



The  
**SOLO**  
**CHALLENGER**

*The Official Newsletter of the Great Lakes Singlehanded Society  
 Spring 2011*

**Officers:**

**President:** *Tim Kent*  
**Vice President:** *Paul Nickerson*  
**Treasurer:** *Jon Jacobs*  
**Corresponding Secretary/Editor:** *Bill Tucker*  
**Recording Secretary:** *Greg Gorny*

**Directors:**

**Rick McLaren**  
**Arch van Meter**  
**Adrian Van den Hoven**  
**Eric Thomas – Lake Superior Member**

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**2011 Solo Challenger Events**

- ❖ **June 18** Port Huron to Mackinac Island Solo Challenge & Chicago to Mackinac Island Solo Challenge + Super Mac + Super Mac & Back
- ❖ **July 16** Lake Ontario 300 Solo Challenge
- ❖ **August 6** Sault Ste. Marie to Duluth Solo Challenge
- ❖ **August 20** Erie Solo Challenge

See the GLSS website at [www.solosailors.org](http://www.solosailors.org) for more details and entry forms.

**Your help needed & appreciated!**

**Send comments, pictures and articles to**

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**GLSS Vice President’s Message**

I hope everyone is ready for a great sailing season here on the Great Lakes. 2011 is a landmark year for the GLSS with events on all 5 of the Great Lakes along with the Super Mac and Super Mac and Backs. I hope everyone is planning to participate in at least one of the challenges.

Keep in mind that you can register from the GLSS website and you can also pay with Pay Pal. Pay Pal is a great way to pay because it is a big help to the organizers in that there is less money handling for them and everything goes straight to our account without delays. Pay Pal will also accept other major credit cards.

Also, don’t be afraid to register early. Again this is a big help to the Race Committee in planning and not waiting until the last minute.

The GLSS has applied for 501 (c) 3 non-profit status but the final time frame for approval is uncertain.

As you think about new toys for your boat, here’s a couple of ideas to think about. AIS has come of age and come down in cost for the recreational boater. As many of our courses are close to the shipping lanes, this is at the top of the list for electronic upgrades. With my VHF radio developing some intermittent problems, I upgraded with a radio that includes AIS reception. The SPOT Satellite GPS Messenger is another interesting

device. You can use it for tracking or just sending positions to family and friends. It also includes an emergency response mode. Yes, you can even use it to post positions to your Facebook account.

As you go through the GLSS website, let us know if you have any ideas for content. We need to make this a friendly site for active members, past members and potential new members to keep GLSS growing strong. We also appreciate your pictures, videos and articles. Take 10 minutes to share a story old or new with the rest of us. Bill Tucker has taken on the responsibility of putting together the Challenger and is always looking for stories. Thanks to Bill for his hard work but don't expect him to miss any challenges doing it.

With any luck we have finally seen our last snow of the year on the Great Lakes and can seriously think sailing!

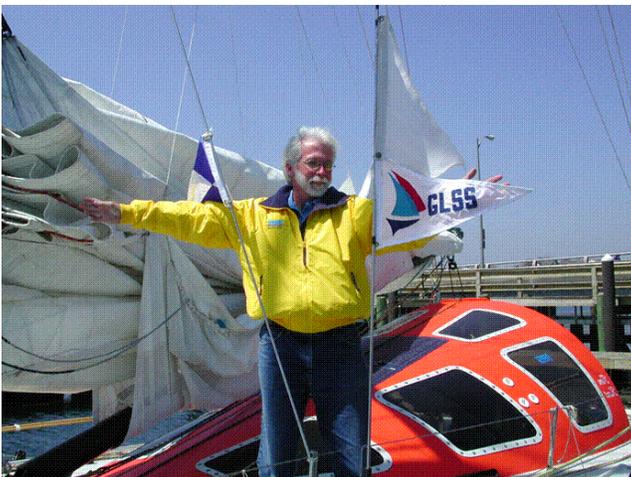
Paul Nickerson, NICKNACK GLSS Vice President

## **GLSS 2011 Board of Directors – Profiles**

Solo Challenger, SC for short, thought you might like to know a little more about your GLSS Board of Directors so we conducted a short survey. Here are the results:

### **Tim Kent**, President

Tim sails NEMESIS, a 1987 J-35 from South Shore Yacht Club in Milwaukee, Wisconsin. Tim's first Solo Challenge was from Chicago in 1997. He has completed two other challenges also from Chicago in 1999 and 2000. In the 2002/2003 Around Alone Race, Tim finished in second place in Class 2. Tim has also received the GLSS Ralph Eilberg Award.



