



The

December 2013

Solo Challenger

GLSS

Newsletter of
The Great Lakes Singlehanded Society

Officers:

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

Directors:

Paul Nickerson
Mike Spence
Brent Hughes
Dirk Kruger

**HAVE YOU MADE YOUR
RESERVATION?**

**GLSS
ANNUAL
MEMBERSHIP
MEETING**

FEBRUARY 1, 2014

BAYVIEW YACHT CLUB

DETROIT

SEE PAGE 14 FOR EVENT DETAILS

2013....

It Was a Very Good Year

By Rick McLaren, GLSS President

2013 was, indeed, a very good year. The GLSS ran successful Challenges on all five of the Great Lakes despite very low lake levels at the start of the summer. In March and April, we conducted educational seminars about short-handed sailing in Detroit, Chicago (2), Waukegan, Buffalo, Erie, PA, and four (4) in Ontario. For the 2013 Challenges, Paul Nickerson's safety equipment committee revised the equipment list, reducing the cost by eliminating the life raft requirement where the yacht has an immersion suit of the kind used by the multihull skippers plus an EPIRB.

For the summer races, we kept the fees at 2012 levels and still came out in the black for the year. We reduced by nearly ten-fold the cost to the GLSS of tracking the Challenges by using the SPOT devices for the second year.

In This Issue	Page
From the Helm	1
501(c)(3) Status	2
2014 Event Calendar	3
Third Time's A Charm	4
2013 MAC Solo by a Rookie	5
On Rest and Sleep	6
GLSS Adventures	8
Board of Directors Nominees	9
GLSS Mentoring	12
2014 AGM - Detroit	14
John Otterbacher Biography	15
2014 Calendar	14

We gained eighteen (18) new GLSS members who completed membership granting Challenges in 2013. On Huron we gained 2 new members among the 12 who finished. On Michigan we gained 3 new members among the 19 who finished. On Superior all 4 finishers were already GLSS members. On Erie we gained 5 new members among the 14 finishers. Lake Ontario took the prize for the most new members, bringing in six (6) new members among the 9 who finished.

This Fall Jeff Neuhalfen was able to set up a relationship with Lands' End to sell clothing with the GLSS logo. Go to the link on our website to try it out. As 2013 wound down, your Board again kept the GLSS dues at the existing \$30 level. Speaking of dues, get yours paid in December so that you will receive the official mailing of the proxies for the AGM in Detroit on February 1, 2014. While you're at it, make your reservations NOW for the AGM so that we can give an accurate headcount to Bayview YC. Go to the link on our website for details.

Yes, skippers, your dues are tax deductible. After years (plural) of correspondence back and forth, in 2013 your Board successfully obtained our 501(c)(3) certification from the IRS. It makes our annual dues and any donations to the GLSS tax deductible.



Finally, THANK YOU to all of our Board members and volunteers for making 2013 a very good year indeed. See you at the AGM. Cheers!

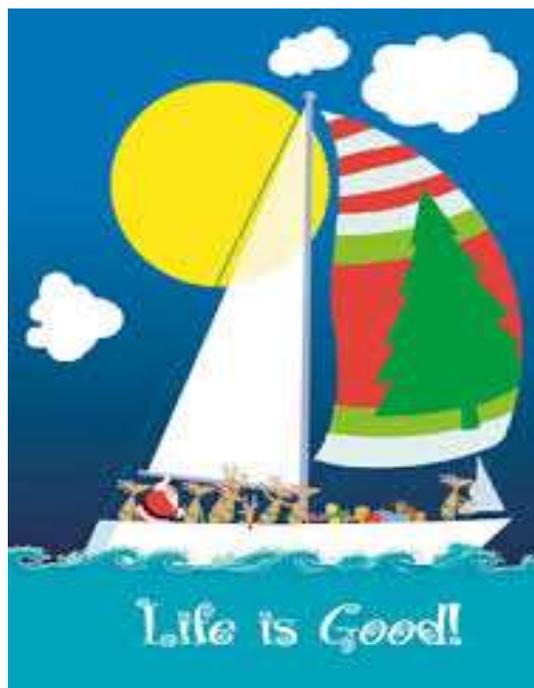
--Rick McLaren
s/v Dulcinea
Chicago

501(c)(3) Status

The Great Lakes Singlehanded Society is registered as a 501(c)(3) non-profit organization. Members' dues and contributions to the GLSS are tax-deductible to the extent permitted by law.

