



The
**SOLO
CHALLENGER**



The Official Newsletter of the Great Lakes Singlehanded Society

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Fall 2006

**A NOTE FROM THE
PRESIDENT**

I imagine that most of you have your boats out of the water now---mine comes out next week----so boating is probably the last thing on your minds, but I would like to inform you of a couple of things coming up for us in the GLSS. Our AGM this year will be in Chicago during Strictly Sail. The GLSS will be having a booth again at this event. This seemed to draw a lot of attention from the sailors visiting the show and I believe our presence there has brought more sailors into our events. The actual meeting will take place at Maggiano's Restaurant on February 3, 2007 – mark your calendars now! Jim McLaren is working on the arrangements and we should have ticket prices and the Agenda available shortly in order for you to make your reservations for this event. Once the details are finalized, you will be able to pay your 2007 annual dues, as well as dinner reservations, by utilizing the PayPal link on the GLSS website.

In thinking back over the past year of sailing, one thing that comes to mind for me is the total unpredictability of what we do. I had a Chicago to Mac this year that was excruciatingly slow, and a Lake Michigan Scramble that was very fast, with a wild trip home. Usually coming back from Michigan City to Saugatuck, I leave early in the morning and use that trip to rest up, read a little and putter about the boat. It was not to be.

If you remember, there is an old Chinese proverb - "May your life be interesting" - in my case, this trip was.

About two hours into a rainy bumpy ride powering into a rude chop, I went below to find something to eat. Being a little conscious of weight, I had my food stored in a bilge locker and was more than a little shocked to see water splashing around in the locker. I checked every through-hull fitting and found no problems. When I opened up the engine compartment, there was a lot of water sloshing around. I idled the engine back, opened the cockpit hatch to the engine compartment, and climbed down behind the engine with my flashlight to see where the water was coming in. I checked all the hoses and fittings, yet could not find any reason for the water coming in or any trace of where it was coming from. As I sat there scratching my head, I noticed, gee - that engine sure is rocking a lot at idle. The rubber cradle mounts were all in place and looking good. When I took a closer look at the rear of the engine behind the transmission, I discovered that where the mount attaches to the rear of the engine block, the three bolts that hold the mount to

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President's Message (continued)

the block were missing. The engine and transmission were moving enough so that the no-leak seal on the stuffing box was compromised - under power it leaked like a banshee!

As I looked at the mount, I realized that if the bolt heads are sheared off, I have no way to solve the problem. I shut down the engine, and when I got down in far enough, I could see that the bolts were not sheared - *they were missing*. Getting under the engine a bit farther, I was able to find two of them. The problem now was that the engine was just skewed just far enough that there was no way to line up the bolts with the mount. It was then that I remembered that for some chore in the spring, I had brought a small pry bar to the boat. It had only been a week or so since I had last seen it, and thought at the time what an idiot I was to have all the excess weight in the form of unnecessary tools and equipment aboard. Like many of us, I have allowed it to accumulate on the boat over time (Matt Scharl in his Trimaran would be disgusted). To my relief I found the pry bar and with the boat and engine bouncing like a yo-yo, I was finally able to get the engine lined up and the bolts back in place (a note to all---after 20 years, Loctite *does* fail!).

Starting the engine back up and running slow, everything looked good, but the water was still coming in past the shaft in fairly good quantities. There was just a lingering smell of burnt rubber from what I think was the seal. My restful trip home ended in ruining one of my wife's best towels (I never told), as I had to sop up water from the engine compartment every ten or fifteen minutes. I was really thinking I might have to call the marina's emergency number and get the boat hauled out that night, when I realized that after a few hours, the leakage was finally slowing. About an hour out from home the shaft seal had completely reseated itself and the leaking stopped completely.

After a considerably longer trip because of running at half throttle, I was home at last. I learned that my bilge pump is mounted in a location that allows a lot more water to accumulate in the boat than I ever want to see, before it is at all useful. Consequently, relocating my bilge pump is high on the list of spring jobs to accomplish, right behind new LocTite on all the mounting bolts, and redoing the prop shaft seals.

