LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION

LAKE MICHIGAN Surf

THE OFFICIAL NEWSLETTER OF THE LAKE MICHIGAN SAIL RACING FEDERATION

2008
EARLY SUMMER

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LAKE MICHIGAN
SAIL RACING FEDERATION

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A NOTE FROM THE COMMODORE

By Donald Thinschmidt

It's hard to believe that summer has fast come upon all of us and our closely, scheduled activities. From an LMSRF standpoint, planning has pretty much settled in and execution/participation are now before us. It is time again to appreciate the absolute beauty of Lake Michigan and respect its demands. It is also a time to reestablish those friendships, which unintentionally dissipate through the winter.

Events form here forward are closely coordinated and scheduled to maximize that which is offered by our beautiful lake. Not only is "sailboat racing" a key ingredient for our summer activities but additionally is that relationship and bond established through our commonality. Summer is a beautiful season not only for racing a sailboat but also for the additional opportunities made available arising from our common affection for the lake which we so enjoy and respect. This is also a "family sport" where all can participate and share the activities.

The LMSRF Committees have dedicated a substantial amount of time and energy in their pursuit of providing a full service association. We thank them for their involvement and dedication. It is important to note that these committees work tirelessly and readily pursuing avenues to further enjoy sailing on Lake Michigan. I only ask that you as members also participate and become more actively involved in the organization to assist in achieving out mission statement. Sailing on Lake Michigan is more than just racing a sailboat. LMSRF is there to educate, provide information, expertise and assistance. It is a non-profit corporation established specifically for the benefit of sailors.

Also, now that the boats are in the water, expand your crews and while primarily pursuing the racing aspects, bring, invite, expose and educate others in the art of sailing. The really great aspect of sailing is the fact it demands a joint effort by individuals working together. This is intended to be a "fun" although competitive sport with a focus not only on certain highly skilled sailing technicians but additionally the family and the bonds of friendship established or otherwise made available as you participate in various sailing events across the water or even in just having a family "cruising" experience. This sport is intended to bond individuals, establish leadership, develop a melting pot of ideas and at the end of the season being able to stand back, review the season and state without hesitation, it was another great season.

LMSRF wishes very much to be able to assist you in achieving such sailing goals, heights and objectives, while building association friendships. I would ask that you review the various scheduled activities in the Lake Michigan areas in which you sail and utilize that made available to you. Also, we have scheduled or otherwise coordinated other events across the lake intending to elevate our skills and have our area sailors competitive with those around the world.

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OUTSIDE OF THE BOX THINKING

by Glenn McCarthy

Looking for growth ideas, the Vice Commodores reported the following at a Board Meeting. These ideas may very well be good for many clubs around Lake Michigan to attempt.

- A new handicap system was created based off of LMPHRF handicaps for one clubs evening series, that includes factors such as the turnover rate of crew, boat prep, and other factors. One boat changed from a 180 handicap to a 243 handicap. The result of this is, everyone who shows up to a race, regardless of their preparation has a chance to win. To learn more on this system, please contact info@lmsrf.org
- One major event announced an increase in participation in 2007. The factors for this were more advertisements, an upgraded website, plus getting the information "out there" earlier than before (Notices of Race, Sailing Instructions, etc.).
- The biggest "growth areas" Lake-wide is racing in the evenings during the week. We wonder if it is time that club's offer more than one-night of this per week? In some regions of Lake Michigan, the evening series has become the "high end" racing, and the weekend racing has become the relaxed easy-going racing.
- Double-Handed sections have become popular in some regions. Can Double-Handed sections be added to your club's schedule?
- Golf like handicapping merged with pursuit starts where each boat is given their own start time (with some duplicates), which leaves the starting line uncongested for beginners, and the first boat to finish wins is introducing new racers.

LMSRF AREA *Update*

AREA III REPORT

The summer season in Southern Lake Michigan is in full swing. The spring may have been a little rough in getting started, but the numbers showing up to the first races did not lack participation. Preparation within Area III was similar to boat prep, a little delayed but in time for the first weekend. Publishing online is a big step for all of us, but the advantages will outweigh any inconvenience as we move forward. We are especially excited about the ability to provide changes to the races online.

Check out the Official Notice Board at http://www.lmsrf.org/area3_onb.asp .

You may have heard from Eurich Management regarding the registration for this year's races. It has been a couple years since we made a concentrated effort on assuring that all racers had properly completed the registration process. Thanks to all for the patience and understanding as we harassed many of you. We had almost all records in order well before the Waukegan Race, a marked improvement.

I would like to make a couple of points to understand, as we near the second half of the season. First, the Area III Schedule still includes all three legs of the TriState Regatta. Please understand that the Bi-State is an alternative option planned by Jackson Park Yacht Club; please contact the club directly regarding details of the St. Joe to Chicago race. Finally, pay close attention to Chicago Yacht Club's Special Sailing Instructions for the Commodores Cup and Frank Heyes Regattas. The awarding of trophies is spelled out in the SSI's.

With all of that being said, good sailing to all!!!

Jim Gignac
Area III Vice Commodore

AREA IV REPORT

Two Area 4 point regattas have the results in the books already, the South Haven Invitational and the Chicago NOOD regatta. There's still time to sign up for the various series, so let's bang the drums for some new boats. They're likely not LMSRF members, so talk here is only being heard by people likely already involved. Ask two boats to join one of the three unique Area 4 series, the Shoreline, the Offshore, and/or the Lake Michigan Championship.

