



The

Spring 2013

Solo Challenger

GLSS

Newsletter of
The Great Lakes Singlehanded Society

Officers:		Directors:
President	Rick McLaren	Paul Nickerson
Vice President	Ken Verharen	Mike Spence
Treasurer	Jon Jacobs	Brent Hughes
Secretary	Bill Tucker	Dirk Kruger
Corresponding Secretary	Jeff Neuhalfen	

2013 SOLO CHALLENGE

ENTRY DEADLINES

<u>SOLO MACS</u>	<u>MAY 30TH</u>
<u>ONTARIO 300</u>	<u>JULY 1ST</u>
<u>TRANS SUPERIOR</u>	<u>JULY 20TH</u>
<u>LAKE ERIE SOLO</u>	<u>JULY 29TH</u>

From The Helm

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

Spring is here, and all over our beautiful Great Lakes we face water level problems. In Kenosha, WI, where I winter alongside Brother Jim, we have 5 feet of water in the launch well and need 6.5 feet to launch me and scores of other boats. Across the Lake, the State of Michigan has stepped up and appropriated lots of money for dredging. Board Member Dirk Kruger reports that the dredge is hard at it in St. Joe. Board Member Paul Nickerson reports that dredging at the North Cape marina has been completed. So the wise old saying springs to mind "Hope for the best, but plan for the worst." Hoping for the best water level and/or dredging, we should all send in our entry papers for the upcoming summer of great Challenges.

Your Board has kept the Mac Challenge entry fee the same as last year, but it has increased the penalty for a tardy entry to \$100 to give you the incentive to get your entry in on time. The deadline for sending in your Mac Challenge entry is May 30, 2013.

We will be using the SPOT trackers again this year, saving thousands of dollars for the GLSS in the process. The SPOT is Required Equipment for the Solo Macs. Those of us

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who sailed in the 2012 Challenges have one already. Thanks to the generous support of anonymous donors, Mac Challenge Race Director Ken Verhaeren still has 10 SPOT units available to rookies and those who did not enter last year. For the bargain price of \$100 you own the SPOT AND you get a year of service, a \$250 value. For the SPOT, send a check made out to “GLSS” to Ken. For the Challenges, on the other hand, you can register and pay for all events on our website because of the hard work of Webmeister Bill Tucker. Go to www.solosailors.org and get registered.

Spearheaded by veteran GLSS member Dick Lappin, the Safety Committee appointed by the Board has made some significant changes to the Required Equipment List, so check it on the web. A handheld VHF dedicated for emergencies is now Required Equipment in addition to the primary VHF to be used for the call-ins. This change was made because the

Coast Guard’s Rescue 21 VHF-based advanced command, control and direction-finding communications system will be operational in the Great Lakes for the first time this summer. Offsetting that cost is the removal of the requirement that SOLAS flares be within the manufacturer’s date. SOLAS flares are still required, but now old timers can lend their piles of expired SOLAS flares to rookies, saving the rookies lots of money. Of course, the Coast Guard requirement of flares that are in-date always applies, so if you are buying flares to meet that CG requirement, buy the SOLAS flares and kill two birds with one credit card.

Get your applications in, mentor those rookies, and I hope to see many of you on the Island.
 --Rick McLaren, President
 mclarenR@aol.com
 Cell: 630-710-1588

“GLSS EVENTS MANAGEMENT COMMITTEE” FORMED

During the April Board of Directors Meeting, the “GLSS Events Management Committee” was formed by the Board to recognize the efforts of the many volunteers who enable the GLSS to sponsor events around the Great Lakes.

In addition, by forming the GLSS Events Management Committee, the Board is making it clear that all of the GLSS race committee volunteers across the Great Lakes are members of a vital GLSS “committee” and therefore are considered by the GLSS to be insured under the GLSS insurance policy.

Race Chairs are asked to provide the names of all committee volunteers to the Recording Secretary, Bill Tucker.

2013 Event Calendar	
June 22	Mac Challenges
July 13	Lake Ontario 300 Solo Challenge
August 3	Trans Superior Solo Challenge
August 9	King’s Cup
August 17	Lake Erie Solo Challenge
September 6	Lake Michigan Solo Scramble
September 7	Lower Huron Solo Challenge
September	Lake Superior Solo Scramble
September 28	St. Clair Solo and Big Al’s Steak Roast

Rescue 21

Fully Operational on Great Lakes

Nov. 28, 2012



Covering approximately 42,000 miles of coastline, Rescue 21 has played a role in more than 47,000 Coast Guard search and rescue operations to date.

