



Commodore's Report

By Susanne Guendelsberger



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I hope you have been enjoying these first 'unofficial' days of summer. A little sunshine makes a world of difference and it's wonderful to be able to gather with friends and family again! It's even better if you can spend time together on (or near) the water and I hope you are getting a chance to do so.

Throughout my Rear and Vice Commodore years I was told how much I had to look forward to when it came time to attend Commodore's Balls. Due to Covid restrictions, several clubs canceled or postponed their events, and the start of the 2021 Ball season was uncertain. However, on Saturday, June 5, I attended my very first Commodore's Ball as your Commodore, and it was well worth waiting for! Gentleman





THE COMMODORE'S REPORT

-- Continued

Dan and I had a marvelous time at the Grosse Ile Yacht Club Ball held in honor of Commodore Jim and Lady Els Ferguson. We met so many nice people and enjoyed delicious food and fun cocktails at their beautiful club on the water.

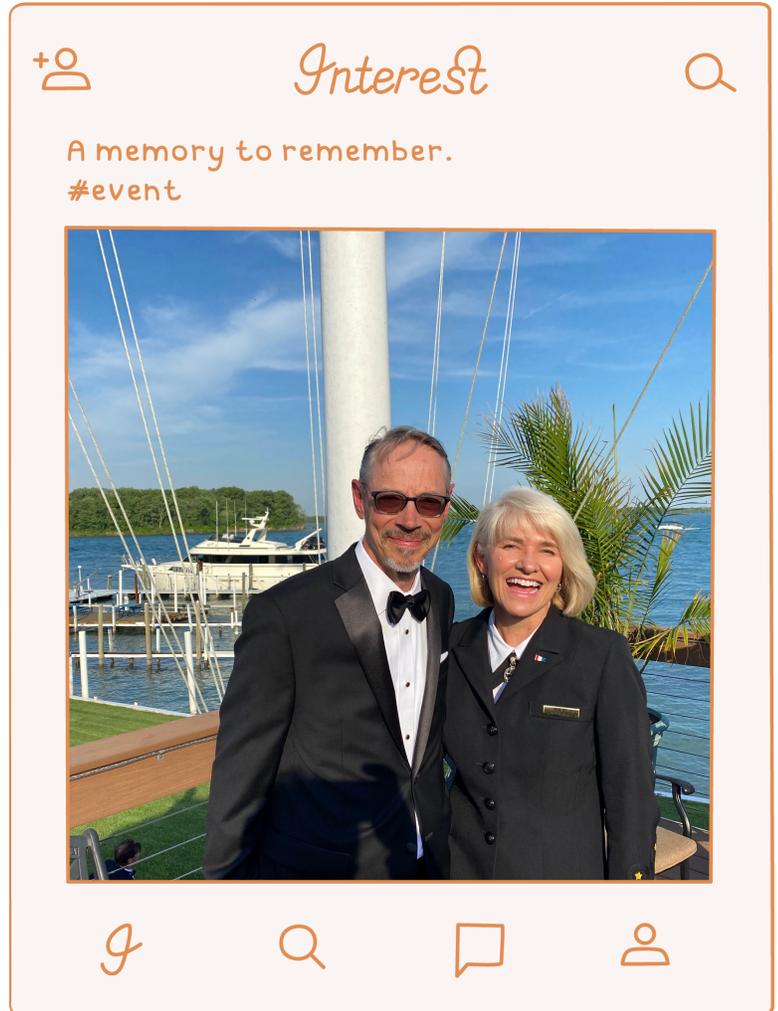
The theme was 'Gracious Old Florida' and every detail succeeded in transporting us to Florida – especially the weather! It was good to finally meet the other 2021's in person and to learn that most commodores will be will hosting a ball later in the year.

Our Commodore's Ball is planned for Saturday, February 26, 2022, and we will be returning to Mac Ray Harbor for the party. I will be meeting with their event coordinator to choose a dinner and drink package and will report to you more on that at the General Membership meeting later this month. Past

Commodore Rick and Lady Kim Ripard will be honored on August 7th at a casual summer party to replace their Ball that should have happened last February. The Celebration will be at Octopus' Beer Garden in Harrison Township. More details will be sent out soon.

We were sorry to miss the first LSSC Cruise of the year as it was the same weekend as the GIYC Ball. From everything I've heard and pictures I've seen, the weekend was a HUGE success. Great job, Vice Commodore Mary and PC Denis! (Mary and Denis, you will always be my favorite party people!) Dan and I will be there for the July 4th Cruise at Milliken State Park and we can't wait!

