LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION

LAKE MICHIGAN Surf

THE OFFICIAL NEWSLETTER OF THE LAKE MICHIGAN SAIL RACING FEDERATION

2009
FALL

INSIDE THIS ISSUE

4 LMSRF 4 AREA UPDATE
5 LMSRF 5 AREA UPDATE
6 RICHARDSON CUP 2009
8 FROM THE RC BOAT
10 GRANTS AND AID INFORMATION
12 HALL OF FAME INFORMATION

101st Chicago to Mackinac Race

LAKE MICHIGAN
SAIL RACING FEDERATION

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

A NOTE FROM THE COMMODORE

By Donald Thinschmidt

101st Chicago to Mackinac Race

It is somewhat in sadness that I look at this time of year and acknowledge the conclusion of the Sailing Season is fast arriving for Lake Michigan Sailing. However, with the same thought, I also acknowledge what a great year this has been for racing as well as "just" sailing on our beautiful waterway. We've had a great sailing season and racing has been outstanding coupled with the tremendous assistance of staff, coordinators, participating yacht clubs and also individual sailors, both on the water and off the water. I believe it is safe to assume you each have evaluated your sailing for this past season on Lake Michigan and now are looking forward to making those proposed improvements to your sailboat and your own skills as well as those of your crew. It's now time to follow through on your "to do" list while the thoughts, goals and objectives remain fresh in your mind.

Similarly, this is the time for LMSRF, your organization, to also evaluate its successes and setbacks for the past season. What is even more important is to determine if it has achieved its goals for this past sailing season and how it can better service its membership. LMSRF has the ability to be the enabler for the bonding of sailboat racing throughout all of Lake Michigan both in activities and events.

In reviewing the past minutes of meeting and objectives pursued, this position of Commodore can be difficult unless the various Councils, together with their Committees, Officers, and Board Members work in harmony pursuing the Mission of LMSRF. I respectfully represent to you that the Councils, Officers, Board Members and supporting staff of LMSRF are some of the finest, most qualified and dedicated support staff you will find anywhere in the world, while possessing a love and obsession to sailing and sailboat racing, which is second to none. Working with them has been very gratifying. I wish to take this moment to thank each and every one of the LMSRF Board, Officers, Council and Committee members for the tremendous support and participation they each have provided this past year. These are the individuals responsible for the continued successful operation and coordination of this Organization. Again, thank you!

Now, its time to look to the membership again and ask this membership what and how they would like to see LMSRF best support the continued organiza-

Continue on page 3

2009 BOARD MEMBERS, OFFICERS, AND CONTACTS

* INDICATES BOARD MEMBER

* COMMODORE, DELEGATE TO US SAILING, & Nominating Chair	Donald Thinschmidt dmtesq@aol.com
* PAST COMMODORE	Joseph McGinnis JJmcginnis@utgic.com
* SECRETARY	Cindy Kraus chance323@sbcglobal.net
* TREASURER & DELEGATE TO YRUGL	Gary Hendrickson gary-hendrickson@att.net
* OFFSHORE COUNCIL CHAIR	Bob Sample bsample@ameritech.net
* ONE DESIGN COUNCIL CHAIR & US SAILING NATIONAL OFFSHORE COUNCIL DELEGATE	Gene McCarthy estaes@sbcglobal.net
* YOUTH COUNCIL CHAIR	Joey Harris harrisj@cityoflakeforest.com
* AREA I VC	TBD
* AREA II VC	John Archibald john.archibald@hp.com
* AREA III VC	Jim Gignac jgignac@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
FINANCE COMMITTEE CHAIR	David F. Radtke david.radtke@rbcdain.com
RACE ADMINISTRATION & CHAMPIONSHIP COMMITTEE	Bob Pegel sailing@elknet.net
MEASUREMENT RULES CHAIR	Tom McIntosh mcmisty@ameritech.net
AREA III ADMINISTRATOR	Stan Bailey sailer41@att.net
APPEALS COMMITTEE CHAIR	Tom Petkus TomasPetkus@barristers.com

LMSRF STAFF

EXECUTIVE SECRETARY	Donn Eurich
COMMUNICATIONS	Rebecca Holloway
FINANCES	Patrick Long
MEMBERSHIP AND MEMBER SERVICES	Cheryl Hillis and Krista Stauffer
GRAPHIC DESIGN	Marci Jacobs

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 views 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 517.321.0495, Email cherylh@eurich.com. The newsletter goes to all LMSRF members.

