



Lake Michigan SuRF Newsletter

THE LAKE IS EXTREMELY COLD THIS YEAR

By Glenn McCarthy

Hypothermia kills. Now that we are into summer, our expectations are that Lake Michigan has warmed up some. It has not for the most part. Do not fall into the water. Wear a tether; especially wear a Type 1 PFD (this holds the shoulders and head up out of the water). The four highest heat loss areas of the body is where hair grows and a Type 1 PFD gets three of those high heat loss spots on the body out of the water.

In most areas of the lake, the surface temperature is still in the 50's. There are many spots of upwelling around Lake Michigan where the surface temperature remains in the 40's. Upwelling is where the wind blows the warmer surface water away and the colder lower water comes up to the surface.

| Hypothermia Chart | | | |
|----------------------|-------------------|-------------------------------|------------------------|
| Water Temp (degrees) | Hypothermia Index | Exhaustion or Unconsciousness | Expected Survival Time |
| 32.5 to 40 degrees | SEVERE | 15 to 30 minutes | 30 to 90 minutes |
| 40 to 50 degrees | HIGH | 30 to 60 minutes | 1 to 3 hours |
| 50 to 60 degrees | CAUTION | 1 to 2 hours | 1 to 6 hours |
| 60 to 70 degrees | MEDIUM | 2 to 7 hours | 2 to 40 hours |

Be careful folks. The average water temperature is eight degrees colder this year than last year at this time. That's almost a whole level on the chart above.

Thanks to Chuck Pistis of Michigan State University Sea Grant Michigan program for his assistance.

WELCOME SOUTH HAVEN RACERS

South Haven sailors are new additions to our *Lake Michigan SuRF* newsletter distribution list. We hope you enjoy our monthly e-newsletter and share it with lots of your friends and family! Please invite your crew to subscribe. Thank you.

America's Cup Arrives on the Shore of Lake Michigan

By Glenn McCarthy



LMSRF Commodore Glenn McCarthy, the America's Cup, a Cup attendant, and Tom Ehman at Chicago Yacht Club.

On June 20, 2013, the America's Cup trophy came to Lake Michigan for the first time. It was brought as part of a book tour. The day entailed a 5 minute 30 second news segment in the WGN-TV news studio (<http://wgntv.com/2013/06/20/author-julian-guthrie-the-billionaire-and-the-mechanic/>), a private lunch with 85 people at Chicago Yacht Club, and a book signing in a Winnetka bookstore, open to the public in the evening.

All The News That Fits ...

| | |
|--|----|
| Lake is Cold | 1 |
| Welcome South Haven Racers | 1 |
| America's Cup Here | 1 |
| Lutz Trophy & Blues | 4 |
| Chicago-Mackinac Events | 4 |
| Revamp the NOR? | 4 |
| GL 70 Sheboygan Invitational | 6 |
| New Clubhouse for Macatawa Bay ... | 6 |
| Sailor Pirates Pillage & Plunder | 7 |
| Starting Races Downwind | 8 |
| NOR+Social Schedule = FUN | 8 |
| One-Design Council Chair Profile | 9 |
| Peeing Response | 10 |
| Mentors | 11 |
| I Don't Get You | 11 |
| Want To/Need Crew? | 12 |
| Efficient Facility Design | 12 |
| How BIG Is Sailing? | 13 |
| Muskegon Junior Sailing Fun | 14 |
| Area K Bemis/Smythe | 16 |
| Lakes/Transpac News | 16 |
| Avoid Running Aground | 16 |
| LMSRF Boat Donation Program | 19 |
| Women's Laser Radial Clinic? | 20 |
| Area I Update | 20 |
| Area III Update | 20 |
| Yacht Club Membership News | 21 |
| 2013 Kazube Cup | 22 |
| Be An Informed T-Tenner | 22 |
| Fun Alert - Beer Canning | 22 |
| Lamphere Wins Radial Nationals ... | 22 |
| Kenosha Honors LaPoint | 23 |
| Sheboygan River off EPA List | 23 |
| Bill to Block Wind Farms in Lake ... | 23 |
| Ephraim Seminar-Jobson | 23 |
| LMSRF ICSA All-Americans | 23 |
| Tour Michigan Lighthouses | 24 |
| South Shore Yacht Club Growing ... | 24 |
| Grants-In-Aid Reports | 24 |
| Sailing Icon Hood Dies | 25 |
| Controlling Sea Lampreys | 25 |
| Heard on the Rail | 26 |
| Mark Your Calendars | 27 |
| National Hall of Fame News | 27 |
| E15 Challenge Goes Down | 28 |
| Michigan City Juniors Seek Help | 28 |
| Beneteau 40.7 Fleet Growing | 28 |
| US Sailing News | 28 |
| Letters to the Editor | 29 |
| What Happened | 30 |
| About Lake Michigan SuRF | 53 |

The presentation at lunch included Golden Gate Yacht Club Commodore Norbert Bajurin, Golden Gate Yacht Club Vice Commodore Tom Ehman, who is also the Director, External Affairs at America's Cup Event Authority, and Julian Guthrie (author of the book *"The Billionaire and the Mechanic"*). As an invited guest to Chicago Yacht Club, I can wrap it up simply – it was fantastic.

Ehman is a premier emcee and public speaker. If you ever get the chance and he is in your town, jump up and go. He is a laugh a minute, sincere, self-deprecating and a local sailor to boot (from Pinckney, Michigan). I asked him what his four job titles include, and he said the biggest job is to assure that the competitors and the event complies with the Deed of Gift. A default would be disastrous for any participant. Second, in the game of pool, your purpose of hitting a ball is not only to get it in a pocket, but also have your cue ball to land in a place to make your next shot easier (look ahead). So Ehman said his next biggest job is, "Knock on wood if we win this Cup, I have already started on the next Cup competition." Ehman will be emceeing in the America's Cup Village in the stadium when the races are run this fall.



He started with the story that the trophy was not the 100 Guinea Cup originally, as the Americans didn't know the difference between the British Pound symbol and the Guinea symbol. As a result the Americans engraved the trophy with the "100 Guinea Cup," rather than the appropriate "100 Pound Cup."

He mentioned a few things that are better off waiting for with official announcements. He gave a partial

Two guards travel
with the trophy ever
since a Maori man in
1997 in New Zealand
smashed the
America's Cup with a
sledgehammer.



explanation on the loss of Andrew "Bart" Simpson in the accident. We'll wait until the official report comes out rather than repeat what Ehman said. Then he gave some big news of what will occur June 24, that he asked everyone in the room to keep out of the press, but 85 of us were "in the know". By the time you read this, you'll know what happened on San Francisco Bay with Oracle. (In case you missed it, it was the first day TWO *Oracle Team USA* AC72s sailed on San Francisco Bay.)



Ehman talked about the writings I've made on bringing the fun back to sailing and discussed not only the reduced participation in the sport, but that TV viewer ship of the America's Cup for three decades has dropped as well. He points on the big need to get youth to stay in sailing. The America's Cup needs the sport to grow. The America's Cup is working hard to feature youth, by holding concerts at the America's Cup Village with performers that attract youth and intermingle information about the Cup while the concerts are held.

To this end, the America's Cup is focused on younger people. The teams require strength and agility that only young teams can provide. He suggested some portly older skippers of the past wouldn't make a day on these boats. They created the Red Bull Youth America's Cup, where fleet races will occur with the AC45's with ten teams, eight foreign, one local San Francisco, and one U.S. National team. This series will be part of the build up to the America's Cup. The buzz in San Francisco is on the uphill slope on its way to the crescendo this fall.

Ehman said that the first generation AC72 boats have sailed side by side and the boats are relatively even, and believes that it will be a good competition and wouldn't make a prediction who might win. The finals include the first to win nine races (there could be 17 races). In the 12-Meter days, the races sometimes were four, five, six hours or more. This isn't your grandpa's America's Cup. Each race is to be about 30 to 40 minutes with a short break in between. The race starts on a reach (fastest speed), and then windward/leewards, with a reach to the finish. Why? They're trying to make it exciting for TV. Each mark is not a bag, but a boat that can be moved by GPS to shorten or lengthen the course to accommodate the amount of time TV can afford. This is a show designed for TV. Stan Honey (navigator on *Pyewacket*, the monohull record holder of the Chicago-Mackinac race) has developed grid overlay lines and other features for the television broadcasts so that understanding sailboat racing and the "three length zone" will be easy for the non-sailing public to understand.

He reports that a one team campaign over a three year period has a budget of \$100M. He pointed out that like most businesses experience, labor is the biggest portion of the budget. With 130 employees in Team Oracle, this component represents 60% of their costs.

Ehman brought Bajurin and Guthrie up to the microphone and discussed the book. Guthrie had interviewed Larry



Golden Gate Yacht Club Commodore Norbert Bajurin, author Julian Guthrie, and Golden Gate Yacht Club Vice Commodore Tom Ehman.

Ellison ten years ago for a business magazine and had learned about Ellison looking for a club early on, as the America's Cup is a competition between yacht clubs and not between individuals. Ellison first went to St. Francis Yacht Club (the Upper Crust club in San Francisco). It was reported in the paper that negotiations weren't going well after four months. Golden Gate Yacht Club Commodore Bajurin (an auto radiator repairman) made a call to Ellison, and before you knew it, Golden Gate Yacht Club (the more "blue collar" yacht club three blocks away from St. Francis Yacht Club) became the Challenger of Record. Then in AC 33 in 2010, the trimaran *BMW Oracle* vs. Ernesto Bertarelli catamaran *Alinghi*, found Golden Gate Yacht Club coming into possession of the America's Cup with the win. Hence the book title became, "*The Billionaire and the Mechanic*." Friends who have read the book say it is worthy of the purchase. Guthrie had exclusive time with Ellison for 3-4 hours each month for 12 months, drinking none other than green tea at each session.

Ehman invited everyone to buy the book and the movie (*The Wind Gods* on AC33 when *BMW Oracle* won with the trimaran vs. the catamaran against *Alinghi*): <http://www.thewindgodsmovie.com/#> and asks for everyone to come out to San Francisco this fall to see the America's Cup Races <http://www.americascup.com/en/events/louis-vuitton-cup>.

The amazing thing is, while all sailors have a wide variety of opinionated pros and cons on just about everything America's Cup, while the teams squabble back and forth in hearings, when the cannon goes off there will be two boats crossing the starting line and it is promised to be exciting.



JACKSON PARK'S LUTZ TROPHY OFFERS BLUES FEST

by Janet Hansen, Jackson Park Yacht Club Fleet Captain

The Lutz Trophy Supplemental Sailing Instructions are posted and entrants are still welcomed (<http://tinyurl.com/2013AreaIII>, scroll down to July 6 and choose Lutz, scroll down mid-page to enter)! The Lutz Trophy has been in competition since 1922. Understanding that it is the 4th of July weekend LONG celebration, we do want to bring your attention to the Jackson Park Yacht Club annual Blues Fest/Lutz Regatta party @ 31st Street Dock F in Chicago, Illinois. Weather Mark Tavern is a sponsor and providing a FREE Mount Gay Black Label pour from 5:30 TO 6:30 P.M. Please go to www.JPYCBluesFest.eventbrite.com for further details and to ensure your food selection. Free over night docking is courtesy of Host Harbor, please contact Gina (312-225-6464) at 31st Street and reference the "Lutz."

THE CHICAGO-MACKINAC RACE EVENTS

Thursday, July 11, 2013 9am – 10am (Central) Cruising Skipper's Meeting, CYC Monroe Parking Lot Tent.

Thursday, July 11, 2013 3pm – 3:30pm (Central) Cruising Start

Friday, July 12, 2013 5pm – 6pm (Central) Racing Skipper's Meeting, CYC Monroe Parking Lot Tent.

Friday, July 12, 2013 7pm – 11:30pm (Central) Pre-Race Party, CYC Monroe Station (members, skippers, crews and their accompanied guests only).

Saturday, July 13, 2013 10am – 2pm (Central) Parade of Boats at Navy Pier (open to the public)

Saturday, July 13, 2013 11am - 3pm (Central) Racing Start

Sunday, July 14, 2013 5pm – 8pm (Eastern) Children's Party, Grand Hotel Mackinac Island (families of members, skippers, crews and their accompanied guests only)

Tuesday, July 16, 2013 2pm – 6pm (Eastern) Sailor's Celebration, Grand Hotel Tea Garden (members, skippers, crews and their guests only)

Tuesday, July 16, 2013 2pm – 4pm (Eastern) Activities for Children, Grand Hotel Tea Garden Family Area (families of members, skippers, crews and their guests only)

Wednesday, July 17, 2013 9am (Eastern) Bus Back from Mackinac



IT IS TIME TO REVAMP THE NOTICE OF RACE TO REFLECT WHAT WE WANT

by Glenn McCarthy

For the longest time, regattas held two races on Saturday and one on Sunday. Races were long. A race Saturday that was postponed on Saturday could be run on Sunday. That was simple enough for everyone to understand and follow.



