

# Lake Michigan SuRF Newsletter

## Lake Michigan Sailing Hall of Fame to Induct David W. Howell



Chicago Yacht Club is proud to host and invite Lake Michigan sailors to an induction ceremony on Sunday, November 4, 2012, at Chicago Yacht Club-Monroe Station, 400 East Monroe Street, Chicago, Illinois, for the late David W. Howell (1925-1996), a long-time member and champion yacht racer who was elected to the Lake Michigan Sailing Hall of Fame. Howell was well known for his success campaigning his boats named "Decision." The club nominated Mr. Howell, who is known for his many years of dedication to the sport of sailing on Lake Michigan.

12:30 p.m. – Arrival

1:00 p.m. – Presentation by Gene McCarthy, Chair, Lake Michigan Sail Racing Federation Hall of Fame

Members and non-members are welcome.

## THREE-EYED TOAD & MANUFACTURED FUN

by Glenn McCarthy

Let's face it, when we talk to friends, family, co-workers and neighbors about racing sailboats, they look at us like we are three-eyed toads. They're right, you know. Our language is foreign, they presume we're millionaires, our drinks have little umbrellas in them, our pinky is pointed out and they cannot relate to what we do. So, where do we find common ground and get them interested in joining us? When I was a youngster racing Star boats out of Jackson Park Yacht Club, I had an opportunity to go to a theme park one weekend. My Dad pointed out to me that you are much better off in life creating your own fun, rather than buying someone else's "manufactured fun." While he got part of it right, a bit of that message was off target, and I'll explain over the next two months why.



Last month while describing the need to mix all ages together racing, that in of itself will not be enough to make racing successful in numbers once again. Back forty years ago, when youths were racing with adults, it boiled down to what activities there were to do when getting back to shore. The adults would start hoisting the booze, and the kids would be left to their own devices. Us kids would go to the beach and skip stones, go for a swim, but more often than not, one of our games was to sneak some booze. And frankly, many adults just passed it to us. It wasn't a big deal back in the day and just became our game as kids. While you might be thinking, "Where is Glenn going with this? Is he going to suggest we set up a corral with a keg in the middle and throw all of the under 21 year olds inside and let them have at it?" While a humorous thought, no. To mix the ingredients of Junior, High School, Collegiate and Adult sailors once again, we need to manufacture some fun for the under 21 crowd when we hit the beach after racing. Adults today surely don't pass the booze off to minors, and minors aren't seeking it, for the most part. So what do we do when we hit the beach with these kids? What have we replaced the sneaking of booze with? Nothing! So let's get on this and fix this.



Each boat in your fleet must volunteer (or be required to volunteer [tee-hee]), to be in charge of having an activity for the under 21 crowd one time a season. You'll need to keep in your mind that you have extra volunteers

available each week, if you have ever recognized the number of adults who don't drink, of which there are many. They'll probably become one of the biggest contributors of time to this effort.

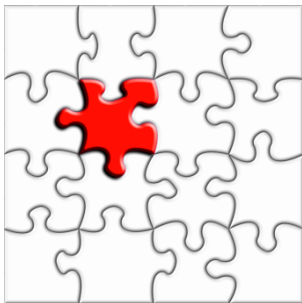


What manufactured fun am I talking about? Anything that IS NOT electronic games. Give the under 21 crowd something they haven't done a lot or have never done. So, you think, what could we lead for the youth that they would enjoy? Bobbing for apples, squirt gun & water balloon fights, spinnaker flying, 1-1/2 hour bike rally, 5K or 10K Run, pick a local area that needs clean-up with rakes & shovels, tug-of-war, fishing contest, homemade arts and crafts fair, singing contest, costume contest, musical instrument contest, dance contest, have a bonfire, karaoke contests, sailing story contest, Ask top business people in the fleet to describe to the youth group - "How I Made It," shoot rockets, fly kites, pin-the-tail-on-the-donkey (or the Commodore!), arm wrestling contest, go for a hike, funnelator contest hitting (safe) objects out in the harbor, go swimming (stay away from boat docks, sometimes boat electricity gets into the water and kills), gutter boat regatta, baseball, golf long ball contest, commando course, movie night, run a boat parts flea market with a percentage (or all) going to the Sailing School, junior cooking contest (cookies, cakes, chili, etc.), do a fix up project at the club, single- or double-handed big boat skippers races in the harbor (then bow people, then the grinders, then trimmers, then kids, then women - very short course 5 -8 minutes each round, etc.). Extreme ideas: run a carnival (I attended one at Newport Harbor Yacht Club in California where they cleared the entire club building out and replaced it all with carnival games - it was amazing), put on a play, hire a wild animal business to bring some of their animals over to the club (I've pet a live tiger), battle of the bands, etc.

Go to a dollar store and pick up "prizes," the sillier the better. Hand out awards for tallest crew, kindest girl, biggest feet, fattest crew, farthest traveled, etc. A "Pickle Dish" traditionally has been the moniker for the last place boat, give them one! They are recognized, rather than ignored, it is a positive recognition.

Recognize that the younger sailors still have energy to burn off when we hit the beach after racing. Give an hour and a half of attention to them, and don't be afraid to let the adults participate, even after they "have had a few" for an hour. Kids seeing adults being silly is fun for them, too.

Just mixing the age groups as described last month is one part of the answer. We need to make sure that the under 21 crowd is guaranteed some fun times after racing by manufacturing some fun for them. Why do this? It gets back to the Three-Eyed Toads that we are. These fun, goofy activities provide the common ground with the friends, family, co-workers and neighbors, as it is all about the story each of us tell on Monday and Tuesday. When we, or the under 21 crowd talk about their weekend experience, they will first describe the sailboat racing, and to the



uninitiated they will still look at us like we are three-eyed toads. But then we'll start talking about how we bobbed for apples and how this one kid just wouldn't quit and was diving for his apple for 20 minutes before he got it; this will be a story those friends can relate to. We'll talk about the adult who came over later, who has a mouth the size of a horse, and grabbed two apples in one bite in two seconds of trying. We'll be laughing and the uninitiated will be laughing with us. Do you know what happens next? ***This is the key element.*** The uninitiated will start saying to themselves, "Hmmm, what did I do this weekend? I washed the car, trimmed the hedges, mowed the lawn, ran some errands, changed the oil in the car, went to a cousin's wedding and did the chicken dance. It sure sounds like this three-eyed toad had a lot of fun." You know what they

will ask next, don't you? "Can I join you racing some time?" By having the common ground, talking about the goofy, silly activities available after each day of racing, we make the connection with the uninitiated. This is how we grew the sport 40 years ago, and this is how we re-grow the sport today. It really is easy, not expensive, and will provide fun in a way most under 21 have not seen in their lives, as all they know are little electronic gizmos as their "fun."

## **YRUGL's Richardson Trophy Stays With Lake Michigan Another Year**

### **Don Wilson Repeats as 2012 Richardson Trophy Champion**

**by Gary Hendrickson, LMSRF Delegate to the Yacht Racing Union of the Great Lakes**

The 73rd running and the 100th anniversary regatta in the Yacht Racing Union of the Great Lakes' Richardson Trophy series was held once again on Lake Michigan, October 11-14, at the Chicago Match Race Center in Belmont Harbor. Eleven teams competed in a race format which included two 14-flight round robins, and semi-finals, petit-finals and finals, all with first team to 2 wins, for a total of 121 races over 3 days. The Sterling silver Richardson trophy, crafted by Tiffany's, is the world's oldest match racing trophy that is not a challenge cup, and the Richardson series is often regarded as the match racing championship for the Great Lakes.



There were 11 teams competing, but only three teams were from other lake associations beyond Lake Michigan this year - two from Lake Superior Yachting Association and one from Lake Yacht Racing Association. The remaining eight teams sailed for Lake Michigan Sail Racing Federation. Don Wilson and Hans Pusch as first and second place finishers in LMSRF's spring Richardson Qualifier event sailed the championship, and 6 more as "drop-down/fill-ins" for the available open slots. The average skill level of the teams was even higher than last year, and competition for the top 4 placings was very tight. Two of the skippers are ranked in the current top 100 in ISAF world open rankings as of October 10, 2012. The competitors included four previous Richardson Trophy champions (Wilson, McLaughlin, Hollerbach, Lowery). And, there were teams either new to match racing or new to Richardson competition this year.

The weather was a strong factor that all competitors and the race committee had to deal with over the weekend. A strong front brought in 15-25 knots of wind with sudden shifts all 3 days, and rain squalls tormented the fleet Saturday and Sunday, sometimes so heavy as to obscure the course. But the race committee kept things going, displaying signals for reefed mains and no spinnakers Sunday after Saturday's dismasting at the end of the day. This made passing lanes more difficult on downwind legs, putting a premium on optimum playing of the shifts upwind while keeping the other boat under cover. In the finals, the Wilson team lost both pre-starts to Hollerbach,

but was able to gain back on the wind to sweep the finals.



Don Wilson, Sally Barkow, Tod Reynolds, Jen Wilson and Erik Shampain celebrate their Richardson Trophy Championship. Photo credit: Chicago Match Race Center

Out of 24 matches they sailed in this 3-day event, Team Wilson lost only 3 matches, an impressive winning streak indeed. Don Wilson becomes an elite member of the Richardson repeat winners club. After his victory Don said "The top four teams were all solid, and we knew we had our work cut out for us in the semi's and finals. The scoreline made the finals look easy, however it was anything but that. Sally and the team did a great job keeping us on the lifted tack at all times, which was crucial for making gains upwind. We are stoked to have won the Richardson two years in a row."

Of special note, petit finalist Sam Rogers (4th) of Lake Minnetonka Yacht Club/Lake Superior

Yachting Association sailed his first ISAF grade 3 event as skipper. Past Richardson winner Terry McLaughlin (3rd) of the Royal Canadian Yacht Club/Lake Yachting Racing Association and his team arrived at the event hungry, and continually made things difficult for all his competitors. Nathan Hollerbach, 2002 Richardson Champion and past USMRC Prince of Wales Champion, while initially regarded arguably as a dark horse due to his absence in this competition, surprised everyone with his persistent competitive spirit.

On another note, as a few of the umpires observed, the need for LMSRF to provide teams for 8 of the slots in this regatta was a great opportunity for LMSRF, but does not seem to bode very well for the future of the Richardson competition and YRUGL. Next year it will be key for other lake associations to work to fill their competitor team allocations for the 2013 Richardson Trophy Regatta as they have in the past.

The Chicago Match Race Center did a top professional job as host for this event. Race Committee staff were cream of the crop from the Chicago Yacht Club. Chief Umpire was Canadian David Pelling, IU. Umpires traveled from Montreal, Toronto, St. Petersburg, Oakcliffe NY, Alberta, Detroit and Chicago to serve. Overall, a terrific regatta! Detailed results and photos for the event are available online at <http://www.chicagomatchrace.com>

1. Don Wilson, Chicago Match Race Center
2. Nathan Hollerbach, Chicago Match Race Center
3. Terry McLaughlin, Royal Canadian Yacht Club
4. Sam Rogers, Lake Minnetonka Yacht Club
5. Steve Lowery, Chicago Match Race Center
6. Ben Marden, Chicago Corinthian Yacht Club
7. Lars Hansen, Wayzata Yacht Club
8. Michael Whitford, Chicago Yacht Club
9. Hans Pusch, Chicago Match Race Center
10. David Niemann, Lake Mendota Yacht Club
11. Peter Holz, Chicago Yacht Club

- Lake Michigan Sail Racing Federation
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- Lake Yacht Racing Association
- Lake Superior Yachting Association
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- Jen Wilson, Tod Reynolds, Sally Barkow, Erik Shampain
- Adam Hollerbach, Mike Rehe, Stephanie Roble
- John Millen, Andrew McTavish, Mark Robertson
- Bora Gulari, Sam Rogers, Matt Woodworth
- Rory Lewis, Dierk Polzin, Mori Matias
- Mike Schroff, Augi Hernandez, Jacob Karlin
- Jon Noller, Rod Komis, Josh Bone
- Sean Palizza, Dustin Domer, Matt Arntzen
- Mike Hoey, Patrick McMatch, Tyler Woodworth
- Mark Johnson, David Gorwitz, Kevin Campbell
- Andres Soriano, Carter Kenehan, Rick Graef

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## ***GUILTY PROTEST FINDING AND REFUSAL TO PAY FOR THE SMASHED BOAT***

*by Glenn McCarthy*

Fortunately this article will only apply to a tiny fraction of you, but is still important to remember if it ever occurs to you. There have been four circumstances that I have learned of over 25 years where racers, when found guilty in a protest hearing, have refused to pay for the damages to the innocent party's boat. They don't take calls, mail, email or submit the claim to their insurance company. What has occurred is that the innocent party then must submit the claim to their insurance company, and pay their deductible out of their own pocket, in three of these cases, the deductible has been North of \$5,000. By filing the claim with their insurance company, they turn over the subrogation rights (all attempts to recover all funds) to their insurance company. At first they thought they'd be able to keep their insurance companies out of it.

In two of the cases, what the innocent parties did was to write their own insurance company and ask for the subrogation rights to be returned to them (since the insurance company gave up their attempts by having all of their requests to the guilty party being stonewalled, too). What they found is, that the total cost of the loss (between \$15,000 and \$30,000) is not worth the insurance company's time or effort to sue to recover those funds. The insurance company will spend more on lawyers than they'll recover from the guilty party, even if they are 100% successful. After receipt of the letter from the insurance company regaining subrogation rights, the innocent parties filed Small Claims Court Lawsuits. Now back in the day, the maximum recoverable in small claims court in Illinois (refer to your own State) was \$5,000. What occurred was that in both cases the guilty party immediately turned this lawsuit for damages in to their boat insurers. Finally, some movement! Their boat insurers came through with the total amount of damages, not just the \$5,000 maximum of small claims. This allowed the boat owner to get all of their deductible returned to them and for their insurance company to get full recovery of what they had paid out. In Illinois today, the maximum amount recoverable in Small Claims Court is \$10,000.

Sometimes it just takes a little extra motivation to get some people to do the right thing. Hopefully it never happens to you.





## **BEHIND THE SCENES - HOW THE LMSRF GRANTS-IN-AID COMMITTEE WORKS**

*by Dean Cady, LMSRF Grants-In-Aid Chair*

When the LMSRF Grants-In-Aid Committee (GIAC) receives a Grant Application (our soon to be new website will make it easy to find), we strive to find reason to award each grant request.

Upon receipt of the request, the Chair forwards the request, after reviewing and making a recommendation, to the GIAC for consideration. The recommendation is the amount of money the Chair thinks LMSRF should award based on a number of factors, including how much money is available to give away and how much money is left to give for the year. The Committee wants to leave a balance in case a request comes late in the year. Other factors are provided in the Grant Application that tells us what other sources of funding the sailor has and how much is being requested. Commonly, from the time of request until the award is made is two weeks. Email has made this rewarding work so much easier and quicker.

Recently the Board of Directors put in writing what has been an unwritten rule since the beginning. Any GIA Applicant must be a member of LMSRF.

I can't explain how rewarding it is to be in the position to provide the funds to Lake Michigan sailors to reach their goals. I get a bit choked up sometimes. We also expect the Grant Recipient to write a short article about what they learned when they return from their event to be shared in the *Lake Michigan SuRF* newsletter. Annually we are required to provide a report to the Board of Directors describing who received funds and how much they received.

In the 32 years of doing this, LMSRF has made most of the grant requests, has funded Olympians, students going to Instructor Certification courses, Lake Michigan sailors going to National and International Championships, and supported fleet coaches at major events on the Lake. This year we had over \$15,000 available to give away.

I would like to express my gratitude and thank the GIAC members for the hard work and time they generously provide the sailors on Lake Michigan: Peter Reichelsdorfer (Sheboygan Yacht Club), Clare Wegert (Chicago Corinthian Yacht Club), and Helen "Cookie" Mueller (South Shore Yacht Club).

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## **BEHIND THE SCENES - HOW THE LMSRF APPEALS COMMITTEE WORKS**

*by Tomas Petkus, LMSRF Appeals Chair*

When the LMSRF Appeals Committee receives an appeal, we strive to achieve prompt disposition. This goal, unfortunately, is usually frustrated by factors we do not control. Every appeal in the last four years had one or two major omissions that caused delay. The first significant mistake appellants make is they fail to remit the Appeal Fee (\$75.00) or affirmatively state they are LMSRF Members. The Fee is waived for Members. I am obliged to write to the appellant and ask about the Fee. Sometimes appellants then join LMSRF (it saves them money to do so). This can take weeks for them to complete. Other times the 'check's in the mail.'

The second significant problem is the failure to supply the names and addresses (including email addresses) of the parties to the protest hearing or request for redress that is being challenged. All parties are entitled to the notice of the appeal and the RRS provide for a comment period after all parties are notified of the appeal. I am obliged send emails (that have often ended up in the spam filters of the recipient and may not be responded to for months) seeking the names and email addresses of the parties and the Protest Committee Chair and cajoling the appellant to obtain this information. Until I know who to notify, the 15 day appeal comment period mandated by the RRS does not close. Until the comment period closes, the appeal is incomplete and we do not begin to analyze and decide it.



We have had appeals where it took months to get the fees sorted out and the names and addresses of all of the parties. This problem knows no age or experience bounds and has happened with junior sailors filing appeals as

well as experienced adult sailors with many miles under their keels. These two procedural impediments are the two most common causes when a decision takes months to reach.

Once the comment period closes, I assign the appeal to one of the committee members. This judge will have primary responsibility to analyze the appeal, factor in the comments we receive, review the US Sailing appeals and ISAF cases and write a report. The report is sent to the other members for review, comments and input. Each judge does their own analysis of the appeal and then uses their own work to criticize, discuss and analyze the written report of the assigned judge.



The report and the other member's responses are exchanged via email with the entire committee at which point deliberations begin. While many decisions are clear and straightforward at other times factors, such as arguably ambiguous facts found by the Protest Committee, make the process more contentious. Eventually each judge's position is clear and solidifies and if a consensus was not reached, I call for a vote. The committee's decision is then written up and distributed to the parties and to the US Sailing appeals office. Our work is then normally finished.

It is common to vacate a decision and return it to the Protest Committee for additional facts or to re-open the hearing. We do not find facts – that is strictly the province of the Protest Committee - we can only decide if the Protest Committee applied the Racing Rules of Sailing to the facts they have found correctly. Many of the appeals we get are actually efforts to add facts or change them. This we do not have the power to do. If upon remand a party is unhappy with the outcome of the re-hearing, they can appeal again. This, too, does not happen often.

More common, though still rare, our decisions are occasionally appealed to US Sailing's Appeals Committee. Since I began serving on the appeals committee (over 15 years) every decision we have made that reached it has been sustained by US Sailing's Appeals Committee. That should be some indication of the quality of judges I am honored to serve with and who serve you, the racing sailors. We have also had the distinction of being praised by US Sailing as one of the appeals committees in the US with the fastest disposition rates, superior analysis and comprehensive decisions.

Prior to the internet, we used meet twice a year to deliberate and decide the cases. Frankly this caused delays, especially when we learned that key information was missing and we would have to send a letter requesting it. Deliberations would begin anew months later, once our request had been complied with. With the advent of email we meet as appeals arrive, doing our work the new fangled way - digitally.



In a case where the appellant's initial filing is complete and comprehensive, we could decide an appeal in as short as a month after having received it, factoring in the Racing Rules of Sailing 15 day comment period. The longest is determined solely by

the responsiveness and preparation of the appellant, parties and the Protest Committee. We have had cases that have taken more than a year to decide where one Protest Committee was not responsive and took many months to supply the information we needed to make a decision. Fortunately that is the exceptional case and not the rule.



The members of the appeals committee all have a wealth of experience. We are US Sailing certified judges, senior judges and international judges. We have been hearing protests for many years and some of us have been members of the LMSRF Appeals Committee for a long time, too. Many of us are also active racing sailors who spend weekends on the water and even find ourselves on the wrong side of the table at protests once in a while. Having an experienced and stable committee is essential to just outcomes. Committee members come from multiple yacht clubs in

two states (at the moment) to assure that politics, favoritism or the even the appearance of impropriety are removed from the process.

I would like to express my gratitude and thank the appeals committee members for the hard work and time they generously provide the sailors on Lake Michigan: Dean Cady (Milwaukee Yacht Club), Cliff Black (Chicago Yacht Club), Dr. Fred Horowitz (Milwaukee Yacht Club), Dr. Warwick Coppleson (Chicago Yacht Club), Robert Pegel (Lake Geneva Yacht Club) and Dennis Bartley (Burnham Park Yacht Club).

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## **BRINGING BACK THE FUN ON THE RACE COURSE - Part 2 of 7**

by Glenn McCarthy

Over the 40+ years I've been making "left turns only" when on boats, I have watched what was once a fun recreational activity get turned into the modern game of a competition of continually striving for perfection, almost at any cost, where it has become like a business every time I race. I feel the need to wear a suit and tie, wing tip shoes, and a brief case coming down to the boat in the morning. The fun experienced ages ago, just doesn't seem to be there in the amount it used to be, or anywhere near close to it. While almost all competitors who raced, that I was aware of, seemed to be friends, liked each other, were from many different walks in life back then, today I see many with open hostility towards fellow competitors. How did we get here? Is this hostility good or needed? It wasn't intentional to create these hostilities; it was done in the pursuit of Olympic perfection, in my humble opinion.