SEASON OF SAILING

TALBOT REGATTA, 420'S (HIGH SCHOOL)

CHICAGO YACHT CLUB'S VERVE CUP OFFSHORE

CHICAGO YACHT CLUB'S VERVE CUP INSHORE

COMMODORE *Continued from cover*

tion and sailboat racing on Lake Michigan. Remember, this includes all of Lake Michigan and the issue is always how can we involve everyone from all five designated areas. I would appreciate each and every one of the memberships, as stated by Roger Gamache, as Commodore of MBYC in his farewell to "think like a Commodore" and continue pursuing the ever-evolving development of LMSRF.

It is also extremely noteworthy to understand the various actual capacities served through our membership as well as the supporting role of LMSRF to the U.S. Sailing. What staff of LMSRF is contributing by way of support includes but is not limited to is the following:

a) Offshore sailing;
b) Youth sailing;
c) One design sailing;
d) Have a representative and delegate from U.S. Sailing who normally will attend U.S. Sailing National Meetings and be representative for Lake Michigan.
e) A delegate for the U.S. Sailing National Offshore Council;
f) A member of the Yacht Racing Union of the Great Lakes;
g) A Judge Advocate for LMSRF who presently also chairs the Grants-in-Aid to financially assist qualified individuals in pursuing nationally recognized sailing functions and further certain local activities: he is also the alternate delegate to U.S. Sailing.
h) Measurement and Rules;
i) Race administration and Championship;
j) Appeals;
k) Intellectual Technology;
l) Donations;

In addition, there are Vice Commodores for each of the five areas of Lake Michigan to assist in organization and race coordination along with related social functions. These individuals similarly invest numerous hours for the continued growth and success of our revered sport.

Besides the above mentioned positions, the Treasure and Secretary of LMSRF together with the Executive Secretary and Area III administrator with whom LMSRF is closely aligned together with other members sacrifice numerous hours toward the operation and continued success of our competitive sport.

Further, contributing endless hours of time for our continued growth and success is our finance committee, responsible for funds developing and growing with income derived there from to be utilized to support sailors and competitive events, which can be made through our Grants-in-Aid program. We have a Grants-in-Aid program, which is absolutely outstanding and readily available to support our membership.

These individuals along with many other supporting staff deserve our heartfelt "thank you" for their continuing contribution given so openly and readily, season after season. It is important not to omit at this time, the tireless efforts put forth by our members in charge of memberships.

This organization can be only as good as its core. LMSRF has as good a core as you will ever find, comprising any sailing organization. We also wish to take this opportunity to again formally as well as personally thank Nancy Glover for the many years she has served as the Treasurer and LMSRF and further Robert Sargent for chairing the Appeals Committee for many years. Although he has stepped down from continuing to chair the Appeals Committee, he remains very active continuing on the Appeals Committee. Again, Nancy Glover and Robert Sargent, thank you for your contribution.

As I had already indicated, there is tremendous support in our organization. However, we are ever seeking to improve our services. We need the support and input from all sailors across Lake Michigan. At this time, I want each of us to focus on the future of LMSRF "as a Commodore." We are very blessed to have the availability of such an organization. Now, the question is how can we best achieve the next level? Understanding further that the actual "on the water" sailing on Lake Michigan is somewhat "seasonal" now, is the off season is the time to further recommend, support, plan and begin pursuit of goals and objectives for next spring.

It is a time for thoughtful, constructive suggestions to further enhance the existing contributions and services put forth by LMSRF. We always encourage and are open to thoughtful "fresh" ideas and involved membership.

One of the great ideas put forth presently being pursued by LMSRF is the Lake Michigan Sailing Hall of Fame. Sailors of our organization should be following up in this regard and earnestly making evaluations and recommendations. Lake Michigan has tremendous positive history of some of the really great sailors. Please review the criteria and become active in your involvement.

I am looking for a continued, thoughtful, ever-evolving, independent standing and sailor supportive LMSRF. We have wonderful talent in our membership. It is now time to step up. One of my tremendously rewarding experiences has been the opportunity to work with the quality and caliber of individuals making up our management, staff, councils, board and respective supporting council members and committee personnel.

This is the time and a perfect opportunity to have this organization grow while clearly outlining its goals, objectives and opportunities for the Sailing Community for next year. The outstanding feature of this sport is that it encompasses all ethnicities, both genders and all ages.

