



Great Lakes Singlehanded Society

Annual General Meeting

January 23, 2021 — Agenda

Time: **Jan 23, 2021 06:00 PM Eastern Time (US and Canada)**

Join Zoom Meeting

<https://zoom.us/j/98989340206?pwd=SlAwUGR4SVduVzlpV0JzUGxNT25GZz09>

Meeting ID: **989 8934 0206**

Passcode: **785348**

Call to Order: 1800 Eastern Time

Introduction

Treasurer's Report

Challenge Completion Awards

2021 Challenge Race Chairs and Dates

Milestone Challenge Completions Awards

Proposed New Directors and Vote (*see attached bios for Ron Smallbone and Russ Krock; voting will be conducted using Zoom's polling feature*)

2021 Slate of Officers (*see attached Proposed 2021 Officers*)

Voting Issue (*see attached Proposed Equipment List Item and information sheet; voting will be conducted using Zoom's polling feature*)

Reminder — only members who have paid their 2021 dues are eligible to vote

For the Good of the Order

Adjournment



Russ Krock

Ahoy Sailors of the GLSS,

My name is Russ Krock and I sail a Schock 35 named "Schock & All" out of the Sandusky Sailing Club on Lake Erie. I have completed the 2018 Erie, 2019 Chicago Mack, 2020 Port Huron Mack, and 2020 Erie. While I am fairly new to the organization, I have met many great members and would like to pay forward if I can as a member of the Board.

Prior to learning about the GLSS and the events in an informational seminar in 2017 presented by Lease Schock and Rob Burger, I spent the previous 15 years or so mostly buoy racing and some longer distance challenges including the Mills, Port Huron Mack, and Trans-Erie with a full crew of 10

on board. I have learned that the boat was designed perfectly for 1 person until you need to gybe.

I live in Granville, Ohio with my wife Kathleen. We have 3 children Olivia, Thomas, and Madeline, aged 25, 22, and 22. And of course Skipper our golden retriever. My wife and I are both Civil engineers and are involved with separate companies doing work around the State of Ohio.

Russ Krock, "Schock & All", Schock 35, Sandusky Sailing Club, USA 42058, rkrock@adrinnovation.com



Ron Smallbone

I was introduced to sailing at the age of 8 by my late Father on board our family 'day sailor', a 16' trailerable dingy, with a pivotal retractable centre board, sailing out of Port Credit, Ontario, Canada.

In 1988, I joined the Port Credit Yacht Club (PCYC) and in 1990 I bought my first and so far, only keel boat, a 1987 Mirage 275 called 'Epiphany'. I immediately started club racing and was often 'stuck' trying to scrounge crew

members. In 1994 I started taking part in the single handed race series out of PCYC, which I still take part in. I also took part in many Lake Ontario 300 double handed races.

In 2005-2006, after retirement, I single handed my boat from New York City to Varadero, Cuba, stopping in many ports and cities along the way from New York to Florida. I completed my first solo Lake Ontario 300 GLSS challenge in 2013 and became a life time proud member. I have successfully completed 11 GLSS challenges, completing solo challenges on each of the 5 Great Lakes, receiving the solo five Lakes award at the GLSS AGM in Toronto on January 20th, 2018.

Although my home port is PCYC, I consider, my fellow GLSS members friends and 'family' many whom have welcomed me and helped me with logistics, canal transits, equipment failures, and unselfishly, put me up in their homes and home clubs.

I would respectfully request a position on the GLSS board representing Lake Ontario 300/600 GLSS challenge.

Ron Smallbone, "Epiphany," Mirage 275, Port Credit Yacht Club, Toronto, ronsepiphany@bell.net

Proposed Slate of Officers for 2021

<i>President</i>	Rob Burger (2nd year)
<i>Vice President</i>	Kris Kimmons
<i>Recording Secretary</i>	Noel Brockman (3rd year)
<i>Treasurer</i>	Mark Gannon
<i>Webmaster</i>	Joey Baker (5th year, past President)
<i>Director/Mac Chair</i>	Elisabeth Reichling (2nd year as Mac Chair)
<i>Director</i>	Jeff Stack (past Treasurer)
<i>Director</i>	Ron Smallbone
<i>Director</i>	Russ Krock

Proposed New Auxiliary Propulsion Requirement — Information

Background

During recent GLSS challenges, participants with boats with *minimal* outboard engines (very small with integrated fuel tanks) have removed the engine from the transom for optimal weight placement.

