



Lake Michigan SuRF Newsletter

JACK KELLEY ELECTED TO HALL OF FAME

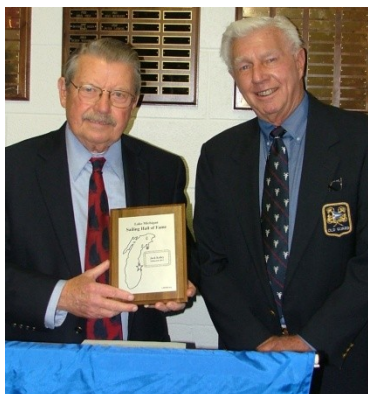


Hall of Fame Chair Gene McCarthy is pleased to announce that Lake Michigan Sail Racing Federation Life Member Jack Kelley has been elected to the Lake Michigan Sailing Hall of Fame. Kelley is a member of and was nominated by the Grand River Sailing Club. His induction ceremony was held at the Grand River Sailing Club, 219 N. Harbor, Grand Haven, Michigan, on Thursday, May 23, 2013, with a packed house of supportive club members. The club's nominating statement:

If you wanted an individual to plan and execute a sailing event, you turned to Jack Kelley. He had some limited cruising experience, when, in 1971, he bought his first sailboat, an Alberg Typhoon keelboat. He later bought a Pearson Triton and ventured into offshore racing – sailing the Triton in the 1981 William Tripp Memorial Race, now known as the Tripp Cup. His earlier training was demonstrated as he won his division and placed 2nd overall in this major East Coast of Lake Michigan event which went from Muskegon, Michigan, to Milwaukee, Wisconsin.

Kelley recognized that the sport of sailing was only as good as those who gave back to it, so he became deeply involved and has continued to serve up to this day. When Grand River Sailing Club was founded in 1981, Kelley joined and immediately began his service by serving on the committee which created the club's By Laws. His work was recognized when he was elected Commodore in 1984. Kelley convinced the sponsors of the Queen's Cup, South Shore Yacht Club of Milwaukee, Wisconsin, to finish their classic race in Grand Haven in 1984, which continued until 1990. Kelley interested Grand Haven businesses in sponsoring sailing events of GRSC. He established the Midwinter Sailing Seminars at GRSC obtaining speaker services of Gary Jobson, Buddy Melges, John Rousmaniere, Bill Gladstone, Gary Hoyt and other notables.

In 1987, Kelley established the 8+8 Rally. This event attracted new members for the club and convinced cruising type sailors to participate. The idea is to sail 8 miles on a beam reach course out into Lake Michigan, round a mark boat (which took many photos) and sail back on a reach to the finish off Grand Haven. The



Jack Kelley (l) and Gene McCarthy (r) at Grand River Sailing Club during the Lake Michigan Sailing Hall of Fame induction event.
Photo by Gail M. Turluck.

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2013 BEST ON LAKE MICHIGAN –

ENTRY DEADLINE IS TODAY, JUNE 6, 2013

Visit www.lmsrf.org>OffshoreChampionships for complete information and entry forms.

8+8 Rally completed its 25th anniversary race in 2012. He realized early on that fun sailing sustains. Other yacht clubs have adopted this scheme in their sailing programs.

Not resting on his laurels, in 1989, Kelley proposed to the club that it sponsor the Rubber Duck Race for the Hospice of North Ottawa Community Organization. Due to a very early sailing date and few boats in the water, the concept of the plastic objects replacing the big boats worked. Kelley chaired this event for 20 years with Grand River Sailing Club and during that time over \$600,000 was raised.

Kelley has recognized that we all need to be replaced as age makes its claim. In this regard, for the past ten years Kelley has actively supported the Grand River Sailing Club Youth Sailing program with both financial donations and boat giving, and inflatable with motor.

Believing that the sport of sailing is not exclusive, he has provided assistance to the Grand River Sailing Club women's sailing program. These gals are called the Winches.

Kelley received the US Sailing Sportsmanship Award in both 1993 and 2009.

He has served on practically every committee of the Grand River Sailing Club and has been honored in many of these years with awards for his service. His sail racing success is shown by the number of trophies he has accumulated in the Queen's Cup, Chicago to Mackinac Race, Tripp Cup, Anchorage Cup, LMSRF Offshore Championship and a great number from the locally sponsored club races. In 2011, Kelley sailed from the Caribbean to Spain, where Kelley and his wife, Joanne, celebrated their 50th Wedding Anniversary. At age 80 (born November 2, 1932), he races his Alerion Express 28 single- and double-handed, and full crewed, depending upon the event. All of his boats have been called *C. C. Rider*.



US Sailing W. Van Alan Clark, Jr., National Sportsmanship Award. Photo courtesy: US Sailing.

His contributions to the sport of sail racing are recognized and it is with pleasure that Lake Michigan Sail Racing Federation inducts Jack Kelley into the Lake Michigan Sailing Hall Of Fame.

WE TALK TO OURSELVES

by Glenn McCarthy

Just like the mentally challenged guy standing on the street corner talking to himself, we in the sport of sailing talk to ourselves. Most event hosts don't bother with press releases, write stories or even get the results on a website, or with great delay getting them up on the website or sent out by an email blast. Step back; when the sport does communicate--seemingly doing it well--just who do its organizers speak to? Who do they target? They target you and me, the sailors. We only talk to ourselves. We talk to ourselves through newsletters, email, websites, magazines, etc. Almost nothing we do ever gets any press coverage outside of sailing media or our little street corner. When do we get press? Strictly Sail Chicago, Chicago In-Water Boat Show, Michigan City Boat Show, and the Chicago to Mackinac Race. With thousands racing on Lake Michigan, and tens of thousands more pleasure sailing, the general public has almost no idea that sailing exists!



When I was a lad, sailboat race results were published the next day in the Sports Section from all yacht and sailing clubs in the Chicago region in the three big daily newspapers (Chicago Tribune, Chicago Sun-Times, and the Chicago Daily News). People who didn't race would call you or tell you they saw your name in the newspaper. We did reach out to the non-sailing public with this effort. Now when we go to the papers with a story for them to publish, as infrequently as we do, they wonder if the story belongs in the Sports or the Lifestyle Section? Eee gads!



Are we bringing the media to be involved? Do we invite the media out for a race as crew, whether the media representative works in Radio, TV, or Newspapers (don't get tangled up that the internet is the only thing today, it is just another arm of the octopus to deal with, and those writers need to be included, too)? As sporting event hosts, we don't dig into the human interest stories, write them down, and get them published in the newspapers. What are we doing to get sailing into the mainstream media? How are we going to get off the street corner and start getting everyone in our towns and cities to hear our story?

It is really easy to understand why we don't do these things. It is too easy not to do them. For a sailing organization's representatives to develop the connections with the media, to become a trustworthy source (this is key), to write what the media wants (number of words, style, etc.) knowing a cut and paste effort is best as the media representatives commonly don't write much anymore, takes more effort that most of the sport of sailing's event organizers are performing today. The media like things delivered to them that take little effort or expense to publish. Remember, it's all about their bottom line. If you don't believe me, look at the widely-read e-newsletter Scuttlebutt (www.sailingscuttlebutt.com). What a perfect example! Almost nothing is written by the editor; it is all cut and pasted from many sources. The news media is no different. They want a packaged press release that they can copy and paste and put right into their distribution.



AOL has created an electronic version of the "home town newspaper" called Patch (www.patch.com). Many communities in the U.S. now have one, however that doesn't mean to neglect the printed home town paper.



Imagine your event that has people who have travelled from out of town to participate. A writer at your event can do human interest stories on the travelers, submit them to the local Patch, your local newspaper and the hometown newspaper of your travelers. Send Patch, along with print hometown papers in one email and surprise your guests with the write ups in their own home towns when they get back home. Is this reaching out to the non-sailors and potentially get them interested?

We need good communications people who can add on talking to the general public while tackling improving the communications talking to ourselves. LMSRF is planning to develop a guide for our member clubs to use in working with the media.

TALKING TO THE REST OF THE (NON-SAILING) WORLD

by Glenn McCarthy

In the prior article, I talked about how we market to ourselves, which is a shrinking and aging population. And man, do we talk to ourselves.

My friend Mike Esposito, a writer at the *Chicago Tribune*, recommended I start a Blog on *ChicagoNow*, which is owned by the *Chicago Tribune* and has decent readership. Their rules are pretty clear: I write it for free. They own what I produce. I can't use that written content anywhere else. The writing has to be "Chicago-centric." My blog entries are based on a geographic area from Kenosha, Wisconsin, to Hammond, Indiana. But hey, at least I'm not talking to "ourselves" (this time) - hehehe. Since *ChicagoNow* has a different audience, of mostly non-sailors, I have to write in a different way. I avoid extensive nautical terminology and make its use simple so all the reader has to do is click a link and sign up and go. On May 1, 2013, I took up his offer. Will it work? Will it get more people sailing? Is this worth my time? I'm not sure I'll find the answer as we have no way to measure participation. For what it's worth, the first post had 98 readers in the first week with an average visit time of 3:24.



Apparently the more you blog, the more people follow your blog, so I'm giving writing the blog a shot. If it works, we'll try to figure out how to roll it and the concepts covered out to the rest of the Lake. According to a recent study, the non-sailing public sees sailing as "Exclusive and



Expensive.” At sailing industry meetings one of the biggest hurdles the industry has concerns with is “access to the water.” So, what is the focus of the blog? Myth Busting! Each blog will describe, using the McDonald’s analogy, the Welcome Sign and the Yellow Arrows painted on the ground, showing non-sailors the way into the sport of sailing. Articles will explain how affordable sailing is. For example, the first blog entry explains where Crew Schools are, and it promised that people could sail for the full year for less than \$1,000. The myth is busted and more will continue to be busted in every article.

In the blog I will not write about the top 10% expensive boats in the sport as beginners aren’t going to start there anyway. I’ll always write about the bottom 90% in the sport, which is where the masses are.



As I continue to research to find the different places where the non-sailing public is Welcome to come in with wide open doors, I suddenly find I am turning in towards the industry’s concern of Access. My second blog was on Adult Sailing Schools. Between Hammond, Indiana and Kenosha, Wisconsin, there are 23 harbors, which have 37 adult sailing schools open to the public. They run from one boat schools to programs with a fleet of boats. Maybe access isn’t as big of a problem, maybe communicating to the “Rest of the World” is?

The research for this article on Adult Schools took about 10 hours. US Sailing and the American Sailing Association



have lists of the schools that are their members, but those two don’t encompass all of the opportunities out there. So searching harbor by harbor, reading through the different program’s websites to make sure they are what it looks like they are, then finding the right hyperlink is “like picking fly poop out of pepper.” It is a tedious and painstaking process to find all the instructional programs that are available. More importantly, the whole idea is about Volume, sound Volume. These organizations are trying to make some noise that US Sailing or American Sailing Association can’t do with their limited lists. Trying to get the public to start talking about sailing requires Volume, that is, making as much noise as possible.

The non-sailing public has a lot of access to the sport. The challenge is in just digging those places out and finding them. There isn’t a Red and Yellow “Welcome Sign” or a Yellow curved arrow on the pavement bringing them into sailing. Whoever recognized McDonald’s brilliance in marketing with these two little displays of open arms? Forward this link to the blog to your friends, family, co-workers, or neighbors who have expressed an interest in sailing. This gives them access, affordability, and shows that the sport is not exclusive – all Myth Busting! <http://www.chicagonow.com/sail-lake-michigan/2013/05/adults-start-sailing-now/>



Courtesy: Mythbusters.

What is the feedback from the general public so far after three articles?

🚩 I would have never known (sailing) was so accessible. Thanks for the info!

🚩 I love your blog about the affordability of sailing, keep it up.

When writing to the general public on getting them into sailing, there are many topics available and I’ll keep hitting them all trying to feed the next generation into to the sport.

PEEING

by Glenn McCarthy

I’m not sure if I am writing this article in jest, in seriousness, as a trial balloon, or even why? Is this a problem looking for a solution, a solution looking for a problem, or does nobody really care?

On many race boats, males commonly urinate over the side of the boat into the Lake. There doesn’t seem to be any care if kids or females are onboard or sailing past on another boat. In some parts of the country, this practice does not happen at all and they even have rules in their sailing instructions against it. It may just be a regional thing, I guess.





In the past two years, I have heard of two different Race Committees requesting the Protest Committee to initiate a RRS 69 (unsportsmanlike conduct hearing) against sailors who urinated in view of the Race Committee who were offended. In both cases, the Protest Committee did not act.

As the chief head (I wished these two words were reversed) maintenance worker on the boats I have sailed on since I was 15, my theory has been, one more use of the head is one step closer to it not working and needing fixing. The less it is used, the longer it will be serviceable. I'm not defending the practice of males urinating overboard, I just want the head to work and not have to do a repair at sea with those standing in line with their legs crossed shouting at me, "Hurry, hurry!"



I heard this story through the grapevine. Vicki Lawrence was Carol Burnett's sidekick. She married a make-up artist, Al, who was a sailor. Together they built an Andrews 70, and named it Vicki. When they launched Vicki, they went out for a sail and afterwards Vicki called a crew meeting. She said, "Guys, we have two wonderful heads down below, I really don't want you to do your thing off the back end of the boat anymore."

The only answer to that is "Yes ma'am, you're paying the bills!"

So they go out sailing next time, and again Vicki calls a crew meeting back at the dock. She says, "Guys, I've changed my mind, I no longer want you to use the heads down below, as I want to see if you can hit the ocean! Footnote - Lindy Thomas bought this boat a few years ago, renamed her Condor and keeps her in California.

As we are peeling back the layers of the onion trying to figure out how to grow the sport, does this practice cause anyone to stop sailing (male or female)? Do some new people come out sailing and get totally offended and not return? Is this practice an image problem for the sport? Would any of our female sailors write me (I'll leave your name out of future responses if you wish) and describe the conversations you've had with other females about this practice? Is this a deal killer? Do we lose sailors over it? Let me hear from you, if this has ever been an issue. (glennmccarthy@yahoo.com). If it's not an issue, let's just forget I wrote this!



WILSON THREE-PEATS AS 2013 LAKE MICHIGAN MATCH RACE CHAMPION

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

LMSRF's 2013 Lake Michigan Match Race Championship was conducted concurrently with the 2013 LMSRF Richardson Trophy Qualifier May 18-19, as part of Chicago Match Race Center's 2013 Spring Invitational off Belmont Harbor in Chicago, Illinois. This was an ISAF Grade 3 Match Race event.



LMSRF Match Race Championship winner Donald Wilson. Photo credit: Chicago Match Race Center.

In no one's memory over the past ten years has there been as fluky wind conditions as there was in this LMSRF-sanctioned event. There were several postponements on shore and on the water waiting for sailable breeze over the two days of racing, with long periods of calm conditions. In the end, only 6 flights of the first round robin could be completed. Nevertheless, this partial flight was enough to constitute a regatta. In such a shortened series there is often the challenge of working out tie-breakers per the Racing Rules of Sailing, and a three-way tie for second in this one provided an extra good workout for the umpires!

Team Don Wilson's performance resolved the tie in his favor, taking second overall as well as winning the Lake Michigan Match Racing Championship for the third consecutive year. Nathan Hollerbach resolved to 4th overall and second in ranking for the LMSRF Match Racing Championship. Overall winner of the regatta was Ryan Davidson and his Newport Beach Balboa Yacht Club-based team.



Darcy Cook of Chicago Yacht Club, a US Sailing Senior Race Officer, headed up the race committee, and Don Rinda, International Umpire of St. Petersburg, Florida, headed up a team of eight umpires that included three ISAF International Umpires for this competition. This event challenged these folks, as well as CMRC's event leadership headed up by Tod Reynolds to the max, and by all accounts they all did a totally professional job.

Invitations have been extended by LMSRF to Don Wilson and Nate Hollerbach to sail for Lake Michigan in the Great Lakes Match Racing Championship for the Richardson Trophy at the Buffalo Yacht Club, Buffalo, New York, September 12-15, 2013.

PAST COMMODORE PROFILE – JIM GIGNAC

by Glenn McCarthy

Jim Gignac was a partner in Elgin Dairy Foods which provided products to McDonald's, amongst others. Having sold the business off a few years ago, Gignac is semi-retired, which allows him time to spend with his family with wife Ann Marie, Casey, 13 (5 years at CYC), and Arielle, 4 (future at CYC). Born in Oak Forest, Illinois, he started sailing in 1982 on a Snark at his family's lake house. Initially he was a self-taught sailor, then took lessons with North West Sailing Association of Arlington Heights, Illinois. He has sailed dinghies and Hobie Cats, offshore boats and even the 60-foot wooden N Class Sloop "*Serenade*."

You'll recognize the boats he's owned: *Aguila*, a Morgan 27 on which he made five Chicago-Mackinacs as the smallest boat in the fleet, *Dos Aguilas*, a J/105, and now *Salsa*, a J/130. The only other place he has raced other than Lake Michigan is Freemantle, Australia – talk about a leap! He has sailed other places, including delivering a boat from Subic Bay, Philippines, to Hong Kong, San Francisco Bay, San Diego, Key West, Fort Lauderdale, Butternut Lake and Lake Geneva, Wisconsin.

The funniest experience he has had while racing was during the slow 2004 Chicago-Mackinac Race. He realized while preparing Sunday night dinner that he had forgotten a colander to drain water from fresh pasta. He thought of a couple ways to accomplish the feat and instructed a crewmember to drain it down the sink. The crewmember grabbed the pressure cooker pot and Gignac went to navigate their position. Next thing he knows, a splash is heard from the deck, accompanied by a little cursing. "What happened ...?" The crewmember thought the sink drained into the holding tank, so he took it upon himself to drain the pasta off the stern, thereby dumping the dinner and the pressure cooker into the lake. Not only were they out of dinner that night, but the rest of the meals had to be cooked in a coffee pot. And they did not finish until 1:00 a.m. Wednesday morning – a really slow Mac!



Past Commodore
Jim Gignac.
Photo by Gail M.
Turluck.

