

Lake Michigan SuRF Newsletter

LAKE MICHIGAN SAIL RACING FEDERATION HALL OF FAME

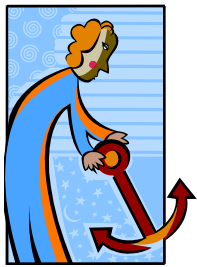
John Nedeau, Sr., to be Inducted, Ceremony Set

By Gene T. McCarthy, Chair

Lake Michigan Sail Racing Federation is pleased to announce that John Nedeau, Sr., of Muskegon Yacht Club, has been elected to the Lake Michigan Sailing Hall of Fame. Nedeau will be inducted into the Hall of Fame on May 17, 2012, with the ceremony beginning at 6:30 PM EDT, at Muskegon Yacht Club, 3198 Edgewater Street, Muskegon, Michigan. All members and friends are welcome to attend. A no host bar reception will follow the ceremony.



Crew Schools on Lake Michigan



By Glenn T. McCarthy

Do you have friends, acquaintances, co-workers, relatives or others who have shown an interest in sailing and you're just not sure where to send them? Steer them to Crew School. They'll learn the basics, port/starboard, bow/transom, rope tying, what it takes to crew a boat around a race course and they'll be mated with a club member boat who will take them out and give them time on the water to practice those new learned skills. Many clubs provide charging privileges and even dinner on class nights.

Chicago Corinthian Yacht Club "Crew School" <http://www.corinthian.org/school.php> April 11 -

May 16, 2012

Chicago Yacht Club "Crew U" <http://www.chicagoyachtclub.org/viewCustomPage.aspx?id=205> May 8 - June 19, 2012

Columbia Yacht Club "Skipjacks" - Sold Out, try the waiting list.

<http://www.columbiayachtclub.org/viewCustomPage.aspx?id=73> May 1 - June 26, 2012

Racine Yacht Club "Adult Sailing Program" http://www.racineyachtclub.org/PDFs/Adult_Sailing2012.pdf April 29 - May 22, 2012

Anchorage Yacht Club Launches Learn to Race 101

Anchorage Yacht Club of Lake Forest, Illinois, is offering a FREE Learn to Race course. It is aimed at people who want to try racing and don't know how to get started and to those who are racers but want their crew and themselves to have a better understanding of how sailboat racing works. They incorporate fun events like patio parties, banquets and education events tied to their racing events and host LtR101 to introduce this fun to others.

This program is aimed at the beginner. There is no need for a boat or special equipment. The course is very informal, with an emphasis on safety and fun. The program will start with classroom instruction on:

- ▲ Basic structure of sailboat racing
- ▲ How to start a race

- 🚩 How to sail the upwind and downwind legs
- 🚩 Basic right-of-way rules

The on-the-water portion will be sailed on Tuesday nights using the Olympic sailboat racing course outside of Waukegan Harbor, owned and maintained by the Anchorage Yacht Club. Experienced racers serve as instructors. These sessions continue all summer long as long as there is interest. Participants have the opportunity to join the Thursday Night AYC Race Series.

Lessons start May 8, 2012, from 6:00-8:00 pm. They will be held at 110 South Genesee Street, Waukegan, IL. To sign up or if you have questions, contact Captain George, georgewr9f@gmail.com.

Building Numbers on Starting Lines – Crew School

By Glenn T. McCarthy

The first initiative LMSRF is developing to building numbers on starting lines on Lake Michigan is a template for "Crew School." We identified four yacht clubs on Lake Michigan who are running these today. The idea is simple, advertise to the general public to find people who have dreamed of a calling to the sea, put them in a 8 to 12 week course (one night per week) for a fee, teach them the rudiments - port/starboard, bow/stern, lines around winches clockwise, what it takes to go around a race course, etc. Then mate these crew to volunteers at the yacht club who will grow their skills in a hands-on setting by inviting them onto their boats. With a few parties mixed in, charging privileges on class nights at the yacht club, these Crew are quickly immersed into our world.

Eventually some will cruise, some race and some abandon their dreams when mal de mer hits them. Then these crew are made available via a list to club members. The reason these yacht clubs have been running these programs is that they are successful at building the numbers in sailing, growing their membership, and some of these eventually have become boat owners.

As soon as we have the template complete, Crew School will be shared with all yacht clubs on Lake Michigan, with the hope that all will use it as a model to develop their own Crew School. Look forward to it, help create one at your club, add it to your club's list of committees and realize that Crew School might have an ulterior hidden name - it becomes a de facto membership committee! If your club wants to get involved, email Glenn McCarthy at commodore@lmsrf.org.



Chicago Match Race Center Spring Invitational

(an ISAF Grade 3 event) - May 19-20, 2012, Belmont Harbor, Chicago

This single regatta combines the following events together:

- 2012 LMSRF Lake Michigan Match Racing Championship
- LMSRF Qualifier for the 2012 Yacht Racing Union of the Great Lakes Richardson Trophy Regatta
- US Sailing Group E/K Qualifier for the 2012 US Match Racing Championship
- CMRC Overall Spring Invitational Championship



Details are in the Notice of Race at www.chicagomatchracecenter.com/regatta/info.asp?id=10091. Confirmed entries include:

Jack Jennings, Chicago, IL, US
Mauricio Gallardo, San Salvador, El Salvador
Ben Marden, Chicago, IL, US
Lars Hansen, Golden Valley, MN, US

Hans Pusch, Chicago, IL, US
Mark Johnson, Appleton, WI, US
Chris Nesbitt, San Diego, CA, US
Alex Curtiss, Lake Bluff, IL, US

This is a great spectator opportunity! If you have any interest at all in match racing, contact Maggie Shea at CMRC to arrange a free ride on the CMRC *BreadBox* to view the races. Contact Gary Hendrickson with any questions (847.800.1380, gary-hendrickson@att.net).

FEATURED YACHT CLUB OF THE MONTH: Winthrop Harbor Yacht Club

By Gail M. Turluck

Lake Michigan is home to Winthrop Harbor Yacht Club, located on the grounds of North Point Marina in Winthrop Harbor, IL, just south of the Wisconsin-Illinois border. A newer club that was established in 1995, its clubhouse was built in 2000 with a reported "commanding" view of Lake Michigan.



The club offers a sail fleet, sailing events, cruising events (power), co-sponsors the Lake Michigan Singlehanded Society Double-Handed Race each June, "Go-fast" events (power), social events, a boating education series, and the WHYC Fun Run (power).

