</u>	<u>\$ 255,153</u>	<u>\$ 271,263</u>




2015 Harbor Report Update Package

by Log Book Editor Lou Bruska

The annual spring Harbor Reports update package for 2015 is ready. It contains 90 updated reports and two new reports, namely Wickham Bay (S-79) and Fluor Island West Bay (S-96.7).

You will notice again this year the inclusion of an enlarged chart or sketch at the bottom of the reports. This improves the readability of the printed reports. These reports have been edited expressly for use in the three-ring binders.

If you choose to save or print a report from the website using the Printer-Friendly Version button, you will notice some minor changes in the outcome. For example, even though the web-viewed reports display the title of the report on the left, the saved or printed reports will have the title on the right. The header and footer are driven by the online system and will be somewhat different than the update package.

Please order your spring update package from the GLCC website. The ordering information and pricing are shown there. 





L. to R. Rear Commodore Duane Flynn, Speaker Ken Merryman, and Commodore Niels R. Jensen address the crowd.

Underwater Explorations Featured at Lake Superior Mid-Winter Dinner

by Commodore Niels Jensen; Photos by Commodore Niels R. Jensen and Director Bill Rohde

On January 10, 53 GLCC members and guests attended the Lake Superior Mid-Winter Dinner. It was held at the Radisson Roseville Hotel in the northern part of the Twin Cities. Rear Commodore Duane Flynn, Director Bill Rohde, Director Greg Korstad, and Commodore Niels Jensen organized this year's dinner, and Rohde again kept the evening moving as the popular event's MC.

At 1600, activities began with a well-attended Port Captains' Meeting. On the agenda was the selection of Superior-Duluth as the site for the 2016 Rendezvous. Information about other upcoming GLCC events, including the Strictly Sail-Chicago, Spring Break at West Palm Beach, and the Lake Superior Rally in Ashland, Wis., was also discussed.

As always, Flynn briefed the assembled port captains about the status of the various government harbor plans on both sides of Lake Superior's international border. Most of the projects unfortunately appear to be in a holding pattern for the time being. There was also some discussion about the lakes' continuing high water levels, and their potentially harmful effect on some of the lower dock facilities on Lake Superior. A heavy winter ice cover could elevate the summer level to a near-historic high.

A lively social hour got underway at 1700. As always, there was much visiting with cruising friends, and many cruising stories were told.

At 1830, Rohde welcomed everyone to the dinner, and remembered Past Commodore Derck Amerman, who began the GLCC Lake Superior Dinners 29 years ago. In the spirit of the evening's presentation about shipwrecks, he then asked the members and guests: Which was the most visited by divers on Lake Superior? The answer was quickly shouted out. It's the 180-foot *USCG Cutter Mesquite*, lost in 1989 off of the Keweenaw Peninsula.

Introductions began by recognizing Commodore Niels and Vicki Jensen, Rear Commodore Duane and Mar Flynn, Judge Advocate Greg and Connie Korstad, and Director Jim and Angele Passe, before moving on to the table-by-table introductions. The traditional toasts to the Queen of Canada and the President of the United States followed.

Commodore Jensen was next on the program. He reported that 2014 was another good year for the GLCC; our member numbers are holding steady at around 2,500; and the Club is in solid financial health. Jensen also encouraged attendance at the upcoming GLCC events, including our Chicago Dinner, Spring Break at West Palm Beach, and Rendezvous at Rogers City, Mich. He reminded everyone to please update the Harbor Reports when they will be out cruising during the summer months.

Rear Commodore Flynn was then called to the lectern. He updated the attendees about the plans for 2015 Lake Superior Rally, chaired by Port Captain (Madeline Island) Stan Cory and Port Captain (Silver Bay) Renny Lovold, as well as the preliminary planning for the 2016 Rendezvous at Superior-Duluth.

Next, Rohde gave an overview about the popular *GLCC School*. This winter the school is offering about 40 webinars, and its faculty of 30 instructors has strong representation from the Lake Superior region. He encouraged the members and guests to take advantage of the classes and special discounts available to GLCC members.

It was then time for another quiz. Rohde this time asked: Which is the deepest shipwreck on Lake Superior, and where is it located? The answer is the 400-foot *Scotia Dock*, sunk in 1953 in 870 feet of water off Trowbridge Island near the entrance to Thunder Bay. The evening's featured speaker, Ken Merryman, and fellow diving team members found it in 2013.

After the quiz, Commodore Jensen came to the lectern to present the Golden Wrench Award on behalf of Port Captain (Knife River) Nelson and Marilyn Stone, who received the 2014 award. This time, the honor went to Dean Rau, who successfully sailed his 40-foot pilothouse sailboat from Sweden to the Apostle Islands via the Shetlands, Faroes, Iceland, and Greenland. It was an epic voyage. (Ed. note: Please see pp. 18-19 Golden Wrench story for additional information.) After Rau accepted the award, Rohde gave the table blessing, and an excellent dinner followed.

The formal program resumed after the fine dinner, when Rohde asked what year the Great Lakes experienced a storm that sunk a total of 25 ships and grounded scores more. After numerous wrong guesses, the answer was given as the "Big Blow" of November 7-10, 1913.

The follow-up questions were about which wreck from that storm remained a mystery for a century, and where its remains were finally found. The answer, which also served as the transition to the evening's speaker, was the 525-foot *Henry D. Smith*, which sank in 530 feet of water north of Marquette, Mich. Ken Merryman and his team found the wreck in 2013.

