



**GLSS**

**The**

# Solo Challenger

Winter 2013

Newsletter of  
The Great Lakes Singlehanded Society

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Vice President	Ken Verharen
Treasurer	Jon Jacobs
Secretary	Bill Tucker
Corresponding Secretary	Jeff Neuhalfen

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## At The Helm

### The GLSS President's Letter *Rick McLaren—President*

The AGM got us off to a great start for 2013. Many awards were presented by President Paul Nickerson, many sailing stories were exaggerated beyond all recognition, and a great time was had by all. Skippers from out of town stayed at the Amalfi Hotel, and the



*Rick at the Helm of Ducinea*

Manager's Reception on Friday night (with free drinks) was jammed. The party moved from there to the Urbina's beautiful penthouse, where it lasted well into the night. Thank you Jeff and Gaye! Some of us then repaired to Harry Carry's, across the street from the Amalfi, for a fair and balanced debate on politics.

All five Great Lakes were represented at the AGM, some skippers coming from as far away as Toronto. Treasurer Jon Jacobs gave an encouraging financial report. Mike Richmond, our first President of the GLSS back in 1979, graciously accepted the medallion for Cole Butterworth, our first Australian to complete a Challenge event. Dan Pavlat received the Silverthorne Award from Jim McLaren and Dave Rearick for Dan's many tours of duty on the GLSS Board (three terms and counting), tenure as President, and other services to the GLSS too numerous to mention. When Paul

asked all former presidents to stand, it seemed like half the room stood up. What a glorious history we have in the GLSS! Those who could not make it to the AGM will be receiving their medallions in the mail from Ken Verhaeren, the Mac Challenges Race Director, who can be harassed at [verhaerenk@att.net](mailto:verhaerenk@att.net).

Meanwhile, back at the Strictly Sail booth, our GLSS volunteers extracted 20 new email addresses from unsuspecting victims who stopped by the booth. To perpetuate our society, we all need to recruit likely entrants to our Challenges. To that end, and to teach safety in short-handed sailing, please spread the word about our safety seminars scheduled this spring. While we're on the subject of new members, there is a widespread urban legend abroad that a prospective Challenge skipper must complete the 100 mile and 24 hour qualifier in a race. Not so. Any 100 mile voyage lasting more than 24 hours and properly logged will meet this requirement.

Planning for the 2013 Challenges has already begun. By the time you read this, your Board will have held the first of many conference calls. On the agenda will have been a discussion of what changes should be made to the Required Equipment list, a topic that Mike Richmond tells us has been debated since 1979. So skippers, we have less than **125** days until the first gun of the Challenges on June 22, 2013.

Get yourselves in condition and your boats ship shape, and let's have a safe and fun 2013.

As your newly elected president, I look forward to hearing from you with your ideas, comments, and concerns.

Cheers!

Rick McLaren

[mclarenR17@gmail.com](mailto:mclarenR17@gmail.com)

### 2013 Event Calendar

<b>March 26</b>	Chicago Open House
<b>April 3</b>	Detroit Open House
<b>April 6</b>	Chicago Open House
<b>June 22</b>	Mac Challenges
<b>July 13</b>	Lake Ontario Challenge
<b>August 3</b>	Lake Superior Challenge
<b>August 9</b>	King's Cup
<b>August 17</b>	Lake Erie Challenge
<b>September 6</b>	Lake Michigan Solo Scramble
<b>September 7</b>	Lower Huron Challenge
<b>September</b>	Lake Superior Solo Scramble
<b>September 28</b>	St. Clair Solo and Big Al's Steak Roast

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### 2013 ANNUAL GENERAL MEMBERSHIP MEETING

*by Paul Nickerson*

The 2013 AGM was another great weekend in Chicago with great attendance. The weather was wintry enough to get everyone thinking sailing and the activities shared with other GLSS sailors made one forget there was ice on the lake. With Strictly Sail being a one of a kind winter event it was great to see sailing

friends I have made over the last 35 years walking and working the show on Friday.