The GLSS's tax identification number is 38-3291055.

Thanks to Rick McLaren, GLSS President, for his persistent efforts to see we obtained this important status.



2014 Event Calendar

February 1	Annual General Membership Meeting
March	Chicago Open House and Safety Seminar
April	Detroit Open House and Safety Seminar LOORG Road Shows and Safety at Sea Seminars
June 21	Port Huron to Mackinac Island Solo Challenge Chicago to Mackinac Island Solo Challenge
July 12	Lake Ontario 300 Solo Challenge Lake Ontario 600 Solo Challenge
August	Lake Superior 600 Solo Challenge
August 16	Lake Erie Solo Challenge
August	The King's Cup
August	Lake Superior Solo Scramble
September	Lake Michigan Solo Scramble
September	Lower Lake Huron Solo Challenge
September	Lake St. Clair Solo & Big Al's Steak Roast

Did You Know?

Links to the tracking for the challenges are still active. You can replay the challenges by going to these links:

Solo Macs: [Trackleaders](#)

Lake Ontario 300: [Yellow Brick](#)

Lake Superior Solo: [Yellow Brick](#)

Lake Erie Solo: [Trackleaders](#)

Third Time's a Charm

Marty Fox
“Stray Cat”

This past summer, after two failed previous attempts, I finally completed a Lake Erie Solo Challenge. Now that it's all over, I would like to recount some of the advice that I have received over the past five years from a wonderful and quirky cast of characters.

My journey began in 2008 as I sailed my trusty Paceship 26 “Gunn Runner” (I hated that name) out of North Cape to begin my first solo challenge. I should mention at this point that I would never have gotten to the start without the constant support and friendship of fellow Erie sailors Greg Gorny, Brad Enterline and Dave (The Voice) Amatangelo. As I recall it was a perfect day- warm, sunny and a nice breeze from the Southwest. Gunn Runner was cruising along at a brisk 5.5 knots as I sat under the bimini reading an old Tom Clancy novel. Four hours later, still doing 5.5 knots, I ran squarely into Middle Sister Island. To hit an island in broad daylight is bad enough, but to do so in front of an entire fleet of experienced solo sailors is mortifying! In fact, I would still be embarrassed if not for the comments made by Bill Tucker at the Awards Ceremony that year. Bill was sitting next to me and must have sensed that I was a little down at having not completed the challenge. He leaned over and said “Marty, remember the famous words of Richard Petty: If you aren't rubbing you aren't racing.” To be honest, Bill's words really didn't help much at the time but during the winter I came across one of Bill's articles where he was preparing for a solo sail from Chicago to Buffalo. Much to my surprise, he ran aground during a trial run. If an experienced sailor like Bill could run aground, I rationalized, then I guess I could as well.

My second solo attempt in 2012 was on a new boat, a Hobie 33 named Stray Cat (after our 5 stray cats). It was a real drifter and after two days of essentially going nowhere I started to have long, meaningful conversations with seagulls floating nearby. At one point, I was sure that I could decipher their language if I simply jumped overboard and swam amongst them. As I was fairly close to Geneva Marina, I decided to withdraw before I did something foolish. This got a good chuckle from Wally McMinn as I recounted the story to him the following year. Wally told me of some of his own hallucinations of gremlins and revealed that it had taken him several attempts to complete the 100 mile qualifier. He also said that an important lesson for new solo sailors is when you need to get off the lake for your own safety.

So armed with Bill and Wally's advice, I felt a little better about my chances in 2013. On race day Dan Pavlat wished me luck and told me to call him on the radio if I got bored or just needed a boost. John Ollila quietly wished me luck and tied a piece of cassette tape to one of my sidestays. He said “Marty, if the wind gets light the tape will reveal its direction.” He also said that as the wind blew the tape if I listened carefully I would hear Tchaikovsky playing in the breeze- but I think he was pulling my leg.

To make a long story short, 80 hours and some minutes after the start, Stray Cat drifted across the finish line outside the Erie Channel. It had taken me five years and three boats but I had finally completed a solo challenge and it felt great. During my three solo attempts I have had some wonderful and harrowing experiences on the water, but I think what I will remember most is the quirky cast of characters that helped me along the way. At the Awards Ceremony shortly after receiving my GLSS Pennant, Dave Evans came up and hugged me. It was so unexpected that I couldn't help but smile. It somehow seemed right.