Congratulations to the boats from Area 4 who've finished well … Desperado (S2 9.1), Spirit Walker (Sydney 41), Standard Deviation (Tripp 33), and to everyone else who has traveled to participate in a regatta. Traveling is how we build numbers at the events, so sign up for (at least) one out of town event and talk others into moving, as well.

Our 'parent' organization (US Sailing) is trying to promulgate a mandatory membership requirement, starting out targeting boat owners and helmsman. Americans REALLY dislike being told they have to do anything, doubly so when it involves an organization that is perceived to return so little. I was appalled at the attempt and by the method, which would have setup the local protest committees as the 'police.' I will continue to be a US Sailing member because I feel it's easier to influence an organization as an insider (member) than by shouting at it from the outside, and I feel there is some benefit as the grassroots level in training Junior Instructors, Judges, and Race Committees.

The Area 4 portion of the LMSRF website has the explanation of our series offerings and the current standings, as well as links to all our Area clubs. View the information at http://www.lmsrf.org/area4/. There's a submenu across the top of the page that will keep you within the Area 4 pages.

Here's hoping you all have a safe and successful season of sailing.

Bob Harvey
Area 4 Vice Commodore

RUNNING THE LMSRF BUSINESS by Glenn McCarthy

LMSRF hears that some sailors believe that too much money is being collected by LMSRF and being spent on overhead. Is it true?

Let's peel back the layers of the onion.
LMSRF is a corporation, along with that comes reports that are filed with the Government annually. The first is the Charitable Report filed with the State of Illinois. The second is the 990 tax return with the State of Illinois. The third is the corporate Annual Report with the State of Illinois. The fourth is the 990 Federal tax return. We have a Registered Agent who has the responsibility to see that the annual report is turned into the State of Illinois. We have Bylaws and Operating Policies all which were created or reviewed by an attorney.

In the accounting office, the business of LMSRF has most transactions come in at $25 to $40 a piece. That is a lot of recordkeeping, and assuring that the income is applied to the right account for distribution to the right place. Of course the Area III Steering Committee needs their financial reports for review, and LMSRF needs their financial reports for review monthly.

As the world has gone electronic, LMSRF has kept up with it. We buy server space on the web, we buy the name www.lmsrf.org, we have to have the staff to post to the website, write the coding to make it work with the database and keep it current.

Sailors demanded that they wanted to enter races online. LMSRF purchased an online entry system, that just doesn't collect money, it is a full functioning database of sail numbers, ratings, names, boat types, etc. This database generates reports (scratch sheets) that are distributed to the yacht clubs prior to each weekends racing. The reports after completed by the race committee have the finish times of the boats inputted, scored and then posted to the website.

Let's review what was just written. LMSRF runs an office, staffed and ready to answer calls and respond to inquiries, and then when races are over on the weekend, additional staff inputs the finish times and post results to the website. That's a 7-day a week operation, in-season.

In publishing, LMSRF produces four newsletters per year and a Year/Race Book. These require (in the modern world) graphic arts capability to a minor extent, and someone to lay-out the pages in a publishing program to fit the pages and make it look presentable. The Year/Race Book requires the ability to receive text from many sources (yacht clubs, race managers, Area I, Area II, Area III, Area IV, Area V, LMSRF Board of Directors, individuals, and advertisers) and get it pulled together, laid out, and complete on a very tight time table.

Membership produces mailings to clubs and individuals annually. This is printing, stuffing, mailing and then tracking the memberships response rates. Also, the yacht clubs who are members, are listed on the website and this is maintained. Reports are created for the Board of Directors for review.

As LMSRF is part of the fabric of the sport nationally, LMSRF pays due to US SAILING, and to the Yacht Racing Union of the Great Lakes. Some of our members participate in the Championships of US SAILING, and others in the Richardson Cup of the YRUGL each year. This does provide additional opportunities to all LMSRF members. Additionally, LMSRF has representatives to US SAILING and YRUGL who are responsive to yours and your clubs needs. LMSRF has an operating policy to provide reimbursement of travel and housing expense of the LMSRF delegate to US SAILING to assure all Lake Michigan sailors are represented at US SAILING.

As LMSRF is a lake-wide organization, the Best On Lake Michigan championship series is in place for offshore boats. Participation in these events has been healthy. Entries are tracked, results calculated and trophies are purchased and distributed. This runs revenue neutral most years.
LMSRF was founded as a 501(c)3 charity. Brochures were created for donors, a lot of legal review went into the program, and fortunately it paid off. No membership dues are involved in the Endowment Fund, but it gives away approximately $14,000 a year to provide funding to Sailors going away to national or international competitions, have kids get their Sailing School Instructor Certification, provide coaches at junior events to help grow the sport.

Let's review the skill sets required to run LMSRF today: Accountant, Graphic Artist, Web Publisher, Database Administration, Staff to handle calls, Staff to handle membership, Scorers to publish results to the website, Layout staff for publishing, Administration of reports with State, Federal and other Sailing Organizations, Administration to run a charitable program for the benefit of members, Lawyers to review, and more.

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THE LMSRF VOLUNTEERS, WHO ARE THEY?

By Glenn McCarthy

LMSRF's new Commodore Donald Thinschmidt was born in Hammond, IN and at age 3 moved with his family to Fond du Lac, WI. The family moved again when he was in his senior year of High School to Kalamazoo, MI. He earned his undergraduate degree at Marquette University, in Milwaukee, WI. Next he headed off to service for the country and went to Officer Candidate School at Quantico, VA, and in the Marine Corps for a 3 year and 10 weeks of service. During that time he did a tour in Viet Nam, as an Infantry Platoon Commander, then Executive Officer and then Company Commander, then a Battalion S4 Officer the final two months. Upon return to the States, Don welcomed injured troops home in the Medivacs and sent them off to Bethesda Naval Hospital for a year in Washington, DC. Next he went to Wayne State law school in Detroit, MI. He started his legal practice in 1974, in Kalamazoo, MI in a large law firm and later opened his own practice in real estate, estate planning and small business law.

