

# The GLSS Solo Challenger

November 2024



*The Official Newsletter of the Great Lakes Singlehanded Society  
Fall 2024 – Ken Verhaeren ([verhaerk@aol.com](mailto:verhaerk@aol.com)) editor Copyright  
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## 2024 Board of Directors

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## It's AGM season!

Yes, with the 2024 sailing season behind us the AGM for our organization is our next event. I am happy to announce that the waypoint for our 2025 meeting will be in Cleveland. If you have been to one of our Annual General Meetings in the past you know what to expect and if you have not you should! This is an important meeting to discuss matters important to the membership, vote on issues, approve and introduce new board of directors. Not to mention great comraderie, and tall sea stories. We will also talk about the 2025 Challenges and other sailing events.

Hope to see everyone in Cleveland on January 25<sup>th</sup>!

Russ Krock, President

PS – Please see attached flyer and of course our website to pay your dues, register for the event, and reserve your room. This is open to all GLSS members and friends.

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WELCOME TO  
*Cleveland*<sup>®</sup>  
for the

GLSS  
AGM  
2025

- 4:00 - 5:00 Check-In & Open Bar
- 5:00 - 6:00 Annual General Membership Meeting
- 6:00 - 7:00 Singlehanded Social Hour
- 7:00 - 9:00 Dinner and Presentation
- 9:00 - ?::? Socializing and Sea Stories

**Group Rate at the Marriott Downtown Cleveland**  
**Only \$xx/night**  
**Great Lakes Singlehanded Society Room Block**

**REGISTER**



*(Click or Scan)*

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**Saturday**  
**January 25, 2025**

*Venue Sponsored by:*

**Thompson Hine LLP**  
**39<sup>th</sup> Floor**  
**Key Tower**  
**127 Public Square**  
**Cleveland, OH 44114**

*(Attached to the Marriott Hotel)*

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**HOTEL**



*(Click or Scan)*

With this issue we start stories by our members of their travels around the world. Some of those stories will be from the Great Lakes area but most will be from other experiences. YOU are asked to send in your stories for future issues.

## **Stories of GLSS travelers...**

*This story was sent to me by Norm Bauman. Norm is one of our longest term members being inducted into the GLSS in 1981. If you meet him do not miss the opportunity to sit down and listen to his tales. Not only was it very interesting, it was also a learning tool. I had never heard the term AZIPODS before. Guess I'm not into naval mechanics. Enjoy!*

### **TO THE ICE AND BACK.**

Some thirty years ago I read a book that stayed with me all my life, Shackleton, a biography written by Roland Huntford. It was part of the mystery and lust for sailing that has also followed me through my life. Shackleton's barquentine, built with iron wood and oak 2.5 feet thick was recently found in 10,000 feet of water perfectly preserved, in the Weddell Sea, after sitting on the bottom for over 100 years. I finally resolved that I had to go there to see for myself, Antarctica. So in January 2023 I did just that, I began a 22000 mile journey. The trip was 40 hours by car, 30 hours by air and two weeks by ship. After driving to Orlando Florida from Michigan I boarded a Latin American Airline for a two stop flight to Buenos Aires Argentina. There, the next day, I boarded a ship called the Infinity.

Three days later we docked in Ushuaia Argentina. Surrounded by several expedition ships. Ushuaia is the furthest south that humans live on our planet, an awesome place, a remote, idyllic place. In the Beagle channel. Surrounded by glaciers, penguins, seals and whales. I did a day tour of the Beagle Channel in the footsteps of Charles Darwin who sailed aboard the HMS Beagle captained by vice-Admiral Robert Fitzroy. The book The Voyage of the Beagle is what made Charles Darwin famous and well worth the read if one plans a trip to Ushuaia. The thing that struck me in his book was how insightful Darwin was regarding the damage already done by western civilization, almost two hundred years ago.

Next stop, Cape Horn. After leaving the Beagle Channel we sailed for the very southern tip of South America. We pulled up as close as the Infinity could which wasn't really close enough to see much of the lighthouse, but due to the high winds caution rules. We did sail around the island a couple of times in a east to west manner. Now off to the Drake passage and the great continent of Antarctica.