Courtesy: noticeofrace.net

Around 1985, two tickets to the Indy 500 ended up in my hands. They were right on the bricks at the start/finish line, I could reach out and shake the hand of the guy waving the flags, and sat across from the middle of the pits and could see all of them stretched out before me. I learned a little about auto racing that day. When they do the Pace Lap, the competitors have their foot fully on the gas, holding the car back by pressing the brake simultaneously before the Pace Car peels off into the pits, when they have the clear space, they pop their foot off the brake pedal with the engine fully amped up and take off and go! We need to have the same pressure on race committees to run races, and not postpone races.

Today, we try to run a lot of shorter races at multi-day events while boxing ourselves in to a limit on the number of races that the event will run. Is it time to remove that box? I think so.



For many years, I went to the Bacardi Cup in Miami, FL. 6 races were scheduled, 1 per day, 6 days in a row. What tools do we give the Race Committee in scheduling? We only give them 1 tool, and that is to postpone and push races BACK in the schedule. There is no tool to accelerate the races and move race UP in the schedule. It was normal to have double headers later in the week, never at the start of the week.

In one time period, the PRO had decided that races should be between 8 - 18 knots of wind, with shifting of no more than 8 degrees. We raced under this PRO for many years. Each year he would keep the Cat in the Hat flag up (Postponement), and he, and we, would lose decent days of sailing. It finally got to the point where he passed on racing on a number of decent days that didn't meet his criteria (which were perfectly fine for racing), and we raced only 4 races on the final 2 days of the event. And those 2 days did not meet his criteria, were relatively normal shifty races where we had better sailing conditions earlier in the week that he had passed on. I was finished. I said that I would not return to the Bacardi Cup, until they got a new PRO. I don't need to take a full week off from work, just to sail what ended up a 2 day regatta.



Courtesy: Wikipedia.

We know the vagaries of wind and fronts, and weather prediction tools have gotten much better. Three day forecasts are giving us a reasonable idea of what conditions will be like. The 4 - 6 day forecasts are still questionable and iffy but do include a general overall idea of what to expect.

What if the forecast for a multi-day event called for super conditions on the first two days, a front coming through on the third day that will blow the dogs off chains, a dying wind with leftover big waves the fourth day and returning to regular local conditions following (which I have been through many times)? Today, the race committee is limited as to the number of races they would run the first 2 days, probably postpone on the 3rd day, and have a questionable race conditions on the 4th day, and probably get in some races on the 5th and 6th day. Look at the math, the only tool we give the Race Committee is to postpone races. There's no tool to accelerate races and move them up in the schedule, is there?



Courtesy: Intellicast.com

Let's change that, let's put the pressure on the Race Committee to run races. Let's not limit the number of races. Let's only limit the time that races will be run instead. I'm pretty sure this is what we want, and we just haven't connected the dots yet.

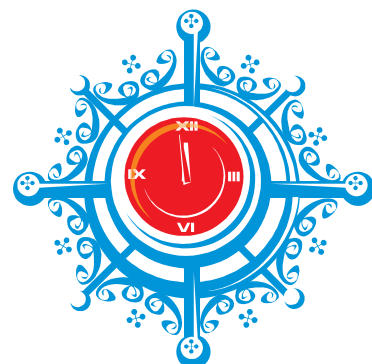
RECOMMENDATION: The Race Committee shall endeavor to run as many races as possible starting at 9:30am, with no start after 4:00pm, except the final day with no race starting after 1pm.



Now we have given the tools to the Race Committee to run 1 a day, or as many as they can fit in, like 5, 6 or 7 in a day. By limiting the time in which races are run, rather than stating the number of races to be run, the pressure is on to keep running races. Ernie Banks, a famous Chicago Cubs player, used to come out on the field in a single-header and say, "It's a beautiful day to play Baseball ... Let's play two!"

One of the concerns in sailing today is respecting the time we all have to give to it. Converting the races to "time" respects our time.

I can only think of one potential downside, in this whole "fairness thing" that the IOC/ISAF/US Sailing push, there is this fear that the local Race Committee could



play favorites and stop running races once their favorite is in the lead of the regatta. Of course most will never do this and I have little thought that it could occur, but with the postponement tool used already, that alone provides the opportunity to guide the outcome. By moving races up in the week, this does not change a bias a race committee may try, so I see no downside to this.

2013 GREAT LAKES 70 CLASS INVITATIONAL IN SHEBOYGAN

The Great Lakes 70 Class has scheduled the 2013 Sheboygan Regatta at Sheboygan Yacht Club, Sheboygan, Wisconsin, for Friday through Sunday, August 9-11. The regatta will feature a distance race one day and two days of course racing. A warm welcome has been extended to the teams and participation is expected to be high.

DID YOU KNOW THIS ABOUT THE LAKE MICHIGAN PERFORMANCE HANDICAP RACING FLEET?

by Glenn McCarthy

The Lake Michigan Performance Handicap Racing Fleet (LM-PHRF) works hard to provide fair handicaps for monohulls and multihulls. I remember as a kid living across the street from Mark Mahowald, a mathematics professor at Northwestern University, who was heavily involved in LM-PHRF. LM-PHRF's job is one of crunching numbers, looking at tons of data, closing loopholes, writing procedures, rules and regulations, dealing with changes people make to the boats, all of which requires a cadre of volunteers to sustain. They have been a very valuable resource and continue to be.



Recently, a race was run mixing both monohulls and multihulls in the same section. When results were posted, many competitors were not pleased (other than the winner!). The performance of monohulls and multihulls are just too extreme to sail against each other. LM-PHRF recognized this long ago, and did not even attempt to make monohull handicaps integrate with multihull handicaps. The handicap numbers do not correlate with each other, and it was never the intent by LM-PHRF that these two different types of boats race against one another.

Years ago, my father and I did the double-handed race from Winthrop Harbor, Illinois to Port Washington, Wisconsin. On a C&C43, we had broken away from the fleet early and established quite a lead. However, the wind would come and go throughout the day and when the wind was on, this trimaran would go four times as fast as us, and when the wind went light, they would fall back at half our speed. Eventually they caught up to us and passed us. Then the wind went light, and we passed them. This see-saw experience went on for four hours; it was quite funny to watch. Closing in on the finish line, we were sweating it out for first to finish. Suddenly another wave of wind came in and they passed us. Then it died again and we crept by them and it stayed light across the finish line and we got the trifecta – first to finish, first in section, first overall. Obviously, the performance of a monohull and a multihull are so very different in different wind speeds it makes no sense at all to have them compete against one another. Learn more about LM-PHRF here: <http://www.lmphrf.org/>.

One of the funniest things I ever saw was at the awards program under the tent. This beer-belly guy at the back of the tent started walking forward, as he was passing people, more people behind him were laughing. By the time he got to the front of the tent the whole place was roaring. The back of his T-shirt read, "I beat anorexia!"



MACATAWA BAY YACHT CLUB APPROVES NEW CLUBHOUSE

The members of the historic Macatawa Bay Yacht Club voted almost unanimously Friday, May 24, 2013, to approve the demolition and construction of a new clubhouse. A vote of the members which requires a minimum of two-thirds of the members present at the stockholder's meeting was 147 for the new clubhouse and only six against.



The natural beauty of Lake Macatawa with its channel to Lake Michigan has long drawn citizen interest in water sports, and early on the many resorts drew summer folk from Chicago, St. Louis, Grand Rapids, Kalamazoo and the nearby Holland environs to a “golden age” of enjoyment. Steamboat excursions from Chicago, South Haven and Saugatuck to the Holland resorts were popular, and summer activities began about July 4, 1889. The interurban rail system began running from Grand Rapids, along 8th Street in Holland six miles to Jenison Park and Macatawa and then later to Saugatuck.

For 114 colorful years Macatawa Bay Yacht Club has survived ups and downs through two World Wars and the Great Depression, as well as a fire that burned its clubhouse to the ground in 1963. The clubhouse that stands today will now be brought to the ground and rebuilt with an expanded two story facility aimed at meeting the growing needs and desires of the membership. Macatawa Bay Yacht Club offers an extensive youth training program for the sport of sailing during the summer. They are also the host club for many major sailing regattas like the Melges 20 National Championship coming up on August 23–25, 2013. There have been and still are today many well-known and world-class sailing professionals that grew up sailing at Macatawa Bay Yacht Club.

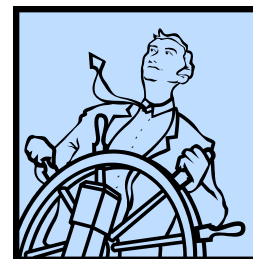
The existing clubhouse will be torn down after Labor Day this summer and the new clubhouse will be ready for its members to enjoy by Memorial Day 2014. Artist's rendition: <http://tinyurl.com/NewMBYCart>.

SAILOR PIRATES PILLAGE & PLUNDER

by Glenn McCarthy

In the 1970's, inshore one-design racing was huge. Competitors would show up both Saturday and Sunday to race, commonly coming to their boat on a weeknight to effect repairs to be race ready come the weekend. There was also a huge loyalty to their fleets, clubs and to just showing up. Travelling to away events was the rage.

So what happened? At no offense to offshore sailors, owners of offshore boats recognized that these inshore one-design sailors were much more in-tune to racing. I don't know if it is because being inshore the wind is less steady and the need to make adjustments quickly was required to do well, or if sailing sisterships (there were very few sisterships to speak of back then and no offshore one design fleets) caused inshore one design sailors to be more precise, constantly tuning against a known, but generally it was accepted that inshore one-design sailors were faster. The big boat owners came pillaging and plundering the inshore one design sailors. I guess I'm one of them.



This has weakened the inshore one-design fleets. Either the inshore one design sailors abandoned inshore one design racing in total, or they split their time between offshore and inshore racing. When they're sailing in offshore races, the remaining numbers in their fleet are dwindled.

There is a solution to this. Simply re-grow inshore one-design. How? It is probably easier than anyone thinks. We need to quantify the cost of owning and campaigning inshore one-design boats. We need to let people know that they can own their own boats, very affordably. We need to let them know that they can have a family activity each weekend, playing out on the waterfront. That doing this is within reach of many, many people. Most one design boats are extremely affordable. The important point is not to pillage and plunder the offshore boats for these owners, but to reach out to sailors who have quit sailing, and communicate outside of the existing sailors to find new sailors, as well as offer this option to recent college grads explaining that they can afford boat ownership.



I have started to tabulate data, it comes in slowly, taking in many factors. Let's start with the biggest inshore one-design Classes, the Laser/Torch and Sunfish. There are many fleets around. There are many boats hanging in garages and under tarps that haven't been used for years. Affordable? Let's skip over the new price of one, people starting out don't need brand new, they need something better than their skills, and allow them to upgrade when their skills



have surpassed their equipment. A decent used Laser or Sunfish is \$2,500, as a one-time expense. Depending on the club they join, it could be as little as \$250 a year up to \$4,500 1st year with the following years around \$2,500. Trailer & boat licenses, plus insurance could tack on another \$200 a year, parts and a new sail could add an average of \$250 a year, race fees \$100, summer and winter storage \$300, and what did I miss? After the first year investment expense, and sailing at low key clubs, these sailors can be in charge of their destiny, race every weekend, and go sailing on weeknights when they feel like it for under \$1,500 a year.

We can explain to the public that owning a boat is VERY affordable, and explain how to get into it. We can rebuild the base of sailboat racing. We need to analyze the expense and explain it clearly. And for those that the very best

AFFORDABLE

they can afford is a Laser or a Sunfish, they can focus on their skill sets in those boats. We have tons of inshore one-design boats sailing on Lake Michigan, from Rebels, Buccaneers, Enterprise, Snipe, Thistle, Arrow, Soling, Hobie, Rainbow, El

Toro, Star, Etchells, etc. If at some point in the future if they can afford 2-footitis, and keep growing the size of their boats, we'll see them in the big boat circuit someday. But we need to rebuild the base.

STARTING RACES ON RUNS OR REACHES

by Glenn McCarthy

When the first mark is a reach or a run, competitors find they have to adjust their thoughts, ideas, tactics and positioning in order to get across the starting line. Something happened in this sport, I'm not sure if it was caused by admiration for the beautiful standardized Maoist Green clothing worn in China, or that the uniform for kids in the U.S. became wearing blue jeans and a T-shirt, but there has been a change to conformity in sailboat races having all races start upwind! It is drab green doing the same thing over and over.



There is no requirement in the rules to start upwind. We are doing "Windward Leeward" races all day long, but we can create a little diversity by starting them downwind! I guess we would call these races Leeward Windward races. Are the skills all that different sailing the legs of the course that way? No. It is only the race starts, starting downwind and the finishing upwind that would be different.