No trip is ever what you planned it to be, no matter the planning that went into it. Speaking of planning, as a point of information to all members, member Wally McMinn made an excellent presentation to the

Board promoting a Solo Lake Erie Challenge. The proposed Challenge would be a 312 mile race from the Monroe area to the shoal light off Buffalo, New York and back to Erie Pennsylvania. After hearing the presentation, the board voted to recommend this event to the membership and bring it to the AGM for a vote on a constitutional amendment. If passed, the amendment would make this race a GLSS sponsored event conferring membership on the participants that successfully complete the Lake Erie Solo Challenge. There are clubs in the Monroe area willing to start this race and I believe it to be a well thought out and planned event. If our state government will only complete the Trans-Michigan Lake Erie to Lake Michigan Canal in time, I may actually be able to compete in this inaugural race. The Lake Erie Solo Challenge will be the most significant item on the Agenda for the 2007 AGM - please ensure that your dues are paid, and that you make plans to cast your vote in person, or via proxy.

Enjoy your winter and I'll see you at Strictly Sail and at Maggiano's for the AGM!

Paul Schloop
President



The 2007 Annual General Membership Meeting (AGM)

The 2006 sailing season is history; most of the boats have been hauled, covered, or in my case tucked into a heated building for the winter. A check of the GLSS website calendar doesn't show anything until February, 2007, but what better way to start the year with a trip to Chicago, parting with a few Benjamins at Strictly Sail, and winding it up with the AGM meeting and dinner at Maggiano's Restaurant, in the heart of the Windy City!

The Board of Directors has been busy, and there is excitement in the air over the upcoming 2007 events. The agenda for the evening will be a busy one - there are three Director positions to fill for three year terms on the Board, and members will be asked to vote on whether or not to amend the GLSS Constitution to allow membership to be granted to those skippers who complete the Lake Erie Solo Challenge. The meeting will be followed by an Italian dinner, served family style at the table, and capped off with a concert featuring Great Lakes recording artist, balladeer and story teller, **Mr. Lee Murdock**. If ever an event would fill up fast,



AGM (continued)

this one would surely qualify, so make your plans to attend now, and watch your mail for the official invitation, which in keeping with past practice, will be mailed out in late December. When it comes, be sure to return your RSVP promptly!

As of the date of publication, the price for the evening has not yet been set. We are anticipating that it should come in quite close to the previous AGM held in Chicago, and we hope to have it available soon. Once it is set, we will post it on the GLSS website, and send out an email notice as well. The Board of Directors is looking forward to a record setting attendance – we hope to see you there!



2007 Metro Beach Boat Show

Weather proved to be a formidable opponent as the GLSS participated in its first ever outdoor Boat Show at Metro Beach in September. President Paul Schloop was able to secure a spot amongst the sailboats at no charge, and literally pitch his tent for the duration of the show. While the numbers might have been reduced because of the weather, there were still some solid prospects for a future GLSS event. The Board of Directors feels strongly that a GLSS presence at the 2007 Show would be in order, one in which the weather will hopefully cooperate. Paul sends the following:

All,

I want to thank all of you who helped in manning the booth at the Metro Beach Boat Show----- especially **Elisabeth Reichling**, **Bill Tucker**, and **Blair Arden** who helped on multiple days, also **Wally McMinn**, and **Tom Munson**. I truly appreciate you taking time out of your busy lives to help promote the GLSS.

We did reach a few potential solo sailors and I think we should try it one more time and hope the weather co-operates a little better.

As a point of interest, I think if we do something like this again, I would say that we would only be at the show on Friday evening, Saturday and Sunday. It would be just as effective with less effort (the solo sailor's mantra).

Again, much thanks!

Paul Schloop, President

THE GLSS AT THE 2007 CHICAGO STRICTLY SAIL SHOW

As I'm writing this on a cloudy November 2nd morning, moderate snow is falling at a pretty good clip under cloudy skies. It has the feeling of a February Boat Show to me, hence segue to Strictly Sail in Chicago.

Once again, the GLSS will have a booth at the Midwest's largest indoor Boat Show, devoted to all things sailing. We have experienced some nice growth in terms of participants the past few years, particularly on Lake Michigan, as a result of our presence at the show. We will be taking a year off from the seminar circuit, but we expect the GLSS booth will be as busy as ever.

Important!

