



The
**SOLO
CHALLENGER**



The Official Newsletter of the Great Lakes Singlehanded Society

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Fall 2007

**A NOTE FROM THE
PRESIDENT**

by Rob Robins

Happy Holidays To All!

A final note from me prior to our exciting AGM on January 19th. This year's AGM is lining up to be spectacular as a result of all the hard work of your Corresponding Secretary Jo Buckingham. As always, check the website (www.solosailor.org/agm08.html) for all the details. Tony Driza has done an excellent job keeping the site up-to-date and fresh.

We have some really exciting news in regards to our expanding membership base. This year we welcomed 24 new members to our ranks, the most ever in a single year! Twelve came from our Mac Challenges (4- PH and 8- Chi), nine from our Lake Superior Challenge, and three from our very successful and inaugural, Lake Erie Solo Challenge. Congratulations to everyone for such a successful year.

While on the subject, I want to thank everyone that volunteered their time and efforts toward our events this year. Without you and your dedication, our Society would not be the success that it is. I thank you all!



In particular, I would like to thank Wally McMinn, Tom Munson and Dan Pavlat for their hard work getting the Lake Erie Solo Challenge off the ground. They put in a lot of time and effort to get this new challenge in place. As I write, Past President Paul Schloop is working with the organizers of the Lake Ontario 300 to explore the viability of a single-handed division with their event, patterned after our Lake Superior event. We will keep you posted!

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More news from the front - Bill Dembek will be stepping up to chair our Mac challenges next year. I want to thank Blair Arden for doing an outstanding job over the past three years. I am sure it will be a relief to just enjoy the sailing next year. Our Race Chairs for our other events were conned into signing on for another year and we thank them. We will also have a new Race Chair for the Lake Erie Solo Challenge – Paul Nickerson, who successfully completed the inaugural challenge in 2007. With the great job Wally and his crew did this year, Paul will be leading an already well-organized event.

In closing, I would like to thank Past Presidents Tony Driza and Paul Schloop for their dedication and hard work on the Board. Their terms are ending but their contributions to our society will always be with us. Thanks guys!



The 2008 AGM

The Board of Directors, and in particular Jo Buckingham, has been hard at work putting the finishing touches on the Annual General Membership Meeting. The 2008 event will be held at a new venue, the **Detroit Yacht Club** on beautiful Belle Isle, and will take place on January 19 beginning at 4:30 PM.

Why the change from the venerable Bayview Yacht Club? The Society has experienced unprecedented growth over the past few years, and membership attendance at the AGM has shown a corresponding increase. With an attendance of over 100 projected for this year's event, and the availability of a dance floor/stage to accommodate a band, the DYC was an easy choice to make.

The official invitation has been mailed, and the details are available online (including hotel information with a special GLSS rate) by visiting: <http://www.solosailor.org/agm08.html>

Please RSVP to Jocelyn Buckingham as soon as possible to secure your spot for an evening of fun, and to tend to the business of the Society as well. The membership will be electing three new Directors who will help shape the Society over the next three years, including a possible expansion onto Lake Ontario. Don't miss the opportunity to visit a gorgeous yacht club - see you there!



Looking Back at the 2007 Macs The First Time – My First Solo Mac *by Bob Wooden*

I thought that an article from the perspective of someone who had recently completed their first Chicago to Mackinac Solo Challenge might be of interest. This is for those who are thinking about it and wondering what does it take to undertake this challenge, both in terms of experience and in terms of boat and equipment.

Background/Experience: Rhapsody is a classic C&C 27 Mk 3 built in late 1974. Much of this boat is original; when I bought it three years ago several of the sails were even original. I have upgraded and improved several areas, but this is still a budget boat. While Rhapsody was the smallest boat to finish the race this year, I feel that this boat is of a reasonable size for this trip. I finished within minutes of several much larger boats (actual time) and I feel this boat is able to handle the challenges of the Lake (I am sure there are other opinions on this topic; you need to evaluate this on your own).

I have been sailing Rhapsody for 3 years on Lake Michigan, and participated in several distance races including two GLSS Solo Scrambles on Lake Michigan and one LMSS solo race. I had been planning for the Mac for about a year before I actually participated. I have been actively sailing for about 6 years with most of my sailing solo or short-handed; my sailing experience before that was very minimal.