Make us a part of your family. Thank you for permitting me to serve these past two years in this capacity. Have a great fall and let's get involved! You will determine our future.

Respectfully,
Don Thinschmidt

LMSRF AREA *Update*

WHILE THE WEATHER WAS COOL, THE SEASON WAS HOT IN AREA 4!

The clubs hosted their standard fare of great regattas, with Area 4 series using results from South Haven YC's Invitational, Macatawa Bay YC's Commodore's Cup, Anchorage Marina YC's Anchorage Cup, the joint effort of Harbour Towne YC and the Grand River Sail Club's Commodore's Invitational, and Muskegon YC's Governor's Cup. These events act as the basis for our Shoreline, Lake Michigan, and Boat of the Year series. Mix in the Area 4 Tripp race, the SSYC Queens Cup, the HTYC/PWYC Clipper Cup and you have the Offshore series.

This is Spirit Walker surfing down to Grand Haven during the August 29th pursuit race.

In addition, Macatawa Bay hosted regattas like the Melges 20 North Americans, the 420 NAs, and the Junior Olympics, Muskegon hosted the J35 NAs, and there is an active inter-club juniors circuit between Saugatuck YC, Mac Bay YC, Grand Rapids YC, and Muskegon YC... the WMYSA.

The Area 4 series scoring is available at www.lmsrf.org/area4/docs/2009_Area4_Scores.htm.

The Shoreline series and the Boat of the Year winner for 2009 was Trim, an Express 27 sailed out of MYC. We had twelve boats signed up for these series, and look forward to bigger numbers in 2010.

The Offshore series Division 1 winners (a tie) were Bill Hoyer's Majic and Vern McCain's Spirit Walker, both Sydney 41s sailed out of Muskegon. Division 2 winner, Ticklish (SR33), is owned by Eric Landman and sails out of Muskegon YC. We picked up Division 3 honors with Trim, my Express 27, which my crew ably sails out of Muskegon. The Offshore Series Overall championship was captured by Eric Landman and Ticklish.

We sponsor an Area 4 Lake Michigan Championship, a series which highlights our traveling boats. This series uses results from the Chicago NOOD, Mac, and Verve Cup, in addition to our Shoreline buoy events and the Tripp Memorial and Queen's Cup races. The 2009 winner was Vern McCain's Spirit Walker. They had a stellar year, winning the Tripp race, taking their divisions in the Queen's Cup and the Chicago Mac (and a 2nd overall!), and putting in

This is a group of J35s during the J35 NAs at MYC—downwind in 25 knots.

solid performances in all our Area 4 events... congratulations! The first in section 2 of the Mac race also captures the Area 4 Aries trophy, given to the Area 4 boat (entered in our series) with the best section showing in the Chicago to Mackinac race.

Area 4 has been trying out some pursuit races to see if we might attract different boats to race, since it relieves a lot of the pressure from the start. Muskegon YC had an extraordinary day handed to them for their 10 mile "Offshore Sprint" pursuit race held July 12th, with Hippy Chick (a Melges 24) just nipping Standard Deviation and Spirit Walker for the victory. On the morning of August 29th we organized a pursuit race to feed boats from Muskegon to Grand Haven for the start of the GRSC/HTYC Commodore's Invitational... WOW! With 20 to 25 knots of broad reach, and some 4-6 footers, it was a surf fest, with Brian Torresen's Peerless (GTFP!) just nosing out Trim and Ticklish at the pierheads.

This is also from the J35 NAs at Muskegon.

We need to continue to expand our offerings and try new types of events to attract more boats. Cruising races may not be everyone's cup of tee, but new boats trying out competition may add to our regular fleets.

See you in 2010!

Bob Harvey
Area 4 Vice Commodore

AREA V—NORTHERN MICHIGAN HAD ANOTHER SUCCESSFUL RACING SEASON!

By Linda Orlow

All the regular races were held and several new ones added to the schedule. The area clubs all hosted week night racing throughout the summer in addition to club races to Beaver Island, etc.

The biggest area race is the Little Traverse Yacht Club's Regatta in Harbor Springs which was July 31 – Aug. 2 this year. There were 57 boats racing in big wind both days. Next summer LTYC Regatta will follow the Chicago Mac so we hope that more of the Chicago fleet will stay and play up here. The 2010 Melges 32 Nationals will be part of that Regatta in Harbor Springs. Little Traverse Yacht Club placed third in the Chicago Mac Yacht Club challenge awards this year. The boats competing for that honor were Banshee, Northern Light, Surprise, Merengue, and Talisman. The biggest area regatta is Charlevoix Yacht Club's Red Fox Regatta which is always held over Labor Day weekend. There were 71 boats this year and the conditions were very favorable for good racing both days. CYC also hosted their annual popular one day No Boundaries Regatta in early August.

