

# The GLSS Solo Challenger

Winter 2023



*The Official Newsletter of the Great Lakes Singlehanded Society  
Winter 2023 – Ken Verhaeren ([verhaerk@aol.com](mailto:verhaerk@aol.com)) editor  
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## **2023 Board of Directors**

### **Officers**

President: Kris Kimmons  
Vice President: Russ Krock  
Treasurer: Mark Gannon.  
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### **Directors**

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Shane Christenson  
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# FROM THE HELM

Hello All Solo Sailors

2023 is an exciting year for the GLSS. We have a full slate of races, from Lakes Ontario to Superior. It is the year for the Super Mac and Backs on Lakes Huron and Michigan, the Ontario 300 and 600, and the always fun Lake Erie Solo.

Interest in our organization, and the kind of sailing we promote remains strong. Jeff Neuhalfen was approached by Greg Normand, who runs a youtube channel, “Inside Great Lakes Sailing”, who wanted to learn more about the GLSS. Several of us participated in an hour long video.

Important changes have been made to the ratings, and safety requirements, which were driven by membership consensus. Per a membership vote, the PHRF ratings will no longer exclude the LP and roller furling penalties. This aligns with the basic tenet of the GLSS, which is to promote Solo Sailing.

Along with the already mandated AIS requirement, tracking devices have also been added. This will give more visibility about the conditions of the race participants to both the Race Committees, and our loved ones ashore.

Other changes to the safety requirements include improved wording for the use of the engine to avoid, or extract from, unsafe conditions. Also, more realistic language concerning the types of tools that may be carried in case of a dismasting to clear away rigging has been written into the SR's.

All of these changes will help make our organization stronger, the sailing we do safer.

It is you, the Membership, that makes the Great Lakes Sailing Society a special organization, and I for one, am proud to be counted among you as a colleague.

2023 is shaping up to be an exciting year, and hope to see you out there on the Lakes!

Kris Kimmons  
GLSS President



## Upcoming Events

Jun 3 [Sandusky Solo Shakedown](#)

Jun 24 [Mackinac Solo Challenges](#)

Jul 15 [Lake Ontario Solo Challenge](#)

Aug 4 [I-LYA Bayweek Regatta](#)

Aug 5 [Trans-Superior Solo](#)

Aug 12 [Lake Erie Solo Challenge](#)

Sep 15 [Lake Michigan Solo Scramble](#)

Sep 16 [Sandusky 45005](#)

Sep 30 [St Clair Solo Challenge](#)



Dear GLSS Members and Friends,

A current MWPHRF certificate is the way to peace and harmony. Here's why ...

At this year's AGM, held in Chicago on January 14th, the membership voted to standardize handicap ratings for all GLSS challenges (except for Lake Ontario, which has its own requirements). For Lakes Superior, Michigan, Huron, Erie and St. Clair, the GLSS has adopted the new Midwest PHRF (<https://mwphrf.org/index.php>), which came into existence with the merger of Lake Michigan PHRF and Detroit Regional Yacht Racing Association (DRYRA). It was also decided that the GLSS will no longer make any adjustments to the assigned rating. Therefore, the spinnaker distance rating (DHCP) on a MWPHRF certificate will be accepted, without change. No Jib & Main (JAM) ratings will be used unless the event includes a dedicated JAM section. To the extent that a participant does not have a current MWPHRF certificate, a rating which may include a six (6) second penalty will be assigned at the sole discretion of the event's Race Director.

This new approach will prevent "ratings shopping" and get the GLSS out of the rating business. Therefore, we encourage those who will be participating in GLSS events to obtain a MWPHRF certificate, for which the race chairs will thank you.

Safe Sailing,  
GLSS Board of Directors

# Have you checked your FIRE EXTINGUISHERS Lately? This is the 2nd year of the 12 year rule.

Last years new U.S. Coast Guard regulation beginning April 20, 2022 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

## News from the AGM!

Changes for 2023 and on!

