

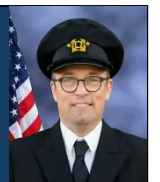


THE LOG



Commodore's Report

By Brian Jenney



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Another Season of Memories

The people I have met and the memories I have made from sailing this year are etched in my mind forever.

First, I need to start with the 100th Port Huron to Mackinac Race. My son, Ethan, did the race last year and was seasick for hours. As soon as we finished the race, mind you we were the pickle boat, I asked him if he thought he might want to do it again next year. Without a moment of hesitation, he replied, "hell yes dad!" That certainly brought a huge smile to my face.

In May, his twin brother, Winston came to me and asked if he could also do the race. I said yes, that they both could be crew for the Mac Race this year, but they had to do all the Wednesday



THE COMMODORE'S REPORT

--Continued

night races leading up to the Mac. They both followed through with their commitment.

The night before the race as we rested in our room at the St. Clair Inn, we reviewed weather and discussed the shifts for the race. I could tell that Winston was a little nervous for his first race. We arose early from our beds, showered, walked through the drive through at Tim Hortons since the inside was not open yet, and picked up some breakfast, walked to Taku, jumped aboard, and headed to the start.

There was a delay at the start due to the light winds. This worked out well as it gave us all time to get ready for the start and to get comfortable with all of us on the boat.

The race itself was very special this year because there were eight other identical Beneteau 40.7s racing with us in our class this year. Many of the boats were from Chicago. During the race, you could always locate at least two other 40.7s in sight of us. The weather, night sky, sunrises, and sunsets were magical. At one point after sunset, I looked back behind us, and I counted at least thirty boats with their light glimmering in the background.

On another note, Ethan did get sick for a brief time again on this race. Winston told me he was fine and that he did not get seasick. I told Winston, there is a rule on boats that we do not talk about getting sick and we do not bring any bananas on board. Sure enough, thirty minutes later, Winston was getting sick off the back of the boat. I did not tell him I told you so, but I did smile a bit as I got them both some ice chips. Lessons learned on the water. The phones are put away and we are all focused on the boat and making it go faster. Real conversations are also happening as we glide the boat up the beautiful Michigan shoreline.

We finished around noon on Monday and as we pull into the slip at Mackinac Island Marina, my wife Heidi, my kids, my sisters, and my dad are all there welcoming us to the Island. I am always overcome with emotion at that moment. All the preparation, all the work, all the crew coordination pays off and we safely arrive to Mackinac Island. We also did much better this year and we were not even close to being the pickle boat! Let the partying begin, but first, I told my boys to get on either side of me to take a photo in front of Taku. What a special moment in my life. I could not be more elated to have my boys on either side of me as we completed the 100th Port Huron to Mac together. I will cherish it forever and my boys will remember doing that race with me the rest of their lives!

After one of the Spring Sunset Series races, I noticed Charles Clark on Rhapsody in Blue waiving me down. I was about sixty yard in front of him and motoring back into Jefferson Beach Marina. We went back to check on them and they needed a tow into their slip, which is also at JBM. Of course, we agreed to assist them. I slowly came around their leeward side, they tossed us a line, and we slowly crept by and tied the line off on our starboard aft cleat. We motored in slowly to avoid any stress on either of our boats. As we approached H dock, we slowed down to just over one knot of speed, tossed the line, and watched Charles glide across the boat for a perfect docking into his slip. Well done Mr. Clark! The next week when I came back to my boat, I found a thank you card and a case of beer in my fridge! Totally not necessary but this is what we do for each other as sailors. It is a special bond that we share with each other. The respect and love of the water and its forces. I was extremely glad that I was there to help another member when they needed some assistance. Again, another fond memory.





THE COMMODORE’S REPORT

--Continued

Just a few weeks ago I took out nine other staff and attorneys from my law firm. Every year, I try and take a group out from work. This year, we had perfect weather with dry conditions and around ten knots of breeze. We left the dock around 5:30 pm and sailed until it was dark, not pulling into the dock until 9 pm. Some of my guests had never been on a sailboat before and by the end of the night I had them helming. Granted I only had the #2 up and no main but we were doing 6.2 knots. The evening started out cloudy but then the sky to the west started to clear and the magical red and orange hues of color started to appear everywhere. After sailing, we pulled into the slip and everyone remained on the boat, sitting in the cockpit talking about what a wonderful time they had. The following week on Monday, I received many thank you texts and comments that the background picture they have on their respective phones are from the sailing cruise they took on Taku. Memories shared and more memories made.