Here is how he responded to SC's questions:

How did you name your boat: My fiancée Dana and I wanted to name her after a female figure from mythology. Nemesis is the goddess of justice and retribution – a perfect model for our boat.

How did you learn to sail: I was taught by the father of my closest childhood friend, George Young. He made it fun and those memories followed me for many years until I bought a boat of my own in my late twenties.

How did you get into single handed sailing: I had done many solo deliveries, including at least one from Mackinac Island. I had done quite a bit of competitive sailing as well as some long cruises, and had read extensively about races such as the OSTAR, the Golden Globe, the Around Alone and the Vendee. I was intrigued with these races and wanted to get a taste of them. I had been planning to sail from Milwaukee to Port Huron to do the 1997 Port Huron Solo Challenge when I was informed that there was going to be a Solo Challenge starting in Chicago that year...it made my decision to participate an easy one.

As a Board Member what are your primary areas of interest: Getting the message out that solo racing is a safe attainable goal for good sailors eager for new challenges.

### **Paul Nickerson**, Vice President

Paul sails NICKNACK, a 1979 Tartan 37c, from his home port at the Cleveland, Edgewater Yacht Club where he has been a member since 1980. Paul completed his first Solo Challenge in 2007 by completing the inaugural Lake Erie Solo Challenge. Since then he has completed all 4 Lake Erie Solo Challenges and the 2010 Lake Ontario 300.



Here is how he responded to SC's questions:

How did you name your boat: Just a play on my name reinforced by a manufacturers comments about all the knickknacks on a boat I ordered.

How did you learn to sail: After college, I moved to Cleveland and went sailing with some friends. My dad grew up in Chicago and crewed in the Mackinac as a teenager in the 30's. During our honeymoon weekend, we went to the Cleveland Boat show and put \$10 down on a new 17' center boarder. Later we actively raced Flying Scots before buying a Tartan 30 and then the Tartan 37c.

How did you get into single handed sailing: I would take the Flying Scot out singlehanded and then purchased the Tartan 30 with single handing in mind. I started sailing with a group of Lake Erie single handers based at Edgewater YC in 1995. Our events included a 1-2 race, a 100 mile solo from Cleveland around Kelly's Island and back, and a 160 mile mid-Lake-Erie triangle. I logged over 2000 miles doing these events before GLSS started the Lake Erie Challenge.

What GLSS jobs have you undertaken: After the Inauguration of the Lake Erie Challenge by Wally McMinn, Tom Munson and others, I was handed the

reins and have served as the Chairman for 4 years. In 2010 I was elected to the GLSS Board.

As a Board Member what are your primary areas of interest: Having established challenges on all the Great Lakes it is important to establish continued growth in these events and generate new membership. It is important to keep reaching out to new members, especially in the shorter events for sailors to first try a GLSS solo event. Our membership challenges can be very intimidating to a first time participant and it helps to have members mentor new participants to get to a starting line. We also have a lot of members who haven't participated lately that we need to reach back to and get involved again. We also need to get everyone involved in the GLSS by doing something as simple as writing an article or submitting pictures for the website.

**Richard "Rick" W. McLaren, Jr.**, Race Director Mackinac Challenges 2011

Rick sails DULCINEA, a 1970 S&S Swan 37, from his home port of Monroe Harbor, Chicago, Illinois. Rick sailed his first Solo Challenge from Chicago in 2003. He has completed 5 Solo Challenges, all from Chicago.



Here is how he responded to SC's questions:

How did you name your boat: DULCINEA was originally named DULCINEA when she was launched in early 1971, and no subsequent owner has ever changed the name in 40 years.