ISAF is focused on one thing with the Racing Rules of Sailing and one thing only. That thing is a 300-person, 14-day regatta that is held once every four years. The Racing Rules of Sailing cater to this group, and this group only, that we call Olympians. People who go to the Olympic Games are not going for the pursuit of recreation and fun. They are going there for a completely different purpose than we sail for. They are representing their country in the pinnacle of performance. They are going there working as professional sailors, serious about the "business" of sailboat racing. And all of the rest of the world of sailboat racing has been put in line to follow in these footsteps. Just look around us, the more serious racing has become, the more rules of eliminating luck and honing all rules on skills has led to fewer of us recreational racers. If the pursuit of perfection was good, the sport should be flourishing, and clearly, it is not. It really is that simple. Strip away the fun, convert it all into being perfect, and the people who do it for pleasure, for exercise, for a family activity, and/or for social purposes have walked away to go to something else in life. A big part of the fun is gone and what is left is Hardcore XXX racing. There's a lot more to a relationship than pounding it out ... on the race course, I mean. ;-)

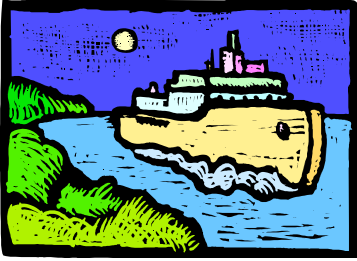
For the longest time I felt the sport needed a separate set of racing rules, designed for Club Racing. More relaxed, yet competitive, something the newcomers wouldn't be as intimidated by, that relieves tension between competitors, that reduces protests to as few as possible, something that has some wit, and, most importantly, something that creates bonds between competitors, provides laughter, and builds the numbers on the race course. Then I realized that the Racing Rules of Sailing is a decent set of rules, it just needs a relaxing factor and some additional safety added into them. Hang in there, as you'll see in this seven part series you'll find things that will make sense, and others you'll want to challenge. Hold off on the challenges until you see all seven parts, as together they will all make sense. In no way shape or form am I suggesting these are intended to stop Hardcore XXX racing, that has its place in certain events – National Championships, World Championships, International Championships, some but not all Olympic Class events, etc. It would be a club's option when to adopt these, what I simply call the Fun Rules of Sailing. Hang on, the ride is continuing (details on the first 3 FRS are found in the September issue of *Lake Michigan SuRF*, here are the basics as a refresher: Fun Rules of Sailing, Rule #1-Any time you publish anything about a race or event, the Social Activities are to be published first, ahead of all other racing information such as the Notice of Race (NOR) or Sailing Instructions (SI). Repeat as often as possible. Fun Rules of Sailing, Rule #2-When two vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision, each shall alter her course to starboard so that each shall pass on the port side of the other. Fun Rules of Sailing, Rule #3-Racing Rule of Sailing 5 is deleted (title: Anti-Doping that refers to the banned substance from the World Anti-Doping Agency (WADA)). )

## Fun Rules of Sailing, Rule #4

Part 2 RRS are suspended from sundown to sunrise, where IRPCAS/COLREG right-of-way rules apply.

### Why?

Right of way rules are created first off for safety. The rules are "spatial," keep this in mind. The International and Inland Right of Way Rules (called either IRPCAS or COLREGS) are designed to keep boats far away from one another. These rules pretty much say that if you see a boat on the horizon, immediately you should take avoiding action now to assure both boats never get close to one another. The Racing Rules of Sailing do allow boats to contact (in limited circumstances). Spatially, the Racing Rules of Sailing (RRS) allow boats to come extremely close to one another.



At night, visibility is reduced, depth perception is reduced, in the dark there is no way to discern between a competitor and a cruising boat out sailing. Who in their right mind would ever suggest that the space allowed under the RRS should ever apply at night time? The U.S. and Canada to Hawaii races, the U.S. to Bermuda Races have all figured this out long ago. In their NORs and SIs they state that from sundown to sunrise the Part 2 Right-of-Way Rules of the RRS are replaced by the IRPCAS Right-of-Way rules. They want to assure that no unintended consequences occur in a disastrous night time collision. The RRS designed by ISAF for the

Olympic Games does not come out and make this a rule because Olympics are sailed in daylight. The rules writers actually "hint" that clubs should opt out of the RRS in certain conditions and think their "hint" is strong enough that clubs automatically "get it" (I've had this discussion with the rules writers). Take a look at the preamble to the Part 2 Racing Rules of Sailing where it states: "If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules." Did it strike you this is what they meant? Because that is what the rules writers intended. Add this provision to your overnight race, add it to your evening or beer can series. Assure that everyone comes off the water safe, remove protests, remove the need for boats to go away for repairs, and make sure your event is best prepared to have fun.

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## Fun Rules of Sailing, Rule #5

Unsportsmanlike Conduct hearing and penalty (Racing Rule of Sailing 69) shall apply only after a guilty finding in a court of law.

### Why?

Rule 69 takes a lot of fun out of this sport. Too often under the beer tent or the bar after racing, people are complaining, "that person should be 69'ed for what he did." Where they throw this rule around with a negative connotation, that in of itself impugns the sport. Too often sailors want a RRS 69 hearing called when the appropriate measure would be to call the authorities.

Here's an example - the 35'+ boats were rafted. The outer boat appeared with ratty worn out lines and one partially inflated fender. The next inside boat asked them to go buy a few new fenders to spread the load, which they refused to do. They hammered their bow and stern lines tight. The inner boat moved one of their own fenders over in between them and the outside boat. In the little movement in the water, the fender went "squeak, squeak, squeak," much to the chagrin of the sleepers on board. A crew got up to re-adjust the lines taking the pressure off the bow and stern line to simply let the boat float, but still tied in control, when the outer boat said, "Touch those lines and I will kill you." While serious enough to call the authorities, the inner boat changed the tension and went back to bed. The next morning the inner boat crew walked up the dock to find the side of their vehicle (marked



with their boat name) kicked in from the sea side, not the public side of where the vehicle was parked. Immediate suspicion was placed on the outer boat. The inner boat went to motivate the Protest Committee to file a RRS 69. The Protest Committee did not file a RRS 69 protest. This alleged bad guy left town immediately after hearing rumbles about a RRS 69 before racing started and didn't return.

I believe that the inner boat should have called the police and filed a complaint that a death threat was made. When the car was damaged, they should have called the police again and have a vandalism report made, and refer to the death threat. This needed police action, it does not need Protest Committee action. If this competitor was found guilty of either of these allegations in a court of law, THEN a RRS 69 hearing should be held and have this competitor kicked out racing for an appropriate length of time. There are plenty of other examples around.

I can only think of one RRS 69 case where someone was given a suspension for something really stupid they did. It would have been impossible to prosecute in a court. A penalty was applied, and was appropriate. Under this Fun Rules of Sailing, they would have gotten away with it. What they did, did not hurt anyone, did not cause any financial harm, and did not cause any damage. It was just a matter of extremely poor judgment. A good tongue lashing probably would have had a similar effect.

Too often pranks, hijinx, gags and other hilarity is being cut off as people are overly concerned, too politically correct, that some who can't take a joke may get their shorts in a knot and attempt to persuade judges to file a RRS 69. Do you know what? Lighten up Francis (See the movies "Stripes" for reference)! As long as the pranks, hijinx, gags or other hilarity does not damage, injure or break laws, we need the laughter and chuckles brought back to the sport. Enough of taking things way too seriously!

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### **Fun Rules of Sailing, Rule #6**

The Racing Rules of Sailing Mark-Room rule (Rule 18) shall be changed every 4 years by ISAF.



### **Why?**

I hope you caught the laugh at this one. The people who write the Racing Rules of Sailing mess with this rule every 4 years, regardless. They messed with it again in the new 2013-2016 rules. They keep picking the one out of a thousand mark roundings and find some little tiny circumstance where what they wrote last time around just doesn't capture that one out of a thousand roundings. Then they find this desperate need to rewrite this rule. So this Fun Rules of Sailing, Rule #6 is nothing more than a joke, get it? Club racing is for pleasure, camaraderie, fun, laughter, jokes, sportsmanship, community, and just not taking everything so seriously!

While in the coming months more Fun Rules of Sailing will be proposed, the hope is that you see that we can take this sport back into club control, we can do things to make it more fun, safer, and eliminate draconian rules that are just not needed in the field of club racing. I promise, there is a lot more to come!

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## **SMALL BOAT ONE-DESIGNS KEY TO SAILOR AND FLEET DEVELOPMENT**

*by Gail M. Turluck*

Sailors are a passionate group. They have great passion for their time on the water, how and where they learned to sail, the kinds of boats they have sailed, and having the opportunity to keep sailing. By far, most people learned to sail in small one-designs—whether the Sunfish, Cat-Yak, Rainbow, ACA Canoe, Flying Scot, Lehman 10, Blue Jay, 420 or other craft. Some sailors have their passion take that n<sup>th</sup> step ... and they become racers. The passion in the sailboat racer is often comparable to that of the NASCAR racer, purebred jockey, downhill ski racer, or <insert professional sport of choice> athlete.



In the 1950's, we had the advent of fiberglass and epoxy resin. These products were relatively inexpensive and were applied to boat building, leading to an explosion in small boats that were affordable to families. In the 1950's, 1960's, and 1970's, small one-designs were being launched and sailed all over the place. Most people who worked (and this was mostly men) worked 40-45 hours a week and had free time to spend pursuing their passion ... including sailing and sailboat racing. Municipalities set up sailing beaches, launch areas, electric hoists, and storage yards to facilitate the recreational use of waterfront areas. Existing yacht clubs benefitted from the boom—people with these new boats came to them to get involved. A lot of “paper clubs” were established. “Paper clubs” organize sailing events and sailboat racing, mostly out of municipal sites, without the brick and mortar facilities, leading to lower cost for its participants. Both types of clubs have produced deeply passionate sailors and racers.

By the 1980's, real estate development of and consumer demand for waterfront land started its still unended property grab, causing what once was “cheap property” to skyrocket in value. This has tipped the scale away from easy, affordable launch access for many. Initially, public launch facilities were established with token fees to cover the cost of paving ramps and buying toilet paper. Today, some municipal sailing centers look to the storage of these under 6 meter sailboats as a cash cow, thinking they can set storage rates and raise them annually to “make a budget.”



Along came the uneven financial times of the 2000's. People have worked hard and harder (read: more time spent working, both spouses working, less time for play) to try to maintain what was before then. Quietly, sailing access sites have become more restricted-and in some cases redeveloped into something else that will never be sailing again-while these sailors have been too busy to go sailing.



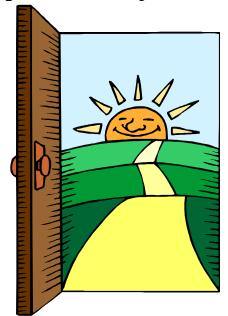
Here on Lake Michigan, we produced many Olympic and Pan American Games sailors in those heady times. Those growing up on the lake would often see the following sailors at clubs, regattas, and sailing events and could talk to them, sail with them, and be mentored by them by buying a boat and racing against them. We saw the Olympic rings on their sails. Herbert “Birdie” Williams was a member of Chicago Yacht Club and raced out of Belmont Harbor in the Southern Lake Michigan Star fleet. He competed at the 1956 Summer Olympic Games in Melbourne, Australia, where he received a Gold Medal in the Star Class with his crew, Lawrence Low. In 1959, Gary Comer, of Jackson Park Yacht Club, sailing Stars out of the Jackson Park Star fleet, competed at the 1959 Pan American Games in Mexico City, Mexico. Comer and his crew, Donald “Bill” Hackel, brought home a Bronze Medal. William “Bill” Parks was another Chicago Yacht Club member, who sailed his Star from Belmont Harbor in the Southern Lake Michigan fleet. Parks went to the 1960 Summer Olympics in Rome (sailed at Naples), Italy, where he received a Bronze Medal in the Star Class, with crew Robert “Buck” Halperin.

By 1963 Richard I. Stearns, III, blossomed into a champion. Stearns, also of Sheridan Shore Yacht Club in Wilmette, Ill., sailed the Star at the 1963 Pan American Games at Sao Paulo, Brazil, and received a Gold Medal with crew Robert “Buck” Halperin. At those same games, Robert Smith, Jr., of Lincolnwood, Ill., received a Bronze Medal in the Dragon Class, with crew Sigmund Nelson and Alfred “Boody” Wenzel. The following year at the 1964 Olympic Games at Tokyo, Japan, Stearns sailed a Star and received a Silver Medal with crew Lynn Williams, another Chicago Yacht Club member. Another Lake Michigan yacht club sailor, Bruce G. Goldsmith, of Chicago Corinthian Yacht Club, sailed the Lightning in the 1967 Pan American Games at Winnipeg, Manitoba, Canada, receiving a Gold Medal with crew Pamela Goldsmith and Hugo Long. In 1975, Goldsmith again sailed the Lightning at the Mexico City, Mexico Pan American Games to a second Gold Medal, with crew Pamela Goldsmith and Paul Adam. The Star Class' Peter Wright, of Chicago Yacht Club and the Southern Lake Michigan fleet, sailed to a Gold Medal at the 1983 Pan American Games at Caracas, Venezuela, with crew Todd Cozzens. A long break was ended in 2012 by Robert “Bob” Willis, RS:X Men's Sailboard competitor from Columbia Yacht Club, who sailed at the London, England Olympic Games. Willis practiced on Wolf Lake in Hammond, Indiana, but there is no fleet structure in the RS:X Class.

Today, there are no fleets of Olympic Class sailboats on Lake Michigan, other than the Laser, which is the only platform that crosses over into the Pan American Games. For the United States to improve its performance in Olympic sailing events, Regional Sailing Associations like LMSRF must help clubs and sailing associations in its region work to build fleets of boats that will be raced in a following Olympic Games. Nationally, a strong skill development platform has been established with the Optimist/Laser/420 progression at clubs, but there is poor application of having fleets of Olympic Class sailboats for Youth and Collegians to move into as they mature in sailing skill. It is the rare youth that goes off to college and four years later comes home to buy a keelboat! In the past Lake Michigan has been home to Olympic fleets like the Star, Soling, 5.5 Meter, Dragon, Flying Dutchman, Finn, 470, and Tempest.

The good news is Lake Michigan is home to a number of Pan American Games sailboat fleets. **Lasers** are currently raced at Ephraim Yacht Club, Racine Yacht Club, Sheboygan Youth Sailing Center, South Shore Yacht Club, Milwaukee Yacht Club, Milwaukee Community Sailing Center, Chicago Corinthian Yacht Club, Chicago Yacht Club, Columbia Yacht Club, Saugatuck Yacht Club, Muskegon Yacht Club and Little Traverse Yacht Club. **Sunfish** are currently raced at Lake Bluff Yacht Club, North Shore Yacht Club, Saugatuck Yacht Club, Charlevoix Yacht Club and Little Traverse Yacht Club. **Snipes** list a fleet at South Shore Yacht Club. **Lightnings** are raced at Green Bay Sailing Club, Sheboygan Yacht Club, Milwaukee Yacht Club, Chicago Corinthian Yacht Club, and Grand Traverse Yacht Club. **J/24s** are currently sailed at Sheboygan Yacht Club, Milwaukee Yacht Club, Waukegan Yacht Club, Lake Forest Yacht Club, Sheridan Shore Yacht Club, Michigan City Yacht Club, and Muskegon Yacht Club. **Hobie 16s** sail on Lake Michigan via the Catamaran Racing Association of Michigan (CRAM) and the Catamarain Racing Association of Wisconsin (CRAW), utilizing Portsmouth handicaps in mixed catamaran fleets. They are trailer based. The **RS:X** Class does not have a list of fleets. The **49er** is still under consideration for addition for the 2015 Pan American Games. The 49er Class does not have a list of fleets.

Sailing leaders examined what our best sailors were doing in the 1980's to establish an "Olympic path." They observed that the best sailors in the country were participating in sailing schools, sailing in Junior regattas, going on to collegiate sailing, but they overlooked what those sailors were doing when NOT in programs. Those sailors were sailing any bathtub they could get their hands on! It wasn't that they were becoming experts at sailing a 420 or a Laser, they were becoming experts at making any sailboat GO FAST! The PATH was established, focusing efforts on the Optimist Dinghy, the Laser dinghy, and the 420 dinghy, at the expense of wildly popular boats like the Butterfly, Blue Jay, Flying Junior (though still widely used collegiately), International 12, Snipe, Thistle, Flying Scot, Shields, Sunfish (there ARE 400,000 of them out there somewhere) and more. Today's youth sailors when given an opportunity to jump into one of these other classes is most often heard to say, "I've never sailed one. I don't know how. I can't do that." In the early '80s, a youth would have most often said, "Who do you know that I might borrow a boat from?"



Lake Michigan yacht clubs are logically the organizations best suited to developing these advanced stature one-design fleets and guiding their youth and new members into them. The campaign budgets for most of these boats is far less expensive than that of a keelboat. Most can be stored on a trailer or suspended in a garage and car topped. Sail and equipment budgets will be far less. Due to the smaller size of the crew, regatta entry fees are less. Yacht clubs can build their memberships and develop their future big boat sailors by supporting one or two singlehanded classes, one or two two-person self-rescuing dinghy classes, and a three-person intermediate sloop class. Consideration should be given to hosting a catamaran fleet, too.



Of course, sailors of these lower cost boats will also be seeking a club membership level that is appropriate to their overall "Sailing Budget." Sailors do a fine job of squeezing a quarter out of a nickel routinely, but only so much can be done. If a Laser or Sunfish sailor's budget for the year for travel, entry fees, and waterfront access is \$1,800, then yacht club dues of \$2,200 a year will be off-putting and not draw them to your fine institution. A Sail Racer/<6m Sailboat dues rate of \$150-

\$350 a year could lead to your club having more sailors, more activity, and a way to build up more skilled sailors, leading to the larger size boat fleets building as well. These sailors will come to select social events and build the club's coffers, too. And, after all, we ALL know about 3-foot-itis, don't we?? (If you don't, email the LMSRF office for the answer.)

Yacht Club leaders are encouraged to step back and really consider what has happened in the last 40 years that has brought their club to where it is today. The economy has affected everyone and everything, including sailing. It appears the economic impact is also showing in American sailing results, with the poor performance at the 2012 Olympic Games and the few World and Continental Championships by United States sailors. We right here on Lake Michigan can regain the proud performance stature of old with some planning, seed planting, and event conduct. Contact Lake Michigan Sail Racing Federation for assistance with your club's plans. The LMSRF One-Design



Council can be developed with your participation to coordinate events and training for your sailors annually. Make sure Olympic and Pan American sailing are agenda items on your club's Board Meeting Agenda every month.

Time is passing and before we know it, sailors will be gathering in Toronto, Ontario, Canada for the 2015 Pan American Games and in Rio de Janeiro, Brazil for the 2016 Olympic Games. The clubs that take action now have the opportunity to have their sailors be the ones representing the United States of America. Let LMSRF leadership know of your clubs' interest and update the office regularly.

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## **LMSRF BOARD MODIFIES OPERATING POLICIES**

At the October 2012 Board Meeting, motions were put forth and unanimously adopted two changes:

1. While unwritten but practiced for 32 years, we gave Grants only to LMSRF members. Now it is a written policy, in order to apply for a Grant, one must be a member of LMSRF.
2. There are times where LMSRF is sending our own representatives to events. The Richardson Trophy is notably the most active event we engage with. It just makes sense that in cases when we provide articles, a round robin sail-off, website updates, and often Grants-In-Aid recipients receiving potentially hundreds of dollars to go to finals, it was decided the entire Team be members of LMSRF when traveling under our banner.

These new policies were adopted on October 1, 2012.

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## **MEET GORDON JULIUS, III, OUR AREA IV VICE COMMODORE**

*by Glenn McCarthy*

Gordon Julius, III, is an owner of an architecture firm, specializing in medical and commercial office design, modern residential, large site design and planning. He has two children; Ryan is pursuing a graphic arts degree in Chattanooga, Tenn., and Leah is pursuing a medical administration degree at Indiana University-Indianapolis.

Born in Mishawaka, Ind., he first started sailing a canoe w/detachable leeboards and rudder on an Indiana reservoir when he was 12 or 13. Later he learned the technical aspects of racing, concepts of tuning, performance, sail shaping, angle of attack, and wind analysis through thousands of hours of windsurfing starting around age 20.

In his sailing career, Julius has raced sailboards, Sunfish, JY-15s, Lasers, E Scows, SR33, one design racer cruisers, S2 9.1, Beneteau First 36.7, Beneteau First 44.7, and Nelson-Marek 43 in all positions. Racing has taken him far and



wide from various lakes in Indiana, to the Baltic Sea, Munich, and St. Petersburg, Fla. The farthest from Lake Michigan he ever sailed was in Finland.