The Master Roster for 2007 will be printed for distribution at the 2007 AGM during the last week of **January, 2007**. A roster is only as good as the information in it, so if you have changed your USPS mailing address, your email address or your phone, please take a minute to send the updated information **before January 20, 2007** to Tony Driza at tdriza@wmis.net

I will make the roster **available to dues-paying members** who would like to have it in electronic form as well. This is quite handy for those who use emails – to send one to a member, it is only necessary to click on the member's email address, and it should open your email program.

Thanks a lot!!

Toward that end, our Board special events guru Jon Jacobs is putting together a list of those members who would like to put in a shift or two (or more) in the GLSS booth. The duties are pretty simple – provide some information and answers to the many questions that prospective skippers have regarding singlehanded and shorthanded sailing. If you wish to volunteer some time in the booth, please send an email to Jon at:

jonfjacobs@ameritech.net

Jon will get you scheduled and send you the information when it has been finalized.

Strictly Sail (continued)

Also, I'll be updating the PowerPoint presentation that we'll run in the booth. If you have a stunning photograph, particularly that captures the essence of singlehanded sailing, I'd love to include it in the show, and perhaps put it up on the GLSS website as well. Please send it to me in digital form, in a compacted file, and I'll get it in. I'm really looking for those exceptional shots that show the GLSS as *the* superior organization in singlehanded sailing!



The 2007 Mac Challenges

Next summer's Mac Challenges on June 23rd will mark the 29th Port Huron to Mackinac and the 11th Chicago to Mackinac. In terms of overall participation, these two events with concurrent starts and a joint finish at Mackinac Island have enjoyed a steady growth the past few years, despite a decline in the numbers participating in the Port Huron to Mackinac Challenge. Hopefully, our presence at the Metro Beach Boat Show and well as the upcoming Strictly Sail will help turn that around. Our best chance at picking those numbers up still starts and ends with individual members spreading the word at your respective clubs, talking the GLSS up at work, and other opportunities you find from time to time. Surprisingly, despite huge numbers at the Detroit Open House, they did not translate into new skippers in the Port Huron to Mackinac – it's certainly possible that we may see a few of them in the '07 event though.

It won't be too long before the forms for the 2007 event will be posted on the website, and an application will also go out to the membership next spring. It's never too soon to start planning – be sure to check the GLSS website often for details.

The 2007 event will be chaired by Blair Arden.



The 2007 Lake Erie Solo Challenge

At the October 30, 2006 Board of Director's Meeting held at Old Burdick's Restaurant in Kalamazoo, it was decided on a unanimous vote by those in attendance, that the GLSS Board of Directors is in

favor of a Constitutional amendment to sanction a membership granting solo challenge on Lake Erie in August, 2007. The vote was taken following a Board presentation on the event by member Wally McMinn, who has spearheaded the effort to establish a GLSS presence on Lake Erie. Wally has been ably assisted in the development of the Challenge by fellow GLSS members Bruce Geffen, John Lubimir, Bob Pollock, and Bill Tucker.

Like all of the GLSS Challenges, Lake Erie presents its own unique obstacles that truly make it a challenge of comparable status to our current membership granting events. As proposed, the course would consist of a start from the vicinity of North Cape Yacht Club, proceed eastward through the Pelee Passage (left to starboard), thence run the length of Lake Erie to a rounding of the Seneca Reef Light near Buffalo, New York, and thence to a finish off of Erie, Pennsylvania. In terms of distance, it would rank third behind the Trans Superior and Chicago to Mackinac Island. It is somewhat longer than the Port Huron to Mackinac Island.



Tentative Lake Erie Solo Challenge Course

The next step in the process directly involves the active members of the GLSS. At the Annual General Membership Meeting in Chicago on February 3, 2007, the membership will be asked to vote, including by proxy, on the issue of amending the GLSS Constitution to allow for recognition of current members who complete this fourth of the major GLSS Challenges, and to allow for lifetime membership to be conveyed upon those skippers who complete this Challenge as a first time competitor. This is yet another defining moment in the proud history and tradition of the Great Lakes Singlehanded Society, and an opportunity to forge the spirit of solo sailing into the fabric of one of the lower lakes. As in all matters requiring a vote by the membership, only active (dues paid) members in good standing will be able to cast a vote on this historical agenda item. As a Society, we are more than ready, willing and able to take on a Challenge upon the waters of Lake Erie. This represents a

Lake Erie Solo Challenge (continued)

tremendous opportunity for the GLSS and you are encouraged to submit your 2007 membership dues so that you too, will be able to shape the future of the premier solo sailing organization in the world, the Great Lakes Singlehanded Society.