Their schedule features a number of fun and educational events that many a sailor or boater would find fun, educational and helpful: Vessel Safety Check-learn what you need to pass a vessel safety check to avoid paying a pricey citation to the Coast Guard if you get boarded. Wine Knots-Appetizers and wine will be served. Oh yes, you also learn how to tie knots! Sail Racing Rules for Dummies-Get a basic understanding of important rules that will ensure everyone has fun on a race and can get around the course without fouling another boat, for skippers and crew. On the Water Anchoring- Learn the skills on all types of anchoring. Racine Art Show-Destination event to Reef Point Marina. Fish Day- Port Washington, WI, destination weekend to Port Washington Marina. Blueberry Festival-Destination long weekend event to South Haven, MI. Irish Fest-Destination long weekend event to Milwaukee, WI.

DID YOU KNOW that 100 Years Ago the Chicago-Mackinac Race Was Actually the Chicago-Harbor Springs Race?

By Linda Orlow, Area V Vice Commodore

Most ironically, in light of the 2011 storm and tragedy, 1911 was the year of a strong 80 mph gale during the Chicago-Mackinac Race. The racing sloop *Vencedor** sank after running aground on Fisherman's Island Reef near Charlevoix. No lives were lost.

Great internal dissention within Chicago Yacht Club ensued regarding the safety of running the Race to Mackinac, especially the dangerous practice of cutting the corner at Waugoshance Point**. A highly divided CYC board decided to run a shorter race in 1912, finishing in Harbor Springs, Michigan, substituting the Chicago-Mackinac Race. This was a difficult decision in the face of a threat, followed by an invocation of deed restrictions, from the then-surviving donors of the Mackinac Cup, who refused the use of the Mackinac Cup for any race not finishing in Mackinac.





Sailing vessel Vencedor. Photo credit: John S. Johnston, Detroit Publishing Company.

Seeming to solve the issue of the moment, the Harbor Springs Cup was presented to Chicago Yacht Club by Little Traverse Yacht Club in Harbor Springs. It is a very attractive trophy, with fine female forms handling the cup and an engraved scene of Little Traverse Bay on the cup portion. It was the principal trophy for this new race. The 1912 race was won by then Chicago Yacht Club Commodore James O. Heyworth, sailing his 72' yawl *Polaris*. In 1913, the race was sailed in three separate legs finishing in Harbor Springs, and was won again by immediate-past CYC Commodore Heyworth on his new 55' P Class sloop *Olympian* (today nearly completely rebuilt and for sale in Milwaukee).

The debate continued with accusations about the unchallenging nature of the race to Harbor Springs. This was fueled, perhaps, by the two races having been won by Commodore Heyworth. Through the efforts of Past Chicago Yacht Club Commodore William Baum, the Mackinac Island finish was reinstated in 1914.

Little Traverse Yacht Club did not ask for the return of their gift, though the trophy continued to sit on the shelf. In 1923 LTYC Commodore J. Herndon Smith sent a clarifying letter to Chicago Yacht Club stating that Chicago Yacht Club was free to keep the trophy with the hope it would be used in some suitable event. CYC kept the Harbor Springs trophy shelved until 1940. Since then it has been used as a Chicago-Mackinac Race trophy for: Cruising Section B until 1951; Division 1 Section 2 until 1976; IOR Section 2 until 1991; PHRF Section 2 until 2001; and is currently used as a Division award.

Also in 1940, the Harbor Springs Commercial Club donated the James O. Heyworth Trophy, which was presented that year by his son and daughter. The Heyworth Trophy has been in continuous use as a Mackinac Race section trophy ever since.

We hope to display the Harbor Springs Cup at Little Traverse Yacht club for part of this summer.

* *Vencedor* (not Vendector as widely reported) was built in 1896 for Lincoln Park Yacht Club Commodore E.C. Berriman for a challenge with the Royal Canadian Yacht Club held in Toledo, OH. This was the birth of the Canada's Cup. *Vencedor* lost to the Fife cutter *Canada*, but went on to win the Chicago-Mackinac in 1904 and 1907. *Vencedor* sank July 23, 1911, on Fisherman's Island Reef.

**Waugoshance Point Lighthouse marks exceptionally dangerous features as the western entrance to the Straits of Mackinac. In 1832 a wooden Waughoshance lightship was stationed near the shoal to mark it, until it was replaced by the Waughoshance Lighthouse (image to right) was one of the first lighthouses on the Great Lakes. Due to extreme shallow waters and heavy seas in early historic times, Waughoshance Point was often avoided altogether by canoe-borne local native Americans of the Anishinaabe Confederacy (members of the Ottawa and Ojibway tribes) by using the Inland Waterway which joins Round Lake (Charlevoix), Iduna Creek, Crooked Lake, Crooked River, Burt Lake, Indian River, Mullett Lake and the Cheboygan River to Lake Huron.



The station in 1896 after the construction of the protective pier
Image credit: <http://terrypepper.com/lights/michigan/waugoshance/waugoshance.htm>

New Chicago In-Water Boat Show

By Glenn T. McCarthy

The Chicago In-Water Boat Show is being held June 7-10, 2012, at the new 31st Street Marina in Chicago. It's owned and run by the National Marine Manufacturer's Association, the same folks who own and run Strictly Sail Chicago. They've been reaching out to organizations and yacht clubs seeking ideas on how to make it interesting. Being a new show, they're still in the organization and planning phases, check for updates:

<http://www.chicagoinwaterboatshow.com/>. One of the show days doesn't interfere with the Chicago National Offshore One-Design Regatta (being run the same weekend). Put it on your calendar and give it a try.

Share Your Yacht Club Success Stories – Your Reply Requested

By Glenn T. McCarthy, Commodore

To help with our mission of getting more people in boats and more boats on starting lines, we ask your help teaching other clubs what to do better.



- ▲ Is your membership growing? Explain how it was done.
- ▲ Is your sailing school growing? Explain how it was done.
- ▲ Is your fleet growing? Explain how it was done.
- ▲ Is your regatta growing? Explain how it was done.

We'll promote your successes to the other clubs on Lake Michigan so they can copy and share in your success. Please send your write up to our Editor, Gail Turluck, at lakemichigansrf@gmail.com.

The 2011 Chicago-Mackinac Stories Keep Rolling In ...