Starting some races on runs or reaches would also be good practice for when sailors make port-to-port races, such as the Chicago-Mackinac, St. Joseph, Queen's

Cup, Tripp Cup, Michigan City, etc., races. Many of those races start offwind. Somehow, for the most part, we have eliminated offwind starts. There's nothing wrong with them, it's just that those Maoist uniforms are just too damn sexy and we emulate that by starting upwind all of the time. Get out there and reconfigure your race starts! Add just a little variety in your life.

WE NEED THE SOCIAL SCHEDULE PUT INTO THE NOTICE OF RACE AND REPUBLISHED FREQUENTLY

by Glenn McCarthy

Here's a perfect example. Recently I was approached to bring a major event, last minute, to Lake Michigan. I quickly went and looked at the race schedules to find a date in the busy season to avoid stepping on as many toes as possible. As the date was narrowed down, there was only one major event on the calendar. I checked the club website and the class website, all that was available was a businesslike Notice of Race. There was nothing else available about the event, like its social events, possible seminars, or anything else. That Notice of Race was everything that I have been describing in previous issues, it made the event look like work, work, work, with only precise racing information provided. No fun activities were



described at all. So I sent a few emails and made a few phone calls. People who I thought would know what the social schedule was for the event either didn't know or played that they didn't know as some clubs do not want the social schedule announced, afraid that there will be party crashers. It took 36 hours but I finally received the Social Schedule.

With the way ISAF and US Sailing manage the sport, this philosophy of running everything businesslike and avoiding fun, was quickly leaving me with one choice. Steam roller right over any social plans this event had, that had been planned for over a year, because it was not possible to know if there were any significant plans on their part. To me, this sounds like a silly resolution. When planning your event, work on your parties first, the racing second and let everyone know that a good time will be had for everyone. Then maybe others will respect your event and not try to lay another event right over the top of yours!

INSHORE ONE-DESIGN COUNCIL CHAIR PROFILE – GENE MCCARTHY

by Glenn McCarthy

Gene McCarthy is a consultant for Marine Insurance Claims. Between his wife, Mary, and second marriages for both, there are six children and nine grandchildren. McCarthy was born on the South Side of Chicago (South Shore). He was invited by Gary Comer (founder of Lands' End) at age 10 to sail at Columbia Yacht Club in dinghies one day. It didn't go well as he was not invited back until Comer asked him to help refinish a Star boat in 1943. Even though he did that, he didn't get an offer to sail. McCarthy's father realized that sailing was a healthy sport and acquired an inland scow for McCarthy and his brother, Jack. They sailed it, mostly underwater, at Jackson Park Harbor in 1943 and 1944 (scows are no good in seas). In 1944, a patient of McCarthy's father (a medical doctor) invited his mother, brother and Gene for a sail on his P-Class sailboat. McCarthy took to it immediately, even telling the experienced sailors on the boat what to do. In 1948, an



Osteopathic Physician asked McCarthy to crew with him in his converted 6-Meter sailboat, and when he could, he sailed with him. At the time, McCarthy was a lifeguard for the City of Chicago at 76th Street Beach, where he served from 1943 to 1952.



Gene McCarthy with crew Glenn McCarthy sail at Paw Paw Lake Open Star Regatta earlier this year.
Photo by Gail M. Turluck

In 1953, Doc Black, D.O., bought a Star boat and asked Gene to crew for him which he did for three years. After that, Gene was ready. He acquired two very old, dilapidated Stars and raced them against Gary Comer, Pete Bennett, Dick Stearns and others, really learning what racing sailing was all about. Harry Nye had acquired Star 3130, called October, which was built by Skip Etchells. This boat was a one-off that Etchells suggested would never really do well. He was wrong, the boat won for every owner through its history. McCarthy bought it from Nye and had great success for many years with it, with his wife, Barbara McCarthy, crewing and then his son, Glenn, crewing. Through the years

McCarthy has owned six different Star boats.

His success in Stars produced invitations from "big" boat owners. He raced on *Greetings* (Mackinac race wins), *Sparkle*, *Bantu*, *Gypsy* (Mackinac race wins), *Chimera*, *Esbrow IV*, *Red Jacket*, *Inferno*, *Caprice*, and more. He has chartered a C&C 39, and has owned four Tartan 10's, a Cal 40, a C&C 43, an Ericson 46, and currently owns a Nelson/Marek 68.

In addition to racing in 59 Chicago-Mackinac and 29 Port Huron-Mackinac races, he has sailed in 17 Southern Ocean Racing Conferences (SORC) and two Pineapple Cup races to Montego Bay, Jamaica. He sailed the Ericson 46 from Chicago to the British Virgin Islands and returned to Chesapeake Bay. One year he flew to Hawaii and sailed with Cy Gillette on his Cal 20 and Charlie Dole on his J/25.





The funny things he has seen that come to mind are seeing upside down spinnakers and jibs while racing, and when sailing in Lake Muskegon not too long ago, all boats were offered a "local" to keep each boat afloat. A local boat declined that offer and they were the only boat to run aground!

Gene went overboard from *Esbros IV* in the big storm in the 1970 Chicago-Mackinac Race. This was the one time Ted Turner showed up to race and later said, "I take back everything I ever said about Lake Michigan being an easy pond to sail on." Gene was enveloped in the jib top sail in the water and could not get

free. Finally, the boat went up a steep wave and the weight of the water and he was too much for the sail and it ripped open, which allowed him to get air and grab the bow sprit support wire. He could see all the crew looking aft for him and with the howling of the wind could not be heard. Finally one crew member looked forward and saw him hanging on. Two guys rushed forward and recovered him.

He has been fortunate to have had some successes racing - two Great Lakes Star Championships, a first in a North American Star Championship race, 12 trophies in his owned boats in the Mackinac races, seven victories on other-people's-boats in the Mackinac races, a first in the SORC in 1968, and a few wins in races on Lake Michigan.



McCarthy established the Mayor Daley regatta in 1963, was chair of the 1964 Star North Americans, the 1959 City of Chicago Pan American Games Sailing Championship, the National Sea Explorers Championships 1970 & 1971. He has been Commodore of the Lake Michigan Yachting Association, President of the Yacht Racing Union of the Great Lakes, and founder and Commodore of LMSRF. He has served LMSRF since 1980 and has served US Sailing on the Safety At Sea, Legal, Development, National Offshore Council and Board of Directors.

Also, he is US Sailing Judge, a past Protest Chair for Jackson Park Yacht Club (20 years), current secretary of the Paw Paw Lake Star Fleet and has served on six different committees at Chicago Yacht Club. He is currently a member of Chicago Yacht Club, Jackson Park Yacht Club and Paw Paw Lake Yacht Club.

One thing of which he is very proud of was the establishment of the Regatta Liability Insurance Program for members of US Sailing. It grew the membership of US Sailing from approximately 350 clubs to over 900 in just two years. If this program had not been created, many yacht club directors stated they would not serve and sail racing was threatened. Many insurance companies now offer this coverage in their package policies.

McCarthy sees that the establishment of the Lake Michigan Sailing Hall Of Fame by LMSRF will keep the profile of the Lake Michigan Sail Racing Federation in the minds of sailors forever.

Thank you Gene, you provide an inspiration to us all. Good luck in your 60th Chicago-Mackinac and 30th Port Huron-Mackinac races this year.

PEEING RESPONSE

By Glenn McCarthy

Last month I asked if males' urinating overboard was a problem for this sport, is it turning people away? I think you can do the math. With reports that two different race committees who observed sailors urinating wanted Rule 69 hearings initiated (unsportsmanlike conduct), plus one female respondent said, "You really can't see anything," plus another respondent said, "Peeing overboard is a practice that reminds me (a woman) that sailing has been and somewhat continues to be "a 'good old boys' network. If you want more women entering beer can racing realm, get the industry to build more reliable heads. You would not pull lines by hand rather than using a winch to avoid future maintenance. You would buy a better winch."

Does this add up to needing to force a change? Do we need a rule in the Sailing Instructions, as is done in other parts of the country, that forbids this activity? Let's take the first step – gentlemen, be more modest. Make sure



other boats won't be crossing by, ask on board if anyone is offended, be considerate of others, and just remember, when we have more women sailing, we get more men sailing. The math is simple!

MENTORS

by Glenn McCarthy

A few years ago, I put together a seminar for people who own boats and haven't raced and would like to give racing a try. The industry has tons of seminars on tactics, racing rules, sail trimming, etc. That's what they need, right? Wrong!

The seminar starts way back before those things. It explains what the purpose of a Notice of Race is (it's the invitation to the party), how to enter a Race, what the Sailing Instructions define, how to apply the Racing Rules of Sailing, what the US Sailing Prescriptions are, how to handle Protests, and all the special needs like Appeals, ISAF Case Book, ORR, LMPHRF, Sailor Classification, IRPCAS, and Special Regulations. I explained that reading is a big part of this sport, and compliance with all of the rules takes knowledge and practice.

Then I stunned the audience by telling them it was the first time I did this seminar, and asked for their feedback. They said it was everything they have been looking for, except one thing. The guests at this seminar stated that they would add the need for a Mentor to be assigned to them. Someone experienced, to help make sure that they fill the forms out right, get the entry form in by the deadline, to get them through the starting line dance--which for newcomers is pretty intimidating--and make sure they go around the right marks in the right order.



So, I have been mulling this over. Who would make good Mentors? Are there some sailors who prefer to be teachers and would prefer to spend a year or a half year with a new racer and move onto another new student boat the next year? Then I started thinking of some boats that have been sold off, but the owners are still here. I haven't seen them on the water since their boats left. Last year, we invited one of these guys out on our boat to join our team, Fred Pipin, past owner of the venerable *V-Max*.

We found out that once he sold his boat, nobody called him and invited him out on their boat. I'll bet my bottom dollar there are many "Fred's" around, and some of them would probably appreciate getting back on the water and have a TON to offer a new racer. While I don't know if Fred is interested, I just am throwing an example out so you, too, can think of others who might love a call and become a mentor to a newcomer. This sounds like a pretty good source of Mentors to me. Could this be a match made in heaven? Can we identify others like Fred?

This seems like shooting ducks in a barrel to me. When you have a newcomer to racing, think of some racers who have sold their boats and haven't been seen around in a few years and ask them if they would like to be a Mentor. Be a matchmaker, and help get newcomers up to speed quickly.

I DON'T GET YOU

by Glenn McCarthy

I have been on this rampage, let's grow the number of boats on starting lines, let's get kids put onto adult boats to change their peer group, let's add elements of fun both on the race course and on shore, etc. You've been reading it for 18 months now in *Lake Michigan SuRF*.

However, when I started out, I knew that through the years of seeking perfection on the race course, building certified race officers and certified judges, by eliminating luck, moving to short course windward leeward races, loving having protests until 10 at night and not seeing race results until the next morning (all in the name of "fairness"), being physically and mentally drained with the head on the pillow by 9pm, was what today's racers like, they



enjoy it, this is what they come for, it is what they want, they do not want to tamper with it, they absolutely do not mind that the participation numbers are dropping, it is an acceptable outcome. It isn't important that we have chased away the fun people and what is left are the hardcore XXX racers (I am one of them, I totally get where they are coming from).

I felt there was major danger in bringing back the fun, hijinx, gags, lucky races not so hard set on skill sets, letting the hair down, loosening up and that was the potential of offending the racers who are left today and putting the last nail in the coffin, before the fun could return.

I get why they don't get me, that's OK. I was never suggesting that for those who want the Olympic Style racing that they make a change. If that's what they want, they should keep doing it. Do not mess with it. The suggestions in the first paragraph of the Fun Rules of Sailing for bringing fun back into sailing are for: fleets who want to grow, fleets who want more boats on starting lines, and doing it through a process of bringing in fun both on the water and off the water, to assure that every competitor goes back on Monday to tell their friends, family, co-workers and neighbors about the hilarious time they had over the weekend. Hardcore XXX racers do not have these types of stories, their stories are about the wins they made and how their precision drills paid off.



So, let's be fair, if your fleet wishes to continue on the path it is on today – go for it! Don't mess with it, put me on ignore. I understand why you don't understand me. However, for those of you who wish for more boats on the starting line, who are tired of the decline in participation, who need more sailors and less social members in their clubs, who want to break down the age silos and have the juniors sail with adults, who want to come back after a weekend howling about the laughter enjoyed, then for you, keep reading, and start trying to implement some of the changes suggested in the *Lake Michigan SuRF* newsletter.



I get you, and I completely understand how you don't get me!