His first date with his wife Barbara was on his boat in the Potomac while in the service. Barbara was from Saginaw, MI. They have one son, Don Jr. who was involved for six years in an Olympic effort in the Tornados, and spent three years on the US SAILING Olympic Team.

Don has been a member of Macatawa Bay Yacht Club for many years, serving as Secretary, and on the Board of Directors and both he and his wife oversaw the Junior Sailing Program for five years. Don attended his first US SAILING meeting in Newport, RI on behalf of LMSRF in March 2008, representing our needs here from Lake Michigan.

Don bought his first sailboat in 1970 in Washington, DC at the Washington Marina on the condition that the Washington Marina owner taught him how to sail it. He had sailed on Scows a few times previously in Fond Du Lac, WI. After moving to Michigan after service, he chartered boats for many years, then in 1988 bought his first boat, a Baltic 43 named Midnight Sun. This is the first year he sailed the Chicago Mackinac race and earned a 3rd place. Next he purchased a Nelson Marek 43 by the name of Wild Oats. Recently he turboed Wild Oats by adding a slightly taller carbon rig, new keel and rudder, and added a 21" prod on the bow for the assymetrical chute. He finds that these modifications make the boat a really fun boat to ride. After the turbo job, the boat was renamed Tyrant.

One of the wildest days he has had on Lake Michigan was delivering the boat from Michigan to Chicago for the Chicago Mackinac race. The USCG came on the radio advising all boats to get into port. Due to their position on the Lake, the only option was to weather it. They were able to get the jib down before it hit, but the main wouldn't cooperate. Winds gusted in the low 70 MPH, and another boat off to leeward later reported that they clocked in the 90s MPH and that boat had its forestay tear off. The crew of four, including his wife, son and Jimmy Miller came ashore with little damage to the boat.

The next time you see Don Thinschmidt, or get the chance to meet him, please give him thank for his diligent work for LMSRF and the sport of sailboat racing.

OLYMPIC GAMES IN CHICAGO IN 2016 AND ITS IMPACT ON SAILING - PART II by Glenn McCarthy

Chicago is an early leader in the competition to host the 2016 Olympic Games. In the last issue, we discussed the potential upsides - a new harbor, sailing will be in-town for the Olympics vs. out-of-town, Race Management opportunities in education and volunteerism will be available. The downside is that Monroe and DuSable harbors in downtown Chicago would be closed for at least one season so the Olympic Rowing events can take place there.

In this issue we will focus on Monroe/DuSable harbors and look at other options that may exist.

Monroe Harbor will require having its south breakwater removed and a new one built in straight line with the north breakwater. The wall between Monroe and DuSable would be removed and the Columbia Yacht Club ship would be moved to the North end of DuSable. All slips in DuSable would be removed.

As Sailing has all sorts of rules for events, Rowing has its rules too. The Rules of Rowing requires their International Rowing Federation approve an International event site. Their rules dictate the size, depth, wind sheltering (a puff of breeze that hits one team and not the other can have an impact on the outcome on a race), TV camera roads, lack of current (swirls of water could cause one team to gain and another to fall back) and banks that absorb waves that don't bounce them back into the course area (waves again influence the outcome of rowing). For us commoner sailors, it appears that the Monroe/DuSable site might not be acceptable to the International Rowing Federation when you read through their website. Eventually Chicago will have to submit their plans to the International Rowing Federation for approval. We understand that International Rowing officials have been to Chicago to review the plans, but have not heard what their opinion is.