Engaging the Engine for Safety During a Race

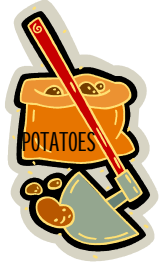
By Glenn T. McCarthy

Onboard *Radiance*, the Farr 38 owned by Ben White, of Chicago Corinthian Yacht Club, on Tuesday morning during the 2011 Chicago-Mackinac Race, they had turned Can 3 and were making the last 29 mile sprint in the Straits of Mackinac to the finish line. Flying an asymmetrical spinnaker, *Radiance* was moving along at 3-4 knots in dense fog at 0900 hours. Radio traffic advised of freighters both up and down bound in the Straits. The LASH *Victory* and yacht *Radiance* radioed that they were approaching the center span of Mackinac Bridge from opposite directions, with *Radiance* planning to stay to the south side. However, the wind changed direction and necessitated *Radiance* to change course to head towards the center span. *Radiance* kept their engine off to listen for radio communications. As in most years, there were air compressors for the sandblasting and ongoing painting on the bridge in use, which made it difficult to use the crewmember's "ear" radars onboard. Suddenly, a freighter appeared out of the fog, fortunately off to the side. The crew grabbed cameras and video cams to remember the close call.



The Fat Lady hadn't sung yet! The fog became more dense and *Radiance* was now a mile from the finish line. They had heard the fog horn of an approaching freighter from behind. While they had the itch to jibe to stay on the finish

line side of Round Island, they thought maintaining a straight course would provide the freighter a better track on their radar after having gone through the prior experience under the bridge. Suddenly, a crewmember on *Radiance* shouted, "There it is!" The two vessels were lined up for a run-over collision. White fired up the engine, instructed his fellow watch captain to take the helm, he checked the oil pressure gauge, deduced the motor was running, and jammed it into gear for four seconds, just clearing the track of the freighter. They said they could have thrown a potato sack with ease up on the deck of the freighter as it passed. *Radiance* shut down the engine, jibed and crossed the finish line 10 minutes later.



White proceeded to file Redress, as we all know that we can't use an engine in a race unless excused by the Judges. He decided to let the Judges decide what the rules will allow in a safety emergency.

After describing the incident to the Judges, the Judges had two questions:

1. Whether or not they should demand to see his underwear; and,
2. Whether or not he had changed them yet?

White assured the Jury he had just taken a shower and was wearing fresh undies.

The Protest Committee deliberated and said that White had done the right thing (for safety and by reporting the engine usage in the race to them) and it was a "good job." The Jury penalized *Radiance's* time by 4 seconds. RRS 42.3(f) does allow any means of propulsion to help a person in danger. Fair enough, isn't it?

We're glad *Radiance* is around to report this!

2012 LMSRF Area III Update

By Eric Johnson, LMSRF Area III Vice Commodore

It's almost May, boats are filling the harbors and it's time to go sailboat racing again! I am excited to be the LMSRF Vice Commodore for Area III and look forward to coordinating the racing activities in our Area. Janet Hansen is our Administrator and Larry Berliant is our Treasurer. We are working to improve the racing experience and reduce the costs.



LMSRF Area III has a strong schedule of port-to-port and around-the-buoys races for the summer. We have eliminated the \$5 event and \$10 annual registration fees. We have cash in the bank and will be using it this summer to sponsor several events.

One of the events will be a Race Committee seminar on May 20, 2012, from 10:00 am to 4:00 pm. Jackson Park Yacht Club will be hosting this event. Olof Andersson and Mark Schneider will be leading the discussion and providing the expertise so that we can get all the RCs providing consistent and efficient event management. Registration will start at 9:30 at JPYC. Parking is not an issue. Please remember that Lake Shore Drive going through the city may be closed, so it is recommended to access the club via the I-94 Dan Ryan Expressway. Contact Janet at jankh74@yahoo.com for further information and to sign up your club's race officials.

This May there will be some challenges getting the boats to the harbors and cans. Work being done on the locks in the Chicago River and the NATO meeting will cause some closures and harbor access limitations. See the story later in this issue for specific closures and limitations.

LMSRF Area III will be running the Boat of the Year series going forward. All races will count this year for both port-to-port and around-the-buoys. Brag flags will be awarded at the end of the summer for 1st, 2nd & 3rd place finishers. The High-Point Percentage scoring system will be used. All racers will be entered in the BOY series for no

additional cost this year. Check the LMSRF Area III website for the BOY Notice of Series. You will be able to enter the races for this summer on the site www.sailyachtracing.com/A3/ as we have done in the past. The site will be open for entries soon.

Make sure you visit the website www.portofphrf.com that Deirdre Martin has put together. This site offers a wealth of information and resources for all sailors. You'll find the LMSRF Area III schedule, links to yacht clubs and boat yards, a link to www.crewsignup.com and more.

Make it a great summer filled with sailing, racing and fun! Please reach out to us if you have thoughts, concerns or comments about anything involving LMSRF Area III. My email is sailorej@yahoo.com.

LMSRF Area V Update

By Linda Orlow, LMSRF Area V Vice Commodore

All the details are in place for the Second Annual Quantum Freshwater Cup, the LMSRF Area V season's championship. The Quantum Freshwater Cup came about as the direct result of several of us who attended the US Sailing Yacht Club Summit in Chicago in 2011 (Kathie Breighner and Linda Orlow from Little Traverse Yacht Club, Jim Sorbie from Grand Traverse Yacht Club, and Marty Jensen and Rich Hodgson from Charlevoix Yacht Club). The championship is, obviously, sponsored by the Quantum Sail Design Group, headquartered in Traverse City. The trophy is awarded to the boat that does the best of our four LMSRF Area V signature regattas which include:



- ▲ Boyne City Yacht Club Mark Madness Regatta – June 9-10
- ▲ Grand Traverse Yacht Club Hound Dog Invitational Regatta – June 30-July 1
- ▲ Little Traverse Yacht Club U Gotta Regatta – July 27-29
- ▲ Charlevoix Yacht Club Red Fox Regatta – September 1-2

The purpose for which this series was established is: to promote sailing and racing in Northern Michigan, encourage fellowship among Northern Michigan racers and yacht clubs, and cross participation in our signature regattas. To enter, participate in three of the four regattas and file an entry form by August 15, 2012. Apart from the entry fee for each regatta, there is no fee for the Quantum Freshwater Cup. See related documents at <http://tinyurl.com/2012QFWCupNOR>.