ARE YOU LOOKING FOR MORE CREWING OPPORTUNITIES AS YOUR BOAT DOESN'T ENTER ENOUGH RACES? OR LOOKING FOR CREW SO YOUR BOAT CAN RACE MORE RACES?

by Glenn McCarthy

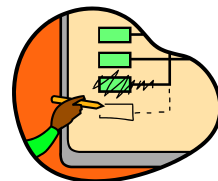
With 15 websites to sign up as crew or looking for crew in the Chicago region, it costs nothing to sign up, and many crew and boats are making connections this way. A few crew boards are yacht club or LMSRF run, a few are regatta specific. Using crew matching web sites is a great way to make new connections and to sail more. I posted my name on the Verve Cup web site last year and had three offers in a short amount of time - just proof that it works! Here are the 15 websites. Sign up now and get boats out on the water -

<http://www.chicagonow.com/sail-lake-michigan/2013/05/sign-up-online-as-sailboat-racing-or-cruising-crew-free/>

FACILITY DESIGN CAN GET SAILORS IN AND OUT EFFICIENTLY

by Glenn McCarthy

I don't think anyone will argue that "time" is one of the biggest demands on people when they consider going out sailing. Has your club leadership sat down with a piece of paper and flow charted the amount of time it takes from parking in the morning, until the sailor gets back in the car in the afternoon, and look to find the time-wasters in between to eliminate them as much as possible?



It seems that this should be a function of a club to adjust their facility to modern time constraints. The steps are pretty much the same no matter where anyone sails - park the car, lug the stuff to the boat, get the boat ready, buy some ice, fuel and/or lunches, launch or move off the mooring, travel out to the race course, delays of starting (weather or onerous IOC/ISAF/US Sailing perfectionist effort delays), zip around the race courses, delays between starts and after finishes, travel back to the mooring, put the boat away, lug the stuff back to the car, social hour, back to the car and gone. In between each step, how much time can your club eliminate? How can you make it non-stop action, as fast paced as possible?

What can be done at the facility to minimize time loss? Can the facility be reconfigured to get the cars parked next to the boats? Are carts available to run stuff to and from the boat to the car? Are the dry-moored boats as close to the water as possible? Can the dry mooring area be moved closer to the hoist or ramp? Are the slips designed for easy in, easy out, with minimal adjusting of mooring lines? Is ice, fuel and lunch nearby, or does one have to traverse some distance to get all three? Can they be moved close to one another? How far out is the race course? Does it have to be that far out? If the sailboats have their own motors, a club can't make those boats go any faster in or out, but if the club has non-motor sailboats, does the club have plans to tow boats to and from the race course on light air days? Does that plan include a floating towline with loops for each boat to tie into? Does it include the required lights or shapes to display that the race committee boat is towing other boats? Is there an adequate supply close by of water and electrical outlets so maintenance to the boats can be done quickly? Now don't go overboard (pun intended) and force each sailor to drink their beers from a beer bong in 3 seconds or less so they can hurry out of there at night!



It is the club's responsibility to graph and chart these things in order to assure that Time is the biggest consideration when moving sailors in and out of the facility. Make it easy, make it inviting, respect the time people have to give to their passion, get them in and out as quickly as possible. The process starts with a piece of paper and a pencil. Give it a try, and work on it over the next five years to make the experience condensed into as short a period of time as possible.

Every commercial business seeks to give their clients the biggest bang for their buck and it's time that Yacht Clubs methodically analyze how to get people in and out as quickly as possible, then make those changes to their facilities by re-arranging things. Build these considerations into your long term plans!

HOW BIG IS SAILING?

by Glenn McCarthy

As I write the ChicagoNow.com blog, attempting to entice those who don't sail to try sailing, breaking the myths that sailing is expensive and exclusive, takes quite a bit of searching to find where people can enter into sailing. But after a month and a half of writing, it began to dawn on me how BIG sailing is (remember, the blog confines me to the Chicago region, and is an experiment to see if something like this even works). Between Hammond, Indiana and Racine, Wisconsin the amount of access to the water is tremendous for incoming sailors. I have found 111 places to start sailing:

- 10 Sea Scout and Mariner Girl Scout Programs
- 4 Disabled Programs
- 28 Junior Sailing Schools
- 3 Open House/Sailing Days
- 4 Radio Control Sailing Fleets
- 15 websites to sign up as crew
- 4 Tall Ships to Sail On
- 38 Adult Sailing Schools
- 5 Boat Shows



For a quick example on availability of sailing, while researching Tall Ships I stretched the territory to include Milwaukee and South Haven. There's the *Denis Sullivan*, *Friends Good Will*, *Windy* and *Red Witch* available to anyone who wants to go for a sail. Each offers at least a two hour sail. Then add the Tall Ships Festival later this summer. Do you know how much it costs to buy tickets for all five of these Tall Ship sailing activities? Less than \$200 per person. This gives new people a taste of sailing for five weekends in the summer.

The goal of each blog article is to show how affordable it is to enter into sailing and so far I have identified 111 places that meet the affordable description. ... And I'm not even done; I have many more articles to research.

See the blog at: <http://www.chicagonow.com/sail-lake-michigan/>.

MUSKEGON YACHT CLUB JUNIOR SAILING IS HAVING FUN

Scott Corder, the Junior Program Leader at Muskegon Yacht Club, has been mixing Adult and Junior sailing together for a long time. He walks the walk and talks the talk. In 2011, he had his 13 year old twins on his 30' S2 for the beer can races. Not only did they win the season, the twins went to the podium to collect their trophy. Scott is the go to guy for Junior Sailing with his students age 14 years old and younger.



One class he teaches, which is open to the general public, is Adventure Camp. The kids get a bunch of general exposure to recreational sailing. One day, they get a private tour of the Coast Guard facility in Muskegon seeing all of the boats, gear, etc. They even get to crawl around down in the engine rooms of the Coast Guard cutters! Then they spend another day engaged in fun, hands-on experiences at the Grand Valley State University Water Quality Institute on the shoreline in downtown Muskegon. Another day is spent learning to read charts, about weather, etc., and how plan and execute a "point-to-point" trip across Lake Muskegon in 420s and JY15s. On the final day, the kids go sailing on Corder's S2 9.1 meter sailboat (big boat). They do ALL the work: helm, trim, hoist, etc. Rather than sailing on Lake Muskegon, they go out on Lake Michigan, sail around, and if the weather is right, they

drop the sails and swim in over 100' deep water for grins. The overall idea is to instill all the recreational and environmental and safety responsibility facets of the sport. The kids seem to love it.

They will endeavor to have the Muskegon Yacht Club Junior Racing Drill Team create a better synergy with big boats. Instead of doing arguably very small junior Saturday races at Muskegon Yacht Club, they may try doing practice drills on Wednesday afternoons – followed by strong encouragement for the kids to find rides on bigger boats in the evening.

Corder has served as the Race Chairman of the West Michigan Youth Sailing Association (www.westmichiganyouthsailing.org) for several years. He also served as the Principal Race Officer (PRO) for countless other Youth regattas and served as the Green Fleet PRO at a handful of U.S. Optimist Dinghy Association (USODA) Championships. At the risk of tooting a horn, he's sort of become the unofficial cheerleader for and "benevolent Scoutmaster" of kid regattas in West Michigan, and has developed a specific reputation for a "make it fun" attitude towards Green Fleet Optimist activities. As a result, he has also been asked and has written a few articles for the USODA *OptiNews* magazine on this very topic.

When it comes to the reality of what they practice on the Opti circles at their events, it is very much in line with LMSRF's "Fun Rules of Sailing" Corder and his wife, Lisa, personally run the Opti circles at all WMYSA events and are constantly tweaking and refining their approach to keep it fun for the youngest of the kids. They rarely have less than 50 Optis on the water at each event. It's a total hoot!



Quite often, Corder will start the last race of the day downwind. Not only does it force the young sailors to figure out which side of the starting line to line up on, it also gives the perpetual stragglers a much better chance of being in the hunt at the first mark (instead of still floundering at the line when the good kids are already at the first mark). The chaos at the first (now downwind) mark is hilarious, very photo worthy and ultimately a great learning experience for all the youth. Peter Blacklock usually starts at least one of the Muskegon Wednesday night races each summer downwind for the big boats, without really announcing it too blatantly. He simply lets the fleet figure it out. The chaos that ensues is usually priceless and makes for tons of good stories at the bar afterwards!

Whenever a kid sails by and asks, "How many more races?" Corder always says "A million!" He's not sure how this would translate to a big boat race, but it is an example of how the "Fun Rules of Sailing" might empower the Race Committee to handle those dorky questions that some sailors always seem to ask pre-race or during.



Corder often makes all "Opti kids" stay on the water until the last sailor has finished – and they all cheer the stragglers across the line. It teaches the kids to be good sports and develops camaraderie. Style points for this kind of behavior in big boats could be a fun twist and possibly added to the Fun Rules? Or ... maybe the winners get to spray the followers with water guns, or vice versa? Maybe the winners have to stick around and submit themselves to a good water balloon dousing from all the runners up?

Careful there Scott, some readers have some grins on their faces. Having fun might become contagious!

EVERY young sailor in Corder's part of the world now knows WITHOUT EXCEPTION that the very first thing they do after finishing is "Thank" the race committee. If they don't, they get a bunch of good-hearted but firmly educational ribbing from Corder. Good manners are the lesson – and that's a lesson even the oldest of sailors could benefit from revisiting. Maybe develop a fun rule that almost encourages flagrant "bribing of the RC" with compliments and other rewards for the time they volunteer to serve as Race Committee? Toss some cold beers into the Race Committee boat when finishing the last race of the day? Come on Mr. Corder, cut it out, the fun factor just might catch on!

Corder not only permits, but strongly encourages coaching the back two-thirds of his Optimist dinghy fleets. He also encourages some of his best sailors to assist or set examples for the strugglers. He hasn't yet figured out a way to reward this behavior – but it strikes him that a fun rule could somehow give rewards for "assists" as in other sports.

At the beginning of every WMYSA season – and also at the start of every major Optimist Dinghy Green Fleet event he is PRO, he has the Greenie kids AND their parents sit down with him and they do a line by line review of his very simplified (less than 2 pages written in terms kids understand) Sailing Instructions. They chalk board their way through these simplified rules in a fun manner, where he reiterates the importance of safety, good manners, sportsmanship, etc. He has found that this is a HUGE help to not only the kids but also their parents – many of whom are more terrified than their kids. He's not sure how this translates to adults and big boats, but does think there is some value to "teaching" when it comes to the majority of Wednesday night sailors who have never (and probably will never) read the rule book.



Corder believes that his mantra as a junior sailing leader is NOT to create the next Olympic champion – he is creating "sailors for life." If they don't go home dying to come to the next regatta, he hasn't done his job right.



AREA K BEMIS AND SMYTHE ELIMINATION REGISTRATION OPEN

The Area K U.S. Junior Doublehanded Championship for the Bemis Trophy and the U.S. Junior Singlehanded Championship for the Smythe Trophy Eliminations are being organized by US Sailing and Lake Forest Sailing, to be sailed on Lake Michigan directly East of the Sailing Center in Lake Forest, Illinois. The event is set for July 14-16, 2013, in BYOB Laser Radial and BYOB Club 420 with spinnaker, trapeze, and mainsheet bridle. Competitors must have reached their 13th birthday but not their 19th birthday. Competitors must be members of US Sailing. All helms must be a member of a Local Sailing Organization (LSO)* that is a member of its Regional Sailing Association (RSA) and US Sailing. For the Doublehanded Championships - other crew member(s) must be members of a LSO that is a member of US Sailing within the same RSA as the helm. All the members of a crew shall reside in or regularly compete in the same RSA where the club is geographically located. This Area will qualify two (2) teams for both the Singlehanded and Doublehanded disciplines. Enter today: <http://tinyurl.com/13-K-Bem-Smy>.

TRANSPACIFIC RACE – LONG BEACH, CALIFORNIA TO DIAMOND HEAD, HAWAII

By Glenn McCarthy

How in the world can a Chicago-Mackinac boat ever choose to do the July 8, 2013, 2,200 mile Transpac Race instead of the 333 mile Chicago-Mackinac? I guess I'll know the answer when I get asked to go to the Transpac!

Of the 59 boats entered, 8% are Lake boats, almost enough to form their own section:

Bodacious IV, Jeff Urbina, SC 52

Bretwalda 3, Bob Pethick, Rogers 46

Lucky, Bryon Ehrhart, TP52

Natalie J, Philip & Sharon O'Neil III, TP52

Relentless, Dan Woodworth, SC52

They'll start five days before the Chicago-Mackinac and arrive a few days after we all finish the Mackinac. Does that put into perspective a 2,200 mile race? Good luck to all, follow that Pacific high, enjoy the sleigh ride, and win the Barn Door!