How did you learn to sail: I learned to sail as a small child from my Grandfather and Mother. I bought my first boat, a Sailfish, when I was 16.

How did you get into single handed sailing: It's Jim's fault.

What GLSS jobs have you undertaken: Assistant Mackinac Race Director for Lake Michigan in 2010.

As a Board Member what are your primary areas of interest: Race Director Mackinac Challenges 2011

**Greg Gorny**, Recording Secretary

Greg sails SERENDIPITY, a 1974 C&C 30 Mk1, from his home port at the Erie Yacht Club in Erie, Pennsylvania. Greg completed the Erie Solo Challenge in 2008 and has completed the two subsequent Erie Solo Challenges. Greg received the Commodore Perry Award in 2008.



Here is how he responded to SC's questions:

How did you name your boat: My wife and daughter came up with the name and I liked it.

How did you learn to sail: First sailboat was a Sea Snark at the age of 15.

How did you get into single handed sailing: I got involved with the inaugural Lake Erie Solo as the finishing shore side race committee.

What GLSS jobs have you undertaken: Finishing committee Lake Erie Solo 2007 – 2010. GLSS Board 2008 – 2010.

As a Board Member what are your primary areas of interest: Growing the Lake Erie Challenge. Being a resource for potential soloists to get started at the local level and possibly work their way up to a qualifying sail and then one of the GLSS challenges.

Other comments: I have raced sailboats for 45 years now in all types of boats at all levels of competition. Nothing in that time frame compared to the feeling of accomplishment I had on the completion of my first challenge. It's almost impossible feeling to describe, best to say it's just different, and one I will never forget.

**Arch Van Meter**, Director

Arch sails ANTARES, a 1979 Islander 36, from his home port of Chicago. He sailed his first challenge, the Chicago Solo Mac in 2007 and has completed four solo challenges on both Lake Michigan and Lake Huron. Arch received first place and line honors for the inaugural Solo Super Mac and Back from Chicago in 2008 and second place in section for Solo Chicago Mac 2008. Arch has competed twelve crewed Chicago Yacht Club Mac races, and sails on a J125 as navigator.



Here is how he responded to SC's questions:

How did you name your boat: Chose a bright star in the southern sky.

How did you learn to sail: I learned to sail sailing as crew on a Dragon, an Olympic class racing sloop.

How did you get into single handed sailing: I decided to do my first challenge after speaking with a GLSS Director.

What GLSS jobs have you undertaken: I organized GLSS Chicago Open House for four years and worked with the GLSS Webmaster on the restructuring of the address. I also served as Chairman of the 2010 GLSS Nominating Committee.

As a Board Member what are your primary areas of interest: Parliamentary procedure, Finance, Open House, Rules and Regulations.

**Adrian van den Hoven**, Director and Vice Chair Huron side Solo Mac

Adrian sails OPHIR II, a 1983 Mirage 33, from the Collingwood Yacht Club. Adrian sailed his first Solo Challenge in 2000 by doing the Port Huron Solo Mac. Adrian completed 7 Solo Challenges and received the award for completing Challenges on 5 Great Lakes with 3 Port Huron, 1 Chicago, 1 Superior, 1 Ontario, and 1 Erie Solo Challenges. Adrian has many great memories from his GLSS experience.

Here is how he responded to SC's questions:

How did you name your boat: OPHIR II was purchased used and named by previous owner .

How did you learn to sail: By getting out on the water with friends and completing, Power Squadron, Basic Boating, Advanced Seamanship, and Weather courses

How did you get into single handed sailing: I enjoyed long distance sailing, night sailing.

What GLSS jobs have you undertaken: Vice Chairman for the Huron side Mac Solo Challenge.

As a Board Member what are your primary areas of interest: Completing another Solo Challenge.

**Jon Jacobs**, Treasurer

Jon sails LOOSE SHOES, a 1984 C&C 35 Mk III, from his home port of Milwaukee, Wisconsin. Jon did his first Solo Mac from Chicago in 2000 and won the President's Cup for his effort. He has completed 8 Solo Macs on Lake Michigan and a Super Mac.

