LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION

LAKE MICHIGAN Surf

THE OFFICIAL NEWSLETTER OF THE LAKE MICHIGAN SAIL RACING FEDERATION

2007
VOLUME 3

MEMO FROM THE COMMODORE

By Donald M. Thinschmidt

On behalf of the staff, the Officers, the Board of Directors, Committee Chairs together with their respective staffs and myself, thank you for your continued support and participation throughout the past sailing season. Needless to say, it has been a wonderful season upon which one can reminisce. However, such should only by undertaken with the attitude of looking toward next year and what further can LMSRF offer to its membership. The season has been great for 2007 and we are looking forward to an even better year in 2008.

I would respectfully ask that you review the "mission statement" of LMSRF and upon your review consider how LMSRF can further benefit the sailing community and Lake Michigan boating. Now is the time for each of us to review the sailing activities for the past year and establish our goals and objectives for the 2008 season. To assist in that regard, I would ask that you review LMSRF online and also the past yearbook. There is much for us to consider and tremendous expertise and resources to draw upon while planning our activities and schedule for 2008.

The energy and effort along with donation of time, expertise and financial sums invested and supported through our sailing community has been commendable. LMSRF has taken these past experiences and now is the time to reflect, make a plan, organize and set our course for the 2008 season on Lake Michigan, which we would like to see commencing with strictly sail.

In our review of the membership and what LMSRF can offer, I believe LMSRF offers some clearly beneficial

(Continued on page 6)

Thank You

By Todd Wake, Grant-In-Aid Recipient

LMSRF Members,

I'm writing to thank LMSRF for the grant our team (Todd Wake, Kristine Wake, Dan Moriarty) was given to help with our trip to the International Lightning Class World Championships in Piraeus, Greece. The event was a wonderful experience. More memorable than the sailing was the camaraderie between the 12 nations represented.

Thank you, Todd Wake

The 2007 ILCA World Championships

I arrived in Piraeus on Friday, July 20. Greece was experiencing a record heat wave (100+ every day) while record rainfall was snarling air traffic in Northern Europe. It was the second day of the European Championship/ Master World's being held over the three days lead up to the World Championship. I walked down the hill to the

(Continued on page 13)

2008 LMSRF BOARD OF DIRECTORS

COMMODORE & DELEGATE TO US SAILING	Donald Thinschmidt dmtesq@aol.com
IMMEDIATE PAST COMMODORE & NOMINATING CHAIRMAN	Donald Crandall d.crandall@comcast.net
SECRETARY	Helen Mueller cookiemueller@wi.rr.com
TREASURER & FINANCIAL REVIEW COMMITTEE	Nancy Glover nancy.glover@ey.com
OFFSHORE COUNCIL CHAIR	TBD
ONE DESIGN COUNSIL CHAIR US SAILING NATIONAL OFFSHORE COUNSIL DELEGATE	Gene McCarthy estaes@sbcglobal.net
YOUTH COUNCIL CHAIR	Joey Harris harrisj@cityoflakeforest.com
AREA I VC	Andrew John Thanos AJT@new.rr.com
AREA II VC	John Archibald john.archibald@hp.com
AREA III VC	Jim Gignac jginac@elgindairy.com
AREA IV VC	Bob Harvey bobh@bobalong.net
AREA V VC	Linda Orlow orlowlg@hotmail.com
JUDGE ADVOCATE/GRANTS CHR. & ALT. DELEGATE TO US SAILING	Dean S. Cady deancady@aol.com
ADVISORY COMM. CHAIR	Peter Reichelsdorfer pete@windway.com
FINANCIAL CHAIR	David F. Radtke David.radtke@rbcdain.com
RACE ADMINISTRATION & CHAMPIONSHIP COMMITTEE	Bob Pegel sailing@elknet.net
MEASUREMENT RULES	Tom McIntosh mcmisty@ameritech.net
AREA III ADMINISTRATOR	Stan Bailey sailer41@att.net
APPEALS CHAIR	Robert Sargent rsargent@concentric.net

LMSRF STAFF

EXECUTIVE SECRETARY COMMUNICATIONS	Donn Eurich Nancy Hawkins
FINANCES MEMBERSHIP & MEMBERSHIP SERVICES	Donna Devereaux Kelsey Gregory & Denise Vaughn
ADMINISTRATIVE ASST. WEBSITE ADMINISTRATION	Heather Frasier Katie HC Poindexter

Lake Michigan Surf is published three times a year by the Lake Michigan Sail Racing Federation (LMSRF). Advertising opportunities are available. Acceptance of advertising does not imply endorsement or approval of the product or services advertised. LMSRF reserves the right to refuse any ad that they consider inappropriate and does not hold to the standards and principles of the association. We accept unsolicited manuscripts but reserve the right to edit due to space limitations. Opinions expressed by guest writers do not necessarily reflect view of the LMSRF or Eurich Management Services. Please send address changes, membership inquiries, and advertising requests to LMSRF, 3225 W. St. Joseph, Lansing, MI 48917. Phone 517-327-9207, Fax 517-327-0495, email nancyh@eurich.com. The newsletter goes to all LMSRF members.

BOAT & GEAR DONATIONS - TIME'S RUNNING OUT!

By Glenn McCarthy, LMSRF Donations Chair

The tax man lurks around the corner and time is running out to get those donations made in 2007. For those of you with a boat or yacht to donate, typically the decision is made based on believing in the goals of the organization you donate your boat or yacht to. Did you know that over 85% of your donation is invested in LMSRF Endowment fund in perpetuity? It is comforting to know that your donation won't be squandered on overhead like some charities do. Next, the Endowment Funds interest (on a three year average) is awarded to sailors in need. Whether it is a college student needing to get their sailing school certification for a summer job, a youth wanting to attend a national or international competition away from home, or an adult team going for a national or international title. We know that these investments improve the knowledge base of the sailors on Lake Michigan and helps keep all of us on par with the world sailing stage. If you are ready to support these ideals, please contact Glenn McCarthy at (630)294-5056 for more information.

Should you have smaller items (dinghies, boat gear, etc.) please take them to our partners at Nautical Donations inside Crowley's Yacht Yard (Go to Crowley's gear store). The store folks are friendly and helpful and have the forms for your donation and will show you where to unload your donation. For more directions and information go to www.nauticaldonations.org.