2013 SOLO MAC BY A ROOKIE BY LARRY FAIR ON GALE RUNNER

For most of the Port Huron Solo Mac sailors, this year's Challenge was probably a familiar event that has routinely shown up on their calendar for many years. But not for me; this was my first time. I needed to do it.....it was at the top of my "bucket" list. I've owned boats and sailed singlehanded for alot of years and have finished several GLSS Lower Huron Solo races.



I have known about GLSS for a long time, been to their Spring Safety Seminars and have come to know several members - for whom I have gained a great deal of respect. But it really nagged at me that the only way to become a member was to complete one of their Challenges.

So.....about two years ago, I started getting serious about sailing the Port Huron to Mackinac Solo.....AND I knew I really had my work cut out!

For the qualifier, I found a warm weather opportunity in late September and sailed a modified version of the Lower Huron Solo course. It was fun to add one more "event" to my soon-to-end season, and it did get me more into the planning mode as I was forced to think about what I'd need for food, clothes and equipment. For the boat, I could see that - to do it right, I needed to replace a sail, upgrade the autopilot and install an AIS radio and battery monitor.

I also began to practice alot - realizing how different spinnaker handling would be in the long-distance race as compared to a typical afternoon day sail.

When asked about my first Mac solo, I usually start by talking about the vicious black flies that attacked me, the doldrums we experienced for hours, or that incredibly beautiful moonlight on Sunday night.

But my real story has to do with 3 little incidents that made the trip pretty interesting for a while.

Shortly after dousing the spinnaker and setting the genoa, I noticed that the roller furling line had fouled around the spool and forestay. It looked like the worst backlash you could ever imagine on one of those old, open-type fishing reels. In 10 years of owning Gale Runner, I'd never seen anything like it. Of course, it was dark at the time and we were bouncing along on a reach sailing at about 6 knots. It took me a half hour at the bow to rewind the line and to get things working again.

Then, while on an awesome spinnaker run Sunday afternoon, I spotted a low-lying white cloud creeping in toward me. I thought it was more fog moving in. And it was..... except immediately and with a vengeance, the wind shifted directly off the bow.....collapsing the sail and welding it against the rigging. It took a while to untangle things and get the spinnaker down, but luckily no damage was done.

Finally, near the finish line - two boat lengths from Mission Point Red Buoy No. 2, I was halfway through what should have been the last of about 20 tacks. A small line that had, somehow, crossed over the jib sheet jammed in a turning block, which prevented the jib from flopping over. For a few long seconds, Gale Runner was headed for the rocks. Fortunately, I was able to grab my knife, cut

the line loose and complete the tack. After 60 hours of sailing, I really didn't need such a dramatic finish!

In spite of all that, the race was a great experience for me. Though somewhat intimidated by the level of experience and success of my fellow sailors, I had a fantastic time and was very impressed by the friendly and helpful attitude that was present throughout the event. And those 6 folks who welcomed me at the dock and helped tie up.....they were from Heaven! For me, some of the most difficult work was the planning and preparation during the weeks just prior to the race. Thanks again to Dick Lappin, Tom Hughes and others for your

encouragement and willingness to answer my many questions!

In Ken's request for rookies to provide a story about their first Challenge, he suggested that we think about what we wish we would have done differently. For certain, there was a lot that I could have done differently..... and better. But one thing may be worth mentioning here; and that would be the importance of keeping in the best-possible physical shape. I thought I was in decent shape prior to the race, but did not realize how quickly my strength could be drained until I had been through some of the experiences of this race.

On Rest & Sleep

by Mike (Al) Merrithew

We have a duty to maintain a good watch, but I have found that I can get good rest all through the day by taking advantage of some of the lulls, and areas where there is little boat traffic.

The worst times for sleeping are those when everyone is tacking for a mark. Even on a 55 mile leg such as the one to Goderich, or the 110 mile leg to my mark 5 miles off Presque Isle, when folks are tacking that big lake suddenly shrinks. I have had a number of close encounters of the gelcoat kind, enough to make sure I keep a really good watch schedule on those kinds of days.