When asked about funny things that occurred on board while racing, Julius remembered, "There is a constant parade of funny things happening all the time. This year in a light wind can race, a 50' racer/cruiser missed the layline. Close to the windward mark, it tacks over to port, stalls on the mark, and, captured by traffic, essentially becomes the defacto mark for the entire fleet to round. Everyone had a cheery 'greeting' in passing. Several years ago I was driving an S2 9.1 towards the leeward mark during a NOOD race. During the spinnaker hoist, the kite wound around the headfoil as neatly and completely as if it was on a roller furler. I traded the tiller for the bosun's chair for a trip up the mast, vigorously expressing my displeasure during the donning, the trip up, and on the ride while at the top. It took nearly the entire leg to de-glove the kite, and as I looked around on the way down, I was shocked to discover that we won the leg!"



Vice Commodore Gordon Julius, III.  
Gail M. Turluck photo.

Julius described his terrifying experiences onboard: "My first Lake Michigan crossing was a night race on a 42' racer/cruiser in spotty stormy conditions. Mid-lake a lightning flash alerted us to a huge roll cloud already on top of us. Next thing I knew, the boat was over on its side with the boom throwing a rooster tail, me on the high rail with my tether clip in hand, staring down at the driver, who was waist deep in water, eyes as big as saucers, screaming inaudibly through the gale. I have that snapshot etched in my memory, framed in blinding staccato flashes and stop action raindrops that looked liked glass marbles suspended in the void. Seemed like minutes before the mast came back up ... Another high on the list was during a Verve Cup, that no doubt many remember a few years back. I'm driving a Beneteau 36.7, heading to the windward layline on port tack in 30+ knot gusty winds. Closing with traffic at the layline, the main trimmer lost his grip on the sheet when he tripped the traveler off, and very quickly the rudder began to cavitate, providing no helm to duck oncoming starboard tack boats (with rights). Crash tack time! Very nearly more crash than tack. Needless to say, that can be very dangerous ... Also, of course, being present at the WingNuts accident site. Searching through debris in calm water, where just minutes prior, there was indescribable chaos. That will hold a sorrowful and permanent place in my memory."



What was his proudest race ever? "There's something great in every race. But the best part of sailing to me at the amateur level is how a group of people voluntarily come together and implicitly agree to learn and work closely with each other to excel at a complex, multifaceted, and unpredictable task. When it's working, it's obvious to all, and the whole becomes greater than the sum of its parts. It can be a metaphor for the potential we have in all of life's tasks."

How does Julius see LMSRF benefiting clubs and sailors? "In addition to being a useful resource to clubs and individuals through grants, LMSRF might best be conceived as an information kiosk between yacht clubs, racers, and the general public. It has the potential to be the voice directed to the public, as a marketing agent of the yacht club-at-large to potential members--those new to, and might be curious about, sailing and racing."

What does Julius wish to accomplish with LMSRF? "My aim is pretty simple: to help yacht clubs find more members by helping them find paths to communicate to and share with the public. This includes offering basic awareness of the availability of racing opportunities (more than the bulletin board at the yacht club door), and to help create and facilitate effective pathways to reveal to the public the energy and excitement that we racers enjoy."

Thank you Gordon, we're glad to have you on board.

## **ROBLE AND SHEA NAMED US SAILING SAILOR OF THE WEEK**

*from US Sailing e-newsletter*

The last two weeks of September were a whirlwind for Stephanie Roble and Maggie Shea. These two standout match racers travelled from coast to coast to crew for Genny Tulloch in San Francisco at the U.S. Women's Match Racing Championship, and Taylor Canfield in Marblehead, Mass. at the U.S. Match Racing Championship. Their steadfast commitment paid off, as they helped lead their teams to victories in each event. Interestingly, Roble and Shea had never crewed for Tulloch or Canfield. In addition, they performed different roles for each skipper. "With Tulloch, I was on the bow of the J/22 focusing on course strategy," explained Roble. "With Canfield, I trimmed main and ran the pit on the Sonar and focused on boat on boat tactics. It was really important to make sure I was doing my job only and not stepping on any toes inside the boat."

"For both events, we were lucky to have solid conditions, great venues and boats, and highly competent race management," said Shea. "We are grateful that US Sailing hosted such high quality events."

Roble and Shea are no strangers to match racing. Shea crewed for Roble at the US Olympic Trials for Women's Match Racing in the Elliott 6m last May and October. Roble learned to match race and sail keelboats as a skipper. "I am trying to make a transition into crewing, so that I can learn new aspects of the boat and racing," she said. "These events were perfect as I was able to be on the boat in different positions and I learned so much every single day."



Stephanie Roble & Maggie Shea.  
Photo courtesy US Sailing.

Shea has always been drawn to match racing. "It's always been my favorite discipline in sailing because it is so fast paced and the level of intensity is constantly high," said Shea. "Match racing is spectator friendly, because you have one winner and one loser for every quick match. I have also had a chance to sail in so many different keelboats and against fantastic competition while match racing."

Roble also appreciates the art of match racing. "Most of all I enjoy the need for precise tactics and strategy on all parts of the course and how these calls must be made from the information the crew feeds," said Roble. "I also really enjoy the short courses because it requires sharp boat handling and constantly thinking on your toes."

Roble also enjoys the idea of competing more in open events. "I know that women can compete on the same level as the guys, so I want to prove that by sailing as many open regattas as possible with female crew."

"I would like to help increase the opportunities for our youth sailors to match race and the level of participation of women," added Shea. "I hope our participation in both these events encourages other female sailors in the states to compete in both in the future."

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## **2012 Red Flannels Regatta**

*by Bill Faude*

To say the Lightning Red Flannels Regatta has a grand tradition at Chicago Corinthian Yacht Club would be an understatement. The sailors compete for a beautiful silver traveling award called The Chicago Daily News - Marshall Field Trophy. While The Red Flannels and Chicago Corinthian Yacht Club are still going strong, it's been a while since either of these august Chicago brands has independently existed. In the more than 60 years that it has been continuously contested, the Flannels has enjoyed larger fleets. And it has enjoyed more uniformly lovely weather, but it may not have provided as much challenge and perhaps ever have offered more fun than it did this year.



Chicago Daily News -  
Marshall Field Trophy

Saturday, September 22, allowed the Flannels to prove that even in this globally-warmed era, its location on the calendar at the end of September can still offer up conditions too challenging for Lightning sailors. With winds at the Harrison Crib registering 25 with regular gusts over 30 and a 37 knot peak gust, Principal Race Officer For Life (PROFL) Bruce Thompson wisely elected to suspend racing for the day before 11:00 a.m., and gave the fleet opportunity to enjoy Chicago's museums and sports bars. At promptly 5:00 p.m., the whole fleet, joined by their shore-side supporters (sss-ers) reappeared at the Club for inexpensive booze and outstanding food served quickly from the Galley. Even a small fleet can liven up the club's September Saturday nights. When it's the Lightnings and there are kids (and grandkids) seemingly everywhere, the dolphin calls at the bar become more frequent. Lightning sailors love Chicago Corinthian and we're thankful for the opportunity it gives us to sail in big water in the Fall.

Sunday brought sunshine and a more subdued weather pattern of about 8-16 knots from the WNW-NW-NNW-N (and back again). With leftover waves lurking outside the Montrose Harbor point, the PROFL creatively set the kind of course more familiar to the V-15-ers in the days we used to sail inside Belmont Harbor. The fleet sailed 4 exciting 30-40 minute races inside the point. The irregular velocity, the wind directions that had puffs alternately coming in hard from the 4th green at Waveland golf course and 'outside in' from around the point on the other side of the course, rendered no lead safe. It really was frostbiting in Lightnings! Even this late in the season, competitors were shaking the rust off, sometimes auto-tacking three or four times a leg and gybing a similar number of times.

When you're sailing in confined space, eight boats can feel like 80, and, even in boats designed during the Franklin Roosevelt era, it can feel like the America's Cup in San Francisco. There were multiple lead changes on every leg. Competitors noted that of the nine weather legs we sailed, a total of zero repeated any sort of pattern. Sailors had to look up the lake, link those ill-mannered puffs, and get their boat moving out of tacks. Most of the time it didn't pay to get ahead early because someone on one (or both) sides was always conspiring to get around you.

In the end, Bill Faude of Fleet 5 at Chicago Corinthian, with crew Jared Drake of Milwaukee, Wis., and Ernie Dieball of Toledo, O., managed a two point win over Todd, Kristine and Doug Wake of Sheboygan, Wis. Third was another local Fleet 5 hero, David Stix, ably assisted by Steve Diaz from Chicago and Amy Simonson of Milwaukee, Wis. The ultimate winners had to pass two boats up the last beat to secure the win.



For a while it didn't look like the shifts required to let that happen would materialize ... the breeze was in its sand trap phase. But PROFL Thompson's diabolical course location resulted in two little shifts just at the top of the third beat that allowed Faude to get by them and slink into the top spot.



Smiling faces of the kid racers at the Red Flannels.

Thanks to everyone at CCYC, particularly those who helped out on the Race Committee: Junior fleet members: Alec Gronkiewicz, Sabine and Dominique Zinserling; Rhodes 19 fleet members: Sally Hamann, Peter Kovats, Will Jablonski, Bala Batavia, John Vonnegut, Harold Hering; Laser Fleet member Dave Abbott; and Laurie and the kitchen staff for staying late on Saturday for us. Without you, this event would never happen and the 2012 event wouldn't have been as memorable as it certainly will now be. With all the future Lightning sailors about, we hope that the size of the fleet increases and that the regatta will continue for decades to come, even if the racers don't remember something called "newspapers."

Complete results later this issue in "***What Happened ...***"

## **KISS WINS MELGES 20 NATIONALS**

Lake Michigan sailor and Macatawa Bay Yacht Club member Michael Kiss, of Holland, Mich., with crew Willie McBride and Chris Rast, won the Melges 20 National Championship at Corinthian Yacht Club of San Francisco. They did so well they could skip the last race and use it as their throw out! Their scores were 2-6-1-4-2-2-1-30/DNS for a total of 18. Lake Michigan sailor and Macatawa Bay Yacht Club member Anthony Tabb's team with Steve Sisson and Justin Hood finished 8<sup>th</sup> overall. Chicago Yacht Club member Brian Hill, with crew Jacob Karlin, Kylie McMillan, and Jon Oakes, claimed 12<sup>th</sup>. Complete story: <http://www.melges20.com/?p=news/&id=1368>



Michael Kiss (center) and crew celebrate. Photo courtesy Melges 20 Class.

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## **Shields Nationals Draws a Chicago Team**

Sam Veilleux, of Sail Chicago and LMSRF member club Chicago Yacht Club and Shields Fleet #3, raced *NUTS*, with fellow Sail Chicago crew Sam Parapetti and others, at Beverly Yacht Club, Marion, Mass., September 19-22, 2012. They have the light-hearted distinction of earning the Golden Stern Award – donated in 2006 by the Goodwin's and Cape Cod Shipbuilding Co., which is awarded to the last place finisher of the Shields Nationals. The award recognizes the effort it takes to race in a national regatta and that last place is far superior to not participating at all. It is expected that in the year to come both the trophy and its recipients will be improved for the next Nationals. The stern section was a casualty of contact that came from a boat repaired by Cape Cod Shipbuilding Co. and is ably sailing again. More information: <http://www.shieldsclass.com/2012/>

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## **Great Lakes Singlehanded Society Annual Meeting in Chicago in January**

The 2013 Great Lakes Singlehanded Society Annual General Meeting will be held at Maggiano's restaurant on Saturday night, January 26, 2013, in Chicago, Ill. It's just a few blocks from Navy Pier and many nearby hotels, and a good time will be had by all. The GLSS will sponsor a booth at Strictly Sail, coincidentally the same weekend. More info: <http://www.solosailors.org/>

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## **LMSRF SETS ANNUAL MEETING DATE AND TIME**

As a sailor participating and interested in sailing on Lake Michigan, you are invited to the LMSRF Annual Meeting. The meeting is set for Saturday, November 17, 2012. Please click on the link below for complete details. There will be reports from the Commodore, all five Area Vice Commodores of Lake Michigan, the Councils, and all Committees, followed by an Audience Q&A. There will be a short meeting for the Offshore, One-Design and Youth Councils to meet and elect their Chair. Members may cast their vote for their Council Chair. Moments later, the elected Chairs will be voted in by the Yacht Club Delegates to join the 2013 Board of Directors. Last, the Best on Lake Michigan Awards will be presented to the LMPHRF fleet, Beneteau 40.7 fleet, and Farr 40 fleet.

<http://tinyurl.com/2012LmsrfAgm>

Members may participate in discussions. Non-members may observe. We hope you can attend.

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## **FOLLOWUP ON MILWAUKEE HARBOR OPENING COLLISION**

by Gail M. Turluck

US Coast Guard Group-Milwaukee has not found anything in the harbor gap in Milwaukee that could have caused a grounding as reported in the September issue of *Lake Michigan SuRF*. They are hypothesizing that there may have been a submerged log that caused the damage to Nick Hayes' s/v *Syrena*.



## **Do You Know About SCUTTLEBUTT?**

The Scuttlebutt e-newsletter was first launched in 1997, well before regatta organizers and the sailing media had embraced the Internet. The early focus was Southern California, but as interest in the publication grew both nationally and internationally, so did the content. Today, the roots of Scuttlebutt sailing news remain firmly in North America, with content selected to emphasize the events and stories of most interest to sailors on this continent. They have some big changes planned for this year ... it is a good time to be a Scuttlebutt follower. Subscribe to the free e-newsletter or read online.

Subscribe here: <http://www.sailingscuttlebutt.com/subscribe/>

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## **Intercollegiate Offshore Regatta -- Dinghy Sailors Try Big Boats on for Size**

A record 425 college sailors from 38 schools racing 45 borrowed boats came together over Columbus Day weekend (October 6-7) for the 2012 Intercollegiate Offshore Regatta hosted by the Storm Trysail Foundation and the Larchmont Yacht Club. With so many college sailors participating, the event has become the world's largest college sailing regatta. Schools traveled from Canada, the Midwest, New England and the mid-Atlantic states, with the University of Wisconsin-Madison travelling the farthest.

The regatta introduces college sailors, most of whom sail dinghies, to the dynamics of big boat racing. This regatta also gives college sailors who already have big boat experience a chance to take charge of some very fast and evenly matched offshore boats. The fleet racing boats were divided into five divisions: J/105s (10 boats), J/109s (eight boats), J/44s (five boats), a PHRF class (10 boats) and an IRC class (10 boats). The IRC class, stocked with additional leading edge boats, included four Swan 42s, a King 40, a Farr 400 and an assortment of J/Boats ranging from a J/133 to a J/111.

For the first time, the regatta had a Match Racing division on a separate circle with on-the-water umpires. Four teams raced on two 52-foot match racing machines lent by Brewer Yacht Yards. The boats were built in the early 1990s by Dennis Conner when he was preparing for the first America's Cup defense in Cup Class monohulls. Teams from SUNY Maritime, the U.S. Merchant Marine Academy at Kings Point, Tufts and the U.S. Naval Academy sailed an eight-race double round robin followed by a best-of-three finals. Tufts won the round robins, and Navy won the finals 2-0. The Navy team was the first winner of the Commodore James D. Bishop Trophy.

"Seeing the teams improve through the weekend was truly impressive," said match racing PRO Dick Neville. "I don't think any of them had any experience in match racing, particularly in big boats. They handled the boats really well." According to Race Committee Chair Charles "Butch" Ulmer, "Since our first experience with match racing went so well, we intend to invite more teams to participate and to enlarge this part of the IOR next year." With match racing a new discipline in college racing, match racing big boats is a great way for schools to merge their dinghy and offshore sailors into one team for an event.



Western Michigan crew. Photo by Carter Williams.

"We had two goals going into the weekend: 1) Finish on the top half of the fleet, and 2) Beat University of Michigan. The team is ecstatic about accomplishing both of these goals, and we could not have done it without the help of Tim Longo and Adam Loory. We appreciate all of the organizing you do for the event, but more so the time, effort, and extreme patience you had with helping the team learn to sail the boat fast. These are experiences that the team, myself especially, will remember for a very long time. We look forward to competing with you, or against you ;), at next year's event." -- Mike Niagaris, Western Michigan University Sailing Team Commodore.

On the fleet racing circle, five races were sailed. Navy won the IRC division sailing Jan Smeets' J/133 Bacchanal; Maine Maritime won the J/44 division sailing Jim Bishop's Gold Digger (after coming out on top of a three-way tie); Massachusetts Maritime won the J/109 division sailing Adrian Begley's Mad Dogs and Englishmen; Drexel won the PHRF division sailing Rich duMoulin's Express 37 Lora Ann; and Bowdoin won the J/105 division sailing Carl Olsson's Morning Glory.

A fresh 15-20 knot breeze on the first day created some great photo moments as boats rolled out or had problems getting spinnakers down. For the most part, the students handled the boats well. On the second day, the race committee was lucky to get two races in before the wind faded to zero. For the IRC division, the second beat of the second race turned into a run as the wind shifted from the north to the southeast, prompting the race committee to shorten or abandon for certain classes.

The U.S. Naval Academy team, sailing Bacchanal, received the Paul Hoffmann Trophy as the overall winner of the regatta. The Ed duMoulin Trophy was presented to Bacchanal's owner, former Larchmont Yacht Club Commodore Jan Smeets.



J/109s on the starting line. Photo by Carter Williams.

Besides great sailing, the regatta is free for the boat owners and sailors, thanks to carefully cultivated sponsorship; there is no entry fee or damage deposit. On top of that, there are two free dinners and pizza for the awards ceremony. The amount of food and drink consumed was staggering: 250 pounds of pork loin, 125 free pizzas, 5 kegs of beer, 55 cases of soda and 800 ice cream bars.

**Schools that participated were:** American University, Bates College, Bowdoin, Bucknell University, U.S. Coast Guard Academy, Colgate, Denison, Drexel, Fordham University, Hamilton, Harvard, Maine Maritime Academy, Maryland, Massachusetts Maritime Academy, Miami University of Ohio, University of Michigan, Monmouth University, U.S. Naval Academy, University of New Hampshire, Northeastern, Ohio State, University of Ottawa, Purdue, Queens University, Rensselaer Polytechnic Institute, University of Rhode Island, St. Mary's College of Maryland, Stevens Institute of Technology, SUNY at Stony Brook, SUNY Maritime, Tufts, U.S. Merchant Marine Academy, Villanova, Webb Institute, Western Michigan University, Williams College, William and Mary, Wisconsin and Yale.

In 2012, the IOR was made possible by sponsorship from: Rolex, Vineyard Vines, Safe Flight Instruments, Dimension/Polyant Sailcloth, Brewer Yacht Yards, Flintlock Construction, J/Boats, UK Sailmakers, Gill, Clarion Partners and Yacht Scoring.

The Storm Trysail Foundation and Larchmont Yacht Club extend their sincerest thanks to the regatta's sponsors, boat owners, volunteers and Event Chairman Adam Loory, a Storm Trysail Club member and IOR alumnus, without whom this sailing opportunity would not be possible for many college sailors.

The Storm Trysail Foundation is a 501(c)3 charitable organization dedicated to support the education of young sailors, junior safety at sea, and intercollegiate big boat racing. The Storm Trysail Foundation educates young sailors as they bridge the gap between learning to sail and becoming accomplished blue water seamen, through a national program of events including junior safety at sea seminars and intercollegiate big boat racing. For full results and photographs, go to [www.stormtrysailfoundation.org](http://www.stormtrysailfoundation.org).

## National Sailing Hall of Fame Inducts Nine

There was an abundance of Southern hospitality and tradition in evidence on October 14, 2012, as the National Sailing Center & Hall of Fame (NSHOF) inducted nine of the sport's significant contributors during ceremonies at the second-oldest yacht club in the U.S.A, Southern Yacht Club in New Orleans, La. From the opening notes played by the US Marine Corps Band to the closing gun fired by master of ceremonies and 2011 inductee Gary Jobson, the four living and five posthumously inducted sailors – including a Medal of Freedom recipient, the father of the yellow first-down line for televised football, and several Olympians – were celebrated for having persevered to succeed in the sport. The thread of overcoming adversity made the setting at Southern Yacht Club even more apropos: after fire ravaged the club in the wake of Hurricane Katrina in 2005, SYC was seriously impacted when Hurricane Isaac struck this past August – seven years to the day after Katrina had led to SYC being rebuilt. In the midst of cleaning up from this latest challenge, SYC missed not a step in planning and executing the second-ever NSHOF induction.

### The 2012 Inductees:

Peter Jones Barrett (Madison, Wis.)

F. Gregg Bemis (Boston, Mass.)

Bruce Robert William Kirby (Rowayton, Conn.)

Mark Jeffery Reynolds (San Diego, Calif.)

John Cox Stephens (New York, N.Y.)

Robert Newton Bavier, Jr. (New Rochelle, N.Y.)

Stanley Kohlen Honey (Palo Alto, Calif.)

John Paul Kostecki (San Anselmo, Calif.)

