

The GLSS Solo Challenger

Spring 2022



*The Official Newsletter of the Great Lakes Singlehanded Society
Spring 2022 – Ken Verhaeren (verhaerk@aol.com) editor
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FROM THE HELM

As another season comes into view I'd like to reflect on the past few seasons that our organization has gone through. Like the rest of the world they have been very difficult and heart breaking for all of us. It has affected everyone of our events yet the GLSS has carried on. I know all of us would like to thank Rob Burger for his exceptional leadership these past two years. His steadfast hand on the helm has steered a true course.

The GLSS membership reflects all aspects of the greater sailing community, cruisers, racers, yacht club members and non members. Owners of small boats and large boats. We have members not only from Canada and the United States but also from as far away as Australia. There are singlehander's who have sailed around the globe and those who have only sailed the length of one of our Challenges. But perhaps the most important characteristics of our membership is their desire to improve the Great Lakes Singlehanded Society. We've seen many members have taken on responsibilities that help our organization, Challenge directors, race committees, positions on the GLSS Board. In many organizations when people are asked to help they look for how to get out of it, in the GLSS it is how much they can help.

I am proud to be a member of this wonderful group of sailors and humbled by the position you've entrusted me with. I look forward to a tremendous year of expanding our membership and seeing you on the lakes.

Kris Kimmons
GLSS President

Have you checked your FIRE EXTINGUISHERS Lately

ANNAPOLIS, Md., Feb. 15, 2022 – A rite of passage for every boater is the annual spring commissioning. Newly added to the boat owners to-do list this spring will be to check all disposable (non-rechargeable) fire extinguisher dates of manufacture, as well as the label for their U.S. Coast Guard classification.

That's because a [new U.S. Coast Guard regulation beginning April 20](#) for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. Boaters can find the manufacture date stamped into the bottom of the bottle or near the UL label. This may be two or four digits — if it is two, as in 08, that means 2008. Additionally, while the new regulation does not change the type (U.S. Coast Guard-rated) or quantity or requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

This is the result of phasing out older “B-I” and “B-II” labels for newer “5-B” “10-B” and “20-B” extinguisher classifications. The number in this new rating refers to the size in square feet of the potential fire the device is suitable to extinguish and not the exact weight of the dry chemical inside the bottle.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated “B-I” or “B-II” disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class “5-B” or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired “5-B” “10-B” or “20-B” fire extinguishers. Having older “B-I” and “B-II” types do not meet the new carriage requirements.

Many retailers today offer “10-B” class fire extinguishers, which may be a good choice as they exceed U.S. Coast Guard minimum carriage requirements for boats under 26 feet, while at the same time giving boaters more extinguishing coverage. For boats 26 feet or greater, however, having one “10-B” aboard does not equal two 5-Bs. Only a “20-B” classification meets the requirement to carry two “5-B” extinguishers. For a look at how many and what type of fire extinguishers are needed aboard all recreational boats up to 65 feet, go to BoatUS.org/Fire-Extinguishers.

BoatUS strongly recommends going beyond the regulation's minimum requirements. [The results from a Foundation-sponsored boat burn showed](#) that one extinguisher may give very little time to make an emergency call or potentially prepare to abandon your vessel.

BoatUS also notes that most U.S. Coast Guard disposables on the market today carry at least a dual B:C rating, able to douse both liquids and electrical fires, and some boat owners wisely prefer triple rated A:B:C extinguishers, adding a third protection for combustible fires.

To be serviceable, a portable extinguisher must have a pressure gauge indicating an operable range, lock pin firmly installed, clean discharge nozzle, and no significant corrosion or damage. Some more recently manufactured portable fire extinguishers aboard boats today may carry both old and new labeling, for example, having simultaneous “B-I” and “5-B” classifications.

FIRE EXTINGUISHERS REQUIREMENTS FOR THE RECREATIONAL BOATER FAQ

Q1. Where can I find the recently published final rule on regulations for fire protection for recreational vessels?

A1. The rule may be found at <https://www.federalregister.gov/documents/2021/10/22/2021-22578/fire-protection-for-recreational-vessels#sectno-reference-175.320> . These regulations will be incorporated into 33 CFR Chapter 1, Sub-Chapter S in the near future.

Q2. What is the effective date of the fire protection for recreational vessels regulation?

A2. The rule takes effect on April 20, 2022.

Q3. What is new in the fire protection for recreational vessels regulation?

A3. If your disposable (non-rechargeable) fire extinguisher has a date of manufacture stamped on the bottle (example: "05" means 2005), and it is older than 12 years, the extinguisher is considered expired and must be removed from service. Look for wording on the bottle stating, "This product must be removed from service within 12 years after date of manufacturing".

Q4. How can I tell if a fire extinguisher is approved for use on boats?

A4. The label on the bottle will state "Marine Type – USCG Approved". Underwriters Labs approves fire extinguishers on behalf of the USCG

Q5. Are there any changes for when marine fire extinguishers are required or the number of extinguishers required?

A5. No. If your boat was required to carry a fire extinguisher, it is still required to do so under this new regulation. There is also no change to the quantity required.

Upcoming Events Type to enter text

- 06/04/2022 - Lake Erie Shakedown
- 06/18/2022 – Mackinac Solo Challenges
- 07/16/2022 – Lake Ontario Solo Challenge
- 08/13/2022 – Lake Erie Solo Challenge
- 09/16/2021 – Lake Michigan Solo Scramble
 - Lower Huron Solo
 - St Clair Solo



Tracking and Required Call Ins for the GLSS?