What was the most exciting and/or terrifying thing he ever had occur aboard? While racing the Morgan 27 from Michigan City, Indiana to Chicago, Illinois in the third leg of the Tri-State Regatta of 1998, the rudder snapped in half while reaching through 15 foot swells. They were towed 20 nautical miles by *Firecracker*, the Erikson 34 owned by John Gottwald at that time (they were and still are good friends).

What was your best or proudest race ever, what happened? I have a decent trophy collection – but that does not matter. More importantly, every race, we cheer at the finish line – no matter how bad we do. We know it means a lot to the Race Committee who have given up their free weekends to give us the privilege of racing. We also say thank you with a smile! I can still remember racing J/105 North Americans in 2002, when there was a fleet of fifty boats on the starting line. The first day, it blew like stink, something like 40 knots out of the Southwest. We blew up our only decent spinnaker in the first gybe. During the last race of the day, we rounded the last windward mark dead last. Bow Lingle was stationed at the windward mark with the Corinthian (when clubs helped clubs). As we rounded, the crew began doing "The Wave" from the rail. That was my proudest moment, knowing that we were still having a blast!



Gignac has been an active volunteer to the sport: Past Commodore, Commodore and Vice Commodore of LMSRF. LMSRF Area III Fleet Captain, Communication Officer, Administration Chair, and Section Break Committee. Chicago Corinthian Yacht Club Past Race Committee Member, Past Race Chair and an US Sailing Certified Club Race Officer. His proudest accomplishments for LMSRF includes: change administrative vendor from long term single source to boutique professional firm; spearheaded change in online environment from website based to social media and Constant Contact platforms; achieved survival of organization despite fifty percent drop in revenue resulting from economic downturn of 2008; began migration from Eurich to online system developed by Design by Don; ensured ongoing viability of organization by changing from yacht clubs sharing of large fixed expense to largely variable expense (Area III can still function regardless of number races held and/or attendance); core team member responsible for transition to Eurich Management (2007); finalized accounting from Captain's Emporium; reallocated yacht club sharing of fixed expenses to be more participation versus event focused (team effort); and, developed interactive database to evaluate previous year's participation and extrapolate changes for coming year. For many of these accomplishments, Gignac was awarded the LMSRF Area III Yachtsman of the Year in 2012.

How does Gignac see where LMSRF benefits clubs and sailors? Creating a common thread – it is a big body of water.

What would Gignac like to accomplish with LMSRF? More online social communication amongst all participants.

Good work Jim, we're glad to have you around!

JUST WHOSE JOB IS IT TO GROW SAILBOAT RACING ANYWAY?

by Glenn McCarthy

When I asked Eric Jones of World Yachts this question recently, his answer was "Everyone." But the next question I ask everyone is, "And how is that working?" As everyone in the sailboat field succeeds when more boats are out there racing, doesn't everyone want growth and to prosper, or at least to replace them so someone is available to buy their boat when they are done with it? Is it possible that the entire sailboat industry is disjointed?



Let's look at the top associations in sailing:

- Sailors commonly are members of Yacht Club, Class Association, US Sailing and/or LMSRF.
- Sailing Schools are either members of US Sailing or the American Sailing Association (ASA)
- Marinas commonly are members of the Association of Marina Industries (AMI).
- Marine Bankers are member of the National Marine Bankers Association (NMBA)
- Life Jacket makers are members of the Personal Flotation Device Manufacturers Association (PFDMA)
- Shipyards and Chandlerys are members of the Marine Retailers Association of America (MRAA)
- Boat builders & boat parts makers are members of National Marine Manufacturers Association (NMMA).
- Sailboat builders and parts makers are members of Sail America (SA).
- High Schools are members of Interscholastic Sailing Association (ISSA) and Midwest Inter-Scholastic Sailing Association (MISSA)
- College Sailors are members of Inter-Collegiate Sailing Association (ICSA) and Midwest Collegiate Sailing Association (MCSA)
- Boat Brokers and Dealers are members of the National Marine Representatives Association (NMRA) or Association of Yacht Sales Professionals (YBAA)
- Boat Designers are members of the American Boat & Yacht Council (ABYC).

Is there any coordination between all of these organizations? No. About ten years ago one of the big alphabet consulting firms did a study of sailing in England. I was at the meeting where the researcher gave his report. They, too, have as many industry associations in sailing as the U.S. does. The consulting company recommended a merger of all of the associations so there is coordination, remove overlaps and get sailing growing. As far as I know, it hasn't happened in England.



Can anyone identify what proactive "sales" program each organization above offers? Does any single "sales" program jump to the top of your mind? What is it? Where is it? I'll start with the top two targeted to sailing that I can think of: Sail America has "Discover Sailing" and runs the "Strictly Sail Boat Shows" (some done in concert with NMMA) across the country <http://www.discover sailing.com/home.asp>. After that, I can't think of another proactive program that is attempting to lure the public to come join sailing.

Then, it hit me following Eric Jones' answer, that EVERYONE is responsible for growing sailing and getting new people off the street involved. That at the very minimum, there should be a very simple triple-icon that any and all sailing related websites should put on the same part of their homepage, so no matter who is surfing the web, they all get the same "intro" to sailing. What would be in the triple icon? Step 1 – a video describing the romance, excitement, camaraderie of sailing (sell the sizzle). Step 2 – an online sailing school to learn the lingo and concepts of sailing. Step 3 – a link to all of the schools available to teach hands-on.

Analyzing this, I could see this on Everyone's website in the list of associations and members above, with the only exception that the sailing schools would change the Step 3 link to their own school and not promote the competitors (this makes sense, doesn't it?). So how can this be done?

Step 1 – We need to find the right "sizzle" video.

Step 2 - Utilize an online course to teach people the basics and terminology of sailing (examples: www.NauticEd.org, or <http://www.asa.com/lts-yourfirstsail.html>, or <http://www.psychosnail.com/sailing/howtosail>). They are perfect fit and ready to go.

Step 3 – Having looked recently to find all of the sailing schools from Hammond, Indiana to Kenosha, Wisconsin was a 10 hour research project. It is not as easy as one would think. Relying on lists at US Sailing or the American Sailing Association of the schools they have certified, just doesn't give as broad of options to assure that there are schools as close to people as you would hope. I think LMSRF would be the best place to host the list of all possible sailing schools around Lake Michigan.

So, how receptive would EVERYONE be to this? Let's hear from the boat brokers, dealers, marinas, boat builders, shipyards, yacht clubs, sailing schools, chandleries, high school and collegiate leaders. Would you be ready to have a dedicated regional program to grow sailing? Eric Jones, you are 100% right, it is everyone's job to sell sailing, and we need a cohesive plan that all of us can work with to steer new people into sailing. A Three-Step process is the beginning. Let me hear from you (glennmccarthy@yahoo.com).



ONE SAILBOAT DEALER WHO'S CHANGED THEIR MARKETING ANGLE

An interview by William Sisson in *Soundings/Trade Only-Today* with Karma Yacht Sales' Lou Sandoval of Chicago,



Illinois, describes some research and marketing changes that Sandoval has implemented to reach younger sailors and draw them into the sport. He has found this to be critical to his business' success and the future of sailing.

Story here: <http://blog.tradeonlytoday.com/tradetalk/?p=929%22>.



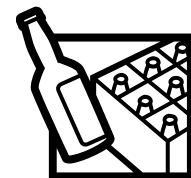
DOCK PARTIES

by Glenn McCarthy

I'm not too sure what happens with big boats around the rest of Lake Michigan, but in Chicago for eons, the boats were all on moorings, or cans, swinging in the harbor, and after racing either the boats dropped everyone off at the dock at the club, tied their boat to the can and came back into the club, or they simply tied up to the club for the social and later on put the boat away.



Then the Park District with manager Westrec filled the harbors with docks and slips, nearly eliminating the mooring cans. Now when boats come in after racing, many go directly to their slips, and with other of their friends nearby, the party breaks out ... and they never get over to the club. There are other reasons the party stays on the dock, other than the convenience. It is much easier for the crew to buy and provide beverages, as some aren't members of the clubs. The cost of a beer is cheaper on the dock than it is at the club. Lord knows I buy my 30-pack for what 2-3 cans of beer at some clubs cost, plus it's the beer that I like, rather than the "standards" all bars serve.



But put cost and convenience aside (really?). Step back at the 20,000 foot view. This fractionalizes the sport. You and your crew are missing out on meeting the other boats' sailors in your section, or fleet, even when they're



having their own party one pier over from yours. The clubs do spend a fair amount of money paying for the season, planning over the winter, providing race committee boats, food and beverage for the volunteers on the committee boats, fuel, flags, cannons, sign boards, training, etc. Everyone has a responsibility to give back to the clubs to help cover the cost of running the races. Even when the clubs are amortizing the purchase cost of their race committee boats over 40 years (general maintenance and upkeep of these boats costs more during 40 years than the original purchase price), there still are costs to cover!

Recently someone sent me the rules for Beer Can races at San Diego Yacht Club. One of the rules is, "Thou shalt go to the yacht club as soon as the boat is put away." This is such solid advice and good for the camaraderie, spirit of sailing and financial support, I've added it to the Fun Rules of Sailing!

IF KIDS GO SAILING, WHY CAN'T I?

by Bruce Thompson, Chicago Corinthian Yacht Club

Have you ever looked out on Lake Michigan on a bright, warm, sunny day and seen kids sailing and thought you'd like to do it, too? After all, if kids do it, adults should be able to do it, too. So, let me give you some insight into how those kids do it.

I am an instructor for the Chicago Corinthian Yacht Club Junior Fleet. I started sailing in little eight foot prams more than 50 years ago. The first thing the kids did was find an experienced mentor, me. The best thing about choosing me is that I have access to seventeen small sailboats. Then the kids figured out that to start sailing, start out sailing on someone else's boat.



The next thing they did was they remembered that as kids they know that they have a lot to learn. They are quite comfortable with the idea that the instructors are in charge and they should always follow instructions from them. Having a good mentor is very important.

Then they had the introductory lesson on safety. The kids want to have fun, but they also want to be safe. Before beginning, they needed to learn to swim. The typical sailing beginner is a swimmer about seven or eight years old. They need some basic personal equipment. They are required to always wear a life vest with a whistle. They are taught to blow their whistle to attract attention if they ever feel they are in danger. They are taught to respond to a whistle, to go get help for the person who whistled to them for assistance. This is similar to calling 911, something they already know how to do. Typically, they call for the instructors to come take charge.



Then they get the lesson on self-reliance in the event of capsizing. We have developed a cold water survival swim test. This test conforms to the same principals as the Coast Guard Cold Water Survival seminars. A common concern that beginners have is that Lake Michigan is big and the water can be cold. The scariest commonly occurring problem they might face is capsizing. So this test simulates the conditions they would face during capsizing, in a safe, controlled, supervised situation.



First they need to get prepared. They have to wear their life vests and check that their whistle is secure. They need to have a towel and a full change of clothes handy on shore because they know they are going to get wet. Ready? Let's begin.

The first step is to take a quick, deep breath as they jump into the water. As the Coast Guard advises, the first minute is the most critical as your body will undergo involuntary reactions to the immersion in cold water. The first reaction is to gasp. But the kids have already taken a pre-emptive gasp before they hit the water. So, their lungs are already filled with air and they cannot involuntarily suck in any water. Their life vest will quickly pop their face back above water, where they can regain control of their breathing.

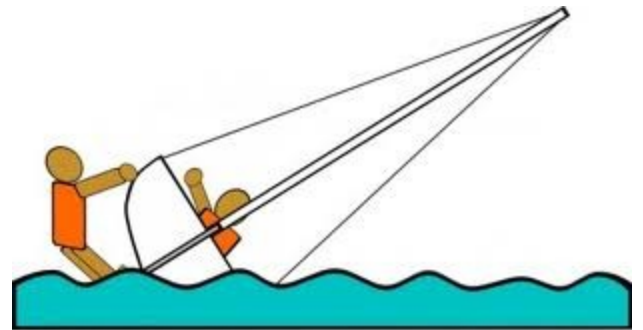


Step two is to blow their whistle. This serves two purposes. The first is to help suppress any tendency toward hyperventilation. The flow resistance of the whistle helps steady the kid's breathing pattern. It also alerts those around him/her that they need assistance right away.

Having survived the first minute, they now have ten minutes in which their arms and legs are useful to get out of the water and on the way to shelter. We have the kids swim in their life vests for a few minutes. Our float is sixty feet long, so we have them swim down and back twice, for a total of eighty yards. We have them swim wearing their life vests, even though they can swim without them, because we believe in the advice of the Navy SEALs to "train like you will fight." Since they will always be wearing their life vests while sailing, they should wear them for training, too. Plus wearing the life vests provides a major addition to the safety margin.

But we do want the kids to be able to handle the unexpected, so the next step to the swim test is to remove their life vests as they tread water, and then put the vest back on unassisted. While we do not expect the kids to ever have to do this themselves, knowing how it's done would allow them to tell someone else, who has fallen in without a life vest, how to help themselves with a thrown life vest.

With the last few of the ten minutes allocated before the cold adversely affects their ability to swim, we come to the grand finale. We put two kids into a pram and have them deliberately capsize it, so they can then right it themselves. We use the "scoop recovery," where one kid puts his weight on the centerboard of the boat to turn it back right side up, while the other swims to the opposite side and gets "scooped" into the boat as it swings back upright. This puts the second kid inside the boat to help the first kid climb back in. Once both are back inside the boat, the test is over and they bring the boat back to the instructors and hustle inside to dry off and change into the warm, dry clothes. This is the recommended First Aid technique to deal with hypothermia.



The smiles on the faces of the kids who have conquered their fears and survived the swim test are enormous! They have a new self-confidence because they have "been there, done that." They are ready to go have fun learning about sailing. Those kids are very bright. They know how to have fun while learning!

And that is how you get to be a kid who can sail.

GROWING SAILING AT THE BEER CANS OPPORTUNITY

by Glenn McCarthy

Recently I tossed another idea that the general public be invited to the harbor for Beer Can races and get mated up to those boats who have room. Reactions by clubs were mixed (really, in sailing??). Two clubs were ready with open arms to bring new sailors to the sea. One was totally against the idea, not wanting strangers in the club that they pay for without having some already built-in connections to the sport and not wanting any additional UBI. The fourth likes the idea, but was looking for a more complete plan on how to make it work by trying to avoid becoming a tourist attraction, and get those who are interested in becoming a sailor for the long run instead.





Quickly, I looked up some statistics. I already knew that 50% of Astronauts have motion sickness. Studies have shown that 33% of people have motion sickness in mild waters and 66% of people have motion sickness in rough waters. If mating up the Astronauts' mal-de-mer rate with the seasickness study rate pans out, our sport, on this basis, excludes about one-half of the population! I really hadn't thought of this before. But, hey, with 8,000,000 people in the Chicago region, cutting it down to 4,000,000 is just a few more than we have space for on the waterfront anyway

(tongue in cheek).

A complete plan needs to be built to make this work well. Each club or harbor would need to poll the boat owners to find out how many would take hitchhikers, and how many hitchhikers they could take. However, I would recommend space in pairs, not as singles. Appreciate that for one person to go out on a boat of total strangers for a few hours is intimidating enough, where pairs (a couple, two friends, two co-workers, etc.) could have comfort in each other if it doesn't work out. A point-person at the club would gather the information from the fleet, or harbor, and relay that information to me (I can use the blog, or Craigslist) with the maximum number of open spaces at each harbor/club, and who to contact to confirm a ride. Then on Beer Can day, this point-person would meet the guests at an appointed location and direct them to the boats they are to sail on. Is this too complicated? Is it too easy? How many new sailors can we create a week doing this? Is this a bad idea? Is this a good idea? Let me hear from you. (glenntmccarthy@yahoo.com).



MY FIRST REGATTA IN 2013 WAS RUN PERFECTLY – Part 1

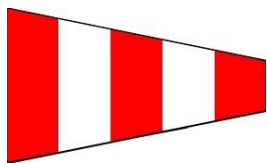
by Glenn McCarthy

ISAF and US Sailing created certification programs for Race Management. These documents and training modules are modeled to design racing and train Race Management personnel so that they can run races at the 300 person, once every four year regatta called the Olympic Games. They want all Race Management worldwide to run races identically. It provides a bigger pool of race officials to draw from to run the Olympic Games. One of the critical pieces in the manual is that they have placed the responsibility on Race Management to assure that each race is "Fair." No racer should get an advantage especially on the first beat, where a "large" wind shift has occurred, the manual and training programs require the Race Management to use either the postponement or abandon

processes to avoid an "unfair race." Also, if the race course has patchy wind, where one side might have more pressure and the other side less, favoring those who went to the pressure side, again they require the use of the postponement or abandon processes to avoid an "unfair" race.

The manual stresses that Luck is to be eliminated at all costs. Lord knows that no event in the Olympics should ever be decided by Luck. It would make a mockery of the Olympics and cause an International uproar in the Press. Racing must be decided by Skill and Strength alone.

What happened on my first outing of the season? On Saturday the wind came up twice for an hour and fifteen minutes each time and was somewhat flat the rest of the time. Just enough to get two races in for the day. However, the wind was fanning back and forth about 60 degrees,



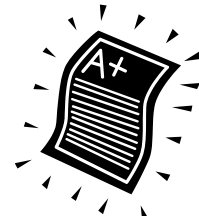
and it was oscillating from 3 to 6 miles an hour. The Race Management, seeking perfection, flipped to the Race Management Manual that identifies that conditions like this do not provide fairness and kept the Postponement Flag up the first time the wind filled in. The second time the wind filled in, they were managing to keep moving the start and windward marks back and forth seeking perfection in squaring the course, the wind died as they had used up one hour and fifteen minutes of wind. They let us start with the wind going flat



and the wind had gone left 40 degrees and they flipped to the manual which instructs them to abandon, which they did, after 15 minutes of racing. The fleet headed for the hoist and after the first few were out of the water, the wind filled in again (the race course is no more than 15 minutes in light air from the hoist).

The definition of what constitutes a race today has become: Between 6 and 22 miles per hour of wind, phasing back and forth no more than 8 degrees, and the wind speed is generally constant over the entire course. Only those who excel in these confined conditions shall be declared winners.