Roderick Stephens, Jr. (New York, N.Y.)

For complete information on the 2012 Inductees visit: <http://2012halloffamers.nshof.org/>



The 2012 class of National Sailing Hall of Fame Inductees, top to bottom, left to right: Harry Morgan (accepting for Rod Stephens), Stan Reckford (accepting for John Cox Stevens), Bob Bavier (accepting for his father), Stan Honey, Bruce Kirby, Gregg Bemis, Mark Reynolds, John Kostecki and Laurie Barrett Stone (accepting for Peter Barrett). Photo credit NSHOF/George Long.

*There is a two-month period each spring during which sailors from all corners of the country nominate their choice for induction. A selection committee – made up of representatives from the national governing body, the sailing media, the sailing industry, community sailing, a maritime museum, NSHOF founding yacht clubs and inductees – review the nominations. Inductees are American citizens, 45 years of age and up, who have made significant impact on the growth and development of the sport in the U.S. in the categories of Sailing, Technical/Design and Contributor (coach, administrator, sailing media). Nominations of non-citizens are also considered if they influence the sport in the U.S., and posthumous nominations are also accepted. The undertaking to recognize Americans who have made outstanding contributions to the sport of sailing is central to the mission of the NSHOF which was formed in 2005 and has completed phase one of its plan to establish a permanent facility on the waterfront of Annapolis, Maryland.*

## **World Sports Chicago Scholarship**

*by Joseph Harris, Youth Chair*

There is a fantastic opportunity for some Chicago high school student athletes. To be eligible, applicants must be High School Juniors in the Fall of 2012, students that live in Chicago and attend a Chicago school or are homeschooled in Chicago, maintain a 2.0 unweighted G.P.A. or higher, and participate in an eligible Olympic/Paralympic sport for two seasons in the last three years.

World Sports Chicago will select up to 50 Chicago high school juniors who will become World Sports Chicago Scholars and receive a yearlong Chicago Scholars mentoring program to help with the college admissions process and World Sports Chicago Scholars will then be eligible for one of ten renewable college scholarships worth up to \$5,000 annually (\$20,000 total) supported by World Sports Chicago and Chicago Donors.



**Deadline: December 12, 2012**

Sports that Qualify:

- Archery
- Badminton
- Basketball
- Diving
- Fencing
- Field Hockey
- Golf
- Gymnastics
- Team Handball
- Judo
- Rowing
- Rugby
- **Sailing**
- Soccer
- Swimming
- Synchronized Swimming
- Taekwondo
- Tennis
- Triathlon
- Volleyball
- Water Polo
- Wrestling

To apply, visit at [www.wscscholars.org](http://www.wscscholars.org) where the link to the application and instructions for its use are available.

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## **LMSRF Asks for Your Support of Lake Michigan Sailing Development**

There are many ways by which those of us who have great passion for the sport of sailing can support Lake Michigan Sail Racing Federation to ensure continuation and growth of programs to help our clubs, our sailors and improve competition. Whether by donation of things, through estate planning strategies, and/or taking an LMSRF Life Membership, consider how you would like to support our organization to aid its programming.

Current donation programs are detailed at: [www.lmsrf.org/lmsrf\\_dc.asp](http://www.lmsrf.org/lmsrf_dc.asp).

Additionally, you may make a donation by check any time. Simply complete this donation form [www.lmsrf.org/DonationForm.pdf](http://www.lmsrf.org/DonationForm.pdf) and mail it and your check payable to LMSRF (note Endowment Fund, please) to LMSRF, 1245 West Gull Lake Drive, Richland, MI, 49083.

Plastic option: you may make a donation on line through the following portal:  
<http://tinyurl.com/LMSRF-Donations>.

Check with your tax planning professional regarding the tax deductibility of your donations. We thank you for your participation and support.

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## **Grants-In-Aid Reports**

### **Reported to Dean Cady, Chair, Grants-in-Aid Committee**

*These Grants are paid out of the Endowment Fund which was created through the generosity of donations. Not one penny came from dues.*

#### **🚩 Report 1**

The 100th anniversary of the Richardson Trophy series was held October 12-14 in Chicago, Ill., this year and was won by Don Wilson. I raced in this historic interlake regatta with a crew of Rory Lewis on main, Dierk Polzin on jib, and Mory Matias on bow. There were eleven teams competing, with two round robins of ten races each leading to semifinals and finals. Racing started Friday with big waves and blustery conditions, as a strong 18-20 knot southeasterly wind brought a brisk start to the regatta. Our team had not sailed together before and we suffered an unfortunate 0-2 start. We gathered ourselves with more wins than losses and ended the day 5-3 after eight flights of the first round robin, decidedly in the middle.

Small craft advisories were issued for Saturday and we saw another day of puffy challenging conditions. We finished the first round robin with 2 losses and ended at 5-5, but found our groove later in the day and went 6-1 after all but 4 flights in the second round robin and ended the day in contention for 4th place with Sam Rogers. Starts were good, boat speed and tactics were all good. We had three races to finish the second round robin, and if we won out, we would be in the top four and the semifinals. Unfortunately, two of the remaining races were with Wilson and Hollerbach, who were fast and sitting in 1st and 2nd.

Sunday arrived even windier with a strong approaching cold front that brought winds of 15-25 knots from the west with rain squalls reducing visibility. Our starts were even or better but our team was a little light and didn't have the weight and strength to hike the boat over the mammoth waves. We pushed the winners hard though, and gave a thoughtful account of ourselves, finishing fifth overall. We very much appreciate the support from LMSRF and will try to better our performance next year.—Steven R. Lowery

#### **🚩 Report 2**

Team Marden (Jacob Karlin, Augie Hernandez, Mike Schroff and I) had a fantastic time at the Richardson Championship October 12-14, tying for 6<sup>th</sup> place out of 11. After a disastrous first round robin during which we had several close calls go against us, we came back in the second round robin to post a 6-4 record with one of the losses coming when our boat dismasted during a pre-start (flange shackle on the D1 turnbuckle failed). Apparently the SI's in most match race events are written to disallow just about any request for redress once foxtrot is up - this would include the bulb of a keel falling off, etc. Conditions ranged from 6-12 from the East with heavy chop on Friday, to gusty (10-20) from the Southwest on Saturday, and then to really gusty (20-30+) from the Southwest on Sunday when no spinnakers were allowed due to heavy winds. One thing that remained constant throughout the event were the cool Fall temperatures, and for the final two days, rain.

While we hoped to do better, we take some solace in the fact that we beat all the top teams except one and feel with some additional experience match racing (this is only our second season match racing), we will be right in the hunt in the near future. Once again, thank you to LMSRF for your kind and generous support!—Ben Marden

#### **🚩 Report 3**

2012 US Singlehanded Championship/O'Day Trophy regatta grant: I felt well prepared and was aiming for placement among the first three boats. Unfortunately, there were two mishaps (1st race: the judges flagged me for a violation of Rule 42; 3rd race: hit the mark at rounding) and it resulted in poor finishes in those races. After these two unfortunate mistakes (understandably, the level of competency of the

leading group of sailors was very high) it was nearly impossible to regain the leading position in the regatta. There was also no throw-out.

Again, I believe I had the potential to win this contest or at least to place among the top three boats. LMSRF helping me financially was invaluable in making this a reality, gaining the great experience and obtaining the confidence necessary to compete in the future regattas of this caliber. Thank you so much!—Roman Plutenko

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## ***Hurricane Isaac Sunset***



by Darren Bowling

Northern edge of Hurricane Isaac?

September 2, 2012 ...

It's been sitting here all day...

At Ludington, Mich.

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## ***Yacht Club Membership Development Reports***

***by Steve VanderVoort, Editor, Sail Chicago and John Lemon, Instruction Chair***

The year 2012 may well go down as the most successful sailing season in **Sail Chicago** history. The club's new Sail-into-Summer program has been fantastically successful in getting members of our Chicago community out on the water. Our fleet renewal program has given us a couple of newer boats that require less maintenance. Our overall financial situation is excellent. Our Strategic Planning Committee is hard at work helping to define Sail Chicago's mission and goals for the next few years. Their recommendations may well define our course in the future. Our maintenance program is being reconfigured in order to make it easier to keep our fleet in outstanding shape.

**Sail Chicago's** sailing instruction program enjoyed our most successful season yet. Overall, our student enrollment was up a whopping 65% over 2011! This is due in part to our new Sail into Summer program, which introduced 90 new sailors to the fundamentals of sailing on our new Colgate 26s. We registered almost 80 new members, who enrolled in all levels of our sailing classes, a slight increase over 2011.

Remarkably, at the same time we were training a huge number of new sailors, our dedicated instructors coached a record number of new skippers. To date we have added over 35 new Basic Keelboat skippers, double last year's number. Part of this success was due to the fleet improvements and consolidation we implemented over the past year, which enabled us to better utilize and focus the efforts of our volunteer instructors.

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## **Submit Your Nominations for US Sailing's 2012 Rolex Yachtsman and Yachtswoman of the Year Awards**

US Sailing is accepting nominations for its 2012 Rolex Yachtsman and Yachtswoman of the Year awards, widely acknowledged as the foremost individual sailing honors in the nation. Every member of US Sailing may nominate the one male and one female sailor they think has turned in the most outstanding on-the-water performance during the 2012 calendar year. US Sailing will be announcing a list of finalists as well. Nominations close November 30, 2012, make your nominations today. <http://about.ussailing.org/Awards.htm>

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### **US Sailing Training and Leadership One-Design Sailing Symposium**

1/11/2013 - 1/13/2013

US Sailing & Cleveland Yachting Club, Cleveland OH

Contact: Lee Parks Ph: 401-683-0800

[http://racing.ussailing.org/One-Design/ODSS/2013\\_ODSS.htm](http://racing.ussailing.org/One-Design/ODSS/2013_ODSS.htm)

### **National Sailing Program Symposium**

1/23/2013 - 1/26/2013

Clearwater Beach Marriott Suites on Sand Key, Clearwater FL

Contact: Karen Davidson Ph: 401-683-0800 Fax: 401-683-0840

<https://secure.ussailing.org/ussis/register/index.asp?eventid=589749>



### **RACE OFFICER CERTIFICATION**

Visit <http://raceadmin.ussailing.org/RaceOfficers/CertificationTraining/RaceOfficerSeminars/SeminarCalendar.htm> for the up to date schedule.

### **JUDGE CERTIFICATION**

Visit <http://raceadmin.ussailing.org/Judges/SeminarCalendar.htm> for the up to date schedule.

### **SMALL BOAT INSTRUCTOR CERTIFICATION**

Visit <http://training.ussailing.org/CourseCalendars.htm> for the up to date schedule.

### **Windsurfing Level 1 Instructor**

Visit <http://www.ussailing.org/training/calendar/windsurfingcal.asp> for the up to date schedule.

### **Small Boat Instructor Trainer**

Visit [http://www.ussailing.org/training/calendar/it\\_calendar.asp](http://www.ussailing.org/training/calendar/it_calendar.asp) for the up to date schedule.

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## **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 feeds its members into "ladder events" at which you may sail to qualify for the US Sailing National Championships (a win at the regional qualifying event lets you proceed up the ladder to an Area event, and then on to the finals).

### **U.S. Multihull Championship for the Hobie Alter Trophy**

11/15/2012 - 11/18/2012

Pensacola Beach Yacht Club, Pensacola Beach FL USA

Contact: Kevin Rejda [krejda1@escambia.k12.fl.us](mailto:krejda1@escambia.k12.fl.us)

This is an open event in F16. Late fees apply after September 30.

<http://championships.ussailing.org/Adult/USMHChampionship.htm>

The dates for 2013 events are not yet published, so we invite you to visit the US Sailing Championships web page for further information: <http://championships.ussailing.org/>.

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## **HEARD ON THE RAIL ... (Tattle On Your Friends!)**

### **New Boats to Lake Michigan**

Spill the beans here—let us know about your new, new-to-you, or new-to-your-skipper boat!

### **Births**

Hooray! Lake Michigan has a new sailor!

Claire Elizabeth Downey, born March 30, 2012, 10:12 a.m., weight: 7 pounds, 13 ounces, length: 20 inches to parents Aaron and Megan Downey, who own s/v Turning Point and report she spent much of her summer on the water and completed her first lake crossing (Chicago-South Haven) at 4.5 months. Look—she's driving!



### **Sailed off to a Last Sunset**

Paul Stephen "Steve" Case, 68, died October 12, 2012, after a sail on the 43-foot *Cuchulain* knocked him overboard at the finish of the annual Great Chesapeake Bay Schooner Race. *Cuchulain* had finished competing about 4 p.m. near Windmill Point at the mouth of the Rappahannock River in Virginia. It was windy and the water was choppy while the crew was taking down the sails. His fellow crew members jumped in to try to save Case, who was not wearing a life jacket. He was conscious when he landed in the water but he lost consciousness by the time he was pulled out. Case, of Racine, Wis., was an avid sailor and member of Racine Yacht Club, and had participated in races around the world. This was his second time in the Great Chesapeake Bay Schooner Race. Professionally, Case spent time in the Peace Corps, before launching a highly praised teacher at Mitchell School and a teacher and football coach at Washington Park High School in Racine, Wis., from which he was retired. He volunteer coached wrestling at Horlick High School for a few years after retirement.



Surviving are his loving wife of 47 years, Nancy; their beloved sons, Matt Case of Nashville, Tenn., and Jason (Nicola) Case of Grayslake, Ill.; adored grandchildren, Marissa, Brayden and Brynley; sister, Julianne (Joseph) Fletcher; brother, David Case; sisters-in-law, Eleanor Grams and Shirley Zick; and other dear relatives and special friends too numerous to mention by name. Memorials to the First Church of God or to the Steve Case Memorial Scholarship Fund have been suggested.

-Share your "Heard on the Rail" stories at [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org).

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## **Mark Your Calendars!**

### **Major Championships on Lake Michigan**

July 26-29, 2013 NORTH AMERICAN CHALLENGE CUP, Chicago Yacht Club, Chicago, Illinois  
[www.chicagoyachtclub.org](http://www.chicagoyachtclub.org)

August 23-25, 2013 MELGES 20 US NATIONAL CHAMPIONSHIP, Macatawa Bay Yacht Club, Macatawa Bay, Michigan.

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## **YES, VIRGINIA, THERE IS SURFING ON LAKE MICHIGAN**



Hey, this looks gnarly, dude!! Photo of surfers taken off Grand Haven, Michigan, October 13, 2012. Photo credit: Sam Nedeau.



# **JOIN LAKE MICHIGAN SAIL RACING FEDERATION**

## **Individuals--**

Skippers and Crews—your choice—paper or e-plastic—now is the time to support the organization that brings you this monthly update. Why else should you join LMSRF? [www.lmsrf.org/2012Brochure.pdf](http://www.lmsrf.org/2012Brochure.pdf)

**PLASTIC**-You may apply on line and pay electronically through this portal:

<http://tinyurl.com/eJoinLMSRF>

**PAPER**-You may complete a paper application and mail it in with your check:

<http://tinyurl.com/JoinLMSRF>

## **Yacht Clubs--**

Yacht Club membership in your Regional Sailing Association is important! Yacht Clubs and sailing associations can look to the following as benefits for joining and supporting the Lake Michigan Sail Racing Federation:

- LMSRF Newsletters: [http://lmsrf.org/lmsrf\\_news.asp](http://lmsrf.org/lmsrf_news.asp)
  - LMSRF promotes sail racing competition on Lake Michigan for Offshore, Youth, and One Design sailors.
  - It also provides racing information through its newsletters, e-mails, and website as well as educational programs on race management and judging.
  - LMSRF coordinates and provides competition events for US Sailing National Championships.
  - The organization supervises the functioning of racing and rating rules and provides an Appeals Committee for the next step in the progression of the US Sailing Appeals process.
  - In addition, the LMSRF Donation Program, Endowment Fund, and Grants-In-Aid program provides financial assistance to promising sailors in their educational and competitive efforts. We can pay for your club's instructor's certification course at US Sailing by simply applying for a Grant-In-Aid.
  - Yacht clubs that are members of LMSRF and US Sailing also gain access to an extensive program of savings and discounts, publicity and marketing opportunities, the opportunity to host US Sailing Championships.
  - Yacht clubs that are members of LMSRF (or any RSA), are eligible for a discounted membership rate to US Sailing. Hence, yacht clubs that join US Sailing and LMSRF may pay nothing more or only \$50 more to be a member of both organizations and gain the rights for participation and representation across all platforms.
1. LMSRF is the group that offers training for race committees and judges to provide fair competition.
  2. LMSRF provides Grants-In-Aid to local yacht clubs and sailing organizations to provide training and support for adult & youth sail training and other activities that promote sailing.
  3. LMSRF plans and schedules Junior regattas and clinics for our youth.
  4. LMSRF runs the Lake Michigan Match Racing Championship.
  5. LMSRF coordinates elimination series for US Sailing National Championship ladder qualifying events.
  6. LMSRF Membership IS A MUST if your club wishes to request Grants-In-Aid support.
  7. LMSRF is the group that selects and sends teams to represent Lake Michigan at the Richardson Trophy Great Lakes Match Racing Championship and US Sailing's Lloyd Phoenix National Offshore Championship Regatta.
  8. LMSRF membership supports the maintenance of the comprehensive website and the cost of running the organization.
  9. LMSRF Membership is required to appeal a protest decision of any Lake Michigan race or regatta, before they might be appealed to US Sailing.
  10. LMSRF is the Regional Sailing Association assigned by US Sailing to represent the interests of all Lake Michigan sailors, LMSRF is the organizing authority that fastens it all together for our lake.
  11. Because LMSRF is a charity organization, all memberships, donations of sails, equipment, etc., are tax deductible to the full extent allowed by law.
- LMSRF is the group that most likely has the resources to answer your questions, solve sailing and racing oriented problems, and support the programs and activities that you may have.

Please make sure to clearly indicate who your Yacht Club's LMSRF representative is for 2012 if it is not the Commodore so we know who to notify about the Annual Meeting. Link to Yacht Club Application:

<http://tinyurl.com/YCsJoinLMSRF>

Thank you for your support!



"Magic" Duels "Wild Irish" in the 1977 Queen's Cup. Photo by Steve Schelwat.

Did You Have a Blast On the Queen's Cup in the Past? Send Us Your Old Photos!

It's the 75th running of one of the most storied yachting events on the planet. Help us do up the party right. Enter South Shore Yacht Club's Queen's Cup Photo Contest. Entries will be judged by a panel of graphic artists and photographers. First place award: We will comp your 2013 entry fee.

Everybody who enters will be a winner, though. We plan to decorate the club with your archival photos. All prints will be offered for sale, with proceeds donated to the South Shore Juniors Program.

What makes a great photo? It's not limited to pretty pictures of boats. We also want people photos. Do you have favorite shots of you and your crew in action? Or blowing off some steam dockside?

Also for example, did you photograph a stunning sunrise or stormy sunset? Did you snap a shot of something really surprising? But is family-safe for viewing?

If you have the image digitally, simply e-mail it to the Queen's Cup Committee, qc@ssyc.org. Please include your name, address and a contact phone number. If the image is a print, mail it to South Shore Yacht Club, 2300 E. Nock Street Milwaukee, WI 53207, attention Queen's Cup Photo Contest. We'll scan it for you and mail back the original with TLC.

Submit as many photos as you want. There's no limit.

Reminder: Destination for the 75th sailing is Ludington, MI. See you on the starting line next June!

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## ***2013 Strictly Sail Chicago Brings Sailing to Life at Navy Pier***

Sail away from winter doldrums at the 2013 Progressive Insurance Strictly Sail Chicago boat show, dropping anchor at Chicago's Navy Pier, January 24-27. The Midwest's largest indoor all-sail show attracts more than 20,000 sailing enthusiasts from throughout the Midwest, offering the ideal place to find deals on the newest sailboats, gear, gadgets and marine accessories to outfit any vessel, plus hundreds of educational seminars for novice and experienced sailors alike.

2013 show highlights include:

- Nautical fun for kids includes knot tying, crafting toy sailboats, a bouncy play area, appearances from Skipper, the sailing dolphin, and returning by popular demand, the remote control sailboat pond – a favorite for adults and children.
- Learn the ropes on dry land before setting sail this summer. More than 200 free educational seminars offer beginners an affordable way to get their feet wet before climbing aboard and experienced skippers a variety of courses to improve techniques and learn something new during off season. Plus, Jimmy Cornell returns in 2013, giving Midwest sailors a second chance to not only meet a sailing legend, but also attend his popular cruising seminars!

- Sail away on the Sailing Simulator! Climb aboard an actual sailboat and get a feel for the wind and waves without getting wet. It's great for new boaters looking to learn how to sail and for advanced sailors looking to practice under different conditions.
- Sailing style isn't just a trend; it's an important part of the boating lifestyle, which is why visitors can dress the part with deals on everything needed for on-the-water adventures from boat shoes and recycled sail bags to waterproof apparel and much more.