Quantum Freshwater Cup prizes will be awarded to the top finishers at the Charlevoix Yacht Club Red Fox Regatta Award Program on September 2nd. They include:

- ▲ Free entry into all four regattas for 2013.
- ▲ Perpetual Trophy for annual display at winner's yacht club.
- ▲ Individual trophy to take home.
- ▲ \$300 Gift Certificate for service work at Quantum Sails.
- ▲ Voucher for 20% off retail price of any Quantum Sail.
- ▲ Quantum gear for the entire crew.

Entry forms must be postmarked or emailed by August 15, 2012 to: Ms. Katie Horvath, Commodore; Grand Traverse Yacht Club; PO Box 131; Traverse City, MI 49685. Email: commodore@gtyc.org

New Marina on Lake Michigan – 31st Street Harbor, Chicago, Illinois

By Glenn T. McCarthy

The Chicago Park District built a new marina from scratch, including a breakwater encompassing the whole harbor, just south of McCormick Place. It includes 1,000 floating slips from 35'-70' and some space for boats up to 200'. Amenities include: power, water cable TV, fuel dock, indoor parking garage, playground, beach, public fishing dock, community room, launch ramp, electronic access controls and cameras. It's expected to provide plenty of transient dockage. More info:
<http://www.chicagoharbors.info/harbors/31st.php>



United States Coast Guard Local Notice to Mariners (LNM)

<http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=9>

If you don't get this weekly free email, you should (subscribe at the web address above). What is it? The US Coast Guard keeps you informed about navigational safety. This Notice reports changes and deficiencies in aids to navigation maintained by the Coast Guard. Other marine information such as new charts, channel depths, naval operations, and regattas are included. Since temporary information of short duration is not included in the weekly Notice to Mariners (following below), the Local Notice to Mariners may be the only source of such information.

National Geospatial-Intelligence Agency Notice to Mariners (NTM)

http://msi.nga.mil/NGAPortal/MSI.portal?nfpb=true&pageLabel=msi_portal_page_61

You should also consider signing up for the free weekly email "Notice to Mariners" which is created by the National Geospatial-Intelligence Agency (NGA), prepared jointly with the National Ocean Service (NOS) and the US Coast Guard. The NTM advises mariners of important matters affecting navigational safety, including new hydrographic information, changes in channels and aids to navigation, and other important data. The information in the Notice to Mariners is formatted to simplify the correction of paper charts, Sailing Directions, Light Lists and other publications produced by NGA, NOS, and the U.S. Coast Guard. Sign up here -
<https://datahost.nga.mil/mtlist/lists/?p=subscribe&id=6>

Part of Chicago's Sailing Season is on Hold – NATO Conference

By Glenn T. McCarthy

<http://www.navcen.uscg.gov/pdf/lnms/lnm09162012.pdf>

The Coast Guard is establishing four separate security zones on both the waters and waterfront area of Chicago Harbor and the Chicago River. These temporary security zones are intended to restrict vessels, regardless of the mode of propulsion, and people from certain land and water areas in Chicago Harbor and the Chicago River during the 2012 NATO Summit and associated events, which will be held in Chicago from May 16, 2012, through May 24, 2012. These security zones are necessary to protect visiting government officials and dignitaries from the potential dangers associated with a large scale, international political event.

PART 1

From 0700 on May 18 to 0700 on May 21, 2012 all city of Chicago owned or operated bridges over the Main, South, and North Branches of the Chicago River will be secured to masted navigation in conjunction with the NATO Summit, and associated events.



PART 2

These security zones will be effective and enforced between 8 a.m. on May 16, 2012, and 8 a.m. on May 24, 2012. The four temporary security zones will encompass:

Security Zone A—This zone encompasses all U.S. navigable waters, facilities, and shoreline within the arc of a circle with a 2000-yard radius of the Burnham Park hoist ramp with its center point located in the approximate position 41°51'37" N, 087°36'44" W. [DATUM: NAD 83].

Security Zone B—This zone encompasses all U.S. navigable waters, facilities, and shoreline within the arc of a circle with a 2000-yard radius of the outer-most tip of the Chicago River lock with its center point located in the approximate position 41°53'19" N, 087°36'17" W. [DATUM: NAD 83].

Security Zone C—This zone encompasses all U.S. navigable waters of the Chicago River between the Western Gate of the Chicago Controlling Works Lock which is located in approximate position 41°53'18" N, 087°36'28" W [DATUM: NAD 83] and the juncture of the north and south branches of the Chicago River which is located in approximate position 41°53'11" N, 087°38'15" W. [DATUM: NAD 83].

Security Zone D—This zone encompasses all U.S. navigable waters of the Chicago River between Mile Marker 322.0, which is in the vicinity of the Loomis Street coal storage terminal slip, and Mile Marker 326.4, which is in the vicinity of the Chicago Tribune Wharf. [DATUM: NAD 83].

War of 1812 Bicentennial Commemoration - August 15-20, 2012

Navy Flotilla Coming to Navy Pier

By Glenn T. McCarthy

Kicking Britain's arse off this continent in 1776 wasn't enough for them. Ya think they would have learned. We had to do it all over again in 1812.

Our national anthem, the Star Spangled Banner came out of this war. Commodore Oliver Hazard Perry fought a major battle on Lake Erie defeating the British. Have you been to the Perry's Victory and International Peace Memorial at Put-in-Bay on Lake Erie? How close to home is that?

It gets even closer. The Fort on Mackinac Island was built by the British during in 1781, and then relinquished in 1796 to the U.S. By controlling the Straits of Mackinac, it provided supremacy over the lucrative fur trade on the Great Lakes. On July 17, 1812, a combination of British and Native Indians attacked the fort. The Americans, believed to be heavily outnumbered, and attacked on surprise, surrendered without a battle. The British took the fort and forced all Islanders to swear an oath of allegiance to Britain.



Fort Mackinac on Mackinac Island.

Those sneaky Brits then rose the American flag when vessels sailed into the harbor and captured the *Chippewa* and *Friends Good Will* (the replica of which will be the finish line boat for the 2012 Queen's Cup at South Haven) and put them into British service. On July 26, 1814, a squadron of five U.S. ships with 700 U.S. soldiers started shelling the



Friends Good Will under sail off South Haven, Michigan.

fort, but it was too high and the cannon balls bounced off the cliff, landing around the bluff. In the next few days fog settled in and U.S. troops came in from the North side of the Island. The Brits had already set up a command and when the U.S. troops came into the clearing, the Brits attacked. With 13 dead and 51 wounded, the U.S. troops retreated once again. It wasn't until after the War of 1812 where the Treaty of Ghent turned the fort back over into the hands of the U.S. and it has been in our control ever since.