THERE'S TWO TYPES OF LAKE MICHIGAN BOATS: THOSE WHO HAVE RUN AGROUND AND THOSE WHO ARE ABOUT TO

by Glenn T. McCarthy

Each year I SCUBA dive (Open Water Diver) to wash the bottom of our boat before the Chicago-Mackinac race. For the past few years, I have done this in a slip at Chicago Yacht Club. Sailing on *Pororoca* (a Nelson/Marek 68), the boat has an 8-1/2 foot draft. We tie on the outer slips which are deeper than the inside slips. Last year, to wipe the bottom part of the keel it was easier to stand on the harbor bottom, as the bottom of the keel was at mid-shin. Little do any of us realize when the lake bottom is only 1' under our keel how close we are, until we hit ground. We don't realize how close we are in the regular areas we operate and we may be finding the bottom more frequently because it simply is shallower now.

Everyone needs to take a moment and rethink their travels, break out the charts, look at the Army Corps bottom surveys, re-familiarize yourselves with every place you intend to travel to. Take the time. Running aground can be expensive; it can take your boat out of commission for months or the whole season, and ruin the fun factor. Don't run aground; use the tools that are available to you.

The good new is, that even with the low lake levels, there is a tremendous amount of dredging occurring this year all around Lake Michigan:



Charlevoix, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/CharlevoixHarbor,MI.aspx>

Last dredged in 1984 on a 10-15 year cycle. They'll dredge outside in Lake Michigan through the channel into Round Lake, and the channel from Round Lake into Lake Charlevoix to a depth of 18'

Frankfort Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/FrankfortHarbor,MI.aspx>

Last dredged in 2009. They'll dredge from the breakwater opening into the channel and a portion of the harbor from 24' depth, to 18' depth to 10' depth.

Channel Between Mackinac Island & Round Island, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/ChannelsinStraitsofMackinac,MI.aspx>

They'll dredge to a 30' depth.

Grand Haven Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/GrandHavenHarbor,MI.aspx>

They'll dredge the channel from Lake Michigan into Spring Lake starting at 23' depth down to 18' depth.

Gray's Reef Passage, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/GraysReefPassage,MI.aspx>

They'll dredge 3000' wide to a depth of 25' in a portion of the channel.

Green Bay Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/GreenBayHarbor,WI.aspx>

They'll dredge a channel from Green Bay up the Fox River from 26' to 18'.

Holland Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/HollandHarbor,MI.aspx>

They'll dredge a channel starting at Lake Michigan from a depth of 21'-23' a canal through Lake Macatawa at 21'.

Kenosha Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/KenoshaHarbor,WI.aspx>

They'll dredge out in Lake Michigan 27 to 25', in the channel and harbor to 25'.

Kewaunee Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/KewauneeHarbor,WI.aspx>

They'll dredge the channel up into the harbor to a depth of 20'.

Leland Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/LelandHarbor,MI.aspx>

They'll dredge from the channel along the Northwest portion of the harbor starting at 12' to a depth of 10'.

Ludington Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/LudingtonHarbor,MI.aspx>

They'll dredge from out in Lake Michigan at 30' depth to 29' in the channel and into Marquette Lake a short distance.

Mackinaw City, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/MackinawCity,MI.aspx>

They'll dredge the East side of the harbor with a depth of 10'. The remainder of the harbor is maintained by others.



Manistee Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/ManisteeHarborMI.aspx>

They'll dredge from Lake Michigan at 25' depth in the channel at 23' depth into Manistee Lake.

Manistique Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/ManistiqueHarbor.MI.aspx>

They'll dredge from Lake Michigan at a depth of 19' to a depth of 18' part way up the channel.

Manitowoc Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/ManitowocHarbor.WI.aspx>

They'll dredge in Lake Michigan at 25' depth part way up the river to a 23' depth and into part of the small boat harbor with an unclear depth.

Menominee Harbor, Michigan and Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/MenomineeHarbor.MIWI.aspx>

They'll dredge in Green Bay to a depth of 26' into the Menominee River down to 23' depth.

Milwaukee Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/MilwaukeeHarbor.WI.aspx>

They'll dredge mainly in the body of the Milwaukee Harbor up into the Kinnickinnic River from 28' to 27' depth.

Muskegon Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/MuskegonHarbor.MI.aspx>

They'll dredge from Lake Michigan through the channel into Muskegon Lake to a depth of 28'.

New Buffalo Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/NewBuffalo.MI.aspx>

They'll dredge from 10 in the channel tapering to 8' in the channel.

Oconto Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/OcontoHarbor.WI.aspx>

They'll dredge from Green Bay into the channel of 15' up to the turning basin.

Pentwater Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/PentwaterHarbor.MI.aspx>

They'll dredge the channel to 16' of depth.

Petoskey Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/PetoskeyHarbor.MI.aspx>

They are extending the breakwater.

Port Washington Harbor, Wisconsin

They'll dredge from Lake Michigan up into the commercial slips from 21' to 18' and the channel in the marina 10' down to 8' depth.

Portage Lake Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/PortageLakeHarbor.MI.aspx>

They'll dredge the channel from Lake Michigan to Portage Lake to a depth of 18'.

Saugatuck Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/SaugatuckHarbor.MI.aspx>

They'll dredge from Lake Michigan at a depth of 16' down to 14' in the Kalamazoo River before entering Kalamazoo Lake.



Sheboygan Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/SheboyganHarbor.WI.aspx>

They'll dredge the channel from Lake Michigan at 25' depth up the river tapering to 15' depth.

South Haven Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/SouthHavenHarbor.MI.aspx>

They'll dredge from Lake Michigan at 21' down to 19' at the turning basin.

St. Joseph Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/StJosephHarbor.MI.aspx>

They'll dredge the channel to 21' depth up to the vehicle bridge.

Sturgeon Bay Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/SturgeonBayHarbor.WI.aspx>

They'll dredge the channel from Lake Michigan at 23' depth into Sturgeon Bay.

Two Rivers Harbor, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/TwoRiversHarbor.WI.aspx>

They'll dredge the channel from Lake Michigan at 18' into the East Twin River to 10'.

Washington Island, Wisconsin

<http://www.lre.usace.army.mil/Missions/Operations/WashingtonIsland.WI.aspx>

They dredge a channel between Washington Island and Detroit Island to a depth of 14'.

White Lake Harbor, Michigan

<http://www.lre.usace.army.mil/Missions/Operations/WhiteLakeHarbor.MI.aspx>

They'll dredge the channel from Lake Michigan into White Lake to a depth of 16'.

If you surf around the Army Corp or Engineers websites (Detroit and Chicago Sectors cover different parts of Lake Michigan), you can find recent bottom surveys as well, such as:

Michigan City Harbor, April 2013

<http://www.lrc.usace.army.mil/Portals/36/docs/navigation/surveys/MichiganCity-April2013.pdf>

Waukegan Outer Harbor, April 2013

<http://www.lrc.usace.army.mil/Portals/36/docs/navigation/surveys/Waukegan%20Harbor%20Outer%20April.%202013.pdf>

Waukegan Inner Harbor, April 2013

<http://www.lrc.usace.army.mil/Portals/36/docs/navigation/surveys/Waukegan%20Harbor%20Inner%20April.%202013.pdf>

Go surf around the Detroit and Chicago Sector websites of the Army Corp of Engineers to see if you can find recent bottom surveys of the harbors you intend to visit! And, don't go wreckin' your boat!

LMSRF BOAT DONATION PROGRAM

Consider donating your boat to LMSRF. By doing so, you will directly support the sport of sail racing and sail racing education through this wonderful 501(c)(3) charitable organization. Donations have built the LMSRF Endowment Fund to over \$400,000. The proceeds of the investment fund are awarded via the LMSRF Grants-In-Aid program annually. While the tax laws changed a while back, there continues to be good benefit to the donor



and LMSRF. Also, when LMSRF derives a benefit of \$1,000 or more, the donor receives the benefits of LMSRF Life Membership without ever paying dues again. Contact Donation Chair Glenn McCarthy at 630.592.5314 for literature and advice on the process. You may also donate other assets, such as real estate, vehicles, airplanes, and valuable collections to help grow the sport.

If you have boat gear, you may drop the boat gear off at our partner (LMSRF receives the credit). Complete the donation form at the desk and drop it off in the container at Nautical Donations, Inc.; Crowley's Yacht Yard, 3434 E. 95th Street, Chicago, IL 60617. Complete this form before you go: <http://tinyurl.com/LMSRFStuffDonate>.

LASER RADIAL CLINIC FOR WOMEN UNDER CONSIDERATION

Are you a woman, age 18-49, who would be interested in a Laser Radial clinic in Chicago? Please send your name and email address to lmsrfadministration@lmsrf.org and further information will be provided to you as it is developed.

AREA I UPDATE

by Brian Chaltry, Area I Vice Commodore

The most active clubs in Area I right now are M&M Yacht Club and Ephraim Yacht Club. M&M Yacht Club runs the most offshore racing. Ephraim Yacht Club is by far the most active with one-design sailing. Sturgeon Bay Yacht Club, Egg Harbor Yacht Club, and Oconto Sailing Association are also active with keelboat racing. I have been in touch with them and am happy to report Sturgeon Bay Yacht Club has joined LMSRF this year. Windjammers Sailing Club appears to be active based on their schedule. I'm making contact with yacht clubs in the area to get an idea of their active status and remind them that LMSRF is active as well.



AREA III UPDATE

by Janet Hansen, Area III Vice Commodore

Wow, what a weekend! The summer solstice, closest full moon of the year and beautiful sailing weather ...

I have started this letter so many times, that was the latest attempt ... So here goes ...



Welcome to the 2013 racing season! Your Area III Representatives and Board have been hard at work during the off season to enhance the Area III Racing. The schedule was available by Strictly Sail, the Notices of Race and General Sailing Instructions shortly after. Area III is again organizing the Boat of the Year Awards. Every sailing vessel racing in Area III will automatically be entered in the series. Notice of Series (for details) is on the Area III website. We formalized nomination criteria for Area III Yachtsperson of the Year Award (criteria and deadlines will be posted on the Area III website shortly), and most importantly, the **AREA III BOATERS BASH IS SCHEDULED FOR NOVEMBER 9, 2013 at COLUMBIA YACHT CLUB.**

Area III sponsored a US Sailing sanctioned Race Management Seminar, moderated by John Strassman, educating many and producing additional Certified Race Officers. Area III also sponsored Race Management 101 with direct on and off the water training. Many clubs were in attendance from around the lake. This was also moderated by John Strassman supported by Olof Anderson and Janet Hansen. A grant was written and LMSRF helped support the financial portion for this seminar. Jackson Park Yacht Club provided the facility for both. Rick Lillie of Chicago Yacht Club donated his time, money and effort by providing consistent course boards to the five Chicago Area Clubs. Thank You Rick!!



Regretfully, we did not get a "newbie race" off the ground to invite never before racers to compete together, preceded by a Race 101 of Area III Notices of Race and General Sailing Instructions for 2013. It will definitely be in the works for 2014, so look for it and help promote it among potential racers of the future!

I have heard from several racers that they would like to have the schedule posted for as far as two years out! We do not know if we can accommodate that request, but we will surely keep the Strictly Sail deadline. Do not be surprised if it is available at the BOATERS BASH!!

This spring, my boat neighbor and very dear friend of 21 years passed away. In a few short months she went from battling cancer to succumbing. We all have stories of how this awful disease has effected our lives, but what we do not always acknowledge is the support and camaraderie of the sailing community that extends far beyond racing. I truly appreciate being part of this community. Thank you!

LMSRF SEEKS TO CONNECT TO FORMER MEMBER & NEW YACHT CLUBS

While our Area Vice Commodores and Executive Secretary continue their annual work to develop yacht club and sailing organization memberships, there are two groups that are specifically sought. The first is relatively recent former member yacht clubs and sailing organizations. What clubs and organizations are on that list?

Bayshore Yacht Club
Burnham Park Yacht Club
Chicago T-10 Association
Columbia Yacht Club
Egg Harbor Yacht Club
Great Lakes Marina
Hammond Yacht Club
Hooper Sailing Club
Illiana Yacht Club

Ludington Yacht Club
Macatawa Bay Yacht Club
Midwest Open Racing Fleet (MORF)
Naval Sailing Association-Chicago
North Point Sail Racing Association
Pentwater Yacht Club
White Lake Yacht Club
Windjammers Sailing Club

The second group is clubs or organizations that have not been members (or not for a very long time) who now have sailors entering races in the name of their club and/or are hosting events that draw LMSRF sailors. What clubs and organizations are on that list?

Kenosha Community Sailing Center
Lake Forest Sailing
Macatawa Bay Junior Association
Mid-America Sail and Trail (MAST) Yacht Club
Northport Bay Yacht Club

Portage Point Inn Yacht Club
River Noire Yacht Club
Sail Sheboygan
Sheridan Shore Sailing School
Sheridan Shore Yacht Club

LMSRF has a new brochure for yacht clubs that defines the many benefits that clubs and organizations can gain by being a member of LMSRF on an annual basis. Please email lmsrfadministration@lmsrf.org for a copy. Is your club on this list? Sign up your club today! The yacht club and organization membership application is available on our web page: <http://tinyurl.com/2013-YC-LMSRFapp>.