When: Thursday through Sunday, January 24 – 27, 2013  
 Thursday, January 24: 11 a.m. – 8 p.m.  
 Friday, January 25: 11 a.m. – 8 p.m.  
 Saturday, January 26: 10 a.m. – 7 p.m.  
 Sunday, January 27: 10 a.m. – 5 p.m.

Where: Navy Pier, Festival Halls A & B, 600 E. Grand Ave., Chicago, IL 60611

## **Letters to the Editor**

**I** just read the latest newsletter. I liked your comments on the Tri State Race. I have been racing in that race for years and was not aware of an overall trophy. In fact many of us have discussed why it's not scored as a 3 day race regatta. Along with the current individual awards, there should be an overall winner for each section for the 3 races and winner of the entire race.

The numbers have been declining for years, now with the Bi-State they're even smaller. Maybe something like this could bring some more boats out.

-Tom Gorey - Runaway

**I**'d sure be all for bringing back the Hamilton Trophy (though I didn't know it existed until I met Glenn McCarthy). It seems fitting there would be an overall winner for the three legs (of the Tri-State Race) combined. It takes quite an effort to put on the Tri-State, for racers and sponsoring clubs as well, but it's been one of the highlights of my sailing seasons those years I participated. I enjoyed the other articles as well. Thanks.

-Craig Juel

**I** was in the middle of a long email to my fellow Michigan City Yacht Club Board members when my electronic copy of the *Lake Michigan SuRF* Newsletter arrived. Your articles couldn't have been more timely, as the purpose of my email was to discuss the state of our Junior Sail program and how we can use it to drive regular membership as well seeding the crew pool for our racing program.

I have been concerned that our racing program has been migrating to becoming more and more "serious." This is despite the fact that our JAM fleet has grown and the Spin fleet has shrunk. No one is more intense on the race course than I am, but I just don't think Boat of the Year flags are worth killing a program, nor is making the season a knock down drag out event or going out in conditions that are just plain silly. I have been trying to work out a way of putting the fun back in the program, especially for our small/new/JAM boat fleet without impacting the serious guys.

Our Junior program has quietly grown over the past few years and we have not been leveraging it to drive membership or help fill crew slots. Not having crew is one of the most common reasons I hear for boat owners racing on other folks boats rather than racing their own. Our Club is at a critical point at the moment and I would welcome some time that I may be able to sit down with you and pick your brain further.

-Lewis H. Noe

The electronic sailing newsletter, **Scuttlebutt**, picked up McCarthy's article on "Beer and Segregation" and the following responses were shared:

**I** read Glenn McCarthy's piece in Scuttlebutt 3688 with interest. He is right as far as he goes. This last weekend I was working a Snipe regatta as a judge (it was a qualifier for the 2013 Worlds) and we were doing Appendix P on water. For Sunday, we were short one judge and it seemed like a no-brainer to ask if one of the High School kids that sail out of our club would like to come over to the 'Dark Side' and see Rule 42 enforcement from a judge boat.

Of the 24 kids who were practicing at our club on Friday afternoon, not one - not a single one - was interested in working with two International Judges and a Canadian Provincial Judge. Sounds a bit like self segregation to me.  
-Hugh Elliot

**I** loved Glenn McCarthy's piece. So true and, by the way, I would have given anything to sail on *Inferno* but growing up in Toronto had to make do with *Bonaventure* - those great days of C&C!  
-Jay Cross

**T**he lead article by Glenn McCarthy in Scuttlebutt 3688 is spot on.  
-Larry Colantuono

**I** must take the dissenting view on Glenn McCarthy's (Scuttlebutt 3688) opinion. I have just come to the end of my daughter's involvement with youth sailing. She just graduated college this spring after sailing on her own since 6-7 years in the Opti. She is currently figuring out the next step, graduate school, work, etc. At this time she is sailing and doing some coaching.

She, along with others her age, are doing the same thing. It seems to me there are many more involved now than when I was her age, some 35+ years ago. Times have changed. We no longer have the time for the every weekend multi-class regattas which I participated in on Great South Bay of Long Island. These events were very multi-generation friendly. Our leisure time is more limited now and we must get as much out of it as we can. Hence more class regattas, both youth and adult.

There are many current examples of multi-generation sailing. Take the Lightning and Thistle classes. Both of these classes have sailors from preteen to older than dirt. I was at Cedar Point in Connecticut a couple of years ago for the Thistle Nationals where the age range spanned was from 10 to 70 years old. Most of the people I know who are concerned (negatively) with youth in sailing are older than dirt, have not been involved in youth sailing for decades (except for the discussions with like minded geriatrics at the bar), or are sailors who have never been involved in youth sailing.

I myself; after chairing two Optimist Nationals, a Leiter Cup, been involved with the Youth Council of US Sailing, had a daughter who sailed in 4 college nationals, and last weekend was PRO at a high school regional champs and coached Optimists; have a different perspective. I believe the glass is better than half full and getting fuller (may even need a larger glass). The youth sailors of today are better trained & experienced than when I was a youth. This is partly thanks to the efforts of US Sailing and their training committee. It is also partly thanks to the classes (Optimist, 420, Laser, and others) which work in today's culture.

I do not know any soccer players who I played with in high school and college that are still playing, but I do know many sailors who I grew up with who are still sailing! I don't think this will change much in the future. I do think we need more beer in sailing though, and since Glenn seems to be knowledgeable maybe he could devote his efforts to brewing rather than opining on youth sailing.  
-Roger Baker



**A**nother element of sailing silos is the approach to the Racing Rules. And I'm not complaining about the various changes over the past 15 years, here, though the attempt to make rules uniform for fleet racing and match racing and team racing don't reflect the different nature of those three events.

Much more important is the approach to the rules as an aggressive tactic which has now crept up from the college ranks to the adults we find on the course today. The RRS evolved from the Rules of the Road designed to avoid collisions and damage to boats and people. The old fashioned idea was to sail your boat fast on the best course to get there before your competitors. The rules were there to keep you out of trouble.

Too often today, the rules are used as a tactical weapon whereby you place your boat in position to cause your competitor to foul you and take a penalty, giving you an advantage. This frequently is combined with loud, sometimes abusive, verbal hails to establish the point of law. Is this fun? Does this promote enjoyment of a day on the water sailing against other boats? Does this attitude have anything to do with fleets which had 30 boats on the line shrinking to 3?

In Pre-silo days of racing, the younger kids learned sailing, navigation, the rules, and SPORTSMANSHIP from their parents, grandparents and other elders who set the tone for, dare I say it?, a Corinthian afternoon enjoyed by gentlemen (and ladies). Sure, there were always hotheads. Sailors are human, after all. But Peer Pressure was usually brought to bear on the offenders to correct their ways.

As we bemoan the shrinking one design fleets around our coastlines, examine which fleets are still healthy. The International One Design Class sailed its 75th summer in 2012. It stands out in the heavy racing port of Marblehead, Massachusetts as having race continually since 1938. (Only the Town Class have done longer.) The competition is keen and the friendships strong. We have regular discussions about the tone of our Saturdays on the water and continue to enjoy the gatherings on the porch among friends afterwards. In the ensuing years Marblehead has seen a string of classes come and go for various reasons. But there are few which have continued successfully for a long time, and a focus on sailing fast, not scuttling your completion with red flags.

-Herb Motley, Marblehead IOD Fleet

**I**n St. Croix we encourage boats to take kids onboard during regattas. This past March, Stan Joines bought my J/36 and we raced with six teenagers and won both the Rolex in St. Thomas and the BVI International regatta. The look in their faces on the podium was out of this world. The crowd was non-stop applauding. Stan is a high school teacher and has always raced with teens from his school. We are doing our bit to continue with this great example. During the international regatta, we allow one teen in any boat not counting towards crew/ weight maximum.

-Antonio F. Sanpere

**W**hat do you think would make sailing better on Lake Michigan? Write to: [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org).

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## **ILYA SCOWLINES EDITOR SINGS LMSRF'S COMMODORE'S PRAISES**

*by Candace Porter, Editor, ILYA Scowlines*

Our sister Midwest sailing organization publishes a most lengthy newsletter with loads of info and many familiar names. Commodore Glenn McCarthy spoke at our Winter Inland last year. McCarthy has a wealth of information about insurance issues around the sport of sailing.

[http://library.constantcontact.com/download/get/file/1104468944765-69/2012\\_10\\_Newsletter.pdf](http://library.constantcontact.com/download/get/file/1104468944765-69/2012_10_Newsletter.pdf)

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## **OPPORTUNITIES TO APPLY YOUR LEADERSHIP SKILLS TO THE SPORT YOU ADORE ...**

Lake Michigan Sail Racing Federation is seeking individuals who are willing to serve as Offshore Council Chair, Treasurer, and Director of IT. To learn more about what the positions entail, please contact Commodore Glenn McCarthy, [commodore@lmsrf.org](mailto:commodore@lmsrf.org).

## What Happened ...

(Regatta and sailing stories and results are sought for inclusion in the Lake Michigan SuRF newsletter. Be sure to include the fun stuff, the unexpected, the social stuff, not just that X slam dunked Y to claim the win!)

### St. Joseph Boat of the Year Series

#### St. Joseph River Yacht Club, St. Joseph, Michigan

#### May 19-September 29, 2012

The St. Joseph River Yacht Club runs two long race series to decide the Boat of the Year in both Spinnaker and JaM sections. This year, both defending BotY champs were defeated by last year's runner-ups. The season starts early, in mid-May and goes to the final week in September, in Spring and Summer Series with breaks for the Chicago-Mackinac and Tri-State. This season had more than its share of heavy air races, yet two of the Summer Series races were cancelled for no wind, one prior to the start and one after the boats were stalled on the race course. Both fleets are filled with new and old boats of different sizes and styles, from some of the latest designs to older classics. Heavy-weight CCA boats such as the Morgan 41 "*Cynthia*" compete with the latest in race boats, such as the Farr 395 "*Wellenreiter*" in Spinnaker, while the ULDB Evelyn 32 "*Silver Arrow*" fights against heavy ocean cruising boats such "*Chateau Ste. Michelle*" a Jenneau Sun Odyssey 37. Thrown in are a number of flat-out racing boats with good sailors, such as the two well-known Nelson/Marek 36s, "*Moody Blue*" and "*Rush*," along with a Schock 41 Masthead One-Tonner, a J/105, along with two C&C 110s, and the ULDB Catalina Capri 30.

The Spinnaker section was won by "*Wellenreiter*," sailed by Ron Schults, who had a margin of two points over last year's BotY Soveral 33 "*Zot*," sailed by John Veersma. *Wellenreiter* won the Summer Series but lost the Spring. Third in both series was won by Gintaras Karaitis in his Schock 41 "*Quick Silver*." Veteran St. Joseph racer Gordon Dill in his "*Silver Arrow*" bested last year's BotY in JaM, "*Carrera*," a Cayenne 41 sailed by Jim Schrager. The margin of victory was two points, with an exact tie in the Spring Series and Gordon winning the Summer series by two points. Kelley Kerns, in his Jenneau Sun Odyssey 37, was third in the Spring Series and "*Medusa*," a Catalina Capri 30 sailed by Roman Hyszczyk, was third in the Summer Series.

Each series has just a single throw-out, so missed races count heavily against those at the top of the scorecard. Low water levels played a role with some of the deeper boats struggling this season to make all the races. Near the end of the season, many of the deeper boats moved out of their regular slips in the West Basin and closer to the harbor mouth to find enough water to stay floating. Boats in other harbors at times were unable to get to the race course. Hearty congratulations to the winners and for those who didn't get there this time, there is always next season. --James Schrager

#### 2012 Spring Series - Spinnaker

1. 40688, Zot, Jon Veersma, SJRYC, 1-4-4-2-1-[7]-3-2- ; 17
2. 39535, Wellenreiter, Ronald Schults, SJRYC, 2-[8]-3-1-8-3-2-1- ; 20
3. 33547, Quick Silver, Gintaras Karaitis, SJRYC, 3-5-2-6-5-2-[12/DNC]-3- ; 26
4. 20442, Dandelion, Tom Jacobs, SJRYC, [12/DNC]-1-5-11/DNF-4-5-1-8- ; 35
5. 6204, Rush, Jeff Alisch, SJRYC, [12/DNC]-7-1-3-6-4-5-12/DNC- ; 38
6. 25436, Attitude, Stuart Boekeloo, SJRYC, [12/DNC]-3-10-5-2-6-12/DNC-4- ; 42T
7. 42998, Captain Blood, Patrick Nelson, SJRYC, 4-2-9-4-[12/DNC]-12/DNC-4-7- ; 42T
8. 52940, Silk, Jud Brown, SJRYC, 6-6-7-[11/DNF]-7-8/DNF-6-5- ; 45
9. 6869, Cynthia, Andy Grootendorst, SJRYC, [12/DNC]-12/DNC-6-11/DNF-3-1-12/DNC-12/DNC- ; 57
10. 14510, White Knuckles Too, Eric Mallen, SJRYC, [12/DNC]-12/DNC-12/DNC-11/DNF-12/DNC-12/DNC-7-6- ; 72
11. 51395, Sea Raider, Dirk Kruger, SJRYC, 5-[12/DNC]-8-12/DNC-12/DNC-12/DNC-12/DNC-12/DNC- ; 73

#### Jib & Main

1. 33704, Silver Arrow, Gordon Dill, SJRYC, 1-3-1-2-2-2-[9/DNC]-1- ; 12T
2. 70, Carrera, James Schrager, SJRYC, [9/DNC]-1-2-1-3-1-2-2- ; 12T
3. 52185, Chateau Ste. Michelle, Kelley Kerns, SJRYC, [9/DNC]-2-9/DNC-9/DNC-1-3-1-3- ; 28
4. 59, Spindrift, Anson Lovellette, SJRYC, 3-4-4-6/DNF-5-[9/DNC]-3-5- ; 30
5. 42175, Medusa, Roman Hyszczyk, SJRYC, [9/DNC]-5/DNF-3-9/DNC-4-9/DNC-4-4- ; 38
6. 4778, Wind Spirit, Keith Sawyer, SJRYC, 4-5/DNF-5-[9/DNC]-7-6-5.5/TIE-7- ; 39.5
7. 00226, Water Blue, Michael Kowrach, SJRYC, 2-[9/DNC]-7-6/DNF-8-5-5.5/TIE-8- ; 41.5
8. 52778, WinSome, Gary Sisson, SJRYC, [9/DNC]-9/DNC-6-6/DNF-6-4-9/DNC-6- ; 46

#### 2012 Summer Series Spinnaker

1. 39535, Wellenreiter, Ronald Schults, 1-[2]-2-1-2- ; 6
2. 40688, Zot, Jon Veersma, 4-1-3-3-[5]- ; 11
3. 33547, Quick Silver, Gintaras Karaitis, [6]-5-5-2-1- ; 13
4. 42998, Captain Blood, Patrick Nelson, 3-[7]-6-4-3- ; 16
5. 14510, White Knuckles Too, Eric Mallen, 2-3-[13/DNC]-7-8- ; 20
6. 20442, Dandelion, Tom Jacobs, [13/DNC]-8-1-6-6- ; 21
7. 32010, Moody Blue, William Barton, 5-4-4-[10/DNC]-10/DNC- ; 23T
8. 6204, Rush, Jeff Alisch, [13/DNC]-6-8-5-4- ; 23T
9. 25436, Attitude, Stuart Boekeloo, 8-[9]-7-9-7- ; 31
10. 52940, Silk, Jud Brown, 7-[10]-9/DNF-8-9- ; 33
11. 51395, Sea Raider, Dirk Kruger, [13/DNC]-13/DNC-13/DNC-10/DNC-10/DNC- ; 46T
12. 6869, Cynthia, Andy Grootendorst, [13/DNC]-13/DNC-13/DNC-10/DNC-10/DNC- ; 46T

#### Jib & Main

1. 33715, Silver Arrow, Gordon Dill, [4]-1-2-1-2- ; 6
2. 70, Carrera, James Schrager, 1-5-1-[10/DNC]-1- ; 8
3. 42175, Medusa, Roman Hyszczyk, 2-2-[5]-4-3- ; 11
4. 59, Spindrift, Anson Lovellette, 3-3-[4]-3-4- ; 13
5. 52185, Chateau Ste. Michelle, Kelley Kerns, [7]-6-3-2-5- ; 16
6. 00226, Water Blue, Michael Kowrach, 6-4-6-6-[8/DNC]- ; 22
7. 4778, Wind Spirit, Keith Sawyer, 5-7-[10/DNC]-5-7- ; 24
8. 52778, WinSome, Gary Sisson, [10/DNC]-8-7-10/DNC-6- ; 31
9. 218, little beauty III, Jeff Mitchell, [10/DNC]-10/DNC-10/DNC-10/DNC-8/DNC- ; 38

## Emma Biagioni Memorial Regatta Hope College Sailing Club, Macatawa, Michigan October 27-28, 2012

Saturday morning races commenced at 9:30 with approximately 10 knots of breeze out of the west. It was a great day of sailing in Flying Juniors with constant sun and decent temperatures. Races were postponed several times in the afternoon due to the wind shifting from the east to the north. 9 races were completed in each division and a full rotation was completed. Congratulations to the overall winners, Michigan State University. No Races held Sunday, only 1 day event.

	School	Team	A	B	TOT
1	Michigan State University	Spartans	14	34	48
2	Michigan Technological University	Huskies	29	33	62
3	Western Michigan University	Broncos	43	29	72
4	Purdue University	Boilermakers	50	32	82
5	Hope College	Flying Dutchmen	49	45	94
6	Western Michigan University	Broncos 2	49	53	102
7	Hope College	Flying Dutchmen 2	49	58	107
8	Michigan State University	Spartans 2	69	52	121
9	Bowling Green State University	Falcons	53	71	124

### A Division Scores

	Team	Total	Sailors & Races
1	Michigan State University Spartans	14	Bill Weiland '14 Andrew Lauten '15
2	Michigan Technological University Huskies	29	Joel Florek '15 Chase Elliott '14 1-2,5-6,9/Curtis Baugher '14 3-4,7-8
3	Western Michigan University Broncos	43	Jack Greve '15 Robert O'Brien '16
4	Hope College Flying Dutchmen	49	Scott Brandonisio '13 Lauren Aprill '14
5	Hope College Flying Dutchmen 2	49	Evan Rodgers '16 Mitchell Gage '15
6	Western Michigan University Broncos 2	49	Michael Niacaris '13 Elliott Klose '15
7	Purdue University Boilermakers	50	Grant Pollock '16 1-2,7-9/Maria Krutikova '16 3-6 Calvin Barnett '16 1-2,7-9/Grant Pollock '16 3-6
8	Bowling Green State University Falcons	53	Bridget Brown '16 Nadia Burton '16
9	Michigan State University Michigan State 2	69	Simon Diesch '14 Andrew Hine '13

### B Division Scores

	Team	Total	Sailors
1	Western Michigan University Broncos	29	Vytenis Karaitis '14 Thomas Hilton '14
2	Purdue University Boilermakers	32	David Mirkhaef '15 Christine McKee '15
3	Michigan Technological University Huskies	33	Maggie Kloote '15 Kristine Nachbor '15
4	Michigan State University Spartans	34	Luke DeSmet '13 Sheelagh McCarthy '13
5	Hope College Flying Dutchmen	45	Evelyn Ritter '15 1-2/Matthew Rybar I '13 3-9 Joshua Teusink '13 1-2,9/Erika Dvorak '13 3-8
6	Michigan State University Spartans 2	52	Brenton Sirowatka '15 Elizabeth Dust '14
7	Western Michigan University Broncos 2	53	Kevin Luther '15 Kirstin Collins '14
8	Hope College Flying Dutchmen 2	58	Meagan Elinski '13 1-2,5-6/Kelly Petrasky '13 3-4,7-9 Megan Skinner '13 1-2,5-6/Jessica Frey '13 3-4,7-9
9	Bowling Green State University Falcons	71	Lawrence Drouhard '13 Brie Cerrato '14

## 2012 Finn US National Championship US Sailing Center Sheboygan, Sheboygan, Wisconsin October 11-14, 2012

Twenty-five Finn sailors from all over the US and Canada sailed at Sheboygan, Wisconsin for the title of US Finn Champion. The regatta started with a sunny, but cold day with winds ranging from 4 to 8 knots. Two of the scheduled nine races were completed before Principal Race Officer, Rich Reichelsdorfer, called racing for the day. Caleb Paine from San Diego, California had two consistent races finishing 2nd and 1st. Illinois sailor Gordon Lamphere was close behind with 1st and 4th place finishes. Rounding out the top three was John Dane from Mississippi with 6 points. No races were held Saturday due to 8 to 10 foot seas and 20 knots of breeze from the southwest. Winds clocked to the northwest overnight allowing the seas to diminish to 3 to 5 feet Sunday. Sailors were challenged with a steady, cold rain and 8 to 20 knots of breeze to complete the series. Caleb Paine, US Sailing Team member, won the 2012 US Nationals thanks to consistent sailing on Sunday. Paine and Canadian 2012 Olympic Finn sailor, Greg Douglas, swapped lead changes several times in the grueling Lake Michigan conditions.



Caleb Paine.  
USSC-  
Sheboygan  
photo.