We hope the significance of these monuments, the Fort, and the *Friends Good Will*, provide additional meaning to you as you race in the Queen's Cup and Chicago-Mackinac Race this year.

1812 War on the Great Lakes Special Exhibit: May 4-December 1, 2012 Michigan Maritime Museum, South Haven, Michigan

By Glenn T. McCarthy

<http://www.michiganmaritimemuseum.org/>

The Michigan Maritime Museum is presenting the history of the War of 1812 from the maritime perspective, including the Northwest territory, and also from the Native American perspective. Michigan Maritime Museum has partnered with several institutions to bring many artifacts from maritime battles from the war. A children's exhibit includes – “Are you brave enough to be a sailor in 1812?” Check it out during the Queen's Cup or one of your deliveries or cruises up and down the Lake this year. They look forward to having you visit.



Post-Mac Race Dip? Not in the Harbor—Here's why!

By Gail M. Turluck

A “tradition” has developed at some point in the last 35 years of launching Chicago-Mackinac Race neophytes into Mackinac Island State Harbor on Haldimand Bay after a boat has finished the race and tied up. How do I know the time line? It was NOT a tradition back in the dark ages when I sailed my first Mac race!

There are two sound reasons to NOT do this! One: it is the law on Mackinac Island that swimming is not allowed in the harbor and there is a pricey ticket that can be issued, and Two: there is a potential DEATH PENALTY! Don't believe it? Read Jack Klang's story about a true threat and keep your crew and mates safe

(<http://tinyurl.com/NoMacIsHrbrSwim>).

If you want to continue this tradition, there is a sheltered shallow lagoon between the Harbor and Mission Point resort (just check depths before you launch to avoid injuries). We'll be watching for crews to have said neophytes hoisted on their shoulders walking down Huron Street for the celebratory dousing, or maybe walking up the hill to the Grand Hotel pool ... Water temperatures are about the SAME!

INSHORE ONE-DESIGN SAILING - Where Are YOU Doing It?

By Gail M. Turluck

Sailors smitten by the racing bug often are involved in sailing different boats and different sized boats, not always the big boats on Lake Michigan and beyond. An "Inshore One-Design" is a sailboat that does not have a head or a galley or is commonly known as a day sailor. This includes boats like the Etchells, Optimist Dinghy, J-24, Arrow, Sunfish, and anything else in between. Colloquially, many call this dinghy sailing (though many are keelboats), and due to ease of rigging, smaller crew, and proximity to sailing site, many do their racing on weeknights and sailing on these types of boats and at different venues than their big boat program.



Please send an email to lakemichigansrf@gmail.com with the type of Inshore One-Design boat(s) you sail and where you sail it (does not have to be on Lake Michigan). We'll be developing a locator to help other sailors find these opportunities to sail.

Grants-In-Aid Follow-up: Pushing Through the Schedule

By Robert Willis, 2012 United States RS:X Sailboard Athlete to London Olympic Games

In early April I came home from the 2012 World Championships in Cadiz, Spain. Cadiz, situated in the Andalucían region of southwestern Spain, boasts a vibrant culture and offers fantastic sailing in the Bay of Cadiz. The sailing venue, however, was across the bay from Cadiz, in El Puerto de Santa Maria. Albeit, Puerto de Santa Maria did not quite have the same amount of lively energy as Cadiz – it was still a unique spot and very rich in history. As many of you may know, El Puerto de Santa Maria is where Christopher Columbus departed from in his expedition to North America (Hint: Columbus' vessels were named – the Nina, the Pinta and the Santa Maria).



I followed the training program that I have used so many times for key events: show up early and train on site for 15 – 18 days before the event. I was pleased with the progress I was making during training and I was accomplishing the goals I set out for myself beforehand. I did, however, run into a bit of a speed bump. I got sick one week before the event with a simple head cold. I took the necessary steps in order to "kick" the illness: plenty of sleep, no training, water and rest. Fortunately, I recovered after only two days off the board.

The racing in Cadiz was very unique in comparison to the training conditions we experienced earlier that month. This seems to be a reoccurring theme for competitions. A common phrase from the locals during an event is, "oh, the conditions are never like this here!" Prior to the event, we were sailing in primarily light – medium conditions; however, during the event we were greeted with a very strong gradient wind unique to the region called the Levante.



Bob Willis faces the media after a days' racing.

The first day of racing, I was very happy with how I sailed. The conditions were very unstable as the wind was coming off the land and we were seeing 15 – 20 degree oscillations and 10-knot velocity variations. I sailed aggressively and consolidated my position on the racecourse at the right times to minimize my risks. The first day I scored a 22, 8, 22 and was sitting in 30th out of 120. Due to the fluctuating and inconsistent winds, most sailors had at least one really bad race that day. I did not and was in close proximity to the top 15. You can't win a regatta on the first day, but you can certainly lose one. The remainder of the races we sailed in a consistent 25 – 38 knots (28 – 44 mph) of Levante breeze.

I don't necessarily consider windsurfing to be an extreme sport. However, racing a windsurfer in 25 – 35 knots certainly qualifies as an extreme activity. I was having some difficulty with my speed in the demanding conditions. I had not sailed in 25+ knots since I was in Australia a few months ago and I simply did not have the best boat speed around the course. Additionally, I had a few hiccups during some races that kept me back, like wipe outs and anchor line issues (I hit the anchor line of one of the marks and went flying over the front of my board). I had plenty of setbacks during the last few days of the event, but I was pleased with how I recovered mentally from race to race. My coach, Peter, and I did a very good job of evaluating previous races, recognizing and acknowledging the missteps we made and formulating solutions for the upcoming races – a crucial process for improving throughout an event.

We sailed 2.5 days in the Levante wind, but the remainder of the event was called off as the wind failed to subside. The last two scheduled days of the event was a hard 45 knots – too much wind to properly race. I finished the event in 45th out of 120, a bit disappointing considering my solid start to the regatta.