LMSRF ANNOUNCES SECOND HALF OF 2007 GRANT RECIPIENTS

By Dean Cady, LMSRF Grants-In-Aid Chair

Andy Carmarda - 2007 Int'l 110 Nationals Kingston, Canada	$650
Betsy Altman - US Women's Sailing Championship - San Diego, CA	$1,000
Tracy Hixon - US Women's Sailing Championship - San Diego, CA	$1,000
Mark Johnson - YRUGL Richardson Trophy - Rochester, NY	$1,300
Robert Sansome - YRUGL Richardson Trophy - Rochester, NY	$1,400
Dustin Domer - 420 North American Championship - Long Beach, CA	$350

There's a few more in the pipeline being considered before 2007 runs out. Congratulations to all. Apply for a grant today by going to your yearbook or www.lmsrf.org to learn how.

THE LMSRF VOLUNTEERS,WHO ARE THEY?

By Glenn McCarthy

Helen "Cookie" Mueller of Milwaukee, Wisconsin joined the LMSRF Board of Directors first as the Youth Council Chair in 2002 through 2006 and has served as the Secretary of LMSRF since.

Mueller is one of ten children and grew up on a farm in Manitowoc, Wisconsin. In college she received her Bachelor and Masters Degrees from the University of Wisconsin - Milwaukee. That led to a 32-year career in teaching elementary school in the Milwaukee Public School System. Between Mueller and her LMSRF Vice Commodore husband John Archibald, they have six children and ten grandchildren.

Even though she grew up within miles of Lake Michigan, she had never been on a boat until she took sailing lessons at the Milwaukee Community Sailing Center at the age of 32. The combination of wind, sails and water intrigued her and continued to pursue her newly found love of sailing. That led her to South Shore Yacht Club.

Mueller joined South Shore Yacht Club in 1986 and was elected to the Board of Directors in 1988. She was appointed Junior Advisor in 1988 and served in that capacity through 2002. After serving as Rear Commodore and Vice Commodore, she was elected as Commodore in 1996. Mueller was the first woman to be elected Commodore of South Shore Yacht Club. She served two terms as Commodore for SSYC in 1996 and 1997.

Mueller's major hobby is sailing. She spends her summers involved with sailing, youth and Lake Michigan. Mueller and her husband are co-owners of TARDIS, a Cal 43 sailboat. She also sails out of SSYC with the Tartan Ten Fleet on Wednesdays and weekends. Fridays she races with the double-handed fleet and on Mondays with the Milwaukee Bay Women's Sailing Organization. Her love of racing has led her to sail 23 Queen's Cup Races, 15 Hook Races and 2 Mac Races. One of the highlights of her sailing career was competing in the U.S. Women's Sailing Championships in Rye, New York in 2005.

One of her favorite stories was sailing in the 1995 Chicago Mackinac race on TARDIS. On Sunday afternoon a squall hit the fleet. TARDIS anemometer hit 70 knots. The jib needed to come down, before God did it for them, and the "men" scrambled below to don their raingear. This left Mueller and her stepdaughter to work their way up the vertical deck to get the jib down. This helped get the boat back on its feet to continue racing. Moments later, they saw Pied Piper (GL70) coming back at them, with shredded sails, now mastless and heading back to Chicago. Mueller appreciates the telephone pole for a mast on TARDIS. As she said, "We survived the storm, finished the race and drank our share of rum on the island."

Throughout the year she volunteers with various youth organizations. In 2003 she was appointed President of the SSYC Junior Sailing Foundation, a position that she still holds today. Mueller is also the current President of the Milwaukee Community Sailing Center. As a teacher and a sailor, her goal is to help all Milwaukee area youth have access to sailing and Lake Michigan. Working with these organizations helps to make this a reality.

The next time you see Cookie Mueller, or get the chance to meet her, please give her a thank you for her diligent work for LMSRF and the youth sailors.

CHAMPIONS ANNOUNCED

By Gary Hendrickson, 2007 Offshore Council Chair

2007 LMSRF "BEST ON LAKE MICHIGAN" OFFSHORE SEASON CHAMPIONS were announced recently at the LMSRF Annual General Meeting at the Chicago Yacht Club. See series results summary sheet. Without exception, the contests for the top rankings in each of the series this year was very tight, and the series award-ranked skippers had a hard fight to get there and are indeed the best of the best on Lake Michigan.

A check through the fleet award winners shows that they include quite a few of the perennial top competitors, but there are a few new surprises among the top rankers this year! And note that FLAGS, SCOUT and BLUE HEAVEN, boats out of Milwaukee Bay, Racine harbor and Waukegan Harbor together dominated the PHRF fleet season series.

99 skippers entered LMSRF's Best On Lake Michigan championship series this year: 25 were scored in PHRF fleet (highest since 1995) 15 in T-10 fleet (highest since 2004), 24 J/105's (highest ever), 13 Beneteau 40.7's (highest ever), and 22 in Beneteau 36.7 fleet (highest ever).

Awards have been presented or are in distribution. Congratulations to all award-winning skippers, and a big Thank You to all competitors for your entry this year.

2007 LMSRF "Best On Lake Michigan" Offshore Championship Series
2007 LMSRF Offshore Series Champions

Best BENETEAU 40.7 On Lake Michigan	1st Overall:	TSUNAMI	Donald Hayes
	2nd Overall:	VAYU	Ron Buzil
	3rd Overall:	LA TEMPETE	Tom & Deb Weber
Best BENETEAU 36.7 On Lake Michigan	1st Overall:	PROGRAM	Warren Levins
	2nd Overall:	BELLA LUNA	Joseph Hyla
	3rd Overall:	TRIED & TRUE	Robert Foley
	4th Overall:	RALLY	Paul Sctscherban
Best J/105 On Lake Michigan	1st Overall:	MESSY JESSIE	Dorin Candea
	2nd Overall:	RED PORT LEFT	Martin McKenna
	3rd Overall:	VYTIS	Tom Petkus
	4th Overall:	NEW WORLD	Robert Smith
	5th Overall:	CARESS	Jon Weglarz
Best TARTAN 10 On Lake Michigan **The LMSRF T-10 Championship Trophy**	1st Overall:	AMERICAN FLYER	Steve Knoop
	2nd Overall:	WILD NORWEGIAN	Arvid Eiesland
	3rd Overall:	TANGO	Martin Plonus
	4th Overall:	CHEAP THRILL	Tim & Nancy Snyder
Best LM-PHRF Boat On Lake Michigan **USS Constitution Trophy**	1st Overall:	FLAGS	Bob Sample
	2nd Overall:	SUE	James Muller
	3rd Overall:	FINE LINE	Rich Montplaisr
	4th Overall:	SCOUT	Jamie Hummert
	5th Overall:	BLUE HEAVEN	Richard Chapman

The PALMER JOHNSON/EDWARD WILLMAN Offshore Team Championship Trophy

2007 Champions are the Area 3 Team:	SUE	James Muller
	FINE LINE	Rich Montplaisr
	GOBLIN	Lindy Thomas

Olympic Games in Chicago In 2016 And Its Impact On Sailing – Part I

By Glenn McCarthy

Chicago is an early leader in the competition to host the 2016 Olympic Games. While nothing in the world is perfect, here is what the proposed upsides, and downsides might be for Chicago sailing in general –

Upsides

A brand new harbor at 31st Street (just South of McCormick Place) would hold the Yachting Games. This will be right across Lake Shore Drive from the housing compound of all athletes (sailing in Atlanta, GA in 1996 actually was 226 miles away held in Savannah, GA and in Qingdao, China in 2008 will be 515 miles away from the rest of the athletes who will be in Beijing). Chicago will provide a much better memory for Sailing competitors.