I'd like to report to ISAF and US Sailing and the IOC that the performance of the Race Management was stunningly perfect - flawless. Your manuals and training has found its way all the way to 20 boats on a tiny lake which none of the competitors have any ambition to go to the Olympics, and forced them to live under the Olympic Ideal.



Footnote – Intentionally I didn't identify the event, it is a repeat of many other events sailed in the past 20 years. I hold no anger or hostilities nor will say anything negative about this event. In fact I give kudos to the event. It is an awesome event. I've gone there for 40 years and will be back there next year. It's a great facility, the food and drink plentiful, and it is one gorgeous inland lake. I cannot thank the volunteers enough, they do an incredible job and I include the Race Committee in this Thank You. They did exactly as they were trained and certified to do, when it comes to accountability, they performed flawlessly. I really, really mean this from the bottom of my heart.

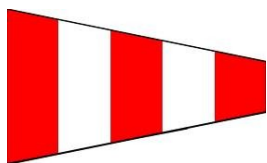
MY FIRST REGATTA IN 2013 WAS RUN PERFECTLY – Part 2

by Glenn McCarthy

I had not realized until this weekend that Tom Neill (he had a number of boats called *Nitemare*, the last boats he owned were a Melges 24 and a Santa Cruz 70) was a Prophet. We were at the starting line one time, he on his sled, we on ours, but Tom's cancer had reached the stage where he was sitting on a lawn chair on the afterdeck, with an oxygen bottle, with a tube in his nose. Everyone respected that he had less than a year to live and admired his strength to keep racing and having fun for as long as he could. He was, and is, an inspiring model for anyone to follow to enjoy life for as long as possible.



It was a beautiful summer day, the sleds sailing back and forth doing 4.5 miles per hour of boat speed on mainsail alone. The Postponement flag hung and hung and hung. We were itching to race, that's what we came for. What would the race provide? It would have been on the slow side going upwind, and would have been a long really slow ride downwind, not downwind really, it would have been pole on the head stay and lots of jibes, zig zagging to keep some boat speed going, and jibing a lot. No doubt we would be close to a time limit race, but we would have made it across the finish line in those conditions. We shared the starting line with other classes, the Farr 40's, Beneteau 40.7's, etc. More than likely, they wouldn't make it around the course in the time limit. But the sleds could and there were no overall prizes to contend with, only section prizes.



So, Tom shouts, "Hey, Race Committee, start the race. I'm dying to race out here!" (You really had to know Tom, and you caught his wit right now.) We didn't race, we kept sailing back and forth at 4.5 miles per hour. The postponement flag held the day.

As our other boat, the small boat, had become a little tired beginning 10 years ago, this winter the decision was made to make her like new. It had an odd original gel coat job from the factory. From the day we purchased this boat about 20 years ago, the gel coat was chalking. We buffed it, lightly sanded it, polished it, waxed it, Tefloned it, and kept trying different chemicals and still it powdered. And I don't mean a little. When we would wash the boat on the trailer in the parking lot, we left a white shape on the ground of our boat on the blacktop. This was amusing and embarrassing all at the same time. The gel coat had ablated away to the point where you could easily see the fiberglass in many areas. So the skipper sanded off all of the remaining gel coat over the winter, prepped it and a painter put on a new coat of Imron paint.



Five years ago, a little snaggle caused the mast to be bent. It was straightened by bending it around a tree and we have been using it since (a new mast came in 5 years ago and we left it wrapped up in plastic as our “back up” mast). When you re-bend a mast, you can see that it’s not straight and still has some waviness as you look at it from bottom to top. Additionally, the leech of the jib touched the spreader on one tack and was 7” away from the spreader on the other tack. The mast was torqued a bit. It was not quite straight, but usable. So making the boat like new this year, we brought the new mast out of the plastic, fitted her, tuned her and made the boat race ready. It had been 217 days since the last fall regatta and this was the first spring regatta of the year – 3/5 of a year had passed with a long cold winter and an equally long cold spring. The weather had just turned for the better in the past week. We were champing at the bit to get out of the gates and see what this boat could do.

With this being a two day event, we geared up for Saturday, launched early to test things out and spent an hour under deck making the range of adjustments on control lines just right. There was a good breeze as we tested everything out. We were ready to go.



Welcome to Midwest sailing. The wind does four things like clockwork. It shifts a whole lot, the speed of the wind goes up and down like a window shade, it is patchy, and commonly it fills in from one side before it gets to the other side of the race course. Seasoned veterans have raced in these conditions their whole life. Is it a crap shoot racing in these types of conditions? You bet! Is some luck involved? You bet! Does the guy who is still new and young at sailing who shows up with an old boat and old sails have a chance at winning a race? You bet!

A 50-footer sails along the coast delivering the boat under main only and a Laser is sailing off the beach and sees it coming. There’s no starting line or finish line, there’s no notice of race or sailing instructions, no start time or any of that, but each time there are two sailboats on the water, a race breaks out! The Laser sailor suddenly hikes harder, makes tuning adjustments, the 50-footer tweaks their trim, the couple of people on the deck move out to the rail and the race is on! It lasts less than 5 minutes, the 50-footer quickly goes out of range and everyone relaxes again. Point being, everything and anything is a race.

In the past, before the perfection push by ISAF and US Sailing, we would race in fluky conditions. We would find a winner, and all places in between down to the last place boat would be determined. And do you know what? No one quit (except Ken Himmelright who simply had no patience for light air sailing) in protest that it didn’t meet the definition of ISAF or US SAILING that it wasn’t a “race.” We all considered it a race and worked harder in those conditions than when we do when it is blowing 20. We do have a few racers today who have drunk the IOC/US Sailing/ISAF Jimmy Jones Kool-Aid. But they don’t have any Olympic ambitions. They read the Race Management Manual and expect races not to be run in crapshoot conditions. There are plenty of sailors who would rather race in crapshoot conditions than not race at all. If these Kool-Aid Drinkers insist on these perfect conditions for racing, then why don’t they get on the IOC/ISAF/US Sailing track? Those few “rock stars” who think the Race Committee did the right thing for two days, not running any races, is this what is going to grow sailboat racing? By not racing?

Competitors came from a four state region, paid a \$135 Entry Fee, many stayed at hotels for a two nights, spent anywhere from \$3.60 to \$4.35 for a gallon of gas for their drives there. A lot of expense and a lot of time gets invested and we want to race. We don’t care that it doesn’t fit the IOC model of perfect racing. Just start the races, and let the racers figure out how to get to the finish line the fastest.

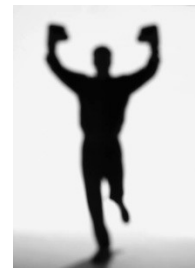


Years ago we went to the Bacardi Cup in Miami, six races over six days. Driving down to Florida and back filled up a week’s vacation. The PRO had decided that the winds had to be between 12 and 18 and steady in forecasted direction for the duration of the race. His favorite flag was the Cat in the Hat (postponement). He used it ashore a lot and out on the committee boat. At the start of the week he was much more likely to use it, but when pushed with his back against the wall and running out of days to get races in, he would stop using it, set up double headers, and sail in conditions that were much less desirable than the days he passed on earlier in the week. After doing this for 5 years, and in the fifth year he ended up on the last two days of the event running



double-headers for a total of 4 races for the week, I was done. I did not need to take a week's vacation to race 4 races over 2 days that I could have done on a weekend regatta not missing any work. The strive for race course perfection designed and trained by ISAF and US Sailing is a complete turn off.

So what exactly is a champion? Is a champion one who only performs well within the box of 6 to 22 miles of wind and shifts less than 8 degrees? This is true for the Olympics. But for the weekend warriors, people just looking for some fun, relaxation, recreation, new stories to tell at the bar, why shouldn't we crown a champion that can deal with a much wider range of conditions? Why shouldn't we have races that are crapshoots? Why shouldn't we race when there are 60, 180 or even 360 degree windshifts? Why shouldn't we race when there is barely a breath of wind, keep the course real short and let us go? Why shouldn't we race when the dogs are being blown off chains (and for those who aren't skilled at this level, please stay ashore, jump in a rescue boat, or join a team with experience in these conditions so you can learn before going out and trying).



Damn you IOC, Damn you ISAF, and Damn you US Sailing. Sailors drive for hours to come to an event. There are short times where wind is in where races could be run. Those races would have been those types where on each leg all boats gain or lose 12 boats at each rounding. At the end of the day the cocktail hour would have been full of stories about this boat and that boat – just like it would if we had sailed a perfect Olympic race. But we would not have sailed it in perfect Olympic conditions, we would have sailed it in recreational fun, crazy, hair pulling conditions, which is what we weekend warriors are about. **Race Management perfection is now being measured in not running races.**

It is time to take some pages out of the Race Management Manual and burn them for recreational sailboat racing.



We need to go back to the days where the Race Management's job was to start and finish races and keep score – that's all. We need to completely eliminate the responsibility placed on Race Management to assure a "fair contest." We need to eliminate the tool that allows Race Management to bring in Olympic fairness to our race courses.

In two weeks we will make an 11 hour round trip drive to another Midwest event, to try again where Race Management has been trained by the IOC/ISAF/US Sailing model. We will continue to be sure to keep our expectations low that we might get some races done. They, too, are a facility that prides itself on following the IOC/ISAF/US Sailing model of Race Management.

Tom Neill, the Prophet, was 100% right. We're "dying to race out here." In Tom's terms it was that he had been given a time limit on life. The rest of us are happy go lucky, not knowing what our time limit of life is, or just take the more cliché version – we're dying to race. God bless you, Tom. God bless you.

NATIONAL MARINA DAY & SUMMER SAILSTICE

by Glenn McCarthy

These events try to build a day on everyone's calendar to invite the general public down to the harbors and beaches, and for all boaters to take these potential future sailors out for a ride and attempt to entice them to join the sport of sailing. We encourage any club, organization, business, etc., to sign up and become a part of the biggest events to introduce the general public to sailing.

National Marina Day is June 8, 2013. To see if any last minute joiners were added visit (<http://www.nationalmarinaday.org/participants/>).

2013 Participants:

Karma Yacht Sales, Chicago, IL

<http://www.nationalmarinaday.org/participants/karma-yacht-sales/>

Valvtect Marine Fuels, Northbrook, IL



<http://www.nationalmarinaday.org/participants/valvtect-marine-fuels/>

Hammond Harbor, Hammond, IN

<http://www.nationalmarinaday.org/participants/hammond-marina/>

Eagle Pointe Harbor, St. Joseph, MI

<http://www.nationalmarinaday.org/participants/eagle-pointe-harbor/>

Mackinac Island State Harbor – DNR, Mackinac Island, MI

<http://www.nationalmarinaday.org/participants/mackinac-island-state-harbor-departmen-of-natural-resource/>

Pier 33 Marina, St. Joseph, MI

<http://www.nationalmarinaday.org/participants/pier-33-marina/>

Straits State Harbor – DNR, Mackinaw City, MI

<http://www.nationalmarinaday.org/participants/straits-state-harbor-department-of-natural-resources/>

Terrace Point Marina, Muskegon, MI

<http://www.nationalmarinaday.org/participants/terrace-point-marina/>

Traverse Bay Marine, Traverse City, MI

<http://www.nationalmarinaday.org/participants/traverse-bay-marine/>

The Dockside, Oconto, WI

<http://www.nationalmarinaday.org/participants/the-dockside/>

Summer Sailstice is June 22-23, 2013. To see if any last minute joiners were added visit (<http://www.summersailstice.com/events>).



2013 Participants:

Chicago Sailing, Chicago, IL

<http://www.summersailstice.com/event/celebrate-sailing-chicago>

Milwaukee Sailstice including Milwaukee Area Sail and Trail & Milwaukee Community Sailing Center, WI

<http://www.summersailstice.com/event/milwaukee-sailstice-event>

Racine Yacht Club Fun Race, WI

<http://www.summersailstice.com/event/fun-race>

Northwest Sailing Association, Arlington Heights, IL is having a "member only" event stretching from Racine, WI to Burnham Harbor, Chicago, IL.

<http://www.summersailstice.com/event/il-northwest-sailing-association>

Commentary - The Association of Marina Industries started National Marina Day in 2001. Obviously it is focuses on both sailing and power boating as marina operators serve both constituent groups. John Arndt, Associate Publisher of Latitude 38 Magazine started Summer Sailstice in 2001. Obviously it is focused only on sailing with a name like that. In 2013, US Sailing announced their support of National Marina Day. While this seemed odd for a sailing organization to do, you need to realize that US Sailing has branched off, creating a sister organization called US Power boating, so it makes some sense where they made their allegiance.



Making the math simple, we all need to promote the sport to get more sailors out there. We need to have one day a year we all contribute, introducing new people to sailing. The keyword is "a day." And when I say "We" that means the sailors, brokers, dealers, chandleries, yacht clubs, shipyards, marinas, riggers, sailmakers, etc.

LMSRF would like to encourage everyone to learn about **Summer Sailstice**. It is well designed, with pre-canned press releases for your organization to send out to the local media and instructions on how to build your own event. A day focused on sailing and sailing only is easiest for us to understand, explain and participate in. Please read through the Summer Sailstice website and become familiar with this event -

<http://www.summersailstice.com/about-sailstice> and http://www.sailamerica.com/newsletter/e-news/april2013/article_02.html.

FOR CREW ONLY (SKIPPERS CAN SKIP READING THIS ARTICLE)

by Glenn McCarthy

When was the last time you called or emailed your skipper and said, "Let's go racing!" or "Here are the days I am available and want to go out on all of them," or "What can I do to help make sure we maximize the usage of the boat this year?" or, "What can I do to help get the boat ready?"



Owning a boat takes a whole lot more energy than being crew. A lot more time is spent going into organization, making the big decisions, and sitting down at the checkbook writing more checks. Owners would like to hear some enthusiasm from the crew. They'd like the crew to show initiative. They want to maximize the usage of their boat. A lot of people are saying today that they don't use their boat enough for the effort it takes. So reverse those thoughts. Get the skipper to use their boat more. Ask if you can bring along a friend, family, co-worker, or neighbor. Make sure enough hands are available so the skipper doesn't have to say, "No."



Can you take a little burden off the skipper? Bring sandwiches for the whole crew, or beverages, or ask to help with any repairs that need to be completed during the week? Can you take the days to help with the delivery to an "away" event and make it clear you will be there to do the delivery?

In a crew meeting, tip toe into the question of: Would it be possible for the owner to provide a sailing day for each crew to bring their own guests for a ride, whether it be family, friends, co-workers or neighbors? This can be seen as a thank you to the crew for their efforts to make the boat go fast all season. Ask, the owner may be looking for more opportunities to use their boat and make new friends.

It's not just the job of the skipper to make things happen, everyone needs to show enthusiasm and jostle the skipper many times during the year. Give your skipper a call right now. Try one of the questions from the first paragraph above and make other random calls throughout the rest of the year. You, too, can grow the sport of racing.

"I mentioned this article to a boat owner the other day, and he said, "If I had a crew like this, that person would leap to the #1 spot on my boat." Crew can grow sailing, too."

LMSRF BY THE NUMBERS

by Glenn McCarthy

Note: Some data has only been collected for a month, a few months, or a full year, and all have been interpolated to "one year" numbers.

Growing sailing requires educating the population. Finding other growth initiatives that others have developed to jump on their bandwagon is very far and very few in between to find. So how loud and how far is LMSRF's message being spread?



- 2012 Members-Club and Individuals = 357

- Facebook Friends = 590

- Yahoo Group Members = 835



- www.LMSRF.org Visits = 9,566, Viewing 21,644 Pages of the Website, Averaging 2.27 Pages per Visit, Spending an Average of 1:55 on a Visit.

- *Lake Michigan SuRF* Magazine Monthly Email Distribution = 1,700 Email Addresses, + Yacht Club redistributions of 680; Opening Rate 48%

- *ChicagoNow* Blog = 3720 Visitors, Average Visit 2:39

While all of us wish there were millions around Lake Michigan interested and participating in racing, and all sailing facilities were bursting at the walls with people, having to run shifts on the race committee boat to accommodate all of the racing, at least now we have some measurement or benchmarking to use in the future.

We believe that there are between 6,000 and 10,000 who race sailboats on Lake Michigan during a one year period. We are reaching about 1/3 of those now. We ask that you send your crew, fleet, yacht club, board members, club managers, or any email list you have of sailors which we will add to this *Lake Michigan SuRF* Magazine distribution so all of your connections are getting this information at the same time you are. Send your list to our Executive Secretary, Gail Turluck, at lmsrfadministration@lmsrf.org. Do it now – Please! Many, many have already done this and thank you to them.

We do not sell or provide this email list to anyone, it is used for the purpose to fulfill LMSRF operation only. We always offer an automated “opt out” option, so feel free to sign up as many of your friends as possible and let them choose to opt out if they wish.

YACHT RACING UNION OF THE GREAT LAKES - UPDATE

by Glenn McCarthy

In 2012 an odd situation developed at the last moment before the Richardson Trophy (Match Racing Championship of the Great Lakes). While LMSRF had its two representatives ready to go, the organizer - Yacht Racing Union of the Great Lakes (owner of the Richardson Trophy) asked more of our members to fill in spots that the other lakes had not filled. Suddenly, LMSRF teams filled eight of the 12 positions. Each of the six Great Lakes (Six? The YRUGL includes Lake St. Clair!) are eligible to send two teams apiece.



Last fall, I contacted the Commodores of the other Lake Associations – LSYA (Superior), LHYA (Huron), I-LYA (Erie), DRYA (Detroit) and LYRA (Ontario). I had presumed incorrectly that the YRUGL had somehow slipped up. What happened in reality was, the Boards of most of the other lakes had not appointed a representative to the YRUGL or established competitions to get their representatives picked for the finals. Some even asked me who their representative was? So I explained to the other lakes what the process and procedures were, what their obligations are, and over the winter all six lakes developed representatives.