Did you Know...?

The first vessel locking through at the Soo was the *Illinois*, and it took place on June 22, 1855. At that time, the locks consisted of a one mile canal, with two locks, in tandem!

The 2007 Trans Superior Solo Challenge

Run every other year as a solo division within the crewed Trans Superior Yacht Race from Sault Ste. Marie to Duluth, the Trans Superior Solo is on the calendar for 2007. The date for this northern gem of freshwater racing will be August 4, 2007, for a start just off the Gros Cap Light at the entrance to the St. Mary's River.

The co-chairs of the event, Dick Lappin, Eric Thomas, David Herring, and Tony Driza have been busy putting together the finishing touches on the race forms, which will be posted soon on the GLSS website. They have also zeroed in on the skipper's gift, and new for this event, there will be the opportunity to pre-order some additional GLSS Trans Superior merchandise. The interest in this event has been picking up steam in the past few months, with a significant number of inquiries coming from the Canadian north shore of Lake Superior, as well as the western end of the lake as well. It is a significant feat just to make it to the Soo from the lower lakes for the start of the Challenge, but it is well worth it in every sense. For those that haven't been to Duluth, it is a wonderful finishing city, full of maritime history, and race headquarters is right in the middle of it all. There are excellent restaurants, the second-to-none **Great Lakes Floating Maritime Museum** which features ship tours, including the retired US Steel Great Lakes freighter, *William A. Irvin*, and the retired USCG cutter

Sundew. In nearby Superior, Wisconsin, on Barker's Island, there is also a one-of-a-kind whaleback freighter, the **SS Meteor** to tour. Race headquarters is located in the **Great Lakes Aquarium**, an easy first stop toward seeing the sights. **Bayfront Blues Festival** will be in progress for the duration of race week, and if that's not enough, accommodations for the visiting skipper are top notch at **Barker's Island Marina** run by our own Eric Thomas.

To participate in this Challenge, entrants must make a check payable to the TSRC in the amount of \$200 (\$170 if a current US Sailing member) as well as a check payable to the GLSS for \$75. If your entry will be received by the GLSS after June 14, 2007, there is an additional \$20 fee payable to the GLSS. If it will be received after June 27, there is an additional \$30 fee payable to the TSRC. The bottom line is that you save yourself \$50, if you enter before any of the deadlines! It also helps the Directors determine eligibility of the skippers, and to set the splits.

This event only comes around every other year, so if you miss this one, the next opportunity won't surface until 2009 (think of how much older you'll be then!). It's a great race, and is singlehanded at it's finest – it would be fantastic if the number of singlehanders outnumbered the crewed entries in 2007!



Director Vacancies for 2007 Cycle

At the 2007 AGM in Chicago on February 3, 2007, you will be asked to elect three directors to three-year terms. Those Directors whose terms are expiring are Blair Arden, Rob Robins, and Matt Scharl. They have the opportunity to run for re-election as they wish, and some, if not all of them, will likely be running again. It is certainly possible that any newly elected Director will be subsequently selected by the new Board to serve as an Officer of the Society. There is no better and more satisfying manner than to serve on the Board, and help shape the next three years – toward that end, if you wish to run for one of the Director positions, please send an email to President Paul Schloop:

paulvs@dienetics.com

He will ensure that you are placed on the ballot for consideration at the AGM.

It has always been a serious commitment to make, especially given the distances involved to participate

Director Vacancies (continued)

in a Board Meeting. Here's some good news that may well help to give the Director position some new-found attractiveness – at the Board of Directors meeting in October, the Board voted to authorize the use of a conference call to conduct future Board meetings. It works like this: one Director serves as a moderator of the meeting and the rest of the Board members are given a toll free number with a pin number which they dial to participate in the meeting. At about \$3.50 per hour per person, it's very reasonable, cheaper than driving, and there is no lost efficiency due to unproductive hours on the road in transit. Inclement weather is no longer a consideration, and meetings can be scheduled as often as necessary to deal with pressing issues. This should lead to a quantum leap in the productivity of the Board, and could allow participation as a Director literally anywhere there is a phone.