In his introduction of Merryman, Rohde touched on the many shipwreck explorations the speaker and his frequent diving partner, Jerry Eliason, have been involved with. He has discovered 16 just on Lake Superior, including such notable wrecks as the

Kamloops (Isle Royale), *Benjamin Noble* (Two Harbors), and aforementioned *Henry B. Smith* (Marquette).

Merryman has been an avid Lake Superior shipwreck diver for over 40 years, and operates his own Lake Superior scuba diving charter service. Although his charter business primarily operates at Isle Royale National Park, he also hunts wrecks on the Lake Superior north and south shores, the Apostle Islands, Lake Michigan, Lake Huron, and even the Gulf of St. Lawrence.

His presentation, entitled *Lake Superior's Best Wrecks*, was accompanied by high-definition underwater videos, which revealed much about the current state of the old ships, and what artifacts remain on board. There is a great deal of effort to preserve the ships as they presently are, and discourage illegal pilfering of historic artifacts.

After Merryman's informative presentation, Rohde invited Commodore Jensen back to the lectern to deal with the door prizes, before wrapping up the evening by thanking everyone for coming. Rohde once again ended the formal part of the evening's program with the now familiar words:

*"There are good ships, and there are wood ships,
The ships that sail the sea,
But the best ships are the friendships,
And may they always be."*



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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

Special thanks to GLCC member Robert Knight for all his help

1. Digital Selective Calling is up and operational.

In the 2014 March 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.

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 buoy-

Coast Guard Issues New Edition of the Navigation Rules

by Lifeline Editor Philip May

The USCG has just released an updated version of the International and Inland Navigation Rules. The new rules became effective August 2014 and supersede previous editions. All vessels over 12 meters (39.4 feet) are required by law to carry a current copy. However, it is highly recommended that all cruising boats have a copy on board and that it be readily accessible. The book can be purchased from most marine chandlers. 

ancy. 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 handheld 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. 



WELCOME ABOARD!

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



Leonard Bartholomew
Gibraltar, Mich.
OLEFIN

Howard & Cheryl Coles
Penetanguishene, Ont.
LEAP OF FAITH

**David &
Mary Bell Dornseif**
Pentwater, Mich.
ESPRIT

Mike Dunlavey
Erie, Pa.
ANDIAMO

**Bjorn &
Elke Gabrielsson**
Erie, Pa.
THE LAST SEAGULL

Ken & Donna Korhorn
St. Clair, Mich.
KNOT TOO BIG

David & Donna Laux
Ocean View, Del.
SWALLOW

**Donald Pound &
Viki Rollins**
LEMOYA

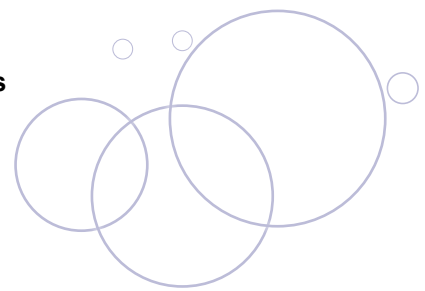
Larry & Kate Ryder
Warton, Ont.
DULCINEA

Jeff & Lynne Scott
Vermilion, Ohio
OVER PRESSURE

Paul & Melanie Thomas
Elk Rapids, Mich.
ORION

Bill & Carolyn Wilcox
Tobermory, Ont.
TIEMPO

**Judy Loving &
Bob Winkleman**
N.Y.
ARKANSAS TRAVELER



Southwest Lake Michigan Mid-Winter Dinner...One of the Best!

Story and photos by Lifeline Editor Philip May



Dinner-goers enjoyed light conversation and Eric Thomas's presentation about his experience in the Solo Transpacific Yacht Race.



*The Chicago Boat, RV & Strictly Sail Show at McCormick Place resulted in eight new memberships. Rear Commodore Len and Jackie Nowak organized our presence at this newly combined boat show. Log Book Editor Lou Bruska and Commodore Jensen gave several informative and well-attended seminars. Among the members working at the booth were Director Cheryl Cheger-Timm and Port Captains (Monroe Harbor) Richard and Joan Miller.

It was a relatively warm evening in Chicago for the annual Southwest Lake Michigan Mid-Winter Dinner. This event is normally held every year at the Chicago Yacht Club in conjunction with the Chicago Boat Show and Strictly Sail*. This year however, due to the earlier scheduling of the shows, the dinner was held in a private room at a local restaurant by the name of *Wildfire*. Located on the Near North Side, it was convenient to all. After a Port Captains meeting, guests began arriving for the social hour. Among the guests were Commodore Niels Jensen and his wife Vicki, in town for the boat shows.

After members and guests were seated, Co-Port Captain (Monroe Street Harbor, Chicago) Joan Miller, the MC for the evening, led introductions. This was followed by remarks by Commodore Jensen on the state of the club. Everyone was happy to know that the GLCC is in good financial condition. He reminded attendees about the upcoming Rendezvous in Rogers City, Mich., this summer. At this point, a delicious dinner was served, and enjoyed by all.