Preparation: Sailing experience in all types of weather and situations is important. Some of the solo scrambles included some demanding weather (30-35 knots and 8-10 foot waves) as well as just going out for an hour or two in stronger winds and some rougher conditions help. As a final tune-up, I did a 120 mile "qualifier" a few weeks before the event to ensure that all my preparations met my expectations and to "shake out" any last minute issues. This is also a GLSS requirement that is really helpful to ensure that anyone considering this event is qualified. While I did not see any really bad weather during the Mac, I felt ready for most situations that I might encounter.

I have been upgrading and repairing various systems on the boat for the three years that I have owned it. The original Atomic 4 gas engine has been tuned up and the prop and shaft replaced. The running lights, radio, and all instrumentation has been repaired or replaced. Many general improvements and repairs have been made. Sails have been repaired and replaced. One area that I

feel gives me some comfort is the bilge pumps I installed; two 60 gpm pumps as well as a smaller pump help ensure some time to react in the event of a problem.

Some items have been in place for some time, such as the autopilot and the jack-lines that I always use when sailing solo. Specific preparations for the event include the life-raft which I purchased new for about \$1,500 on sale and the complete "abandon ship" bag stocked with the GLSS recommended items. I also stocked up on some other spares and supplies. I added a small "swing stove" to allow making coffee and heating meals even with the boat at significant heel angles (the standard stove on my boat was not gimballed). I had a hand held mapping GPS loaded with the Lake Michigan charts, and I added a duplicate "backup" unit for just over \$100.

The Event: I traveled from Racine to Chicago for the pre-race dinner and skipper's meeting on Friday. At the start on Saturday I was not feeling real well and sailed conservatively under #1 and main even when most others went to Spinnaker. Later in the day I also sailed under my masthead spinnaker for several miles. The rest of the race was rather uneventful as I tried to make up time all the way up the lake while putting up with some very light winds and enjoying some extraordinary sailing. The only real challenge occurred when my autopilot broke a belt with the wheel hard over during while the boat drifted along. I had a spare belt and it was repaired in 5 minutes. There were no other equipment failures or other issues. I had some excitement near the island as I met a large freighter and fought with the very shifty breezes near the island, jibing the spinnaker repeatedly and fighting with at least a couple of wraps around the head stay (at least I don't have roller furling, it seems to come off the bare head stay pretty easily).

Summary: I had a great time and expect to do the event again. I hope to improve my finish and think that I have a good chance to do so. I learned several things about navigation and will sail more aggressively earlier in the event; I sailed a bit conservatively to try to "save" myself and my boat for later in the race. I will continue to upgrade and make improvements to the boat and to the sails and rigging; hoping to make things a bit faster. I really think that this event can be done by most cruising sailors (and most Great Lakes cruising sailboats) who are willing to commit to the preparations and time required; I hope to see you there.



The Lake Erie Solo Challenge

After nearly two years of planning, the Lake Erie Solo Challenge became reality with the starting gun on August 25th! Fifteen skippers made the trip to North Cape Yacht Club for the pre-race skipper's meeting and the start of the inaugural challenge the following morning.

The four fleets were greeted with 15-17 knots of delightful southwesterly breeze at the start, and chutes were soon popping as they blasted toward the Pelee Passage. The first of many challenges occurred when the fleets were hammered by 35 knots of chute shredding wind propelled by a fast-moving cold front. Bill Kruger aboard *Jabberwocky* suffered a blown-out chute, and John Lubimir tore

Tom Hughes chasing down Steve Stoll early on...



Photo courtesy of Paul Nickerson

his chute when his whisker pole aboard *Sabrina* bent 90 degrees. Skippers such as Steve Stoll and Phil Rubright, who were lucky enough to avoid blowing out a chute, suffered wraps that took forever to clear. In Phil's case, he couldn't clear the wrap so he ducked into Pelee Island, hoping to sort it out after the squall passed. After a beer ashore Phil DQ'd himself, took the boat home, and drove to Erie for the finish, demonstrating that nothing goes to weather like a Buick.

Cloth wasn't the only casualty in the squall as Wally McMinn suffered an unintentional jibe aboard *Odyssey* which bent his boom 90 degrees at the point it was attached to his preventer. It left him with only a headsail for the remainder of the event,

yet he doggedly hung on for a finish after suffering interminable periods of drifting and the cursed 'triple zeros'. Dave Evans endured the failure of his spinnaker crane and subsequently running over his chute, causing another unintentional jibe. That's a lot of catastrophe for a single event!