Boyne City Yacht Club hosted their annual Mark Madness Regatta in mid June as well as adding the Ironworks Regatta to East Jordan in July. Grand Traverse Yacht Club increased attendance for their Hound Dog Regatta at their very new, beautiful club house. One of the real highlights of the summer was the addition of a race to Omena Bay from both Grand Traverse Yacht Club and Charlevoix Yacht Club. It was very successfully organized by GTYC. We all enjoyed the bay, Leelenau Wine Cellars and Knot Just a Bar being such a big part of our fun.

Our season ended with racing in Boyne City at the Last Chance Regatta in late September.

We are all on the hard now, going to boat shows and making plans for next season.

ATTENTION ALL RACERS

CHAMPIONS AND AWARD WINNERS FOR THE 2009 SEASON'S BEST ON LAKE MICHIGAN SEASON CHAMPIONSHIPS SERIES WILL BE ANNOUNCED AND RECOGNIZED AT THE LMSRF ANNUAL GENERAL MEETING **SATURDAY NOV. 21, 2009, 10 AM** AT THE CHICAGO YACHT CLUB MONROE STREET STATION.

2009 RICHARDSON TROPHY CHAMPIONSHIP

OCT. 8-11, 2009

GREAT LAKES MATCH RACING CHAMPIONSHIP

DRYA'S CHRIS VANTOL EDGES OUT LMSRF'S STEVE LOWERY IN LAST MATCH OF FINALS.

Three of the eleven teams competing for the 2009 YRUGL Richardson Trophy Championship were Lake Michigan teams and were sponsored by LMSRF Grants-In-Aid. Steve Lowery of Highland Park Yacht Club - defending Richardson Trophy Champion, Mark Johnson of Neenah Nodeway Yacht Club and Riccardo Navon of Tower Harbor Yacht Club took their teams to Wayzata Yacht Club on Lake Minnetonka to what turned out to be an extremely exciting, but bone-chilling, event. An event where ski clothing made a big difference, especially on an umpire boat.

Chris Vantol, sailing for Bayview Yacht Club in DRYA and a veteran of 5 previous Richardson's without a championship, returned hungry to compete a sixth time and, in an exciting and risky maneuver, popped ahead of Steve Lowery at the beginning of the last leg of the finals to steal the championship from Lake Michigan! The Lake Michigan teams' ranking was the strongest of the YRUGL-member lakes competing:

LOWERY 2ND
JOHNSON 4TH
NAVON 8TH

RICHARDSON CUP 2009

By Michael B. Hoey

It was June 18th, 1924 when English mountain climbers George Mallory & Andrew Irvine looked at the path before them. Climb the coldest place on earth: Mt. Everest. Five times they had tried to climb Everest and five times they had failed.

It was October 8th, 2009 when Dutch sailors Chris & John VanTol and Irish veteran, Michael B. Hoey, looked at the path before them. Sail in the coldest place on earth for the 2009 Great Lakes Match Racing Championship: Minnetonka, MN. Five times they came within close reach of the summit and five times they had failed.

The winner of the event would be awarded the coveted Richardson Cup. The Richardson Trophy was established in 1912 by Commodore S. O. Richardson, Jr., of the Toledo Yacht Club, Toledo, Ohio. It is a Sterling Silver Trophy (created by Tiffany & Co) which is the second oldest sailing trophy in US history. The 2009 event was the 70th running of the Richardson Cup.

FLASH: FRIDAY

Wayzata Yacht Club—Lake Minnetonka greeted 11 different teams with brisk winds and 45-50 degree temperatures. Your BYC team finished the day with a 4-2 record to start the 11 team round robin series. Two other teams, Steve Lowery and Lars Hanson, finished the day a perfect 6-0.

FLASH: SATURDAY

The sea was angry.... like an old man trying to return soup at a deli. Temps now plunged into the 20's and the forecast was for a high of 34. Winds were 15-25 mph with a wind-chill of 18 and a layer of steam blowing from shore to shore. The J22s were covered with about an inch or so of snow. Our team scrambled to the local Target and bought up critical winter gear that included fake fur hats and gloves. Tactic: the warmest

team will win. This day our team went unbeaten; finishing out the round robin 8-2.