The Blow-Up:

Windsurfing wipe outs are very common while sailing in the extreme conditions that we had in Cadiz. The most common form of a wipe out for an RS:X sailboard is a "blow-up." While sailing upwind, wind rushes under the front of the board at a high speed (boat speed + wind speed). For instance, in Cadiz we were traveling on average about 15 mph upwind into a 30 mph wind so there was approximately 45 mph of wind rushing under our board. The technique for sailing in these conditions is maintaining a significant amount of pressure on the mast foot, which is situated near the front of the board. Ultimately, this sustains a certain amount of weight on the front of

the board, essentially keeping it from getting blown out of the water.

However, there are instances where the mast foot pressure is released, or something out of the sailor's control happens, and the oncoming wind literally lifts (like a plane) the entire board out of the water, sometimes as much as 2 feet or more. This ultimately results in the sailor getting slammed back into the water with a uniquely strong whipping force. There were some remarkable blow-ups during our racing. And yes, I was a victim of a few of them myself.

Looking Forward:

I am traveling to Europe for a shorter training block. I intend to spend one week training in Palermo, Italy, followed by 10 days in France, training and then competing at the French World Cup. Following the French World Cup event,



The RS:X sailboard.
Courtesy: RS:X Class web site.

I will spend five days at home resting. Then I will ship off to Weymouth, UK to start preparing on site for the 2012 Olympic Games!

Stay tuned for updates, pictures, movies and more at www.bobsails.com

On Facebook at: <https://www.facebook.com/pages/Bob-Willis-2012-Olympic-Campaign/226884300865>

On Twitter [@bobsails2012](https://twitter.com/bobsails2012)

Online donations can be made here: <http://www.bobsails.com/page/sponsorship>

Important Dates: July 27th - August 11th: 2012 Olympic Games, London, England

RSS Racing Olympic Campaign: Women's Match Racing

By Maggie Shea



Steph Roble, Maggie Shea, and Darby Smith (l to r) at the 2012 Princess Sophia Trophy awards ceremony. Photo provided by Maggie Shea.

Team RSS Racing, comprised of Stephanie "Steph" Roble, Margaret "Maggie" Shea, and Darby Smith, has been campaigning for the US Olympic trials in the Women's Match Racing Class. They finished fourth in the first stage of the US Olympic Trials in October, which qualified them for the final Trials in Weymouth, England, May 4-8. Four teams will compete in May for the single US berth at the Olympic Games. They have been training and competing in Europe in preparation for the Trials for the last month. LMSRF's Grants-in-Aid program made it possible for them to compete in The Princess Sofia Trophy, which is the third stop of the World Cup Circuit, in Palma de, Mallorca, Spain. They

are so grateful to be the beneficiaries of this incredible program, and they really appreciate the support LMSRF has offered their team.

The Princess Sofia Trophy was a great experience for them, despite the challenging competition and their early elimination. They learned valuable lessons about what it takes to compete on the World Cup Circuit and, more specifically, what they need to do between now and their Trials in the coming weeks.

Athletes on the World Cup Circuit, especially with only three months to the Olympic Games, stand out from those that compete only locally/regionally in three main areas: physical fitness, overall preparation and maintenance of their equipment, and most of all, the number of hours they spend on the water practicing for the few hours of racing.

We've all heard it before that you can't sail to your full potential if you're not "in shape." Every team has some regimented physical component to their training. There is a very focused and strategic approach to physical fitness: sailors train specifically for their discipline as well as position on the boat. For example, Laser sailors need long term endurance for their long race courses, whereas women's match racers need "explosive power" for their short, but intense races. All the sailors at this level are elite athletes.

Team RSS were also impressed by the meticulous preparation sailors and coaches put into keeping their boats in perfect race condition. Competitors spend endless hours in the boatyard in the few days before the event tinkering and buffing. However, the most important component of preparation is the number of hours on the water spent practicing. Teams full-time campaigning spend approximately 80% of their time training and doing boat work, then only 20% competing in regattas (according to Sarah Lihan- 470 crew representing the US in the 2012 Olympics).

Perhaps the most valuable lessons the team has learned is how to train with other teams, ask for help from competitors, and rely on each other within the team. They noticed quickly that there is important etiquette associated with training partners. Teams need to use each other as resources, and the sharing has to go both ways. Fleets grow together by sharing information and pushing each other. As a young team, they have also had to learn how to ask our competitors for help. Team RSS has looked up to Sally Barkow's team and her coach Dave Perry, and they have asked her for guidance on issues like where to rent coach boats, fundraise, or even eat in Spain. You have to find someone you trust who is familiar with the circuit and can help you be efficient with your travel and training because everyone is working on a budget!



Team RSS Racing hiking hard. Photo credit: Boatyard Photography.

Competing in Spain will surely be a highlight of our campaign leading up to the Olympic Trials. Their result doesn't show how much they learned in the short three days of racing. They are now in Denmark training for the next World Cup event in Hyeres, France. If you are interested in racing recaps, please check out the Team RSS team blog: www.rssmatchracing.com or "like" them on Facebook: RSS Racing. Please feel free to contact the team if you have any questions about how to start your own campaign or find the resources to pursue your dream.

2012 HOOK Race Date Announced

By Buck Mercer, 2012 HOOK Race Chair

The HOOK Race-Death's Door Challenge is set for July 21, 2012. Full details coming in the next issue of *Lake Michigan SuRF*.



2012 Chicago T-10 Racing Schedule

By Lou Jacob

The Chicago Tartan 10 Fleet has released its regatta schedule for the coming year! Mark your calendars today.

<http://us2.campaign-archive2.com/?u=8f572630fae17c207583e2cc2&id=24066f3992&e=a5b9b2bb65>



Tragic Incidents in 2012 Full Crewed Farallones and Newport-Ensenada Races

By Gail M. Turluck

There have been two incidents of loss of life in sailboat races this past month.

Full Crewed Farallones Race

In the San Francisco Yacht Club's Full Crewed Farallones Race, the yacht *Low Speed Chase* was hit by a breaking wave just off the islands that washed crew overboard; remaining crew endured being hit by another wave that washed all but one of the remaining crew overboard. It was reported the boat was

then rolled a number of times before being driven onto the rocks to rest on one of the Farallon Islands. A helicopter picked up the three survivors; the one tethered to the boat suffered a broken leg as the boat rolled. Five were lost;

three of those lost remain lost at sea. Read more:

<http://sportsillustrated.cnn.com/2012/more/04/15/yacht.race.accident.ap/index.html>.