	HelmName	Hometown	R1	R2	R3	R4	R5	Total
1	Caleb Paine	San Diego, CA	(2)	1	2	2	2	7
2	Greg Douglas	Toronto, Ontario	(DNS)	5	1	3	1	10
3	Gordon Lamphere	Lake Forest, IL	1	4	(8)	5	5	15
4	Martin Robitaille	Deux-Montagnes, Quebec	8	(9)	5	1	3	17
5	John Dane	Pass Christian, MS	4	2	(9)	6	6	18
6	Rob Coutts	Los Angeles, CA	7	3	(11)	9	9	28
7	Joshua Revkin	Branford, CT	(13)	6	12	7	8	33
8	Ben Leibowitz	Stamford, CT	3	12	(15)	10	12	37
9	Jim Cameron	Thunder Bay, Ontario	11	10	4	12	(14)	37
10	Jeff Roney	Thunder Bay, Ontario	15	(19)	6	13	4	38
11	Erik Lidecis	Huntington Beach, CA	16	(20)	7	8	7	38
12	Rob Hemming	Ottawa, Ontario	(DSQ)	13	3	4	OCS	46
13	Eric Wilson	Waukesha, WI	5	(18)	18	15	13	51
14	Scott Griffiths	Lake Lotawana, MO	17	(21)	14	11	10	52
15	Scott Mason	Corona del Mar, CA	6	8	13	(DNS)	DNS	53
16	Bob Biwer	Pewaukee, WI	(19)	14	17	14	11	56
17	Henry Sprague	Long Beach, CA	10	11	10	(DNS)	DNS	57
18	Michael Mark	Mobile, AL	12	17	16	(DNS)	DNS	71
19	Louie Nady	Daphne, AL	14	7	(DNS)	DNS	DNS	73
20	Steve Fuccillo	Ft. Lauderdale, FL	9	16	(DNS)	DNS	DNS	77
21	Jim Hunter	Mobile, AL	20	15	(DNS)	DNS	DNS	87
22	Charles Heimler	Berkeley, CA	18	22	(DNS)	DNS	DNS	92
23	Fabien Capeilleres	Princeton, NJ	21	25	(DNS)	DNS	DNS	98
24	Andras Nady	Berkeley, CA	22	24	(DNS)	DNS	DNS	98
25	Craig Johnson	Ft. Lauderdale, FL	23	23	(DNS)	DNS	DNS	98

**Gordon Cornwell Memorial High School Regatta  
Midwest Inter-Scholastic Sailing Association/Grand Traverse Yacht Club-Traverse Area Community Sailing, Traverse City, Michigan  
October 13, 2012**

The Gordon Cornwell Memorial Regatta is an annual event hosted by the Grand Traverse Yacht Club and Traverse Area Community Sailing to honor the memory of Gordon Cornwell, a Charter Member of GTYC, an ardent sailor, and a long time supporter of TACS and junior sailing. This event is not a sanctioned event as we have encouraged all high school sailors to participate whether they have a complete team or not. With a total of 15 Club 420s we were able to have 2 race rotations throughout the day for both "A" and "B" teams with 7 Laser Radials following the 420s. That's a total of 67 sailors and with a few substitutions we probably had a total of 75 or so high school age youngsters from Michigan and Indiana competing. For the second year in a row these sailors were greeted with uncertain forecasts and questionable weather. In this case the forecast was for constant rain, gusty wind conditions and unseasonably cold temps. PRO Eric Lind started the races right at 10 AM and kept up the pace all day, anticipating steadily increasing winds. As it turned out the forecast got only two of three elements of the forecast correct, with temps in the 40's, steady rain and reasonable winds. In spite of the difficult conditions the rotations went smoothly and there were smiles abounding in the club house between bouts with the cold and the rain. For the day, the "A" teams completed 8 races, the "B" teams 6 races, and the Laser Radials 10 races. Definitely a full day for all involved. Many volunteers pitched in to make this event a success. In addition to the on the water personnel that braved the including the parents, TACS Board members, and GTYC members. Some braved the elements to help with launching and boat rotations while others worked inside to keep the kids fed. The hungry mob was treated to 3 meals including 200 cups of hot cocoa, 8 pots of chili and 240 servings of sub sandwiches! Attending this year were teams from Spring Lake, Grosse Ile, DeLaSalle/Regina, Culver Academy and Grand Rapids Christian plus the local teams of Traverse City West, Traverse City Central, and Traverse City St. Francis. Hometown sailors Colton Gerber and Zander Terrell turned consistency into victory in the 420 "A" Fleet. Spring Lake's Mason Wolters and Dakota Coulier dominated the 420 "B" Fleet with a total of 8 points in 6 races. In the Laser Radial class, Ali Knoles of Grosse Ile turned in a great performance to win, while Isaac Kremer and Traverse City Central's Dirk Phelps battled for second. Kremer edged Phelps out in the last race to take second by a single point. Thanks to all the sailors for turning in a great performance in difficult conditions!

420 Team Overall	A	B	Total
Spring Lake Red	33	8	41
Culver 1	27	21	48
Traverse City Central (Latawata)	25	27	52
Culver 2	37	19	56
Traverse City Central 1	44	32	76
Traverse City St Francis	46	52	98
DeLaSalle 1	56	62	118
Spring Lake Grey	64	59	123
Grosse Ile 1	101	32	133
Traverse City Middle School	70	64	134
Spring Lake Black	89	54	143
Traverse City West 1	95	57	152
Traverse City Central 2	88	71	159
Grosse Ile 2	104	72	176
Grosse Ile / DeLaSalle	109	83	192

420 "A" Division	Skipper/Crew								Total
Traverse City Central (Latawata)	Colton Gerber/Zander Terrell	2	2	2	1	6	8	2	25
Culver 1	Ellery Sever/Shaghnessy Lindquist	1	3	6	2	2	3	5	27
Spring Lake Red	David Griswold/Abby Allman	3	1	14	3	5	5	1	33
Culver 2	Andrew Van de Velde/Elise Pare	7	7	1	4	10	2	3	37
Traverse City Central 1	Katie Zimmerman/Angie Seraphinoff-Jack Shields	4	4	5	6	8	4	6	44
Traverse City St Francis	Ryan Clulo/Shannon Davis	6	5	10	7	3	7	4	46



DeLaSalle 1	Nik Kowal-Bessler/Caitlin Mrsan	5	6	7	8	4	6	10	10	56		
Spring Lake Grey	Rachel Rantanen/Olivia Pavlin	10	9	3	12	7	10	7	6	64		
Traverse City Middle School	Sara Gustafson/Katie Crews	8	12	15	16	1	1	8	9	70		
Traverse City Central 2	George Townsend/Michael Kellet	9	8	8	13	15	13	11	11	88		
Spring Lake Black	Reid Kwiatkowski/Kaleb Norwood	12	10	13	16	9	9	12	8	89		
Traverse City West 1	Mitchell Clark/Theo Womack-Shelby Christenson	15	11	4	10	12	15	15	13	95		
Grosse Ile 1	Hunter Pfeiffer/Michael Hahn	14	14	11	16	11	12	9	14	101		
Grosse Ile 2	Kera Querdt/Emma Alferd	11	13	17	11	13	14	13	12	104		
Grosse Ile / DeLaSalle	Kristen Ruta/Emma Valigrette	13	15	12	15	14	11	14	15	109		
<b>420 "B" Division</b>	Skipper/Crew									Total		
Spring Lake Red	Mason Wolters/Dakota Coulier	1	1	2	1	1	2			8		
Culver 2	Banks Blackwell/Muriel Weathers	3	3	4	3	5	1			19		
Culver 1	Jackie McCloskey/Aynes Lopez Espada	2	2	3	2	7	5			21		
Traverse City Central (Latawata)	Ben Jamieson/Nick Julien	4	4	7	5	4	3			27		
Traverse City Central 1	Alex Anderson/Wychert Cath	6	6	1	4	6	9			32		
Grosse Ile 1	Morgan Burr/Luna Tzrauchi	5	5	8	6	2	6			32		
Traverse City St Francis	Nick Kester/Sam Surgalski	8	9	9	7	8	11			52		
Spring Lake Black	Riley Sorber/Anne Allman	7	8	6	12	14	7			54		
Traverse City West 1	Emma Hawley/Molly Davis-Sydney McCombs	15	14	5	6	3	14			57		
Spring Lake Grey	Patrick Mahoney/Sam Thorsen	10	7	13	13	12	4			59		
DeLaSalle 1	Stephen Kowal-Bessler/Gaspere Campo	9	10	17	8	10	8			62		
Traverse City Middle School	Brook Ostrowski/Fritch Beddells	11	13	10	9	11	10			64		
Traverse City Central 2	JaJaune Ferris/Jackson Hawley	12	11	12	11	13	12			71		
Grosse Ile 2	Beth DeCardenas/Grace Hsu-Mary Kato	13	12	11	14	9	13			72		
Grosse Ile / DeLaSalle	Jessica Gula/Liam Williams	14	15	14	10	15	15			83		
<b>Laser Radial</b>	Sailor	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total
Grosse Ile	Ali Knoles	2	2	1	2	1	2	2	1	1	1	15
Grand Rapids Christian	Isaac Kremer	1	1	2	1	3	3	3	3	3	2	22
Traverse City Central	Dirk Phelps	3	3	3	3	2	1	1	2	2	3	23
Culver	JunHong Xu	4	4	4	5	4	4	4	6	4	4	43
Culver	Spencer Ragsdale	7	5	6	6	5	5	5	4	6	5	54
Traverse City Central	David Meyer	5	7	5	7	6	6	6	7	5	6	60
Traverse City West	Niklas Haerting	6	6	7	4	7	7	6	5	8	8	64

## Midwest Collegiate Sailing Association Match Race Championship

### Sail Sheboygan, Sheboygan, Wisconsin

#### October 20-21, 2012

MCSA Match Racing squads headed out to Sheboygan for the MCSA Match Race Championship. Sail Sheboygan hosted the event in their great fleet of Sonars. Saturday morning brought some great weather--mid 60s with a light breeze out of the NW, and no Lake Michigan swells to deal with. The plan for the day was a full round robin between all 8 teams. We were very well prepared winning all but one of our races. The Minnesota race was a bit of a nailbiter. After holding them out to the left side of the starting line for the whole prestart, we made a mistake heading back to the line a little late and downspeed, allowing Minnesota to roll us on the way back and take the lead at the start. Everyone remained calm through the race and we stayed right on their tail, waiting for the right moment to make a move. At the final windward mark rounding, we had a beautiful jibe-set (a maneuver we practiced countless times beforehand) and landed right on their breeze. We rolled them in a few boat lengths and led back to the finish line winning the race!

In the afternoon, the wind started to get a little squirrely trying to work its way around to the North and staying under 3 knots for a couple of races. It worked its way through all compass directions back to the Southeast. Our last race against Michigan was a tough one, with the initial dial-up lasting the entire prestart. Michigan was able to stay ahead and there weren't many opportunities for us to pass. So we ended the day with a 6-1 record, 2nd to Michigan who was 7-0. The Sheboygan Yacht Club was very nice in hosting an awesome dinner at a club member's house for all the competitors and judges.

Sunday brought a little more breeze, around 10-12 knots out of the East-Southeast. We were now in the semi-finals taking on 3rd place Minnesota best of 3 for a spot in the finals. We sailed very well controlling the prestart for both races and winning the semi's easily. Michigan also moved into the finals, so we were ready for a rematch from the previous year's finals. It was best of 5. The first race we entered from the port side, let them run right over us in the dial-up and moved to their starboard side controlling them for the rest of the prestart. We led the whole race into the last windward mark, where they had a nice jibe and ended up on top of us, passing us and leading down to a disappointing finish. Race 2 we once again controlled the prestart and were neck and neck at the start just to windward. They had some better boat speed than us and were ahead at the windward mark. We couldn't catch them the rest of the race. Race 3 we were pushing them back to the start and they were going to be early. We had a nice tack onto port right at the start, but unfortunately we were over the line and had to come back. Didn't have the speed to come back and win the race. So we ended up in 2nd at the regatta. The MCSA gets to send 1 team to nationals this year, so Michigan has qualified for the Inter-Collegiate Sailing Association Match Race National Championship at Fort Worth Boat Club in J/22s, November 16-18. I'm very proud of the way our team sailed and we definitely learned a lot from each and every race. -Phil Morley, Wisconsin Skipper

	U	M	U								Win	Sailed	Win %	Place
	I	M	U	S	M	N	P	U						
	C	U	M	U	N	U	U	W						
Illinois-Chicago	x	1	0	0	0	1	0	0			2	7	29%	
Marquette	0	x	0	0	0	0	0	0			0	7	0%	
Michigan	1	1	x	1	1	1	1	1			7	7	100%	1
Michigan State	1	1	0	x	0	1	0	0			3	6	50%	
Minnesota	1	1	0	1	x	1	1	0			5	7	71%	3
Northwestern	0	1	0	0	0	x	1	0			2	7	29%	
Purdue	1	1	0	0	0	0	x	0			2	6	33%	
Wisconsin	1	1	0	1	1	1	1	x			6	7	86%	2

**2012 Junior Olympic Sailing Festival-Macatawa Bay  
Macatawa Bay Yacht Club/Macatawa Junior Sailing Association, Macatawa, MI  
October 6-7, 2012**

**Laser Radial**

1.	David Griswold Muskegon Yacht Club	1 2 1 1 3	8
2.	J Maxwell Joyce Lake Forest Sailing	4 3 2 2 1	12
3.	Frank Reeg Spring Lake Yacht Club	3 1 3 3 2	12
4.	Graham Post Macatawa Bay Yacht Club	2 4 4 4 4	18
5.	Jackson Webster Crescent Sail Yacht Club	5 5 5 5 5	25

**Club 420**

1.	Claire Huebner/Kayla Schulte Grosse Pointe Club	1 2 2 3 1	9
2.	Riley Eger/James Wenzler Grosse Pointe Little Club	3 1 1 2 2	9
3.	Mackensie Balcirak/(Name not provided) Bayview Yacht Club	2 6 3 1 3	15
4.	Alexandria Zimmerman/(Name not provided) Crescent Sail Yacht Club	4 3 4 4 4	19
5.	Justin Frank/Carter Kenehan Lake Forest Sailing	5 5 6 5 5	26
6.	Kelly Page/Sarah Porter Lake Forest Sailing	6 4 5 8 9	32
7.	Christopher Boerema/Jameson Boerema Macatawa Bay Yacht Club	8 7 7 6 6	34

**High School 420**

1.	John Schulte/Luke Bove Grosse Pointe Central	1 4 4 1 1	11
2.	Wade Lorimer/Austin Rivera Detroit Country Day School	3 3 3 3 2	14
3.	Isaac Kremers/Thomas Young Grand Rapids Yacht Club	4 1 1 6 3	15
4.	John Huskin/Justin Verriest Detroit Yacht Club	5 2 2 10 10	29
5.	Matthew Greydanus/James Boelkins Macatawa Bay Yacht Club	6 6 6 2 10	30
6.	Grant Kojaian/Austin Shepard Detroit Country Day School	2 5 5 10 10	32
7.	Cole Wiand/Connagh Rowley Detroit Country Day School	8 8 8 4 4	32
8.	Grant Gustafson/Aidan Darby Detroit Country Day School	7 7 7 7 6	34
9.	Matthew Worpell/Jason Liu Detroit Country Day School	9 9 9 5 5	37

**Optimist**

1.	Lawson Levine Lake Forest Sailing	Blue	10 2 2 3 2	19
2.	Chapman Petersen Lake Geneva Yacht Club	White	2 3 4 4 6	19
3.	Kyle Considine Chicago Yacht Club	Blue	1 6 11 1 4	23
4.	Ben Finkelstein Grand Rapids Yacht Club	Blue	4 10 5 5 1	25
5.	Claire Considine Chicago Yacht Club	Blue	3 5 3 7 9	27

6.	Blake Stackpoole Crescent Sail Yacht Club	Blue	7 9 9 12 5	42
7.	Alex Johnson Grosse Pointe Yacht Club	Blue	9 13 10 8 3	43
8.	Spencer Todd Grand Rapids Yacht Club	Blue	11 1 12 10 10	44
9.	Jack Flowers Bayview Yacht Club	Red	DSQ 14 1 2 8	57
10.	Charlie Sligh Macatawa Bay Yacht Club	White	5 17 7 9 20	58
11.	Jack Holme Crescent Sail Yacht Club	Red	17 18 8 15 7	65
12.	Ryan Post Macatawa Bay Yacht Club	White	6 25 6 20 14	71
13.	Christiana Scheibner Bayview Yacht Club	Blue	8 16 23 6 19	72
14.	Kylie Stackpoole Crescent Sail Yacht Club	White	15 23 13 13 12	76
15.	Sarah Tompsidis Lake Forest Yacht Club	Red	23 15 17 14 13	82
16.	Henry Combs Grosse Pointe Yacht Club	Blue	21 7 15 23 16	82
17.	Jackson Mendez Gull Lake Yacht Club	White	14 4 25 19 21	83
18.	Henry Gonzalez Grosse Pointe Yacht Club	White	13 8 20 17 26	84
19.	Davey Silverman Bayview Yacht Club	Red	20 26 19 11 11	87
20.	Adrian Doan Bayview Yacht Club	Blue	18 24 16 16 18	92
21.	Leah MacKay Crescent Sail Yacht Club	Blue	19 11 26 21 15	92
22.	William Plovanic Chicago Yacht Club	Blue	12 20 21 24 25	102
23.	Owen Bannasch Saugatuck Yacht Club	White	26 12 22 26 17	103
24.	Tate Shaffer Bayview Yacht Club	Blue	24 21 18 18 23	104
25.	Taylor Bell Chicago Yacht Club	Blue	29 19 24 22 22	116
26.	Johnny Walton Crescent Sail Yacht Club	Blue	16 22 14 DNC DNC	116
27.	Eva Rossell Unaffiliated	Blue	22 27 29 25 27	130
28.	Katie Faris Chicago Yacht Club	Blue	DNS 28 28 27 24	139
29.	Christopher Wiegand Unaffiliated	Blue	28 31 27 28 29	143
30.	Will Porter Lake Forest Yacht Club	Red	27 30 30 30 28	145
31.	Laclan Doan Unaffiliated	White	25 29 DSQ 29 DNS	147

#### Optimist Green

1.	Jasper VanHowe Macatawa Bay Yacht Club	Green	1 3 1 1 8	14
2.	Quentin Beyer Macatawa Bay Yacht Club	Green	3 2 2 5 2	14
3.	Dougie Cowan Bayview Yacht	Green	2 1 7 6 3	19
4.	Emmett Nevel Chicago Yacht Club	Green	4 5 4 7 1	21
5.	Paisley Mackay Crescent Sail Yacht Club	Green	6 7 3 3 6	25
6.	Zachary Beyer Macatawa Bay Yacht Club	Green	10 4 5 2 10	31
7.	Jemima Korbel Chicago Yacht Club	Green	9 11 8 4 4	36
8.	Marleigh Belsley Lake Geneva WI	Green	5 9 10 9 5	38
9.	Zach Rockwell Bayview Yacht Club	Green	8 6 6 8 11	39
10.	Tiffany Klaasen Bayview Yacht Club	Green	7 8 9 10 7	41

11.	Caitlin Derby Macatawa Bay Yacht Club	Green	13 10 12 13 12	60
12.	Brian Liu Detroit Country Day School	Green	14 14 11 11 13	63
13.	Liam Anderson Chicago Yacht Club	Green	12 12 13 14 14	65
14.	Samuel Childers Columbia Yacht Club	Green	11 17 17 17 9	71
15.	Wyatt Harley Columbia YC	Green	15 13 14 17 17	76
16.	Jack Gibbs Columbia YC	Green	17 17 17 12 17	80

**Midwest Collegiate Sailing Association Men's Singlehanded Championship  
Northwestern University Sailing Club, Evanston, Illinois  
October 6-7, 2012**

Saturday's Singlehanded Championship started with temps in the low 40s with breeze building from the NNW. Lasers were on the water by 10 a.m. with puffs in the excess of 20 knots. The breeze continued to oscillate throughout the day, clocking back and forth within a range of 50 degrees to either side of constant. By 1:00 it began to die down, and competitors came off the water for a lunch. It was brief, however, as the temperature began to rise, ushering in another up-cycle of breeze. 12 races were sailed. No protests were filed. Sunday's started with temperatures in the high 40s with thick cloud cover and breeze from the NNW. We pushed for a 9:30 beach launch. First warning signal was at 10. The breeze oscillated with speeds of 15-20 knots. Swells came in from 2-4 ft. The breeze continued to oscillate and eased after the first four races. The course was shortened to maintain a race time of 20 minutes. By 12:15 the breeze clocked left, and the course was changed before the 17th race. The wind finally slowed to 5 knots, and the day ended with a total of 18 races. No protests were filed. One redress was filed and withdrawn by the competitor. Congratulations to our two MCSA qualifiers for the Inter-Collegiate Sailing Association Men's Singlehanded Championship at Long Beach, California, November 3-4, Andrew Fox, '13, of University of Wisconsin and Chris Loew-Blosser, '14, of University of Minnesota. Special thanks to the Northwestern University Sailing Team members volunteering on and off the water all day. An extended thank you goes to Rick Lillie of Chicago Yacht Club, our PRO for the weekend, and Chief Judge Dennis Bartley.