FLASH: SUNDAY

6-10 knots, 40 degree temperatures

Final 4:
1ST SPOT - Steve Lowery: 9-1
2ND SPOT - Lars Hansen: 9-1
3RD SPOT - Chris VanTol: 8-2
4TH SPOT - Mark Johnson: 6-4
Steve Lowery, 2008 Richardson Cup winner, picks Mark Johnson for the first to 2 points semi-final. The other semi-final features VanTol vs. Hansen.
RESULT- Lowery wins 2-1 & VanTol wins 2-0.

FINAL FLASH:

THE FINALS. TEAM VANTOL VS. LOWERY: FIRST TO 3 POINTS.

RACE 1: Lowery squeaks a two boat length win
RACE 2: Lowery wins 5 boat length.
RACE 3: Back against the wall—VanTol wins by 1/2 a leg.
RACE 4: Momentum has swung—VanTol wins by a leg.
RACE 5: 8 minutes remain to the 2:30pm warning signal cut off. Warning signal Foxtrot is posted. Race on. Pre-start: boat boats battle for pin bias and a last second hook on Lowery flicks the veteran with a penalty. But Captain Crash, aka Chris Van Damage, sold the 2nd luff too hard; tap tap tapping Lowery's stern quarter. Flags go up on both yachts and a long delay on the umpire boat ensues. The call: blue & yellow!

With offsetting penalties the spectator crowd of 30+ brings up the noise level to that of a ballgame. Positions swing radically in the shifty conditions. On the last downwind, Lowery leads by 10 ft at the last windward mark. Both boats initially carry on the final run within inches. Our final move is signaled out by the cagey bowman who somehow signals for a fake gybe as he wrestles the pole. Our vessel surges to starboard and swings radically to port; Lowery takes the bait and has already gybed to starboard. With more pressure in hand and the starboard advantage...Team VanTol sails on to reach the summit in the 2009 Richardson Cup. No loss of Sherpas.

RESULTS

SKIPPERS FULL NAME	NATION	ROUND ROBIN 1 WINS	WINS FROM ROUND ROBIN 2 AND KNOCK-OUT	TOTAL WINS	FINAL POSITION
Chris Van Tol	USA	9	5	14	1
Steve Lowery	USA	9	4	13	2
Lars Hansen	USA	8	2	10	3
Mark Johnson	USA	7	2	9	4
Josh Kerst	USA	6	3	9	5
Sarah Bury	CAN	6	3	9	6
John Peterson	USA	4	2	8	7
Riccardo Navon	USA	3	0	3	8
Keith Ziegler	USA	2		2	9
Tim Carlson	USA	1		1	10
Dan McNamara	USA	0		0	11

FROM THE RC BOAT

By Eric Lind

Technology is a wonderful thing, especially when it helps a shorthanded RC. After spending $12 a can and higher for air cans this season (luckily not my money) I worked a regatta at the Boyne City YC the end of September and was pleasantly surprised by their start system setup. It consists of a 12V battery, an auto-start computer (sorry, cant' remember which brand), an electric horn compressor, and four air horns mounted on a staff at 90 degree intervals. This system is self-contained and somewhat portable depending on how large the 12v battery or power pack is. You can eliminate the battery and wire it directly to a boat's battery, but don't think you will use a power plug (formerly known as a cigarette lighter plug) as few can handle the current draw of the compressor. I found that the real secret is to get the horns up at least two or three feet above your ear level. This system worked well as all you needed to do to start a sequence was push one button and it would go through a pre-warning followed by multiple 5 minute start sequences until you stop it. It worked well until we blew a fuse, but that could be taken care of easily with a dedicated circuit in a permanent installation. Best thing is that it allows a 1 person RC to just worry about flags and line sighting.

Speaking of flags, I've used a portable flag staff for a few years now with 2 hoists that can easily be moved from boat to boat with very little installation necessary. The basic construction is PVC pipe and the overall height can be adjusted based on the type of RC Boat and the size of the flags. I use 1/8 luff cord for the hoists with small bullet blocks zip-tied thru holes drilled in the PVC. The main hoist goes all the way to the top and has 2 sets of clips at opposite ends so that the class flag of the next group to start can be affixed to the bottom set of clips while the active class flag is being flown at the top. At the start signal, the active class flag comes down and the next class flag goes up in one smooth (most of the time) motion. The opposite hoist is for the prep signal and only goes as high as the bottom of the hoisted class flag so that when they are both up they are both visible. We recently went to 3x3 start flags and it wasn't too hard to lengthen the height of the entire staff to keep the flags above our eye level.