After sailing around Cape Horn we headed due south on a course of 175 degrees at 20 to 21 knots. Traversing the Drake Passage and into the most recently designated Southern Ocean. Our fifth named ocean. The boundary of this is 60 degrees south. This trip took me through three of Earths Oceans, the Atlantic, the Pacific and the Southern. Although we had calm seas, for Antarctica, it was difficult to walk about the starboard promenade deck. Without a good handhold. There were dozens of crates strapped down to the deck, all marked Polar Equipment, full of arctic survival gear.

We had several seminars about the wildlife and what to expect. The whales, humpbacks, were all identified to us, they all had names, whole families. Other than whales there are penguins and seals and that is it other than krill which the humpbacks gorge themselves on for a couple of months and then migrate back north. Although these mammals will eat a hundred pounds of krill a day they do eat squid and herring at their summer grazing grounds too. But, krill is their main food, it is said that they can go for weeks or months without eating after gorging on krill when migrating. We were also instructed on proper manners when we reached Antarctica. No running jumping or loud noises while on deck. All equipment as in cameras were to be secured to our bodies and absolutely no refuse of any sort could be used on deck. I was quite impressed by the pristine nature of this cruise through the Schollart Channel. We would also slow to under three knots so as not to disturb the residents once in the channel.

After a couple of hours of sleep I was up and about and roaming the decks at 3am marveling in the amazing twilight. It is hard to really explain twilight, the sun is just below the horizon and casts a silvery light over the sea. This is summer in the Antarctic. Still cold though

The next morning, the weather was clear and the Antarctic Peninsula started to loom ahead of us and the weather had turned much colder. Seas still of 15 to 20 feet. Many passengers were disappointed to only see waves of 20 feet. We anticipated 30 to 40 feet and although it was quite difficult to walk about the ship on the promenade deck with 45 to 50 knots of apparent wind it was still a great day at sea. As we entered the passage into the Schollart channel the ship slowed to less than three knots so as to avoid collisions with the whales. It seems they are hit often enough by ships in the open seas. Whales have a propensity to being rammed by ships on the open sea.

The sea calmed and became glassy as we entered the Schollart Channel, high clouds hiding the ice covered mountain tops, a few large bergs and lots of broken ice about. The sheer magnitude of ice all around us was the most awesome thing I have ever seen. The entire continent is covered with an average depth of 5,000 feet of ice. If just 20% of this ice melted it would raise world wide ocean levels by 50 feet. And it is melting. All of the worlds coastal cities would be devastated, or should I say will be. We spent the day between excellent meals and whale watching, we even had a brief blizzard or two then sun, mostly a perfect day in Antarctica.

Next stop Elephant Island. My fascination with the amazing story of the Endurance and Sir Ernest Shackleton really brought me here. Some forty or so years ago I read this book and of course the amazing story of how Shackleton rescued his crew who he had to leave on Elephant Island and embark on what is called 'the greatest small boat journey ever made'. A tumultuous near disastrous 800 mile journey in the Cairn, a 30 foot life boat from the Endurance to South Georgia Island. The Cairn was rigged for sailing, covered with a tarp for protection from the weather. An amazing true story.

I never thought I would get a chance to actually go to the very area that this incredible story took place. But, I knew that there were many expedition ships that were taking passengers of all sorts to this other worldly place on Earth, the end of the world, 'fin del mundo' as the Ushuaians call it. There is a two month window where this is possible with great safety. There are hundreds of trips one can make by the dozens of ships that ply these waters with savvy travelers. Some are ships that can handle sea ice and growlers and others are not. The prices range anywhere from a few thousand dollars a person to 25,000+. I started my journey from Buenos Aires as did Shackleton, although I am sure my comfort level was far greater than Shackleton and his crew had aboard the Endurance.

Later that after noon we made our way to Elephant Island where Shackleton and his crew sought refuge after being trapped in the ice for two years and watching his three masted Barquentine, the Endurance, sink to the bottom in 10,000 feet of water in the Weddell Sea from the crushing ice.

We were unable to use the zodiacs to actually set foot on Elephant Island due to weather conditions later in the day but I did manage to get a photo of the GLSS burgee with the Island in the background.