Finally, the memories made from being Commodore for all of you and this great sailing club are special. You all have been incredibly supportive and providing me any assistance when needed. I feel, as Commodore, I am giving back a little bit to the sport I love. It has also given me the chance to make memories with all of you and enjoy the Wednesday night races and the cruises. I look forward to the twelve races consisting of the Sunset Series all year. Great Memories are made every Wednesday night on the course and back at the dock sharing beverages and stories.

I again want to thank all the club members for all their support. I particularly want to thank all the Race Committee, Vice Commodore Dan Guendelsberger, Rear Commodore Michael Sherwood, Secretary Kathy Sherrer, Treasurer Samantha Flemming, and the Trustees, Andy Schultz, Mark Bowery, Dara Blaty and all of the Committee Chairs. You and all your work are what makes our Club so special.

Cheers to more sailing memories! I hope to see you all at the Lake Shore Sail Club Ball December 7th at the St. Clair Inn.



Vice Commodore's Report

By Dan Guendelsberger



Happy October and welcome back to the Log!

We have a bit of catching up to do.

First of all, I would like to offer a big welcome to the new members in 2024 – Sandy Davis & Jeni Elliott, Tom & Karen Srigley, Delaney Tepel and Ron & Linna Wiand.

The **Winter Outing** featured a Euchre Tournament and Right-Left-Center. CSYC graciously allowed us to use their clubhouse.

It was a gorgeous, sunny afternoon with a beautiful view of Lake St Clair. The Euchre competition was fierce with the top 4 prizes going to Tom Fraser, Chuck Blaty, Mike Sherwood and Tim McGuire. The Pickle-Boat award required a 5-round rock-scissor-paper tie-breaker between Bob Mann and Mary Fraser – which Bob won 1-0 after an incredible string of 4 ties! Great minds think alike.

The Right-Left-Center action was just as intense with dice and dollars flying to and fro. I lost track of the final tally, but rumor has it Mike & Kathy McGuire were weighed down with their winnings.

Many thanks to Mike and Bernadine Sherwood for making the arrangements with CSYC, Cathy and Tim McGuire for providing the sumptuous desserts and to my lovely wife Susanne for ordering and delivering the pizza! And thank you CSYC!

The 3rd annual **Ice Breaker Regatta** was a great success with 27 Boats in 3 windward/leeward races.

LSSC was well represented by Bill Hamilton (Phoenix – 2nd ORC B), Brian Smith & Steve Tepel (Solo Cup – 1st PHRF C), Bob Mann (Mystic – 3rd C&C) and Rick Ripard (My Way Too – 1st Club JAM).

Special thanks to everyone who made this race possible. Danielle Templeton (PRO), Mark Bowery and Susan (Committee Boat), Tom Scherr (Bots and Marks Boat), Mike McGuire (Scorer), Race Committee (Linda Evo, Sheila Fleming, Kathy McGuire, Kathy Riess, Sharon Murray, Carol Walker, Susanne Guendelsberger, Mark & Peggy Stephenson) and Impromptu Post-Race Prep Michael & Bernadine Sherwood.

The **Memorial Day Outing** was a picnic at Stony Creek. We had typical LSSC cruising weather with 15-20 knot winds, but that didn't deter us from having a great time with food, friends and a challenging game of charades.

The **Labor Day Cruise** at Belle River Marina started with a gorgeous sail across Lake St. Clair.

There were a handful of boats for the weekend – Taku (Brian, Heidi, Ethan, Olivia & Iris Jenney), Harmony (Joey & Beth Baker), elevation (Tim & Cathy McGuire), Windfall (Pat & Nancy Folk) and Cheers! (Dan & Susanne Guendelsberger). We also had a motor-cruiser (Mike & Kathy McGuire), a day-tripping power boat (Rick & Kim Ripard with JJ & Kathy Scherrer) and a cottager walk-in (Chris & Zoey Bates).





THE VICE COMMODORE’S REPORT

--Continued

it was a nice weekend of food, drink and tall tales. Beth Baker won the LSSC Trivia contest with her extensive club knowledge.

Heavy winds on Monday provided a good excuse to extend the weekend and the harbor master generously provided the extra night for free to encourage us to stay. The Jenney’s escaped by car and the intrepid Bakers snuck out during an afternoon lull, but the rest of us hung out and wrapped up the day with a pizza party on Windfall.