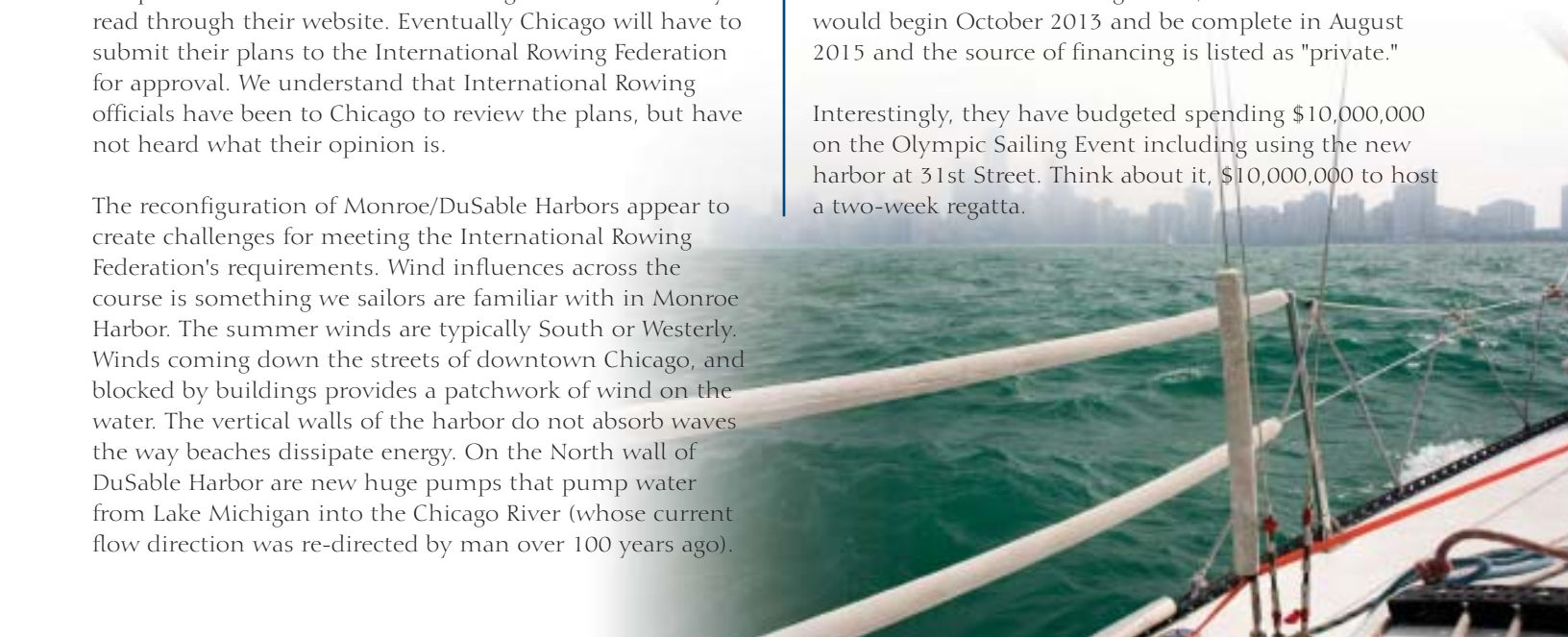
The reconfiguration of Monroe/DuSable Harbors appear to create challenges for meeting the International Rowing Federation's requirements. Wind influences across the course is something we sailors are familiar with in Monroe Harbor. The summer winds are typically South or Westerly. Winds coming down the streets of downtown Chicago, and blocked by buildings provides a patchwork of wind on the water. The vertical walls of the harbor do not absorb waves the way beaches dissipate energy. On the North wall of DuSable Harbor are new huge pumps that pump water from Lake Michigan into the Chicago River (whose current flow direction was re-directed by man over 100 years ago). These pumps do not operate continuously, but do keep water in the river at a depth to provide navigation to commercial traffic. If those pumps are run, they most assuredly create currents inside Monroe and DuSable harbors that would be detrimental to rowers.

It appears that the next nearest potential available site for Rowing that has been certified previously is located in Indianapolis, IN where the 1987 Pan-American Games were held. It is not impossible for Indianapolis to hold the Rowing Games as we sailors know that the Atlanta Games had Sailing in Savannah, GA (200+ miles away), and the upcoming Beijing Games have sailing in Qingdao, China (500+ miles away). The Chicago Olympic Bid could find that Eagle Creek Reservoir in Indianapolis, IN is a hop, skip and a jump at 178 miles away from Chicago.

The Chicago Yachting Association has proposed an alternate to Chicago's original bid to Chicago's Mayor Daley and Chicago Bid President Jack Ryan. 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 in this new pool. Clearly all boating from these harbors would be restricted during the games for a time period during the games, however, it would not disturb the current infrastructure and provide for more moorings after the Games are completed.

Chicago's Olympic Bid plan for the rowing/canoe/kayak has a budget of $80,000,000 re-work Monroe and DuSable Harbors and to build seating for 20,000. Construction would begin October 2013 and be complete in August 2015 and the source of financing is listed as "private."

Interestingly, they have budgeted spending $10,000,000 on the Olympic Sailing Event including using the new harbor at 31st Street. Think about it, $10,000,000 to host a two-week regatta.



MILWAUKEE YOUTH SAILING PROGRAMS TEACH LESSONS BEYOND THE BOAT

Milwaukee Community Sailing Center's Youth Outreach Targets At-Risk, Urban City Kids

Each summer, the Milwaukee Community Sailing Center (MCSC) teaches hundreds of adults and children to sail on the waters of Lake Michigan. Residents from the greater Milwaukee area turn to MCSC for lessons, sailing advice and hands-on sailing experiences. For many MCSC students, the lessons learned from sailing go beyond the boat - young students discover they can steer a sailboat and their lives in the right direction.

SAILING: A TOOL TO TEACH

"When students learn to sail, they are continually faced with new challenges and perhaps even a few fears to overcome," said Barbara Velez, development director at MCSC. "At MCSC, we create a positive environment where students meet those challenges and conquer those fears. They learn that with hard work and discipline, the seemingly impossible can be possible - even managing Mother Nature. It's an incredible sense of empowerment for them."

The youth outreach programs are targeted at Milwaukee's urban and minority youth, and need-based scholarships are available to ensure that those interested have the opportunity to participate.

"Imagine an adolescent who doesn't have much control over his or her life; who every day faces the challenges of poverty, but gets the opportunity to take the helm of a sailboat where it's just him or her with their crew, a sail and the wind, and yet that adolescent makes the boat go where he or she wants," said Velez. "It's a thrilling experience."

MCSC has an extensive list of youth classes and community outreach programs, including multiple levels of youth sailing classes, adaptive sailing for persons with disabilities, an early water education program called PRAMS in the Park, and Learning.Building.Sailing., a program where children build a seaworthy boat with MCSC mentors and instructors. In 2007, more than 2,200 at-risk teenagers and children and adults with disabilities had the opportunity to experience sailing with MCSC.

RESEARCH CONFIRMS POSITIVE INFLUENCE OF SAILING

Masters' students from the Lubar School of Business and a senior professor of Sociology at the University of Wisconsin-Milwaukee recently measured the effectiveness of MCSC youth outreach programs. Research was conducted using literature reviews, academic studies and a comprehensive survey of MCSC youth program participants. The results were remarkably positive, just as MCSC had predicted. The research indicated that the MCSC

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YOUTH SAILING Continued from page 7

programs highly impact the lives of its students, and there is a positive and significant increase in students' self-esteem levels.