Next stop the treeless Falklands. The lack of trees in the Falklands was surprising. On the trip back north I did the 'I95' tour of the ship, engine control room and the bridge to see how all this is done. With 23 foot stabilizing wings below the water line and no engine vibration at all due to the electric power the 20 footers were made into a calm ride. The Infinity is one of the biggest ships making the trip. Owned by Celebrity Cruises, a five star ship, it is 965 feet long with a beam of 105 feet and weighs 91,000 tons. It is not ice worthy. It is powered by two jet engines that each spin a generator that makes 22,000 volts each to power up two azipods with forward facing propellers, a hybrid system which our US Navy has been using for decades to power our fleets of warships. After the Falklands we were back to South America and our last stop of Montevideo Uruguay before returning to the starting point of Buenos Aires. I will be going back.

# Tracking - Is it time for a Change?

In recent weeks I have become aware of the GLSS BOD looking at the possible replacement of the KATTACK tracking system. We have been using KATTACK for many years now so looking at what is out there is not a bad idea. I've heard that the other system the BOD is looking at is Yellow Brick (YB) the largest supplier of tracking for events on YachtScoring. Since I work with Kattack for the setup of the SOLO MAC CHALLENGE some might say I'm not objective. But since it would eliminate a lot of work for me, I feel I can look at both systems and let you decide which is best for the GLSS.

A quick review of how the Kattack tracking works. Each participant uses their own tracker or borrows one. That tracker, a Spot or InReach, is linked to the Kattack software. Since the tracker is owned by the sailors, they can continue to use it throughout the year on their own or in other events. They can be used for biking, hiking, sailing or other activities the owner participates in. Once the tracker is linked to the Kattack software there is little that the sailor has to do. The main thing is to turn the tracker on and occasionally check to see that it remains on throughout the event. If the owner does not change any settings on the tracker after linked to Kattack it can be used for multiple events. There is no cost to the participant for any GLSS event using the Kattack system. There is a subscription cost that the owner must pay with either the Spot or InReach that varies with the package the owner chooses. It is my understanding that the main complaint is sailors not wanting to press the "check in" button to confirm to the Race Committee that they are ok, and that the position report is not as accurate as some would like.

The YB system eliminates some of the setup for tracking because each participant is given a tracker to use. That tracker is preassigned to the boat. Again, once setup, the captain only has to make sure the tracker remains on. At the end of the challenge they turn the tracker in. Certainly simpler for the GLSS setup and captains use. There is a time limit to the use the tracker, 2 days (48 hrs) and 3 days (72 hrs) with costs being either \$55.78 or 66.17. Looking at the results from the 2024 Solo Mac Challenge most entrants would be paying for 4 or 5 days. They started on the 22nd and finished on the 25th or in one case the 26th. Since the Pt Huron Challenge is shorter most boats finished in 3 days, 22nd to 24th. Actual elapsed time only showed 1 boat on Lake Michigan and 3 boats on Lake Huron finishing under the 48 hr mark therefore paying \$55.78 for the 2 days. It also showed 10 boats finishing over the 72 hour limit requiring more than \$66.17 in use fees. I did not look at the boats that DNFed in the Challenge. Of course this is only the Solo Mac Challenge and only for 1 year. What I think, this shows is that the BOD will have a lot of ?'s to answer. Who pays for tracking, the GLSS or the participant? If it is the participant, which I suspect, how much is the fee? Do you pay in advance and for how many days two or three and what happens if it takes more than 72 hours. Looking at this event, I am estimating a cost of around \$1600.00 to be paid to YB,

To YellowBrick (YB).

As mentioned earlier, looking at a new system of tracking is not a bad idea. And it will be up to the BOD to decide on one. Hopefully they will then bring it to the AGM for a vote. The cost will be there for either system and probably the entrants will be the ones paying. The current cost to the GLSS of tracking any GLSS event not using YB is about \$850.00 for the year. Going to YB will eliminate that cost and since the BOD is in a cost saving mode help them toward their goal.

So! What do you think?