And that’s what happened in 2024! I would like to close by saying **THANK YOU** for the opportunity to represent and serve LSSC as your 56th Vice Commodore! It has been a fast and fun year.

Cheers!

VC Dan



Rear Commodore's Report

By Mike Sherwood



I am thankful for the opportunity to represent and serve the membership of the LSSC as Rear Commodore and to continue the high quality of the traditional experience we all appreciate. Over the years, the tradition has been that our members have contributed generously of their time and talent to further the growth and stability of LSSC. I too, value all of LSSC traditions and being elected as the Rear Commodore only ensures that these traditions continue for incessant growth.

In my years with LSSC, I have come to recognize the importance of “Race”, which is a very integral part of the club and I hope that over the years we all assist in making not only “Race”, but all events and functions a continued success.

The September 18th sailing awards are behind us, with planning already being considered for next year’s races. Congratulations to all those who did compete in the Sunset Series and Club Series, as racing this year has been exceptional, when the wind cooperated. (I would like to note that there were no scheduled races canceled).

As Rear Commodore, exercising my responsibilities through 2024, I am left wondering as to where September went. It was bad enough when summer ended at Labor Day – but where is fall? Temperatures have been extremely mild for this time of the year and then suddenly, it just happens; it's going to be getting dark before 5 PM. Next thing someone is going to tell me is that Thanksgiving is just around the corner and there are only so many shopping days until Christmas Rest assured that there is more planning to do for club functions not only for the rest of the year, but also for events in 2025. As most club members are aware, this is still an active time of the year for everyone at LSSC. Please keep in mind that there are still some events left until the end of 2024. The annual elections of Bridge and Board positions, which take place in November, along with some of the annual LSSC trophies to be awarded. Members are encouraged to attend this event in November, to not only meet other members, but to cast your vote for different Bridge and Board candidates. There’s the annual Past Commodore lobster roast and also the annual steak roast with the steak roast being held at the Grosse Pointe Park Tompkins Center, but the most important event to happen before the end of 2024 is the annual Commodores Ball. The Ball, with still a lot of planning to do, is scheduled for December the 7th at the St. Clair Inn.

Planning for 2025 is already taking place and back by “popular demand“ is a winter outing of a euchre tournament, which tentatively is to be held at CSYC with trophies given for 1st, 2nd and 3rd place winners.

Keeping membership informed of all activities is imperative, so please watch your email inbox and mark your calendars, as plans are being made for other future events.



Chicago Mackinac Race History

-Sent by Bill Hamilton



Chicago Mackinac Race History, cont.

-Sent by Bill Hamilton

CHICAGO YACHT CLUB RACE TO MACKINAC

CHICAGO, IL TO MACKINAC, MI

By Jeff Condon

The Chicago Mackinac Race (333 miles) is on the bucket list for any American sailor interested in distance races, along with The Newport Bermuda Race (635 miles) and the Transpac (2,230 miles). First sailed in 1898, the Chicago-Mac is the longest major freshwater race in the world. Unfortunately, it is one of the more statistically dangerous with three deaths in recent race history.

The geography determines the race; with no sea breeze, the wind is usually dictated by frontal systems, random storms, and small thermal breezes caused by rising hot air and falling cooler air. With no prevailing wind direction and no macro systems coming through, the forecast for this race was for uncertainty.

The owners of J/109 *Pheonix*, Bill Hamilton and Matt Vallus (Lake Shore Sail Club), had always wanted to sail the Chicago Mackinac Race. They regularly sail with my brother, Holt Condon (LTYC and StFYC), who in turn recruited me, Jennifer Porter (StFYC and NHYC Non-Calm Alumnus), and Alex Millie (Stanford Sailing), along with their friends Gary Goolsby and Jon Nevedal (USN).

There were 14 J/109 on the starting line, which is a dream come true for a competitive sailor looking for equality in competition.

Saturday, July 22, 1200 hours – Chicago: The starting line was set for a broad reach, allowing us to sail the rhumbline straight north to the upper peninsula.

1600 hours – Off Milwaukee: Hit by a thunderstorm with lighting, shifty and puffy breeze, and intermittent rain deluges.

2200 hours – Off Sheboygan: Next storm was a squall with cranking breeze, wind shifts and sail changes. After the storm passed over, we had 25 knots out of the south.

Sunday, July 23 400 Hours – Crossing Lake Michigan to the east side: Lots of wind and a few out-of-control boats, but *Pheonix* was sailing fast.