It is expected that many Lake Michigan sailors will be involved with Race Management duties, support duties, and contribute to the experience of the Olympic Movement. Top level race managers from around the world will be brought in, providing opportunities for our race managers to see how others do the job.

In the 2 or 3 years leading up to the 2016 Games, Chicago needs to bring the World's Championships of the Olympic Classes to Chicago and have the Yacht Club's in the area (through coordinated efforts) work together, to prepare the athletes of the world for sailing in our Lake's conditions and give them knowledge of the inner-workings of our City ahead of time.

Downsides

We wish there weren't any, but the big one is that in the initial bid package submitted and accepted by the United States Olympic Committee by Chicago and now being presented to the International Olympic Committee, included that Monroe and DuSable Harbors would be shut down completely at least for one-year (2016). Monroe/DuSable is the planned event site for our brethren in other boats - the Rowing events. This displaces 1,600 recreational boats in these harbors. Potential plans for these boats include: mooring boats in the harbor area (with improved breakwater entrance) just north of the Water Filtration Plant; a long wished for marina at Navy Pier; and at the soon to be built 31st Street Marina. Access by boat to the docks and facilities at Chicago Yacht Club and Columbia Yacht Club would be closed for at least an entire season. Security is of the utmost at the Olympic Games. Access to Columbia and Chicago Yacht Club's might be impacted during the games. The impact to racing (NOODs, Verve, Mackinac, Colors, Fran Byrne, Chicago to St. Joe, etc.) could present some very interesting challenges throughout the summer.

The Chicago Yachting Association has proposed an alternate to Chicago's original bid. It entails installing a breakwater outside of Monroe/DuSable harbors parallel to the existing breakwater. Then hold the Rowing games outside of the Monroe/DuSable harbors. They have called this the Legacy Plan. It now has been proposed to Mayor Daley and is now being proposed to the organizing committee.

See the next issue of the newsletter for Part II.

MEMO FROM THE COMMODORE
(Continued from page 1)

opportunities to new sailors as well as the experienced. In the coming months, it is my specific intent, along with assistance of our Committees, Officers, Chairs and Staff to educate you in what opportunities through LMSRF are in fact available to our membership as well as the member yacht clubs in addition to qualified financial assistance, which is tremendous perk and available pursuant the Grants-in Aid program which I would recommend you all review. Beginning with Strictly Sail in Chicago, where we will have a booth, it is our intent to emphasize the numerous benefits, which are available and intended to be utilized through your continued membership with LMSRF. At the same time, we are also asking for additional recommendations and inquiries so that LMSRF is better able to service your membership as well as your yacht club and community.

LMSRF is also following up on making regatta and yacht club information readily available along with other scheduled area racing and entertainment events. One of our goals is to make sailboat racing information on Lake Michigan readily available through LMSRF along with Seminars and other related and scheduled social events listed well in advance so that you will be able to schedule participation in a timely and well planned manner. It is our intent to have our Sailors grow in education, experience and expertise in every phase of sailing and sailboat racing.

Another matter, which I wish to call to your attention, is the manner in which financial aid is available to individuals and also qualified activities through the Grants-in Aid program. I would specifically ask that your review the recent resolution passed in this regard pertaining to assistance in sailing programs as well as individual assistance for noteworthy sailboat racing event participation. However, to be able to qualify for any of these financial benefits, you must be and LMSRF member. The benefits of the Grants-in Aid program are truly remarkable, substantial and intended to be fully utilized by the membership.

Our junior sailing program of participation and scheduled events has continued to be very successful. Not only have the Lake Michigan junior sailors been successful on Lake Michigan but also avail themselves to travel with the junior sailors have greatly assisted in the character and sportsmanship as well as competitive nature of our young Corinthian sailors. We also want to take this opportunity to thank them and look forward to working closely with them for the 2008 season. I would further ask however, that the full membership of LMSRF continue to assist with this development of our young sailors in that such is the very essence and future of our sport. Consider next year inviting young sailors to participate and sail with your respective racing/ cruising crew. From experience, I know most of these young sailors would love to also have the opportunity to sail/race on the bigger boats. For them, any boat larger than an optimist dingy, 420 or Laser is a bigger boat. We look for this support from our entire membership. We need boats of every size participating and supporting our involvement and events across all of Lake Michigan.

“Consider next year inviting young sailors to participate and sail with your respective racing/ cruising crew.”

Another area I would like to see developed is our LMSRF membership for sailors or potential sailors age 17 years through 28 years in that there seems to be a gap with our college age memberships and those initially beginning their careers in life. However, these are our sailing racers of tomorrow and for many of us that is our next generation. College and Universities around the lake also need to become aware of the benefits, which they can derive from LMSRF Membership. The Grants-in-Aid program is also clearly available to this age group in many competition situations. Nothing would please us more than to see Lake Michigan qualified racers continuing to compete successfully on a national as well as international basis. Also, it needs to be noted that the use of these specific funds is clearly intended for such a purpose. Check it out!

Our goals for the coming year include not only offering more services in the Lake Michigan Sailor but additionally, supporting Yacht Club and member participation while having our membership activities and information readily available and online. Make it personal! Become involved and share in our future.

With your year end tax planning, it is also important also to note that LMSRF is a
501 (c) (3) Charitable Organization, which continues to

(Continued on page 13)

Match Racing Championships on Lake Michigan

2008 LMSRF MATCH RACE CHAMPIONSHIP WILL BE SAILED MAY 16-18, TOGETHER WITH THE AREA K QUARTER-FINALS FOR THE 2008 US MATCH RACE CHAMPIONSHIP, IN SHEBOYGAN, WI. This is late -breaking, very exciting news! US Sailing's US Match Race Committee has elected to run a separate Area K qualifier event on Lake Michigan at Sheboygan this year. This competition will be conducted concurrently with LMSRF's Lake Michigan Championship in a single event, sailed in Sonars, and is hosted by Sail Sheboygan Ltd.