Thanks are extended to the clubs that have their 2013 memberships in place:

Anchorage Marina Yacht Club, Holland, MI
Anchorage Yacht Club, Lake Forest, IL
Boyne City Yacht Club, Boyne City, MI
Charlevoix Yacht Club, Charlevoix, MI
Chicago Corinthian Yacht Club, Chicago, IL
Chicago Match Race Center, Chicago, IL
Chicago Yacht Club, Chicago, IL
Ephraim Yacht Club, Ephraim, WI
Grand River Sailing Club, Grand Haven, MI
Grand Traverse Yacht Club, Traverse City, MI
Great Lakes Yacht Club, Lake Bluff, IL
Harbor Country Yacht Club at the Moorings, New Buffalo, MI

Illinois Valley Yacht and Canoe Club, Peoria Heights, IL
Island Bay Yacht Club, Springfield, IL*
J/105 Class Association-Fleet 5, Chicago, IL
Jackson Park Yacht Club, Chicago, IL
Judd Goldman Adaptive Sailing Foundation, Chicago, IL*
Kenosha Yacht Club, Kenosha, WI
Lake Bluff Yacht Club, Lake Bluff, IL
Little Traverse Sailors, Harbor Springs, MI*
Little Traverse Yacht Club, Harbor Springs, MI
Marinette and Menominee Yacht Club, Inc., Menominee, MI
Michigan City Yacht Club, Michigan City, IN
Milwaukee Community Sailing Center, Milwaukee, WI*



Milwaukee Yacht Club, Milwaukee, WI*
Muskegon Yacht Club, Muskegon, MI
Port Washington Yacht Club, Port Washington, WI*
Racine Yacht Club, Racine, WI
Sail Chicago, Chicago, IL*
Saugatuck Yacht Club, Saugatuck, MI
Sheboygan Yacht Club, Sheboygan, WI
Sheboygan Youth Sailing Club, Sheboygan, WI

South Haven Yacht Club, South Haven, MI
South Shore Yacht Club, Milwaukee, WI
St. Joseph River Yacht Club, St. Joseph, MI
Sturgeon Bay Yacht Club, Sturgeon Bay, WI*
Tower Harbour Yacht Club, Saugatuck, MI
Traverse Area Community Sailing, Traverse City, MI
Waukegan Yacht Club, Waukegan, IL*
Winthrop Harbor Yacht Club, Winthrop Harbor, IL

We thank our returning member yacht clubs and welcome those delineated by a *. If you do not see YOUR club in this list, share our information with your club's Commodore and Board of Directors and encourage them to lead your club into becoming an LMSRF member.

2013 KAZUBE CUP REGATTA

This year's regatta is the 30th and will be July 8-10, 2013 at South Shore Yacht Club, Milwaukee, Wisconsin. They expect to welcome over 100 young sailors to their club. The opportunity to "camp out" on the club members' boats is one of the reasons this event is so successful. This regatta is open to Club/Collegiate 420s, Laser and Laser Radial, and Optimist classes that meet the following requirements: a) Club/Collegiate 420, and Laser competitors and alternates ages shall be 13 to 18 years, and shall not turn 19 in the calendar year; b) Optimist competitors shall be 8 to 15 years old for this regatta: Green Fleet: Class requirements, White Fleet: 8 through 10 years, Blue Fleet: 11 through 12 years, Red Fleet: 13 through 15 years.

BE AN INFORMED CHICAGO T-TENNER

by Gail M. Turluck

Do you want to get Chicago area Tartan Ten news right in your inbox? Their fleet has a great e-newsletter. To get added to the distribution list visit here: <http://eepurl.com/diyTI>. The newsletter comes out a little more



frequently in the summer than the winter. In the winter they inform you about dates for their terrific seminar series, fleet open house for crew recruitment and social. Their fleet schedule is available at <http://tinyurl.com/2013ChiT-10> and they utilize their Facebook page doubly as a crew finder: <http://tinyurl.com/ChiT-10Fb>.

FUN ALERT! FUN ALERT!

Thanks to Kenosha Yacht Club's *Mainsheet* newsletter for re-running *Latitude 38's* Ten Commandments of Beer Can Racing. A fine read; plenty enough to get the greenest newbie off the dock and out to the starting line (and back to the club to share a yarn or two afterwards!). Change the rules reference to 2013-2016 and you're good to go! See it here: www.latitude38.com/misc/10Command-opt.pdf. Our thanks to *Latitude 38* magazine, too!



MALCOLM LAMPHERE WINS 2013 LASER RADIAL NATIONALS

Congratulations to Lake Forest Sailing's Malcolm Lamphere on his strong win at the 2013 Laser Radial Nationals held at Santa Cruz Yacht Club, Santa Cruz, California, June 26-30. Sailed in a daily hearty seabreeze—except the last day when it died down rather than coming in—Lamphere's 22 point total put him on top by four points.



KENOSHA YACHT CLUB HONORS LaPOINT

by Laura Belsky

This year's Kenosha Yacht Club Blessing of the Fleet could not have been more fitting. They gathered on the deck of the club to an overcast sky and gusty northerly winds. It seemed that everyone could count on plentiful sunshine and fair weather during Rita LaPoint's 54 years of organizing the Blessing of the Fleet. Even their elected officials



couldn't help but comment 'you'll notice, she's not in charge this year,' while each took their turn at the podium, pointing to the sky. Rita LaPoint ended her run of organizing the blessing last year. On Sunday, June 2nd, she took delivery of an official state proclamation from Senator Robert Wirth and State Reps. Peter Barca and Tod Ohnstad.

On behalf of Kenosha Yacht Club, Kenosha Community Sailing Center and the club's members, Paul Lendved, Commodore, presented a bronze plaque to be permanently affixed to the west side of the club in recognition of LaPoint's years of service. LaPoint and her late husband, Jerry, were charter members of the club and originators of the blessing, which serves as the unofficial opening of the boating season. It's the

volunteers that make the events at their club possible. Their volunteers don't necessarily have the time, but they sure have the heart.

SHEBOYGAN RIVER CLEARED FROM EPA AREA OF CONCERN LIST

After over \$80 million in dredging and habitat restoration work, the Sheboygan River has been removed from the "Area of Concern" list maintained by the Environmental Protection Agency. See the whole story here:

http://www.sandandgravel.com/news/article.asp?v1=17281&utm_source=feedly

MICHIGAN BILL INTRODUCED TO BLOCK WIND FARMS IN LAKE

by Gail M. Turluck

Two northern Michigan legislators introduced House Bill No. 4778 in early June to prevent the State of Michigan from leasing submerged or unpatented land for wind turbine or electric transmission lines use, which if passed, would effectively block offshore wind projects. For more information, visit: <http://record-eagle.com/local/x953007908/Legislators-seek-offshore-wind-power-restrictions>.

UPCOMING SEMINARS

🚩 The public is invited to dinner with Gary Jobson on July 13, 2013, at 6:00 pm, at Alexander's of Door County, 3667 Hwy 42, Fish Creek, Wisconsin. This gala dinner and silent auction will benefit the Ephraim Yacht Club, a community sailing center serving Door County, Wisconsin. After dinner, Jobson will give an informative and entertaining multimedia presentation, including video of "lots of great crashes." Advance reservations are required and seats are limited. For more information and to sign up go to www.eycgaryjobson.eventbrite.com.

2013 INTER-COLLEGIATE SAILING ASSOCIATION ALL-AMERICA TEAM

Lake Michigan can be proud of its three members of the ICSA All-America Team:

ICSA Coed All-Americans

William Haeger (Lake Forest, Illinois), Tufts University '14

ICSA Women's All-Americans

Stephanie Hudson (Winnetka, Illinois), Boston College '13

Morgan Kiss (Holland, Michigan), Yale University '15

Congratulations, sailors!



CRUISING THIS SUMMER, TOO? TOUR MICHIGAN LIGHTHOUSES!

by Gail M. Turluck

Michigan has more lighthouses than any other state, many of them on Lake Michigan. These sentinels of the night, welcome guides to home, have become tourist destinations, too. While taking a break from racing this summer, cruise to a port or two and enjoy a visit to these historic structures: <http://tinyurl.com/MI2013LighthouseTour>.

SOUTH SHORE YACHT CLUB GROWING

by Bruce Nason

Exciting news, South Shore Yacht Club of Milwaukee, Wisconsin, is on a steady course toward full membership. Their Board just voted in 12 new members, bringing their total Active membership to 490. They have nearly two dozen applications pending, so in July they'll pass the 500 mark. Their goal for 2014 is to be back to full membership (550). What a great way for the club to start its second century!

LMSRF GRANTS-IN-AID RECIPIENT REPORTS

I recently finished my US Sailing Level One certification course. While enrolled in this course I learned a number of things that not only equipped me for my job as a Sailing Instructor, but also educated me to make me a more skillful sailor. I learned to set up land drills to make on water drills more clear to students. I found this extremely helpful, both for my organization as an instructor and for understanding of my students, and I believe this has better equipped me to teach my students the sailing skills they need. The yacht club I belong to did not use land drills while teaching lessons and I believe adding them to the curriculum will better our program. I also learned a new position for the boat called "safety position," which requires you to bring your boat to a beam reach and luff your sails. This position is extremely useful because it allows you to stop moving, but also puts the sailor in a position to start moving very quickly. This technique has given me a better option when I need to slow the boat, making me a better sailor. I learned many things in my Level One certification course that will be extremely beneficial to my sailing curriculum, and also added information to my sailing knowledge.--**Annika Pearson, Ephraim Yacht Club**

I left the Level 2 Coach certification class with knowledge that will help me better maintain safety in a variety of situations. Since at my yacht club I primarily teach lighter, younger students, I found most useful the various ways of performing rescues and assisting sailors from the motorboat. I recall a situation last summer, prior to this certification class, when I had three intermediate students on an FJ in moderate winds. It was early in the season and the water was no more than 50 degrees. They capsized and were unable to right the boat on their own. I had to anchor the boat, jump in, and help them to get the boat back up. By this time, the three students were exhausted and freezing and we had to head in for the day. At the certification class, I learned a method of righting a capsized boat from the powerboat by grabbing onto the tip of the mast and walking it up. Knowing this method, I'll be able to keep lighter students out of frigid water, save time, and continue with the day's lesson. I also learned a method of emptying out swamped Optimists from within a powerboat that will definitely prove useful.

Additionally, I learned quite a bit about concussions. I now alert parents and inform them of symptoms to look out for if their child received a bump on the head or were roughly jostled, no matter how light the hit might have appeared. I also brought back information on how to better supply our powerboats with safety equipment; we now keep wire cutters on each of our six powerboats.

I also sought out advice from my fellow classmates. With sailors with more experience, I was able to discuss how to better teach students with mental disabilities. Being able to collaborate with instructors and directors of other sailing programs provided alternative ways to structure lessons to fit students with various abilities.--**Sarah Olson, Ephraim Yacht Club**

While at my Level One Instructor class I had a fabulous time. I learned how to share my passion for sailing with the future generations through the act of teaching. Every day I learned something that will be put to use during my lessons this summer. Whether it was how to communicate with parents and students or how to get my kids attention on the water, I was always soaking up all the knowledge my instructor had to share. The most valuable



thing I took away from my Level One class is the use of land drills. While there, I created a game of naming the parts of the boat with the use of Post-It notes. Students had a Post-It note on their forehead with a part of the boat written on it. The game went as follows, Lulu had a Post-It note with "tiller" written on it stuck to her forehead and would then proceed to ask Tommy yes or no questions, such as, "Do you hold me with your hand?" or "Am I at the aft part of the boat?" Then, once confident with what her Post-It note said, Lulu would place her Post-It note on that part of the boat. The use of land drills provides another fun activity to get the students comfortable before going straight to the daunting water. All in all I took away great friends, a greater passion to teach, and a more fueled love of sailing. Thank you for the wonderful experience!--**Morgan Dykman, Ephraim Yacht Club**

I have recently completed my Level 1 Course at Pewaukee, Wisconsin, and enjoyed my experience very much. My instructor, Steve Gay, did a wonderful job of teaching myself and all the other Instructor Candidates how to efficiently teach a class of young students. As well as learning how to teach and be in control of a class, I learned a lot about how sailing works and picked up on some useful sailing techniques. I also had the opportunity to become more comfortable in 420s because I had never been in one before the Level 1 course. Overall, I thought it was a terrific experience and it will help me become an apt instructor and run a fun and safe sailing class.--**William Gheorghita, Ephraim Yacht Club**

The Level One Class was a very interesting experience for me. It was my first time learning about teaching sailing and I learned many things that I would have never thought of on my own. For example, I learned how to teach sailing off the water through the use of land drills and demonstrations. I learned that you always want to try and involve every student so that he or she can learn better. All the information in the class I thought was useful and will help us as instructors become better teachers. The main thing I remember from the course is the safety, fun and learning aspect of teaching. I completely agree with U.S. Sailing in the fact that if a student is practicing safely, having fun, and learning at the same time, then he or she is going to have a great time sailing.