While the fleet was being hammered, a sole skipper managed to escape the carnage – first-time GLSS skipper Walt Norris aboard *Yuk Fu II*, a Hobie 33, blasted down the lake, putting a horizon job on the rest of the fleet. He wasn't seen or heard from the rest of the challenge until the finish at Erie, as his VHF wasn't getting out very far. He managed to make position reports using his cell phone, and set a blistering pace that will be hard to beat. Walt will be awarded the Erie President's Cup Trophy at the 2008 AGM – yet another reason to attend!

Winds continued to be the story for the remainder of the challenge, or more aptly, the lack thereof for many skippers. Those who went south of the rhumb



*Dawn coming – can a breakfast of corned beef hash and coffee be far behind?
Photo courtesy of Paul Nickerson*

line found themselves becalmed and unable to get back north against the leftover slop. The fleets spread out as those that stayed north reported boatspeeds of five knots or better, while those to the south were doing 360s. The joy of solo sailing!

Besides the blistering pace that was set by Walt Norris on *Yuk Fu II*, there were a few other notable performances, under trying conditions. First-time GLSS skipper **Paul Nickerson** aboard *Nicknack*, a Tartan 37, sailed a remarkable challenge, despite mechanical difficulties with his cooling system that prevented battery charging in the latter stages of the event. He managed the course well, finishing second in PHRF B, and more importantly, embodied the true spirit of solo sailing. Paul was awarded the '**Commodore Perry Award**' by the Lake Erie Race Committee to recognize his achievement. The award will be presented in future Lake Erie Solo

Challenges to a skipper who meets the following criteria:

- ❖ Not a current GLSS member
- ❖ Has demonstrated excellent seamanship based on corrected time, and...
- ❖ Has sailed in a manner consistent with the spirit of camaraderie and mutual support expected in a GLSS Challenge.

Additionally, Paul has demonstrated some exceptional ability as a photographer and writer, and he has put together an excellent recap of the event from the lens and the log. Be sure to check it out on his website – its well worth the read: <http://nicknack.us/solo.html>

Another notable performance was turned in by Randy Handley aboard *Untamed*. Randy had the misfortune of finding nearly every windless hole on Lake Erie, yet displayed incredible tenacity in hanging on for a Thursday finish with an elapsed time of over 116 hours! It's pretty easy to call it quits in those conditions, but Randy's determination to finish should be an inspiration to all who compete in our events. Nice going Randy!



*Where else can you be treated to a lunar eclipse?
Photo courtesy of Paul Nickerson*

This event would not have taken place without the tireless work of Co-Chairs Wally McMinn and Tom Munson. Erik Johnson and other GLSS members stepped up big when there was work to be done, including conducting a couple of Open Houses to promote the event. All in all, they handled the 'growing pains' inherent in any inaugural challenge, and consequently, the GLSS has another

membership granting challenge upon the Great Lakes. As member Dave Evans succinctly put it: "best race [I] ever completed in Lake Erie - perfect weather and a well run race. **Kudos to Wally!!**" There was tremendous press generated by the event (see Paul Nickerson's webpage above for the details regarding the *Cleveland Plain Dealer*), and there is likely to be a large turnout for the 2008 event as a result. The inaugural event was responsible for three new lifetime members of the Society:

Paul Nickerson
Walt Norris
Randy Handley

Congratulations to Wally and crew, additionally, to all of the successful finishers for a job well done!

The Lake Erie Solo Challenge will take place again in 2008, on August 23rd. Wally and Tom will be passing the Race Chairman reins to **Paul Nickerson**, who has accumulated thousands of miles of sailing on Lake Erie (and has handled regattas before). It's never too early to start planning, so mark your calendars now!



LOWER LAKE HURON SOLO CHALLENGE

by Tom Hughes and Mark Gutteridge

Entries for the 2007 Lower Huron Solo were down a little from last year's challenge (22 versus 27), but we had six first time entries for the event. Four of the six had never competed in a GLSS sanctioned event. The fleet was split into four divisions, 2 JAM and 2 PHRF.



First time entrant John McKay(c) receives his flag from Tom Hughes and Mark Gutteridge

Those coming up the river on Friday afternoon enjoyed the experience of a 35 knot following wind. A 10 to 15 knot NW wind at the start of the race made it a beat up to R12 in a fair sized sloop after the strong southerlies the day before. Around noon time the wind eased and clocked to the NE making it a hard slog for some of us to Kettle Point. By mid afternoon the wind was back up to 10+ knots and after rounding the mark it was a great "down hill" ride back to the finish.