Next it was time for Happy Hour at the Amalfi Hotel. With free drinks and snacks in the lounge, GLSS members gradually made their way in and the room filled with stories. From Superior to Ontario each lake was well represented by the travelling sailors. It was an honor to meet Mike

Richmond, a GLSS Charter Member and the first President. I'm not sure the GLSS today is quite the organization they first envisioned in 1979. A quick taxi ride then took everyone to Jeff Urbina's where many of the locals were already partying and telling tales. The GLSS is all about a great family of sailors and while we may sail alone we all do it to be together.

The AGM was another great time to gather after a day of Chicago and Strictly Sail. The organization is sound financially and membership continues to grow but participation like the economy could be better. The 50 pound box of bronze medallions was made a lot lighter as everyone reflected on a memorable Challenge it represented. Ask Dave Evans and I'm sure he could tell you about every one of the 30 Challenges he has completed and for which he was honored.

Probably my favorite moment of the night was the presentation of the Mike Silverthorne Award by Jim McLaren and Dave Rearick. It has only been presented three times and I had no idea who they were awarding it to as they started going down their list of

qualifications. About half way through I realized who the award was going to and when Dan Pavlat's name was announced it was great to see the humble surprise as he truly had no idea he was getting the award. Since my first GLSS Challenge he has been a great inspiration in reminding everyone that finishing is most important. From sailing the slowest boat in the fleet to pushing his Spartan Tartan 10 to trophy finishes, Dan has sailed every GLSS event except the Super Mac and Back. He's got another year to find the right boat for that.

Wrapping up the awards we were all honored to hear GLSS Member Dave Rearick's tales of campaigning the Open 40 Bodacious Dream in preparation for the 2014 Golden Globe singlehanded race around the world. Dave sailed across the Atlantic competing with other Open 40s, a summer of competition in France, and then his solo qualifier back to the United States. You can follow his campaign at <http://bodaciousdream.com> and on his Facebook page.

We all wish Dave the best with his Bodacious Dream.

After the meeting the newly elected Board met and voted Rick McLaren to be the President for 2013. Amazingly all 9 Board Members were there but of course no one took a picture. It has been my honor to serve on the GLSS Board and serve as President.

Now it's time to make your plans for 2013! Translated that means *"See You At Mackinac"*.

## 2012 New Members

### Lake Huron

Pete Krissa\*

### Lake Michigan

Cole Butterworth

Mike Kenny

George Petritz\*

Jeff Stack

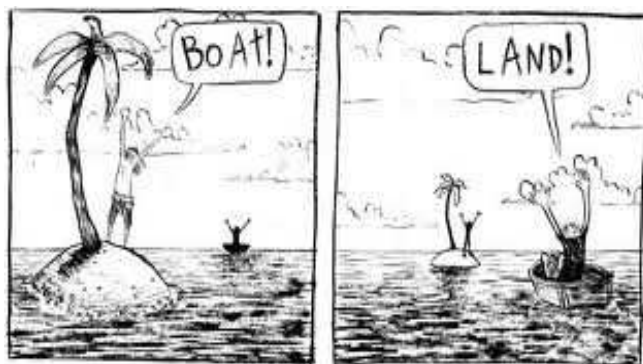
Brian Parkinson

Chuck Buckingham

### Lake Ontario

Chuck Watson

\*Presidents Cup Winner



# 2013 AGM



*Dan Paulat honored with the Mike Silverthorne Award*



*"never quit" Dave Evans recognized for completing 30 Challenges*



*Dave Rearick entertains everyone with the story of his solo Atlantic Crossing on Bodacious Dream.*



*Paul Nickerson is presented a half hull of "Nicknack" for his service as President of the G.L.S.S*

# 2012 Challenge Awards & Recognition

## Lake Huron - Port Huron to Mackinac

Dave Evans	Luke Brockman	Noel Brockman
Paul Nickerson	John Ollila	Bill Tucker
Bob Van Eck	Pete Krissa	

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## Lake Michigan - Chicago to Mackinac

Chuck Buckingham	Cole Butterworth	John Hoskins
Dirk Kruger	Mike Kenny	Mark Mahowald
Rick McLaren	Brian Parkinson	Dan Pavlat
George Petritz	Paul Schloop	Jeff Stack
Rick Stage	Joe Turns	Ken Verhaeren