Lake Michigan sailors may compete in both competitions in a single regatta this year. As a special attraction for all invited teams, this event will include a Friday match racing workshop / clinic presented by a well-known internationally-ranked match race tour competitor. See the NoR posted off homepage bulletin at www.lmsrf.org

Note that this event also serves as the LMSRF Richardson Trophy Regatta qualifier for Lake Michigan sailors. And especially interesting to potential entrants is that the US SAILING Match Racing Committee will conduct the Area E & K qualifier for the US Sailing Match Racing Championship (Prince of Wales Bowl), also in Sonars, at Sheboygan 3 weeks later in June.

LMSRF AREA Update

AREA II UPDATE

By Nicholas Hayes, S/V Syrena #46409, Member SSYC

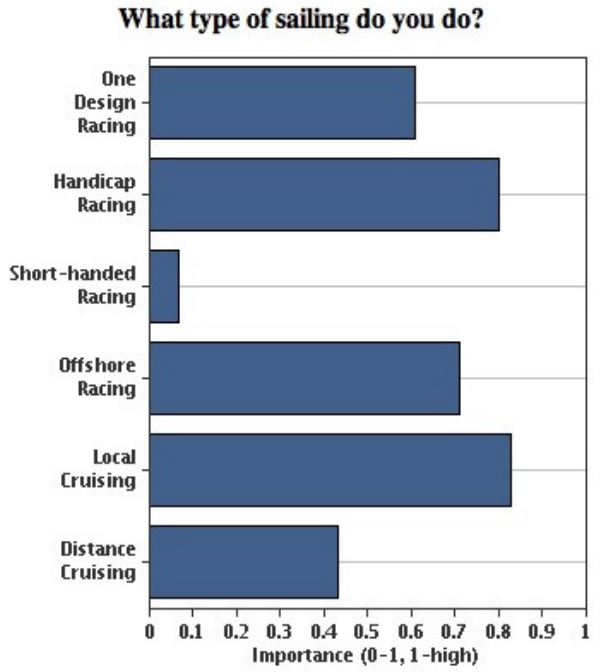
Facts About Participation in Area II

A little over a year ago, a group in Milwaukee got together to survey racers in order for area clubs to improve their programs. About 285 people - skippers, crew, representatives of 4 clubs - ODs and PHRF sailors participated in a 30 question in-depth interview.

While it is specific to a region, it is a large, highly representative sample of racing sailors, and I'll bet that some of the lessons in Milwaukee will apply elsewhere. So here are some highlights.

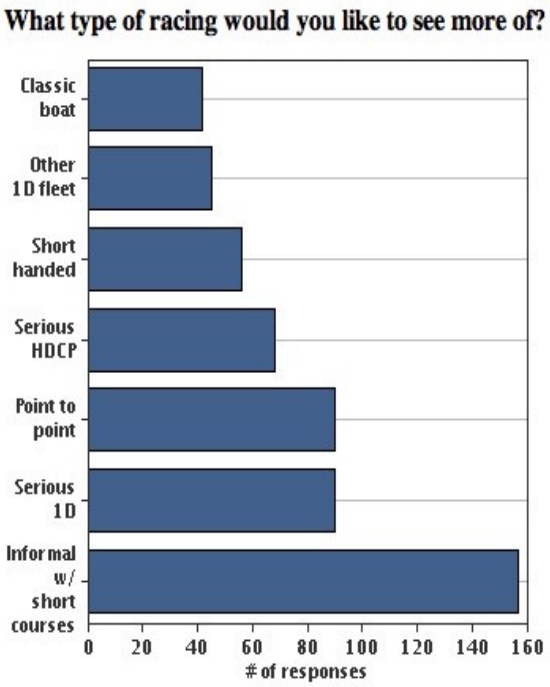
What do you do most of? (Importance of activity, based on participation)

Most racers compete in handicapped events, and those that do sail around buoys and point to point. There is an important and dedicated OD contingent, but programming around PHRF meets the needs of most.



What do you want to do more of?

Most racers want less formality, more starts and quicker on and off the water. More important is that new ODs and boats designs (or lack of them) do not drive participation. You can conclude from this that if events and schedules were improved people would race the boats that they have more often.

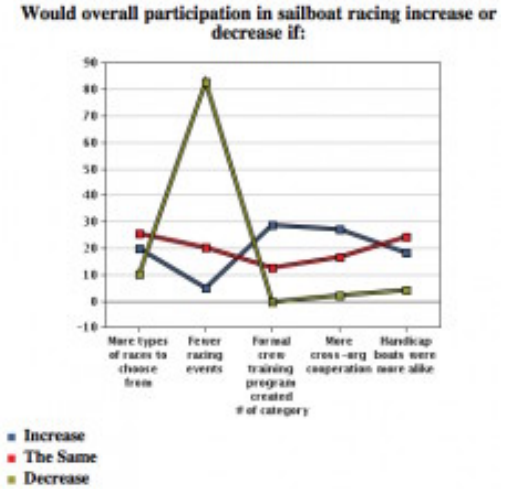


In your opinion, would overall participation in sailboat racing increase or decrease if:

...there were more types of races to choose from? - -
... there were fewer racing events? - -
... someone created a formal crew training program? - -
... there was more cross-organizational cooperation? - -
... boats racing in handicap events were more alike? - -

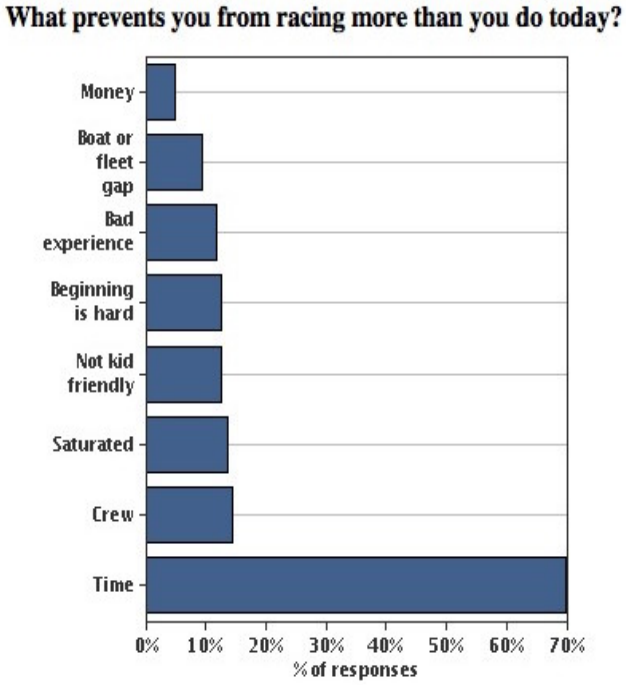
(Continued on page 9)

AREA II UPDATE
(Continued from page 8)



What prevents you from doing more?