Our current Required Equipment List does not specifically require sufficient auxiliary propulsion such as required in many other sailing events (i.e., Bayview Mackinaw Race, Chicago Mackinac Race, and several others) in order for sailors to participate.

During the 2020 Port Huron to Mackinac Solo Challenge, a very unfortunate incident arose where a small sailboat was dismantled in very adverse conditions, beating in excess of 20-25 kts, cold, wet and in the middle of the night with waves 4-6 feet.

The skipper (a very experienced sailor who has completed multiple Solo Challenges prior to this) did not have his outboard engine ready to be deployed because it had been removed and stored inside the cabin. The conditions were such that it was not safe for him to re-mount his engine. Additionally, because the engine was very small with a built-in fuel tank it wouldn't have provided enough propulsion or fuel supply in those conditions to motor to a port or otherwise seek shelter.

Fortunately for the skipper, he was able to secure his mast on the boat and summon a rescue by the US Coast Guard, who removed him from the boat about 12 miles east of Bois Blanc Island. The boat was then left to drift for the next 22 hours, during which time it was carried about 25 miles to a point about 15 miles northeast of Rogers City. The skipper eventually managed to retrieve his boat the following day and tow it back to port.

Looking for a reasonable solution

Following an in-depth review of the incident by the GLSS Board of Directors, several issues were identified and the Board turned its attention to the list of required equipment to see if there was a way to avoid a similar incident in the future. The result of the Board's deliberations is the following proposed amendment to the Required Equipment List, which is a slight modification of the rule used for the 2020 Bayview Mac:

"A boat shall have a mechanical propulsion system that is permanently installed or mounted in an immediately deployable position and capable of driving the boat upwind with positive progress in Force 5 (Beaufort Wind Scale) wind conditions (sustained 17 to 21 knots) without sails for ten (10) hours."

Installation of the boat's engine must conform to ISO and/or U.S. Coast Guard or Canadian Coast Guard standards."

Requiring boats to have **adequate** auxiliary propulsion seemed to be the most reasonable preventative measure, because nearly every boat participating in GLSS challenges already meets the proposed requirement.

What does it mean?

The intent is to make it more practical for the skipper to engage the boat's auxiliary propulsion, when the sails can no longer be used, to avoid immediate danger in adverse conditions.

The question has been raised as to whether the new requirement would preclude the use of outboard engines as auxiliary propulsion. *It does not.* There are numerous installations of outboard motors that already comply with the proposed requirement. They are mounted in such a way that they can be swung out of the water during sailing, but easily lowered into the water when needed, and they have the fuel supply and battery already connected.

Generally speaking, an engine would have to be ready for **immediate deployment** and have **sufficient power** and **enough fuel** to get to port, get to a sheltered anchorage or hold off a lee shore in adverse conditions and for a sufficient amount of time to be useful. The requirement that the engine be "*capable of driving the boat upwind with positive progress in Force 5*" means that the engine needs to be able to keep the boat from losing ground to leeward in about 20 knots of wind. There is no speed requirement but it needs to be more than zero. This is a minimal requirement.

What if?

In the incident that happened in June, the disabled boat drifted at an average speed of a little more than 1 knot for 22 hours. Luckily, the wind direction was pushing the boat toward the open lake and not toward shore. Had the wind direction been NNE instead of WNW, there would have been a lee shore only about 10 miles away, and the outcome may have been very different; especially given that the sustained winds were actually Force 6 - 8 for about 8 hours (well above Force 5). Had adequate auxiliary propulsion been usable, the skipper likely would have been able to at least ease the motion of the boat and maintain position until conditions improved about 6 hours after the dismasting; thereby avoiding the need to call the Coast Guard and leaving the boat adrift.