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## Lake Ontario 300

Allan Belovarac	Gene Joelson	Ted Spanos
Chuck Watson		

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## Lake Erie Challenge

Blair Arden	Allan Belovarac	Dave Evans
Tom Hughes	John Lubimir	John Ollila
Bill Tucker		

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## Lake Superior 600

Mike Spence	Bill Tucker	Scott Schoeler
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*Editor's Note: I ran across this article recently on the website. Yes, I have read it before, but had not read it in a while. I agree with Patrick, we all know Peter Fisher.*

## 1998 Peter J. Fisher Memorial Award Presentation

By  
Patrick Nugent

I did not have the opportunity to meet Peter Fisher. Yet I find myself boldly standing before all of you, as I am about to introduce you to Peter Fisher. You know -- during March of each year, outdoor temperatures would reach to the high 50's during mid-week. That was enough for Peter to announce to his friends and family, "I'm going to work on the boat this weekend."

Unfortunately, when Saturday rolled around, temperatures were in the low 40's. Yet Peter still went to the boatyard. As he approached his boat, there was probably a 2-inch deep puddle strategically located under the boat exactly where he wanted to proceed with his go-fast bottom repair. As he was considering ways to tackle the job, a neighboring boat buddy came up and asked, "Hey Peter! I'm starved. Do you want to go with me to get a hamburger?" Peter probably spent the remainder of the afternoon at the local hangout solving some of the major problems of the world. Occasional glances out the window showed rain, sleet and snow flurries.

Upon returning home, Susie would ask, "Did you get started on your bottom work?" Peter replied, "No... But I've got some good ideas." We've all been there!!

Somehow, weather temperatures rise, boat work gets completed, and the boat is in the water once again. Since I never met Peter Fisher, obviously I have never sailed with him!!! But I can tell you what the first sail of the season was like on his boat. It felt great to be out of the cradle and having the boat bob the way it was supposed to! The water was so cold that the cabin was cold! A bag of ice lasted all day Saturday, and there were still a few cubes left on Sunday! Raising a full set of

sails and trimming for a close reach for that first time each year is an exhilarating experience. I suspect that it felt so good, that Peter looked and his knot meter and assumed that it was broken. It felt too good to be going that slow!!!!

Nope.... I never had the chance to meet Peter Fisher. A big highlight of spring is when the GLSS application arrives. You know.... It looks the same every year, but I'll bet that Peter read **ALL** of the paperwork from start to finish. And after he read it, I'm sure that he sat down in his favorite chair and read it again. I'll bet that the requirement for flares caught his eye. Of course, he was "legal" for the race the prior year, but he wasn't sure about those darn expiration dates! Then he wondered: "Are the flares on the boat? Or are they in the basement?" Those dog-gone flares!!!!

I never met Peter Fisher. Yet in a big way, I feel like I know him. Peter Fisher had the support of his family and friends. His close friends told him that he was crazy! I'm sure Peter grinned from ear to ear as he recognized the admiration from the light-hearted yet deep compliment for his endeavor. I'm sure that Peter had an Aunt Jane who asked the typical three questions: "Do you stay next to other boats all during the race?" "Do you pull in and stop for the night to sleep and eat dinner?" Or the most sincere advice from Aunt Jane is, "Now Peter... When it starts to get rough and stormy, I want you to head for shore." I'm sure that Peter gave Aunt Jane a kiss on the cheek and acknowledged that he would be careful. But Peter knows what we all know -- that he is ready, anxious and prepared to face adversity when it comes. We

head for deep water (far from shore) when rough and stormy weather is on its way!!!

No... I didn't have the opportunity to meet Peter Fisher. Yet I do feel like I know him. By this time, I could have expected someone to interrupt me and say, "Wait! What's the big deal? Peter Fisher is just like me!" And that is exactly my point. Peter Fisher is just like you and me. This likeness isn't that he had the same color of hair, same height or weight. But Peter Fisher shared the same unique challenging dream that all of us have. The frightening (yet real) piece of the similarities between Peter Fisher and ourselves is that Peter Fisher died while pursuing this same challenge that we pursued this week. As we consider the reality of our own mortality, it becomes easy to say, "Wait a minute! Peter Fisher is just like me!" For these reasons, it is most appropriate that our Society's highest award be the Peter Fisher Memorial Trophy. The truly significant part of this award is that it is **NOT** a time to mourn or ponder our mortality. Rather, it is a time to celebrate life. Death and dying are a part of everyone's life. You don't have to be a sailor to understand the reality of mortality.