Here is how he responded to SC's questions:

How did you name your boat: Four owners, a preacher, a lawyer, a grant writer-business consultant and an obstetrician/gynecologist. Naming came down to LOOSE SHOES vs. Mystic Sperm. Go figure.

How did you learn to sail: As a 10 year old kid in Oklahoma where there is more shore line than in the state of Minnesota, I sailed dinghies till I was 30.

How did you get into single handed sailing: I started with double handed events on Lake Huron in the early to mid 80's on a J-24. I moved to Wisconsin in 1991 and bought my present boat in 1994 and with the help of Pat Nugent.

What GLSS jobs have you undertaken: Board member for two terms, Treasurer, Secretary, Vice President and President.

As a Board Member what are your primary areas of interest: Help the GLSS promote singlehanded challenges on all of the Great Lakes. Giving back to an organization that given me much pleasure and many new friends.

Any other comments of information about your sailing experience you wish to pass on: There are many aspects to keeping a quality organization healthy. I'm grateful for the many hours volunteers put into this organization and for the camaraderie of so many different personalities helping this organization work.

**Bill Tucker**, Corresponding Secretary

Bill sails GL<sup>3</sup>, a 1979 Beneteau First 30, from his home port at the Edison Boat Club in Detroit. Bill sailed his first Mac Solo from Port Huron in 2005 and received the President's Award. Bill has completed 5 Port Huron, 1 Chicago, 2 Trans Superior, 3 Erie, and one Ontario Solo Challenge. He also completed the Super Mac & Back in 2008 from Port Huron. Bill also sailed single handed, nonstop from Chicago to Buffalo, across 4 lakes and down 2 rivers just for fun.



Here is how he responded to SC's questions:

How did you name your boat: GL<sup>3</sup> is named for my wife Ginny Lee, my daughter, Lani and my foster daughter, Linda. The comment has been made that only an engineer could come up with a name like that – guilty as charged.

How did you learn to sail: In 1975, I bought a San Juan 26 and a book on sailing and taught myself to sail.

How did you get into single handed sailing: When we lived in North Carolina, I would often have time after work but no one to go sailing with me. The sails got longer and longer. Now that my wife is older and wiser, I can't get her to go sailing with me.

What GLSS jobs have you undertaken: I have been a presenter at several GLSS seminars.

As a Board Member what are your primary areas of interest: My primary interests are in communication

through the Solo Challenger. I am also interested in making basic single handed information more easily available to interested sailors.

Any other comments of information about your sailing experience you wish to pass on: As editor of the Solo Challenger, your comments and articles are most welcome. Members are encouraged to submit articles about their solo sailing experience.

## **5 every 6 Years – 2011 A Unique Year**

Every six years GLSS sailors have a unique opportunity to go solo racing in 5 lakes. The Solo Macs are offered every summer with simultaneous starts from both Port Huron and Chicago. Also each year, the Ontario 300 Solo Challenge and the Lake Erie Solo Challenge are offered. That brings us to 3 races each year. The Trans Superior Solo Challenge however is only offered on odd numbered years, so one can do Solo Challenges in 4 lakes every other year. Every 6<sup>th</sup> year there is a unique opportunity for those that want even more solo sailing. Since the Super Mac and Super Mac and Back are only offered every 3 years only every six years is it possible to do both a Super Mac and a Solo Trans Superior race. Though the second leg of the Super Mac is not a Solo Challenge it follows the same course as a Solo Mac in reverse and if you complete the Super Mac and Back you will have sailed the course of both Mac Solo races in the right direction. In case you missed it, you can't do a Solo Mac from both Chicago and Port Huron in the same summer since they are run simultaneously. If one does the Super Mac and Back plus the other three solo challenges that is 1943 NM of great solo racing. If all this is a bit confusing but you just want to spend most of the summer solo sailing go to the GLSS web site, [www.solosailors.org](http://www.solosailors.org) and sign up. Final date for application for the first races, the Mac Solos is May 30. GLSS members may submit applications after this date but will be assessed a late entry fee.