YOUTH OUTREACH/ADD ONE

The literature reviews revealed similar studies also provide support for the positive impact of community-based youth programs like MCSC. A recent study from Developmental Psychology, for example, found youth programs influence many facets of the adolescent life. A sample of 2,280 11th graders from 19 diverse high schools produced the following results:

"Organized youth activities, including extracurricular school activities and community-based programs, are settings that provide favorable conditions for adolescents to actively engage in psycho-social growth…Indeed, controlled longitudinal studies have shown that participation in organized activities is associated with positive outcomes on general developmental indicators, such as school completion, adult employment and adult civic participation."

MCSC instructors and volunteers witness these results first-hand with their students each summer.

"It's truly amazing to see how these children grow throughout their time at MCSC," said Peter Rieck, executive director at MCSC. "They become more self-confident, they develop teamwork and leadership skills, and they learn to love the water and sailing."

Although many of the MCSC outreach students live only a few miles away, many of them have never been to Lake Michigan before coming to MCSC, let alone been on a boat.

"It's about opening up the doors of opportunity for these children - not only just with sailing, but for their futures as well," said Rieck.

MCSC TEAMS UP WITH FELLOW COMMUNITY ORGANIZATIONS

The success of MCSC outreach programs caught the attention of other community organizations in the Milwaukee area, and many partner with MCSC for summer sailing, including the YMCA, Boys & Girls Club, Teen Approach, New Beginnings are Possible and Pearls for Teen Girls.

"A tremendous benefit of these sailing lessons is that we put adolescents from all socio-economic backgrounds together, and they come together on the boat the same," said Holly Davenport, MCSC Director. "They work together and learn together to accomplish a goal. These kids are developing critical thinking skills and problem solving, together."

"The more we team up with other community groups, the more children we can provide with sailing experiences," said Davenport. "We're excited the Milwaukee community is recognizing the value of our programming, and we look forward to what the future holds."

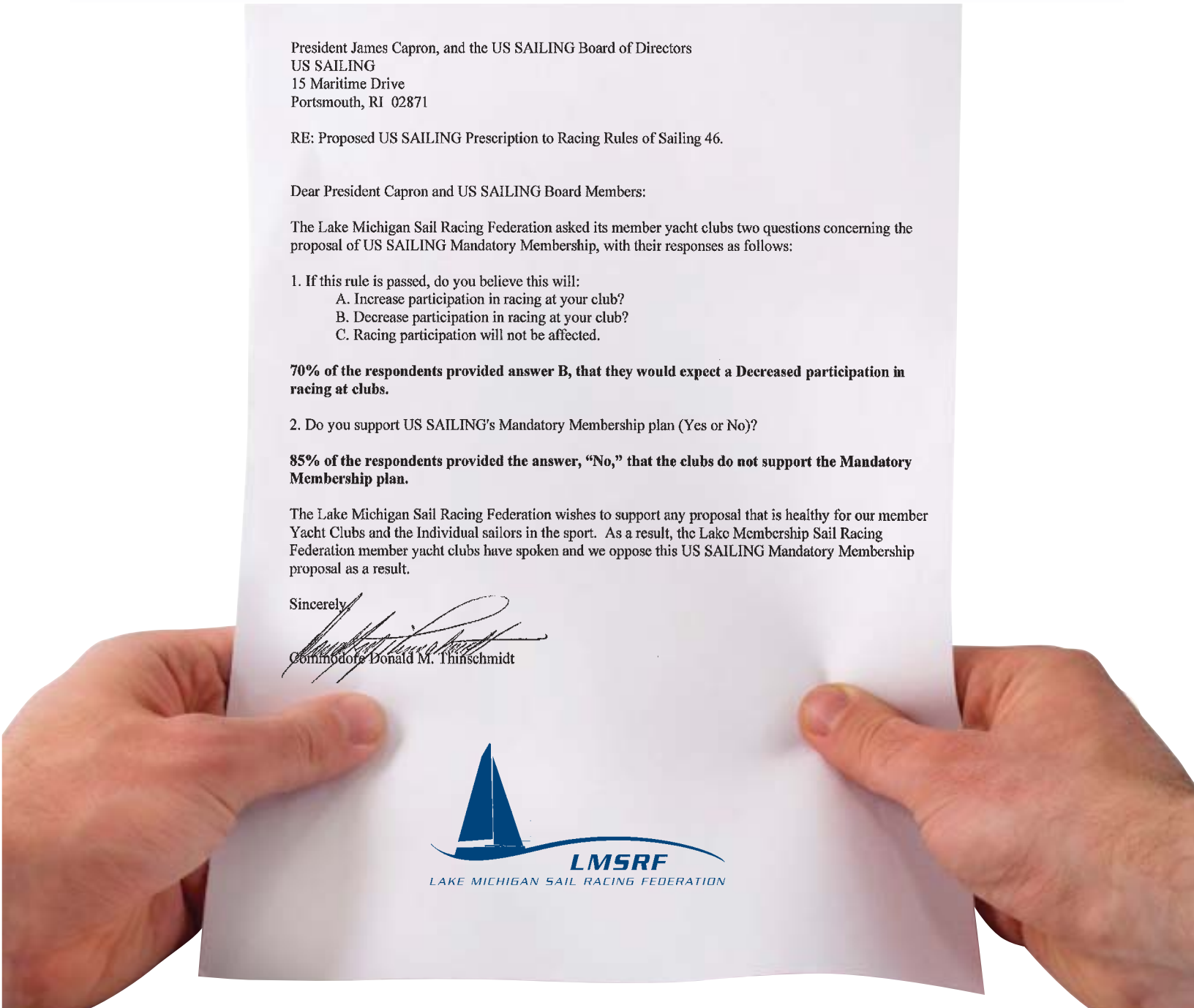
ABOUT THE MILWAUKEE COMMUNITY SAILING CENTER