## **A look at some of our shorter events**

Members of the GLSS are often asked about other events that we sponsor. This year started with some new unique events. The Sandusky Solo, Muskegon Solo and Erie Solo Shakedown events started the year giving sailors a chance to prep for the major Challenges. These events were well attended and provide additional opportunities for expanding Solo participation.

In this issue we look at a few other smaller but long time events.

### St Clair Solo Challenge

Bow	Sail Number	Yacht Name	Yacht Design	Owner/Skipper	Status	Rating	Finish Time	Elapsed Time	Corrected Time	Class	Fleet
<b>St. Clair Solo Challenge/PHRF Racing</b>											
<b>PHRF Division</b>											
<b>PHRF A</b>											
1	<a href="#">43835</a>	<a href="#">El Burro</a>	Thomas	Kyle Griffin		68.0	28/Sep/24 - 15:35:27	0:06:15:27	0:05:31:15	1	2
2	<a href="#">USA 93213</a>	<a href="#">Kailani</a>	C&C 121	Kris Tonn		61.0	28/Sep/24 - 15:31:30	0:06:11:30	0:05:31:51	2	3
3	<a href="#">52818</a>	<a href="#">Harmony</a>	Beneteau First 44.7	Joey Baker		33.0	28/Sep/24 - 15:17:40	0:05:57:40	0:05:36:13	3	5
4	<a href="#">42911</a>	<a href="#">Coconut Telegraph</a>	J 33	Dan Pavlat		87.0	28/Sep/24 - 16:07:49	0:06:47:49	0:05:51:16	4	7
<b>PHRF B</b>											
1	<a href="#">USA 12036</a>	<a href="#">Mylo B</a>	C&C 39	Bill Dembek		108.0	28/Sep/24 - 15:58:05	0:06:38:05	0:05:27:53	1	1
2	<a href="#">USA 52480</a>	<a href="#">Scarlet Fire</a>	C&C 99	Ben Thorsen		102.0	28/Sep/24 - 16:04:40	0:06:44:40	0:05:38:22	2	6
3	<a href="#">4</a>	<a href="#">Quattuor</a>	Hunter Legend 40	Jeff Neuhalfen		109.0	28/Sep/24 - 16:32:40	0:07:12:40	0:06:01:49	3	8
4	<a href="#">CAN 52858</a>	<a href="#">Quick &amp; Dirty</a>	Olson 30	Noel Brockman		109.0	28/Sep/24 - 16:40:33	0:07:20:33	0:06:09:42	4	10
5	<a href="#">None</a>	<a href="#">Mary Lou</a>	Catalina 425	Kern Smith		103.0	28/Sep/24 - 16:58:48	0:07:38:48	0:06:31:51	5	11
<b>PHRF C</b>											
1	<a href="#">USA 22391</a>	<a href="#">No Rebase</a>	T-10	Bruce Richardson		126.0	28/Sep/24 - 16:14:58	0:06:54:58	0:05:33:04	1	4
2	<a href="#">USA 37080</a>	<a href="#">Arch Angel</a>	Hunter 37c	Noel Gingerich		155.0	28/Sep/24 - 17:06:10	0:07:46:10	0:06:05:25	2	9
3	<a href="#">25034</a>	<a href="#">Erewhon</a>	Tartan 37-2 CB	John McCallum		138.0	28/Sep/24 - 17:27:39	0:08:07:39	0:06:37:57	3	12
4	<a href="#">506</a>	<a href="#">Freetime</a>	Ericson 28+	Jerry Krantz			28/Sep/24 - 20:07:00	0:10:47:00	0:08:44:09	4	13

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# St Clair Solo Challenge

Two courses are available: a 39 nm PHRF course and a 19 nm JAM short course.