This award is significant because we are like the uniqueness of Peter Fisher. We are the ones with the dreams similar to his. We dream to sail to Mackinac Island alone. It is fitting that, as members of the GLSS, this is our award with Peter Fisher's name on it. It is the highest award that can be given to a Mackinac Solo Sailor. It is an award that will be given today to someone who celebrates life and its

achievements - just like Peter Fisher, just like you and me.



*The Peter Fisher Memorial Trophy donated in 1984 through the generosity of the Peter Fisher family, was retired after 2009 upon request of the family.*

## Your 15 Minutes of Fame is Waiting

Share your tips for preparing for your Solo Challenge

Jeff Neuhalfen

[jeff.neuhalfen@gmail.com](mailto:jeff.neuhalfen@gmail.com)

734-855-9447

# AN INTERVIEW WITH MIKE RICHMOND

By Jeff Neuhalfen

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*Those who attended the AGM in Chicago were honored to meet Mike Richmond. Mike is a Charter Member and the first President of the GLSS. As a Charter Member, Mike was an instrumental part of the very first discussions and the inaugural Port Huron to Mackinac Challenge. We now know the full story behind the origin of the "Challenge". Many thanks to Mike for sharing his memories and thoughts on the history and current state of the Great Lakes Singlehanded Society.*

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## Profile:

*Most of us don't know much about you and your family.*

*Tell us about you and your family, where are you now, family members, children, grandchildren, hobbies, pet peeves,,,*

This question could go on and on, so I will try to answer without getting too verbose. I sailed south in 1980 after the GLSS Port Huron to Mackinac race. I had previously moved my wife to Fort Walton Beach, FL, so after selling the house in Flint, I just needed to get the boat to Florida. After the race, I met my father and Alex Gresock at the Huron Yacht Club, as they were going to accompany me some of the way south. I dropped my father off in Annapolis, MD and Alex off in Jacksonville, FL. Luckily, after getting to Florida, my wife hated her job and was easily convinced to take a year or so off and sail to the islands. Unfortunately, when we returned to the U.S., it was clear that my life status was changing. After my divorce, I met my wife Ivy in Jacksonville, we later moved to Grosse Pointe Farms, MI in 1994. We brought our present Tartan 41 with us to Michigan. We sailed lakes Huron and Michigan each summer since then, until we retired in 2010 and sailed her

back south to the Keys, then south to the Exumas last winter. Last June, we sailed from the Exumas



up to the Chesapeake, and left her in Annapolis this winter. Unfortunately, she is for sale now, Crusader Yachts is brokering her in Annapolis. If she sells before summer, we will buy a smaller boat with a split rig and sail to Maine and the Maritimes.

Ivy and I have four children; a son in Saint Clair Shores, MI who is the Michigan Representative for Heineken USA; a daughter in Jacksonville, FL who is the Marketing Director for a Software Testers Training Company; a daughter who is the Director of Change Management at Lowes Corporation in Charlotte, NC; and a son who sells granite in Springfield, IL. After retiring, we moved to a log cabin on a lake in northern lower Michigan. Ideally, we will spend the winters in the islands on the boat, and the summers at the cabin. I now have to make time for visits to our 6 grandsons on a somewhat regular basis, so scheduling has become a bit of a problem.

Ivy and I each have a Harley which we enjoy touring on in the summer.



In the summer of 2011, we toured the western U.S. for 7 weeks, putting on over 7,000 miles. Last summer, we took a short trip out to Montana and back, so we could see the northern U.S. along U.S.-2. Next summer looks like all sailing and no biking, not that I am complaining.