For the past few years I've been using a Handheld VHF/GPS combo unit that is really quite handy although a bit of a brick. Newer ones are out that are much smaller and lighter. With this unit I can easily set my start line for length and squareness. When two units are used at opposite ends of the course, I can poll the other unit (and vice-versa) for distance and direction. You may recall that these units were used in the '08 Olympics in China where they not only had them on each RC Boat, but on each mark as well and in the RC headquarters on shore allowing them to know where the marks were on any course.

101st Chicago to Mackinac Race

The technology that makes this work is part of what is known as Digital Selective Calling or DSC and has been on all VHF base radios and handhelds w/ GPS since about 2000, but not much has been done with it. Everyone thought that we were waiting for the Coast Guard to install monitoring systems to make it work when in fact, the system has been fully operational since inception, but just between VHF Radios. Once you have hooked up your radio to your GPS and entered your ID#, the main function of DSC allows you to send an automatic mayday to all other DSC equipped radios in your broadcast area along with your location. If you're boating shorthanded and have an emergency, this could be critical as it frees you up to do other things. The other aspects of DSC allow you to enter ID #s for other units and poll them for location or send them messages without alerting or bothering the rest of the boating world on Ch 16/9. Several years ago I convinced Leelanau County Emergency Services to put a VHF in dispatch and they went one better and put the antenna at the top of their huge comm tower in the Northern end of the County. They can now pick up calls from Empire all the way around to Traverse City and inland lakes as well, including handhelds. The next step would be to install a chartplotter so that they could see the location of any DSC alerts instantly. So, the bottom line here is that if you have a DSC equipped radio (that's the little red plastic door with a button behind it) get it hooked up to your GPS, get a FREE ID# from Boat/US, and learn how to use it. It could become your best friend in an emergency.

That's enough for this issue. If you'd like more info on any of these topics, feel free to contact me at erlind@chartermi.net. Next issue I'll talk about the anchor rode system that we've used successfully for our race marks. One last item. Now that our season's are near the end or over, it's a good time to get all of your club's RC equipment together for inspection, inventory, and proper storage for the offseason. This will give you an opportunity to repair or replace necessary equipment prior to next season.

CROWLEY'S YACHT YARD LAKESIDE

3434 East 95th Street
Chicago, Illinois 60617
773-221-9990
info@crowleys.com

Storage:

- Summer In/Out
- Heated Indoor Storage – 100,000+ sq. ft.
- Unheated Indoor Storage – 100,000+ sq. ft.
- Paved Outdoor Storage – 20+ acres
- Deep Water Docks
- Quick Access to the Lake

Services:

- Electronics Repair & Installation
- Engine Repair & Re-Power
- Yacht Rigging
- Fiberglassing
- Refinishing
- Carpentry
- Painting

Ship's Store:

On-Site

3434 East 95th Street
Chicago, IL 60617

Online

CROWLEY'S SHIP'S STORE ON-LINE
www.store.crowleys.com

We have the best deals around!

www.crowleys.com

GRANTS AND AID

2009 ISSA HIGH SCHOOL NATIONAL DOUBLE-HANDED CHAMPIONSHIP

By Ciara McHugh

My team flew down to St. Petersburg on Thursday night in order to get a full day of practice in on Friday. We woke up early Friday and walked down to the yacht club to begin rigging a 420 and FJ for our day of practice. My skipper and I began in the 420 and sailed into the bay. We did self-organized drills with other teams in 420s as all the coaches were told to stay on the pier. After a couple of hours, were switched into an FJ and practiced for the rest of the day in that boat.

Saturday morning came along and we walked over to the yacht club once again. A division began in 420s while B division, my division, sailed in FJs for the first ten races. The first couple of races, my skipper and I worked our way up to mid fleet due to a less than perfect start. After we got used to the fleet, our races improved dramatically. By midday, we achieved top fleet scores, including a close first. We sailed from seven am to seven pm, getting in as many races due to the poor forecast for the following day. I had some breaks while alternate crews substituted for me during the day in order to keep up my energy and allow the younger class-men to get in some experience. By the end of the day, Loyola overall was in 14th place.