700 Hours – Off Ludington: We awoke to Sunday morning with bright sunshine and zero breeze. We inched up Lake Michigan, searching for a breath of wind. Tight fleet with the top five J/109s lined up.

1200 Hours – Off Ludington: Holt and Matt made the call to head to the beach on the Michigan side and pick up a microthermal to put *Pheonix* in first place for the J/109 class.

1700 Hours – Off Frankfort: The breeze filled in and we approached the turn at Naked Bear Island at sunset in first place in the J/109 fleet and second place overall corrected.

114th
Chicago to Mackinac Race

333 Miles of
Triumph, Failure, Squalls, Fly Infestation, and General Shiftiness

Monday, July 24 0300 Hours: Off Manitou Island. Found ourselves in a hole with no wind, dense fog, and a brutal insect infestation. This was a terrible experience – tired, wet, and covered in bugs. Worst still, some of the competitors were able to avoid the lull and passed us. We stayed focused, and Jennifer Porter did an excellent job keeping the spinnaker full so we could keep speed.

800 Hours – Off Sturgeon Bay: Slight wind out of the north taking us up the channel to Waugoshance Lighthouse. Trying our best to inch out of 5th place.

1200 Hours – Mackinac Straits: In 4th place now. Jibing dead downwind, trying to catch 3rd place. Making progress and gaining on the leaders but running out of time.

Monday, July 24 1432 Hours – Mackinac Island: Finished in 4th place, 15 minutes behind the lead boat. Cracked open a bottle of whiskey and proceeded to the dock for shenanigans, followed by more shenanigans, followed by navy-blue-blazer-in-horse-and-buggy shenanigans (Mackinac has famously banned the automobile in favor of horse drawn transportation).

Overall Race Assessment: Excellent boat, great crew, and a memorable race. We benefited from this race's inherent shiftiness on Sunday afternoon and were penalized by it on Sunday night. We finished 4th out of 13 in our J/109 division and 7th out of 105 for the Mackinac Trophy. I honestly think we could have won the entire event if we found a breath of wind Sunday night, but someone else was smarter or luckier. It was a thrill to be in the hunt. 🏆

Team Phoenix

Photo provided by Jeff Condon

Race Committee Kudos

By: Sheila Fleming

Writer's Note: This article is being written for both the Lake Shore Sail Club Log and the Great Lakes Yacht Club Telltale/Old Salt Story submission. My apologies to those of you that are members of both clubs and will see it twice.

As many of you know, I've been around the sailing community a long time, since my parents joined Lake Shore Sail Club in 1974. That is quite a stretch of time, but I don't consider myself an "Old Salt." In fact, I believe there are many more sailing adventures ahead of me.

My involvement with the Race Committee goes way back, likely to my high school days. In the mid-1980s, my dad's Cal 9.2 had some manufacturer defects that prevented him from racing, but he still wanted to stay involved so he joined the DRYA Race Committee. During those summers when I was home from Central Michigan University, he asked me to help with race scoring.

I'll be honest—it wasn't always easy or fun for a 19- or 20-year-old to get up at 7 a.m. on a Saturday, but I went along. Looking back, it wasn't easy for Dad either, but I digress. Those early mornings taught me the ins and outs of Race Committee work. Back then, things were much more formal—everyone wore white, and the seasoned Past Commodores on the committee often sported their Commodore's jackets or blue blazers.

In the late 1990s the Sailing World NOODs came along. We raced that for several years on Itsfunagain until we didn't for whatever reason. In the mid-2000s, I have a race committee shirt from 2006, I switched gears and starting working on the C-Course Race Committee under PRO Commodore Tim Rumpitz. I have good memories of those races, sure, there were probably some bad, rainy, windy races, but I can't say I remember them.

Over the years, I've worked on various committees, including LSSC's Team Race Committee and many DRYA races. But it wasn't until 2015 that I took on a new challenge. I spoke with Linda Evo and asked if there was room for me on the BYC Mackinac Race Committee. She said yes, and I've been on the start line for every race since—except one. We've also been part of the finish line team until BYC switched to using the yellow brick system to capture the finishes. Next time you pass the Mackinac Race Committee signal boat, be sure to wave and say, "Hi!" We're usually on the bow, with Linda on the start clock, and me handling flags alongside our good friend Torrey Stackpoole from BYC.

This leads me to a moment that made me incredibly proud: a highlight of our work on the Mackinac Race. As you know, 2024 marked the 100th running of the BYC Mackinac Race. The Dossin Great Lakes Museum on Belle Isle is hosting an exhibit that chronicles the race's history, and I highly recommend checking it out before the year ends.