## Who is your hero?

Concerning heroes, I have many, but invariably, they are the **people who follow their dreams, against all odds.** Just look at



all of the GLSS members past and present who have done just that and accomplished so much for themselves and vicariously for many of the rest of us as well. I am sure I will leave many out, but to name a few, Steve Pettengill, Cheryl Cameron, David Evans, Phil Rubright, and Jan Gougeon. Then look at those who have completed 20 or more Single Challenges, Blair Arden, Dick Lappen, Dave Evans, Jim Douglas, and Bob Van Eck. A new hero is Dave Rearick and his Bodacious Dream Project! I am so humbled to see what has germinated from an idea which **none of us ever dared to believe would endure.**

### Early sailing experience:

#### *What is your earliest sailing memory?*

I was brought up on the water, as my grandfather had built a log cabin on a lake in central Michigan, but my first sailing experience had to wait until about 1973. My wife at the time had a cousin who had an old wooden life boat which had been converted to a sailboat. He invited me to abandon my power boat one weekend and go sailing with him. This was my introduction to sailing and my introduction to Nick Gresock, her cousin. He later became a member of GLSS, as did his nephew Lynn Hulber. I was bitten but good by the sailing bug, that day with Nick. That winter, I searched and found my first sailboat, a Columbia 22. I bought it in the snow, with no survey, and no test sail, talk about foolhardy. All turned out well, as it was a sound boat, and a pretty forgiving sailing boat as well. In an effort to convince my wife she would like sailing, I named the boat, "Polska Krolova". For those of you who don't read Northern European, it is translated as "Polish Queen". I was as convincing as I could be, but not convincing enough. She thought the only good sailing day, was a day when you could see your reflection in the surface of the water.



That was the beginning of my life as a singlehander.

### Forming the GLSS:

*We all have read about a group of guys that got together in the fall 1978 decided to do a singlehanded race to Mackinac Island. So how did it really come down?*

*Tell us about how you met, what your motivation was to do this, had you/or any of the others completed the course singlehanded before, was it a bet, a dare,,,*

This part gets very blurry over time, so I know there were more people involved in one way or another, than I can remember. I was kind of an outsider, as I had met Larry Rotta, at a conference, and he knew the southeast Michigan people. I was teaching and living in Flint, so I traveled to the Mt. Clemens area for the social times. If I remember correctly, Ralph Eilberg, Larry Rotta, and Art Spangler were in the bar, it was my introduction to Ralph, what a unique individual. There was lots of bravado and talk about the seaworthiness of a "folk boat" vs. a "Willard 8 Ton" (Sea Drifter). At some point **a challenge was issued** by Ralph that he would race anyone to Mackinac from Port Huron, singlehanded, and a race was born. Initially, the challenge spread by word of mouth, and soon it became clear, it was going to be more than just a couple of boats. Larry had the foresight to realize we needed to put something in writing, and asked if I would help to develop the rules, since I had fairly recently finished setting up the documents for the Huron Yacht Club, which was also started from scratch. Talk about "the blind leading the blind". We didn't have any money, and no internet to research, so we were winging it. I remember Art Spangler, who sailed a Cal 20 at the time, offering us a tremendous amount of help, and yet he chose not to join and sail the challenge for some reason. We were sure glad for his help all the way through though.

*Are you in contact with any of the other charter members?*

I have not stayed in contact in recent years. I kept a regular but loose contact with Dan Bare, for many years. A little more seldom with Larry Rotta, Jim Douglas, Jerry Murphy, Dennis Turner, and Joe Vallee.

*What did Ivy think of the idea?*

I didn't meet Ivy until after I moved to Florida, but knowing her, she would have been a huge proponent of the project.

### **The First Mac Challenge:**

*What boat did you do the first Mac in?*

In the spring, I bought a new Hunter 30, and fit it out for the race. Shortly before the race, I was racing my motorcycle on a Hill Climb and broke the bones in my left hand. I sailed the first race with **a cast on my left arm and hand**, against the advice of my doctor. The only negative to that is that my left hand now has a permanent natural curve from holding the wheel and the sheets during the race. No self-tailing winches back then.