On Sunday morning, also Mother's Day, the team woke up eager to get more racing in. We sat in postponement for about an hour waiting for the wind to pick up. Finally, the race committee gave us the okay to launch our boats. By this time, my skipper and I were set to sail the FJ. While I was putting together the tiller and the rudder, the boat set up next to us was launching. I moved to give them some more room to launch, but by that time my skipper was pushed into me and I fell into our boat. Unfortunately, my lower leg did not come with me, and my kneecap made a popping noise. My coach lifted me up and brought me to a chair while some other people got some ice. An alternate was sent in my place for the time being in order to assess the damage to my knee. My other coach, previously an EMT, gave me a brace and told me to keep the ice on it to get the swelling to go down. During the course of the day until three o'clock, races went on, although the wind shifted from time to time. I stayed off my knee for the course of the day on coach's orders, so I would be able to go to the High School Atlantic Cup Challenge in a few weeks. We ended the day overall in 17th place, but my skipper and I, along with the help of our alternate, were able to place 8th in B division.

Since the regatta, I have been nursing my knee back to full health, and helping coach my team from the crash boat. It was unfortunate that I couldn't sail the second day of the regatta, but I know I learned a lot just from watching with my coaches, listening to what they had to say during each race and seeing the regatta from their perspectives.

I want to thank you again for your time and the grants that have been given to me. It means a lot that I get the chance to go to these events for which I have worked hard to qualify.

I WANT TO THANK YOU AND THE COMMITTEE FOR THEIR TIME AND FOR THE GRANT. LMSRF HAS GIVEN ME MANY OPPORTUNITIES TO FURTHER MY SAILING CAREER IN WAYS I NEVER THOUGHT WERE POSSIBLE BECAUSE OF MONETARY RESTRICTIONS.

THE 2009 RICHARDSON TROPHY REGATTA **By Steve Lowery**

The 2009 Richardson Trophy held at Wayzata YC on Oct 9-11 in Minnesota was a character building experience. My crew reminded me to bring my dry suit before the event and they weren't wrong! I've never worn a dry suit in a J22 or any other keel boat but the early winter that hit us during the regatta made it an easy decision. Friday was relatively normal with 45 degree weather and sun but Saturday was a different story when we woke up to 26 degrees, snow, and whitecaps and mist on the water. After a two hour delay we were racing, although bumbling around in my heavy winter gear and rubber gloves led to some rather unsightly roll tacks on my part. Despite the

weather, the organizers were able to run all the races as planned with us leading the round robin. The semifinals against Mark Johnson went well for us at 2-1. The finals against Chris Van Tol were tougher with us winning the first two but losing the next three, letting Chris win the championship. We definitely felt that we had upped our game over the year, but there is more to go. We'll be back to try again next year. Our team is very grateful for support from LMSRF, thanks!

LASER MASTER'S WORLD CHAMPIONSHIP

By Susie Pegel, Laser 170757, USA

This summer I had the honor of traveling to St. Margaret's Bay, Nova Scotia to compete in the 2009 Laser Master's World Championship. This regatta followed the "regular" Laser Worlds held at the same venue. All the skippers in the Laser Master's Worlds are 35 years of age and older. The competition was divided into age categories and skippers could elect to sail either the Laser or Laser Radial. Women competed on an even basis with the men. Radials sailed on one course while the full-rig Lasers sailed on a separate course. I competed in the Master's age group (skippers ages 45-54) in the Laser Radial. I turned 53 in September. The championship involved more than 300 boats representing 15 nations.

I left home August 22nd, first stop Bay City, Michigan for the 40th anniversary party of Gougeon Brothers WEST system epoxy. The next night I stayed in Albany, NY. Then on to Rothesay, New Brunswick where I did some practice sailing and prepared for the final leg of the journey to Nova Scotia. Upon my arrival at SMSC, I went through the registration and measurement process. We were directed to turn our boats over on the grass in anticipation of tropical storm Dani. (Hurricane Bill had hit during the regular Laser Worlds.)

Racing began August 30th and concluded on September 5th. We had three days of racing, a "lay day", then three more days of racing. The plan was for two races a day starting at 1 p.m. Of the six days of scheduled racing, we only had the predicted sea breeze three of those days. Winds were 18 mph at the most. Two of the days were light, fluky northerlies and one day a light, fluky southerly. We would routinely leave shore at 11:30 a.m. Some days we would not make it back to shore until 7:30 p.m. Three of the races were not sailed because of poor wind conditions leaving us with a total of nine races for the series. I would high-tail it back to the house in the evening to shower, eat and go to bed.