	School	Skipper	A	TOT
1	University of Wisconsin	Andrew Fox '13	22	22
2	University of Minnesota	Chris Loew-Blosser '14	63	63
3	University of Iowa	Eric Sauter '13	63	63
4	University of Wisconsin	Phillip Morley '13	87	87
5	Northwestern University	George Powell '13	89	89
6	Northwestern University	Travis Cottle '15	96	96
7	Northwestern University	John Hodges '13	97	97
8	University of Wisconsin	Brian Tobelmann '18	161	161
9	Marquette University	Davis Dolson '14	176	176
10	Marquette University	Maximiliano Oliveras '16	202	202

**Midwest Collegiate Sailing Association Women's Singlehanded Championship  
Northwestern University Sailing Club, Evanston, Illinois  
October 6, 2012**

The Women's championship was held concurrently with the Men's and experienced the same conditions, though the women finished their rotations on Saturday. Congratulations to Lake Michigan sailor Alison Kent, Minnesota '16, who qualified for the the Inter-Collegiate Sailing Association Women's Singlehanded Championship at Long Beach, California, November 3-4.

	School	Skipper	A	TOT
1	University of Minnesota	Alison Kent '16	16	16
2	University of Minnesota	Emily Oltrogge '15	22	22
3	University of Minnesota	Sarah Ellis '14	34	34

**Fall Icebreaker Race  
M&M Yacht Club, Menominee, Michigan  
Saturday, October 6, 2012 Distance 9.98**

**PHRF Spinnaker Division**

Pos	Boat	Skipper	Type	Elapsed	Corrected
1	Flash Gordon	Hubert	Tripp 33	01:40:41	01:27:13 1
2	Whistler	Bannow/Beyer	J/80	01:47:14	01:27:46 2
DNF	Underdog	Shepro	Cal 34		DNF

**PHRF Non-Spinnaker Division**

1	In The Red	Reid/Ross	Metalmast 30	02:10:04	01:40:38 1
2	Eagle XXX	Estebo/Bantes	Catalina 310	02:11:20	01:40:54 2

**6th Annual Frosty Mug Laser Regatta  
Little Traverse Yacht Club/Irish Boat Shop, Harbor Springs, Michigan  
October 6, 2012 7 boats**

Seven boats came to brave the weather, temperatures were in the 50's and winds were out of the north/west at around 12 to 15 knots gusting up to 20. The breeze was shifty with lots of velocity changes making for some very challenging conditions. There were thrills, spills, equipment failure and even a minor laceration to a head, causing a few boats to retire early. The race committee ran 5 races consisting of Olympic triangle and windward/leeward courses. After the results were tallied with a single throw-out, it was last year's champion Tom Babel clinching the 1st place mug with a total score of 4 points. Taking home



the 2nd place mug and repeating last year's finish was Mac Jacob with a total of 7 points. Tom Pendergast travelled all the way from Indiana to round out the top 3 earning the 3rd place mug with a score of 14 points. Thanks to those who attended along with our race committee, Kent Case. A special thanks to Petoskey Brewery for supplying a few growlers of their tasty craft beer. We look forward to next year and another season of Laser and Sunfish Racing on Little Traverse Bay.

1	Tom Babel	(2) 1 1 1 1	4
2	Mac Jacob	1 (2) 2 2 2	7
3	Tom Pendergast	(5) 3 5 3 3	14
4	Kevin Meier	3 5 3 (DNF) DNF	16
5	Tom Trautman	(7) 7 4 4 4	19
6	George Peet	(6) 4 6 DNF DNF	20
7	Jim Axelson	4 6 (7) DNF DNF	20

## Pere Marquette Cup Marquette University Sailing Club, Milwaukee, Wisconsin September 29-30, 2012

On Saturday, the races began at 10:30am with winds between 5-8 kts from the West with temps in the low 70s. By the end of the day, the wind picked up to 10 kts from the NE. Fourteen of the 24 races were sailed by 4:30pm. The regatta was sailed in Flying Juniors. On Sunday races began again at 10:30am. Throughout the day the winds were a constant 8-10 kts from the NE. All races were completed by 1:30pm. Congratulations to Wisconsin who won the event.

	School	Team	A	B	TOT
1	University of Wisconsin	Badgers	21	22	43
2	University of Minnesota	Gophers	32	41	73
3	University of Notre Dame	Fighting Irish 2	39	66	105
4	University of Wisconsin	Badgers 2	65	53	118
5	Marquette University	Golden Eagles	50	85	135
6	University of Notre Dame	Fighting Irish	91	52	143
7	Lake Forest College	Foresters	95	61	156
8	Purdue University	Boilermakers	76	90	166
9	Northern Michigan University	Northern Michigan	87	96	183
10	University of Minnesota	Gophers 2	104	94	198

A Division Scores	Team	Total	Sailors & Races
1	University of Wisconsin Badgers	21	Connor Trepton '15 Arielle Henderson '13
2	University of Minnesota Gophers	32	Jessie Olson '15 Allison Forbes '14
3	University of Notre Dame Fighting Irish 2	39	Jack Schneider '17 * 1-4,7-8/Mike Flanigan '15 5-6,9-12 Sarah Eide '14
4	Marquette University Golden Eagles	50	David Johnston '14 Claire Schneider '15 1-8,11-12/Steven Anthony '15 *9-10
5	University of Wisconsin Badgers 2	65	Peter Lewis '14 Elliot Busta '15
6	Purdue University Boilermakers	76	David Mirkhaef '15 Ian Hamilton '13 1-2,5-6,9-10/ Maria Krutikova '16 3-4,7-8,11-12
7	Northern Michigan University Northern Michigan	87	David Gates '16 Natalie Chrapla '13 1-6/Joshua Maxwell '14 7-12
8	University of Notre Dame Fighting Irish	91	Peter Roehmholdt '14 Maria Skorcz '14
9	Lake Forest College Foresters	95	Chet Wood '15 * JJ Barber '15 * 1-2,7-8,11-12/Will Adams '14 * 3-4,9-10/Sean Barnett '15 * 5-6
10	University of Minnesota Gophers 2	104	Ethan Fryer-Ressmeyer '14 Eric Villadsen '16 1-4,7-8,11-12/Teresa Westin '16 5-6,9-10
B Division Scores	Team	Total	Sailors & Races
1	University of Wisconsin Badgers	22	Ian Norman '18 Dana Friske '15 1-6/ Chloe Lake '16 7-12
2	University of Minnesota Gophers	41	Aaron Martinson '14 Lauren Rieves '14
3	University of Notre Dame Fighting Irish	52	Anne Schoenwetter '14 Claire Lupo '15 1-2,5-6,9-10/MK Weiss '15 * 3-4,7-8,11-12
4	University of Wisconsin Badgers 2	53	Coral Rodriguez '16 Marissa Baron '15 1-2,7-10/Ian Walter '16 3-6,11-12
5	Lake Forest College Foresters	61	Sandi Fredericks '15 * 1-2,5-12/Blake Banoritz '14 * 3-4 Tyler McChristianson '14 *1-4,11-12/Ben Wheeler '14*5-8/Blake Banoritz '14*9-10
6	University of Notre Dame Fighting Irish 2	66	Rebecca Jegier '15 1-10/Patrick Power '15 11-12 Mike Flanigan '15 1-2/Madeleine Skorcz '15 3-8/Patrick Power '15 9-10
7	Marquette University Golden Eagles	85	Patrick Freese '16 * 1-6/Meghan Bouman '15 7-10/Maximiliano Oliveras '16 * 11-12 Kerry Condit '16 * 1-6/Casey Munger '14 7-12
8	Purdue University Boilermakers	90	Christopher Charleson '13 Arielle Zawadsky-Weist '13
9	University of Minnesota Gophers 2	94	Joe Lund '14 * Nicole Nissen-Hooper '14
10	Northern Michigan University Northern Michigan	96	Michael Small '14 Evan Hardy '15 1-6/ Luke Klifman '13 * 7-12

## Chicago Match Race Center Autumn B Grade 3 Regatta

### Chicago Match Race Center, Chicago, Illinois

September 29-30, 2012

Capping off four consecutive days of match race sailing off Belmont Harbor comprising two Grade 3 Match Race series, a new winner emerged from the Chicago Match Race Center. Chicago's Don Wilson won an exciting 3-1 Final against US Virgin Islander Tyler Rice, his second Grade 3 win of the season after being victorious in the CMRC's Spring Invitational in May. Wilson sailed this event with Sally Barkow, Tod Reynolds, Eric Shampain, and his sister Jennifer Wilson.

Saturday's light and shifty conditions did not stop race managers from adjusting the courses enough to complete all but one flight of the Double Round Robin raced among seven teams from three nations. Wataru Sakamoto's team from Japan dominated this stage of the event, winning all but one match in 12 flights, and looked poised to avenge his loss on Friday in the Finals of the Autumn (A) event. But then disaster struck. In conditions that started as big waves created by a brisk northerly breeze, Sakamoto's main trimmer Daichi Wada sustained an injury to his rib severe enough to take him off the boat to seek medical help. CMRC event coordinator Maggie Shea stepped in to help the team, but despite Shea having extensive experience from her recent Women's Olympic match racing campaign, the language barrier proved too high and Sakamoto fell to Rice 0-3 in their Semi-Final series.

Wilson meanwhile went 3-0 in his Semi-Final match against Chicagoan Val Smith to advance to meet Rice in the Final. While Rice ultimately did not win against Wilson, his runner-up finish in the event puts his team from Brown University in good position in next weekend's Qualifier to the Inter-Collegiate Sailing Association Match Race National Championship to be held at the Ft. Worth Boat Club in November. Likewise, Wilson's win helps him build momentum to defend his title at his next important match racing event, the Richardson Trophy.

#### Final Results

1. Don Wilson (USA)
2. Tyler Rice (USVI)
3. Val Smith (USA)
4. Wataru Sakamoto (JPN)
5. Nathan Hollerbach (USA)
6. Will Holz (USA)
7. Eric Christman (USA)

## Chicago Match Race Center Autumn A Grade 3 Regatta

### Chicago Match Race Center, Chicago, Illinois

September 27-28, 2012

After two days of near-perfect conditions off Chicago's Belmont Harbor, US Olympian Anna Tunnicliffe won the Autumn A Grade 3 Invitational, the first of two ISAF Grade 3 events held back-to-back at the Chicago Match Race Center. Tunnicliffe and her coed team of Debbie Cappozzi, Mike Rehe, and Tyler Black defeated runner-up Wataru Sakamoto from Japan in a clean-sweep 3-0 Final.

In Thursday's 6-12 knots with a lot of lumpy seas left over from the previous day's strong northerly breeze, Tunnicliffe's road to the top did not start out as strong as Wilson's, who won all but two matches in the double Round Robin. This gave Wilson the right to choose Sakamoto as his Semi-Final opponent, leaving Tunnicliffe to face Connecticut-based David Storrs. In defiance of a light air forecast, the breeze today built from the north and ranged from 10-16 knots with huge swells. This made for interesting pre-starts and lots of gains downwind from the huge surf building along the Belmont Harbor waterfront.

"Today, the wind was quite stable, but the waves were a bit of a nightmare at times," said Tunnicliffe. "You really had to pick your spots to tack, be on top of your timing in the pre-start and work hard downwind to catch waves. It was nice to have the wind, but it was definitely hard work." That hard work paid off for Sakamoto, he and his Japanese team prevailed on a 3-2 score against Wilson to advance to the Finals, while Tunnicliffe outlasted Storrs on a score of 3-0. Wilson then went on to defeat Storrs 2-0 in the petite finals while Tunnicliffe handily took the final series 3-0 against Sakamoto.

#### Final Results

1. Anna Tunnicliffe (USA)
2. Wataru Sakamoto (JPN)
3. Don Wilson (USA)
4. David Storrs (USA)
5. Mike Whitford (USA)
6. Judge Ryan (USA)
7. Jack Jennings (USA)

## Red Flannels Lightning Regatta

### Chicago Corinthian Yacht Club, Chicago, Illinois

September 22-23, 2012      8 boats

1	Bill Faude/Ernie Dieball/Jared Drake	2-1-1-3	7
2	Todd Wake/Kristine Wake/Doug Wake	1-5-2-1	9
3	David Stix/SteveDiaz/AmySimonson	4-2-3-6	15
4	Doug Steffenson/Brandon Holton/Jonas Andersoon	6-3-4-4	17
5	Peter Orlebeke/Imberly Orlebeke/Cole Orlebeke	8-4-6-2	20
6	Jeff Schmahl/AndrewSchmahl/David Schmahl	5-6-5-5	21
7	William Gibson/Steve Jenkins/Baily Dolan	3-7-7-8	25
8	Stu Webster/JR Kendall/Kiersa Brenner	7-8-8-7	30

## 2012 Midwest Inter-Scholastic Sailing Association Men's Singlehanded Championship/Cressy Trophy Qualifier

Wayzata Community Sailing Center, Minnetoka, Minnesota

September 22-23, 2012

### Laser

1	Mitchell Kiss	Black River High School	4	1	1	1	1	1	1	4	1	2	2	19
2	Will Holz	New Trier High School	2	6	5	2	3	2	5	2	6	3	1	37
3	Sean Burke	Wayzata High School	1	2	4	4	2	6	2	5	7	8	17	58
3	Alec McKee	Minnetonka High School	3	3	8	8	6	5	3	6	4	7	9	62
4	Anders Ekholm	The Blake School	9	7	2	11	11	7	7	7	2	1	5	69
5	Matt Ripkey	Big Foot High School	8	10	11	6	8	4	4	1	3	13	3	71
6	Michael Duncan	St. Ignatius College Prep	6	5	9	5	7	3	8	8	13	10	7	81
7	Wade Wagner	Walter Payton Academy	7	9	3	3	5	8	6	10	10	17	10	88
8	Isaac Kremers	Grand Rapids Christian	5	4	12	9	9	9	15	14	5	5	4	91
9	Thomas Balk	Lake Forest High School	10	11	7	10	4	12	DNS	3	8	6	6	98
10	Tommy Garber	Minnetonka High School	12	8	6	7	OCS	10	9	9	9	16	8	114
11	Matthew Arntzen	Lane Tech High School	13	12	15	13	15	11	10	17	11	4	11	132
12	Brendan Kaplan	New Trier High School	11	17	10	17	16	17	11	13	14	9	16	151
13	George Ernst	Loyola Academy	15	13	13	15	14	13	14	12	18	15	14	156
14	Tip Flocco	Loyola Academy	16	14	17	12	10	14	12	18	17	14	18	162
15	Patrick Scherer	New Trier High School	14	15	14	18	17	15	17	16	12	11	13	162
16	Jimmy Moriarity	Loyola Academy	18	18	16	16	12	18	13	11	15	18	12	167
17	Peter Kohl	Francis W Parker School	17	16	18	14	13	16	16	15	16	12	15	168
18	Elliott Mallin	Breck School	DNF	RAF	RAF	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	230
19														

### Laser Radial

1	Malcolm Lamphere	Lake Forest High School	1	1	1	1	1	1	1	1	1	7	1	17
2	Jack Bitney	Minnetonka High School	4	5	2	5	8	7	15	3	6	3	5	63
3	Jackson Hamilton	New Trier High School	6	3	4	2	2	8	6	15	3	9	13	71
4	R.J. porter	Loyola Academy	7	2	3	6	3	5	7	2	9	13	15	72
5	Isabella Loosbrock	Minnetonka High School	5	9	13	3	5	4	5	6	10	8	8	76
6	Rose Edwards	St. Ignatius	10	4	11	10	9	3	3	11	5	4	9	79
7	MaryClaire Kiernan	Hinsdale Central High School	2	10	9	19	15	9	10	10	2	1	3	90
8	Dirk Phelps	Traverse City Central High School	3	15	12	7	4	6	11	5	14	11	6	94
9	Addy Ferguson	Minnetonka High School	11	18	6	9	6	2	2	13	7	5	16	95
10	Samantha Foulston	Hinsdale Central High School	8	7	8	13	11	19	4	4	4	18	12	108
11	Augie Dale	Arrowhead High School	9	6	7	4	17	11	12	20	15	10	7	118
12	Elizabeth Foulston	Hinsdale Central High School	14	12	10	16	12	15	9	7	8	16	2	121
13	William Silikowski	Wayzata High School	13	8	5	8	10	14	13	12	13	12	14	122
14	Dane Pedersen	Chanhassen	12	11	16	11	13	10	14	14	16	6	19	142
15	Corbin Burdick	Minnetonka High School	15	13	17	14	7	12	18	16	17	15	4	148
16	Kennedy Fray	Keith Country Day School	17	14	14	12	19	20	20	17	12	2	10	157
17	Griffin Elliott	Loyola Academy	18	16	18	15	16	16	17	8	11	14	18	167
18	Charlie Hicks	Wayzata High School	16	19	19	17	18	17	19	18	18	17	11	189
19	Alec Englander	Minnetonka	DNF	DNS	DNS	DNS	14	13	8	9	DNS	DNS	DNS	197
20	Jack Meshbesh	Benilde-St. Margaret's School	19	17	15	18	20	18	16	19	19	19	17	197

## 2012 U.S. Women's Match Racing Championship for the Allegra Knapp Mertz Trophy and the Mrs. C. F. Adams Memorial Trophy

St. Francis Yacht Club, San Francisco, CA

September 12-16, 2012

For the third time in four years, Genny Tulloch has won the U.S. Women's Match Racing Championship. Tulloch and her crew were dominant by winning all 21 matches they raced. Tulloch sailed the championship with Lake Michigan sailors Margaret Shea (Wilmette, Ill.), Stephanie Roble (East Troy, Wis.), and US Sailing Team Sperry Top-Sider teammate Jennifer Chamberlin (Washington, D.C.). "It feels amazing to win this championship in my home waters," said Tulloch. "It was really cool for us to join forces this week. Everyone did a great job and proud of this team for how they all came together." The championship was a Grade 3 event. This was not a ladder qualifying event; competitors had the opportunity to apply for invitations which were distributed in August. The Match Racing Championship served as a qualifying event for the 2012-13 ISAF Nations Cup Regional Final North America & Caribbean, January 30-February 3, 2013, at Bridgetown, Barbados. More information: <http://championships.ussailing.org/Adult/USWMRC.htm>

## VanderLeek Cup Hospice Regatta

Macatawa Bay Yacht Club, Macatawa, Michigan

August 18, 2012

The weather gods looked kindly on the 6th annual VanderLeek Cup Hospice Regatta in Holland, Michigan, on August 18, 2012.

The sailors found sunny skies and 10+ knots of wind to greet them out on Lake Michigan, perfect conditions for some fun racing. The overall winning skipper, Mitch Padnos, qualified to compete in the Hospice Regattas National Championship, April 11-15, 2013, in St. Petersburg, Florida. Between event sponsors, the sailing regatta, dinghy poker run, Corn Roast dinner, silent and vocal auctions, more than \$69,000 was raised for Hospice of Holland's patients in need of financial assistance. Forty-one dinghies took part in the Dinghy Poker Run and 500 people attended the casual dockside dinner and dance to classic rock cover band Classic Fix at Yacht Basin Marina. It was a great summer party for a great cause. Special thanks to Yacht Basin Marina, Bayshore Yacht Club, Macatawa Bay Yacht Club's Race Committee and mark set crew, the many dinghy poker run volunteers and event sponsors. The 2012 VanderLeek Committee: Peter Beukema, Sue Bladek, Matt DenHerder, Carol Genzink, Darci Hengst, Gwenn Kolk, Susan & Mark



LaFontaine, Kelly Lappinga, Jeff Nienhuis, Jody Ouellette, Dee Dee Rusch, Julie Shoemaker, Coreen & Tom Slanec, Brenda Vander Leek, Sheri VanMalsen. Learn more: National Hospice Regattas Alliance, [www.hospiceregattas.com](http://www.hospiceregattas.com) and <http://vanderleekcup.com/>. The top three finishers in each division were:

<b>Spinnaker 1:</b>	Sufficient Reason	Mitch Padnos
	Quiet Refuge	Rod Leonard
	Tenacity	Richard English
<b>Jib/Main:</b>	Watermark	Mike Bremmer
	Shillelagh	Bob Malone
	Tom Foolery	Tom VanTol
<b>Comfort Cruiser:</b>	Serenata	Bob DeJong
	Re-Run	Brian & Lynn Weston
	Relentless	Rod & Anne VanTol

**2012 U.S. Junior Women's Singlehanded Championship for the Nancy Leiter Clagett Memorial Trophy**  
**Chicago Yacht Club, Chicago, Illinois**  
**July 6-12, 2012 50 boats**

**Laser Radial**

The US Junior Women's Singlehanded Championship is for females that have turned 13 years old prior to January 1st of the year in which the competition is taking place and not turn 19 years old in the year of competition. A waiver may be granted for sailors under the age of 13. Competitors must be U.S. citizens and members of US Sailing. Participation in this championship was by application.