*What was the course?*

One of the things we didn't think about was why the crewed course goes around Cove Island. We sailed right up the coast, just us and the freighters, **that was a woops**, for sure.

*What were the sailing conditions like?*

As I remember, the conditions were typical, from perfect, to flat calm, to stormy and on the nose. We went off early in June, and I remember being becalmed off of Thunder Bay Light as the sun rose. I was in my snowmobile suit, and had real trouble getting to the bow to lower the genoa, as the ice was covering the entire deck, making it very treacherous. Rollers just kept coming in from the freighters rounding the point causing the sails to slap

horribly. When the sun came up it got warm quick and I was lowering and securing the genoa in the suit. By the time I was done, I thought I was going to get seasick from being so hot in the suit. After a few hours of rolling, the wind came in right out of the NW, on the nose at about 20 kts. It was a very long slog, beating up to the island, then about 10 miles out, the wind died and there were three of us all trying to inch toward the finish line. As I remember, I was the most north, and that caused me to be the last of the three of us to finish.

*We all have special memories or our first Challenge, share with us your special memories.*

I remember two incidents: **Just finishing was a cause for elation**. The other incident was sailing on a close reach up the lake in a blinding rainstorm, in the middle of the night. I could just barely see the bow, it was raining so hard, and all of a sudden, a sailboat came charging at me from the north and passed me within five feet. I just sat in the cockpit in disbelief for quite some time after that. Very Scary!

### **The fruits of your work**

*Your last Mac was in 1983, have you thought about entering another Challenge?*

I have thought about it, but now that the boat is out of the Lakes, it might not happen.

*The Great Lakes Singlehanded Society has grown through the years, Five Lakes, nearly 300 members, a source of pride and accomplishment for all. What do you think of today's GLSS?*

As I said earlier, **I am in total awe** of what has transpired over the years and the things that all of you have accomplished. In my wildest dreams, I never would have envisioned what you have all accomplished!

# REQUIRED EQUIPMENT LIST REVIEW

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BY PAUL NICKERSON

For 2013 the GLSS Board decided to look over the Required Equipment List for GLSS events. While we want to make sure our boats are adequately equipped for safety requirements, we don't want to drive up the cost too high. In general our members are much more safety conscious than the average Great Lakes sailor because of this.

I asked those attending the AGM to fill out a survey of some of the equipment they owned and carried. Of the 31 boats that filled out the survey 18 owned their own life raft so I assume it is on board at all times. This is good to see because it shows 24/7 safety versus renting for an event. 19 of the boats also carried an EPIRB either for the boat or personal. SPOTS are also becoming popular and while we will use them for tracking our GLSS events, there is also the SOS emergency feature associated with them. I also received good comments from members who used their SPOTS for other races and cruising, including trips on land. Again, it's a 24/7 device for personal use beyond our GLSS events.

AIS receivers have definitely become popular as their expense is minimal and they can be linked into navigation software and chartplotters which are also popular among almost all the boats surveyed. Half the boats also reported using Sirius Satellite Weather which I've heard nothing but good things about. While some of these electronic devices

were once joked about as "toys" they have become very good and popular tools.

For years the GLSS has required SOLAS flares and it looks like many members have kept every one of them. The new Required Equipment List does not lessen the importance of SOLAS Flares but we have trimmed down the requirements slightly. Daytime smoke canisters are no longer required so save your old ones. There are plenty of other daytime devices but don't forget your Coast Guard required Orange Flag. SOLAS flares do not have to be in the service dates but it is highly recommended that you're in date Coast Guard Required Flares be SOLAS. These can then be rotated into your extra required inventory and your ditch bag. Also, find out if your life raft has SOLAS flares packed with it. Think twice if you think the recreational grade flares are really any cheaper for what you get.

What is your most important safety tool? Probably your VHF radio. The DSC service is now fully implemented by the Coast Guard so get your GPS hooked up if it's not. There are lots of VHF radios out there and while all new radios have DSC, you can also find them with GPS built in and AIS. If you know of a good VHF with both, let us know. One other comment I found interesting in the survey was a complaint about some of the radios in the fleet. There are very few bad radios or antennas but cheap coax antenna cable in good condition can reduce the signal to your antenna 75%. Another thing to remember is that the most voltage sensitive electronic thing on your boat is your radio. It is always a good idea to have your battery charging schedule call for a charge an hour before a radio check-in. Since you can't hear yourself on the radio, let someone know if the radio sounds bad and charge your batterie

Share your photos, stories and tips.