Rear Commodore Mark is doing an excellent job with sponsorships and our racing programs. Be sure to stop by JBM after our Club races for a hotdog or hamburger prepared by the RC and his





THE COMMODORE'S REPORT

-- Continued

Lady Shannon. (Mark you are a natural at this job and I am so happy Shannon was finally able to convince you to run for Rear Commodore.)

Dan and I are not racing this year so we can devote more time getting to know *Cheers!*. We are just about ready for our first sail of the year (weather and non-sailing tasks keep getting in the way). We were, however, lucky enough to have a front-row seat to Wednesday night racing thanks to Rob Fleming inviting us out on *Sherasa*. The recently added multi-hull class is really something to see. Don't blink or you'll miss them! We also helped with the race committee for a Sunday Club race from the comfort of Cary and Toniette Poplawski's *Island Girl*. Dan and I will serve our race committee duty on *Cheers!* for the upcoming Thomas Cup on June 12th.

As you know, LSSC is sponsoring the *40th Inter-Club Team Championship Race* on Saturday, October 9, 2021. Last month we held a Zoom kick-off meeting for the Team Race committee. All committee chair assignments were confirmed, and we briefly discussed the race in general terms. Our Publicity Chair is eager to get the word out and will be distributing flyers around the area and advertising online. RC Mark and his committee will complete the NOR and SI's and VC Mary and her Hospitality Committee are working on the post-race awards party. Please spread the word, and more importantly, volunteer to help!

In closing, I am happy to report that Lake Shore Sail Club continues to thrive. I am proud to be your Commodore and I am grateful to all who give their time and talent to make sure our Club shines!





Vice Commodore's Report

By Mary Nicole



We rounded into Lake St. Clair with sail conditions of 17 to 20 mile an hour winds. Cloud Nine loves these wind speeds and reacts well. We hoisted sails, moved the traveler to the port side, loosened the boom topping lift and cranked down on the boom vang. Retightened the bowline on the new 110 jib. Arrived in the shipping channel in record time. After tacking toward the 9 Mile tower we flew past the K, S & G marks, happily adjusted the starboard jib track to improve performance on the new sail. Well, honestly, that is what Denis did. I watched the autopilot to make sure we stayed on track.

Now that I have your attention, let me let you know what this VC has been up to.

- Welcome to our newest members Todd & Tracey. Thank you again to Mike Sherwood for sponsoring them. Reminder, current LSSC members are the best recruiters for new members.
- Visiting restaurants, shops, marina, stores, etc. dropping off information about Lake Shore Sail Club. It has been fun talking to different store owners and prospective members about sailing. Everyone has a story and knows someone who sailed on the waters of the Great Lakes. Keep your fingers crossed for a few new members' emails coming soon. If anyone has a company or business that will post Club info, please forward it to me and I will reach out to them.
- Save the Date: Holiday Brunch @ Louis' Chop House 50355 Gratiot Ave, New Baltimore, MI 48051, December 12th - 11:00 am to 2:pm. Brunch or regular menu - TBD. It is a wonderful brunch!

It brought tears to my eyes to hear so many people say this weekend at the first cruise of the year, "This is a great club." Here is why: because of YOU. Each and every one of YOU bring your personality, your song, dance, and food to make Lake Shore Sail Club GREAT. Yes, I said it, GREAT. It is hard in this world to have so many people come together in one place and really enjoy each other's company and conversation. As Jimmy Buffett says "Some people never find it, some only pretend. But I just want to live, Happily ever after, now and then" Thank you ALL for making it a happy ever after, now and then for me. Enjoy the pictures. We had projected 65 guests and 55 were able to attend.





THE VICE COMMODORE'S REPORT

-- Continued

Special Thanks to ALL; Tom & Brenda Boyce for the recipe and cooking the Cheeseburgers in Paradise. Everyone who brought a dish to pass. Delicious. That is the best part of summertime, potluck. Marcia Cooper brought decorations for her appetizers and special Margaritaville eyeglasses. Barb & Huge Livingston brought Jimmy Buffett prizes, which Joey Baker loved so much he 'won' two. Mike & Bernadine Sherwood bought two coolers to quench our thirst with Red Stripe Beer. Shannon & Mark Waring kept the friendship circle going with song and dance. Hans with his Parrot Head Hat and photos. Beth Baker with her photos and making marks for RC sailboat races. Chuck & Dara Blaty get the award for the longest sail. Proud to see Jim Rapelje flying his Mackinac Race flags. Good to see The Doyle's. Thanks to those who waited in line at the park entrance to get in or after a couple of hours, with no end in sight, returned home. Thank you. We missed you!