## **AIS – What’s it all about?**

The abbreviation AIS stands for Automatic Identification System. Over the last couple of years it has become a more popular electronic gadget on private yachts including several GLSS boats. The system is primarily intended to assist in avoiding collisions between boats and ships. AIS provides a means for communicating key information including a vessel’s identification, location, course and speed between vessels and also vessel traffic control systems.

There are two classes of AIS system in use today. Class A systems meet SOLAS requirements and are required for commercial vessels. Class A systems can both transmit own vessel information and receive information from other vessels. Class B systems are used on private vessels and may only receive information but need not transmit own vessel information. There are a number of differences between the Class A and B systems. The Class B systems are less expensive, and also less sophisticated. For example the Class B systems do not transmit at as high a power, do not send as much information about the ship, and do not send the information as frequently. The two systems can receive information transmitted by either system.

Class B system are made by several manufacturers and can be configured in a variety of different installations. The information received may be displayed on a chart plotter or radar showing other ships location, course and speed or it may be displayed in a table. A typical system will use the received information along with own ships information to determine the closest point and time of approach by each ship tracked. If the closest point of approach is closer than a preset distance an alarm will sound warning of a possible unsafe condition or possible collision. This collision warning methodology is similar to that used in most radar systems.

All class A system and class B systems with transmit capabilities transmit their information on VHF frequencies in one of 2250 time slots per minute. The system uses a sophisticated logic and monitoring

arrangement to keep one vessel from stepping on the signal from another. Class B systems may use the same VHF antenna as the VHF radio by use of a multiplexer or they may use a dedicated antenna.

You can learn more technical details about AIS by Googling “Automatic Information System”, but don’t try just “AIS” or you will discover just how many organizations have those letters as an abbreviation. For more information on the practical application of AIS, we asked several GLSS members who have AIS installed to tell us about their experience:

**John Ayres** - John sails RIP TIDE, a 1987 Cal 33 MKII. He has a Furuno FA-150, Class A system that has been installed through 2 racing seasons. Here is what John has to say about his system:

Currently the FA-150 is a standalone system with an auxiliary alarm and Multi-Function Display. I am working on interfacing the system with my Garmin Chart Plotter which may eventually be up-graded to a PC or Furuno Nav-Net Chart Plotter. I chose this system because the Multi Function Display was the exact size (6”X9”) as my old Raytheon Loran Display and did not require a Nav-Station tear-up. The Class A also enables texting and user selectable Navigation Information to be transmitted. This unit contains two separate GPS’s and VHF Radios. I use the system primarily for identifying other ship traffic and collision avoidance. I like to see what the other vessels in my immediate area are engaged-in (Push/Tow/ Moored etc.). I like to know what my “CPA and TCA” (Closest Point of Approach and Time to Closest Approach) is doing and possibly plan ahead to increase these values as necessary. Based on my experience I would pass on the following observations:

- The Lakers do not always up-date their destination information if they are constantly making the same trips back-and-forth in the lakes. In other words, they may actually be sailing away from the destination they are transmitting.
- Calling Vessels by name always gets a response over the VHF when they can identify you on their AIS.

The AIS system offers quick concise information regarding vessel traffic in your area and the risk of collision. In a marginal crossing situation I like to consider it a courtesy to hail the Vessel Traffic to let them know that I will be “tacking” (taking action) to increase the CPA. It is also much more likely for Vessel Traffic to contact you over the VHF when they see all of your navigation information (boat name, speed, course etc...) to discuss safe passage.

**Ken Verhaeren** – Ken sails KISMET a 1987 Nonsuch 30 Ultra. He has a West Marine Class B system installed for one sailing season with both transmit and receive capability. Here is what Ken has to say about his system:

Basic installation was simple and was mostly plugin. Connection to the chart plotter was more involve and requiring discussions with both Garmin and West Marine for correct wiring. My primary considerations in choosing this AIS were cost and compatibility with my Garmin chart plotter. Generally my system provides boat name, heading, speed, and closest point of approach. Heading back from the KING’S CUP in 2010 I seemed to be on a collision course with a laker. It provided information that cleared up the situation and also allowed me to call the ship by name. The year prior to installation a laker wanted to contact me and could only call for “the vessel in the location of”. Had I had the AIS then, he would have called me by name. I would buy an AIS prior to radar. The cost is much cheaper and gives you information that can prevent a serious problem. AIS also allows you to “see” another boat much sooner and to make plans accordingly.