Like your mother always said, "share with your friends".

[jeff.neuhalfen@gmail.com](mailto:jeff.neuhalfen@gmail.com)

# Open House & Shorthanded Sailing Safety Seminars

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Presented by The Great Lakes Singlehanded Society

## Chicago Yacht Club

400 East Monroe Street  
Chicago, IL 60603  
(312) 861-7777

Thursday, March 14<sup>th</sup>  
6:00 pm CST

SOCIAL HOUR 6:00 PM -7:00 PM

*Cash bar and light appetizers will be available...*

RSVP to:

Mark Gannon  
[mark.gannon@sbcglobal.net](mailto:mark.gannon@sbcglobal.net)

## Frenchman's Bay Yacht Club

635 Breezy Drive  
Pickering, ON L1W 2X4  
(905)-831-7899

Wednesday, March 27<sup>th</sup>  
7:00 PM EST

[www.fbyc.ca](http://www.fbyc.ca)

RSVP to:

Brent Hughes  
416-984-7967

## Great Lakes Yacht Club

23900 Jefferson Avenue  
St. Clair Shores, Michigan 48080  
(586)-778-9510

Wednesday, April 3rd  
7:00 pm EST

Refreshments and appetizers  
7:00 PM to 7:30 PM

RSVP to:

Jeff Neuhalfen  
[jeff.neuhalfen@gmail.com](mailto:jeff.neuhalfen@gmail.com)

## Larsen Marine

625 Sea Horse Drive  
Waukegan, IL 60085  
[www.larsenmarine.com](http://www.larsenmarine.com)

Saturday, April 6th  
Time and details to be announced

These things are so much fun, Chicago is going to do them twice!

# 2013 BOARD OF DIRECTORS



**Rick McLaren:** President  
**Member Since:** 2003  
**Home Lake:** Michigan  
**Challenges:** 6  
**Boat Name:** DULCINEA  
**Boat:** 1970 S&S Swan 37



**Ken Verhaeren:** Vice President  
**Member Since:** 2005  
**Home Lake:** Michigan  
**Challenges:** 6  
**Boat Name:** Kismet  
**Boat:** Nonsuch 30



**Jon Jacobs:** Treasurer  
**Member Since:** 2001  
**Home Lake:** Michigan  
**Challenges:** 9  
**Boat Name:** Loose Shoes  
**Boat:** 1984 C&C 35 Mk III



**Bill Tucker:** Secretary  
**Member Since:** 2005  
**Home Lake:** Huron/Erie  
**Challenges:** 18  
**Boat Name:** GL3  
**Boat:** Beneteau 30



**Mike Spence:** Director  
**Member Since:** 2007  
**Home Lake:** Superior  
**Challenges:** 5  
**Boat Name:** Voyager  
**Boat:** C & C 44





Paul Nickerson: Director  
 Member Since: 2007  
 Home Lake: Erie  
 Challenges: 8  
 Boat Name: Nicknack  
 Boat: Tartan 37



Jeff Neuhalfen: Corresponding Secretary  
 Member Since: 2010  
 Home Lake: Huron  
 Challenges: 2  
 Boat Name: Christine Marie  
 Boat: 1977 Islander 36



Dirk Kruger: Director  
 Member Since: 2007  
 Home Lake: Michigan  
 Challenges: 6  
 Boat Name: Sea Raider  
 Boat: C&C 110



Brent Hughes: Director  
 Member Since: 2010  
 Home Lake: Ontario  
 Challenges: 1  
 Boat Name: Pearl  
 Boat: 1974 C&C 35 (Mark II)



## Open House and Shorthanded Sailing Safety Seminars

**MAKE PLANS TO ATTEND; THERE ARE FOUR TO CHOOSE FROM!**

**All Sailors are encouraged to attend!**

See Page 12 for Details and Contact Information