On those slower days, straight runs and non-congested areas, I try to get good rest right off the bat. On the leg from Port Huron to Goderich I try to get at least one nap and several "down" periods where I do nothing but rest. The sleep periods are usually ten minutes, (maybe 15, now that I'm getting older). I set an egg timer and totally relax,

There are many entertaining and informative articles on the GLSS Website. This one comes to us from the [Education & Safety](#) section. Thanks to Mike "Big Al" Merrithew for sharing his experiences and insight.

usually falling right to sleep, even in mid-day, and waking up before the timer goes off.

Some people say they can't do that, but all it takes is practice. This is practiced all year round, even at the office. I put my feet up, close my eyes, and nod out for ten minutes, and have done it for years.

I have read that one must be asleep for about 30 minutes before the sleep becomes restful. Not knowing all the ins and outs of sleep deprivation my comments might not hold water in the scientific community, but I find that if I can get several back-to-back 10 minute sleep periods, I feel really good the next day.

Master Mariner, Dick Lappin says he gets his rest by going down below, and veging out, stretching out in a comfortable corner, under a blanket, and "shutting down" for a few minutes. Most of the time he says he doesn't really go fast asleep, just a deep rest. But he

takes as much time as he needs to, to get good rest.

Generally, I really like the long legs where one does nothing but hang on and tweak the sails occasionally. This is when I get good meals and good sleep times. The time is set for 10 minutes. I get up and check the horizon, check and trim the sails, check the horizon, and fall right back to sleep. Five or six of those in a row, and I'm good to go.

When the boat stops, I try to grab a nap. It seems like we work more furiously when the boat is going slow. If things seem totally stagnant, it may be that you need a little rest. Take a couple of naps and then try to get the boat moving. Take time for a meal, and then see if you can't get things moving along better. Good rest and good food are "fast" as far as I am concerned. It works for me.

I've even done some novel things to help pass the time. When the boat was parked for an hour and nothing looked promising, I cut a hole in the bottom of a paper cup (drogue), and attached this to a tin can with a long string. The can was placed up on deck and the cup in the water. When the boat started to move the can rang out loud and clear. I was able to sleep, and catch the first of the breeze.

I remember one dark, stormy night, *Black Magic* was beating toward Thunder Bay and the wind was really howling, blowing about 45 kts. I got tired listening to the waves growling as they laid themselves against the side of the boat. I laid down on the cockpit floor and fell asleep only to be awakened by a

huge wave that jumped inside the boat with me. Another time that same evening, I was awakened by the sound of the autopilot grinding away. The seas were really confused by 2 distinct wave trains and boat had been knocked past head to wind and was doing a 360 in 40kts or so of wind. Don't think that won't wake you up in a hurry!

Good sleep is the key to a safe passage. Arriving at Mackinac Island rested and ready to party is a lot better than arriving there "stupid and staggering" and unable to open your champagne. Of course, Dave Evans does just fine any way.

Big Al



Have you checked out the GLSS E-Store?

The GLSS and Lands' End Business Outfitters have teamed up to offer GLSS logoed apparel.

Find out more on the Website: www.solosailors.org



GLSS Adventures

Many GLSS Sailors have completed unique adventures in waters near and far. Here are updates on some we know of.

If you know of a GLSS member involved in a unique adventure, forward the information to us, we will follow and update it in the Solo Challenger. Send your information to jeff.neuhalfen@gmail.com

Member: Dave Rearick
Project: Bodacious Dream
Solo Circumnavigation
Website: <http://bodaciousdream.com/>

On October 2, 2013, Dave departed from Newport, Rhode Island, on a voyage of learning and discovery that is expected to cover 30,000 miles and take 9 months, before returning to Newport.

On December 3, 2013, Dave landed safely in Cape Town, South Africa, completing the 8,000 miles of Leg #1 from Newport, RI. While in Cape Town, Dave will make some repairs and upgrades to Bodacious Dream and depart mid-month on Leg #2 bound for Wellington, New Zealand!

Here is a chart of the first leg.



Meet the 2014 Board of Directors Nominees

Mark Mahowald

Boat Manufacturer, Model & Year:

Beneteau 46, 2008

Boat Name:

Strider

How did you name your boat:

My Wife and I bought a T-10 in 1985 and being an engineer, I liked the Lord of the Rings books. I wanted to name the boat Shadowfax, after Gandalf's horse, but before we took delivery I noticed someone had beaten me to the punch, so we went with Strider. Being someone who loves change, we have kept the same name for every boat we owned.

