

## Voting Item #1: Required use of Spot or InReach Trackers

**Item #1:** A phased in approach to requiring the use of trackers capable of sending manual “ok” signals and set to a ping rate of no less frequent than every 30 minutes (a “Suitable Tracker”) for GLSS Challenge events\*.

### Phase In:

- For new participants: Use of a Suitable Tracker and the completion of tracker-based check ins concurrent with VHF check ins required starting in 2023.
- For existing GLSS members: Use of a Suitable Tracker and the completion of tracker-based check ins concurrent with VHF check ins strongly recommended in 2023 and required starting with 2024 events.
- As with the AIS requirement, existing GLSS members who have successfully completed 20 challenges as of the date of adoption exempted from the requirement.

### Rationale:

- In the event that a boat needs to be located, the real-time nature of the tracker signaling presents an exponentially smaller search radius compared with hours old lat/lon coordinates.
- The tracker positioning and manual check ins provide valuable information to shore-based Race Committee, particularly if a vessel is experiencing VHF issues or is out of reach from the fleet during periodic VHF check ins.
- GLSS is negative outlier in not requiring the use of trackers. The following races all appear to require the use of trackers: Solo Transpac, Bermuda 1/2, crewed Chicago Mac, crewed Bayview Mac, Racine YC Hook, crewed Transpac, Block Island Race, Vineyard Race, Annapolis to Newport, Marblehead to Halifax, Transatlantic. No distance race checked did not require the use of a tracker.
- Current tracking technology, in the form of Spot and InReach equipment, is widely available, reliable, and affordable.

\* *The decision regarding use or nonuse of trackers for shorter events shall be delegated to the event Race Committees.*

**Voting Item #2: Required use of Spot or InReach Trackers  
For All Super Mac and Super Mac and Back**

**Item #2:** The use of a Suitable Tracker and adoption of a tracker-based check in required for all Super Mac and Super Mac & Back participants starting with the 2023 events.

**Rationale:** In addition to the points cited regarding to the Voting Item #1, for much of the time these participants are out of VHF contact with other GLSS boats. A tracker-based check in system is the only viable way to confirm status during these times.

### **Voting Item #3: Standardizing Ratings**

**Item #3:** Update of the NORs to reflect the requirement that MWPHRF (Mid-West PHRF) certificates be required for events on all lakes other than Ontario. Ratings used would be spinnaker distance MWPHRF rating; no jib & main ratings allowed unless the event includes a dedicated jib & main section. To the extent a participant does not have a MWPHRF rating, the selection of an appropriate rating is left to the Race Director.

**Rationale:** The convergence to a single ratings body in MWPHRF for most events eliminates the potential for “ratings shopping” and ensures a common basis for ratings determination. Standardize the PHRF rating for all challengers for Lakes Erie, Huron, Michigan and Superior.

## **Voting Item #4: Deletion of Article X11, Sections 1 and 1b**

**Item #4:** Deletion of the bylaw language in Article XII, Sections 1 and 1b, stipulating that GLSS will not honor either headsail roller furling or LP credits used to calculate a vessel's PHRF rating. Instead, boats will race based upon their distance ratings as submitted, not an adjusted value calculated by GLSS that differs from the stated DHCP.

### **Rationale:**

Many current one-design production boats have standard ratings, which implicitly take into account both a furling system and a smaller headsail. As a result, these certificates do not contain furling or LP credits. By contrast, a boat that is modified to race under precisely the same setup is faced with a relative disadvantage under the current GLSS protocols. (see exhibit on the following page for a side by side example)

GLSS is unique as an organizing body in its approach to modifying the PHRF values calculated by the handicapping body. We are unaware of other events where the organizing body or race committee assumes the role of modifying a competitor's rating from the submitted certificates.

The GLSS mission is to "To encourage development of suitable techniques, equipment and gear for shorthanded Great Lakes passages under sail." The decision by a skipper to either utilize a furling system or reduce the size of the largest headsail used while racing to make the vessel more conducive to single handed operation aligns with this stated goal of the organization. It seems unreasonable to penalize a skipper with respect to their rating for making such a decision.