<b>Short Course Racing</b>											
<b>PHRF Division</b>											
<b>JAM B</b>											
Bow	Sail Number	Yacht Name	Yacht Design	Owner/Skipper	Status	Rating	Finish Time	Elapsed Time	Corrected Time	Class	Fleet
1	<a href="#">1523</a>	<a href="#">Nice Aft</a>	c34	Terence (Terry) McGran		171.0	28/Sep/24 - 13:09:45	0:03:59:45	0:03:05:36	1	1
2	<a href="#">174</a>	<a href="#">Cheers!</a>	Pearson 27	Dan Guendelsberger		225.0	28/Sep/24 - 13:30:03	0:04:20:03	0:03:08:48	2	2
3	<a href="#">USA 1425</a>	<a href="#">Rascal</a>	Catalina 34 MKII	Bart Huthwaite			28/Sep/24 - 13:15:17	0:04:05:17	0:03:12:05	3	3
4	501726	<a href="#">106</a>	<a href="#">ALACRITY</a>	Contessa 26	Derek DeBono		28/Sep/24 - 14:49:29	0:05:39:29	0:04:13:59	4	4
<b>JAM A</b>											
1	<a href="#">USA 25341</a>	<a href="#">Otis B. Driftwood</a>	Jeanneau 34 Sunrise	Blair Arden		153.0	28/Sep/24 - 12:43:58	0:03:33:58	0:02:45:31	1	1
2	<a href="#">USA 377</a>	<a href="#">Lady Luck</a>	T 10	Kenny Parkhurst		135.0	28/Sep/24 - 12:42:00	0:03:32:00	0:02:49:15	2	2
3	<a href="#">219</a>	<a href="#">Sherasa</a>	Jeanneau 45 DS	Rob Fleming		108.0	28/Sep/24 - 12:45:28	0:03:35:28	0:03:01:16	3	3
4	<a href="#">NONE</a>	<a href="#">S.V. Falcor</a>	S2 11.0A	Tyler Lybolt			28/Sep/24 - 13:10:00	0:04:00:00	0:03:18:12	4	4
5	<a href="#">none</a>	<a href="#">Paradox</a>	jeanneau sun odyssey 409	marc Zuckman		129.0	28/Sep/24 - 13:25:07	0:04:15:07	0:03:34:16	5	5



# Lower Lake Huron Solo Challenge

The Lower Lake Huron Solo Challenge is a 42.8 Nautical Mile course that starts and finishes near Sarnia Yacht Club on Lake Huron.

Racing Circle	Division	Class	Starting Date	Starting Time	Distance	Wind
Lower Lake Huron Solo	PHRF	PHRF - Spinnaker 1	08/Sep/2024	09:10 AM	43 NM	

Sail Number	Yacht Name	Yacht Design	Owner/Skipper	Status	Rating	Finish Time	Elapsed Time	Corrected Time	Class	Fleet	
Lower Lake Huron Solo Racing											
PHRF Division											
PHRF - Spinnaker 1											
1	<a href="#">USA 123</a>	<a href="#">Good Lookin'</a>	J 105	Mark DenUyl		87.0	08/Sep/24 - 15:29:31	0:06:19:31	0:05:17:10	1	1
2	<a href="#">CAN 15053</a>	<a href="#">Trader</a>	Santana 35	Dave Kember		126.0	08/Sep/24 - 16:04:30	0:06:54:30	0:05:24:12	2	2
3	<a href="#">43835</a>	<a href="#">El Burro</a>	Thomas	Kyle Griffin		71.0	08/Sep/24 - 15:40:17	0:06:30:17	0:05:39:24	3	3
4	<a href="#">Can 103</a>	<a href="#">Outsider</a>	Beneteau first 30	Matt Mercier		111.0	08/Sep/24 - 16:09:15	0:06:59:15	0:05:39:42	4	4
5	<a href="#">can 34769</a>	<a href="#">Enterprise</a>	C&C 33 MKII	John McKay		132.0	08/Sep/24 - 16:49:52	0:07:39:52	0:06:05:16	5	5
6	<a href="#">1645</a>	<a href="#">Serenity</a>	CS27 sloop	Edward (Sandy) STRONACH		228.0	08/Sep/24 - 22:02:15	0:12:52:15	0:10:08:51	6	6
7	<a href="#">USA 24</a>	<a href="#">Hat Trick</a>	Newick Tremolino	Austin Dunn	DNS	99.0				8	

# Lake Michigan Solo Scramble

The Solo Scramble is sponsored by the Great Lakes Singlehanded Society to encourage the excitement and adventure of solo racing with others who enjoy the challenge, camaraderie, and special sense of accomplishment inherent in singlehanded port-to-port.