Nine years after work began at Group Atlantic City, N.J., the Coast Guard's Rescue 21 project crossed a major milestone in June 2012 with acceptance at Sector Guam, making it fully operational along the coastlines of the continental United States (CONUS), the Great Lakes, Hawaii, and the territories of Puerto Rico, Guam, the U.S. Virgin Islands and the Northern Mariana Islands. Looking to the future, the project begins its final phase with plans to develop capability for Alaska and for the Western Rivers, which includes the Mississippi and Ohio River Valleys.

Rescue 21 is the Coast Guard's advanced command, control and direction-finding communications system. Designed to replace the antiquated National Distress and Response System, it provides coverage out to a minimum of 20 nautical miles from shore and is currently active along approximately 42,000 miles of coastline. Rescue 21 more accurately identifies the location of callers in distress via towers that generate lines of bearing to the source of VHF radio transmissions.

Reprinted from www.uscg.mil, we plan to have more of these articles in the coming issues of the Solo Challenger. See page 6 for more information on the Rescue 21 System

Safety and Sailing

GLSS Seminars Reinforce the Message

The GLSS sponsored or gave presentations at numerous Safety Seminars this spring. In keeping with the organizations charter, GLSS representatives counseled, entertained and enlightened both veteran and novice sailors across the Great Lakes region.

Detroit:
Great Lakes Yacht Club
St. Clair Shores, Michigan

Presentations focused on Challenge preparations, Patrick Nugent's 20 Steps to the Starting Line, and Safety Aids, electronic and mechanical. Approximately 50 sailors attended, appetizers and beverages were available at 7:00 pm. Presentations were followed by promotion of the GLSS Challenges, DSA, GLYC, and local GLSS Events. The evening kept a good pace with much audience participation, concluded shortly after 9:00 pm. Contributions by veteran GLSS and DSA members provided additional qualified information for all. Thanks to Phil LePage, Dan Pavlat, Tim Metcalf, Jill Pavlat, Jeff Golding and Ken Verhaeren for their assistance in providing an informative evening.

Did you know?

The Required Equipment list has been updated. Be sure to check out the changes:

[http://solosailor.org/pdfs/Std_GLSSRequired Equip.pdf](http://solosailor.org/pdfs/Std_GLSSRequiredEquip.pdf)

Sailing the Mac Again!

June 20, 2013

As April moves us from the harsh realities of winter to hope of a great summer of sailing, many of us are thinking about the Mackinac Challenge again. Entries have started coming in and one of the first brought a smile to my face. You see I look for those members who haven't entered for a while and take great pleasure when they join us again. In 2012 it was one of our FOUNDERS, Joe Vallee, a charter member of the GLSS who hadn't done the Challenge in years. He came back for more memories and renewed friendships. This year it is a lady who was a rookie with me on our first Challenge. It was the first time for both of us but not the last. After a few years of not charging up the lake, Elizabeth is back looking forward to this year's Challenge. I encourage all of the regulars to talk to their friends who have not recently done the MAC and bring them back up the lake for a great party at the island.

Last year was a wonderful experience working our way up the lake. No wind at the start followed by 30+ winds and 9 foot seas, just the kind of weather to really make it a Challenge. Seven "rookie" sailors fighting their way to the island having a great time encouraging each other and assuring the "old" sailors that they were going to make it. They all beat this old sailor and gave me a great welcome when I arrived. Seven new members, wouldn't it be great to beat that number this year! So far I have 1 rookie entry with 2 more who have contacted me for help in completing their applications. If you have a good candidate, encourage them to enter, mentor them and help them find someone to do the qualifier with. Sailing with another boat on a qualifier is always more fun.