July 4th weekend cruise. Arrive July 2, leave July 5. There are still slips available. Best to call 1-800-447-2757 Group Hold Reference Number: WGMHMI21-6001H Group Hold Code: LSSC-2021. Watch for more information.

Also, check out DRYA's new website, www.drya.org, thanks to Joey Baker.





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Rear Commodore's Report

By Mark Waring



I cannot believe that it is already June! Back in January, when I looked at the list of tasks that I was responsible for, I thought, "WOW, how am I going to get all of this done??". Well somehow, and with a lot of help and encouragement from others, I have been able to keep checking things off the list.

This year's racing started with a Sunday Club Series race. Six boats showed up at the line to kick off the racing season. Unfortunately, the air was light, and I think the current was moving the fleet faster than the air. Race Committee made a great call and shortened the race to a single leg. After the race, we all went back to Jefferson Beach and grilled hot dogs and hamburgers. By the time I got to JBM, Shannon had everything set up and the grill was smoking. I learned, during that initiation, to not wait too long to read the results. I apologize for those that left prior to announcements; I now make sure to watch the time. Due to scheduling issues, we only had to wait a week for the second Sunday Club race. Again, six boats arrived at the line, and the weather was beautiful. After the race, 2021 Sunset Series t-shirts were available and selling like hotcakes. The third Club Race was the Thomas Cup, and we had five boats cross the starting line. Race Committee designated a short course, and it was a good thing. The wind was very light and at some times non-existent. It gave everyone a chance to practice sail changes and work on their summer tans. As we rounded the St Clair Light, I called Shannon and told her we were on our way back. She waited another hour and headed over to start the hot dog roast. Man did I catch Hell after she sat in the parking lot for another two hours waiting for all of us to arrive! Again, another one of those things that I will have to keep in mind in the future. Thank you, Shannon!!

The 2021 Spring Sunset Series is also well underway. One week before the series started, I received an application for a boat I was not familiar with. When I saw the rating on the application I thought, "what the heck. A negative 100 rating?? Where are we going to put them???" I immediately started making calls, and the consensus was that there is just no way we can have a trimaran racing and being scored against monohulls. Then a light bulb went on. What if we were able to get at least one other boat at the starting line? I started making calls to see if we could find another multihull so that we





THE REAR COMMODORE'S REPORT

-- Continued

could form a class. So far this spring we have had as many as three boats competing in the Multihull Class, and the skippers have told me they are very happy to have an evening race to compete in. In total we have twenty-seven boats signed up for the Spring Sunset series and have had about 20-22 competing in the first four races.

Most of the races have been typical Wednesday night Sunset Series Races. Gorgeous weather, a group of friends on a bunch of boats, enjoying early summer evenings. After the races we have been meeting at Dragon's Landing for a bite to eat, a couple of drinks, results, and good conversation.

The third Spring Sunset Series race was a little different. Because I work in Livonia and don't get off until five o'clock, I have to take my gear to work and rush to get to the boat in time. On this particular day, I left the house with a short-sleeve shirt and shorts. When I arrived at the boat it was raining, and the forecast said that was going to continue, and the car showed it was sixty degrees. I thought "What am I going to do? I am going to freeze tonight!!". So, I decided I will just tuck my dress pants into my socks and tuck all of that into my foul-weather gear. Good thing...the rain never let up. By the time we finished the race, everyone on every boat was a drowned rat!! I really felt bad for the Race Committee who had to tough it out while sitting in the cold rain waiting for a bunch of little kids out playing in the rain. All through the race, I kept telling my crew "I don't care where you put this or that (wet spinnakers, jib, sheets, etc.) but DO NOT put in on that bed!!" The weekend prior, Shannon had spent hours cleaning the inside of the boat, in preparation for the LSSC cruise to St. Clair Metro Park. As I was buttoning up the boat and looking around, I knew I would be in trouble when she got on board Friday night for the sail across. Thank goodness the crew listened and only my bed was wet, other than that it was all good.

All that being said, things seem to be quickly moving along. 2021 Sunset Series shirts seem to be selling well, sponsorship money is almost all received, and now we all start directing our attention to the Inter-Club Championship Team Race.