Veteran winner Harold Beaton receives his PHRF B flag

Two of the three DNF's were first-time entrants. In speaking with these individuals after the event, they were not put off and are looking forward to competing again next year. Special congratulations go to first-timer **John McKay** sailing *Oxygen* to first place in the JAM B division.



Dave Evans (c) happy with second place this year

All boats got back in plenty of time to enjoy the BBQ, awards ceremony and "après race"

camaraderie that took place at the Sarnia Yacht Club. [Editor's note: The Canadian contingent really knows how to treat racers who have been slogging about for the better part of a day, as evidenced by the photos!]



Phil Rubright, Jo Buckingham and Dave Evans enjoying the "après race" party – is it possible that more than a few rounds had disappeared at this point?

Special thanks go out to:

- Sarnia Yacht Club for the use of their facilities
- John and Joan Chorostecki for the start line committee
- Marianne Clift and Rhiannon Clift for assisting with the start and finish line committees
- Adrienne Hughes for organizing the food
- All the others who contributed in one-way or another
- And last, but no means least, ***all of you who took up the challenge to compete!***

We're looking forward to the 2008 event – mark it on your calendars and we'll see you there!



Did you know?

The Armistice Day Storm (November 11) of 1940 claimed 5 vessels and 66 lives on Lake Michigan. What began as a delightful Indian Summer day ended with hurricane force winds of 75 mph, and blizzard conditions. Most of the casualties in the storm took place in the vicinity of Little Sable Point.

The St. Clair Solo & Big Al's Steak Roast

Once again, Race Chair Steve Stoll, with the capable assistance of Mike Mahar and Bill Dembek, put on a successful event, culminating with the world renowned 'Big Al's Steak Roast'. The 2007 entries topped out at 30, with skippers making the decision to sail the regular PHRF course, or the shortened JAM course (a new addition this year). At 11.7 miles, it's the shortest course on the GLSS books – early feedback indicated that it might have been cut a little too short, and work is already in progress to stretch it out a bit for 2008.

The weatherman had served up a gorgeous fall day with unlimited sunshine, temperatures in the high seventies/low eighties, and a southeasterly breeze of 8-13 knots at the start. Suntan lotion rather than foulies were the order of the day as skippers of both fleets headed off on a beat to the R18 buoy on the freighter channel.

There were a couple of casualties along the way, as the 'dumping grounds' claimed one competitor, Mark Gutteridge on *Gutsea*. Mark managed to free himself after the grounding, but eventually withdrew with concerns about his mast step and rig. Another skipper aboard *Valhalla* drew the ire of a boat full of fisherman when he inadvertently snagged one of their planer boards while trying to work his way through one of the many fishing fleets out enjoying the fall weather. The fishermen were more than upset, and literally threatened the solo sailor with all sorts of bodily harm, leaving him a bit shaken. Ultimately, cooler heads prevailed, and fisticuffs were avoided....

All the fleets finished the event in time to partake of 'Big Al's Steakroast', which for the first time was a catered affair. The jury is out as to whether or not it will remain catered, but this option at least afforded the organizers a chance to get out and participate in the St. Clair Solo, rather than toiling over a hot grill!

The results of the event and a more detailed recap by Mike Mahar can be found on the GLSS website: <http://www.solosailor.org/raceres.php>

Simply scroll down the page to the 2007 St. Clair Solo information!



Issues for the AGM

To rate or not to rate, and, do we need PHRF certificates for the events? Shakespeare would be left quaking, as this is an issue that has plagued the Society likely since day one. Perhaps nothing is more sacred to a skipper than his rating, or at least what he or she perceives it to be. Stir the pot a little with the fact that LMPHRF gives a roller furler credit, and the GLSS has historically said "Not only no, but hell no..." Let's see, combustible material, ignition source, and oxygen. Looks like fire to me!

The two sides of this thorny issue both have their valid concerns, yet at the same time, may not result in a level playing field for all. On one side, if a valid rating organization such as LMPHRF issues a certificate, with credits, and if the GLSS requires a rating certificate to participate in an event without arbitrarily being assigned a rating, should not the certificate be accepted as is? On the flip side, isn't roller furling something that makes the life of a singlehanded sailor *easier and safer* reason enough to have the equipment – why should a credit be allowed on top of that? Additionally, there is a big difference in furling gear and sails to go with it - the top of the line stuff is right up there with the hank-'em-on yourself sails. Decisions, decisions....