Meetings via conference calls won't replace all physical meeting, and a Board Meeting is still required at the Annual General Membership meeting. It will remove most of the geographical limitations that have plagued face-to-face meetings as we've expanded our presence into the other Great Lakes. We hope this will provide the mechanism for interested individuals to serve on the GLSS Board of Directors. If you are interested, please contact Paul Schloop for more information.



The GLSS Website

The GLSS website continues to undergo some subtle changes that will enhance its overall user friendliness, as well as the functionality of it. New on the home page is a news scroller, where the latest happenings of the Society can be found, from one convenient place. Positioning the pointer on the headline of interest will stop the scroller, and allow you to follow any applicable link. You'll also find a few scrolling weather links as well. The class records have moved to a page of their own, as have the recipients of the various GLSS trophies, resulting in less scrolling to find the information you're after. Additionally, with some help from Rob Robins, I've added in results from the '97 and '98 Chicago – Mackinac Island Challenges – the complete history of the Chicago – Mackinac is now on the web. I've have also found and posted results of the '95 and '96 Port Huron – Mackinac Island Challenges, expanding the history of the GLSS for all to see. As

I find more of those early year's race results, I'll post them as well. Pickings are getting slim in the boxes of GLSS materials that I have, so if you have printed results of any race prior to 1995, and could scan and fax them to me, I'd like to post them (my fax number is 616.791.9751).



Ship's Store

From member surveys that have been received, there is enough interest in putting up some items for sale on the GLSS website Ship's Store. In the not too distant future, look for items such as jackets, caps, polo shirts, burgees, blazer insignias, and perhaps something such as bumper stickers, or traveling coffee mugs. We won't cut corners on the quality of the items, and will most likely stick with reasonable quantities so that we're not sitting on a lot of inventory. How this works will depend on the overall interest of the membership. It should be a great way to pick up a new GLSS item, which helps advertise the Society, in addition to helping the bottom line. We'll give you a heads up when the items are available.

Did you know...?

The shoreline length of Lake Huron is 3,830 miles, which is 1,000 miles greater than that of Lake Superior (including all of the islands)!

The GLSS Fall Races

The fall race series gives many skippers the opportunity to participate in singlehanded sailing without taking on a challenge of the magnitude of one of the Macs, or the Trans Superior Solo. For many, participation in one or more of these races will be the significant singlehanded sailing experience they had been seeking; others will use it as a springboard to one of the greater challenges.

All of the events were well attended, with that of the Lower Huron Solo being especially successful. Race Chair Mark Gutteridge had assistance in the form of Jo Buckingham, Cheryl Cameron, Tom Hughes and Harold Beaton. They really recruited participants this year, and overall participation was up over 50% from last year. The St. Clair Solo under Steve Stoll and the Lake Michigan Solo Scramble under Jim

Fall Races (continued)

McLaren reported participation similar to their 2005 numbers. Importantly to the GLSS bottom line, they were all money makers – kudos to all three chairs for running well organized events!

Big Al's Steak Roast following the St. Clair Solo was also well attended, and we caught a break in that the rain earlier in the day left the area before it was grilling time. Julie and Bill Dembek did a tremendous job with the event, which also reported numbers in the black. Mike Mahar and Janet Wolf were seemingly everywhere, helping with the planning and execution of not only Big Al's Steak Roast, but lending a hand to Steve Stoll as well. It truly demonstrates what is possible when members pitch in to help with an event. There are many one-time opportunities for members to get involved, and it is hoped that this trend will continue. If you are interested in volunteering your services for any of our events, please see the 'Contacts' page on the GLSS website. All of the Chairs for our races are listed, with email information – they would love to hear from you if you want to get involved.