Don't need to say much about this, except that it explains the previous chart, and it debunks the idea that crew-recruitment is the primary issue.



After this survey, the powers-that-be at the area clubs (SSYC and MYC) made some good decisions, including:

- Many 3 race, 2 day weekend regattas were changed to Saturday 2 race events, and started later in the morning.
- They reinvigorated a point to point race to Port Washington and added an informal 2 race regatta the next day

The opened a new night of racing for a growing laser fleet, so as not to cannibalize from the PHRF fleet.

The sport is now growing here. We've got a lively PHRF fleet with new boats entering every year. More sailors are sailing more often during the week, because they have more choices. Many of us now own two boats (a laser and a big boat). But there is still work to do. Other research findings show that connecting new crew to boats is still a problem area...

But good research, thoughtful program changes and hard work by the volunteers are paying off. Thanks to them.

The entire survey is available to sailors, associations and club leaders who might interested in reading it.

In addition, I'd be happy supply the questions that we created for Milwaukee, if you would like to duplicate the effort in your area.

Nicholas Hayes
414-831-8051
ndhayes@fivetwelvegroup.com

From the Appeals Committee

From time to time the LMSRF Appeals Committee will make available, via this newsletter, the results of some of its recent activities and decisions. Only decisions that will help increase the sail racing community's understanding of the Racing Rules of Sailing will be included. The inclusion of any decision is entirely at the discretion of the appeals committee. The opinions and decisions of the LMSRF Appeals Committee are authoritative interpretations of the Racing Rules of Sailing. They are not *rules.*

COMMENTS ON COMMENTS:

In the course of dealing with some appeals, your committee has received comments made by other parties on the original comments first submitted by the parties or the protest committee. In some cases, comments on comments on the original comments have been received. Although rule F6 is clear on the appeals committee's responsibilities on original comments, it is not so clear in regards to comments on comments.

Your committee submitted three questions for interpretation under rule F6 to the US SAILING Appeals Committee. The questions and the responses are:

Question 1: Are comments on another party's comments permitted?

Answer 1: Not specifically, but they are not prohibited. Comments on comments are not "comments on an appeal or request for confirmation or correction" as referred to in rule F6, and there is no requirement for the appeals committee to consider them. However, no rule prohibits the committee from considering comments on comments.

Question 2: Does a new 15-day period start upon one party's receipt of another party's comments?

Answer 2: No. Although there is a 15-day period within which comments of an appeal or request must be sent to the appeals committee, no rule imposes time limits on other comments.

Question 3: How does an Association Appeals Committee deal with a situation when a party's comments are sent on the last day or two before the end of the original 15-day period?

Answer 3. Concerning comments on an appeal or request that have been sent within the 15-day period, rule F6 requires the appeals committee to consider them and rule F4.2(a) requires it to send copies of them to the protest committee and to all parties. The association appeals committee is not obligated to consider comments sent more than 15 days after the party or committee receives the appeal or request for redress. However, there is no time limit to the obligation in rule F4.2(a) requiring the association appeals committee to send copies of such comments to all parties to the hearing, and to the committee whose decision is appealed.

CONTACT INFORMATION:

Any questions concerning there interpretations can be directed to Bob Sargent, Chair. (847) 272-8038,
e-mail: rsargent@concenric.net

From the RC Boat

By Eric Lind

Over the years, I've been asked to do some informal seminars, no more than an hour or two, for various groups of sailboat racing enthusiasts on Racing, Rules, and Race Committee. Here's a few highlights —

Racing — whether you're totally new to racing or stepping up from Wednesday Nights to weekend regattas, there are some basic things you should know to insure the safety of you, your crew, and your fellow competitors and to make the experience enjoyable for all.

— Know the "Rules" — this includes not only the rulebook, aka RRS, but the Notice of Race (NOR), Sailing Instructions (SIs), Class or Handicap System Rules, and more. (see Rules, below)

— Be aware of what the RC is doing and be prepared for what they will do in different situations – Course Change, Shortening Course, Mark Missing, etc. If you're not comfortable with how a regatta is run then sign on as crew for a few regattas before venturing out on your own or, better yet, tag along w/ the RC.

— Be Competitive, but be "Corinthian" — we will remember the nice guys in this sport long after we've forgotten the few who take away from the experience.

Rules — most NORs and SIs these days start with the sentence - "The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*." Now, you ask, what in the heck does that mean??? It means that you should turn to pp. 152 & 3 of your RRS and read the definition 'Rule'. This pretty much explains what governs the event. Many different things may apply and for each event the list varies so, the more you know about these, the better you will be in reacting to different situations. There are numerous ways to learn the rules whether it's online or at a seminar, but the more you know them, the better off you'll be. The NOR is intended to give you enough information about an event to allow you to make the decision to enter or not. The SIs, which you normally receive at the event, will tell you much more detail of how the event is to be run. Here is a list of ten important things that you can pick up by actually reading the SIs, things you should know before going out on the water —

1. Where notices to competitors will be posted, deadlines for posting notices, and how signals made ashore will be communicated to the competitors.

2. The schedule of races — potentially lots of info here and very important!!!

3. Your class flag and racing area — in large events there may be multiple fleets starting on several courses and you need to know which course and the color of your class flag. Most, but not all, events will publish the order of starts which helps, but you need to know that the start of the fleet prior to yours does not necessarily signal your warning. The raising of your class flag is your warning signal and RRS 26 allows the RC to wait between classes.

4. Courses and hopefully diagrams, marks, and course change info — it does help to know what you are looking for, especially if you find yourself in first place, and to recognize and know what to look for if the RC signals a course change.

5. Start and Finish procedures — both very important for obvious reasons.

6. Penalty system — if nothing is said, then the two-turns penalty is in effect. (this would be a good time to re-read RRS 44.1 & 44.2 as this did change w/ the '05 RRS) If something else is described here then it is important to understand it and know how to exonerate yourself.