Shortly, a teleconference call will occur of the YRUGL bringing the six lake representatives, President and Treasurer of the YRUGL together for the first time in ages. With the structure back in place we pray that the 2013 Richardson to be held at Buffalo Yacht Club, Buffalo, New York, on September 13 – 15, 2013, in J/22's will come off with a great competition between all of the Great Lakes! Learn more: www.yrugl.org.



EPHRAIM YACHT CLUB UPGRADES ITS SAFETY BOAT FLEET

Ephraim Yacht Club's "*Hoagie*" Whaler has a new motor! The previous motor was 39 years old. Ephraim Yacht Club is upgrading its fleet of powerboats this year with two new motors, one entirely new boat, and a new set of tubes on the "*Uff Da*" 17' Zodiac. Their six powerboats are used for teaching lessons and running races. Modern 4-stroke outboard motors mean an efficient, clean, reliable and safe powerboat fleet.

CLUB FEATURE: SOUTH SHORE YACHT CLUB

South Shore Yacht Club of Milwaukee, Wisconsin turned 100 years old and celebrated with a club-wide bash on May 18, 2013, attended by 180 sailors. The club, well known as being the host for the annual Queen's Cup Race, has hosted major championships, sailing training and boating events over its lifespan. From modest beginnings in 1913, South Shore Yacht Club has grown to be the largest yacht club in Wisconsin. Our members strive for a feeling of family and take pride in being known as the "Harbor of Hospitality" on the Great Lakes.



Boating activities range from competitive and casual day sailing, to an active power boating fleet. South Shore Yacht Club has something for everyone. Membership in the club consists of a majority of active members, followed by Life Members, associate members (under age 30), non-residents, Juniors and Auxiliary members.



The Club facilities reflect the attitude of its members ... warm, friendly and inviting. The main level features a lakeview bar, comfortable seating, restrooms with showers, and the business office. The upstairs restaurant has a spectacular view of Lake Michigan and fine food. There are special events for members and their guests. Everyone loves a great party, and members of the South Shore Yacht Club are no exception. Home to the outdoor Beer Wall, Wisconsin brew never runs out at big events. Holiday celebrations, the Change of the Watch Party, and a special New Year's Eve bash are just a few of the memorable events hosted by the Club.

Open to young people ages eight through eighteen, the Junior Program at South Shore Yacht Club is one of the most highly regarded in the country. Junior membership is available to all young people interested in learning yachting and navigational skills. An eight-week summer sail lesson program is available with an emphasis on safe boating. Qualified instructors teach all levels of techniques and skills, so any young person can begin a lifetime of nautical enjoyment.

South Shore Yacht Club has a long and distinguished tradition of sponsoring and encouraging sailboat racing, supervised by the South Shore Yacht Club Race Committee. Its racing members have done particularly well in regional, national, and international competition. Their sailors are active in the cooperative Milwaukee Laser racing program, and there are numerous inshore one-designs sailed out of the club.



The Queen's Cup is one of the most coveted trophies in racing and is the high point of the South Shore Yacht Club sailing season, traditionally held at the end of June. The Cup itself is one of the oldest known cups in world yachting that is still offered for competition every year. Since the race is held at night, it is always thrilling. The only predictable part of the race is how unpredictable it will be. The Cup itself dates from an age when the British Victorian silver work and English sailing yachts were without rival. For more than seventy years the Queen's Cup race has symbolized the spirit of fine competition. You can view the Queen's Cup throughout the year in the Club's trophy case located in the main lounge area.

UPCOMING SEMINARS

EPHRAIM YACHT CLUB TO HOST ADVANCED 420 CLINIC JULY 6-7, 2013

Ephraim Yacht Club, of Door County's Ephraim, Wisconsin, will host an Advanced 420 Clinic, in Ephraim Yacht Club's newly acquired fleet of eighteen 420-Class dinghies, on July 6-7, 2013. Enrollment is open to all – Ephraim Yacht Club membership is not required.



The clinic is open to students ages 12 to 18 and will include approximately 12 hours of instruction. The clinic will serve as an introduction to the 420 and will focus on racing the 420 on short

courses, including rigging, boat handling, skipper-crew teamwork, and tactics. The clinic will serve as an accelerated introduction to the 420 for sailors who are new to the boat. For students who may wish to race in high school or college, this clinic will provide an excellent introduction to the boats and racing format used at those levels.

The clinic will be led by Martha Pitt and Bobby Collins. Pitt is the Sailing School Director at the Chicago Yacht Club. A four-year varsity sailor at Boston College, Pitt was a skipper on Boston College's 2008 National Championship team and twice earned All-American Honorable Mention. Collins is the Head Sailing Coach at the Chicago Yacht Club. Collins is the former Coach of the Northwestern University Sailing Team and has decades of experience racing and coaching dinghies in the U.S. and in his native Ireland.

To enroll, students should be eligible for the Ephraim Yacht Club's Level 3 class or higher or should have completed an intermediate level of instruction in another program.

The \$110 clinic fee includes instruction, use of Ephraim Yacht Club's boats, lunch Saturday and Sunday, and participation in the Ephraim Yacht Club's Sunday afternoon 420 series races. Students should bring their own PFD and appropriate clothing and gear. Enrollment is limited and this clinic will fill up quickly, so enroll now at www.eyc.org/lessons. If you have questions about the clinic please contact education@eyc.org.

A BOAT IS A LIST

by Gail M. Turluck

We're busy launching our boats and we've crossed that LAST item off THE LIST. What a great feeling, right?

Invariably, as we go to close the lifeline gate, hook up the trailer, fill the cooler with ice, open the cock on the head, or bend the sail on for the first time, that irreverent and unending bane of every sailor is resurrected. THE LIST.

No matter if you own a TP 52, a J/105, a Buccaneer or a Butterfly, there's the glory of that first day in the water. Enjoy it. Yet as the day is enjoyed, you will discover the need to add items to THE LIST.



As you are rolling down the highway, boat secured well to the trailer, you see those dreaded red and blue lights flashing in your rear view mirror. As the Officer steps up to your window, he says, "Sir,



your turn signal light doesn't work." You slunk a little into the seat, are grateful for the written warning in your hand, and have that first new item for THE LIST.

As your boat is launched, crew anticipatorily holding bow and stern lines, she enters the water with a small splash. Giddily, clove hitches secure the boat, spring lines are set, fenders double checked, and everyone clambers aboard. Time to open the sea cocks so the sink drains and engine cooling system will work. Oh, wait, what is that seeping now that it's open? Your loyal crew member digs out the paper pad and starts this year's new version of THE LIST.

Pull out your jib, reach for the halyard, and rats! That shackle that was giving you fits all last season picks today, your first sail day of the year, to finally break. A jury rig gets you out on the water for the day though you need a replacement shackle, but now there's just one more item for THE LIST.

As you reach for the tiller and pick up the hiking stick, you give a little push and ... wha??? The hiking stick is in mid-air and the boat is NOT going where you meant it to go. Aw, darn, that rubber connector thingy has separated. We'll we're just day sailing today so you'll tiller steer, and yep, it's another item for THE LIST.



Send a crew member down below to get the spinnaker. Now that Racing Rule of Sailing 55 is in place, there's no more banding of sails, so the crew made sure it's packed to launch freely. The halyard is pulled, the sail flies into place, and the boat takes off! Glory! "Hey, Joe, where's the sail bag?" Seems he forgot to clip it to the rail. Just one more thing to put on THE LIST.

Barring major safety or rig issues, we all find a way to get our boats out sailing once the season, as we define it, is upon us. Happily, we polish, clean, re-rig, repair and caress our craft and supporting equipment to get the most out of this calling, whether day sailing, cruising or racing. One thing remains sure, though, and that is with this experience, we can never be free of THE LIST!

2013 MARK MADNESS BENEFITS BOYNE CITY'S CHALLENGE MOUNTAIN SAILING PROGRAM

The 2013 Mark Madness regatta is set for June 8-9 at Boyne City Yacht Club. Mark Madness is one of the components of the annual Quantum Cup awarded based on four major big boat regattas conducted in LMSRF Area V. All sailors are welcome!



"Mardi Gras in June" started in 2004 when members of the Boyne City Yacht Club felt the need to give something back to the community they live in. Challenge Mountain of Walloon Hills Inc. was in the process of developing a summer water program which involved sailing and boating. It was a natural fit. A regatta was planned, and a party

was added for Saturday night. After all, what is a Regatta without a major party? The occasion welcomes racers, yacht club members, and just-plain partiers. Join the fun with a "Mardi Gras" attitude-good parties don't just happen "Down South!" To learn more, visit www.mardigrasinjune.com/about.html.

2013 541 HOSPICE REGATTA SEEKS ENTRANTS

On Saturday, August 17, 2013, the 2nd Annual 541 Hospice Regatta will be raced on Lake Michigan near the St. Joseph River inlet, along with a dinghy poker run for the non-sailors, followed by a fundraising party at the St. Joseph/Benton Harbor Elks Lodge. The 541 Hospice Regatta is a sailing race sponsored by the St. Joseph/Benton Harbor Elks Yacht Club, in Benton Harbor, Michigan.

What is Hospice Care? Hospice programs are available to help terminally ill individuals live their remaining days with dignity. These programs can assist the family (or other designated caregiver) in making the patient as comfortable as possible, and assistance is available around the clock, seven days a week. Hospice is primarily a



concept of care, not a specific place of care. Hospice care usually is provided in the patient's home. It also can be made available at a special hospice residence. Hospice is a combination of services designed to address not only the physical needs of patients, but also the psychosocial needs of patients, their loved ones. Hospice combines pain control, symptom management and emotional and spiritual support. Seniors and their families participate fully in the health care provided. The hospice team develops a care plan to address each patient's individual needs.

St. Joseph/Benton Harbor Elks Yacht Club's mission is to raise money and awareness for the benefit of local Hospice care. Your participation and donations will benefit Hospice at Home in St. Joseph, Michigan, as well as the National Hospice Regatta Alliance. Please go to the website at www.541Regatta.org to register or donate today.

HARBOR SPRINGS UPGRADES 2013 LASER FLEET RACING; SUNFISH ADDED

by Tom Trautman

Little Traverse Sailors and Irish Boat Shop have teamed up to strengthen their dinghy racing offerings on Little Traverse Bay in 2013. The ice is finally gone, the water temperatures are rising, and another season of Laser/Sunfish racing on Little Traverse Bay is just around the corner. Last year we had a record 26 Lasers registered for our Summer Series! We are experiencing growth and additional interest in the Sunfish fleet. We have Sunfish available to rent for racing, hoping this will kick-start the fleet, and allow newbies to get their feet wet. Current Sunfish owners can just come and join in!

This year, rather than doing an Early and a Late Summer Series, we have divided our racing into a Thursday and Saturday Summer Series. It appears we have a slightly different group sailing Thursday evenings compared to Saturday afternoons. So, this year you can choose between one or the other, or sail in both for the overall IBS/LTYC Perpetual Trophy. Start times on Thursday are at 6:00 pm and the racing kicks off on June 27th. Saturday starts are at 3:00 pm. with racing beginning on June 29th. Individual awards will be presented to the top 5 finishers in both fleets, for both the Thursday and Saturday series.

Big News! Mark your calendars, this year Harbor Springs has been selected to host the 2013 District 19 Laser Championships. This will be two days of racing on Saturday June 22nd and Sunday June 23rd. This event will be open to all ILCA Members with a class legal Laser standard or Laser Radial rig. We are excited and pleased to be hosting this event. It will be a great kick-off to our season and it will round out our overall racing schedule.

As always, our season will wrap up with the Frosty Mug Regatta. This annual event takes place on the first Saturday of October and this year falls on October 5th. Racing will start at 2:00 pm.

Contact Tom Trautman at Irish Boat Shop at 231.526.6225, racing@irishboatshop.com, to get the brochure about the IBS/LTS Summer Series with all the dates and details, and/or the flyer about the 2013 District 19 Laser Championships.

MANUFACTURER'S REGATTAS & RENDEZVOUS

by Glenn McCarthy

It's good to see manufacturer regattas popping up. Years ago I wrote about developing these. When you bought your boat after doing your research, you plunked the money down, you chose that manufacturer or designer, and you bought into a cult. Didn't you? It is time to meet up with your fellow cult members, share your knowledge, experiences and swap parts!

J/Day

www.skywayyachtworks.com/pdf/JDay-NOR-v3.pdf

June 29, 2013

Columbia Yacht Club, Chicago, Illinois



The Lake Michigan Hunter Sailing Association Rendezvous

<http://www.lmhsa.org/rendezvous.cfm>

July 19-21, 2013

Chicago Yacht Club, Belmont Station, Chicago, Illinois

Lake Michigan Catalina Association

<http://www.lmca.com/rendevous-registration>

July 12 - 14, 2013

Macatawa Bay Yacht Club, Holland, Michigan

Jeanneau Owner's Rendezvous

July 12 - 14, 2013

Eldean Shipyard

Macatawa, Michigan

COLUMBIA YACHT CLUB GROWING SUNDAY 420 RACING

by Kurt O. Thomsen

Columbia Yacht Club of Chicago, Illinois, is working to fill out its 420 fleet for simple Sunday racing in the club's fleet of 420 dinghies. It is a show up and race for fun type stuff format, or very casual. The 420 dinghy takes a crew of two people. They seek sailors who would like to be involved. Please contact Capt. Kurt O. Thomsen, Sailing Director, Columbia Yacht Club, Columbia Yacht Club, 111 N. Lake Shore Dr., Chicago, IL 60601, 312.465.3514 (M).

MACATAWA BAY YACHT CLUB ADDS TUESDAY NIGHT OFFSHORE RACING

Macatawa Bay Yacht Club, of Holland, Michigan, has added Tuesday night races. Key features of the series include a PHRF requirement of 42 or faster. S2 7.9's will race one design. The races will only take place on Lake Michigan (not on Lake Macatawa) and ten races are scheduled. For more info visit <http://mbyc.com/events/tuesday-night-offshore-race-series-2013-06-04/>.

ANCHORAGE YACHT CLUB ALL-OR-ONE RACES

Anchorage Yacht Club, of Lake Forest, Illinois, has racing for offshore boats sailed fully crewed, double-handed or single-handed, called the AYC All-or-One Races. The race dates in 2013 are: July 27, August 10 and September 14. They also offer Thursday night racing weekly from now through September 12. For complete information visit their web page at www.anchorageyachtclub.org.

2013 US DISABLED SAILING CHAMPIONSHIP SET FOR MILWAUKEE

The Milwaukee Community Sailing Center (MCSC) will host the 2013 U.S. Disabled Sailing Championship, September 5 - 8. This is the first time this championship will be held on the Great Lakes. US Sailing and local chairs Helen "Cookie" Mueller and John Archibald are organizing the championship. Any sailor with a disability or disadvantage is invited to participate in the four-day event, which includes a racing clinic on Thursday with Betsy Alison, Coach of the U.S. Paralympic Team at U.S. Sailing. Races will take place on Friday, Saturday and Sunday, with an awards banquet on Sunday.

Lake Michigan provides some of the best sailing in the country, which MCSC takes full advantage of by providing a full array of classes from novice to expert. It has opened the world of sailing to thousands in southeastern Wisconsin by providing access to Lake Michigan for youth, the disadvantaged and individuals with disabilities.



For more information on the MCSC and the US Disabled Sailing Championship, as well as opportunities for donations and sponsorships call 414-277-9094 or email uschamps@sailingcenter.org. In addition to monetary donations, competitors and their support teams will require accommodations in the Milwaukee area. Anyone willing to help with housing competitors should contact Bill Mosher at 414-688-9979 or billm@forespar.com.

ISLAND GOAT SAILING SOCIETY INDUCTS CLASS OF 2013

On Saturday, May 4, 2013, the Island Goat Sailing Society had its Black Tie Preferred gala at Chicago Yacht Club-Belmont Station in Chicago, Illinois, to induct New Goats, present special awards, and handle a minute amount of business.

The Fastest Goats to the Island were:

Mackinac Cup Division

Chicago-Mackinac Trophy Division

David Gustman aboard *Northstar*

Jerry Miarecki aboard *Providence*

The Smoked Goat Award went to

(last Goat to finish):

Doug DeVos aboard *Windquest*

A Master Mariner Award was presented
(50 or more Chicago-Mackinac Races) to:

Don Glasell

2013 Double Goats
(25 Chicago-Mackinac and
25 Bayview-Mackinac Races)

Alvin D. Fick, Jr.
Thomas R. Meier
Ted Szalkowski



The Goat Boats (25 races by the boat) were: *Souvenir*
Amateur II

Then, the main entertainment was the groups new Inductees telling their favorite story from their experiences during a Mackinac Race ... always a highlight of the evening! The 2013 inductees:

David 'Duffy' M. Anderson

Brien Baker

Richard Baumann

Hank Bernbaum

Dan Branson

Mary B. Bruecker

Alvin D. Fick, Jr.

Angela Graham

Elsa Gustafson

Thurston R. Kohler

Sean 'Ripper' R. Martin

Pat McHugh

Tom 'Tommy' Meier

David A. Nobles

John O'Connor

Rob Rafson

John Regan

Steven 'Steve' Schiller

Michael Schultz

Edward F. 'Ed' Stanley

Kelley J. Stevens

Ted Szalkowski

Steve Youngson

Preston D. Wake

Stephen "Steve" G. Wasilew

Next events for the Island Goats center on the 2013 Chicago to Mackinac Island race. Applications for membership are available on the organization's web page: www.islandgoats.org and will be in the Mackinac Race skipper's packet.

Coast Guard Issues Warning for Debris

Due to the extensive flooding experienced in southwest Michigan in April and May, many trees, docks and other items were washed out of feeding rivers into Lake Michigan. Some of this debris may be slightly submerged below the surface and boaters are being warned to keep a close lookout. Full story:

<http://www.freep.com/article/20130531/NEWS06/305310043/1001/news>.