I was staying at the home of Warren Nethercote (an international certified judge) and his wife Maria Kuttner in Boutillier's Point. Because of the tropical storm, the opening ceremonies were postponed until the evening of September 1st. We were addressed by regatta organizers and local dignitaries and treated to a buffet meal afterwards. The regatta was sponsored by Nautel, a local telecommunications company.

I normally compete on the regular Laser and Laser Master's circuit sailing a full-rig Laser. I elected to sail a Laser Radial at the Laser Master's Worlds anticipating winds of at least 22 mph. These winds never materialized. Since I'm on the heavy side for a Laser Radial, I found myself at a significant boat speed disadvantage compared to the lighter weight sailors. I also had difficulty pointing. A British sailor gave me a tip the morning of the final day of racing which would hopefully improve my ability to point. We did start a race on the final day but it was abandoned due to dying winds so I never had a chance to see if the tip would pay off or not. Given the wind conditions during the regatta, I probably would have been better off sailing the full-rig Laser. My final finish overall: a disappointing 19th which was actually not bad considering how slow I was. Live and learn.

On September 6th I reloaded everything and began the trip home. All the prep work done on the car, trailer and boat paid off because I suffered no breakdowns or other mishaps during the trip. Only one serious injury during the regatta, one of the skippers fell and ripped the ligaments in his right knee requiring surgery and confinement to a wheelchair. Tropical storm Dani also blew down the regatta tent which took out the power lines as it came tumbling to the ground meaning no electrical power at the club the first morning of racing.

Many thanks to LMSRF for their financial support helping me attend this regatta. I had actually made a road trip out east in summer 2008 from June 11th to July 23rd including competing in a regatta at St. Margaret's to scope it out for this year's championship. My 2009 Laser campaign began May 2nd with a regatta in Annapolis and is pretty much wrapping up now that the Master's Worlds has concluded. I will be sending along a token of my appreciation in the mail to you. You can find out more about the regatta and view photos at the 2009 Nautel Laser Master's Worlds website. Again, many thanks.

LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION

HALL OF FAME

Your club is required to provide the nomination by supplying a resume and picture of the individual identifying his or her contributions to the sport of sail racing on Lake Michigan. Nominations are to be made by December 31, 2009. A nominee will always be on the nomination list so that if not selected in the year of nomination, election may occur in later years.

Who is Eligible?

- Someone free of controversy
- Free from rating discrepancies
- Contributor to the sport
- Display good sportsmanship
- Has respect of his or her peers

How are nominees elected?

- The nominations will be made to the Executive Secretary of LMSRF who will forward the nominations to the Chairman on January 2nd.
- The Chairman will mail the nominations to the five committee members immediately. Committee members will not be known to one another.
- Committee members shall make their selections by March 20th by mailing their ballot to the Chairman who must have the ballots by March 23rd. Committee members do not have to elect anyone if each so wishes.
- Announcement shall be made by the Executive Secretary March 31st giving mail notice to the honorees and the nominating club. The website shall give notice to the entire membership of LMSRF. This notice will include the site and time of the Induction Ceremony.

How are winners recognized?

- LMSRF Website
- Newsletter
- Induction Ceremony where the Honoree will receive a plaque.

Lake Michigan Sail Racing Federation

Hall of Fame Application Form
For the Year 2010

Name_____ Yacht Club _____

Yacht Name_____ Email/Phone_____

Describe why you feel this candidate is worthy of induction into the LMSRF Hall of Fame:

_____
_____
_____
_____

What special talents, actions, meritorious service or other actions dedicated to sail racing did this individual demonstrate?

_____
_____
_____
_____

How would you describe this persons character, sportsmanship and seamanship?

_____
_____
_____
_____

Please fax this form to 517-321-0495, or mail to LMSRF, 3225, W. St. Joseph, Lansing MI 48917. Deadline for candidacy, December 31, 2009.

Thank you for your nomination!!!

LMSRF
LAKE MICHIGAN SAIL RACING FEDERATION

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

Real Estate Taxes Too High?

Over 30 years of experience concentrating in real estate taxation appeals

CRAIG A. BURMAN

ATTORNEY AT LAW

For owners of Commercial, Industrial or Income Real Estate

Phone: 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