As tables were cleared and dessert and coffee were being served, Commodore Jensen introduced the evening's speaker Eric Thomas, a longtime member of the Great Lakes Singlehanded Society and the President of Sailboats, Inc. that operates Barker's Island Marina in Superior, Wis. His talk was extremely interesting. The topic was his participation in the 2,160-nautical-mile Solo Transpacific Race from San Francisco to Hawaii. He was sailing in *Polar Bear*, his Olson 30 ultralight displacement boat. But in order to get *Polar Bear* to the starting line off San Francisco, he had to trailer it from Duluth/Superior over mountain ranges and through deserts to San Francisco. Eric lays out a good picture of what it takes to prep yourself and your boat for such a race. He highlighted the start of the race, and presented a very graphic picture of what the days and nights were like under sail as he raced toward Hawaii. The race took about 14 days.

He placed first in his section, and finished second overall. He finished his presentation by answering a myriad of questions from the dinner attendees. When the meeting adjourned attendees said that this was by far one of best Southwest Lake Michigan Mid-Winter Dinners they had ever attended. 🚩

Detroit-Windsor Border Rally Returns to the Historic Detroit Yacht Club August 27-29, 2015

by Rear Commodore Mark Lifter

SAVE THE DATES for a return to the Detroit Yacht Club for a fun-filled weekend rally in late August. This year the rally takes on a new name (formerly the Lake Huron Rally) to better reflect the location. The Detroit-Windsor Border Rally is jointly sponsored by Region 47 (Detroit-Saginaw Bay) and Region 43 (Southwestern Ontario). As such, it celebrates the world's longest international border, and the wonderful cross-border friendships enjoyed by Great Lakes Cruising Club members. Our late summer rally was held at the Detroit Yacht Club two years ago. Many who attended indicated they would welcome a return visit.

Registration information will be in the next issue of *Lifeline*, as well as posted online at that time. The yacht club will be able to accommodate 20 to 25 boats, with space for land yachts and hotel availability as well. The schedule of events and activities is still under development, but attendees can count on a welcome reception, time for lounging at the pool, a replay of last time's hard-fought bocce ball match, a visit to the iconic Eastern Market, lunch at a Detroit watering hole, a Saturday night dinner coupled with music and dancing in the DYC Grill Restaurant, and perhaps a few surprises. Contact Rear Commodore Mark Lifter at 248-514-4250 if you have questions. 🚩



Aerial view of the Detroit Yacht Club

Lake Michigan Rally

by Port Captains Tom and Barbara Lyons

This summer if you are planning on attending the Great Lakes Cruising Club Rendezvous in Rogers City, Mich., and will be transiting Lake Michigan, you will have the unique opportunity to also attend the Lake Michigan Rally. The rally is being held in Elk Rapids located on beautiful Grand Traverse Bay. It will begin on July 7, 2015, and continues until July 9. The rally is a great time to connect with old friends and make new ones. Additionally, many of the attendees will be continuing on to the Rendezvous in Rogers City, so the opportunities exist to pair up and cruise in company.

Attendees will begin each day with a Continental breakfast. Dinner on the first day will be BBQ served in the pavilion. Wednesday evening events will commence with a deck party at the home of Port Captains (Elk Rapids) Tom and Barbara Lyons. Bring your own wine and a dish to pass. In the event of inclement weather the deck party will move to the pavilion. After the deck party, enjoy the rest of the evening on River Street. The town closes Main Street and it becomes outdoor dining, open shops and entertainment.

Thursday morning is a Continental breakfast and goodbyes. There are no scheduled events so those wishing to get underway for the Rendezvous or other destinations can do so. Those who stay can enjoy the local restaurants and the theater.

To register for this exciting event, see insert in this issue of *Lifeline*, go to the GLCC website, or call the office at 810-984-4500. Remember that the earliest slip reservations can be made is May 15. We have reserved 20 slips, and they will go fairly quickly. So do not wait until the last minute.

For more information call Port Captains Tom or Barbara Lyons at 231-264-6259 or 231-499-6901, or send an email: tobar@torchlake.com 



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Inset: The skipper and his wife at arrival, Port Superior, Bayfield, USA

2015 Golden Wrench Award Recognizes Seamanship Feat

by Commodore Niels R. Jensen; Photos courtesy Raven's crew/Facebook blog: Raven's Return—Norway to Bayfield

Each year, the Great Lakes Cruising Club's Lake Superior Region bestows its Golden Wrench Award to a local member for overcoming adversity while cruising. It is sometimes given for successfully dealing with an exceptional mishap, or sometimes in recognition of exceptional seamanship. This time, it was given for the latter.

It is the tradition that the last recipients pass on the award. However, Port Captain (Knife River) Nelson and Marilyn Stone were unable to attend, because they are spending the winter in Florida. The Awards Committee felt it would be excessively cruel to compel them to come back up to the Frozen North for the ceremony. Instead, I presented the award on their behalf.

But while we are on the subject of the Frozen North, this year's recipient is someone who has a unique perspective on the subject. During the past summer, Dean Rau took his 40-foot pilothouse, named *Raven*, with a crack crew from Sweden to the Apostle Islands via the Shetland and Faroe Islands, Iceland, and Greenland. It

is a noteworthy accomplishment and a rare adventure. It is an area of the sea which can be challenging in the extreme. The only reason you do not hear much about it is that other than the locals, very few people go there.

A Danish story I can tell you to illustrate the severity of the sea up there is that my dad was visiting the Faroe Islands on government business. At a banquet, he casually brought up that he thought it was rather strange that the Vikings decided to settle these North Atlantic islands. At that time, both Iceland and Greenland had so much more and better land to offer.