CYC RACE TO MACKINAC SETS UP BOAT FINDER/CREW FINDER

Here's the link, go for it: www.cycracetomackinac.com/the-race/crewing-opportunities/

Handicap Racing on Lake Michigan

By Tom McIntosh, LMSRF Measurement Rules Committee Chair

If a sailor wants to race his or her offshore sailboat and he or she does not have a One Design, his or her only choice is handicap racing. There are several handicap rules available for different types of boats, but the first step is to determine what races that you are interested in doing and then find out what handicap rules are used for those races. In the past, the LMSRF Measurement Rules Committee has approved many handicap rules for use on Lake Michigan. The primary rules that have been in use on Lake Michigan by LMSRF Member Clubs are Lake Michigan Performance Handicap Racing Fleet (LMPHRF), Great Lakes Multihull Racing Association (GLMRA), Offshore Racing Rule (ORR), Midget Ocean Racing Conference (MORC), Midwest Open Racing Fleet (MORF), and North American Portsmouth Yardstick (Portsmouth Numbers).

The most common handicap racing on Lake Michigan is Lake Michigan Performance Handicap Racing Fleet (LMPHRF). A LMPHRF handicap rating can be obtained by contacting LMPHRF at www.lmphrf.org. For \$55, you can apply for a new handicap; renewals are less money.

ORR, IRC (a rating rule, IRC doesn't stand for anything), or Portsmouth Numbers handicaps can be obtained by contacting the US Sailing Offshore Office at www.ussailing.org. ORR is a more expensive handicap to obtain than LMPHRF, but it is used for major yacht races like Chicago Yacht Club's Race to Mackinac. IRC has not been used to any extent on Lake Michigan by sailboat racing organizations, but has been used in other areas of the country.

You can find out more about MORC and MORF by going to their web pages. Midget Ocean Racing Club at <http://morcracing.org/index.html> and Midwest Open Racing Fleet at <http://www.morfracing.org/>.

Great Lakes Multihull Racing Association (GLMRA) is the handicap rule used for Multihulls in the Chicago Mackinac Race. More information about GLMRA can be obtained at <http://www.lake-eriemultihull.com/>.

Once again, the most important thing is obtain handicaps that you need for the races that you would like to enter, so you can enjoy the thrill of sailboat racing this summer.

INSHORE COUNCIL ESTABLISHES SMALL BOAT REGATTA SCHEDULE

Visit the Inshore One-Design Council web page to discover regattas listed for small boats on Lake Michigan in 2013: <http://lmsrf.org/lmsrf/index.php/inshore-one-design-council>. Click on the link at the top of the page to view the complete list.

Don't see your club's regatta(s)? Email the information to the LMSRF Office at lmsrfadministration@lmsrf.org today!



TOXIC POLLUTION AND INVASIVE SPECIES UPDATE

While advancements have been made and policies set, the Great Lakes continue to have effects from toxins, household waste, farm runoff, invasive species and other threats. Current climate swings are thought to be partly contributing. Learn more at: <http://online.wsj.com/article/AP002db5e1e8db41ebb2222e13948c0974.html>.



SUMMER SAILSTICE LAUNCHES NEW WEB PAGE

Lots of new events have been added to the 2013 Summer Sailstice web site. Is your sailing event there? Many clubs, organizations and individual sailors have shared their biggest sailing day of the year plans and gained entry for an incredible prize offering through this activity. Learn more about this year's plans and add your sailing plans for that weekend by visiting: http://app.streamsend.com/s/1/h52J/F4ga5QY/912d1?social_bar_action=embed

WHY SHOULD YOU OR YOUR YACHT CLUB/ORGANIZATION JOIN LMSRF?

Click on this link to learn about all the benefits: <http://lmsrf.org/lmsrf/index.php/about-us>.

Individual applications--

PAPER- mail it in with your check: <http://tinyurl.com/LMSRFform>

PLASTIC- apply on line and pay electronically: <http://tinyurl.com/eJoinLMSRF>

Yacht Club application--

Link to Yacht Club Application: <http://tinyurl.com/2013-LMSRF-YCApp>

Thank you for your support!

EPIC RACING REPORT

by Steph Roble

LMSRF's Grants-In-Aid program sponsored Epic Racing, to the Saint Quay Women's International Match Race Grade 1 Event, in Saint Quay, France, May 15-19, 2013.

"Bonjour!" ... or should we say "Au revoir!" We are happy to be home after a successful, but cold and rainy week, in St. Quay, France. Epic Racing finished third place at the St. Quay Grade One Women's Match Racing Regatta, and we are very pleased with our podium finish at the inaugural Women's International Match Racing Series (WIMRS) event. As the first time sailing with this crew combination-Steph Roble, Maggie Shea, Janel Zarkowsky, and Meg Six-our ability to come together as a team, sort out communication, and nail down boat-handling, gave us an early edge on the competition in the round robins and carried us through the petite-finals series.



The conditions in St. Quay changed slightly from day to day but were consistently characterized by strong currents, shifty breezes and varying velocities. The tides in St. Quay, which ranged as much as 30 feet, emptied the half-mile wide basin and left over one hundred moored boats on their keels in the mud. Additionally, the team consumed a years' worth of baguettes and crepes before heading home.



The regatta organizers removed the hiking straps from the Elliott 6m's, which used to be a defining characteristic of the boat as they increased the difficulty of boat-handling and physicality of sailing the Elliott 6m's in general. Our ability to adjust quickly to the hiking-strapless boat handling and best utilize the additional crewmember gave our team an early advantage.

In the field of ten teams, eight skippers were ranked in the top ten and three were 2012 Olympians. The strong competition and full slate of teams are both very promising signs for the WIMR series, which has four more stops- Korea, Denmark, New York, and Sweden-and an overall prize purse of \$50,000. Great Britain's Lucy MacGregor finished first, followed by the French Julie Bossard in second. We went into the event as the 8th ranked team (primarily because Roble hasn't sailed a women's match race regatta in over a year). Little did the teams know that we had some of the best women in the U.S. on this team and we were hungry to bring home top results for the USA.

In the double round robin we focused on taking everything one race at a time and pacing ourselves physically and mentally. We aimed to learn from mistakes and not repeat them, especially as we moved into later stages. Our mistakes were minor and penalties were minimal and recoverable-for the most part. Some penalties cost us the race early on, so we adjusted our mentality: scaled back our aggression and kept the fate of the race in our control.

We had excellent pre-starts, killer communication and solid moves around the course. In the quarter-finals against NZL, we knew these things would work to our advantage. However, in the first two races the NZL girls shook us up pretty good and we left some things in the umpires' hands. We cleaned up our act and focused on the things we knew we were good at and came away 3-1 in the quarter-finals.

Going into the last day, we didn't know who we were going to race in the semi-finals, but either way we were going to have our work cut out for us. MacGregor (GBR) picked Zuiderbaan (NED) and we were matched with Bossard (FRA). She is a really tough competitor and despite our decent pre-starts, we surprisingly could not get around her UW or DW and lost the semi's 0-3.

In a first-to-two-points petite final, we were matched against NED and we looked to use our pre-starts and boat-handling to our advantage. We started the first race even off the line, but could not hold her off in the left phases coming down the course. She rounded ahead at the windward mark but we fought hard on the run and were able to match her attempted double-gybe at the leeward mark and went on to win the race. In race 2, we had a crush start and were able to stay in phase around the course to take the second win.

All in all, this was a really exciting event for us on multiple levels. We are stoked to be a part of the first ever Women's International Match Racing Series and support the development of women's match racing in the U.S. and around the world. The event status may not be at the same level as the WMRT, but the sailing is super tough and we are excited to see how this series evolves over the next few years. Also, we are obviously pumped about our finish and the momentum we have started as a team for all the events we have on the schedule for the summer. Please do us a favor and follow the WIMRS on Facebook or online at www.wimrs.com and check out our Epic Racing Facebook page as well!

2013 CHICAGO IN-WATER BOAT SHOW

The 2013 Chicago In-Water Boat Show is coming up quickly - June 13-16, 2013, at the 31st Street Harbor, 3155 S. Lake Shore Drive, Chicago, Illinois.

Welcome to the Water - Basic & Advanced Sailing Clinics--This year's expanded lineup includes something for everyone... from absolute beginners to seasoned sailors. Participants will learn basic and intermediate skills through hands on, underway exercises taught by ASA Certified Instructors aboard 30' to 40'sailboats. The registration fee for each session is \$25 and access to these events requires paid boat show admission.

Introduction to Sailing--Are you new to Sailing (or just a little rusty)? Learn how easy and fun sailing is by participating in one of ASA's basic skills clinics. All learning elements are based on proven sail training curriculum



and are taught aboard 30' to 40' sailing vessels. During these 2 hour sessions you'll learn how to raise, lower and trim the sails, tack and jibe, steer a compass course, and more.

Coastal Cruising--For sailors with some experience, there will be intermediate skills building opportunities in these clinics for cruising sailors. During these 2 hour sessions participants will learn several essential skills including how to heave to, reef the sails, steer with the sails, advanced sail trim techniques and crew overboard recovery methods.

Docking Under Power & Close Quarter Boat Control--This is an important skill although one that is not often practiced except when departing and returning to the slip. Participants in these 2 hour sessions will learn close quarters maneuvering skills including: 360 degree turns in tight spaces (back and fill), backing down a narrow channel in a straight line, how to handle propwalk, how to manage the boat confidently in windy conditions, coming alongside a pier (fuel dock) and more.

NEW FOR 2013 - Learn Performance Sailing Skills with the Chicago Yacht Club--These special events are taught on the Chicago Yacht Club's 23' Sonar performance keelboats by US Sailing certified instructors. Participants in this event will learn advanced trim AND how to balance the helm correctly for best response and maximum speed. Conditions permitting, the instructors will also cover the fundamentals of spinnaker use including how to hoist, set, trim and douse this important performance sailing tool.

FREE Learn to Sail Programs for Youth Sailors!--Discover Boating has teamed up with the Chicago Yacht Club to offer aspiring junior sailors aged 10 to 17 a chance to learn fundamental sailing skill. The Introduction to Sailing classes are taught by CYC's certified instructors aboard their exciting 23 foot Sonar performance sailboats. Participants will learn how hoist and trim the sails, tacking and giboing maneuvers, helmsmanship and essential underway safety. This is a great chance for crew members to experience the joy of sailing on beautiful Lake Michigan and learn new skills that will last a lifetime. Registration is available during show hours at the Discover Boating Registration Center. Space is very limited and it is highly recommended that parents get to the registration center early to reserve space. All crew members must be accompanied by a parent or legal guardian.

Sailing Made Easy--If you've ever dreamed of sailing off into the sunset, this 3-hour seminar is the perfect way to get started...and learn essential skills that will last you a lifetime. This introductory program is ideal for new sailors as well as those who are simply looking for a refresher. Participants will learn how to raise, lower and trim the sails, use the winch safely and correctly, sail a compass course or different points of sail, tack and jibe, and execute a crew overboard recovery maneuver.

Advanced Sailing Skills--Discover Boating has brought together some of the most experienced blue water instructors to help sailors improve their ability to handle the offshore environment. This 3-hour underway seminar is geared toward those who have some sailing experience. Participants can expect to learn advanced heavy weather tactics including sail plan management, advanced sail shaping and sail trim, downwind sailing strategies, speed control, how to rig and use a preventer, advanced close quarter's boat control for docking and maneuvering in tight spaces, and more. All elements are taught through hands on exercises aboard 30' to 40' sailboats.

To get details about content and to reserve your space in these unique programs, visit the event web site: <http://www.chicagoinwaterboatshow.com/>. Space is limited.





PROCEEDS TO BENEFIT



Hospice at Home

Lakeland HealthCare Affiliate



ACTIVITIES

SAILING REGATTAS

1ST RACE STARTS 11AM

DINGHY POKER RUN AT

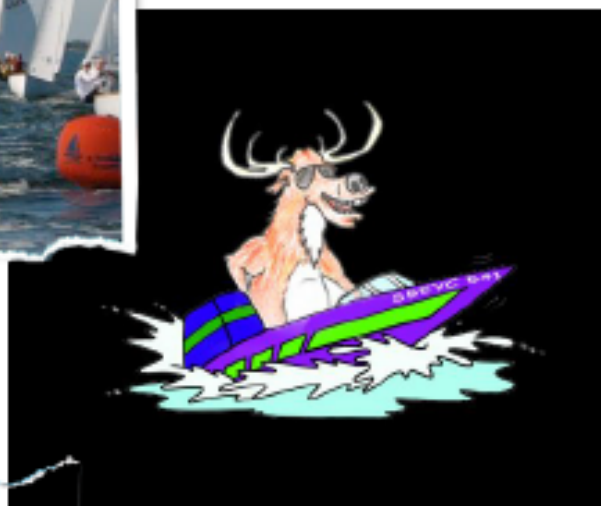
NOON.

MEMORIAL CEREMONY

50/50 RAFFLES

TSHIRT SALES

FOOD & DRINK



HOSTED BY

ST. JOSEPH / BENTON HARBOR

ELKS BPOE 541 YACHT CLUB

601 RIVERVIEW DRIVE

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SPECIAL PROJECT TO RESTORE STURGEON TO THE GREAT LAKES

Sturgeon have lived in the Great Lakes longer than humans have walked the earth. But the ancient fish now need our help to stay here.

A joint project by the federal and Michigan state officials with a Native American tribe is trying to do that by rebuilding habitat for lake sturgeon in the Kalamazoo River.

Read or listen to the complete story:

<http://www.wmuk.org/post/restoring-ancient-great-lakes-fish>.



Michigan DNR biologist Gregg Smith with a lake sturgeon caught on the Kalamazoo River. Photo credit: Gregg Smith, Michigan DNR.

DREDGING AND LAKE LEVEL UPDATE

New Buffalo, Michigan, harbor entrance to be dredged as beneficiary of federal Superstorm Sandy funding; to be performed by Army Corp of Engineers by mid-June.

<http://www.harborcountry-news.com/articles/2013/04/09/news/doc5164e7c5accb843845375.txt>

A whole bunch of folks around Lake Michigan and Lake Huron, which share the same "pool of water," are calling for some kind of flow mechanism on the St. Clair River, to cause the lakes levels to be restored the estimated two feet that have been lost by various means over the last 150 years. See the whole story here:

http://www.thetimesherald.com/article/20130527/OPINION01/305270113/Quick-fixes-not-answer-lake-level?nclick_check=1

State of Michigan funding will benefit many Michigan harbors and marinas; some sooner, some later. Leaders are also starting a one to three year look-ahead.

http://www.mlive.com/business/index.ssf/2013/05/dredging_recreational_boating.html

South Shore Yacht Club of Milwaukee, Wisconsin's Commodore Dave Wehnes has reported water levels this spring are up about a foot from last fall in the club's basin. Good news!

LMSRF Crew Finder—for Skippers and Crews

by Gail M. Turluck

Take advantage of the LMSRF Yahoo!Group Database. It's a really powerful tool when it's used properly.

<http://groups.yahoo.com/group/LMSRF/database>

YAHOO! GROUPS

Skippers--Go to the website, log in, click on the proper LMSRF Area that you'll sail in, and enter your complete boat information. The more detail, the better. Be sure to enter the date you write your entry; entries without a date will be deleted!

Crew--Go to the website, log in, click on the proper Crew list by LMSRF Area that you want to sail in, and enter your background. The more detail, the better. Be sure to enter the date you write your entry; entries without a date will be deleted!

Then, visit the page regularly to look for a boat to sail on or to find that one more crew you need to be ready for your next race. Remember that this email list and database are monitored and messages to the email list are screened, making this a safe platform. You must be subscribed to the list to be able to post and/or be listed in the database. If you have any questions, feel free to contact the Office.



MILWAUKEE OFFERS AUTOMATED VHF RADIO CHECK SYSTEM

by Mel Fabiszak, South Shore Yacht Club

As a member of the Milwaukee Sail and Power Squadron, I would like to inform you about a new automated radio check procedure for doing radio checks. As you all know, you should check your radio each time you leave the dock. With the new automated radio check program all you need to do is tune your radio to Channel 27 and do a radio check as you normally would. Your message will be repeated back to you, letting you hear the clarity and volume of your radio transmission. This will help decrease the clutter on Channel 16. The transmitter is located at South Shore Yacht Club and is sponsored by Sea Tow and the Milwaukee Sail and Power Squadron.

QUEEN'S CUP ENTRY—LAST CALL!

by Ken Dzubiek

Yikes! It is less than one month before the start of the 75th South Shore Yacht Club Race and you haven't set in your entry form? Well cheer up, Bunky! It is still very easy to enter the race. You can either download the Notice of Race from the South Shore Yacht Club website <http://ssyc.org/queens-cup/queens-cup-race-documents> or you can use the electronic entry method https://www.ssyc.org/component/eventbooking/?task=individual_registration&event_id=8, and pay with a credit card. It is oh, so easy.

Whatever method you use is OK, just get your entry in before it's too late. The wind and waves to Ludington, Michigan will be the stuff dreams are made of.

SAILING IN WEST MICHIGAN WEB SITE

Check out this new website designed to promote sailing in West Michigan, provide a central location for results, information on sailing schools, weather forecasts and various webcams! <http://sailwestmichigan.weebly.com/>

One of the web site's main goals is to help grow the sport of sailing in West Michigan by providing a medium through which to get in touch with sailing schools, most of which people will find are very affordable. Their second goal is to provide one central location for sailing results, webcams, and forecasts throughout West Michigan. Be sure to bookmark it to locate it again easily.

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

New Boats & Owners on Lake Michigan

Hmm. Lots of boats getting splashed. Who's got a new one?

Newlyweds

Who's gettin' hitched? Share the good news.

Births

New parents, new grandparents ... share your good news with your sailing buddies here!

Sailed off to a Last Sunset

Andrew J. Kiener, 75, member of Chicago Yacht Club, died May 27, 2013, at Northwestern Memorial Hospital. He was an actuary, real estate agent, and lifelong contributor to the sailing community. He is survived by wife Pamela; two sons, Andrew and John; two daughters, Annette and Noelle; 5 grandchildren, Connor, Lauren, William, Max and Alex. Memorial Mass was said at Our Lady of Mount Carmel Church, 708 W. Belmont Ave., Chicago. In lieu of flowers, please send donations to Our Lady of Mount Carmel's music department.