One Sunday afternoon in August, I told Rob I wanted to visit the exhibit. As we walked through the museum, we made our way to the Mackinac Race section. The exhibit was beautifully done and brought back a flood of memories. About halfway through, we came across a display dedicated to the Race Committee—highlighting how integral we are to the race's success. To my surprise, I spotted a photo from the 2023 race featuring the Race Committee boat with Linda, Torrey, and me on the bow, preparing for the countdown. It could have been anyone, but there we were, frozen in time. I couldn't help but call to Rob, who was looking at a different part of the exhibit; "Look! It's us!"

I took a photo of the display and immediately shared it with Linda and Torrey. You might have already seen the picture—it was featured in Mike McGuire's 2024 calendar for the month of August.

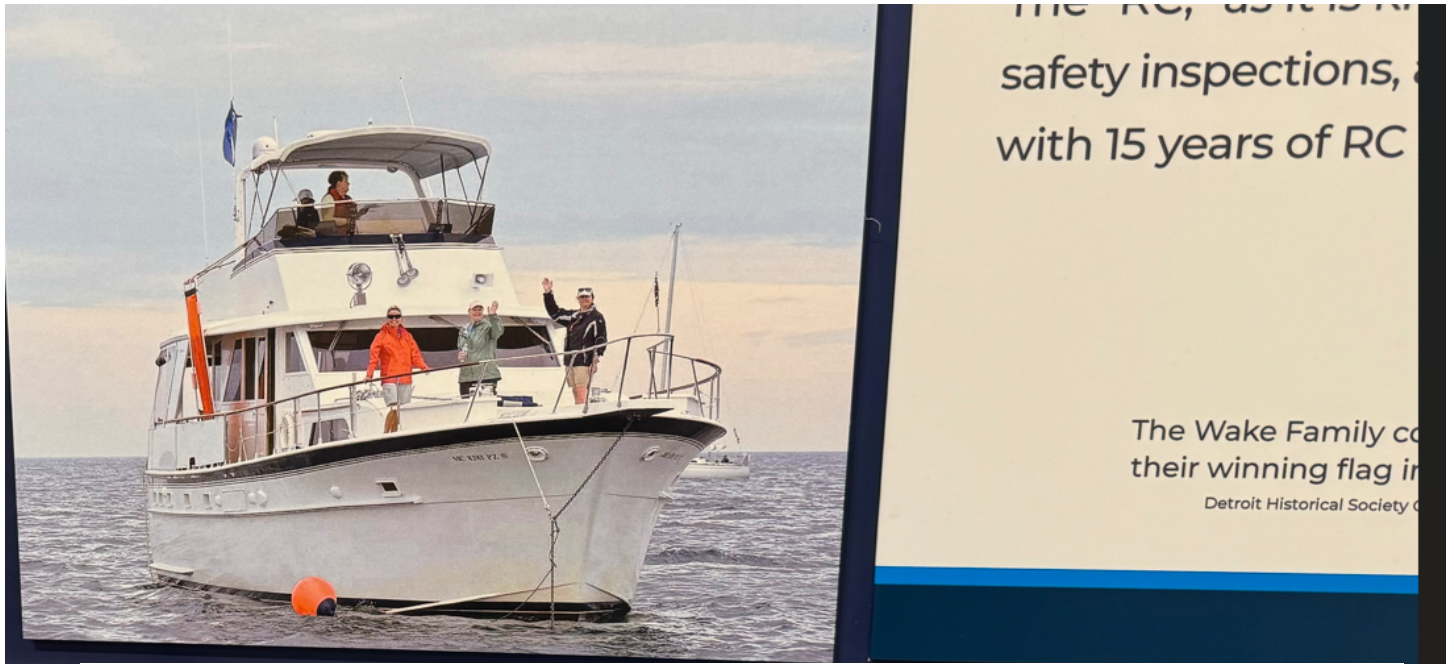


Race Committee Kudos Cont.

By: Sheila Fleming

All of this is just a long-winded way of saying: for those of you who may not always think to do so, take a moment to thank the Race Committee. We show up for each and every race, often behind the scenes, making sure everything runs smoothly. Without the Race Committee, there would be no race at all.

So, the next time you're out on the water, remember to wave and give a little shout-out to the volunteers who help make it all happen!



Torrey in orange, Sheila in green and Linda in black aboard Otseketa for the start of the 2023 Bayview Mackinac Race

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