How did you learn to sail:

My father bought a Cal 24 in 1967. He did not know how to sail, so we learned as a family. Fairly quickly we were racing it, and having many experiences on Lake Michigan. We made plenty of mistakes, but had a lot of fun. I have been sailing and racing a range of boats ever since.

Where is your home port:

For the last 25 years it was Waukegan Harbor, but in 2014 we have moved the boat to Manitowoc Wisc.

How did you get into single handed sailing:

As our kids started getting older, and our crew started having kids, it became harder to organize and maintain a full crewed racing schedule and we were sailing more cruising centric boats. I started to think about solo sailing, and I entered a LMSS solo race in



2002 to try it out. The people I met in solo racing are great folks, and have a real love of sailing. I find the competition and challenge of the races to be wonderful experiences. I participated in the LMSS races for a number of years to gain single handed sailing experience and work my way up to multi day events.

Which challenge did you do as your first and what year:

My first was 2009 in Lake Michigan. It was a painfully slow race for me (4 full days).

How many GLSS Single Handed Challenges Have you completed and in which lakes:

I have completed 5 Challenges, all on Lake Michigan.

What other GLSS awards have you received and in what year:

I won the President Cup for best first time finisher in 2009.

What GLSS jobs have you undertaken (race committee, etc.):

I have just started duties as the Web Master.

As a Board Member what are your primary areas of interest:

I greatly enjoy the events and the people. I want to help the GLSS continue to thrive.

Any other comments of information about your sailing experience you wish to pass on:

I had a conversation with a freighter in the straits around 2am on the way to the finish of the lake Michigan challenge in 2009. I was not moving very fast in the very light air and called him to see if I was going to be in his way. He told me I was drifting into the freighter lane and I should move. I mentioned I was sailing, and his reply was “you can’t be sailing, there is no wind”. I could not argue

with that and so I gybed the chute to get some distance from the shipping lanes. I gybed back once he was past and continued my push on the rum line towards the bridge. I was tired and it never occurred to me that I did not have to sail the exact rum line from gray’s reef to the bridge, sailing just a little south or north would keep me out of the shipping lanes. This would have put me in a safer position, allowed me to get a quick nap, and not materially hurt my finish time. In fact, there might have been a little more breeze closer to shore. The lesson for me was to be careful not to get trapped into rigid thinking, particularly when you are tired.

John Hoskins

Boat Manufacturer, Model & Year:

Currently selling a very nice J/30 if anyone is interested ☺ and just bought an 1986 Alberg Express 37

Boat Name:

Madcap

How did you name your boat:

My dad went sailing off into the sunset in the early 80s on a Standfast 36 called Madcap. As young sailors, my brother and I spent many summers in the Caribbean and on the East Coast sailing with him.

How did you learn to sail:

I was 5 years old and my dad took me out in a 12 ft. Whistler and showed me how to trim and tack and set me free on Sylvan Lake in Lake County, IL. My family sailed out of Racine and I started racing out of Waukegan on an Ericson 39, Nana, when I was about 10 years old.

Where is your home port:

Waukegan, IL



How did you get into single handed sailing:

My dad bought Bodacious I (Baltic 37) from Jeff Urbina, who had done the GLSS solo Chicago-Mac on this boat. I didn’t know this race existed, and I contacted Jeff about it and the next year I did my first solo Mac on my dad’s new boat.

Which challenge did you do as your first and what year:

2005 Chicago-Mac

How many GLSS Single Handed Challenges Have you completed and in which lakes:

Five – all Chicago-Macs

What other GLSS awards have you received and in what year:

President's Cup in 2005

Four 1sts and one 2nd in the Chicago-Mac

What GLSS jobs have you undertaken (race committee, etc.):

Co-chair of the solo Chicago-Mac in 2013

As a Board Member what are your primary areas of interest:

Building the fleet while maintaining the spirit of self-reliance and safety.

Any other comments of information about your sailing experience you wish to pass on:

I'm the navigator on the Bodacious program with several fellow GLSS members. We've competed in several races: Newport-Bermuda, Pineapple Cup (Montego Bay race), Newport-Cabo and Transpac. Our next challenge will be competing in the 2014 Newport-Bermuda race. I've also completed 13 crewed Chicago-Mac races.