Long-time Sail Chicago Instructor and member Thomas L. Keaveny, II, 77, passed away May 31. He joined Sail Chicago in 1965 and earned his skipper card that same year. Tom taught dozens of students the fundamentals of



sailing as his way of giving back to sailing and to our organization. He will be sorely missed. Keaveny was a U.S. Navy Veteran. Beloved husband of Colleen nee Ward; loving father of Martha (Rick) Bradt and Christopher (Mary Lee) Keaveny and the late Thomas L. Keaveny III (Mary Huxtable Soden); devoted grandfather of 12. Visitation will be June 6, 4:00 to 8:00 p.m. at N.H. Scott & Hanekamp Funeral Home, 1240 Waukegan Rd, Glenview, Illinois. Funeral Mass at 10:30 a.m., Friday, June 7, St. Norbert Church, 1809 Walters, Northbrook. In lieu of flowers, contributions to the Tom Keaveny Endowed Fund at Children's Mercy Hospital, c/o Resource Development, 2401 Gillham Road, Kansas City, MO, 64108, are appreciated.

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

MARK YOUR CALENDARS! MAJOR CHAMPIONSHIPS ON LAKE MICHIGAN

June 19-23, 2013 ROSE CUP US NATIONAL YOUTH MATCH RACING CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin. www.sailsheboygan.org/Rose-Cup-2013.php

June 21-23, 2013 MELGES 24 US GOLD CUP, Chicago Yacht Club, Chicago, Illinois
www.chicagoyachtclub.org, <http://usmelges24.com>

June 21-23, 2013 MELGES 32 GREAT LAKES CHAMPIONSHIP, Macatawa Bay Yacht Club, Holland, Michigan.
www.mbyc.com

June 22-23, 2013 DISTRICT 19 LASER CHAMPIONSHIP, Little Traverse Yacht Club/Irish Boat Shop, Harbor Springs, Michigan. http://www.d19laser.com/images/stories/2013/District_19_Flyer.pdf

June 28-30, 2013 CHICAGO MATCH CUP QUALIFIER, Chicago Match Race Center, Chicago, Illinois.
www.chicagomatchrace.com

June 29-30, 2013 THISTLE GREAT LAKES CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin.
www.sailsheboygan.org

July 6, 2013 SOLING US CHAMPIONSHIP, Sheridan Shore Yacht Club, Wilmette, Illinois,
<http://sheridanshoreyachtclub.com/>

July 26-29, 2013 NORTH AMERICAN CHALLENGE CUP, Chicago Yacht Club, Chicago, Illinois
www.chicagoyachtclub.org

August 3-4, 2013 AREA E/K QUALIFIER FOR THE US MATCH RACE CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin, www.sailsheboygan.org/Area-E-K-Qualifier-2013.php.

August 2-4, 2013 MELGES 32 NORTH AMERICAN CHAMPIONSHIP, Little Traverse Yacht Club; Harbor Springs, Michigan. www.ltyc.org

August 9-11, 2013 INTERNATIONAL CATALINA 30 ASSOCIATION NATIONAL CHAMPIONSHIP, Racine Yacht Club, Racine, Wisconsin. www.racineyachtclub.org/Catalina30Nationals/2013CatalinaNationals.htm

August 9-11, 2013 J/109 NORTH AMERICAN CHAMPIONSHIP, Chicago Yacht Club, Chicago, Illinois.
www.chicagoyachtclub.org

August 14-18, 2013 J/111 NORTH AMERICAN CHAMPIONSHIP, Chicago Yacht Club, Chicago, Illinois.
www.chicagoyachtclub.org

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

September 4-8, 2013 BENETEAU 36.7 NORTH AMERICAN CHAMPIONSHIP, Chicago Yacht Club, Belmont Station, Chicago, Illinois. www.chicagoyachtclub.org

September 12-15, 2013 RICHARDSON TROPHY REGATTA, Buffalo Yacht Club, Buffalo, New York,
www.yrugl.org/MatchRacing.html

September 18-22, 2013 US MATCH RACING CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin.
<http://championships.ussailing.org/Adult/USMRC.htm>.

TALL SHIPS CHALLENGE® Great Lakes 2013

Although it began last year, the bicentennial commemoration of the War of 1812 will show its real fire power in Summer 2013, when Tall Ships America's bi-national TALL SHIPS CHALLENGE® series of tall ship races and family friendly public maritime festivals sets sail throughout the Great Lakes. In collaboration with local port organizers,



Tall Ships America has scheduled visits from members of a fleet of 25 world-class tall ships to 22 U.S. and Ontario communities. The festivities begin on June 14-16 with the Brockville, Ontario, TALL SHIPS® 1812 Tour and culminate September 6-8 with the Tall Ships® Erie event, Erie, Pennsylvania, but not before a historic re-enactment of the 200th Anniversary of the Battle of Lake Erie in Put-in-Bay, Ohio, on September 2.

“Two countries, five Great Lakes, over 25 participating tall ships, 22 port appearances, five races, and millions of visitors—this is our biggest TALL SHIPS CHALLENGE® series to date in terms of ports, impact and numbers,” said Tall Ships America Executive Director Bert Rogers. In 2010, when the TALL SHIPS CHALLENGE® series was last in the Great Lakes, the series visited six ports and recorded an economic impact of \$384 million. For 2013, Rogers expects that number to double.

“Operatives at each venue have been working for over a year to create memorable activities and events that not only honor the historical significance of the War of 1812 but also feature the vibrant nature of the host ports and celebrate the magnificence of the tall ships themselves,” added Rogers.

Schedule of Maritime Festival Ports and Dates in the U.S. for TALL SHIPS CHALLENGE® Great Lakes 2013

July 4-7 - Cleveland, Ohio: Port of Cleveland 2013 Tall Ships® Festival

July 12-14 - Bay City, Mich.: Tall Ship® Celebration

July 26-28 - Duluth, Minn.: Tall Ships® Duluth 2013

August 7-11 - Chicago, Ill.: Tall Ships® Chicago 2013

August 16-18 - Green Bay, Wis.: Baylake Bank Tall Ship® Festival

September 2 - Put-in-Bay, Ohio: Battle of Lake Erie Bicentennial

September 6-8 - Erie, Penn.: Tall Ships® Erie 2013:

In Canada's Ontario Province for Tall Ships® 1812

June 14-16 - Brockville, Eastern Ontario: Brockville TALL SHIPS® 1812 Tour

June 20-23 - Toronto, Ontario: Redpath Waterfront Festival Toronto

June 28-30 - Hamilton, Ontario: TALL SHIPS® Hamilton 2013

June 28-30 - Port Dalhousie: St. Catharines 1812 TALL SHIPS® Visit

July 19-21 - Sault Sainte Marie, Ontario: Sails on the St. Marys, Sault Ste. Marie TALL SHIPS® 1812 Georgian Bay

August 16-18 - Collingwood, Wasaga Beach/Nancy Island, Owen Sound, Ontario






August 24-25 - Penetanguishene, Midland, Discovery Harbour, Ontario Southwestern Ontario: Sails to See

August 30-September 2 - Windsor, Amherstburg, Kingsville, Pelee Island, Ontario

At each site, the tall ships will be open to the public for viewing and feature dockside exhibits and lively interactions with crew. Among the ships participating at a majority of the ports are Norway's 210-foot *Sorlandet*, the oldest full-rigged ship in the world still in operation; Canada's 72-foot brigantine *Pathfinder*, and the USA's 198-foot Brig *Niagara*. The *Niagara* was instrumental in the War of 1812 as the flagship for Commodore Oliver Hazard Perry. During the Battle of Lake Erie, one of the war's most critical battles, she helped Perry defeat the British fleet, ensuring American control of Ohio and all of Lake Erie.

Races for the TALL SHIPS CHALLENGE® Great Lakes 2013

Between ports, the tall ships have the option to compete in five offshore races, one in each of the Great Lakes:

-  Race One: Toronto "Around-the-Buoys" Race in Lake Ontario
-  Race Two: Cleveland, Ohio to Pelee Passage in Lake Erie
-  Race Three: Tawas Point, Mich. to Drummond Island in Lake Huron
-  Race Four: Duluth, Minn. to Whitefish Point in Lake Superior
-  Race Five: Chicago, Ill. to the top of Lake Michigan

“Students and trainees will sail the ships just as was done during the great Age of Sail,” said Rogers. “These races follow long-distance courses on the open water, and the ships sail without using engines. It's all to promote international goodwill through friendly competition.”



More race details are available on www.tallshipsamerica.org.

Tall Ships America's TALL SHIPS CHALLENGE® is an annual series that rotates on a three-year cycle between the Atlantic Coast, Great Lakes, and Pacific Coast. Over the past decade, Tall Ships America has coordinated more than sixty TALL SHIPS CHALLENGE® events in 32 cities, stimulating strong tourism and economic development through the coordination of simultaneous family-friendly festivals.

Founded in 1973, Tall Ships America is a non-profit organization dedicated to enriching youth education through character building and leadership programs aboard tall ships. It is the hub for tall ship activity, expertise, and information in North America, and is commended by Congress as the Sail Training organization representing the United States in the international forum. In addition to organizing the TALL SHIPS CHALLENGE® Series, Tall Ships America supports the people, ships and programs of sail training through grants, scholarships, conferences, education, publications, and public events and advocacy. The mission of Tall Ships America is to encourage character building through sail training, promote sail training to the North American public, and support education under sail.

For a full list of participating ships in the TALL SHIPS CHALLENGE® Great Lakes 2013, visit <http://bit.ly/19WE9vp>. For more information about Tall Ships America or to learn how to sign aboard a tall ship, visit www.tallshipsamerica.org.



2013 TRIPP MEMORIAL YACHT RACE ENTRIES OPEN

The LMSRF sponsored Tripp Memorial Cup Race from Muskegon, Michigan to Milwaukee, Wisconsin is set for Wednesday, June 26, 2013. A great race on its own, it has also traditionally served to feed east side of the lake boats over for the start of South Shore Yacht Club's Queen's Cup Race the following Friday evening.

The Notice of Race, Entry Form and further information are available at:

<http://trippmemorialcup.org>.



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. Junior Women's Doublehanded Championship June 22- 27, 2013
Bahia Corinthian Yacht Club, Corona del Mar, CA C420
<http://championships.ussailing.org/Youth/USJrWomensDoublehanded.htm>

U.S. Junior Women's Singlehanded Championship July 14 - 19, 2013
Beverly Yacht Club, Marion MA Laser Radial
<http://championships.ussailing.org/Youth/USJrWomensSinglehanded.htm>

US Sailing's Chubb Junior Championships August 5-9, 2013
Houston and Texas Corinthian Yacht Club, LaPorte, TX Sonars, C420, Byte CII
<http://championships.ussailing.org/Youth/ChubbJrChampionships.htm>

U.S. Youth Sailing Championships August 12 - 16, 2013
Corpus Christi Yacht Club, Corpus Christi, TX C420, I420, 29er, Laser, Radial, RS:X, Formula 16
http://championships.ussailing.org/Youth/US_Youth_Champs.htm

US Sailing Adult Championship (co-ed) August 22-25, 2013
Rochester Yacht Club, Rochester, NY J/24
<http://championships.ussailing.org/Adult/USAdult.htm>

International Women's Keelboat Championship September 2 -7, 2013
Eastern Yacht Club, Marblehead, MA J/22
<http://championships.ussailing.org/Adult/IWKC.htm>

U.S. Multihull Championship September 4 - 7, 2013
Sausalito Yacht Club, Sausalito, CA
<http://championships.ussailing.org/Adult/USMHChampionship.htm>

U.S. Disabled Sailing Championship September 5 - 8, 2013
Milwaukee Community Sailing Center, Milwaukee, WI
<http://championships.ussailing.org/Adult/USDisabledChampionship.htm>

U.S. Singlehanded Championships – Men and Women September 13 - 15, 2013
Manasquan River Yacht Club, Brielle, NJ Laser, Byte CII
<http://championships.ussailing.org/Adult/USSinglehandedChampionship.htm>

U.S. Match Racing Championship September 18 - 22, 2013
Sail Sheboygan, Sheboygan, WI Sonars
<http://championships.ussailing.org/Adult/USMRC.htm>



U.S. Offshore Championship
US Naval Academy, Annapolis, MD
<http://championships.ussailing.org/Adult/USOffshoreChampionship.htm>

September 26-29, 2013

Navy 44

Championship of Champions
Columbia Sailing Club, Columbia, SC
<http://championships.ussailing.org/Adult/CofC.htm>

October 24-27, 2013

Lightnings

Visit the US Sailing Championships web page for further information: <http://championships.ussailing.org/>.

US Sailing Training and Leadership

SAILING LEADERSHIP FORUM SET FOR 2014

US Sailing invites you to the Sailing Leadership Forum, February 6-8, 2014, in San Diego, California.

More info: <http://sailingleadership.org/#>.



RACE OFFICER CERTIFICATION

Visit http://raceadmin.ussailing.org/Race_Officers/CertificationTraining/Race_Officer_Seminars/Seminar_Calendar.htm for the up to date schedule and to register for any session.

JUDGE CERTIFICATION

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

SMALL BOAT INSTRUCTOR CERTIFICATION

Visit http://training.ussailing.org/Course_Calendars.htm for the up to date schedule.

SAILING COUNSELOR COURSE

Visit http://training.ussailing.org/Course_Calendars/SailingCounselorCalendar.htm for the up to date schedule.

POWERBOAT HANDLING COURSE

Visit http://training.ussailing.org/Course_Calendars/PowerboatHandlingCalendar.htm for the up to date schedule.

POWERBOAT INSTRUCTOR COURSE

Visit http://training.ussailing.org/Course_Calendars/PowerboatInstructorCalendar.htm for the up to date schedule.

SMALL BOAT INSTRUCTOR TRAINER COURSE

Visit http://training.ussailing.org/Course_Calendars/ITCourses.htm for the up to date schedule.

KEELBOAT CRUISING AND PASSAGE MAKING INSTRUCTOR COURSE

Visit http://training.ussailing.org/Course_Calendars/KeelboatCalendar.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.

Letters to the Editor

(Referencing "Tale of Three Fleets ..." in last month's issue) Mr. McCarthy, you have to stop doing this ... you are making soooooo many other people look stupid ... It's getting embarrassing! All kidding aside ... OUSTANDING piece in the *Lake Michigan SuRF* ... the only problem is ... it makes too much sense!

Twig Burke

Thanks for generously running my commentary on *Lake Michigan SuRF's* excellent series on making racing more fun, a topic I truly believe in. After reading your commentary, in response to my article, I've changed my mind a bit. I think we should have our PHRF sections as they are--no change there--but also try out a section based on your idea, maybe called the "Fun Section" or the "Portsmouth Handicap" or whatever, and allow a bunch of beginners to have the adjustable handicaps. If lots of new sailors would come out and do this, my gosh, I think it would be a great thing. This would really be the proof of the pudding, without throwing the baby out with the bathwater



(mixed metaphor intended). Hopefully these new sailors would get their feet wet in the new section and when they got a bit better, want to step up to the "big leagues" of PHRF racing.

For sure, your family figured out *Esta Es* by the time we were chasing you. She was the boat to beat in all the port-to-port races. Plus watching your team is fascinating on the Nelson/Marek 68. I never would have guessed that super-skinny hull doesn't like to go on broad reaches and had to be sailed like a sport boat.

I like your essential idea and agree that the "Olympic" system has little purpose in the fun PHRF sailing we do. The simpler rules are a huge plus with no downside. My only point is to set up the new system of "Fun" racing alongside the existing PHRF system. No doubt some of our laggard PHRF boats could have more fun in the Fun section. Hopefully, with the intro program you described, you'd get some new racers into the fun section as well.

Then, when they wanted to step up to the rigors of sailing with a nationally-based rating, they could come to PHRF.

I have my own personal plan for increasing PHRF racing, and it's the same one used by a very talented gentleman whose name is Gene McCarthy: sail with your family. Both our boys are interested in sailing big boats for many years to come. I learned from my wonderful Uncles Fred and Rollie Kahn, one of whom was BotY in Michigan City and one was BotY in Chicago, on *White Out*, the Wylie 28 Half-Tonner.

But I love the idea of a stepping stone class prior to PHRF and hope these get started in many places.

Thanks again for your great newsletter and your wonderful articles. I am always amazed and how many good thoughts come alive each month. I said it before and I will say it again, your newsletter is simply wonderful.

-Jim Schrager

Cayenne 41, *Carrera*, St. Joseph River Yacht Club, St. Joseph, Michigan

What do you think would make sailing better on Lake Michigan? Write to: lmsrfadministration@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!)