Of course the Mac information has changed and everyone needs to check the website to make sure they are in compliance. Though not required for the Mac last year, the SPOT is required equipment this year. Last year's great

deal on the SPOT's have been extended to new entrants and rookies. \$100 gets you a SPOT, one year service and the tracking option. A \$250 value for \$100. This offer is only for those entered into the Solo Mac Challenge and is limited to the 1st 14 requests. Last year's Solo Mac had 9000 hits per day, so many more people than just the sailors enjoyed the event. Some claimed the hit count was driven up by the finishers checking the SPORT track for Rick McLaren and I as we tried to finish the Challenge before everyone left. After we arrived at the island everyone told us what a great time they had watching us duel down the straits and under the bridge to the finish line. The SPOT will also be used during the Lake Erie Challenge.

Other changes for the Solo Mac include the REQUIRED EQUIPMENT LIST and deadlines. An important change is everyone must have a handheld VHF dedicated for emergency use. I keep mine in my ditch bag. All entries must be post marked no later than May 30, 2013 or there will be a \$100 late fee. No Non Member will be accepted into the Challenge after May 30, 2013. Please check the GLSS site and review the documents for the Solo Mac!

Now is the time to get ready to develop more memories, forge new friendships and bond with friends from the past. Get your Solo Mac entry in and bring a friend. Say Cole, are you coming back from Australia AND bringing a friend?

Ken Verhaeren

verhaerenk@att.net

Correction
Port Huron Skippers Meeting is at:
Quay Street Brewing Company
Not Port Huron Yacht Club

Lake Ontario 300

Solo Challenge

July 13, 2013

The Lake Ontario Offshore Racing Group (LOORG) is the organizing committee for The Lake Ontario 300 Race (SH, DH, and fully crewed), the Lake Ontario Short-Handed Racing Series (a series of 6 SH and DH distance races), and the Annual Susan Hood Trophy Race (DH and fully crewed). So far this spring, the LOORG has had a busy few months in the lead-up to the 2013 Offshore Racing Season, as a number of committee members have presented 5 Safety Seminars to Lake Ontario Sailors.

In past years, The LOORG has organized a number of "Road Show" presentations, travelling to various yacht clubs in order to promote the races, as a fun and competitive series on our lake. This has been a well received and generally well attended event over the years. Now that the LO300 is in its 24th running this year however, we decided to change the format. In addition, due to the recent tragedies on Lake Michigan in the 2011 Mackinac Race, and in California (The Farralones Race and the Cabo Race in 2012), we also recognize the increasing need for safety reviews and improvements to our series.

Therefore, the LOORG recently conducted the following seminar nights:

March 7	Ashbridges Bay YC	Toronto ON
March 27	Frenchmans Bay YC	Pickering ON
April 10	Rochester YC	Rochester NY
April 20	Etobicoke YC	Toronto ON
April 24	Port Credit YC	Mississauga ON

All of the seminars were well attended by many sailors of all types, as various aspects of the races themselves and changes to safety procedures were outlined. In addition, questions to new and returning solo sailors were answered with respect to the Lake Ontario 300 Solo Challenge.

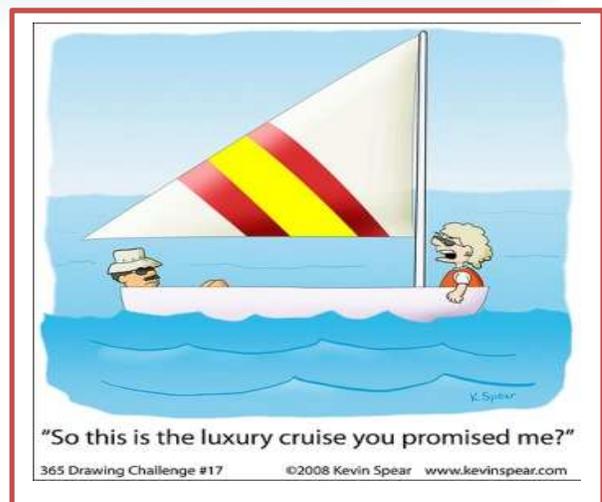
To date, the LO300 has over 70 yachts registered. The Lake Ontario 300 Solo Challenge has 9 entrants registered (3 GLSS members, 2 non-members returning to try to complete it again, and 4 new prospective sailors, looking to be given a chance to try their first Solo Challenge). The LOORG is hoping to see upwards of 150 yachts on the starting line for the Lake Ontario 300 on July 13th, and the GLSS would love to see 10% of the participation (at least 15 boats), sailing in the Solo Division.