John Ollila

Boat Manufacturer, Model & Year:

1987 Tartan 28 - (made right across the river from where it is docked)

Boat Name:

"Finnair"

How did you name your boat:

Finnair was chosen because of my Finnish Heritage

How did you learn to sail:

When I was younger, my parents had a 28' Kings Cruiser (wooden boat made in Sweden). We got a book on sailing and learned the basics. In 1972 I started Sailing with Ken Schmidt at Edgewater Yacht Club in Cleveland, Ohio. After 25 years, about a dozen boats, and hundreds of races we were still having fun. I learned a lot from Ken about sailing, but no matter how many times I go out there is always more to learn.

Where is your home port: Fairport Harbor Yacht Club, Fairport Harbor, Ohio



How did you get into single handed sailing:

I participated in several short singlehanded races sponsored by the Grand River Sailing Club during 2002 and 2003. In 2004 I did two longer races with a singlehanded group at Edgewater Y.C. I also participated in the St.Clair Solo in the fall of 2006. From these events I learned a lot that was helpful to me in the GLSS Challenges.

Which challenge did you do as your first and what year: The first GLSS Challenge that I completed was the Port Huron Mac in 2007.

How many GLSS Single Handed Challenges Have you completed and in which lakes:

Since then I have completed 12 Challenges, one each on Lake Superior, Lake Michigan, and Lake Ontario, four on Lake Huron and five on Lake Erie.

What other GLSS awards have you received and in what year: I have received 5 and 10 challenge awards, as well as, All Five Lakes, and one Super Mac and Back.

What GLSS jobs have you undertaken (race committee, etc.): No official jobs, however,

I did organize a presentation in our area to inform sailors at local clubs about GLSS.

As a Board Member what are your primary areas of interest: Hopefully, I can do my part to continue the excellent tradition of the GLSS.

Any other comments of information about your sailing experience you wish to pass on: For many years the only boat that I owned was a Mirror Dinghy, which I built in 1970. I raced with a group of sailors from Edgewater Yacht Club. So, I sailed on other people's boats for 30 years. When I retired from teaching I bought the Tartan 28. Now, if the weather is good I go sailing.

GLSS Mentoring

By Bill Tucker

Many of us have been asked by a fellow sailor what was involved in doing a GLSS Solo Challenge or just doing some solo or shorthanded sailing. Over the last year we have modified the web and added some articles to help you better answer your friend's questions and provide him or her with some resources. Many of these resources were available on the web but were just hard to find.

There is now a menu item on the left hand side of the home page labeled "[Education & Safety](#)". This page is organized by subject and includes the following general categories:

- The Basics - start here
- Deck Layout, Rigging, Sails, & Sail Handling
- Clothing: Staying Warm & Dry
- Self-Steering: Autopilots and Windvanes



- Sleep and Watch Keeping
- Food, Cooking and Provisioning
- Safety, Staying Onboard, Medical, etc.
- Electronics: GPS, Plotters, Radar, AIS, SPOT, etc., etc.
- Electrical System: Battery, Alternator, Lights, Monitors, etc.
- Solo Challenge, Voyage Summary, Planning (Less than 300 NM)
- Solo Challenge, Voyage Summary, Planning (Greater than 300 NM)
- Other Stuff

There are a few articles, presentations, and links under each category. Items on this page

have been extracted from past Solo Challengers, Road Show articles, and items posted on various other web pages. We are always looking for more so forward your articles to [Mark Mahowald](#) our web master.

If someone is interested in doing a Solo Challenge a great way to start the education process is by reading the article under “The Basics” heading: [20 Steps to the Starting Line](#). This paper was originally written by Patrick Nugent in the January to June 2002 editions of the Rode Show as a step by step guide to prepare to do a Solo Mac. In 2013 Dan Pavlat and Bill Tucker combined Pat’s articles into a single document, updated various sections, and made it generally applicable to all the Solo Challenges.

Another resource is the race documents posted on the web for each race. These documents are typically left on the web until they are replaced in the spring for the race the following summer. Even though they apply to last year’s race they contain a lot of pertinent information that will only change modestly for the following years races. The

dates for the next races are posted on the [web calendar](#) during the fall as soon as they are available.