A native reacted by lunging across the table at my dad, exclaiming: "They were all seasick!" Apparently, the handed-down wisdom of the ages was that the discomfort of continuing the voyage was not worth it, but I can assure you it is with good reason. The North Atlantic can be very rough.

The weather forecasting has improved in recent decades, so most of the route of our Golden Wrench recipi-



ent was within predictable weather windows, which much reduced the risk to *Raven's* four-man crew. However, the distance from Iceland to Greenland is too far to be assured of reasonable sea conditions for a 40-foot sailboat. It's about 600 nautical miles.

To make matters worse on that leg is the threat from large icebergs and an uncertain landfall. The southern tip of Greenland is Cape Farewell, and it is extremely dangerous to ships and boats because three major currents converge here. So, it is much preferred to pass through the Prince Christian Sound, which cuts across the southern tip of Greenland, just as the Magellan Strait cuts across South America above Cape Horn.

But that route assumes the Prince Christian Sound is free of ice, which only happens at the height of summer. Luckily, the timing happened to be right, and the sound was indeed ice-free. It offered a safe passage past towering mountains and inland glaciers, while a major storm passed through out on the open sea.


If the sound had not been open, *Raven* would have been forced south. To safely clear the cape, you have

to stand south of it by about 120-nautical-miles. It is an extremely challenging place to sail, even in good conditions. Encountering a storm in this area could easily have created a survival situation.

In the Prince Christian Sound, *Raven's* crew met up with six other yachts. Only about a dozen recreational boats pass through here each season, so this represented half of the fleet. It is a place where only the most intrepid boaters venture.

This brief account of *Raven's* exploits is only the tip of the iceberg, but our Golden Wrench recipient continued with his boat on to Labrador, Newfoundland, up the St. Lawrence River, and through the Great Lakes back to the Apostle Islands.

So, in recognition of his exceptional seamanship, and for overcoming adversity while cruising, the 2015 Golden Wrench Award goes to Dean Rau, the captain of *Raven*. He certainly has earned our respect.

Incidentally, it should be noted this was Rau's third transatlantic voyage as skipper. His first passage was from Newfoundland to Ireland in a 31-foot boat. 



2015 Wilderness Rally Drops the Hook in McGregor Bay

by Venetia Moorhouse

The 2015 Wilderness Rally is planned for Monday, July 27 through Thursday, July 30 at McGregor Bay, East Arm (NC-84, NC-89). It is returning to the location of the first Rally.

As is always the case, attendees are expected to be self-sufficient, bringing all that they need, and leaving only their footprints behind.

The Wilderness Rally is being chaired by Port Captain (Ottawa-Rideau Canal) Ted and Venetia Moorhouse (*Fairytales*). Other committee members include: Mel and Sue Durchslag (*Class Act*), Bruce and Anne Arthur (*Okaga*), Jorma and Ann Portano (*Kahlua III*), Val-le Fuehrer (*Ugotabkiddin*), and Rod Munro and Alison Brown (*Leading Edge*).

The Rally will be filled with both serious and frivolous activities. Early check-in will begin on Monday, July 27, and again will feature an early-bird beer-tasting event. Everyone arriving this day is to bring six beers to share. Participants will get to pick their favorite brews. Attendees will receive the Rally burgee at registration.


Check-in will continue on Tuesday, July 28. Rally announcements will be on VHF 78A. Tuesday's

activities include a book exchange, blueberry-picking contest, picnic, and roving cocktails.

Wednesday, July 29 will begin with the always-a-hit pancake breakfast, followed by dinghy trivia, blueberry-picking, dinghy races, gathering on shore with goodies, and bonfire marshmallows sing-song.

The final full day of the rally is Thursday, July 30, and is always packed with fun activities, including a book exchange, blueberry weigh-in, trivia judging, and boggle judging, followed by hot dogs and potluck dinner. Prizes will be awarded. The evening will wrap up with a sing-along around the campfire.

The scheduled departure day is Friday, July 31, and it's always a sad time to have to say good-bye to both new and old friends.

A Rally registration form is included in this issue of *Lifeline*, and registration is also available on the GLCC website. Please keep in mind that when this magazine closes, many of the program details are tentative, and all are subject to the weather. For further information about this year's Wilderness Rally, feel free to contact Port Captain Ted and Venetia Moorhouse, or the GLCC Office at 810-984-4500, or glclub@att.net 





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2001 35' Silverton - \$95,000



2001 34' American Tug - \$194,500



1989 33' Siltala Nauticat - \$99,750



2000 34' Pursuit - \$110,000



1978 34' Mainship - \$44,900



2003 32' Levy - \$169,500



1977 32' Vnette - \$37,500



2004 28' Carolina Classic - \$89,900



1994 26' Pemaquid Beach - \$55,000

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**Judge
Advocate,
US
Greg
Korstad**
Plymouth, Minn.

Korstad is a lifelong boater who operated a boat from his grandpa's lap before he could even balance on a bicycle. With his wife Connie, he has sailed the Great Lakes since before they were married. The Korstads sail their Pearson 36, *Gaviidae* out of Bayfield, Wis. In addition, they have a powerboat on Lake Minnetonka on the western side of the Minneapolis-St. Paul area.

By being elected as Judge Advocate for the US interests of GLCC, Korstad will continue his history of being an active leader in boating organizations. He has previously served as the Commodore of the Bayfield Yacht Club, and Commander of the Lake Minnetonka Power Squadron, where he still teaches sailing and marlinspike seamanship courses, as well as serving as a Vessel Safety Inspector.