The Milwaukee Community Sailing Center provides meaningful programs to experience Lake Michigan sailing that engage all members of the community regardless of their age, cultural or racial background or financial status. Programs are tailored to meet the needs and interests of a diverse population - adults, youths and persons with disabilities, with a focus on innovative and character-building learning experiences. Participants will discover hidden abilities to broaden their life skills and self-development including self-reliance, teamwork, problem-solving and leadership skills. For more information, visit www.sailingcenter.org or call (414) 277-9094.

US SAILING BOARD OF DIRECTORS
WITHDRAWS MANDATORY MEMBERSHIP PROPOSAL

US SAILING, national governing body for the sport of sailing, has announced today that its Board of Directors last night voted to withdraw a proposal that would require US SAILING membership of racing sailors.

"We have heard from our members and we thank everyone for their input," said US SAILING President Jim Capron. "Many sailors and sailing organizations have told us that racing sailors should be members, but that their membership should be voluntary. We also appreciate that many of these sailing organizations have indicated their willingness to help grow our membership. We look forward to working with all of you to strengthen both our organization and our sport."



President James Capron, and the US SAILING Board of Directors
US SAILING
15 Maritime Drive
Portsmouth, RI 02871

RE: Proposed US SAILING Prescription to Racing Rules of Sailing 46.

Dear President Capron and US SAILING Board Members:

The Lake Michigan Sail Racing Federation asked its member yacht clubs two questions concerning the proposal of US SAILING Mandatory Membership, with their responses as follows:

1. If this rule is passed, do you believe this will:
   A. Increase participation in racing at your club?
   B. Decrease participation in racing at your club?
   C. Racing participation will not be affected.

70% of the respondents provided answer B, that they would expect a Decreased participation in racing at clubs.

2. Do you support US SAILING's Mandatory Membership plan (Yes or No)?

85% of the respondents provided the answer, "No," that the clubs do not support the Mandatory Membership plan.

The Lake Michigan Sail Racing Federation wishes to support any proposal that is healthy for our member Yacht Clubs and the Individual sailors in the sport. As a result, the Lake Membership Sail Racing Federation member yacht clubs have spoken and we oppose this US SAILING Mandatory Membership proposal as a result.

Sincerely,

Commodore Donald M. Thinschmidt

LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION

USCG EVENT PERMIT APPLICATIONS

by Glenn McCarthy

Each year, each club that holds any group activity (races, organized cruises, parades, sailing schools, etc.) on Lake Michigan needs to be "permitted" by the USCG. LMSRF strongly encourages all clubs to comply with this government requirement. To read what events need permits, go to http://www.gpoaccess.gov/CFR/retrieve.html and fill in the Title as 33, Part as 100, and Section as 15 (33CFR100.15) and read the Federal Law.

The process is relatively simple. Each club or organization running an event must complete CG-4423, Application For Approval Of Marine Event, which is attached to this email and mail it to the USCG by the end of March each year (they can disapprove an event if not given a minimum 60 day notice). If a club or organization adds another event after they mailed in the application, they may call in the addition of an event later in the year. Sending it in late is better than not sending it in at all.

What does the USCG do with this information?
They make sure that there are not overlapping events, assure that commercial traffic is not compromised and make events known in the USCG Local Notice to Mariners. This is so all traffic is aware that your event is taking place.

When the application is complete, all clubs and organizations on Lake Michigan are to mail these to:

Commander Marine Events
United States Coast Guard Sector Lake Michigan
2420 South Lincoln Memorial Drive
Milwaukee, WI 53207

After receiving permission to run your events, and you need to add more, call:

414-747-7154
414-747-7182
or fax (413)747-7883

A NOTE FROM THE COMMODORE

Continued from cover

While seeking your summer adventures, be ever cognizant of the fact that LMRSF and its committees want to help service your needs, sharpen your skills and pursue great times across the lake. Review our activities and include them in you calendar. I would respectfully ask that you also take time to again review the various committees made available through LMSRF. I would also ask that you become personally involved in the committee or committees, which are interest to you, your family and your crew. We are looking for individuals desiring of giving something back to the sailing community. The committee chairs are anxious for your input, interest, support and participation. We are also always open to new ideas and scheduling activities as well as ever improving that which would be beneficial and available to membership.

We have some great sailors, outstanding opportunities for learning and a desire for establishing a higher level of proficiency while enjoying the opportunity and individual development and character building while savoring these precious days of summer activities. Let us take advantage of that which is available. We are always seeking individuals who are desirous of giving something back to the sailing community, being involved in youth sailing development and nurturing tomorrows champions. While you review our board of directors, I would ask that you make contact with the chair with whom you would like to serve, or have an interest, become involved, and help us make this organization the best in the country and assist in developing relationships such that if you are in need, a friend is near.

Another area I would ask that you focus on is the age group of our youth 18 years through approximately 28 years of age in that they can offer so much by way of contribution, yet we find that because of other commitments we have a tendency of leaving them behind or no longer having them sailing with us. There are so may of these young people just anxious for an opportunity. Seek these individuals out and share a Wednesday night or Saturday race with them. See how they will respond. I believe you will be amazed how many are actually available but do no quite know how to approach a sailor and ask for an opportunity. Maybe we can help through the internet. These are our future members. Give them an opportunity and I believe the rewards will be threefold. Remember this is supposed to be fun and we are all family in this matter!