2013 Goose Island COLORS Regatta Columbia Yacht Club, Chicago, Illinois

June 1-2, 2013

Distance Rac

ORR Division

Offshore

1	Jahazi	J/120	Frank Giampoli	1	1
2	Renegade	J/133	Thomas Papoutsis	2	2
3	Safir III	Arcona 460	Robert E. Radway	3	3
4	Regardless	N/M 1 Ton	Daniel Griggs	4	4
5	Free Agent	Schock 35 Sloop	Miles DePaepe	5	5
6	Fantome	Morgan One Ton	Deirdre Martin	DF	8

MAC Cruising

1	Jug Band	Jeanneau 45.2	Harry Simmon	1	1
2	No Reverse	Hunter Legend 37.5	Bob Horenkamp	2	2
3	Mise En Place	Beneteau 381	Paul Thompson	3	3

One Design Division

Flying Tiger 10

1	Solitary	Flying Tiger 10	Jeremy Alexis	1	DC	DC	9
2	China Buffet	Flying Tiger 10	Team All You Can Eat	DC	DC	DC	12
3	Koko Loko	Flying Tiger 10	Tomek Kokocinski	DC	DC	DC	12

Tartan Ten

1	Skidmarks	T-10	Lou Jacob	1	1	2	4	2	10
2	Erica	T-10	Brian and Mike Kaczor	2	2	1	2	3	10
3	Cheap Thrill	T-10	Nancy & Tim Snyder	6	4	4	1	1	16
4	Winnebago	T-10	Tim Rathbun	5	3	3	3	5	19
5	Mutiny	T-10	John Schellenbach	3	8	5	10	4	30
6	Honey Badger	T-10	Thomas Kane	7	5	8	6	7	33
7	Tango II	LS-10	Martin Plonus	12	10	6	5	8	41
8	Lightning	T-10	Karstrand/Warnecke	11	9	12	8	6	46
9	Out of the Blue	T-10	Kennalley/Mui/Roehl	9	11	9	9	10	48
10	Retention	LS-10	Mark Croll	8	6	7	DS	DS	55
11	Wombat	T-10	Arthur Strilky	4	12	11	DS	DS	61
12	Jing Bang	LS-10	David Finlay	10	7	10	DF	DC	61
13	Glider	T-10	Bruce Lamotte	DC	DC	DC	7	9	67
14	Eleanor Rigby	T-10	Rick Reed	DC	DC	DC	11	DF	79
15	Rainbows End	T-10	Steven Fink	DC	DC	DC	DS	DC	85
16	Yellow Mellow	T-10	Waldemar Emmerich	DC	DC	DC	DS	DC	85

J/105

1	Striking	J/105	Michael Tuman	2	1	1	4	7
2	The Asylum	J/105	Jon Weglarz	1	5	3	9	
3	Sealark	J/105	Clark Pellett	5	2	4	11	
4	Here's Johnny	J/105	John Moore	4	4	5	13	
5	Valhalla	J/105	Michael Newman	3	DQ	2	14	
6	Rocking Horse	J/105	Sandy Curtiss	6	3	6	15	
7	Vytis	J/105	Tom and Gyt Petkus	7	DS	DS	25	
8	Flying Pig	J/105	Mike Sheppard	DC	DC	DC	27	

J/109

1	Certainly	J/109	Donald Meyer	1	1	1	4	3	10
2	Momentus	J/109	Kevin Saedi	3	5	3	1	1	13
3	Full Tilt	J/109	Peter Priede	4	3	2	5	2	16
4	Northstar	J/109	David Gustman	2	2	5	3	5	17
5	Vanda III	J/109	Jack Toliver	5	4	4	2	4	19
6	K III	J/109	Irv Kerbel	DC	DC	DC	DS	DC	35

J/111

1	Kashmir	J/111	Brummel/Henderson/Mayer	1	1	1	1	3	7
2	Night Hawk	J/111	Dabrowski/Edman	2	4	2	2	2	12
3	Impulse	J/111	G Miz/Dreher/Hatfield	3	2	3	3	5	16
4	Mental	J/111	Richard Stearns	4	5	4	4	1	18
5	Wooton	J/111	William Smith	5	3	5	DS	DS	27
6	Rowdy	J/111	Richard Witzel	6	6	DS	5	4	28



Beneteau First 36.7

1	FOG	Ben 36.7	C. Wurtzebach/M. Bird	3	1	1	2	1	8
2	Tried & True	Ben 36.7	Robert K. Foley	2	2	5	1	2	12
3	Soulshine	Ben 36.7	Jarrett Altmin	4	3	2	4	5	18
4	Split Decision	Ben 36.7	Mark D. Norris	1	6	4	5	3	19
5	Tequila Mockingbird	Ben 36.7	Chris Duhon	6	4	3	3	4	20
6	Sorcerer	Ben 36.7	Don Draper	5	5	6	DF	DC	36
7	As You Wish	Ben 36.7	John Heaton	DC	DC	DC	DS	DC	50
8	Maggie Mae	Ben 36.7	Peter/Dan Wright	DC	DC	DC	DS	DC	50
9	Raptor	Ben 36.7	Jim Anderson	DC	DC	DC	DS	DC	50

Beneteau First 40.7

1	Sociable	Ben 40.7	Robert Arzbaecher	1	1	1	1	3	7
2	Vayu	Ben 40.7	Ron Buzil	4	4	2	2	1	13
3	Turning Point	Ben 40.7	David Hardy	2	2	4	3	2	13
4	La Tempete	Ben 40.7	Thomas Weber	3	3	3	DF	DF	29
5	Mojo	Ben 40.7	Gary Powell/J. Comeaux	7	5	7	5	5	29
6	Spanker	Ben 40.7	D & J McDonnell	5	6	DF	6	4	31
7	RhumbRunner	Ben 40.7	K. Finnegan/B. Goldman	6	9	6	7	7	35
8	Wired	Ben 40.7	Brian Angioletti	DF	8	8	4	6	36
9	Das Boot	Ben 40.7	Jay Muller	8	7	5	DF	DF	40

Viper640

1	Preflight	Viper 640	Anthony Bowker	2	3	3	1	1	10
2	DamnYouKofski	Viper 640	Nick Kofski	1	1	1	DF	DC	13
3	Wild Turkey	Viper 640	Jeffrey Danhauer	3	2	2	2	DC	14
4	Widespread Panic	Viper 640	Tom Peterson	DC	DC	DC	DS	DC	25

ORR Division

1	Eagle	Sydney 38	Shawn/Jerry O'Neill	2	2	1	1	1	7
2	Sin Duda!	Santa Cruz 52	Lindsey Duda	1	1	2	2	2	8
3	Painkiller4	Sydney 38	Alice Martin	3	3	3	4	4	17
4	Imedi	TP52	Mark Hauf	4	DF	DC	3	3	26
5	Eagles Wings	GS44	John Gottwald	5	4	4	DS	DS	29
6	Heartbreaker	1D35	Eric Oesterle	DC	DC	DC	DS	5	37
7	Surface Tension	Nelson/Marek 36	Jeffrey Schaefer	6	DF	DS	DS	DS	38

PHRF Division

1	Inferno	Farr 40	Phillip Dowd	3	1	1	1	2	8
2	Norboy	Farr 40	Leif Sigmond/M. Thymian	4	2	2	2	1	11
3	Erizo de Mar	Ben 36.7	Antoni Czupryna	2	4	3	3	3	15
4	Scout	Sydney 41	Dorsey Ruley	1	3	4	DS	OC	18

Bayview One Design Regatta

Bayview Yacht Club, Detroit, Michigan

May 30-June 2, 2013



Gene & Glenn McCarthy in *Cuba Bat*, Star 7670, lead Robert Teitge & Scott Benson in Star 8084, coming into a leeward mark rounding at the Bayview One Design regatta. Photo by Marcin Chumiecki of Photoelement.

Lightning

23. George Peet, Sr. 16-DS-15-18-DC-DC 127.0

Star

1. Donald Massey 1-1-1-1-1-DF 15.0
 3. James Babel 3-2-2-2-DS-DF 29.0
 4. Gene McCarthy 5-3-4-5-3-DC 30.0



Etchells

7. Donald Maxwell	DC-DC-DC-DC-DS-DC-DC	56.0
Melges 24		
3. August Hernandez	4-6-3-6-5-3-3-4	34.0
11. Cate Muller	12-8-DF-12-12-9-10-10	90.0
16. Michael Hoey	DC-DS-DS-DS-DS-DC-DC-DC	136.0
Melges 20		
2. Robert Hughes	4-2-1-1-1-4-OCS	13.0
3. Michael Kiss	2-3-4-5-4-2-1	16.0

2013 Olympic Cup

Chicago Corinthian Yacht Club, Chicago, Illinois

May 26, 2013

Tartan Ten

1. Out of the Blue	Brian Kennalley, Ed Mui, Craig Roehl	1	4	5
2. Winnebago	Tim Rathbun	3	2	5
3. Skidmarks	Lou Jacob	2	3	5
4. Mutiny	John Schellenbach	7	1	8
5. Mikaze	Daniel VanderWoude	6	5	11
6. Sassafras	David Barch	9	6	15
7. Tango II	Martin Plonus	4	DQ	16
8. Jing Bang	David Finlay	8	8	16
9. Honey Badger	Tom Kane	5	DC	17
10. Rainbows End	Steven Fink	10	7	17
11. Eleanor Rigby	Rick Reed	11	9	20
12. Lightning	Bob Warnecke/Steve Karstrand	DC	DC	25
13. Temerity	Douglas Baker	DC	DC	25

PHRF

1. Mutiny	John Schellenbach	1	1	2
2. Eleanor Rigby	Rick Reed	2	2	4
3. Imedi	Mark Hauf	3	4	7
4. Inferno	Phillip Dowd	4	5	9
5. Eagle	Jerry & Shawn O'Neill	8	3	11
6. Eagles Wings	John J Gottwald	5	7	12
7. Norboy	Leif Sigmond & Marcus Thymian	7	6	13
8. Tequila Mockingbird	Chris Duhon	6	8	14
9. Painkiller 4	Alice O. Martin	9	9	18
10. Wired	Brian Angioletti	DF	10	21
11. Lightning	Bob Warnecke/Steve Karstrand	DC	DC	24
12. Temerity	Douglas Baker	DC	DC	24

PHRF-Spin 1

1. Imedi	Mark Hauf	1	1	2
2. Inferno	Phillip Dowd	2	2	4
3. Norboy	Leif Sigmond & Marcus Thymian	3	3	6

PHRF-Spin 2

1. Eagle	Jerry & Shawn O'Neill	2	1	3
2. Eagles Wings	John J Gottwald	1	2	3
3. Painkiller 4	Alice O. Martin	3	3	6
4. Wired	Brian Angioletti	DF	4	9

Ben 36.7

1. Tequila Mockingbird	Chris Duhon	1	1	2
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Atlantic Cup Regatta

11th Hour Racing, Charleston, South Carolina; New York, New York; Newport, Rhode Island

May 11-26, 2013



Bodacious Dream at the Jamestown FiSH finish line. Photo credit: David Rearick.

In what was an amazing finish to an amazing day's racing to an AMAZING three-week long competition, *Bodacious Dream* was declared the winner of the 2013 Atlantic Cup Race. The competition through all three legs of the event was non-stop. Every victory was hard-won and well-deserved. Huzzah to all seven teams and to the Atlantic Cup Race organizers ... and HUGE congrats to co-skippers, Dave Rearick and Matt Scharl, to the great inshore crew and to the whole *Bodacious Dream* Team! It is in the nature of these competitions, that fortunes can change so quickly, and going into this last day, it was still a wide-open race, with #118 *Bodacious Dream* leading #121 *Lecoq Cuisine* by just one point, followed by #116 *Icarus* nine points behind. So, the pressure was on everyone! *Icarus* had an incredible day, winning both Sunday races, which after their one first and two seconds yesterday, made them the clear winner of the inshore leg of the competition. Throughout both of today's races though, *Bodacious Dream* held rock steady, rarely slipping position. With the exception of a 6th place finish in the second Saturday race, *Bodacious* took one of the top three positions in all the other 4 inshore races. *Lecoq Cuisine* had to outpace *Bodacious Dream* on the final day if they were going to grab the prize, but they couldn't do it, finishing in 4th and 5th position respectively. Remember it was *Lecoq Cuisine*, who finished just 8.5 and then 5 minutes behind *Bodacious Dream* in the two offshore legs of the race. Throughout the competition, they proved themselves great sailors and awesome competitors – and much respect goes their way. More: <http://atlanticcup.org/race/>.



Leg 1: Charleston – New York City Results (Start: May 11, 2013)

Team	Starting Time:			Date Finished	Finish Time			Elapsed Time H:M:S	Time Difference	Leg Position	Leg Points
	H	M	S		H	M	S				
118 – Bodacious Dream	14	: 05	: 00	14-5-13	21	: 06	: 15	79:01:15	0:00:00	1	14
121 – Lecoq Cuisine	14	: 05	: 00	14-5-13	21	: 14	: 43	79:09:43	0:08:28	2	12
90 – 40 Degrees	14	: 05	: 00	14-5-13	22	: 01	: 12	79:56:12	0:54:57	3	10
116 – Icarus	14	: 05	: 00	14-5-13	22	: 32	: 36	80:27:36	01:26:21	4	8
106 – Gryphon Solo 2	14	: 05	: 00	14-5-13	23	: 07	: 29	81:02:29	02:01:14	5	6
54 – Dragon	14	: 05	: 00	14-5-13	23	: 11	: 57	81:06:57	02:05:42	6	4
39 – Pleiad Racing	14	: 05	: 00	15-5-14	01	: 13	: 00	83:08:00	04:06:45	7	2

Leg 2: New York City-Newport Results (Start: May 18, 2013)

Team	Starting Time:			Date Finished	Finish Time			Elapsed Time H:M:S	Time Difference	Leg Position	Leg Points
	H	M	S		H	M	S				
118 – Bodacious Dream	14	: 05	: 00	20-5-13	20	: 09	: 39	36:09:39	0:00:00	1	14
121 – Lecoq Cuisine	14	: 05	: 00	20-5-13	20	: 14	: 38	36:14:38	00:04:59	2	12
106 – Gryphon Solo 2	14	: 05	: 00	20-5-13	20	: 19	: 50	36:19:50	00:10:11	3	10
54 – Dragon	14	: 05	: 00	20-5-13	20	: 27	: 28	36:27:28	00:17:49	4	8
116 – Icarus	14	: 05	: 00	20-5-13	20	: 37	: 36	36:37:36	00:27:57	5	6
90 – 40 Degrees	14	: 05	: 00	20-5-13	20	: 41	: 37	36:41:37	00:31:58	6	4
39 – Pleiad Racing	14	: 05	: 00	20-5-14	20	: 54	: 59	36:54:59	00:45:20	7	2

Inshore Racing (May 27-28-2013) & Overall Point Standings

		L	L	
		e	e	
		g	g	
Team		1	2	--Inshore-- Total
1. 118 – Bodacious Dream	Dave Rearick & Matt Scharl	14-14-5-(2)-7-5-6		51
2. 121 – Lecoq Cuisine	Eric Lecoq & Conrad Coleman	12-12-7-5-5-4-(3)		45
3. 116 – Icarus	Ben Poucher & Tim Fetch	8- 6-(6)-7-6-7-7		41
4. 106 – Gryphon Solo 2	Joe Harris & Tristan Mouligne	6-10-(4)-4-4-6-5		35
5. 90 – 40 Degrees	Hannah Jenner & Peter Harding	10- 4-(1)-3-2-3-4		26
6. 54 – Dragon	Michael Hennessey & Rob Windsor	4- 8-2-6-(1)-1-1		22
7. 39 – Pleiad	Ed Cesare & Chad Corning	2- 2-3-(1)-3-2-2		14

2013 Spring Opener

Chicago Corinthian Yacht Club, Chicago, Illinois

May 25, 2013

Tartan Ten

1. Lightning	Bob Warnecke/Steve Karstrand	1
2. Winnebago	Tim Rathbun	2
3. Cheap Thrill	Nancy Snyder	3
4. Skidmarks	Lou Jacob	4
5. Jing Bang	David Finlay	5
6. Mikaze	Daniel VanderWoude	6
7. Retention	Mark Croll	7
8. Tango II	Martin Plonus	8
9. Mutiny	John Schellenbach	9
10. Out of the Blue	Brian Kennalley, Ed Mui, Craig Roehl	10
11. Rainbows End	Steven Fink	11
12. Erica	Brian Kaczor	12
13. Rover	Ken Colbert	13
14. Sassafras	David Barch	14
15. Siege	Glen Gordon	14
16. Temerity	Douglas Baker	14
17. Honey Badger	Tom Kane	14

PHRF

1. Wooton	William H Smith	1 DC	5
2. Full Tilt	Peter Priede and Roy Stewart	4 2	6
3. Vayu	Ron Buzil	2 DC	6
4. Turning Point	David Hardy	3 DC	7
5. Lightning	Bob Warnecke/Steve Karstrand	5 DC	9
6. Momentum	Kevin Saedi & George Simkins	DC 1	10
7. Retention	Mark Croll	6 DC	10
8. Mutiny	John Schellenbach	7 DC	11
9. Siege	Glen Gordon	DC DC	13
10. Painkiller 4	Alice O. Martin	DC DC	13
11. Eagle	Jerry & Shawn O'Neill	DC DC	13
12. Free Agent	Miles De Paepe	DC DC	13
13. Temerity	Douglas Baker	DC DC	13
14. Scout	Dorsey Ruley	DC DC	13



PHRF-Spin 2

1. Wooton	William H Smith	1	1
2. Painkiller 4	Alice O. Martin	DC	3
3. Eagle	Jerry & Shawn O'Neill	DC	3
4. Scout	Dorsey Ruley	DC	3

PHRF-Spin 3

Full Tilt	Peter Priede and Roy Stewart	1 2	3
Momentus	Kevin Saedi & George Simkins	DC 1	4
Free Agent	Miles De Paepe	DC DC	7

Ben 40.7

1. Vayu	Ron Buzil	1	1
2. Turning Point	David Hardy	2	2
3. Rhumb Runner	Katie Goldman	3	3

2013 Torresen Regatta

Muskegon Yacht Club, Muskegon, Michigan

May 25, 2013

				Elapsed	Corrected
1. Mojo	Mike Hessler	Melges 24	Spinn 2	1:54:18	1:39:30
2. Magic	Bill Hoyer	Sydney 41	Spinn 1	1:44:56	1:40:59
3. Sisu	Bob Harvey	Melges 24	Spinn 2	1:56:23	1:41:35
4. Spirit Walker	Vern McCain	Sydney 41	Spinn 1	1:46:32	1:42:35
5. Peerless	Brian Torresen	BT-30	Spinn 1	1:47:30	1:43:33
6. Ticklish	Eric Landman	SR-33	Spinn 1	1:56:44	1:44:24
7. Ricochet	Bobby Cox	J/30	Spinn 3	2:08:21	1:45:39
8. Chicken Soup	Mort Kantor	Lindberg 26	Spinn 3	2:16:24	1:47:47
9. Rampage	Bill Richardson	Soverel 33	Spinn 2	2:05:42	1:50:24
10. Houqua	Jack Andree	J/35	Spinn 1	2:02:30	1:51:09
11. Gauntlet	Guy Hiestand	Kaufman 45	Spinn 1	2:08:25	1:59:32