For more information, please contact GLSS representative Brent Hughes, at bhughes@ucci.ca, or 416-984-7967.

See you on July 13th!

Brent Hughes
Pearl - FBYC
CAN13775

[Lake Ontario 300 Solo Web Page](#)



Lake Erie Solo Challenge

August 17, 2013

The 2013 Lake Erie Solo Challenge will be the 7th and one thing we've learned is never take the lake for granted. Running in late August, you can be guaranteed of water temperatures in the mid 70s but surprising to me were that we've had several that have seen very cool temperatures (in the 40s) with nasty conditions, winds over 30. Three times we have seen waterspouts generated by cold fronts.

On the other hand after the 2010 LESC Dave Evans said "that was the nicest GLSS Challenge ever". The winds never died, the boats never stopped moving, and it was just an enjoyable sail for everyone.

Lake Erie has one other thing none of the other Great Lakes has to the same extent. Chop! It can be 2', 4', 6', even higher, but the wave period is never over 3 seconds, or barely a boat length. When you need to beat this can knock at least 10 degrees off your tacking angle.

Lake Erie does not lack a few tactical challenges like getting around Pelee point and the Southeast Shoal, past the islands and into the central basin of Lake Erie. In good gradient winds you'll have a good rhumb line sail down the lake but if it becomes light and variable you may want to favor a shore, or maybe not.

Probably the most fun of all on the LESC is finding the Seneca Shoal Buoy off Buffalo with numerous wind turbines and TV towers behind it. If you just had to leave it on side that would be one thing, but it is a true turning mark. A 300 degree turn, often in the dark, throw in some heavy winds, probably a jibe for starters, and if you mess up it will cost you a couple of more

maneuvers as Sturgeon Point will block your way to Erie.

So if just sailing Lake Erie doesn't entice you to participate, maybe spending some time with a few good sailors will help. North Cape and Erie Yacht Clubs have been great hosts for the start and finish. As a lot of boats arrive at NCYC a day early, Thursday night dinner at a local establishment has become a tradition and last year the challenge was finding a late night place that could feed 12 hungry skippers after the kitchen was closed. The only thing they could still cook was pizza. The North Cape bar is the perfect harbor for a few tales and meeting the locals. The Friday night skippers dinner is always a feast prepared by local members headed by Chris McCullough.

At the other end, Erie Yacht Club offers another different, but fun venue. The goal is to finish on Monday as the Erie participants wives prepare a pasta dinner at the Gazebo. Tuesday with the EYC restaurant open its common to have everyone together for dinner and a few toasts. No sleeping in as there's breakfast up the hill at Avantis. If you hang around until Thursday you can find a ride on a local boat for the Weds night club race.

The one thing that the Lake Erie Challenge has prided itself in establishing is a lot of informal fun with some challenging sailing. If you want an island, you can always stop at Put In Bay on your way to the start or your way home. No horses, just 3000 golf carts.

The start date for the 2013 Lake Erie Solo Challenge is August 17th.

Paul Nickerson, *Nicknack* Tartan 37c 168
<http://nicknack.us>

Don't forget to tell us about your 2013 Challenge!
Photos, Results and Tall Tales coming in the next Solo Challenger
Send to: jeff.neuhalfen@gmail.com



Acquisition Directorate

Reprinted from www.uscg.mil

RESCUE 21

PROJECT DESCRIPTION:

Rescue 21, the Coast Guard's advanced command, control and direction-finding communications system, was created to better locate mariners in distress and save lives and property at sea and on navigable rivers. By harnessing state-of-the-market technology, Rescue 21 enables the Coast Guard to execute its search and rescue missions with greater agility and efficiency.

Rescue 21 replaces the National Distress and Response System, which has been in use since the 1970s. Rescue 21 can more accurately identify the location of callers in distress via towers that generate lines of bearing to the source of VHF radio transmissions, thereby significantly reducing search time. Rescue 21 provides coverage out to 20 nautical miles from the coastline. It improves information sharing and coordination with the Department of Homeland Security and other federal, state and local first responders, and can also identify suspected hoax calls, conserving valuable response resources.

Rescue 21 is operational along the entire Atlantic, Pacific, and Gulf coasts of the continental United States as well as along the shores of the Great Lakes, Puerto Rico, Hawaii, and Guam. Remote sites in Alaska and along the Western Rivers are scheduled to receive modified Rescue 21 coverage by 2017.