On a national level he was active in the US Power Squadrons, serving as its Law Officer until 2013. Currently, Korstad is a Staff Commander in the United States Power Squadron's national organization, where he is responsible for State Public Policy. Korstad served on the GLCC Board for the past two years.

Having retired from a very active practice as an environmental lawyer, Korstad is especially sensitive to the importance of our Great Lakes and the delicate balance between recreational users, commercial interests, and natural resources. Sailing through Lake Superior's remote north shore areas has given him a great respect for the lake, as well as its abundant wilderness. Korstad hopes that serving as a lawyer for the GLCC and Great Lakes Foundation will provide an additional opportunity to promote and protect these values. 🚩



**Director
Steve
Reinecke**
Strathroy, Ont.
Port Captain of
Lion's Head, Ont.
(GB-7)

Steve and Brenda Reinecke live in Strathroy, Ont., with their two children: Emily, 20; and Trevor, 17. Being close to and on the water was a big part of Steve's life growing up. His family had a boat on a small lake west of Oliphant, Ont., called Spry Lake. There he spent most summer weekends fishing and boating. Steve's father, a cabinetmaker by trade, built all of the family boats, from a flat bottom fishing boat to an 18-foot wooden-hull sailboat.

Steve travels somewhere every week on business, and saw boating as a way to bring the family together when he was home. He purchased his first 14-foot boat when he was in his early 30s, and his latest purchase is a 45-foot Mainship Pilot Trawler. Steve brought it up from Florida to the Great Lakes in the spring of 2011. The transit was planned to take 12 days, but 31 days later the boat arrived in Sarnia, Ont. Steve would be more than happy to tell you his story about that trip.

During the summer Steve limits his business travel as much as possible in order to spend as much time as possible with his family on their boat *Bets On* that is kept in Wiarton, Ont. B-E-T-S stands for Brenda, Emily, Trevor and Steve. Their previous boat was *Bets Off*. They love participating in various harbour and cruising activities.

Boating is all about fun and adventure. When not in Wiarton, you will find *Bets On* during the summer months in the Georgian Bay and North Channel. Steve and Brenda have plans to live aboard in about seven years, complete the Great Loop, and explore the world.

Steve and Brenda have been members of the GLCC for six years, and enjoy all the people and social activities. They both take great pride in greeting boaters as they visit Wiarton and assisting in any way they can. Drop by and say "hi" next time you are in Wiarton or if you see *Bets On* cruising the Great Lakes. 🚩



Director James R. Passe Minneapolis, Minn.

Our boating experience started the first summer after Angele and I were married in 1970. We took two weeks of sailing lessons on Lake Calhoun. That winter we bought our first boat, a 15-foot Mutineer sailboat. Three years and two young children later we were ready for a larger boat. Not finding what we wanted, we built a 27-foot fiberglass boat in our backyard, complete with a toy box for the kids. Named *Portofino*, we sailed her for ten years on the St. Croix River and Lake Pepin, a widening of the Mississippi River.

Ready for more adventure, we moved *Portofino* to the Apostle Islands in Lake Superior for the summer in 1985. We were now hooked.

Continued on page 25



Port Captain's Log Book



Port Captains Ben and Dana Liss

Burns Waterway,
Ind. (M-29)

Ben and Dana Liss, newly appointed Port Captains for Burns Waterway, both grew up around the water: Ben spending his summer vacations fishing in Door County, Wis., and Dana with her family as a certified Lake Michigan beach bum. When Ben and Dana first met nine years ago, Dana encouraged Ben to get his old 1973 Starcraft up and running for use on Lake Michigan. They are now boating on a Four Winns 268 Vista, named *Seapickle II* and moored at Marina Shores at Dune Harbor, in Portage, Ind. The couple circumnavigated Lake Michigan on their honeymoon, have gotten hooked on the North Channel, and spent many long weekends visiting ports in Indiana, Michigan, Wisconsin and Chicago. They keep a blog about their travels at www.boatinglakemichigan.com.

Ben and Dana discovered the GLCC at the 2012 Strictly Sail in Chicago. They were impressed by the knowledge of those at the booth, and joined while at the show. As Port Captains, they hope to share their knowledge of Burns Waterway and the Portage area, increase GLCC membership on Southern Lake Michigan, and assist GLCC visitors in any way that they can.

One last thing of note, this past year they purchased an old AMF Alcort Puffer Sailboat and are having a blast learning to sail. In future years, they may either be on a powerboat or a sailboat, but they will be proudly flying their GLCC burgee while exploring these Great Lakes. 🚩



Port Captains (from Deputy to Port Captains) Paul and Paula Lundberg

Bayfield, Wis.
(S-192)

Paul and Paula Lundberg have lived in Bayfield, Wis., for the past 12 years, after having lived in many other attractive locations. During most of that time, sailing has been their main summer activity.

As a teenager, Paul began sailing by rigging sails on a canoe. Later, upon return to the US in 1969 from the Peace Corps in Malaysia, Paul built a 16-foot Hartley trailer-able sailboat named *Paula Jean*. She was launched in Two Harbors, Minn., where they linked up with the Duluth Keel Club Trailer Sailors, and joined them for regattas on Leech Lake.