**David Amatangelo** – David sails a 1980 Tartan 33, 1980 named VENTURE 30103. David has a Class B, receive only AIS installed, which is also his VHF radio, a Standard Horizon Model 2100. It has been installed for one sailing season. Here is what David has to say about his system:

My AIS VHF radio combination is hooked up into my Garmin chart plotter, a model 546s. I have my Garmin installed so I can swing it into the companion way, the screen on the radio is quite small and the radio is down

by the chart table. This way I have a visual picture almost 100% of the time of the freighters on the lake that are close to me. My chart plotter screen is about 3 x 4.5. I chose this system because I needed a new radio, and last year 2010, is when the Standard Horizon model with the AIS first came on the market. I spent a little more for the radio and was able to have the advantages of the AIS system without the need for a special receiver. The receiver would have cost more than the radio and might have needed its own antenna. The most important part is it’s picking up primarily freighters that I am unable to see. It tells me who they are, course, speed, and with the setup there is also a warning range based on my position that I can set up on the radio from 1 mile up to a 50 mile radius. Last year there were a number of us near Long Point between 12:00 midnight and 1:00 AM. There was a good amount of traffic and one freighter that I could see very easily but visually I could not tell which way he was going. The target range on the chart plotter helped me understand how he was moving and I called him on the radio to ask how he would prefer we pass one another. I was able to call the vessel by name and I was reassured that he knew who I was and more importantly where I was. I could also tell where Bill in GL<sup>3</sup> was at all times as well. I found that very frustrating because he was in front of me and I wasn’t closing the gap. Having AIS on board just made me feel a lot more comfortable especially if I was going down for a nap it could see farther than I could plus I had a much better feeling if there was a freighter on the horizon I knew it’s course and speed.

**Blair Arden** – Blair sails OTIS B. DRIFTWOOD a Columbia 26 Mk2. For two racing seasons he has had a Class B receive only AIS installed a Smart Radio SR161 AIS Receiver and a Vesper Marine AIS WatchMate display. Here is what Blair has to say about his system:

On my boat, because my GPS provides NEMA data to a number of my instruments, I created a “GPS buss.” When I added AIS, I created a parallel “AIS buss” that is tied to the GPS buss for power and GPS data in. The AIS output can be seen on my chart plotter, but since it is off most of a challenge, AIS information is also sent to a dedicated AIS display. I have also noted that the dedicated display is much better suited to AIS than my

chart plotter. Even when everything is on, I only use the data from the dedicated display. I chose this system because on my boat, power usage and power conservation are critical. I do not have the ability to charge batteries once I start the challenge. I do not continuously run my GPS chart plotter, but its antenna is active, meaning it is always sending NEMA data even when the chart plotter is off. That data is fed to my AIS receiver, which combines it with the decoded AIS signal, and sends the result to the WatchMate display.

Together, my AIS receiver and the WatchMate draw about 0.2 amps, making this solution the lowest power draw of all the available options. My display provides a radar-like display of all vessels (with their name) within the selected range. It computes the bearing and range to each vessel. It computes the closest point of approach (CPA) and time until CPA (TCPA). Alarms may be based on these and other factors. Having the vessel name makes for easy and professional communication with them. I have been able to comfortably travel in thick fog, where previously I would have been very nervous. I was able to give others a heads up that they were on a collision course with a ferry in Lake Erie.

**Bill Tucker** – Bill Sails GL<sup>3</sup> a 1979 Beneteau First 30. He has had a Raymarine 500 Class B AIS Transceiver with both transmit and receive capability. It is connected to a Raymarine C70 chart plotter.