### 2021 LMPHRF Handicap Certificate

Yacht Name: Sea-U  
 Owner: BRIAN M CRABB  
 Certificate #: 4807  
 Certificate Issued on: 2021-02-02  
 LMPHRF Region: 5

Sail Number: 492  
 Hull Number: TSP15492F102  
 Yacht Type: J/105  
 Yr of Manufacture: 2002  
 Crew Limit: 10  
 Crew Weight: 1800

Boat and Hull Information  
 LOA LWL Beam Draft Dispmnt Engine Pinstall Ptype  
 34.50 29.50 11.00 6.50 7750 inboard expshaft folding

Mainsail Information  
 P E MHB MUW MTW MHW MQW  
 41.50 14.60 0.52 3.10 5.55 9.50 12.40

Headsail Information  
 I J HLP  
 40.60 13.50 13.80

Spinnaker Hoist and Tack  
 ISP SPL JC\_TPS  
 40.60 0.00 19.00

Symmetrical Spinnaker  
 SLU SHW  
 0.00 0.00

Asymmetrical Spinnaker Information  
 SLU SLE SHW SFL C0used LRHused Design Ratios SA/D D/L  
 49.20 38.50 25.85 27.80 No No 23.6 135

Spinnaker Tack Points  
 Sym Tack Asym Tack Spin Type Sail Areas Mainsail Headsail Spinnaker Code-0 Tweener  
 no longprod 1 378.9 280.1 958.9 0 0

The handicaps for this particular boat are derived from a base boat handicap of 87

Adjustments:

- 3 DHCP adj. for asymmetric spinnakers and for high performance boats

The handicaps to be used for racing this boat are:

ToD buoy racing handicap (HCP): 87 ToTcf: 1.02  
 ToD non-spinnaker handicap (NSHCP): 105 ToTcf: 0.992  
 ToD random leg handicap (DHCP): 84 ToTcf: 1.025

Remarks:

(None)

In order for this certificate to be valid, the boat must be raced with the dimensions stated above and in accordance with the rules of the LAKE MICHIGAN PERFORMANCE HANDICAP RACING FLEET.



### 2021 LMPHRF Handicap Certificate

Yacht Name: Black Magic  
 Owner: matthew dages  
 Certificate #: 7179  
 Certificate Issued on: 2021-05-20  
 LMPHRF Region: 5

Sail Number: 4027  
 Hull Number: BEYN9027B707  
 Yacht Type: Beneteau 10R First  
 Yr of Manufacture: 2007  
 Crew Limit: 10  
 Crew Weight: 1800

Boat and Hull Information  
 LOA LWL Beam Draft Dispmnt Engine Pinstall Ptype  
 32.75 29.00 11.10 6.20 10756 inboard saildrive folding

Mainsail Information  
 P E MHB MUW MTW MHW MQW  
 42.00 14.90 0.49 3.18 5.60 9.58 12.30

Headsail Information  
 I J HLP  
 43.30 12.10 12.53

Spinnaker Hoist and Tack  
 ISP SPL JC\_TPS  
 43.30 0.00 16.17

Symmetrical Spinnaker  
 SLU SHW  
 0.00 0.00

Asymmetrical Spinnaker Information  
 SLU SLE SHW SFL C0used LRHused Design Ratios SA/D D/L  
 53.08 43.30 26.90 26.20 No 18.9 197

Spinnaker Tack Points  
 Sym Tack Asym Tack Spin Type Sail Areas Mainsail Headsail Spinnaker Code-0 Tweener  
 no longprod 1 391.3 271.3 1074.6 0 0

The handicaps for this particular boat are derived from a base boat handicap of 81

Adjustments:

- 3 Adjustment for non standard LP
- 3 Roller furling headsail credit (RF headsail always used when racing)
- 3 DHCP adj. for asymmetric spinnakers and for high performance boats

The handicaps to be used for racing this boat are:

ToD buoy racing handicap (HCP): 87 ToTcf: 1.02  
 ToD non-spinnaker handicap (NSHCP): 102 ToTcf: 0.997  
 ToD random leg handicap (DHCP): 84 ToTcf: 1.025

Remarks:

(None)

In order for this certificate to be valid, the boat must be raced with the dimensions stated above and in accordance with the rules of the LAKE MICHIGAN PERFORMANCE HANDICAP RACING FLEET.

Both boats rated a DHCP of 84 and are sailing a nearly identical setup.

However, under the current GLSS convention, Black Magic was required to race under a rating of 78.

## Voting Item #5: GLSS Board of Director Nominations

**Item #5:** The following members have been nominated by the Board of Directors for election to the board, to serve a three-year term.