“The Coast Guard is committed to increasing our capabilities at sector command centers. Rescue 21 is a key part of the Coast Guard’s recapitalization of its maritime communications infrastructure.”

*—Rear Adm. John H. Korn,
Assistant Commandant for Acquisition*

For updates on Rescue 21, visit the project’s website at <http://www.uscg.mil/acquisition/rescue21>.

FEATURES:

- Improved information sharing and coordination with the Department of Homeland Security and federal, state and local first responders
- Geographic display to assist in identifying hoax callers, conserving valuable response resources
- Supports Digital Selective Calling (DSC), which allows mariners in distress with DSC-equipped radios to transmit, at the push of a button, their exact GPS position and vital vessel information to the Coast Guard and other DSC-equipped vessels
- Enhances clarity and provides recording and playback capabilities for all communications
- Simultaneous monitoring and relaying of information over multiple radio frequencies
- Provides portable tower communications during emergencies and natural disasters

Mission execution begins here.



GLSS Adventures

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



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

Goal: Bodacious Dream is not just a boat, or even one person's dream to circumnavigate the world, but a much larger hope of encircling the dreams of many people, like a spiral, taking in new dreams with every pass of the circle – the accumulation of which will be both bold and audacious – just like our name.

Update: Last year, 2012, was the boat's first year on the water, she has already competed in three major races in the U.S. and Europe, and this past December, Dave sailed her single-handed back across the Atlantic. Those fortunate enough to attend the AGM were entertained with the story of his crossing.

Currently, Bodacious Dream is in Charleston, SC getting prepped for a series of summer races, and so Dave is joining his long-time friend and Bodacious IV captain Tim Eades, in launching this first Bodacious Expedition aboard Bodacious IV.
<http://bodaciousdreamexpeditions.com/>



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: David Collette
Project: Fara Heim
Website: <http://faraheim.com/>

Goal: Their journey will be to “Fara Heim”. In Old Norse, “að fara heim” means “going home”. The Fara Heim team will voyage from Manitoba, Canada by sail through across Hudson Bay, through the Arctic and then end with a return to the lands of the original explorers.

Update: After an expedition down the Nelson River to the shores of Hudson Bay and over to York Factory in 2012, they will set off for Iceland during 2013 and 2014. Below is a map of the planned route.



In search of History

Do you have historical documents from GLSS Challenges? Bill Tucker has gathered nearly all results for our GLSS Challenges. He is missing ~~four~~ 3 Mac finish results: 1979, 1980, 1989, and 1991.

He is also accumulating photos and other documents from past challenges and GLSS events. Contact Bill and lend him a hand recording our GLSS History.

btucker@alum.calberkeley.org

2013 GLSS Challenge Chair Contact Info

Port Huron To Mackinac Island:

Jeff Golding: jgoldec1@covad.net

Chicago to Mackinac Island:

Ken Verhaeren: verhaerenk@att.net

Lake Ontario 300:

Brent Hughes: bhughes@ucci.ca

Trans Superior:

Mike Spence:
mike.spence@krausanderson.com

Lake Erie Challenge:

Paul Nickerson: paul@nicknack.us

CHECKLIST FOR THE 2012 GLSS SOLO MAC CHALLENGES

1. Submit an entry

A. Use the Online Entry if you have a PHRF rating: [Online Entry](#)

OR

B. Complete, print, and mail-in the interactive entry if you don't have a PHRF rating and need a rating to be assigned. [Here's the Form.](#)

2. Submit via mail or send as an email attachment

A. Copy of current liability insurance

B. Copy of current life raft certificate

C. Copy of current PHRF certificate

D. Solo Sailing Resume' (non-GLSS members only) [Resume Form](#)

E. Solo Qualifier Log (non-GLSS members only) [Qualifier Form](#)

US Mail :

Ken Verhaeren
12122 Spring Drive
Palos Park, IL 60464

Email :

Ken Verhaeren verhaerk@aol.com

3. Submit Payment

A. Use PayPal (**Note that PayPal submission alone is NOT a complete entry – you must still submit an application**)

OR

B. Mail check to Ken Verhaeren (above address)

Enjoy the event!

[Solo Mac Web Page](#)