In a seldom applied action, the US Coast Guard then issued a stand-down order precluding racing out of San Francisco Bay to offshore waters while the investigation is conducted. Read more:

<http://www.utsandiego.com/news/2012/apr/27/ocean-boat-races-halted-after-fatal-calif-crash/>. Races already scheduled are being held, but on in-Bay courses. Some may be canceled or rescheduled. US Sailing is conducting an investigation and plans to make its report in about a month.

Newport-Ensenada Race

The Newport Ocean Sailing Association's Newport to Ensenada Race suffered a puzzling loss of the *Aegean* and its four member crew, one of whom remains lost at sea. The discovery of debris led to a search that found three bodies, the transom of the boat bearing its name, and other wreckage. It has not been determined how the *Aegean* met its demise off the Coronado Islands. The transponder aboard the *Aegean* sent its last signal approximately 0130 Saturday, April 28, very close to the islands' shore. There were no calls for assistance. Read more: <http://photos.dailybreeze.com/2012/04/photos-yacht-tragedy-hits-south-bay/#name%20here>. U.S. Sailing plans to appoint an independent panel to investigate the accident.



Lake Michigan Sail Racing Federation regrets this loss of life and extends its sympathy to all affected.

US Sailing Training Calendar

RACE OFFICER CERTIFICATION

At this time there are no Race Officer seminars set up for the Lake Michigan area. Visit

http://raceadmin.ussailing.org/Race_Officers/CertificationTraining/Race_Officer_Seminars/Seminar_Calendar.htm for the up to date schedule.

JUDGE CERTIFICATION

At this time there are no Judge seminars set up for the Lake Michigan area. Visit

http://raceadmin.ussailing.org/Judges/Seminar_Calendar.htm for the up to date schedule.

UMPIRE CERTIFICATION

At this time there are no Umpire seminars set up for the Lake Michigan area. Visit

<http://www.ussailing.org/Calendar/results.asp?categoryid=502&Groups=All&Class=&FROM=&WEEK=OFF&TO=&KEYWORD=&byOA=Search> for the up to date schedule.

SMALL BOAT INSTRUCTOR CERTIFICATION

5/12-20/12-Small Boat Instructor Level 1, at Chicago Park District Judd Goldman Sailing Program, Chicago, IL , Coordinator: Joseph Harris, joseph.harris@chicagoparkdistrict.com-- **FULL**

5/21-24/12-Small Boat Instructor Level 1, at Chicago Park District Judd Goldman Sailing Program, Chicago, IL , Coordinator: Joseph Harris, joseph.harris@chicagoparkdistrict.com-- **FULL**

5/21-23/12-Basic Keelboat Instructor, at Chicago Yacht Club, Chicago, IL, Coordinator: Karen Davidson, karendavidson@ussailing.org, 401.683.0800

5/26-7/12-Small Boat Coach Level 2, at Geneva Lake Sailing School, Fontana, WI, Coordinator: Kevin Jewett, khjewett@yahoo.com, 262.684.5033

5/29-6/1/12-Small Boat Instructor Level 1, at Chicago Yacht Club, Chicago, IL, Coordinator: Lynn Walls-Lynch, lynch@chicagoyachtclub.org -- **FULL**

6/4-5/12-Small Boat Coach Level 2, at Chicago Park District Judd Goldman Sailing Program, Chicago, IL , Coordinator: Joseph Harris, joseph.harris@chicagoparkdistrict.com

6/6-9/12-Small Boat Instructor Level 1, at Macatawa Bay Yacht Club, Macatawa, MI, Coordinator: Marie Mell, marie.mell@yahoo.com

6/7-8/12-Small Boat Coach Level 2, at Pewaukee Yacht Club, Pewaukee, WI, Coordinator: Jon Just, justkidding15@sbcglobal.net

6/12-13/12-Sailing Counselor Course, at Windjammers Sailing Club, Suamico, WI, Coordinator: Bob Synder, robertsnyderdds@gmail.com

6/14-16/12-Basic Keelboat Instructor, at Culver Educational Foundation/Summer Camps, Culver, IN, Coordinator: Karen Davidson, karendavidson@ussailing.org, 401.683.0800

6/15-18/12-Small Boat Instructor Level 1, Kenosha Community Sailing Center, Kenosha, WI, Coordinator: Jim Buck, jbuck1@wi.rr.com-- **FULL**

6/21-24/12-Small Boat Instructor Level 1, at Little Traverse Yacht Club, Harbor Springs, MI, Coordinator: Linda Orlow, orlowlg@hotmail.com-- **FULL**

6/26-29/12-Small Boat Instructor Level 1, Crooked Lake Yacht Club, Oden, MI, Coordinator: Margie Graham, magra1@charter.net

Windsurfing Level 1 Instructor

At this time there are no Windsurfing seminars set up for the Lake Michigan area. Visit <http://www.ussailing.org/training/calendar/windsurfingcal.asp> for the up to date schedule.

Small Boat Instructor Trainer

At this time there are no Small Boat Instructor Trainer seminars set up. Visit http://www.ussailing.org/training/calendar/it_calendar.asp for the up to date schedule.

US Sailing National Championships & Ladder Qualifying Events

LMSRF is a member Regional Sailing Association in US Sailing, the national governing body for the sport of sailing. LMSRF organizes "ladder events" at which you may sail to qualify for the US Sailing National Championships (a win at the local qualifying event lets you proceed up the ladder to an Area event, and then on to the finals). The dates for the events have been previously published, so we invite you to visit the US Sailing Championships web page for further information: <http://championships.ussailing.org/>.

HEARD ON THE RAIL ... (Rat Out Your Friends!)

New Boats to Lake Michigan

Bodacious IV-a Santa Cruz 52, is the latest in the line, preceded by *Bodacious 3*, a Reichel/Pugh 45 and *Bodacious II*, a Sabre 402, campaigned under the leadership of Jeffrey Urbina.

Denali ^2-a Carkeek HPR 40 is being campaigned by William McKinley out of Little Traverse Yacht Club.

A Flying Tiger 10 is new to Jeremy Alexis to sail in Chicago this year.

Mike Luedtke has acquired a J/105 and will sail out of North Point Yacht Club.

Correction: Andy Camarda will be seen sailing his new Vanguard 15 out of Montrose Harbor.

Births

Is our sport in trouble? Proud mamas and papas, share your good news! Grandma and grandpa, here's your place to brag! We're looking to share the good news of new sailors being brought into the sport.

Sailed off to a Last Sunset

No departures to share.

-Share your "Heard on the Rail" stories at lmsrfadministration@lmsrf.org.



Mark Your Calendars!