Have a great season and I look forward to seeing you on the water.

Respectfully,
Don Thinschmidt

U.S. Department of Homeland Security

United States Coast Guard

Form CG-4423 (Rev. 05-06)

APPLICATION FOR APPROVAL OF MARINE EVENT

Date Submitted:

INSTRUCTIONS

1. Submit this form in triplicate. Please type or print legibly in ink.
2. Mail to the address in Block 24 to arrive no later than 135 days prior to the event.
3. Attach a section of a nautical chart or a scale drawing showing boundaries and/or course and markers contemplated.
4. Submit a copy of your entry requirements, if applicable, and any special rules pertaining to equipment, rigs or procedure.
5. Additional instructions for completing and submitting this Marine Event application can be found in Title 33 Code of Federal Regulations, Part 100. You may be able to submit this form electronically. Please check with your U.S. Coast Guard Marine Event Coordinator concerning this possible option.

1. Name of Event:

2. Date(s) of Event (mm/dd/yr):

3. Location:

4. Time (from, to):

5. Name and Address of Sponsoring Organization (include Zip Code):

6. Description of Event:

7. No. of Participating Vessels:

8. Size(s) of Vessels:

9. Type(s) of Vessels:

10. No. of Spectator Vessels:

11. Is This Event Televised? Yes ◯ No ◯

12. Will This Event Interfere or Impede Navigation? How?

13. What Extra or Unusual Hazard, to Participants or Spectators, Will Be Introduced To The Regatta Area (If None, Enter "None.")?

14. Have Any Objections Been Received From Other Interested Party's (If Yes, Please Explain)? Yes ◯ No ◯

15. Vessels Provided By Sponsoring Organization For Safety Purposes (Number & Description):

16. Does The Sponsoring Organization Deem Their Patrol(s) Adequate For Safety Purposes? Yes ◯ No ◯

17. Is a Coast Guard or Coast Guard Auxiliary Patrol Requested For Control of Spectator and/or Commercial Traffic (If Yes, How Many Vessels Do You Recommend, and Why)? Yes ◯ No ◯

18. Person in Charge:

19. Where Will The "Person in Charge" be During The Event?

20. How Can The "Person in Charge" be Contacted During The Event?

21. Person to be Contacted For Further Details (Name, Address, Zip Code):

Area Code & Telephone Number:

e-mail:

The undersigned has full authority to represent the sponsoring organization

22. Signature and date:

23. Title:

24. Unless Otherwise Instructed; Once Completed, Mail This Application To:

This form may be locally reproduced. The U.S. Coast Guard estimates the average time for completing this application is 25 minutes.

FROM THE RC BOAT

By Eric Lind

Getting organized for an upcoming regatta can be a relatively simple task for local fun races or it can be an extremely complicated and time consuming process for a National or International Regatta. No matter what level event you're preparing for, one basic task is necessary for all but the most casual event and that is writing the Notice of Race (NOR) and the Sailing Instructions (SIs). These documents are quite important as they basically define how the event will be contested.

First, the Notice of Race. This document defines how an event will be contested, who can enter, and how to enter. Competitors generally use an NOR to decide whether or not to enter a regatta so it really is part of a marketing package for the organizers, BUT, because it is part of the "Rules", it should only address issues directly related to the competition. Everything else, social events, housing, boat launch, etc., should be kept separate from the NOR. Appendix J1 of your rulebook (RRS) details items that 'shall' be included plus a list of items that probably should be included in the NOR. One recent addition is J1.2(1) which is basically a list and brief explanation of any changes to the RRS that will be found in the SIs when published.

Now on to the Sailing Instructions. The SIs are the real deal. This document defines in detail how the event will be run. As a competitor, definitely take a few minutes to review the SIs before an event as much can be learned from them. Signals ashore, schedule of races, courses, marks, start and finish lines, class flags, special signals, time limits, scoring details, and on and on. These are just some of the things that are generally defined in the SIs. As a PRO, I like to write the SIs for any event that I work. First, it allows me to control the limitations placed on the RC. Second, if I write them, I've got a fighting chance of remembering what I've written during the heat of battle. Nevertheless, I like to keep a copy close at hand at all times during an event, on the water and off. I do the same when competing, as questions do come up at the most inconvenient moments. Appendix J2 details what 'shall' and what probably should be included in the SIs.

Actually writing these two documents is not all that bad, especially after you've put a few behind you. Appendix K and L offer well thought out templates for both and once you've got them in your computer it gets even easier. For a given event I like to include an organizer, a class rep, and a Judge or PC Chair in the immediate group for feedback and approval of these doc's. Any more than this and it can become quite cumbersome. Any less and you may miss some key inputs. Overall, be as brief as possible and as clear as possible. If you are not sure about something, seek counsel. Much of what I've learned has come from several mentors that were extremely helpful in my first few years as an RC volunteer.

In summary, the NOR and SIs may seem a bit tedious and boring, but they do serve a very important purpose for every event whether local or international. As a competitor, take some time to study each prior to any event. As an organizer or race officer, spend some time making sure that you've covered all the bases and you've written them so that a fair competition will be enjoyed by all.