In 1977, and after ten years of sailing the *Paula Jean*, they made the leap to an O'Day 222. Paul and Paula were talked into competing in a race on Lake Vermilion. When they won, they were hooked! At the end of the second season, Paul was elected Commodore of the Northern Lakes Sailing Association. Paula was having so much fun now that she said: "Why don't we get a bigger boat?" Two months later the O'Day was traded in for a new 27-foot S2. After one season on Lake Vermilion, they moved it to Lake Superior's Apostle Islands.

When Paul was transferred to Middlebury, Vt., they joined The Royal Savage Yacht Club, where Paul had the positions of Sailing Fleet Captain, Rear Commodore, Vice Commodore, and finally Commodore. In 1999, Paul took early retirement from the US Forest Service to work for the Bayfield County Forestry Department. Paula resigned her teaching job, and found another one in Bayfield. They are thrilled to be there and to sail the Apostles Island and beyond.

In 2010, Paul and two other members of the GLCC sailed across the North Atlantic from Bayfield to Inverness, Scotland, in a 40-foot sailboat. The following year, Paula and Paul spent a month in Turkey and Greece on a charter, sailing the Aegean among the Dodecanese Islands.

Paul and Paula have been members of the GLCC for three years, but greatly enjoy the activities and getting to know so many boaters. They have realized how easy it is to invite others to the GLCC's events, and encourage them to become members. It is their desire to be available to welcome and help all boaters frequenting the charming Bayfield harbor. 🚩

Port Captains

(bios not available at press time)

Frank Kaminski III Clinton River, Mich. (D-42)

Dave and Cindy Obergfell Port Clinton, Ohio (E-20)

What's Cooking?

This is the first of what we hope will be a regular feature in each issue of *Lifeline*. Meals on a boat take on a heightened significance that does not exist on land. They often require much more creativity, imagination and willingness to take risks. Like camping, the process of preparing and consuming a meal out-of-doors takes on a primeval aspect. It connects us with our ancestral past. We are beginning the feature as a way for members to share some of their favorite recipes.

We are looking for recipes of things you make in your galley that are a little out of the ordinary... that take advantage of local ingredients, or improve an old standby like French toast by adding a little rum. I am convinced that many of you have recipes that you would like to share. Or have a way of making something that you have perfected that is unusual and tasty.

But we need your help to make it happen. Please send your favorite cruising recipes, techniques, or sources for local ingredients. We will try to use everything we get. Obviously, since there are only four issues of *Lifeline* per year, we are limited. But send them anyway. Thanks, and we look forward to hearing from each of you who prepare meals on your boat.

—Editor Philip May
and the Lifeline crew

French Toast a la Zephyr

by Lifeline Editor Philip May

Travelling by boat at night can be a really wonderful experience. Usually the wind dies down, the seas become calm, and if there is a moon it can be mesmerizing. But, I think the best part of night transits is the morning. The light slowly growing brighter until the sun begins to peek over the horizon. The sun rising is a marker for the next watch to begin preparing breakfast. And the best thing, in my opinion, is the smells of bacon. It never smelled so good as when it's cooking on a boat that has been underway all night.

Of course you do not have to be a Cordon Bleu-trained chef to know that you need to accompany the bacon with something else. After several options were explored on various cruises, my crew settled on French toast. Why you ask? Quite frankly, it is the easiest. It combines two major components of a boat breakfast, namely eggs and toast. So I thought I would share the best French toast I have ever had the pleasure of making and eating.

To make good French toast, use thick, slightly stale bread such as day-old French or Italian loaves.

French Toast a la Zephyr

3 eggs
¾ cup of milk
1 tablespoon sugar
1 teaspoon of vanilla extract
Freshly grated nutmeg
½ teaspoon of cinnamon
2 tablespoons of rum (secret ingredient)
6 slices of bread




- Mix all the ingredients, other than the bread, in a deep bowl—something that will prevent the mixture from spilling if bouncing around in the seaway. Whisk all the ingredients.

- Put the bread into the egg mixture and let it soak for about 10-15 minutes. Turn a few times so the bread absorbs the egg mixture evenly.

- Heat some butter or oil in a large skillet over medium heat, add the soaked slices to the pan, and fry for about 5 minutes on each side until nicely browned. Serve immediately with the bacon. Top the French toast with syrup, jam, applesauce or whatever you like, other than rum.

Serves 3 or 4.



Adapted from: *The Yachting Cookbook*, Elizabeth Wheeler and Jennifer Trainer 

Save
the
Date!!

The 2015 Annual Member Meeting and Change of Watch will be held in London, Ont., on October 23-25.

The site for this year's event will be the Delta London Armouries Hotel, located in downtown London, Ont.

The hotel is a modern facility built

around a historic structure. The façade was originally from an Armory constructed in 1905 and used for training through both the World Wars. In late 1980, the Armory was restored and the hotel facilities added.

London is known as the Forest City. It's not, however, due to the large number of trees in the city. In its early days London was an isolated destination, and one would have to walk through a forest to get there. Today four-lane highways make London easily accessible, being only two hours Southwest of Toronto, two hours East of Detroit, or a little over an hour from Port Huron.

We are putting together an exciting weekend, so mark it on your calendar and plan to join us. 🚩

Delta London Armouries Hotel:

<https://www.deltahotels.com/Hotels/Delta-London-Armouries-Hotel>



Delta London Armouries Hotel located in downtown London, Ont. will be the spot for the 2015 Annual Meeting. Photo courtesy Delta Armouries Hotel.