The Raymarine 500 is basically a black box that interfaces with the C70 plotter to provide both a graphical display of target vessels and a table with appropriate information. The Raymarine 500 comes with a dedicated GPS antenna which I mounted on the deck near the stern. I also installed a dedicated VHF antenna on the stern rail but wired the system so I could use either the antenna on the stern or my mast head VHF radio antenna through a multiplexer in the AIS unit. The stern mounted antenna proved quite adequate. Since the multiplexer would reduce the signal to my VHF radio I chose to use the stern mounted antenna. The Raymarine 500 is not fully compatible with the C70 chart plotter so to turn off the active function the GPS transducer can be unplugged from the AIS module. The Raymarine 500 was selected primarily

because it was compatible with the rest of my Raymarine instrumentation. I wanted an active system so that others would know where I was. The system displays both target information on the chart plotter and a table listing all the contacts. One can click on the targets to display added data such as course and speed. One can also set an alarm distance and time for closest point of approach. Displays could and user functions could be made easier to use. The system certainly gives a good picture of what the commercial traffic in my area is doing. I wish all the small vessels, GLSS competitors in particular, also used the system in the active mode. Last year during the Erie Solo Challenge there was a lot of traffic as I approached Long Point. Blair Arden called me and told me a freighter was trying to contact me on Channel 16. I usually monitor Channels 9, 16 and 72 but I had failed to put my radio back in the monitor mode after a conversation on channel 72. I talked to the freighter who was coming out from behind Long Point with several other freighters in a crossing situation and agreed to change course slightly to give him more room. After the race Blair told me he found my active AIS quite annoying as it frequently gave him alarms. I told him the solution was simple, he just needed to increase the alarm radius and stay farther behind me.

### **3 in 1 Race**

When someone mentions “3 in 1” I think of a small can of multipurpose oil. For GLSS members 2011 is the second running of the Super Mac and Back, a race that is really 3 races in 1. Starting at Port Huron or Chicago and ending off Mackinac Island the first race is the Mac Solo Challenge. If you continue on past Mackinac Island to either Port Huron or Chicago and you have completed the Super Mac. If you round the buoy at Chicago or Port Huron and head back to your starting point, you have completed the Super Mac and Back. The first Super Mac was run in 1981 from Port Huron to Chicago, before the initiation of the Mac Solo Challenge from the Chicago side in 1997 and has been held every three years. In 2002 the Super Mac from the Chicago side was initiated. After going all that distance from home it was asked, “why not race home also”, and in

2008 the first Super Mac and Back was held with two sailors completing the course from each side. So if you complete the Super Mac and Back you have completed 3 races. If you complete all three races you are awarded medallions of increasing size for these accomplishments. The Port Huron Mac is a 230 NM race and the Chicago Mac is a 287 NM race. Add these up and the Super Mac is a 517 NM race. Double this for 1034 NM and the Super Mac and Back is, without question, the longest sailboat race in the Great Lakes!



**The 3 Mac Medallions**

Race	Nautical Miles
Port Huron Solo Mac	230
Erie Solo	271
Chicago Mac	287
Ontario 300 Solo	300
Trans Superior Solo	338
Super Mac	517
Super Mac & Back	1034

## Notice to All

The next Solo Challengers will be posted on the GLSS web and blast mail sent to let you know they have been published. The Solo Challenger published just before the annual meeting along with proxy statements will be sent out by snail mail.

## Please use PayPal ®...PLEASE

GLSS has started to use PayPal ® for most routine payments such as race entry fees, annual dues and AGM fee. It makes life a lot easier for us if you use PayPal ® rather than send in a check. You do not need to have a PayPal ® account to use PayPal ® provided you have a credit card. Also PayPal ® will not maintain a record of your personal information if you do not want it to. So please help us and use PayPal ®. The truth is we would rather be sailing than mailing checks to the treasurer!

## Want to contact contributors or board members?

Phone numbers and e-mail addresses for Board Members and contributors can be found in the member's only section of the GLSS web site. Also Board Members, Race Chairs, etc. can be contacted through the "Contact Us " button on the left side of the GLSS home page.

[www.solosailors.org](http://www.solosailors.org)