The issue will be on the Agenda for the upcoming AGM next month. Member Dave Evans will be allowed time to explain the issue as he sees it, and other members will be allowed time as well to express differing opinions, or to simply expound on the issue. Following the discussion, the membership will vote on whether or not to allow a credit for roller furling, and address the issue of PHRF certificates in general.

What is crucial for the membership and the Society is that regardless of the outcome of this hot topic, members will hopefully allow the democratic process to prevail. Once the issue has been put to a vote, it will be time to direct our thoughts and energies to the passion of the sport, and to continually strive to achieve the Purpose of the Society, as stated in the GLSS Constitution:

1. To encourage development of suitable techniques, equipment and gear for shorthanded Great Lakes passages under sail.
2. Recognize accomplishments of single-handed sailors from the Great Lakes region.

Another issue that will be put before the membership is whether or not to allow the use of powered winches (not *wenches*, brother McLaren) in GLSS events. This is proposed by Wally McMinn, the LESC Race Chairman of 2007. His proposal is as follows:

Rationale:

More and more boats are being equipped with powered winches. Some using original equipment power, some retrofitted with power, and some using hand held drill-like power devices. A potential source of GLSS race participants is the growing number of cruising couples, often one of which might be interested in doing one of our events. In addition, many very skillful and experienced sailors might continue to participate if the physical limitations of normal aging were not as much of a factor.

There might be an advantage to the participant who uses powered winches, but there are also disadvantages. They consume battery power making the charging system more vulnerable. Also, if not used carefully they have been known to overpower and tear sails and lines. They also add weight to the boat.

If the Membership feels the use of powered winches would provide an unfair advantage, a handicap penalty could be imposed. A participant whose boat is so equipped would not likely object.

Proposal:

"The use of powered winches will be allowed in GLSS sponsored events".

Be informed, and be willing to participate in these issues at the AGM. Democratic decisions are clearly in the best interest of the Society, and in the long run, will result in a stronger Society, with events that are consistent year in and year out. Above all, they should not be an issue, regardless of the outcome, which could splinter our membership.

Watch the home page of the GLSS website for any upcoming details and/or viewpoints on the issue.



Lessons Learned... Things That Go Bump in the Night *by Tony Driza*

The list of concerns during any solo challenge nearly defies description, and they are perceived differently

by most skippers. One of the multitudes of concerns is that of a collision with another racer, other vessel, or simply 'terra firma'. I'd always thought I'd done a good job of standing watch, and with a brand-new radar and chartplotter, thought I was even more prepared than in prior challenges. That was the thought I held until night two of the 2007 Trans Superior, off of the Keweenaw Peninsula.

One of the peculiarities of the Trans is that while Superior itself is huge, skippers are drawn to the rhumb line like moths to a flame. Wind patterns on other lakes might have the fleets spreading out and working up one shore or another, but there isn't much wind advantage in sailing all the way around the north shore of Superior. The wind in the 2007 Trans made it even more favorable to hug the Keweenaw as much as practicable, and that's where the vast majority of the fleet was concentrated through the black of that second night.

Most skippers were able to talk with each other (translation – lots of boats in the area), as the front runners had been slowed by some fluky winds off the Keweenaw. I had parked for a bit too, but when the wind filled in, it did so with a vengeance. Terms like 'washing machine' were frequently heard on the VHF, as some plowed out into the lake towards Isle Royal, while others worked the shore. Any option was going to require some tacking as the winds were blowing (big shock) from just north of the rhumb line. I was one of those who was trying to claw off the peninsula, yet didn't want to put any more miles on than I had to. Tacking the Island Packet solo at times is right up there with having a root canal, so it was a balancing act to minimize the miles while minimizing the effort to do so.

I had watched Bill Tucker aboard *GL³* pass nearly across my bow earlier on when I had been on starboard, and he on port. He subsequently flopped over, and for a while I simply watched as our courses diverged a bit even though we were on the same board (Packets being Packets aren't well known for their pointing ability). Eventually I'd had enough of that, and flopped over to port and after a while, no longer saw him. I was burning the amps, using the radar to check for traffic, but it was a bit tricky with the 4-6 footers running, picking targets out of the sea-state. Combine that with some fatigue, and some below-decks bashing about, and the stage was set.