LMSRF AREA

Last month U.S. House and Senate Committees unanimously passed S. 2766 and HR 5949. Both bills need to return to their respective chambers for votes before the committee as a whole. The Clean Boating Act protects boaters from unnecessary fees, unenforceable regulations that will differ from state to state, heaps of red tape, frivolous law suits and exorbitant noncompliance fees. Opponents of the Clean Boating Act are working daily to draft these superfluous regulations on everyday water discharges.

Please contact your representation in Congress today to urge them to pass S. 2766 and H.R. 5949. Congress must pass this act before September 30, 2008. For more information on this bill and for a direct link to contact your elected officials visit www.boatblue.org.

A SMASHING SUCCESS!

LMSRF'S 1ST YACHT CLUB MANAGER'S SEMINAR

The first annual Lake Michigan Sail Racing Federation's Club Officers and Managers Seminar, held at Chicago Yacht Club on April 5, 2008, was very well received and applauded by the participants. Chicago Yacht Club's Manager, Jim Clark, started the program off on the subject of Networking. He pointed out that his club does lots of training for Race Committee, Judging, Safety Seminars and the sharing of equipment with other clubs to support the sport of sail boat racing. In turn he reported that other clubs in his area help his club when they put on major events like the NOOD and the Verve Cup. All clubs act very responsibly in borrowing equipment he reported

The United States Coast Guard Petty Officer Marvin Geller discussed how the Coast Guard is operating in the Lake Michigan area in efforts to prevent terrorist's activities from causing harm.

Coast Guard Lt. Erick Johnson explained the need for sail race sponsors to obtain permits for their events. He reported it was a simplified process, a one page application. All clubs are advised to get such a permit as financial penalties might arise from failure to do so.

Glenn McCarthy, representing the Signal Insurance program for yacht clubs, gave a very good explanation of all of the risks to which clubs are exposed. He pointed out that coverage for risks vary with each insurance policy. He stated, "You get what you pay for" and advised all attendees to tell their insurance agent of everything they have and do. He gave examples of accidents both covered and uncovered by some club's insurance policies and especially law suits which were brought against Officers and Directors.He supplied a handout, which contained extensive information needed by each club.

Dean Cady, Judge Advocate of LMSRF, supplied great information involving pending legislation that might affect sailboat racing. He also supplied information on many issues which all clubs and sailors are exposed. Lastly, he endorsed the filing of the "Float Plan" for trips taken by just one boat alone.

Jim Clarke concluded the session remarking on the importance of techniques to attract new members and retain existing members. He suggested the survey form for club members for the club to discover the wants and needs of the membership.

The audience for the three-hour program expressed that this annual program be continued next year. Look for it next spring!

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Cherry Pit Junior Regatta

Traverse Area Community Sailing is pleased to invite junior sailors to join us in our annual Cherry Pit Regatta on Friday, July 11!

This year, in addition to the afternoon regatta, TACS will host an instructional seminar in the morning (10 - 11:30am).

The Notice of Race and the application are available at http://www.tacsailing.com/cherry_pit_regatta.htm.

This regatta is open to all Junior Sailors (ages 8-17), regardless of club affiliation, and will be sailed in the following classes with a minimum of 5 boats needed per class:

A) Single handed - Lasers (Full, Radial, & 4.7)
B) Doublehanded - JY 15s

Other classes may be added if 5 or more boats enter.

TACS may be able to supply boats to interested sailors on a first come first served basis. Contact Jim Sorbie at 231-590-5341 or at jimsorbie@centurytel.net for information.

After the regatta join us back at Hull Park (600 Hannah, near the corner of Woodmere & Hannah, see map below) for the awards ceremony and a picnic.

We look forward to seeing your sailors at this event.

Jim Sorbie
Traverse Area Community Sailing

Jim Sorbie
13615 S. Beaver Pond
PO Box 471
Empire, MI 49630
231-326-5728
231-590-5341

LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION

3225 WEST ST. JOSEPH
LANSING, MI 48917
WWW.LMSRF.ORG

LMSRF BUSINESS Continued from page 4

Staff performs the meeting planning for Area III and the LMSRF Board meetings. They handle the contract and coordination of assuring that the LMSRF booth at Strictly Sail is ready and manned. The professional office also has overhead costs, rent, phones, postage, copying, computers, copiers, faxes, benefits, etc.

The LMSRF Board and Area III Steering Committee received 9 proposals from Not-For-Profit management companies to run our back office. It was competitively bid.

The Area III Steering Committee and the LMSRF Board spends an inordinate amount of time trying to figure out how to cut costs. Each has business owners, lawyers, CPAs, Accountants, and all sorts of business people. Do you want to be let in on a secret? Each year more is cut.

The old days where volunteers lined up to do much of this work has gone by. People are more busy than ever before and turn to professionals to take up the slack. Organizations like LMSRF are victims of today's successful world.

Getting back to the question at the beginning of this article, is too much money being spent on overhead? The answer is firmly, no. To set up and run any service business there is a fixed cost that can't be ignored. We will listen to any suggestions from any member on how to improve services, or to cut costs and would be happy to implement them.

LMSRF CALENDAR OF EVENTS

CALENDAR OF YOUTH EVENTS

Lake Michigan Youth Events	http://www.lmsrf.org/lmsrf_yc.asp

CALENDAR OF SAILING ACTIVITIES

USCG Auxiliary Boating Courses	http://a095.uscgaux.info/visitors/classes/index.html
USPS Courses and Seminars	http://www.usps.org/cgi-bin-nat/eddept/cfind.cgi?S
Lake Michigan Lighthouse Tours	http://www.lighthousefriends.com/lake_mi.html
Lake Michigan Maritime Museums	http://www.maritimemuseums.net/

For more information, visit www.lmsrf.org