DEFENDER'S RESURRECTION

-- By Todd Nouse

In the early '60s, the Detroit River Yachting Association, now the Detroit Regional Yachting Association, was, and is, the parent organization for Detroit-area yacht clubs that wish to hold sail racing events. Each club (nine, if I remember correctly) was invited to hold a DRYA/Host club run racing regatta. With few exceptions, the regattas were always held on Saturday. As I remember, the weekend regattas routinely drew 200 - 300 boats. The races, held on Michigan's Lake St. Clair, were divided into two separate race courses based

mostly on size.



The two courses were each built on a circular radius, and defined by only their center points, to make a windward start easier to accomplish as to the true wind direction.

The turning marks were then established at the proper points around the periphery of the circle on race day. Big boats (up to 75') on the longer "A" course, and the smaller one-designs on the "C" course.

In 1963, my father, C. Dale Nouse (who would later become Commodore) and I joined the Grosse Pointe Sail Club. The GPSC was then, as now, operating their wildly popular Tuesday night sailboat races. Dad had a heavy ketch-rigged Mariner 32 at that time. Gorgeous boat, but could not get out of its own way unless it was blowing 25 mph. Not an exactly a racing boat. Searching for a role that a "kid" (I was maybe 13) could fulfill, I approached GPSC Past Commodore Bill Connolly (1960) and asked how I could help with the club's activities. Commodore Connolly had two words, "Jay Deeds". I followed Bill's advice, contacted Jay, and was accepted by Jay as his intern in 1963.

I rode with Jay on his beloved Lyman, learning to properly and accurately lay marks and prohibited zones for sailboat races. I learned an enormous amount from both Jay and Commodore Connolly. Jay was setting the marks for the windward, turning marks, prohibited box, and finishing line for both the DRYA Course Saturday regatta on the C course, as well as the GPSC Tuesday night series. WAY different layouts than now. Hang in there, we will get to the boat eventually.

There was a counterpoint to our activities up on the A-Course (big boats) performing the same tasks only over longer distances. In 1965, that individual decided that they did not, or could not, continue that function. Mike Tappert, a GPSC member and local dentist, offered the use of his boat as support for the A-Course. Mike did not have time to actually run the





DEFENDER'S RESURRECTION

-- continued

boat but would make it available for the DRYA to use on Saturdays. Memory fails me and I do not remember who approached me, but I was offered the opportunity to take over as mark set/safety patrol for the big boat A-Course. Commodore Connolly had become a second sailing father and mentor to me by this time. I felt his gentle hand guiding me along as was Commodore Deeds, and I jumped at the chance

Mike's boat was a 32-foot 1964 Chris Craft Corinthian with twin 327s, later re-engined with Chris Craft 350s. Who, in their right mind, turns a 14/15-year-old kid loose with one of those, along with a gas account! Her name was Defender. She was a dark blue hull with all-white topsides, and as a sailor, was the most gorgeous powerboat I had ever seen. She instantly became MY baby. I don't think Mike ever needed to clean her up after that. Defender and I had a ball each Saturday.

Over the next 4 years, we did the Saturday regattas on the A-Course, rode with Jay on Tuesday nights, and when Commodore Deeds was out of town doing the Canada Cup races, we handled the Raven World Championships, the Thistle Nationals, a spectacular GPSC One-Design Regatta, and Safety/Chase for a couple of Port Huron to Mackinaw races.

Most days were great, occasionally I had to ask Defender to do the impossible. Like 60-mph winds, the occasional thunderstorms, once a suspected heart attack victim was taken dead upwind from the course to the Grosse Pointe City pier to meet an ambulance, and return to the race course. And a couple of sinking boats to pick up survivors and debris. Defender and I never failed each other. All good things must eventually come to an end.

In the early 70s, my profession took me away from the Grosse Pointe area for the next 40+ years. My retirement in 2015 opened new opportunities. My wife's involvement in IT, and the nature of my profession left us with few close friends. We started a search for a retirement location. Tracey's heritage is English and has no family here, so we decided to return to the Detroit area, eventually settling in Waterford where we had some family.