Another resource is the Safety meetings that are held during the winter in the Chicago, Detroit, and Port Credit areas. These seminars are a great source of information and there is always the opportunity to ask questions of fellow sailors who have completed Solo Challenges. In addition, you don’t need to be a member to attend the Annual General Meeting or AGM so be sure to invite your friends that may be interested in doing a Solo Challenge. The AGMs are held alternately in Detroit and Chicago during late January or early February. These meeting are a great opportunity to hook up with a mentor who can guide one through the preparation process and answer questions.

So when a friend asks about shorthanded sailing or what is involved in doing a Solo Challenge, be sure to give him or her a hand by answering their questions and pointing them to the available GLSS resources.

Do you have the Missing Mac results?

Bill Tucker has almost finished assembling results from every challenge held by the GLSS.

He only needs 3 more!

1980 1989 1991

Check your files, seat cushions, and captain’s log.

If you can help Bill complete the list.

Email him at: billtucker100@comcast.net

2014 Annual Membership Meeting

February 1, 2014

**Bayview Yacht Club
Mackinac Room
100 Clair Pointe Street
Detroit, MI 48215**

Dinner - \$52.00 per person with cash bar

Guest Speaker:

John Otterbacher, author of "Sailing Grace"

See more about John Otterbacher on Page 15

Make your reservations on the Website:

www.solosailors.org

Hotel Info:

Atheneum Suite Hotel

1000 Brush Avenue

Detroit, MI 48226

313.962.2323

1.800.772.2323

www.atheneumsuites.com

Deluxe Suites:

\$149 per night

(single/double occupancy)

(\$20 pp for 3rd/4th person)

+Tax: 15%

Valet Parking:

\$10 per night

Rates good thru: Dec. 31st



John Otterbacher

When John Otterbacher talks about “living out beyond your fears”, he is speaking from experience.

He grew up in the working class neighborhoods of Grand Rapids, Michigan, paying for college with a series of factory and construction jobs.

After graduating from Aquinas College with a degree in Psychology, he completed Masters and Doctorate degrees in Clinical Psychology at St. Louis University. He has done additional post-graduate study in Urban Affairs, Human Relations, Political Process, and Organizational Development prompting the Detroit Free Press to describe him as “being educated within an inch of saturation.”

John first became politically active in the efforts of Robert Kennedy and Dr. King. Upon returning to Grand Rapids as an assistant professor and clinical psychologist at Aquinas College, he was elected to the Michigan House of Representatives and the Michigan Senate. During his eight years in the legislature, John was a firebrand on health issues, leading successful fights for nursing home reform, the development of a statewide emergency medical service system, and passage of both a new Public Health Code and the Michigan Mental Health Code. The Detroit Free Press described him succinctly as “a refreshing change at a moment when political thought is wallowing in stagnation.” John ran for the U.S. Senate in 1978, losing in the Democratic primary to Senator Carl Levin.

John returned to private practice after his tenure in the legislature, spending a decade providing consultation to individuals and organizations.

In the mid-1980’s, John took up sailing, spending three years “learning” in the Great Lakes. He and Barbara then took their children, John Ryan (13) and Katie (8 months) on a fifteen month cruise to the Mediterranean and the Caribbean. During this period, he also sailed single-handed across the Atlantic.

In 1998, John and Barb did an extended encore cruise with their girls (Katie, 9, and Erin, 5), spending the next six years sailing the Atlantic (four crossings), the North Sea, the Baltic, the Mediterranean, and the Caribbean. During those years John began writing seriously.

Since returning to Grand Rapids in 2004, John divides his time between writing, speaking, and a limited private practice. He has been published in Journal of Clinical

Psychology, Sailing, Cruising World, and Yachting Monthly (England). He has recently been published in *Thin Ice* (Eerdman Press, 2007). *Sailing Grace*, his first full length book, has been honored as “Best New Non-Fiction Book” by the National Indie Excellence Awards, “Michigan Notable Book” and as a finalist for “Best Book” Award by USA Book News. Retitled “*Outrageous Grace*” for international distribution by Adlard Coles

(London), it is scheduled for German language release in the fall of 2011.

A screen adaptation of *Sailing Grace* is currently in development in Hollywood.

With the growing acclaim for *Sailing Grace*, John has become a sought after speaker to diverse groups and organizations: health care and corporate, educational, nautical, and literary. He is also working on a new book.



See you in Detroit

At The AGM!!