The results from all three races are available on the website, and there are recaps for the Lower Huron Solo (Tom Hughes) and St. Clair Solo (Mike Mahar) posted as well. The St. Clair Solo recap was also published as a courtesy by the **H2O Notes** folks in **Destination 1D**. We're getting the word out about our events, which will only help future participation. If you haven't seen them, point your web browser to:

<http://www.solosailor.org/>

They are all posted under the 'Race Results – Prior Year's Races' menu item – hopefully, I'll get a recap from the Lake Michigan Solo Scramble soon, which will provide a little holiday reading!

Did you know...?

The GLSS was originally called the "Seaway Singlehanded Society"!

Still Racing, Still Winning...

In an earlier article, it was mentioned that most of the boats were probably hauled by now – I didn't give a thought to those who have been smart enough to head for places where they can sail year 'round. Bob Verhaeghe, who last completed a Port

Huron-Mackinac Challenge in 1983 (taking a 2nd place in the Erie Division), is still at it. The pace of the sailing looks to be a bit more relaxed, and the greenery still evident on the landscape, is most definitely not Michigan in late November.

So with that in mind, and snow flakes spitting against the window, I'm going to go out and see if I can get the snow blower to fire up, just in case the trace amounts that are forecast prove to be another famous guess!



Bob Verhaeghe's Yellow Bird (far left) on her way to victory.



Classifieds

Along with the alluring scene of some RC sailing, Bob Verhaeghe, who now lives in North Carolina, asked about the subject of members listing gear, boats, and what-knot for sale in the *Solo Challenger*, and on the website. In bygone days of the *Solo Challenger*, this was a common practice. I thought that if it was a good idea then, it's a good idea now. If you have something that you wish to post, please send it to tdriza@wmis.net and I'll happily add it to the next edition of the *Solo Challenger*. A few guidelines are in order here: this isn't the local paper, and submissions that are of an obvious commercial nature will be rejected – sorry. If you want to include a picture, that's fine, but if it will go into an issue that we print and mail, it will end up as a black and white image to save on the printing costs. Place your contact info, such as phone, email or both in the ad, and with a bit of luck, you'll find a buyer! Please be courteous and let me know if the item is no longer for sale, so that I can remove it from the website!

The back page of the *Solo Challenger* will be the marketplace for members to list gear, boats, or most anything else for which they would like to find a new

Classifieds (continued)

home. Have some fun with it, and good luck to those posting items.

Morgan 34 – *Running Bare*

Reluctantly for sale is *Running Bare*, a Morgan 34. The boat is in very good condition, and she is set up for singlehanded sailing and comfortable cruising.



She has served us well over the years, and has been sailed without any problems. She features the aft galley version with a Taylor two-burner stove and oven, Cole fireplace, new dodger, self steering, sun shade, new cushion covers, lots of sails including spinnaker and related equipment. The ground tackle consists of a CQR with a windless and chain rode; for going ashore, there is also a Zodiac dinghy. There's more as well, for details on that, please give me a call.



With her 3'3" draft and bronze centerboard, she is ready to go where others can't. She has several GLSS Challenges under her keel, and has cruised the North Channel, Long Island Sound, Chesapeake Bay,

the Bahamas, Florida Keys, North Carolina Sounds, and points in between.

The asking price is \$35,000.

We hate to sell her, but our age is catching up with us. She needs a good home!

For more information and all the details, please call **Bob Verhaeghe at (252) 745-5959.**



Navman, Model 3150, wind speed and direction. Brand new, still in box. Make offer.
Contact: Mark Perkins at 616-335-5733.



Still a bargain – 2007 Member dues will remain unchanged at \$30. Watch the web for PayPal links; cash/checks cheerfully accepted too!

Upcoming Events

February 1-4, 2007 Strictly Sail Chicago
February 3, 2007 AGM at Maggiano's Italian Restaurant in Chicago. The featured entertainment will be Mr. Lee Murdock.

March, 2007 Open House Chicago
March, 2007 Open House Detroit
June 23, 2007 Solo Mac Challenges
August 4, 2007 Trans Superior Solo
August 25, 2007 Lake Erie Solo*
September 7, 2007 Lake Michigan Solo
September 8, 2007 Lower Huron Solo
September 29, 2007 St. Clair Solo

*Pending membership approval at the 2007 AGM

Be sure to check the website often for details on these events!

<http://www.solosailor.org/>