Conde de Godó Trophy

52 Super Series, Barcelona, Spain

May 23-26, 2013

Winning the final race in Barcelona, *Quantum Racing*, skippered by Ed Baird with Terry Hutchinson as tactician, contributed all that they could to lifting the Conde de Godó Trophy regatta for the second year in a row, but with long time event leaders *Azzurra* slumping to a dramatic seventh place at the same time, the American team did have a little unexpected assistance from their main rivals. *Azzurra* went into Sunday's only race with a lead of two points on *Quantum Racing* and four on Niklas Zennström's *Rán Racing*, but the defending 2012 52 Super Series champions *Azzurra* had only a modest first beat and then were penalized for fouling *Interlodge* at the spreader mark spinnaker hoist. Required to take a penalty turn, *Azzurra*'s hopes of winning the regatta evaporated at that point. There was no coming back for them as *Quantum Racing* were already half a mile down the first run, sailing securely and confidently to take the winning gun and with it the Conde de Godó Trophy and draw first blood on the 2013 52 Super Series. *Rán Racing*'s second place, with *Azzurra* seventh gives Zennström's world champions crew second overall in Barcelona, the city where they won their first 52 regatta as a team in 2011. If several of the earlier races had seen *Quantum Racing* forced to climb through the fleet, this time there were more obvious shades of the 2008 and 2011 champions at their best. They started well but one subtle, small right hand wind shift, minutes after the start was fundamental to them getting the jump on the fleet, making a key gain on *Rán Racing*, which allowed them to lead around the first windward turn. Although they had a lackluster first beat, *Azzurra* were still contenders at the top of the first leg, but as they tried to break away from the tail of the pack they were not clear enough of *Interlodge* and the resulting penalty compounded their initial problems. It was a dramatic conclusion to a regatta which *Azzurra* had dominated at times, winning three races of the eight sailed, along with two thirds and a second place. But in the end the recoveries which *Quantum Racing* staged with their potent mix of fighting spirit, focus and sheer talent, proved their value. "I look at a couple of races that we had pretty good comebacks from the top marks and those are the races that are the deciding factors." Stated *Quantum Racing*'s Terry Hutchinson, "The races when you lead at the top mark you need to win. *Azzurra* fortunately could not get back through the fleet this time." "These things happen," responded Simon Fry, *Azzurra*'s trimmer. "It's a bad day. You park it. You maybe draw on it in the future if you need to but we know we are fast. We sailed pretty well for three and a half days but unfortunately we let ourselves down in one race, but we'll be back. We'll be alright in Ibiza." Tony Langley's crew of *Gladiator* nailed one final third to their aggregate to finish fourth overall, the British owner especially pleased with their race win in Friday's 25kts plus breeze. Barcelona delivered a potent mix of breezes including two memorable days when the early season winds were consistently over 20kts, complemented nicely by Sunday's 11-15kts showdown. Winners last year against *Azzurra* only tie-break, *Quantum Racing*'s head to the 52 Super Series second regatta of four with a series lead of three points, while the 2012 champions *Azzurra* are third, four points behind.

1. Quantum Racing (USA)	3-1-2-4-2-3-2-1	18
2. Rán (SWE)	2-4-3-1-3-5-1-2	21
3- Azzurra (ITA)	1-3-1-2-4-1-3-7	22
4- Gladiator (GBR)	5-7-7-3-1-4-5-3	35
5- Interlodge (USA)	4-2-6-5-6-2-4-6	35
6- Rio (USA)	7-6-5-6-5-6-6-4	45
7- Provezza (TUR)	6-5-4-7-7-7-7-5	48



2013 Commodores Cup Chicago Yacht Club, Chicago, Illinois May 19, 2013

PHRF

1. Mutiny	John Schellenbach	1	2	3
2. Imedi	Mark Hauf	3	1	4
3. Lightning	Bob Warnecke/Steve Karstrand	2	3	5
4. Norboy	Leif Sigmond & Marcus Thymian	4	4	8
5. Inferno	Phillip Dowd	5	5	10
6. Tequila Mockingbird	Chris Duhon	7	7	14
7. As You Wish	Sue Hogan, John Heaton, Grace Tsiang	8	8	16
8. Eagle	Jerry & Shawn O'Neill	11	6	17
9. Split Decision	Mark D. Norris	6	11	17
10. Tried and True	Robert K. Foley	9	9	18
11. Painkiller 4	Alice O. Martin	12	10	22
12. Fog	Charles H. Wurtzebach	10	12	22

Farr 40

1. Norboy	Leif Sigmond & Marcus Thymian	1	1	2
2. Inferno	Phillip Dowd	2	2	4

Tartan Ten

1. Winnebago	Tim Rathbun	1	1	2
2. Mutiny	John Schellenbach	3	2	5
3. Glider	Bruce Lamotte	2	4	6
4. Lightning	Bob Warnecke/Steve Karstrand	4	3	7
5. Out of the Blue	Brian Kennalley, Ed Mui, Craig Roehl	5	5	10

ORR TOT 1

1. Imedi	Mark Hauf	1	1	2
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ORR TOT 2

1. Eagle	Jerry & Shawn O'Neill	1	1	2
2. Painkiller 4	Alice O. Martin	2	2	4

Ben 36.7

1. Tequila Mockingbird	Chris Duhon	3	1	4
2. Split Decision	Mark D. Norris	1	5	6
3. As You Wish	Sue Hogan, John Heaton, Grace Tsiang	4	2	6
4. Soulshine	Jarrett Altmin	2	4	6
5. Tried and True	Robert K. Foley	5	3	8
6. Fog	Charles H. Wurtzebach	6	6	12

INTER-SCHOLASTIC SAILING ASSOCIATION DOUBLEHANDED CHAMPIONSHIP FOR THE MALLORY TROPHY

Chicago Yacht Club - Belmont Station, Lake Michigan, Chicago, IL

May 11-12, 2013

A wonderful story and complete scores are available at the High School Sailing web page. Formatting of the item precludes its being produced in this issue. Our apologies. Click here: http://www.hssailing.org/results/2012/13_mallory_res.pdf

Spring Invitational Grade 3

Chicago Match Race Center, Chicago, Illinois

May 18-19, 2013

The fluky conditions of Saturday persisted into the second and final day at the Chicago Match Race Center's Grade 3 Spring Invitational, forcing organizers to determine a winner from the results of only six complete flights in the field of ten teams. In four years of running dozens of match race events, this is only the second time CMRC has had the weather force an incomplete format of racing. After a postponement ashore to wait for breeze, the teams were hurried out to the water to race Flight 4 in a breeze that built to where teams were full-hiked throughout their matches. But this then died away to nothing, forcing another delay. This same pattern occurred twice more, allowing for two more completed flights, separated by long periods of calm conditions. While not an ideal scenario, there were enough flights completed to have a winner: Newport Beach-based Ryan Davidson and his Golden State Match Racing team of Payson Infelise, Brandon Folkman and Matt Hecht, who amassed an impressive 5-0 score in tricky conditions. This victory will give Davidson an automatic invitation to next month's Grade 2 Chicago Match Cup Qualifier and the chance to compete in the CMRC's main event of the season in August, the Grade WC Chicago Match Cup, the only US stop on the Alpari World Match Racing Tour. Perhaps the most exciting action of the weekend was the complicated tie-break exercise was then needed to round out the remaining results, as three teams - Don Wilson, Will Cyr and Nathan Hollerbach - were all tied on scores of 4-1. Chief umpire Tom Rinda and his team then unraveled the Byzantine complexity of scores to determine the runner-up to be CMRC's Don Wilson, who is now crowned as the 2013 Lake Michigan Match Race Champion. Third place went to Will Cyr from Detroit, and fourth to Nathan Hollerbach from CMRC. For being the top two Lake Michigan-based finishers, Hollerbach and Wilson will both receive invitations to this year's match race championship for the Great Lakes, the Richardson Trophy, to be held in September at Buffalo Yacht Club, in Buffalo, New York.



1) Ryan Davidson	Balboa Yacht Club, Newport Beach, California	5-0
2) Donald Wilson	Chicago Match Race Center, Chicago, Illinois	4-1
3) Will Cyr	Bayview Yacht Club, Detroit, Michigan	4-1
4) Nathan Hollerbach	Chicago Match Race Center, Chicago, Illinois	4-1
5) Val Smith	Chicago Corinthian Yacht Club, Chicago, Illinois	2-3
6) Clinton Hayes	Eastern Yacht Club, Marblehead, Massachusetts	2-3
7) Dierk Polzin	Hoofer Sailing Club, Madison, Wisconsin	1-4
8) Hans Pusch	Chicago Match Race Center, Chicago, Illinois	1-4
9) Lars Hansen	Wayzata Yacht Club, Wayzata, Minnesota	1-4
10) Nick Turney	Chicago Corinthian Yacht Club, Chicago, Illinois	0-5



CMRC Grade 3
Spring Invitational
winner Ryan
Davidson.
Photo credit:
ISAF web site.

2013 Melges 24 Regatta

Muskegon Yacht Club, Muskegon, Michigan

May 18-19, 2013

1. Flying Toaster	Mike Dow	5	7	1	1	1	2	18
2. Rustler	Fred Rozelle	2	4	3	4	3	2	22
3. High Voltage	Augie Hernandez	3	1	2	3	6	5	23
4. Diminished 5th	Jim Beebe	4	2	5	5	4	3	24
5. Djinn	Gray/Sagan	6	5	4	7	2	7	39
6. I'm With Stupid	Vowels	10	6	6	2	7	4	41
7. Mojo	Mike Hesler	11	11	8	9	5	8	57
8. Sisu	Bob Harvey	1	8	9	10	10	11	58
9. Tramp Stamp	Scott Miller	8	12	12	6	12	6	63
10. Rush	Gozzard/Graham	12	3	11	12	9	9	66
11. Impulsive	Laurie Poppen	9	10	7	8	11	10	66
12. USA 86	Mike Stewart	7	9	10	11	8	DC	71

2013 Macatawa Bay Melges 17 Spring Invitational

Macatawa Bay Yacht Club, Holland, Michigan

May 4-5, 2013

1 USA 3	Chad Coberly	1	4	3	1	1	3	2	1	2	18
2 Elevation Racing	Steve Sisson	3	1	1	4	3	1	1	4	1	19
3 USA 71	Casey Call	5	2	4	2	2	2	3	2	3	25
4 Hellifknow	Bob Heathcote	4	7	7	3	DF	4	5	6	5	52
5 True	Mark Bremer	7	6	6	DF	5	5	4	5	4	53
6 Via Con Dios	JP Del Solar	2	3	2	5	4	DS	DS	DS	DS	60
7 Matros II	Tom Bryant	8	8	5	DF	DF	DF	6	3	6	69
8 Solution	Tracy Brand	6	5	DF	6	DF	DS	DS	DS	DS	83
9 Bacetto Uno	Michael Kiss	DC	DC	DC	DC	DC	DS	DS	DS	DS	94
10 Don't Panic	Brian Poppert	DC	DC	DC	DC	DC	DS	DS	DS	DS	94

2013 Vladimir Kobal Memorial Regatta

Chicago Yacht Club, Chicago, Illinois

May 4-5, 2013

Laser	(15 boats)	9 races scored	
1. Matt Woodworth	CYC	1-2-1-1-1-1-1-2-2	12
2. Roman Plutenko	none	2-1-2-3-2-4-2-1-1	18
3. Rick Strilky	CCYC	5-4-3-2-5-6-3-4-4	36
4. Matt Ripkey	Lake Geneva	4-8-6-4-3-5-4-3-3	40
5. Dave Poquette	South Shore YC	3-5-5-5-4-3-7-5-6	43
6. Stephen Dolan	Milwaukee YC	7-3-8-6-8-2-6-7-7	54
7. Andrew Aronson	CCYC	8-7-4-9-6-7-5-8-8	62
8. J. P. Mull	Cedar	6-6-7-8-7-8-DC-DC-DC	90
9. Charlie Koules	CYC	9-9-11-7-10-DF-11-11-11	95
10. Patrick McBriarty	CYC	10-11-9-11-9-10-DC-DC-DC	108
11. Russell Burke	CYC	DC-10-10-10-DS-9-13-13-13	110
12. Robert Christie	CYC	DC-DC-DC-DC-DC-DC-8-6-5	115
13. Mitchell Polgar	CCYC	DC-DC-DC-DC-DC-DC-9-10-9	124
14. Garrett Gast	CCYC	DC-DC-DC-DC-DC-DC-10-9-12	127
15. David Nietling	none	DC-DC-DC-DC-DC-DC-12-12-10	130



1. Jacob Karlin	CCYC	1-1-1-1-1-1-2-1-1-1-1-DC	24
2. Lu Han	CCYC	4-3-2-3-2-2-4-4-3-3-2-1	33
3. Andy Camarda	CCYC	2-4-3-4-6-5-3-2-2-5-5-3	44
4. John Schellenbach	CYC	3-5-8-2-4-4-1-3-4-4-4-4	46
5. David Stix	CCYC	5-7-4-7-7-6-6-6-5-2-3-2	60
6. Mel Levy	CCYC	6-6-5-6-3-3-5-5-6-6-DC-DC	75
7. Christopher Wurtz	ISAF	DC-8-7-8-8-7-7-7-7-7-DF	97
8. Donnie Massey	CCYC	7-2-6-5-5-DF-DC-DC-DC-DC-DC-DC	109
9. Dan Floberg	none	DC-DC-DC-9-DS-DC-DC-DC-DC-8-6-5	124
10. Christopher Wurtz	ISAF	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC	144T
11. William Mooney	CCYC	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC	144T

170	Lawson Levine	Blue Fleet	Lake Forest Sailing	56-33-48-	32-50-58-29-(60)-44-(OCS)-60	410
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[illegible][illegible]

1. Charlei Koules	CYC	1-2-1-1-1-1-2-1-1-1-1-1	14
2. David Imrem	Great Lakes	DS-1-2-3-DC-DC-DC-2-2-2-2-2	38
3. Phil Boardman	CYC	2-3-3-2-3-3-3-DC-DC-DC-DC-DC	49
4. Jeremy Alexis	CYC	DC-DC-DC-DC-2-2-1-DC-DC-DC-DC-DC	59
5. Markell Pool	CYC	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC	72

1. Michael Reagan	CYC	DC-3-3-3-3-1-3-1-2-3-4-3-3-2	45
2. Don Wilson	CYC/CMRC	DC-2-1-1-1-DC-DC-DC-DC-DC-2-2-1-1-1	60
3. Donald Maxwell	CYC	2-DC-DC-DC-DC-1-2-1-2-1-DC-DC-DC-DC-DC	81

4. Michael Whitford	CYC	1-DC-DC-DC-DC-DC-DC-DC-DC-DC-1-1-2-2-DS	83
5. Melissa Grim	CYC	3-DC-DC-DC-DC-2-3-2-3-3-DC-DC-DC-DC-DC	88
6. Lloyd Karzen	CYC	DS-DC-DC-DC-DC-DC-DC-DC-DC-DC-4-3-4-4-3	94
7. Kristian Martincic	CYC	DC-1-2-2-2-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC	95
Sonar-PM (7 boats) 24 races scored			
1. Andrea Krasinski	CYC	3-1-3-3-2-3-3-2-3-4-2-4-2-2-3-4-4-1-3-2-2-1-3-3	63
2. Steve Dorfman	CYC	1-3-2-2-3-4-4-4-4-2-3-2-4-3-4-2-1-4-2-3-3-2-1	66
3. Molly McMahon	CYC	2-2-1-1-1-1-2-3-2-3-4-1-3-4-2-3-3-DC-DC-DC-DC-1-2	81
4. James Walsh	CYC	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-1-1-3-1-1-1-1-2-3-1-1-1-2-4-4	99
5. Mark Norris	CYC	DC-DC-DC-DC-DC-2-1-1-1-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC	165
6. Patrick McBriarty	CYC	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-2-4-4-4-4-DC-DC	170
7. David Ormesher	CYC	DC-DC	192
J/70 (3 boats) 3 races scored			
1. John Heaton	CYC	2-1-1	4
2. Blane Shea	CYC	1-2-2	5
3. Richard Stearns	CYC	3-3-3	9

2013 Vanguard 15 Spring Frostbite Series

Chicago Corinthian Yacht Club, Chicago, Illinois

March 24-April 18, 2013

1. Val Smith	DC-3-1-1-1-2-6-3-4-3-2-1-2-2-DC-DC-DC-DC-4-4-2-4-2	30
2. Lu Han	1-1-3-4-3-4-8-5-2-2-5-2-3-5-2-2-3-3-6-5-7-5-6	40
3. Andy Camarda	DC-2-2-2-2-8-3-2-6-DS-4-5-4-4-DC-DC-DC-DC-5-10-11-6-3	58
4. John Schellenbach	2-4-4-3-4-9-4-9-9-1-6-6-5-6-DQ-5-DS-DS-DC-DF-10-11-9	64
5. David Stix	DC-DC-DC-DC-DC-6-9-8-8-5-3-4-6-3-3-4-4-4-3-7-9-7-11	179
6. Mike Schroff	DC-DC-DC-DC-DC-5-1-1-1-4-1-3-1-1-DC-DC-DC-DC-DC-3-1-8-4	184
7. Jacob Karlin	DC-DC-DC-DC-DC-3-7-7-5-DC-DC-DC-DC-DC-1-1-1-1-DC-1-5-1-5	203
8. Mel Levy	DC-DC-DC-DC-DC-7-5-6-7-DC-DC-DC-DC-DC-DC-3-2-2-7-8-4-3-8	227
9. August Hernandez	DC-DC-DC-DC-DC-1-2-4-3-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-2-6-3-10-7	248
10. Ben Marden	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-1-2-6-2-1	282
11. Michael Schmitt	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-8-9-DC-9-DC	326
12. Erik Schmitt	DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-DC-8-DC-10	333
13. Donald Wilson	DC-DC	345
13. Christopher Wurtz	DC-DC	345

🚩 Regatta reports featuring sailing conditions, exceptional and fun occurrences, photos and more are invited to be submitted. Email them to lmsrfadministration@lmsrf.org. Thank you!

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