We both must have flopped over a few times (or I far more than Bill), out of sight of each other, for I found myself heading out on port while *GL³* was carving back in on starboard when I went on deck to take a look around. What I saw as I ducked down

to look under the 150 can best be described as a *gazorch*. [Years ago when I was flying with a former member of the USN Blue Angels (in a B-727), he mentioned that occasionally aircraft are so tight in the formation that they actually bump. That instance of 'bumping' was referred to as a *gazorch*; he went on to define it as a vial of piss injected straight into one's heart with a rather largish needle. He was right...]

Although there was no one in the cockpit, I yelled out a pre-emptive "Look Out!" a split second before impact. *GL³* hit *Whoa Nellie* amidships on the starboard side taking lifelines with her, bending a few stanchions and gouging some teak as she bounced off a couple more times before being left astern (after spending much of the previous winter re-doing the teak, that hurt worse than anything else). The impact turned *GL³* parallel to *Whoa Nellie* as Bill rushed on deck from below. We ascertained that all was structurally OK with our respective vessels, traded a brief conversation over the VHF, and both successfully completed the challenge. Further inspection would reveal nothing more than cosmetic damage to both vessels, but it certainly could have been worse, especially if the much heavier Island Packet 40 been the one delivering the blow to the Beneteau 30.

Is there a lesson or two that can be learned here other than the obvious, "don't run the poor bastard down?" Could it have been prevented by something other than both skippers being in the cockpit and maintaining a proper watch? Possibly, I (we) might have:

- ❖ Informed each other of taking a nap so one of us might have been on deck at the time
- ❖ Used the radar more effectively, but due to the sea state, it was difficult to pick out a weak return such as a sailboat
- ❖ Give a heads up on tacking if the conditions merit. No one wants to give out tactical info, but this might have prevented the collision by raising awareness that someone was coming back into the picture...

It's certainly something to consider especially when the conditions are less than ideal. No one can stay awake and fully functional after more than 48 hours of hard sailing – you're going to have to nod off for just a bit. Setting the alarm for 20 minutes might not be enough time, when fellow skippers are changing course more often than they normally would be. Bottom line that was hammered home personally, ***Be Careful Out There!***



Photos Needed for Website

The photo gallery on the website is about to undergo a much needed face lift, ***that is, if fellow members will take the time to submit them.*** There will be a members section (so send your best mug shot...), a gallery of each of the 2007 events, and galleries from prior years.

If you have an image that you'd like to post, please email it to Tony Driza at: tdriza@wmis.net Since it will be used on the net, and since viewing is dependant upon the file size, please reduce the image to a manageable size (under 100kb) before sending it off. If you can't figure out how to do that, it's not a show stopper. You can either send the huge file, and I'll reduce it for web viewing, or tell you how to do it. Again, just use the email link above. If you have a lot of images, consider burning them onto a CD and mailing them to me. The snail mail is:

Tony Driza
1028 White Pine Dr SW
Walker, MI 49534-6625

This could be a good thing to have some fun with – there are some talented sailors with some pretty high tech gear (like Jim McDonnell...). I'll credit the skipper, and place a GLSS watermark on the large web version. Thanks in advance for that award-winning, Kodak moment!



Upcoming Events in 2008

January 19	AGM – Detroit
February 1-4	Strictly Sail Chicago
March	Open House Chicago
March 26	Open House Detroit
June 21	Mac Solo Challenges
August 23	Lake Erie Solo Challenge
September 5	Lake Michigan Solo Scramble
September 6	Lower Huron Solo
September 27	St. Clair Solo & Big Al's Steak Roast

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

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

It's Been a Lovely Cruise...

Alas, all cruises must come to an end; the lights of the harbor are coming into view and after the better part of five years of toiling in the boiler room as your *Solo Challenger* editor, it's time to tie up the lines, and make her fast.

I'd like to thank all of those who have sent in articles, photos, constructive criticism (sort of), and the occasional 'thanks'. I'm certain you'll work with, and enjoy the efforts of, the next editor, whoever that might be...



Now to start searching for that lost shaker of salt...

Even though I'll no longer serve on the Board of Directors, nor edit the *Solo Challenger*, I'll still be involved in the GLSS. With the aforementioned constraints removed, I'll be able to spend more time tweaking the GLSS website. There's no limit to what can be done there, and if you have any suggestions for the website, please send them to me.

Thanks again, and hope to see you all on the water when it isn't quite as hard as it is now!