I rejoined the Grosse Pointe Sail Club and started a search for a boat to put on Lake St Clair. I wanted a Sea Skiff open utility with twin engines and found a 28' in Wisconsin and had it surveyed. The survey didn't look too good, so I located a wooden boat specialist here in Michigan and took the survey to him for his opinion. Dan Gibney from Craftworks Marine opined that the boat wasn't worth half the asking price. On the way out of Dan's yard, I walked by a shrink-wrapped twin-engined boat with a strangely familiar transom





DEFENDER'S RESURRECTION

-- continued

shape. Went back to his office and learned it was a 32' 1964 Chris Craft Sea Skiff Corinthian. The owner had moved to Florida, she had been on the hard for two years, and it was for sale. I gotta admit, my heart almost quit. Dan stripped off the shrink wrap, and there she was. Dark blue hull, all-white topsides, and goofball plaid interior. I can't prove it, but I'm reasonably sure it's my old Defender with a new name.

After I had her surveyed, it was not the greatest result, but Dan and the Craftworks Marine crew figured we could muddle through. Bottom line, I am now the proud (somewhat intimidated) owner of the boat, renamed Defender. That first winter we replaced a lot of hull planking and straightened up most of the mechanical issues. 2021 will be my third year on the water with her, supporting DRYA GPSC and now Lake Shore Sail Club events. She sounds and feels like the earlier Defender. She is not a restoration, just a delightful work in progress. If any of our readers have any additional information about Dr. Tappert or his boat, I would love to hear from you. 703-472-8292 M/V Defender WYR2180





DEFENDER



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ALL HAND AND HEARTS

-- By Peter Baumann

Forget COVID for a moment and consider a donation to [All Hands And Hearts](#) - or to encourage your college-age kids or grandkids to volunteer.

As many of you may know, I ventured out of Lake St. Clair in July 2019 on Stella Maris, my Sun Odyssey 39 Deck Salon, sailing the US inland waterways, the Atlantic and Gulf Intracoastal Waterway, and the shores of the Big Tub as far as to the Dry Tortugas, and now, in 2021 finally, to the Bahamas. After stopovers at Hemingway-quoted Brown's Marina in Alice Town, Bimini, and anchoring in the Bay of Five Pirates at Great Harbour Cay, Stella Maris dropped the hook in Greta's Pond, Marsh Harbour, Great Abaco Island this last Wednesday, the destination for a crew change.

Great Abaco Island and Marsh Harbour in particular were hit by Category-5 Hurricane Dorian on September 01, 2019. The hurricane devastated the island and destroyed all of the pleasure-craft infrastructures. When I look around I still see a completely de-masted catamaran at anchor, a monohull with a broken mast, another monohull swept onto a shoal, a few powerboats sunken or swept ashore. One dock that has been restored so far is the Union Jack Public Dock, allowing me to tie up my dinghy, dispose of trash, and walk to the Maxwell Supermarket for groceries - no power or water. That public dock is actually where Will and I bumped into a group of young folks in [allhandsandhearts.org](#) t-shirts. Soon we were in a conversation about the work this charity is doing in the Bahamas.

The organization, in particular, rebuilt the only school in the Abacos for children with special needs and does roof repairs. After talking to Anna Frisch, the project manager overseeing the construction operation in Marsh Harbour, and obtaining a review at [charitynavigator.org](#) I feel confident that this organization is worthy of your support.

The next volunteer rotation for a COVID-mandated two-month mission, instead of shorter missions that [allhandsandhearts.org](#) usually accommodates, will be August 9, 2021, and the deadline to apply to be part of this cohort is Friday, June 18, 2021, at midnight EST. Donations can be directed straight to the [Bahamas project](#).

The taxi driver who took Will to the airport spoke highly of [allhandsandhearts.org](#)'s accomplishments since they arrived. Considering the boating treasures the Bahamas will have to offer again after being restored, it should be in the interest of anybody who contemplates sailing their waters on their own or a rented vessel, to help Bahamians accomplish that goal sooner than later.





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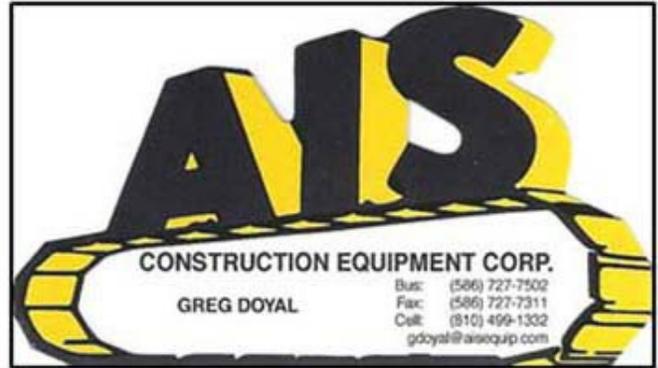
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