However, I wish that during the Level One course our instructors would have done a little more teaching. At some points it seemed like they were just telling us we had to do something, and for some of the instructor candidates we were trying to learn how to teach. I didn't come into the course with teaching experience, and thought that the course would teach me how to be an instructor, but at times it did not seem like that.--**Roger Waleffe, Ephraim Yacht Club**

Going into my level 1 course, I was nervous. My experience was mostly in windsurfing, and I felt that I was in over my head. Though the week was tough, I learned that a regatta, course or clinic may not be what you thought it would, you can still walk away with valuable lessons. I learned how to be a more effective teacher. This skill is one that I will not only apply to my sailing and windsurfing classes, but instances in my everyday life when I need to explain to someone how a task is completed. People learn different ways, and the course deepened my understanding of the different learning pathways. This lesson was an important one, and I have LMSRF to thank for their help in affording my level 1 course. I can't thank you enough for the Grant-in-Aid! I learned so much and I appreciate your assistance.--**Elizabeth Schmitt, Sheboygan Youth Sailing Club**

More reports from sailors who receive funding from the LMSRF Grants-In-Aid program will follow in future issues. While these sailors were all educated on teaching, high level championship and other funding is available. Learn more about the program by visiting: <http://lmsrf.org/lmsrf/index.php/grants-in-aid/grants-requirements>.

SAILING ICON TED HOOD DIES

Frederick Emmart "Ted" Hood, 86, of Portsmouth, Rhode Island, an internationally heralded yachtsman, sail maker, yacht designer and builder, died Friday, June 28, 2013, surrounded by his family. There are few sailors anywhere who have not been touched by the Hood sailing businesses. See more at: <http://tinyurl.com/EightBellsTedHood>.



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!

WAR AGAINST SEA LAMPREYS CONTINUES

US Fish and Wildlife Service performed a sea lamprey larvae poisoning program in June in Mitchell Creek off Grand Traverse Bay, part of a more than 50 year old program to control the spread of these invasive species. Full story: <http://tinyurl.com/2013MILamprey>.

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

🚩 New Boats & Owners on Lake Michigan

Congratulations to Michael West of North Shore Yacht Club of Highland Park, Illinois on his acquisition of a brand new 60th Anniversary model Sunfish.

🚩 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

Pete Vonachen died June 10, 2013, at the age of 87. Known as Peoria's Mr. Baseball, Vonachen is synonymous with the Peoria Chiefs franchise. He made his final appearance at Dozer Park on June 7 for the ribbon cutting ceremony. He was a member of Illinois Valley Yacht and Canoe Club, and was Commodore in 1967-68. Born August 31, 1925, Harold Albert "Pete" Vonachen graduated from Spalding Institute in 1943 and earned a Bachelor of Science in business administration from Bradley University in 1949. He served in the United States Navy from December 1943 to May 1946. He married the former Donna Hurt on May 11, 1957 and she preceded him in death on March 25, 2007. He has five children, Mary Michael "Mikie" Shadid, Harold (Rocky) III, Gregory, Daniel and Mark. Vonachen bought the Peoria Suns in 1983, renaming them the Peoria Chiefs in 1984. He sold the Chiefs in 1989, later buying them again in 1994 before turning ownership over to his son Rocky in 1998. Even after Rocky took over, Pete was still heavily involved in the franchise. The Chiefs won their first Midwest League championship in 2002.

Lawrence Bruozis was born on December 9, 1937 and passed away on Friday, March 1, 2013. He was a resident of Chicago, Illinois. Bruozis was a member of Burnham Park Yacht Club. A memorial gathering was held on June 22, 2013 at Erie Cafe on the patio. Bruozis' preference was to "celebrate" his life with an afternoon on the patio with his good friends, relatives, associates, and neighbors ... to "Drink and Smoke Cigars!!!"



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



MARK YOUR CALENDARS! MAJOR CHAMPIONSHIPS ON LAKE MICHIGAN

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. <http://www.yachtscoring.com/emenu.cfm?eID=894>

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>.

2013 NATIONAL SAILING HALL OF FAME INDUCTEES

The National Sailing Center and Hall of Fame (NSHOF) has announced the ten 2013 inductees into the National Sailing Hall of Fame. Following a two month period this spring, during which sailors from all corners of the country nominated their choice for induction, a selection committee – made up of representatives from US Sailing, the sailing media, the sailing industry, community sailing, a maritime museum, a previous inductee, and the NSHOF Board – reviewed the broad spectrum of nominations. Inductees are American citizens, 45 years of age or older, who have made significant impact on the growth and development of the sport in the U.S. in the categories of Sailing, Technical/Design and Contributor (coach, administrator, sailing media). Nominations of non-citizens were also considered if they influenced the sport in the U.S., and posthumous nominations were also accepted. The undertaking to recognize Americans who have made outstanding contributions to the sport of sailing is central to the mission of the NSHOF, which was formed in 2005 and has completed phase one of its plan to establish a permanent facility in Annapolis, Maryland. The official Induction Ceremony will be held at 1:00 p.m. on Sunday, October 27, 2013, at the Annapolis City Dock, site of the National Sailing Center and Hall of Fame, adjacent to the U.S. Naval Academy. The Induction will be open to the public.

National Sailing Hall of Fame 2013 Inductees:

William Eastman "Bill" Buchan - 1984 Star Olympic Gold Medalist and three time Star World Champion (Medina, Wash.);

Frank Willis Butler - Catalina Yachts founder (Woodland Hills, Calif.);

Runyon "Runnie" Colie, Jr. - Seven-time International Penguin Champion (East Windsor, N.J.);

David Adams "Dave" Curtis - Seven-time Etchells World Champion (Marblehead, Mass.);

Timothea "Timmy" Larr - Three-time U.S. Women's Sailing Champion (Oyster Bay, N.Y.); and

Stuart Hodge Walker - 1968 Olympian and sailing author (Annapolis, Md.).

National Sailing Hall of Fame 2013 Posthumous Inductees:

John Gale Alden - Naval architect (Troy, N.Y./Marblehead, Mass.);

Thomas David "Tom" Blackaller, Jr. - Americas Cup icon and two-time Star World Champion (Seattle, Wash./San Francisco, Calif.);

William Starling "Starling" Burgess - Naval architect and aviation pioneer (Marblehead, Mass.); and

Morris "Rosy" Rosenfeld - Marine photographer (Budapest, Hungary/New York, N.Y.).

For more on the Inductees, please visit: <http://halloffamers.nshof.org>.



SUPREME COURT DENIES E15 CHALLENGE

The U.S. Supreme Court denied a petition alleging that the Environmental Protection Agency overstepped its authority by allowing fuel with 15 percent ethanol, or E15, into the overall supply despite prohibiting its use in marine and other engines. With no options left on that front, several groups, including the National Marine Manufacturers Association, will revisit a case aimed at protecting consumers from unwittingly filling tanks with E15 because the fuel has been shown to be harmful to many engines. "The overall challenge to the EPA's authority has been denied, simply based on a procedural issue," Nicole Vasilaros, director of regulatory and legal affairs for the National Marine Manufacturers Association, told Trade Only Today. "The engine products group and the others involved, the lower court decided we were not the right parties to bring the case and unfortunately the Supreme Court did not take the case into consideration. They denied our petition." The NMMA is part of a coalition composed of fuel, manufacturing and food groups that had brought the case to the highest court in hopes of getting the EPA's waiver to allow E15 into the marketplace overturned. Full story: <http://tinyurl.com/E15-SC-no>.

MICHIGAN CITY YACHT CLUB - JUNIOR SAIL SEEKS EQUIPMENT

The following items are being sought for loan or donation:

- 🚤 Inflatable boat 17 to 20 feet with or without trailer
- 🚤 15 to 40 horsepower engine

Do not be shy or ashamed, or think that inflatable boat you kind of remember being buried under other collectibles in the barn is too old. Junior Sail is using an Avon inflatable that is the oldest Avon in use on the Great Lakes, was used during the Pan American Games at Michigan City in the 1980s, rescued survivors of the Griffin when it went down in 1678, and was involved in the battle of the Hellespont in 378 CE. Please contact: Mike Halpin, mehalpin "at" juno "dot" com, 219.796.5557.

LAKE MICHIGAN BENETEAU 40.7 FLEET STRENGTHENING

by Ron Buzil

The story and photos of the Lake Michigan Beneteau 40.7 Fleet at the Colors and NOOD Regattas this spring are now posted at: Spring 40.7 <http://first407.com/node/471>. With nine boats at the Colors and ten boats at the NOOD Regattas, the Lake Michigan Beneteau 40.7 Fleet has rebounded in numbers and continues strong with terrific and close racing as exemplified by the fact that this year, for the third time in four years, a 40.7 has been awarded the overall Chicago NOOD championship. The fleet, with twelve active members, is going into its fourteenth year.

SKUD-18 AND NACRA 17 SAILORS TO BE SELECTED THIS SUMMER

American sailors aiming for a berth at the Rio 2016 Olympic and Paralympic Games will have an additional opportunity this summer to qualify for the 2013 US Sailing Team Sperry Top-Sider in the SKUD-18 and Nacra 17 classes. Two events will serve as Team selection events: the C. Thomas Clagett Jr. Memorial Clinic & Regatta, June 26-30 (Newport, Rhode Island), and the Nacra World Championship, July 20-28 (The Hague, The Netherlands), where the top two U.S. teams in the SKUD-18 and Nacra 17, respectively, will qualify for the national team.



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). Visit <http://championships.ussailing.org/> for the complete calendar for all Championships.

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, JUDGE AND UMPIRE CERTIFICATION

Visit <http://raceadmin.ussailing.org> for the up to date schedule and to register for any session.

SMALL BOAT INSTRUCTOR, SAILING COUNSELOR, INSTRUCTOR TRAINER, KEELBOAT, WINDSURFING INSTRUCTOR, OR POWERBOAT CERTIFICATION

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

LETTERS TO THE EDITOR

Regarding male urination and sailboat racing, as a 40+ year racer, I can't say I have a problem at all with guys whizzing overboard. Have never had an "exposure," as it were, in all that time. I only wish the female anatomy was friendlier to the process of elimination. Having dealt with balky heads (some funny stories), T-10 porta-potties (I know EXACTLY where on the back of my head the forward hatch hits when enthroned in big seas), and sliding buckets, I often give a thought to catheters!

-Gail M. Turluck

Thank you. Just read the SuRF, nice job as always.

-Drew Sullivan

I am not sure how many people actually take the time to read the newsletter. Depending on the time of day one opens the mail link, it can take awhile. There are many articles written by people named McCarthy. I do want to comment there are many interesting articles, and I do hope that sailing does remain a sport that is sustained for many years. I myself have only been introduced to the sport of sail racing in the last few years, and I did not sail in New England (I was not among those seaside dwellers). There have been many things I see that are enjoyable about sailing. It can get addicting.

Anyway, I was smitten, and thank you for the opportunity to see the sailing world from your point of view. Your family is fun.

-Jo Ann Bertrand

St. Joseph, MI

What do you think would make sailing better on Lake Michigan? Write to: lmsrfadministration@lmsrf.org.



WHAT HAPPENED ...

(Disappointed that your club's results aren't here? Send 'em to us!! 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! Email lmrsfadministration@lmrsf.org as soon as the regatta is over!)