Two starting points that merge in the middle of lower Lake Michigan finishing at Michigan City. It covers over 100 miles and finishers qualify to enter a major SOLO CHALLENGE

Sail Number	Yacht Name	Yacht Design	Owner/Skipper	Status	Rating	Finish Time	Elapsed Time	Corrected Time	Class	Fleet	
Solo Scramble - Chicago Racing											
PHRF_ToT Division											
PHRF											
1	<a href="#">USA 48006</a>	<a href="#">REJECT</a>	1D48	Matthew Rubsam		-36.0 / 1.2646	24/Aug/24 - 03:25:34	0:13:25:34	0:16:58:43	1	1
2	<a href="#">USA 45151</a>	<a href="#">Freyja</a>	Nelson Marek 40	Michael Tobey		0.0 / 1.1818	24/Aug/24 - 04:47:48	0:14:47:48	0:17:29:12	2	2
3	<a href="#">951</a>	<a href="#">Eternal Optimist</a>	Pearson 303	Eric Shradar		214.0 / 0.8508	24/Aug/24 - 14:09:35	1:00:09:35	0:20:33:18	3	3
4	<a href="#">USA 480</a>	<a href="#">Gangbusters</a>	J 105	Mark Gannon		84.0 / 1.0252	24/Aug/24 - 10:48:29	0:20:48:29	0:21:19:57	4	4
5	<a href="#">60470</a>	<a href="#">Shadow</a>	Pearson 303	Kris Kimmons		213.0 / 0.8519	24/Aug/24 - 15:12:52	1:01:12:52	0:21:28:49	5	5

Sail Number	Yacht Name	Yacht Design	Owner/Skipper	Status	Rating	Finish Time	Elapsed Time	Corrected Time	Class	Fleet	
Solo Scramble - Holland Racing											
PHRF_ToT Division											
PHRF											
1	<a href="#">USA 52458</a>	<a href="#">Primal Scream</a>	C&C 115	Luke Brockman		68.0 / 1.0518	24/Aug/24 - 10:48:05	0:21:48:05	0:22:55:51	1	1
2	<a href="#">USA 51293</a>	<a href="#">18 Degrees</a>	Swan44	Joe Tiurns		65.0 / 1.0569	24/Aug/24 - 10:46:58	0:21:46:58	0:23:01:20	2	2
3	<a href="#">USA 63171</a>	<a href="#">Laura Jane</a>	Gozzard 41	Thomas Cooper		142.0 / 0.9393	24/Aug/24 - 14:27:11	1:01:27:11	0:23:54:29	3	3
4	<a href="#">A37</a>	<a href="#">Falcon</a>	Alberg 37 sloop	Greg VANDENBERG		170.0 / 0.9028	24/Aug/24 - 15:49:30	1:02:49:30	1:00:13:03	4	4
5	<a href="#">None-(45)</a>	<a href="#">Caitlyn Christine</a>	Beneteau Oceanis 45	Clifton Runkle		87.0 / 1.0204	24/Aug/24 - 15:06:17	1:02:06:17	1:02:38:14	5	5
6	<a href="#">USA 61321</a>	<a href="#">Water Lily</a>	Hunter 376	Jack Wolf		123.0 / 0.9658	24/Aug/24 - 17:32:10	1:04:32:10	1:03:33:37	6	6
7	<a href="#">h45cc</a>	<a href="#">Shenanigans</a>	Hunter 45cc	Scott Swem		117.0 / 0.9745	24/Aug/24 - 19:46:36	1:06:46:36	1:05:59:31	7	7



# Annual General Membership Meeting

## Date/Time

Saturday, January 25, 2025

4:00 pm - 10:00 pm

## Location

Key Tower

127 Public Square

Cleveland, OH 44114

Join us for the 2025 Annual General Membership Meeting

All are welcome to attend our annual meeting! Again, to attend you need not be a member, just a GLSS friend.

We have a few items to vote on including the election of new Board members.

## Venue Sponsored by:

Thompson Hine LLP

39th Floor of Key Tower

127 Public Square, Cleveland, OH 44114

(Attached to the Marriott Hotel)