Director James R. Passe Bio

(Continued from page 22)

It was time for a larger vessel. Our search was extensive, and finally we found our boat in 1987, a new Moody 376 that we named *Hola*. It is still our dreamboat and is moored on Lake Superior. In 1999 we started our own consulting company, which allowed us to cruise and work from the boat at least four months every summer. We have sailed *Hola* extensively on the Great Lakes, St. Lawrence River, Newfoundland, the Canadian Maritimes, and the East Coast as far south as New York.

We joined the GLCC in 1994, receiving the Admiral Bayfield Award in 2003. One of our great memories of the trip was meeting a number of GLCC Port Captains as we cruised. We made it a point to call ahead if there was a Port Captain at the port we were visiting. Returning to Lake Superior in 2005, our sailing has focused on the upper Great Lakes, including several circumnavigations of Lake Superior, trips to the North Channel and enjoying the wonderful beauty of Isle Royal, the Canadian North Shore and the Apostle Islands.

It was during our cruising that we started formulating our "Sharing the Helm" concept for cruising. We have given several webinars on the topic for the *GLCCSchool*, and at the GLCC annual meeting last year.

I look forward to serving the members of the GLCC and protecting the marvelous resource we share, the Great Lakes. 🚩

Toronto Boat Show

(Continued from page 8)

Fordyce; David Middleton; Port Captain (Thornbury) Alan and Wendy Chesworth; Robert Wightman; Jim Fleming; Bob Noble; Cathy Thomas; Fraser Baillie;

Paul Gatt; Glen and Linda Wilcox; Director Steve Reineke; and Deputy Port Captain (Warton) Harald and Kathryn Braun.

Many of these volunteers have manned our booth in previous years, and their continuing support of the GLCC is greatly appreciated.

As always, Honorary GLCC Member Roy Eaton stopped by the booth to impart his enthusiasm to all of us. Roy operates the Little Current Cruisers' Net and made a presentation at the show focused on cruising the North Channel. His presentation included significant references to the GLCC, and his continuing support is gratefully acknowledged.

The time and effort of all the volunteers is greatly appreciated, as the TIBS is a significant source of new members for the GLCC and is a great locale to showcase the Club while our boats are on the hard during the bitterly cold Toronto winter. 🚩



Toronto boat show



Great Lakes Water Levels Are Looking Up

by Lifeline Editor Philip May; Photo courtesy Kenneth E. Bailey, Jr.

Lake Superior

The Superior level is projected to be 8 to 14 inches above chart datum over the next 6 months. In addition, the lake is expected to be 6 to 10 inches above its level of a year ago until April, returning to levels similar to 2014 in May and June. Lake Superior levels are forecast to be 5 to 9 inches above its Long-Term Average (LTA) through June.

Lake Michigan-Huron

December 2014 was the fourth consecutive month with above-average water levels, after a 15-year stretch of continuously below-average conditions. In addition, the lake's level was 20 inches above chart datum and 22 inches above its level of a year ago. Over the next six months, Lake Michigan-Huron is predicted to be 14 to 22 inches above last year's levels, and 7 to 8 inches above LTA through June 2015. In addition, the lake is predicted to be 18 to 28 inches above chart datum over the next 6 months.

Lake St. Clair

The lake's mean level in December 2014 was 13 inches above its level of a year ago and 9 inches above LTA. The lake is projected to be 8 to 20 inches above last year's levels over the next 6 months. Moreover, Lake St. Clair is expected to be 9 to 14 inches above its LTA from January through June.

Lake Erie


The lake is forecasted to be 6 to 13 inches above its level of a year ago through June. Moreover, Lake Erie is projected to be 8 to 9 inches above its LTA over the next 6 months.

Lake Ontario

Lake Ontario's December level was 3 inches lower than its level of a year ago and 2 inches below its LTA. The Lake Ontario basin experienced below-average precipitation in December, but has experienced average precipitation over the past 12 months. Lake Ontario is projected to be 5 inches above to 6 inches below last year's level through May. In addition, the lake is forecasted to be 0 to 1 inches below LTA from January to June.

The above information is from the December 2014 Water Levels Report and is meant to be informational, but should not be relied on for navigation purposes. Enjoy!

Source: US Army Corps of Engineers, Detroit District, "Great Lakes News and Information"

For the most current information go to: www.lre.usace.army.mil/Missions/GreatLakesInformation/NewsandInformation.aspx. 



Member to Member

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

60-foot boat slip for rent or sale at Duncan Bay Boat Club in Cheboygan, MI. Located on I dock and has a dock box and side pier. Roger Dye 586-491-6170.



1996 Cruisers 3650—Lots of Updates
IMPECCABLE Two-owner boat, freshwater, always heated storage, professionally maintained. Has one of the best layouts for a family or live aboard. If you are looking for a well-equipped 2-owner, freshwater boat, this one has your name on it! \$72,900 651-341-3868.



2003 42-foot Sea Ray 420 Sundancer
Fresh water!! US \$229,900, Located in Port Lambton, Ont., Hull Material: Fiberglass, Engine/Fuel Type: Twin diesel, YW# 55969-2760466. Excellent condition, shows like new. Many upgrades including a new Garmin HD Radar/Plotter, KVH Sat TV, and new camper canvas. Always stored inside, heated, well maintained. Contact Bill Ianitelli 586-634-2261.