Major Championships on Lake Michigan

May 18-19 MELGES 24 MIDWEST CHAMPIONSHIP, Muskegon Yacht Club, Muskegon, MI, Contact: August Hernandez, augih@yahoo.com

June 23-24 THISTLE LAKE MICHIGAN AND MID-AMERICA DISTRICTS, Island Bay Yacht Club, Springfield, IL, Contact: Kevin Arrow, 314-753-3993, kzarrow@gmail.com

June 27-28 OPTIMIST GREAT LAKES CHAMPIONSHIP, US Sailing Center of Sheboygan, Sheboygan, Wisconsin. More info: http://sailsheboygan.org/documents/NOR/2012/2012_Great_Lakes_Championship_NOR_2-27-12.pdf

July 28-29 MELGES 20 MIDWEST CHAMPIONSHIP, Macatawa Bay Yacht Club, Macatawa, MI, Contact: www.mbyc.com

July 10-15 CHICAGO MATCH CUP, Chicago Match Race Center, Chicago, IL, Contact: Maggie Shea, www.cmrc.org

July 30- August 1 YOUTH SUNFISH NORTH AMERICANS, Waukegan Yacht Club, Waukegan, IL, Contact: Holly Hanselman, Regatta Chairman, 847.373.2037, www.lakebluffyachtclub.org/na2012.

August 2-4 SUNFISH NORTH AMERICANS, Waukegan Yacht Club, Waukegan, IL, Contact: Holly Hanselman, Regatta Chairman, 847.373.2037. www.lakebluffyachtclub.org/na2012

August 3-6 2.4mR NORTH AMERICAN CHALLENGE CUP, Chicago Yacht Club, Chicago, IL, for more information on the North American Challenge Cup, go to www.chicagoyachtclub.org/nacc.

August 11-12 LASER GREAT LAKES CHAMPIONSHIP, Racine Yacht Club, Racine, WI, Standard, Radial and 4.7 rigs. Contact: www.racineyachtclub.org.

August 16-17 PENGUIN INTERNATIONALS, Sheridan Shore Yacht Club, Wilmette, IL, <http://www.sheridanshore.com/>

September 17-23 SOLING WORLD CHAMPIONSHIP, Milwaukee Yacht Club, Contact: John Kennedy, 847.642.6501, <http://www.solingworlds.com/worlds/2012/>

September 17-20 FARR 40 WORLD CHAMPIONSHIP, Chicago Yacht Club, Chicago, IL, www.chicagoyachtclub.org/viewCustomPage.aspx?id=7

October 12-14, 2012 FINN US NATIONAL CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin

Letters to the Editor

Thank you for including RSS Sailing in the newsletter- that's a great article about Midwest Olympic sailing event hopefuls! Thanks again for the grant. We are training hard in Denmark, and we leave for the next World Cup event in Hyeres, France on April 19. Thank you for helping make this possible for us!

-Maggie Shea

I was just reading the LMSRF newsletter. I found the article on EPIRBs to be most interesting (and disheartening). I had no idea that it would take so long to get help from one of those. An hour's time feels more like no help at all. I might throw the raft back in the boat. I appreciate the effort Glenn McCarthy is putting in as Commodore. Nice going. Finally, someone is making a positive impact on sailing again.

-Jeff Alisch

Thank you for adding my crew to the distribution list for Lake Michigan SuRF and on behalf of the crew of *Vayu*, we are appreciating the newsletters thus far. Keep up the good work!

-Ron Buzil

(Send us your entire crew email list like Ron did (first name, last name and email addresses). It will save you the hassle of forwarding these newsletters and will bring your crew into the loop. Send the list to lakemichigansrf@gmail.com.)

I received the January through March newsletters and read them virtually cover to cover -- good job! ... A lot of news and information. Thanks again for your work on our behalf.

-Chuck Sherfey

Lake Michigan SuRF Newsletter

The e-publication of the Lake Michigan Sail Racing Federation. Articles and photos of interest are encouraged to be submitted. All materials become the property of LMSRF and will not be returned. Electronic submission preferred.

Sign up to get our e-newsletter: send an email message to lmsrfadministration@lmsrf.org with your name and email address. You will receive the next edition. Should you choose someday to not want it anymore (we hope not), there is a simple one-click unsubscribe button at the end of every message.

Share our newsletter with your crew and friends. Invite them to subscribe, too!

When you change your email address, be sure to notify our office!

Send your sailing organization's news to the *Lake Michigan SuRF* newsletter.

Deadlines:

January, February, March, April, May, August, September, October, November, December: **15th of the month.**

June, July: **15th and LAST day of the month.**

Email to: lmsrfadministration@lmsrf.org Telephone: 312.857.6640. FAX if you must to: 786.358.3605.

Snail it to:

Gail M. Turluck, Communications Specialist

Lake Michigan Sail Racing Federation

1245 W Gull Lake Dr

Richland, MI 49083

Advertise HERE!

LMSRF's new e-newsletter will be making advertising space available in this newsletter. To receive a details, send your contact information to lmsrfadministration@lmsrf.org.

LMSRF's INTERNET COMMUNICATIONS INFO ...

LMSRF's web page is: www.lmsrf.org.

LMSRF is Linked in:

http://www.linkedin.com/groups/Lake-Michigan-Sail-Racing-Federation-4323029?trk=myg_ugrp_ovr

LMSRF's Facebook page is:

<https://www.facebook.com/pages/Lake-Michigan-Sail-Racing-Federation/#!/groups/LMSRF/>

LMSRF's Twitter handle: <https://twitter.com/#!/LMSRF>

LMSRF has a Yahoo!Group! Sign up for this email list and posting board at <http://groups.yahoo.com/group/LMSRF/>. It's free, safe and secure. It is moderated so you can be confident spam will not get through. Email over 800 Lake Michigan sailing fans at once! Lots of potential crew members and skippers are on this list. For instructions on using the Yahoo!Group, visit:

<http://tinyurl.com/LMSRF-Yahoo-Group-how-to>

SUPPORT LMSRF

LMSRF works to build its endowment fund to provide grants to further education, athlete, and training support for sailboat racing and the conduct of events. Please make a donation today at: <http://tinyurl.com/Donate-to-LMSRF>

LMSRF

Your sailing and sailboat racing leadership association to develop sailing education, leadership, events and opportunities in the Lake Michigan area by charitable works. Share this with your friends! Invite them to join you to go for a sail this summer!