7. Time Limits - these can be worded quite interestingly and should be studied, especially in light air.

8. Protest Procedures — so, some bozo fouled you on the course and didn't exonerate himself. What's your next move??? Do you need to inform anyone??? How do you file??? What is the time limit???

9. Scoring — it is nice to know how the score will be kept and to keep track of your scores so that when they are posted you will have a pretty good idea if they are right. Here's a tip - if you don't have a secretary on board, appoint one and have them be prepared to write down or record anything relevant that happens during the race; start time, sail no's and a brief description in a protest situation, your finish time with the boat ahead and behind, course length if you've been able to ping each mark of the course, etc. Do this for every race. Also, for long distance races, have them be responsible for any radio communication.

10. All the miscellaneous jibber-jabber at the end may contain some potential bombshells. For instance, there may be a check-in requirement hidden in the Safety section, or something about replacement of crew or equipment, etc. It's good to scan these sections and note

(Continued on page 16)

REAL ESTATE TAXES TOO HIGH? CALL FOR A FREE REVIEW!

CRAIG A. BURMAN

ATTORNEY AT LAW

For owners of Commercial, Industrial or Income Real Estate

312.228.0000

Fax 312.228.0027

155 N. Harbor Dr., Suite 6 Concourse • Chicago, IL 60601

Former Deputy Commissioner
Cook County Board of Tax Appeals
Local and National References Available Upon Request

30 years of experience concentrating in real estate taxation appeals

Changes, Changes, Changes

By Glenn McCarthy

2008 Year/Racebook - Each year, LMSRF has requests to lower the costs to the sailors. Simultaneously, there are additional requests to increase services to sailors. For the volunteers who pull this off, sometimes it feels like our day jobs!

An analytical study was performed of the biggest single cost to the organization, and that is the printed Year/Racebook. Both the parent LMSRF Board of Directors and the LMSRF Area III Steering Committee evaluated it and was unanimous that the information is of the utmost importance to distribute to members. As a result, there will be no reduction in the information or content. However, printing, envelopes, stuffing, and postage are going to be eliminated. How will you get the Year/Racebook from this point forward? When you renew your membership, LMSRF will email you an electronic file of the Year/Racebook for your personal use. You can print off as many copies as you like (for your office, boat, home, etc.). Some voiced concerns that they prefer to have a printed Year/ Racebook come from LMSRF, as a result there will be a printed version available for a per-copy-fee from the LMSRF office. We haven't determined the cost yet, but expect it to be reasonable.

LMSRF Logo - Did you notice the new logo we adopted in 2007? It is a nice sporty looking sailboat surfing (LMSRF's nickname is LM Surf!) on a wave. The original logo, which looked like an anchor incorporating the letters L-M-R-F (always missing the "S") needed an overhaul and as one said, "You're a racing organization and your logo is an Anchor?" Our new management firm created the new logo at no charge, which we are forever grateful for. One of these days, we need to convince our web volunteer to adopt it across the website!

MEMO FROM THE COMMODORE

(Continued from page 6)

possess the ability to accept donations of cash or quality boats. While being able to utilize this opportunity, you will also be further contributing, with tax-deductible contribution, to the sport to which we have all become so attached. This is a tax –free opportunity to provide a financial boost to the art, skill and furtherance of Lake Michigan Sailing. Work with us to see this sport continue to grow and also be passed to our youth.

Thank you again for your continued support. From all of us at LMSRF we wish you the very best holidays and look forward to having you stop at our booth at Strictly Sail, meet with us and discuss your ideas together with the continues success and future of LMSRF.

Thank you,

Donald M. Thinschmidt

THANK YOU

(Continued from page 1)

club to take a look around and was immediately asked if I could sail that day with Al and Katie Terhune in the European Open. Their crew was two days late arriving. I took them up on there offer. I crewed in 3 of the 6 races in the European open and we ended up winning the Championship. Not a bad start to the trip. The sailing also gave me my first glimpse of the swirling winds off Piraeus.

Saturday night the closing ceremonies for the European's/ Master's were held along with the opening of the World's. Flags from all 12 countries of the 48 entrants were hoisted. Music was provided by the Greek Navy Band. The commodore and several other dignitaries gave speeches. The night helped you realize that this event was as much about international fellowship as racing.

The wind was some of the most unstable I have ever sailed in. The massive bubble of hot air over Athens was forcing the normally reliable and strong NE "Meltemi" up and over the race course. This left us with lighter and more variable winds. To say the conditions were challenging would be and understatement. Nonetheless it was a fair test of skill and anyone who could produce consistent top 10 finished would probably win the Championship. On Sunday we sailed the practice race and confirmed that our speed was competitive. We were still unsure how to approach the swirling winds tactically. Our team is normally conservative and stays out of the corners. We spent the week fighting our instincts to sail "by the book" against the reality that half the races would be won by boats banging the corners. The trick was to strike the correct balance; we had our moments but never quite balanced the scale.

(Continued on page 16)

LMSRF AREA Update

AREA III UPDATE

By Jim Gignac, Area III Vice Commodore

The racing season behind us, the planning for 2008 is well under way. Area III's planning meetings begin before the last race of a season is complete. Planning continues from September through January. Reaching this milestone is important for two key reasons. First, the schedule is available for distribution at Strictly Sail (Navy Pier in Chicago, first weekend of February). Second, all the changes to Notice of Race, Sailing Instruction, Special Sailing Instructions, etc, can be entered into the book in preparation for printing.

The first step to this whole process is reviewing the previous season. As mentioned in previous newsletters, our objectives for 2007 were improved "on-the-water" race management and the transition to Eurich. Improvements with several races were experienced this season, but there is still more work to be done! The transition to Eurich went well, but did have quite a learning curve. Their strengths are in support such as accounting, customer service and communication; but they do lack the familiar resource of having a life time sailor and racer on-hand to answer questions and anticipate issues.

So, our objectives for 2008 are four-fold. First, continue to address race management. This is especially true for the Tri-State regatta. We realize that race management is not only important for on the water, but also support and organization of social activities on shore. Elsewhere, we will continue to work with each club to improve the quality of every race experience. Special praise is given to Chicago Yacht Club, for continuing to open their doors during the many race management seminars held every year. They continually support the notion that improved racing is good for everyone in the sailing community!