2000 Fleming 55-foot Single-owner. Extremely comfortable cruising, exceptional seagoing qualities. Professionally maintained. Numerous after-market enhancements. Three staterooms. Bow thruster, stabilizers, autopilot, satphone, satTV, 33gph desalinator. Up-to-date radar; GPS and plotter. Fully instrumented pilot house and flybridge. Apx 1600 hours on twin 3208 Cats. Dual 12kw gens. 1,000 gals. fuel; 300 gals. water. 12-foot Novurania tender with 40hp Yamaha. 1,000-lb davit. Location: Lighthouse Point, Fla. wa8okx@aol.com



2011 Catalina 445 Time to downsize. \$270,000. Freshwater boat. 444 engine hrs. Many extras. Contact Gary at 920-903-4011 or gweichmann@yahoo.com for info.

Anchorage Marina Slip 40-foot slip on A dock for sale, plenty of depth. Great location on Lake Macatawa with easy access to Lake Michigan. Yacht Club membership included with active racing program and clubhouse with restaurant

and indoor pool. Contact Gail Bowdish sailgaiamar@cs.com or 616-402-1505.

Wanted: Charts for St. Lawrence River, Maritime Provinces, Gaspé, Saguenay River, Bras d'Or Lake, US East Coast. Please call or email me. Murph, 724-766-2126, murphbiz@zoominternet.net

Garmin Blue Chart Preprogrammed Data Cards: New York-New Jersey, New York, Lake Ontario to Montreal. List price at West Marine \$149.99. Asking \$50 each. Also, Lewmar Ocean Sailboat deck hatches. Square flush mount: 16 inches(2), 19 inches(2) and 24 inches(1). \$75 each or best offer. Good condition. John Baker 248-334-8068 or wjohnbakerphd@aol.com.

NOAA Recreational Chart Spiral Bound Books Chart 14853 Detroit River, Lake St. Clair, St. Clair River - 17th Edition Mar. 2008. (50 Pgs). Chart 14842 South Shore of Lake Erie - Port Clinton-Sandusky, incl. Sandusky Bay - 15th Edition Jan. 2008 (38 Pgs). Chart 14846 West End of Lake Erie - 13th Edition Oct. 2005 (36 Pgs). Pickup only.



1978 Pearson 31 William Shaw design, handles Great Lakes storms with ease. Additional information and photos on Sailboat Listings ad number 44209. Will be on the yard at Toledo Beach Marina after August 20. Walt Grabowski at 815-919-1140.

1980 Mirage 27 Currently showing in water at Outer Harbour Marina in Toronto. Swim ladder, VHF, Seafurl headsail furling system. Extensive service records available. Priced to sell! \$11,900. Contact: 416-819-6639 or chris.luginbuhl@gmail.com

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



Where in the World Are We?



Photo by Mike Kohut

Do You Know This Location?

Hint: Famous for car racing and a nice stop for boaters. The town offers a number of good restaurants and wine-tasting places.

Send your best guesses to the *Lifeline* Editor in the Port Huron office, glclub@att.net. First responders with correct answers will be issued a pair of GLCC cold beverage cozies, and recognition in the next issue of *Lifeline*.

Where in the World Were We?



Photo by Donna Fink

Port Captain (Ret.) Randy Whaley (Toronto, Ont.) correctly identified the location featured in the Winter issue of *Lifeline*. It is lock eight of the Oswego Canal in New York (O-3).

Great Lakes Cruising Club CALENDAR OF EVENTS

2015

March 26-29

Spring Break
Palm Beach, Fla.
Port Captain Charlie
and Cathy Zumkehr
300-620-9414 c.zumkehr@att.net

April 24-26

Spring Awakening
Joint Regional Dinner
DoubleTree Hotel, Port Huron, Mich.
Rear Commodore Mark Lifter
248-626-3259 mark.lifter@pathwayhca.com
Rear Commodore Brad Somers
519-948-9584 somersbp@aol.com

June 6

West Harbor Spring Launch Picnic
Herl's Marina, West Harbor, Ohio
Port Captain John & Carolyn Rick
419-797-2476 autosail1@yahoo.com
Port Captains Dennis & Sharon Dutcher
937-602-8391 dutcher.ds@live.com
Deputy Port Captain Max & Donna Guzman
513-381-8008 maxg@fuse.net

June 19-21

Lake Erie Rally
Leamington, Ont. (E-34)
Port Captain Doug & Pam Jackson
614-895-0435 doug@dougandpam.com
Port Captain Dennis & Sharon Dutcher
937-602-8391 dutcher.ds@live.com

July 7-9

Lake Michigan Rally
Elk Rapids, Mich. (M-7)
Port Captains Tom & Barb Lyon
231-264-6259 tobar@torchlake.com

July 12

Board of Directors Meeting @ Rendezvous

July 12-16

Rendezvous 2015
Roger City, Mich. (H-73)
Past Commodore John Lobbezoo
616-846-8588 johnglms@sbcglobal.net
Bobbi Johnson bjohn442@sbcglobal.net
Port Captain Beach Hall
989-734-2387 bbhmkh@charter.net

July 28-30

Wilderness Rally
East Arm of McGregor Bay (NC-84)
Port Captain Ted & Venetia Moorhouse
613-836-3613 fairytale1@bell.net

Great Lakes Cruising Club

Phone: 810-984-4500

Email: glclub@att.net

Web: www.glclub.com



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