1	Hanne Weaver Seattle Yacht Club	3-14-6-4-1-5-2-2-1-[24]	38
2	Lindsey Baab San Francisco Yacht Club/St. Francis Yacht Club	7-2-2-[14]-6-6-8-5-5-1	42
3	Dana Rohde Beaufort Yacht and Sailing Club/Lauderdale Yacht Club	1-16-[17]-2-2-1-3-3-10-5	43
4	Lola Bushnell San Francisco Yacht Club / Saint Francis Yacht Club	5-6-[19]-7-3-7-1-1-3-11	44
5	Sophie Naughton Eastern Yacht Club	9-3-4-[10]-8-2-6-10-4-2	48
6	Madison Gates St. Petersburg Yacht Club	6-1-1-1-9-9-12-13-[OCS]-4	56
7	Ellie Shaw Ungar Seattle Yacht Club	[OCS]-5-5-13-5-11-9-6-7-9	70
8	Haley Fox Lauderdale Yacht Club	17-10-12-[19]-4-13-4-8-9-3	80
9	Sarah Mackey Seattle Yacht Club	4-11-[OCS]-3-10-14-14-9-2-15	82
10	Simone Staff California Yacht Club	10-15-8-[20]-15-3-5-4-11-17	88
11	Maddie Widmeier Brant Beach Yacht Club	19-[42]-9-5-7-8-7-7-16-13	91
12	Maeve White Annapolis Yacht Club	2-7-13-8-[26]-10-24-23-8-14	109
13	Isabella Loosbrock Minnetonka Yacht Club	11-23-[27]-12-14-4-18-17-6-6	111
14	Amanda Sommi Shelter Island Yacht Club	14-8-14-[29]-17-17-10-16-19-8	123
15	<b>Mary Claire Kiernan</b> <b>Chicago Yacht Club</b>	<b>[OCS]-22-3-6-13-21-16-25-12-12</b>	<b>130</b>
16	Ariana Kwoh Sailfit/Sandy Bay Yacht Club	16-13-15-9-[35]-23-25-15-29-19	164
17	Addy Ferguson Minnetonka Yacht Club	8-26-18-18-11-25-15-24-27-[30]	172
18	Alexandra Maurillo Shelter Island Yacht Club	18-12-7-25-22-19-31-26-[34]-16	176
19	D'Amy Steward Coronado Yacht Club	22-4-25-26-20-20-27-27-13-[35]	184
20	Gillian Boehringer Stamford Yacht Club	[38]-29-34-21-16-18-22-11-14-22	187
21	Samantha Jaykus Stamford Yacht Club	26-35-33-[38]-12-15-17-12-18-29	197
22	Rachel Day Sequoia Yacht Club	12-9-10-17-36-39-[41]-29-28-21	201
23	Rachel Bryer Conanicut Yacht Club	28-27-29-[31]-28-12-23-21-22-20	210
24	<b>Rose Edwards</b> <b>Chicago Yacht Club</b>	<b>33-25-11-ZFP-[37]-27-32-33-23-10</b>	<b>216</b>
25	Haley Kachmar Milford Yacht Club	21-[39]-24-11-24-34-26-28-15-33	216
26	Marina Fennell Richmond Yacht Club	37-21-39-[43]-34-26-13-20-17-23	230



27	Jessica Oswalt Moriches Yacht Club	20-33-30-30-23-[36]-35-34-25-7	237
28	Erin Keefer Long Beach Yacht Club	30-18-21-23-21-28-37-35-[41]-25	238
29	Francesca Dana St. Francis Yacht Club	36-30-23-[39]-19-29-19-19-36-27	238
30	Sofia-Marie Mascia Royal Hong Kong Yacht Club	[OCS]-38-35-27-18-16-11-18-33-43	239
31	Emma Drejes Santa Cruz Yacht Club/Richmond Yacht Club	25-[OCS]-26-40-DNF-22-20-14-30-28	253
32	Molly Pleskus San Diego Yacht Club	13-36-20-34-[39]-24-34-30-32-31	254
<b>33</b>	<b>Elizabeth Foulston Chicago Yacht Club</b>	<b>31-24-[43]-28-29-41-21-22-24-36</b>	<b>256</b>
34	Emma White Annapolis Yacht Club	[OCS]-19-16-16-30-43-42-42-31-18	257
35	Darby Reddaway Lake Lanier Sailing Club	27-20-22-15-[40]-32-39-40-39-26	260
36	Laura Smit South Sound Sailing Society	32-[43]-41-35-25-33-29-31-26-37	289
<b>37</b>	<b>Samantha Foulston Chicago Yacht Club</b>	<b>23-32-28-33-31-38-33-DNF-37-39</b>	<b>294</b>
38	Sarah Lake Richmond Yacht Club	41-[OCS]-38-32-32-35-28-32-38-40	316
39	Jessica McJones Los Angeles Yacht Club/Cabrillo Beach Yacht Club	24-31-[OCS]-OCS-33-42-43-43-21-32	318
40	Khloe Ohliger Long Beach Yacht Club	35-34-40-42-27-31-38-38-35-[45]	320
41	Kelly Milliken Lake Norman Yacht Club	29-28-32-36-42-40-[44] -41-40-41	329
42	Emily Johnson Grosse Pointe Yacht Club	15-41-37-37-41-44-[45] -37-42-38	332
43	Kuki'i Falahee-Walker Hawaii Yacht Club	43-[OCS]-46-24-38-30-30-36-43-42	332
44	Patricia McGlynn Little Egg Harbor Yacht Club	34-17-31-44-[DNC]-DNC-DNC-DNC-20-34	333
45	Sydney Mandelbaum Southold Yacht Club	40-40-36-41-44-37-[47]-44-45-44	371
46	Claire Christensen Erie Yacht Club	39-37-42-46-43-[47]-36-39-44-46	372
47	Cassidy Shevitz Santa Barbara Yacht Club	42-44-44-47-46-45-40-46-46-[OCS]	400
48	Alicia Ward Hawaii Yacht Club	44-45-45-45-45-46-46-45-[47]-47	408
49	Quinn Howes Pleasant Bay Community Boating/FAST	[DNC]-DNC-DNC-DNC-DNC-DNC-DNC-DNC-DNC-DNC	459
49	India Johnstone Chatham Yacht Club/FAST	[DNC]-DNC-DNC-DNC-DNC-DNC-DNC-DNC-DNC-DNC	459

**2012 Area K Eliminations for the U.S. Junior Championships for the Sears, Bemis and Smythe Trophies  
Wayzata Community Sailing Center, Wayzata, Minnesota  
July 1-3, 2012**

<b>Smythe Trophy Eliminations conducted in Laser Radial</b>		<b>11 boats</b>						
1	Augie Dale Pewaukee Yacht Club	2	1	[4]	2	1	1	7
2	Isabella Loosbrock Minnetonka Yacht Club	1	2	1	1	[5]	2	7
3	Thomas Balk Lake Forest Sailing	3	[10]	2	6	3	7	21
4	Wade Wagner Chicago Match Racing Center	[8]	4	6	5	2	4	21
5	Jack Meshbesh Wayzata Community Sailing Center	9	[11]	5	3	6	3	26
6	Samantha Foulston Chicago Yacht Club	6	3	7	4	[8]	8	28
7	Shelby Davis Lake Calhoun Sailing School	5	8	3	[10]	7	6	29
8	Sophia Noreen Wayzata Community Sailing Center	4	7	[11]	8	11	5	35
9	Jason Davis Lake Calhoun Sailing School	7	5	8	7	[9]	9	36

10	Alec McKee Minnetonka Yacht Club	[10]	6	9	9	10	10		44
11	Elizabeth Foulston Chicago Yacht Club	[11]	9	10	11	4	11		45
<b>Bemis Trophy Eliminations conducted in C420s</b>			<b>26 boats</b>						
1	Ben Garber/Sarah Hogg Minnetonka Yacht Club		2	[8]	6	2	1	7	18
2	Parker Trepton/Charlie Hollister LaBelle Yacht Club	[12]	3	1	3	3	12		22
3	Mary Claire Kiernan/Madeleine Loosbrock Chicago Yacht Club	[11]	2	5	4	2	10		23
4	Jack Bitney/Brooke Hensley Minnetonka Yacht Club		4	5	4	8	[10]	2	23
5	Will Crary/Andrew Hed White Bear Lake Yacht Club	[9]	9	3	1	7	4		24
6	Taylor Ladd/Cailin Considine St. Thomas Yacht Club/Chicago Yacht Club		7	6	2	7	4	[8]	26
7	Alexander Vasiliou/Emily Vasiliou Chicago Yacht Club	[15]	1	7	6	5	11		30
8	Rose Edwards/Madeline Wakenight Chicago Yacht Club		1	[11]	11	5	8	9	34
9	Addy Ferguson/John Ferguson Minnetonka Yacht Club		5	4	[13]	13	13	1	36
10	Margaret Johnston/Jordan Ladd Chicago Yacht Club	[22]	14	8	11	6	3		42
11	Matt Arntzen/Peter Bied Columbia Yacht Club		8	10	10	9	[14]	13	50
12	Christopher Beccaria/Maya Stephani Columbia Yacht Club		6	7	[19]	14	11	15	53
13	Emily Shanley-Roberts/Brittney Manning Lake Forest Sailing		3	12	15	17	16	[21]	63
14	Thor Hsu/Claire Clark Minnesota		13	13	18	15	15	[19]	74
15	Jeffrey Brandl/Carolyn Keck Okauchee Lake Yacht Club		10	21	14	18	12	[22]	75
16	Soren Walljasper/Wyatt Richard Calhoun Yacht Club		18	17	12	12	[OCS]	17	76
17	Matteo Alampi/Oscar Malle-Barlow Calhoun Yacht Club	[26]	22	20	10	21	5		78
18	Trevor Trepton/Tom Groskopf Okauchee Sailing School		16	18	[21]	20	20	6	80
19	Fin Elliott/Anna Conway Sheridan Shore Yacht Club		14	16	9	22	22	[26]	83
20	Kennedy Fray/Phoebe Lincoln Columbia Yacht Club		17	20	16	[24]	19	16	88
21	William Curtiss/Abigail McFadyen Chicago Yacht Club		20	15	[24]	23	18	14	90
22	Dan Groskopf/Margo Wohlfeil Okauchee Lake Yacht Club		21	[24]	22	16	17	18	94
23	Bailey Cornog/Audrey Jacobs Race Team		23	25	[26]	21	9	20	98
24	Alexander Robbins/Charles Hicks Wayzata Community Sailing Center	[24]	19	17	19	23	23		101
25	Dillon Fecht/Michael Ramon Columbia Yacht Club		19	23	25	[26]	24	25	116
26	Thomas Flocco/Brooke Hensley Sheridan Shore Yacht Club		25	[26]	23	25	25	24	122
<b>Sears Cup Eliminations conducted in J-22s</b>			<b>6 boats</b>						
1	Will Holz/Mike Kanare/Alex Woloshyn/Madeline Cooney Chicago Yacht Club		[3]	3	2	1	1	1	8
2	Eddie Cox//Tim Siemers/Sean Burke/Kaitlyn Noreen Wayzata Yacht Club		[2]	2	1	2	2	2	9
3	Anders Ekholm/Woody Hust/Annika Ekholm/Rosie Hust Minnetonka Yacht Club		1	1	3	[4]	3	3	11
4	Teddy Papenthien/Brian Ritter/Sarah Olson/J.R. O'Rourke Ephraim Yacht Club		4	4	4	[6]	5	5	22
5	Megan McMahon/Alison Kent/ Pieter Vandenkieboom/Willem Vandenkieboom South Shore Yacht Club		5	[6]	6	3	4	6	24
6	Russell Mullane/Timothy Rzeszutko/Peter Kohl/Peter Kohl Columbia Yacht Club		[6]	5	5	5	6	4	25

**2012 U.S. Junior Women's Doublehanded Championship for the Ida Lewis Trophy  
Lake Minnetonka Sailing School, Minnetonka, Minnesota**

**June 24-30, 2012**

**Club 420**

**38 boats**

1	Allyson Donahue/Maddie Widmeier Brigantine Yacht Club	4	2	1	1	[19]	7	15
2	Carolyn Smith/Bayley Davidson Newport Harbor Yacht Club	2	1	7	4	2	[23]	16
3	Holly Tullo/Cally Tullo Sandy Hook Bay Catamaran Club	3	[21]	2	10	7	6	28
4	Julia Lambert/Haley McMahon Portland Yacht Club	6	[15]	6	9	4	4	29
5	KB Knapp/Rebecca Anderson Cold Spring Harbor Beach Club	1	7	3	15	[23]	19	45
6	Mimi Paz/Sydney Avitia-Jacques Del Rey Yacht Club	18	6	19	[24]	1	3	47
7	Lea Russell/Victoria Lewis Balboa Yacht Club	5	3	9	12	18	[21]	47
<b>8</b>	<b>Rose Edwards/Morgan Gaudet</b> <b>Chicago Yacht Club</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>14</b>	<b>[TLE]</b>	<b>16</b>	<b>53</b>
9	Elizabeth Tell/Katherine Naylor Bay Head Yacht Club	12	[23]	17	5	5	15	54
<b>10</b>	<b>Mary Claire Kiernan/Kelly Monahan</b> <b>Chicago Yacht Club</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>[23]</b>	<b>12</b>	<b>18</b>	<b>59</b>
11	Simone Staff/Nikki Obel California Yacht Club	22	18	[25]	2	10	9	61
12	Clare Dahl/Katie Calder Newport Harbor Yacht Club	[21]	17	14	18	8	10	67
13	Jennifer Hays/Elizabeth Hays Balboa Yacht Club	9	10	15	[34]	16	17	67
14	Cassie Obel/Annika Garrett Del Rey Yacht Club	8	20	18	21	[TLE]	2	69
15	Isabella Loosbrock/Madeleine Loosbrock Minnetonka Yacht Club	23	14	22	11	3	[26]	73
16	India Johnstone/Meaghan MacRae Conanicut Yacht Club	15	[29]	16	17	11	14	73
17	Addy Ferguson/Sarah Hogg Minnetonka Yacht Club	[31]	13	24	13	24	1	75
18	Alexandria Ivory/Chloe Dapp Bahia Corinthian Yacht Club	24	9	11	[27]	13	20	77
19	Kennedy Placek/Greer Wattson San Francisco Yacht Club	33	4	13	6	22	[38]	78
20	Paris Henken/Kaitlin Driscoll San Diego Yacht Club	13	12	21	[25]	25	8	79
21	Dana Rohde/Haley Fox Beaufort Yacht and Sailing Club	25	11	10	22	[TLE]	13	81
22	Sophia Noreen/Kaitlyn Noreen Wayzata Community Sailing Center	7	22	20	[29]	9	24	82
23	Phoebe Staff/Jackie Dair California Yacht Club	14	28	28	[32]	14	5	89
24	Hannah Polster/Ali MacDonald Severn Sailing Association	10	[33]	32	20	17	12	91
<b>25</b>	<b>Samantha Foulston/Elizabeth Foulston</b> <b>Chicago Yacht Club</b>	<b>29</b>	<b>30</b>	<b>23</b>	<b>[37]</b>	<b>6</b>	<b>11</b>	<b>99</b>
26	Grace Yakutis/Tanner Chapko Corinthian Yacht Club	[32]	16	12	16	TLE	29	100
27	Grace Adam/Carder Stout Sail Newport	17	[38]	27	8	20	34	106
28	Kate Klement/Teresa Westin Lake Beulah Yacht Club	16	34	[37]	3	TLE	27	107
29	Aitana Mendiguren/Lorea Mendiguren Coronado Yacht Club	20	[36]	29	28	21	22	120
30	Rebecca McElvain/Nicole Simon San Diego Yacht Club	34	[35]	26	7	TLE	32	126
31	Claire Huebner/Kayla Schulte Grosse Pointe Club	30	25	34	[38]	15	25	129
32	Annika Ekholm/Caitlin McGoldrick Minnetonka Yacht Club	28	27	[31]	19	TLE	28	129
33	Boo Devanny/Amanda Wagner Annapolis Yacht Club	27	19	[33]	30	TLE	31	134
34	Amelia Shankwitz/Susie Voltz Lake Calhoun Yacht Club	[DSQ]	32	8	33	TLE	36	136

35	Elizabeth Mignon/Charlotte List Bay Head Yacht Club	26	24	30	31	TLE	[37]	138
36	Olivia Godfrey/Maya Dornbrand-Lo Encinal Yacht Club	[35]	31	35	26	TLE	33	152
37	Anna Bloomstine/Emily Grychowski Erie Yacht Club	36	26	[38]	36	TLE	35	160
38	Kate Cox/Rosie Hust White Bear Lake Yacht Club	[37]	37	36	35	TLE	30	165

**ATTENTION ALL BOATING ENTHUSIASTS!**

The Chicago Yachting Association  
*is proud to present the*  
**CYA Yachting Celebration**  
7 December 2012  
Chicago Yacht Club  
400 E. Monroe Street  
7 pm to 10 pm  
Business casual attire (jacket required)

The cost is \$45.00 per person and includes very heavy hors d' oeuvres (from 7pm to 8pm), a complimentary liquor/wine tasting, door prizes, and yachting awards. There will be a cash bar with a full selection of beverages.



Following the social hour we will gather in the main dining room to enjoy a presentation by Frank Zimmerman of the America's Great Loop Cruisers Association. He will present a program of interest to both power and sailing enthusiasts. This will be followed by the awards presentation. All of this will be in a holiday atmosphere you don't want to miss.

Make reservations at  
Chicago Yachting Association  
3726 N. Odell Avenue  
Chicago, IL 60634

Enclose your check made payable to CYA. You may also reserve by email at [chicagoyachting@aol.com](mailto:chicagoyachting@aol.com). Reservations will not be validated until checks are received at the above address. No credit cards please.

There will be limited free parking at CYC. When the lot is full you may drop off your guests at CYC and proceed to the Millennium Park Garage on Columbus Drive. This is 2 blocks from the Club. A discount parking card will be available for purchase at registration.

*See You There!*



## **CHICAGO MACKINAC AWARDS DINNER**

November 3, 2012

Crystal Ballroom, Hyatt Regency Chicago.

Come one, come all –

<http://www.cycracetomackinac.com/youre-invited---2012-mac-awards-dinner/>

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### ***2nd Annual Commodore Levy Awards Ball***

Friday, November 2, 2012

6:00pm until 11:00pm CDT

Vanguard 15 Fleet Awards

Cocktails and light fare begin at 6pm | Presentation of Awards at 8pm | Celebration will continue indefinitely

Attire is "CCYC semi-formal", which means semi-formal, but let's be honest, it's CCYC. You can get away with whatever.

Everyone is welcome, invite your friends!

Chicago Corinthian Yacht Club

601 West Montrose, Chicago, Illinois 60035

Sign up via the Facebook page: [www.facebook.com/events/386376278105443/Bottom of Form](http://www.facebook.com/events/386376278105443/Bottom%20of%20Form)

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### ***Racing Yacht Fleet Awards Dinner***

Chicago Yacht Club-Belmont Stations

Saturday, November 17, 2012

Cocktails - 6:30 p.m. | Awards - 7:30 p.m.

\$32++ per person

Call Monroe Front Desk for reservations.

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## **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.

### **FREE LMSRF NEWSLETTER SUBSCRIPTION**

Share our newsletter with your friends! Forward it today. Anyone can subscribe to our newsletter. Sign up today by clicking this link: <http://tinyurl.com/LMSuRF>. 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 issue.

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

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

**Deadline: 20th of the month. EVERY month.** Mark your electronic calendar!

Email to: [lmsrfadministration@lmsrf.org](mailto: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 e-newsletter has advertising space available. To receive details, send your contact information to [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org).

### **LMSRF's INTERNET COMMUNICATIONS INFO ...**

LMSRF's web page is: [www.lmsrf.org](http://www.lmsrf.org).

LMSRF is Linked in (click here and join):

[http://www.linkedin.com/groups/Lake-Michigan-Sail-Racing-Federation-4323029?trk=myg\\_ugrp\\_ovr](http://www.linkedin.com/groups/Lake-Michigan-Sail-Racing-Federation-4323029?trk=myg_ugrp_ovr)



LMSRF's Facebook page is (click here and "like" it):

<https://www.facebook.com/pages/Lake-Michigan-Sail-Racing-Federation/142206742551155>



LMSRF's Twitter handle (click here and "follow"):

<https://twitter.com/#!/LMSRF>



**Join LMSRF's 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. Post your boat or your availability to crew using the "Database" link on the Group home page. And more!

For complete instructions on using the Yahoo!Group, visit: <http://tinyurl.com/LMSRF-Yahoo-Group-how-to>

### **ORDER RUN RACES RIGHT**

Great Race Committee training guide: <http://www.lmsrf.org/RunRacesRightOrderForm.pdf>

### **HELP LMSRF GROW THE SPORT**

Invite your friends to join you to go for a sail today!

### **DONATE TO 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.