While working the GLSS table at Crowley's Yachtapalooza a discussion broke out about required call ins and tracking. Although not the same thing they can be linked together so it might be of value to look at them separately first and then the possibility of how one can help the other.

The GLSS has been tracking our events for about 15 years now. We have used at least 3 different services to do so. We currently use KATTACK with great success, not only for our Solo Challenges but also for our smaller events. Kattack provides the linking software that picks up signals from our boats tracking devices. With advances in these devices (SPOT and InReach) we not only can send up our position but also send out and receive messages. In 2021 Kattack tracked Challenges on Lake Erie, Huron and Michigan. Over 90% of the boats entered in these three Challenges were tracked last year. Over the past 3 Solo Mac Challenges around 90% of the participants were tracked. Although only a recommendation our members see the value in being tracked and treat it as a requirement. We have also used those trackers on a number of our smaller events and this year will add the Lake Erie Shakedown in early June. Many of our members also use their trackers thought out the year for other activities such as sailing, hiking and biking. One was used to track a Rhine river cruise. There has been some discussion about it being required? Should it be? Maybe only on our longest events where boat are out there much longer and with less contact with other entrants. For the first Super Mac and Back most of us used satellite phones to keep in touch. I would now use my In-Reach and save a lot of money.

The REQUIRED Call Ins are another story. This rule has been in effect for a VERY long time. In my first Solo Mac I chose to stay west for a long time and being as slow as I am, for a period of time I was out of contact with other boats. As instructed in our Skippers meeting I contacted the USCG and informed them that I had lost contact with the fleet and someone would be looking for me. I just wanted them to know that I was OK if they were called. They said they would log the entry. Over the years I've seen the USCG called twice and fly over our fleet looking for someone. This created much anxiety in the fleet but not nearly as much as waiting to hear if that skipper was ok. Certainly we've had skippers call in late, some even very late. This immediately start a series of calls trying to locate them. Who saw or heard them last, what was the location, did they sound good or were there problems. As solo sailors, we are responsible to take care of our boat but also to take care of each other and the reputation of the GLSS.

So how do we accomplish that if we lose radio contact with other boats. On Kismet, I use an In-Reach tracking device. I have programed in messages to both the Race Committee on the island and the Race Director. During the 2021 Challenge I often relied messages to the Race Director about skippers who were dropping out of the Challenge. I would suggest that each skipper with the ability to send messages program in the Race Directors contact information. Then that skipper can keep the Race Committee informed as to any unusual situations they encounter. It is easy and effective.

Lake Michigan Solo Scramble September 16, 2022

New for 2022, 3 starts and 1 finish
Racine / Holland / Chicago

To Michigan City

Length over 100 S miles

Could be used as a qualifier for the
SOLO MACKINAC CHALLENGER
(24 Hrs sail over 100 S miles)



Go to

yachtscoring.com

To signup for this event

Over the winter a group of solo sailors got together to talk about expanding the opportunities for solo events around Lake Michigan. During these discussions a number of people expressed their regrets about the Solo Lake Michigan Scramble not having a Chicago start. After that particular meeting, I decided to look into 3 start this year. By sending the Chicago group up the to intersection of Wisconsin, Illinois and Michigan and turning at a virtual mark, all boats would surpass the 100 S Mile requirement for a Challenge qualification. The courses are also within about 5 miles of each other. This new start should provide some additional excitement to the Scramble!

New Lake Erie Event

Lake Erie Shakedown

June 4, 2022

Just announced by Russ Krock, a very informal fun event to checkout your boat prior to the GLSS season. Currently there are 8 entrants with 5 of those member having trackers.

Just short of 97 kn it exceeds our 100 sm requirement for qualifying for a Challenge. Those wanting to use it as a qualifier only need to be sure it takes at least 24 hours.

Great Lakes Singlehanded Society GLSS

Live Feeds: 2022 Solo Erie Shakedown Google Map Player

Avatar
Jack Tar
Schock&All
Storm's Harbor
WAFI

Windy.com

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US Army Corps of Engineers Detroit District Website

It's time to look at
LAKE LEVELS again!

As the season nears many of us are looking at current lake levels. Many of our sailors need to deliver their boats some distance to the starting line. Are the harbors all open? As we know from the past few years that was not always the case. However, this year the lakes levels are much lower than last year and it could make a difference. Keep current on the depth in the harbors on your route.

Also this year could see problems with getting a slip where you want to go so reservation are not a bad idea for the more popular harbors.

	SUPERIOR	MICH-HURON	ST. CLAIR	ERIE	ONTARIO
Forecasted Water Level for Apr 8, 2022 (feet)	600.95	579.49	575.43	572.80	246.33
Chart Datum (feet)	601.10	577.50	572.30	569.20	243.30
Difference from chart datum (inches)	-2	+24	+38	+43	+36
Difference from average water level for Mar 8, 2022 (inches*)	0	+4	+3	+4	+5
Difference from average water level for Apr 8, 2021 (inches*)	-11	-12	-5	-1	+20
Differences from Long-Term Monthly Averages					
Difference from long-term monthly average of Apr (inches)	-4	+9	+13	+13	+7
Difference from highest monthly average of record for Apr (inches)	-20	-26	-20	-18	-22
Year of highest recorded monthly mean	1986	2020	2020	2020	1973
Difference from lowest monthly average of record for Apr (inches)	+18	+40	+42	+48	+41
Year of lowest recorded monthly mean	1926	1964	1926	1934	1935
Projected Net Change in Levels					
Projected net change in levels by May 8, 2022 (inches)	+4	+4	+4	+4	+5

ALL DATA SHOWN IN THIS SUMMARY ARE REFERENCED TO IGLD 1985