The next subject is slightly more complicated. Area III is merely a steering committee under the umbrella of LMSRF. Our main focus is to provide an organized format for racing in the southern end of Lake Michigan. Sounds simple, but you have multiple clubs with multiple interests all vying for attention (thus the long planning period). Ultimately, it is the clubs that organize the races, not Area III. Thus, the clubs bear all of the risks, especially the expense Sign up for each race is done in one location, Area III. The revenue is collected by Area III, and once the administration overhead is covered, the balance distributed to each club. The clubs use this revenue to pay for trophies, gas and upkeep of equipment and even social activities like post race parties. The whole matter is, at best, a break even endeavor. However, costs have increased much over the previous couple of years. So, less revenue is distributed to clubs. Of that revenue, less is available once fuel and equipment are covered due to obvious issues of increased expenses.

In 2008, we are looking at minimizing the admin overhead of Area III (through further automation of race entry and other processes), more fairly allocating the overhead to each club and most importantly, increasing race participation.

The cost of holding a race is somewhat fixed no matter how many boats show up on the line. So, a simple answer to achieving better results for the clubs is getting more boats into racing. However, we (along with the entire sport) have experienced several years of declining participation. This will be addressed. The real question is how to attract more cruising boats into enjoying the great sport of racing. We want to challenge every member of Area III and LMSRF to provide ideas on how this can be done. Please, don't be shy if you have good ideas on the matter.

AREA IV UPDATE

By Bob Harvey, Area IV Vice Commodore

Area IV yacht clubs provided outstanding racing this season past. The volunteer organizers and race committees must be applauded for their tireless efforts.

The three Area IV series, Offshore, Shoreline Championship, and Boat of the Year, are scoring overlays of the races our clubs provide. The only exception is the Tripp Memorial race which is organized by the Area IV officers.

All the series were closely contested in 2007, with the final positions not determined until the final races were complete. The inaugural Shoreline Championship and Boat of the Year were won by Trim, an Express 27 I sail out of Muskegon Yacht Club. We had a great season and were pushed hard by Ticklish, an SR-33 owned by Eric Landman, also from MYC.

The Offshore Series is scored by division and overall. Division 3 was won by Shooting Star, a J-92 owned by Brian Kelly and Rick Gullen. Division 2's champion was Ticklish (details above), and Division 1 was conquered by Windancer, the GL70 owned by John Nedeau. Overall champion was Ticklish, with Windancer second and Shooting Star third.

The Boat of the Year series will be reviewed this winter. We will try to gain a bit more separation between BOTY and the Shoreline series. The BOTY should be awarded to a boat that excels in events both in and out of Area IV, so we'll likely require more results that count and try to figure a way to include a wider range of events.

If you'd like to discuss your ideas on improving the Area IV sailing experience, please contact me. My contact info is available on the LMSRF website at www.lmsrf.org.

SHOW OFF YOUR LMSRF PRIDE!

Visit www.lmsrf.org for our latest clothing line!

AREA V UPDATE

By Linda Orlow, Area V Vice Commodore

Racing "up North" is alive and well with plans to host Stars and Interlakes next summer. Overall our weekday numbers are holding fairly steady compared with the past few years and our big Regattas are slightly down from the past few years. I am reporting for Charlevoix Yacht Club, Little Traverse Yacht Club (Harbor Springs), Boyne City Yacht Club and Grand Traverse Yacht Club (Traverse City).

CYC had 23 boats racing on Wed. nights in the summer series which is down 5 from 2006. For Red Fox Regatta we had a total of 77 boats compared with 84 in 2006 and 89 in 2005. LTYC had 16 racing on Tuesday evenings as compared with 13 the previous year. Regatta was down to 53 from 67 and nearly 20 more the few years before that. The LTYC NM fleet are still racing on several weekends throughout the summer. LTYC will host the Star NA's next September. Irish Boat Shop in Harbor Springs sponsors Laser racing on Thursday evenings and Saturdays. Boyne City had 18 boats racing on Tuesday's in contrast to the 15 they had in 2006. Their biggest Regatta is Mark Madness which increased from 15 to 16 this summer. They also hosted a Lightning Regatta.

Tuesday night racing in Traverse City saw an average of 15 of the 30 Lasers on the course. GTYC also had about 30 PHRF boats participating in their Wed. night racing which is down from about 40 in past years. They had about 12 Interlakes racing on Thursday evenings which is stronger than ever. They will host the Interlake Nationals next year. GTYC's biggest club Regatta, Hound Dog (I guess we are big on naming Regatta's for animals up here!) had about 20 boats. They also hosted the Melges 24's the weekend before Labor Day and had over 25 boats. With the nationals in Detroit in Sept. they got some of the top teams. We each organized at least four other weekend races, some distance yet most around the buoys.

Douglas Lake Sunfish fleet hosted a Midwest Regional championship Regatta. There is also a fair amount of one design small boat racing on Burt, Crooked, Walloon, Leelanau and Torch (Scows) Lakes.

All of our area V sailing schools - Little Traverse Sailors, TACS (Traverse Area Community Sailing) and Lake Charlevoix Mariners - had a very good year with record high numbers for some. We hope that speaks well for the future of racing in our area.

FROM THE RC BOAT
(Continued from page 11)

any relevant items.

Race Committee — I dabbled in RC for a lot of years, but did not really become a "full-timer" until '95 when my regular ride didn't get raced until Labor Day. The local club where I was living was looking and the rest is "history". Yes, I still race, but I must say that I get more satisfaction out of providing good RC work for whoever's looking and have fully enjoyed my 13 years of serving my sport. Here's some reasons why —

— Serving on the RC, no matter what capacity, will improve you sailing skills, knowledge of the rules, and give you an appreciation for a whole new aspect of your sport. As an RC volunteer, you get to learn the inner workings of the RC, but on top of that, you get to observe a wide variety of competitors doing a lot of really smart things or . . . . some not so smart things as well. Starts, mark roundings, and finishes can be a real learning experience when observed from an RC boat.

— You will gain exposure to new people, new types of boats, new forms of competition, and see new venues. I've only worked regionally, but have met hundreds of wonderful people and now call many of them friends, been exposed to more one-design classes than I can count, and have visited sailing venues and clubs that I didn't know existed in our area. I'm envious of and hope to emulate those that travel nationally and internationally to officiate at sailing events.

— Serving on the RC is very challenging and very rewarding. For most events it is hard work that does not end with the last race. Personally, I enjoy the challenge and the reward is knowing that our efforts are appreciated by all of you competing on the water.

So, if I have motivated you to improve your knowledge of the rules and gain some insight into RC, where do you go from here. The internet is a great place and USSailing has some wonderful resources available on their website. The study questions for any of the Race Management Seminars or for the Judging Seminar are a great way to explore the RRS to find the answers. Take 10 days and do 10 questions each day. By the time you get to question 100, you will be thoroughly familiar with every section of the rulebook and be comfortable in using it as a resource. Have fun and I'll see you on the water.