This past AGM brought a number of important changes to how with conduct our Challenges this year and into the future. One major change brings the GLSS into the majority of long distance sailing events, REQUIRED TRACKING..

**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\***

A motion was made by Matthew Rubsam to allow membership to vote on the inclusion of each of three separate points into the item. This motion was seconded and accepted by the majority by a show of hands. Through a showing of hands, membership (i) accepted the inclusion of the general use of trackers in 2023 as part of the item, (ii) accepted the inclusion of the deferred adoption the existing GLSS members until 2024 into the item, and (iii) accepted the exemption of GLSS members who have completed more than 20 challenges into the item. As a result, the amended Item 1 remained, in practice, the same as the item as originally presented.

By paper ballot, membership voted on Item 1, it passed as follows: For 29, Against 8, Abstain 1.

**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.**  
By paper ballot, membership voted on the item 2, it passed as follows: For 34, Against 4.

**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.**

A motion was made by Blair Arden to vote on the use of MWPHF and the use of distance rating separately. The motion was not seconded and, as a result, not voted on.  
By paper ballot, membership voted on the item 3, it passed as follows: For 37, Against 1

**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.**

By paper ballot, membership voted on item 4, it passed as follows: For 37, one inconclusive ballot was submitted with both for and against checked.

**Item #5;** - **No other nominees for the Board of Directors were submitted from the floor and the recommended slate of Directors presented by the Board as accepted by default.**

## **End of watch:**

This past week we were informed of the lost of one of our members and another sailor whose efforts to join us won our respect.

Eric Hoogcarspel joined the GLSS in 2006 when he placed third in the Chicago Mackinac Challenge. Eric was one of six new members on the Chicago side that year.

Dale Bennett attempted the Chicago Mackinac Challenge three times getting closer to membership each time. 2018 was his last attempt as he severely wrapped his spinnaker under the bridge.

May fair winds follow their journey.

# Lake Michigan Solo Scramble

## September 15, 2023

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)

**Do you want a 4th start  
From New Buffalo?  
Let Ken know**



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During the dinner after the 2022 Solo Scramble some of the sailors talked 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 did not have a start from around Michigan City. After that dinner, I decided to look into a possible 4th start this year. A start from New Buffalo would cover the south east corner of the lake. Those boats would sail NNW to a point and then turn south to Michigan city. All boats would surpass the 100 S Mile requirement for a Challenge qualification. If interested contact Ken Verhaeren (708 253 7948 or [verhaerk@AOL.com](mailto:verhaerk@AOL.com)) to express your interest in this starting point This new start should provide some additional excitement to the Scramble!

# It's time to look at LAKE LEVELS again!

	SUPERIOR	MICH-HURON	ST. CLAIR	ERIE	ONTARIO
Forecasted Water Level for Mar 17, 2023 (feet)	601.80	578.87	575.10	572.70	245.57
Chart Datum (feet)	601.10	577.50	572.30	569.20	243.30
Difference from chart datum (inches)	+8	+16	+34	+42	+27
Difference from average water level for Feb 17, 2023 (inches*)	-2	+1	+4	+8	+2
Difference from average water level for Mar 17, 2022 (inches*)	+11	-3	-1	+2	-5
<b>Differences from Long-Term Monthly Average of March</b>					
Difference from long-term monthly average of Mar (inches)	+7	+5	+14	+18	+6
Difference from highest monthly average of record for Mar (inches)	-7	-31	-21	-15	-20
Year of highest recorded monthly mean	1986	2020	2020	2020	1952
Difference from lowest monthly average of record for Mar (inches)	+27	+34	+49	+54	+36
Year of lowest recorded monthly mean	1926	1964	1934	1934	1935
<b>Projected Net Change in Levels by April 17, 2023</b>					
Projected net change in levels by Apr 17, 2023 (inches)	+1	+3	+4	+3	+5



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