Luke Brockman

Shane Christenson

Brian Crabb \*

Mark Gannon \*

Kris Kimmons \*

Elisabeth Reichling \*

*\* Current members of the board.*

## Director Candidate – Brian Crabb



Though I've been a lifelong participant in a host of outdoor activities, I came to sailing a bit later in life. For that I owe a debt of gratitude to my wife, who grew up on the Florida Gulf Coast and spent time sailing in her youth with family friends. At her suggestion we took lessons with the Belmont Harbor-based Chicago Sailing program back in the early 2000's ... and with about a dozen hours of experience I proceeded to purchase my first boat, a 1975 Ericson 32, the next winter. For the next ten years, we spent every available moment we could on the lake. To me, the ability to enjoy an evening sunset on the water with friends is one of the great joys of sailing.

After the Ericson came my current boat, the J/105 *Sea-U*. When we bought the 105, the real plan was to do more of the same, mostly day sailing, though the option of racing it was always in the background. While I had crewed for others over the years, I'd never really been interested in campaigning my own boat fully crewed – but I had always found the challenge of short-handed racing inspiring. One thing led to another and over time I gradually started racing the 105 on progressively longer solo distance races (There & Back day race, Queens Cup overnight, GLSS Solo Scramble, Racine Hook), culminating in entering my first GLSS Challenge in 2018.

I originally joined the GLSS board in mid-2022, replacing Joey Baker who stepped down prior to the expiration of his term and am excited about continuing on at the board level. I think that for any great member-run organization to thrive over the long-term folks need to take their turn with spade in hand working for the benefit of the group. I love what the organization has developed, enjoy the culture, and welcome the opportunity to do my part.

Brian Crabb, "Sea-U" J/105, Belmont Harbor, Chicago, IL [bcrabb@me.com](mailto:bcrabb@me.com)

## Director Candidate - Luke Brockman



Many of you probably already know me as I was granted membership back in 2007 and have been steady in completing events every year.

For the ones that don't, I started sailing at an early age of 2, sailing all types of dinghies and eventually moving into keelboats and racing by 8 years old. My first keelboat was a Shark 24 at the age of 18 purchased with an interest free student loan! After finishing my first GLSS event (2007 PH Mac) in the Shark 24 I quickly realized I needed something more suited. This led me into an S2 7.9 then an X-Yachts 102 followed by my Beloved Olson 30 "Wall-E" which allowed me to finish all 5 Great Lakes with the GLSS, most of them via trailer deliveries! Now with family in mind I sail a 2006 C&C 115 which finished its first GLSS event this year crossing the finish line at Mac Island coming from Chicago.

I've been apart of the GLSS for over 20 years starting with St. Clair Solo events and 15 years as an official member so I'm excited to have the opportunity to join the Board of Directors and help the society grow and prosper.

I currently live in Commerce, Michigan with my wife Richelle and our daughter Lucille. Our cat Jasper has been known to take over the nav station on the new boat during our summer sailing on Lake Michigan!

Being an engineer, I'm naturally always tinkering with my boats and would love to put some of those efforts to further improving the well-being of our society through better documentation, enhanced safety & excellent race management. Looking forward to doing my part!

Luke Brockman, "Primal Scream" C&C 115, Lakeshore Yacht Harbor, MI [luke\\_brockman@hotmail.com](mailto:luke_brockman@hotmail.com)



## Director Candidate – Shane Christenson

In the 1990's I reluctantly learned to sail when my Navy roommate made it clear if I was going to call myself a sailor I'd better learn to sail. Since then I have raced and crewed on anything from Nacra F18's to an R/P 50, mc^2.

From 2017 to 2020 My wife and I lived and cruised full time sailing from Detroit to Florida on our Morgan 384, Rhythm, while I continued to come back to the Great Lakes to race aboard mc^2; where I still crew to this day.

After a couple of solo passages aboard Rhythm I decided I wanted try my hand at solo offshore racing and purchased an Olson 30, Bucky, and joined the GLSS to make it happen. Since 2020 we have made our home port Duluth, MN where we race on Lake Superior with the Duluth Yacht Club. My biggest Solo event so far has been the 2021 Trans Superior. I have also raced several Bayview and Chicago Mackinaw Races as crew aboard mc^2. My Singlehanded goal is to Solo each of the Great Lakes at least once and do the Bermuda 1-2. I look forward to working with the GLSS to promote our sport.

Shane Christenson, "Bucky" Olson 30, Duluth, MN [shane@sailingrhythm.com](mailto:shane@sailingrhythm.com)