THANK YOU
(Continued from page 13)

Race One

The racing started well on Monday. In Race 1 we had an excellent start leading a group of the favorites up the middle of the beat. We thought we would round top 3 until being passed by several boats from the right and the left sides and rounding 9th. This would be a recurring theme. Fortunately we ground our way and finished the race in second. A great start to the regatta. Race 2 saw us on the wrong side of a 30 degree shift on the first beat. We struggled to a 25th in the race. Missed opportunity in races would haunt us in the final standings. The racing on Tuesday and Wednesday was postponed and cancelled due to lack of wind. We had done a lot of

Winners of Day 3

physical training leading up to the regatta in anticipation of the 20 knot Meltemi. Where was it?

On Thursday the wind finally came up enough to sail and we had 4 races. In races 3 and 4 we started well but didn't quite play the shifts correctly and scored a 12th and 14th. Race five went well, we thought, as we sailed well and crossed the line in 3rd. unfortunately for us the when the race committee hailed OCS's at the start (over the VHF) they misread our bow number. Even when they realized the mistake they did not make another hail. Bad luck for us and I guess we should have known we were over. I wish we would have had a chance to restart. At the end of the regatta every point saved would make a big difference. In race six we were a little rattled and finished 15th. That night we did a little soul searching realizing our shot to finish in the top five was gone. We vowed to sail our best on the final day and not leave anything left in the tank.

(Continued on page 17)

THANK YOU
(Continued from page 16)

Going into the last day Jeff Linton, Allan Terhune and the Chilean team were all looking to have a good day and win the regatta. Jeff sailed well enough to win the regatta in races 7 and 8. It was his second World Championship (2001) and well deserved. We were not concerned with overall scores at this point and just wanted to salvage some respect. In race 7 we connected the puffs on the first beat to round in 2nd. As the wind built on the second beat our speed really started to work for us we extended on the fleet and ground down the leader. We rounded the final windward mark 1st and held our lead on the run to the finish. Winning a race felt good and helped lift our spirits. After an hour long postponement the final race was started. The puffs went into the low 20 knot range and we really had the boat moving we hiked hard and finished the race in 2nd. That gave us a 1, 2 and the "Winner of the Day" trophy. It was a nice consolation prize after a tough regatta.

LIGHTNING WORLD CHAMPIONSHIP 2007

Results are final as of 17:41 on July 27, 2007
Overall

Sailed:8, Discards:1, To count:7, Entries:48, Scoring system:LIGHTNING WORLD

Rank	BowNo	Nat	SailNo	Skipper	Crew 1	Crew 2	R1	R2	R3	R4	R5	R6	R7	R8	Pen	Total	Nett
1	33	USA	15083	Linton J.	Linton A. S.	Tihansky J.	5	7	6	6	6	1	5	-21		57	36
2	7	USA	14975	Terhune A. Jr	Terhune K.	Perkowski D.	6	17	8	3	1	3	-18	3		59	41
3	24	USA	15265	Davis S.	Hayes B.	Jeffers L.	-26	9	2	16	2	6	7	4		72	46
4	27	CHI	14791	Herman P.	Herman L. F.	Engell C.	9	-29	10	2	4	2	6	17		79	50
5	26	USA	15045	Fisher M.	Nickel. D.	Drake J.	7	5	9	-19	7	9	17	8		81	62
6	50	USA	15255	Hallagan R.	Ten Eyck H.	Pope D.	20	3	1	-27	10	12	8	9		90	63
7	64	USA	15257	Ruhlman R.	Ruhlman A.	Werley D.	-37	4	18	10	3	16	2	10		100	63
8	9	GRE	11811	Vasilas A.	Priftis V.	Moghaddam G. K. S.	11	14	14	1	11	4	10	-20		85	65
9	53	USA	15234	Wake T.	Wake K.	Moriarty D.	2	25	12	14	(50 OCS)	15	1	2		121	71
10	3	CAN	15210	Hall P.	Deakin J.	Allen J.	14	8	-30	24	5	18	3	1		103	73

As you can see from the results a few points here or there would have helped. Looking back the regatta was a great experience. We had some moments we can be proud of and have gained valuable experience. The Greeks were gracious hosts and certainly know how to throw a party. Traveling to Greece was wonderful opportunity to expand my sailing horizons, but it also reminded me of how good we have it here. Hopefully the ILCA Worlds will come to an LMSRF club and we can show the World how wonderful it is to sail on the freshwater of Lake Michigan.

Todd Wake

You can check www.lightningclass.org for more info on the regatta. I didn't want to be too long winded.

Do you have a racing story that you would like to submit for our next newsletter? If so, please email your story with photos to nancyh@eurich.com.

LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION
3225 West St. Joseph
Lansing, MI 48917
(517) 327-9207
www.lmsrf.org

CALENDAR OF EVENTS

January 24, 2008	Rochell Pennington will discuss her latest book about the *Endurance* and Shackleton's experience. 7 P.M. - 8:30 P.M. Door County Maritime Museum, Door County, WI
January 31 - February 3, 2008	Strictly Sail Navy Pier, Chicago, IL
February 11, 2008	USCG Auxiliary Sailing Fundamentals Doyle Sailmakers, Chicago, IL
February 23, 2008	Mount Gay Speaker Series Dean Brenner Olympic Sailing Committee Chair Island Bay Yacht Club, Springfield, IL
February 18 or February 25, 2008	1-Day Engine Maintenance Mack Boring, Wauconda, IL
February 23, 2008	USCG Auxiliary Basic Costal Navigation 9 N. Harbor Place, Waukegan, IL
February 26, 2008	USCG Auxiliary Basic Costal Navigation 9 N. Harbor Place, Waukegan, IL
March 1, 2008	Wisconsin's Underwater Discoveries Underwater photographs and recent information on the S.S. Wisconsin by underwater archaeologists Tamara Thomsen & Keith Meverden. Wisconsin Maritime Museum, Manitowoc, WI
March 29, 2008	US SAILING Safety at Sea Seminar Chicago Yacht Club, Belmont, IL
April 8, 2008	USCG Auxiliary Basic Coastal Navigation Columbia Dance Center, Michigan Ave, IL
April 8, 2008	USCG Auxiliary Basic Coastal Navigation 9 N. Harbor Place, Waukegan, IL

For more information, visit www.lmsrf.org