2013 Little Traverse Northern Michigan Class July Championship

Little Traverse Yacht Club, Harbor Springs, Michigan

June 29-30, 2013

| | | | | | | | | |
|----|---------------|-------------------|----|----|----|----|----|----|
| 1 | Istar | Ray Leyman | 2 | 3 | 1 | 1 | 4 | 11 |
| 2 | Pinch | Kevin Farrell | 3 | 1 | 5 | 2 | 7 | 18 |
| 3 | Norwegian | Thomas Carruthers | 1 | DQ | 3 | 3 | 6 | 21 |
| 4 | Intuition | Tom Post | 5 | 5 | 2 | 7 | 2 | 21 |
| 5 | Osprey | Bill Brown | 4 | 4 | 4 | 5 | 5 | 22 |
| 6 | Eyrie II | Robert Aikens | 6 | 2 | 6 | 6 | 3 | 23 |
| 7 | Running Water | David Irish | DC | DC | DC | 4 | 1 | 29 |
| 8 | Tomahawk | Michael Johnson | DC | DC | DC | DC | DC | 60 |
| 9 | Eclipse | Martin Sutter | DC | DC | DC | DC | DC | 60 |
| 10 | Haze | Paxson Offield | DC | DC | DC | DC | DC | 60 |
| 11 | Rookie | Dan Thompson | DC | DC | DC | DC | DC | 60 |

2013 Thistle Great Lakes Championship

Sail Sheboygan, Sheboygan, Wisconsin

June 29-30, 2013

| | | | | | | | | |
|---|--|------------------|---|---|---|---|---|----|
| 1 | Greg Griffin /Jeff Eiber/Abby Freeman | Jacksonville, FL | 1 | 1 | 1 | 1 | 1 | 5 |
| 2 | Kevin Arrow/Karl Felger/Kaitlyn Arrow | Glendale, MO | 2 | 3 | 2 | 2 | 2 | 11 |
| 3 | Mike Gillian/Andy Chaloupka/Mike Gillian | Glen Ellyn, IL | 3 | 2 | 7 | 7 | 3 | 22 |
| 4 | Tom Hubbell/Carolyn Blackmar/ John Yingling | Delaware, OH | 4 | 4 | 8 | 4 | 4 | 24 |
| 5 | Steve Lavendar/Rachel Lavendar/Erin Lavendar | Worthington, OH | 8 | 5 | 6 | 3 | 5 | 27 |
| 6 | Mark Andrew/Matt Calone/Ben Brotz | Granville, OH | 9 | 6 | 4 | 5 | 6 | 30 |
| 7 | Brian McDonald/Andy McDonald | Carmel, IN | 5 | 9 | 3 | 8 | 7 | 32 |
| 8 | Graham Vaughan/Joplin Vaughan/Caiti Dust | Pell City, AL | 7 | 7 | 5 | 6 | 9 | 34 |
| 9 | Howard Hill/Lucy Hill/Natalie Hill | Bayside, WI | 6 | 8 | 9 | 9 | 8 | 40 |

2013 Flying Scot Wife-Husband Championship

Deep Creek Yacht Racing Association, Deep Creek Lake, Maryland

June 29-30, 2013

Championship Division

| | | | | | | |
|----|------------------------------------|----------------------------------|---|---|----|----|
| 3 | Ben Williams & Deb Aronson | Clinton Lake Sailing Association | 2 | 6 | 6 | 14 |
| 6 | Frank Gerry & Marianne Geery | Clinton Lake Sailing Association | 8 | 7 | 4 | 19 |
| 10 | Michael Faugust & Jennifer Faugust | Ephraim Yacht Club | 9 | 5 | DF | 43 |

2013 J/Day

Columbia Yacht Club, Chicago, Illinois

June 29, 2013

BE CAREFUL, SOMEONE'S TRYING TO HAVE SOME FUN! Rich Stearns at Stearns Boating, the J/Boat and Hanse dealer, along with Skyway Yacht Works and Columbia Yacht Club, put together J/Day on June 29, 2013 open to all J/Boats. About 20 boats came for the first ever event and all chose to take advantage of Fun Race Courses. Some gave the Pursuit Race a try (instead of using the handicap at the finish of the race, the handicap is used at the beginning of the race. Each boat gets its own starting time, with the slower boats starting first and the faster boats starting last, with the theory that all boats will cross the finish line simultaneously. So when you pass a boat on the course, or stay ahead of boats, you know your position in the race at all times just by looking around). The other boats tried the Fun Race. Each boat was given 2 water balloons to throw at other competitors. If hit, you had to do a 360 turn. Most hit their targets! A kid's swimming pool was floated behind a non-sailing boat on the course, and each competitor was given a Frisbee. If you got the Frisbee into the kid's pool, you got a 30 second credit to your finish time. With the 15-20 MPH winds, no one got their Frisbee in the pool even though most tried. Even when they were right on top of it, the Frisbees just blew away! A pulled pork and beer party occurred afterwards and all enjoyed. Good times were had by all. I'll bet anyone that this event is going to grow!--Glenn McCarthy





J/Sailors gather at Columbia Yacht Club's docks on 2013 J/Day.

In spite of the fog, there was good sailing on Lake Michigan for 2013 J/Day.

Try as they might, strong winds redirected Frisbees from the kiddie pool target, making the goal unattainable at the 2013 J/Day.

UH, OH, MORE SAILORS HAVING FUN ON THE WATER – EVEN WHILE RACING AND COMPETING!!
COULD BECOME HABIT FORMING ...

2013 Chicago Match Cup Qualifier-Grade 2 Chicago Match Race Center, Chicago, Illinois June 28-30, 2013

Braving a Small Craft Advisory, waves over six feet and winds 20-25 knots, Chicagoan Don Wilson and his team of Sally Barkow, Sam Rogers, Stephanie Roble, and sister Jennifer Wilson won the Grade 2 Chicago Match Cup Qualifier. In an exciting first-to-three point Final, Wilson and team defeated the world's 6th ranked Will Tiller and his Aon Full Metal Jacket Racing team from New Zealand, in four matches. "In these conditions, your advantage often comes down to your crew work, and my team was just incredible today," said Wilson. "And to have my hometown deliver such incredible conditions was a double treat." The eight teams qualifying for today's quarter finals put on a fabulous display of match race sailing skill off the seawall north of Belmont Harbor. Spectators ashore were treated to some impressive seamanship from these teams as the huge waves and wind often decided their fate. Wilson built momentum throughout the weekend, taking second in Friday's Round Robin allowing him to have a break during yesterday's repechage round. This morning he shut out another Chicago Match Race Center local member, Steve Lowery, in the first-to-two point Quarter-Final knockout series. Both Will Tiller and Sam Gilmour quickly dispatched their quarter final opponents, while the final series in the round between Jordan Reece and Nathan Hollerbach, turned out to be some of the most exciting matches. These races featured aggressive pre-starts, numerous penalty flags, a red flag protest from Reece, and multiple lead changes that took three full matches to decide. In the end, the 138th-ranked Hollerbach upset the 15th-ranked Aussie team to move forward into the semi finals. Frequent teammates



On the water action from the 2013 Chicago Match Cup Grade 2 Qualifier. Fascinating carnage!
Photo credit: Isao Toyama.



Hollerbach and Wilson have no secrets from each other and each pulled out all their tricks for the three-race semi-final series. In the first match, Wilson stole the win from Hollerbach by just one second at the finish line, with Hollerbach coming back to win the second after Wilson was over the start early and hit the windward mark. But in the third and deciding match on the first windward layline, a massive wave tore Hollerbach's kite out of its bag and into the water, giving Wilson the lead, the match, and the Finals berth. The other semi final round featured a great Kiwi-Aussie rivalry with Tiller in two races over 19-year-old Gilmour. "Will and his team are so polished, but we are thrilled to have gone so far in this event and learned so much," said Gilmour. In the first Finals match, Tiller took and held a big lead on Wilson to take the first point. But from there it was downhill: an equipment problem in Match 2 resulted in a black flag from the umpires to end the match and award the point to Wilson to tie the series. In Match three, Wilson took the favored leeward end at the start, forcing Tiller away early and into a trailing position he could never overcome despite a last-minute port-starboard altercation at the finish, giving Wilson a 2-1 lead in the series. In the fourth and final match, Tiller caught a penalty almost immediately in the dial up. Wilson's tactician, Sally Barkow, played to her strengths, sailing a conservative race and ensuring Tiller never gained the 20 seconds he'd need to clear his penalty. Tiller led up the final beat, spinning into a lightning speed penalty turn as he rounded the mark. Wilson dug deep on the inside and surged ahead on a massive wave, passing Tiller and holding his lead through the finish line. Wilson's win gives him valuable ISAF Grade 2 points to climb the world Open ranking list. As Wilson is already an invited competitor to August's Chicago Match Cup, runner-up Tiller will receive the invitation and compete at the prestigious Grade 1 match race. Sydney's Jordan Reece was surprised to learn he also received an invitation to the AWMRT Chicago Match Cup; the young racer finished in fifth place this weekend, but his great performance here in 2012 earned him the final spot in the August event. At last year's Chicago Match Cup, Reece was not only the only qualifying skipper to date to get past the Quarter Finals at a AWMRT event, but also the youngest ever to get to an AWMRT Final. The 2013 Chicago Match Cup will be held over August 6-11 at Navy Pier, and is the only US stop on the Alpari World Match Racing Tour.

2013 Queen's Cup South Shore Yacht Club, Milwaukee, Wisconsin June 28, 2013

Great fleet – 127 boats registered! Great participation to new arrival harbor, Ludington. Ludington Yacht Club pulled out the stops to welcome the arriving sailors and the City of Ludington had a great festival coordinated to be part of the Queen's Cup experience.

| Pos | Overall | Sail | Boat | Skipper | PHRF | Club | Type | Finish | Elapsed | Corrected |
|-------------------|---------|-------|-----------------|----------------------|------|----------------------|------------|------------|----------|-----------|
| Division 1 | | | | | | | | | | |
| 1 | 3 | 50048 | Main Street | Schanen, Bill | -21 | Port Washington YC | J-145 | 1 06:27:47 | 11:47:47 | 12:16:10 |
| 2 | 4 | 25168 | Stripes | Martin, Bill | -69 | Bayview YC | GL 70 | 1 05:25:31 | 10:45:31 | 12:18:47 |
| 3 | 7 | 70 | Evolution | Reichelsdorfer, Rich | -72 | Sheboygan Yacht Club | GL 70 | 1 05:27:56 | 10:47:56 | 12:25:15 |
| 4 | 9 | 52701 | Windancer | Nedeau, Sam | -69 | Muskegon YC | GL 70 | 1 05:34:29 | 10:54:29 | 12:27:45 |
| 5 | 11 | 97834 | Kokomo | Schulz, Wesson | -15 | Grand Traverse YC | Schock | 1 06:49:46 | 12:09:46 | 12:30:03 |
| 6 | 12 | 97363 | Denali | Hennig, Richard | -72 | Racine Yacht Club | N/M 67 | 1 05:37:34 | 10:57:34 | 12:34:53 |
| 7 | 20 | 61137 | Drumbeat | Etheridge, Ted | -51 | Macatawa Bay YC | Ker 43 | 1 06:15:20 | 11:35:20 | 12:44:16 |
| 8 | 27 | 1717 | Blue | Schoendorf, Michael | -45 | South Shore YC | Riptide 41 | 1 06:36:16 | 11:56:16 | 12:57:06 |
| 9 | 40 | 7779 | Ocean | Banovitz, Jim | -144 | Chicago YC | Andrews 77 | 1 04:41:17 | 10:01:17 | 13:15:55 |
| 10 | 45 | 38008 | Pinball Wizard | Ziolkowski, Leszek | -45 | | Farr 49 | 1 07:10:07 | 12:30:07 | 13:30:57 |
| DNC | 87 | 1948 | IlMostro | Thornton, Peter | -168 | Chicago YC | Volvo 70 | | | |
| Division 2 | | | | | | | | | | |
| 1 | 1 | 28380 | Spirit Walker | McCain, Vern | 24 | Muskegon YC | B&H 41 | 1 07:10:50 | 12:40:50 | 12:08:24 |
| 2 | 2 | 50799 | Willie J | Petter, Doug | 21 | Macatawa Bay YC | J/130 | 1 07:08:29 | 12:38:29 | 12:10:06 |
| 3 | 5 | 4001 | Edge | McManus, Robert | 27 | Milwaukee YC | J/130 | 1 07:27:17 | 12:57:17 | 12:20:47 |
| 4 | 6 | SM2 | Majic | Hoyer, William | 24 | Muskegon YC | Sydney | 1 07:27:26 | 12:57:26 | 12:25:00 |
| 5 | 10 | 50593 | Tango in Blue | Trisco, Richard | 21 | South Shore YC | CM1200 | 1 07:26:16 | 12:56:16 | 12:27:53 |
| 6 | 15 | 52488 | Sirocco 3 | Klairmont, Robert | 12 | Chicago YC | J/133 | 1 07:27:28 | 12:57:28 | 12:41:15 |
| 7 | 34 | 40888 | Swiftsure | Ehlert, Ronald | 0 | Bayshore | N/M 50 | 1 07:39:45 | 13:09:45 | 13:09:45 |
| 8 | 35 | 7747 | Trippwire | Greydanus, Martin | -3 | MBYC | Tripp 47 | 1 07:36:10 | 13:06:10 | 13:10:13 |
| 9 | 51 | 60409 | Madrugada | Corbett, Richard | 24 | Michigan City YC | PY 42 | 1 08:37:15 | 14:07:15 | 13:34:49 |
| 10 | 65 | 39536 | Jason | Cohen, Edward | 27 | Burnham Park | Farr 395 | 1 09:25:41 | 14:55:41 | 14:19:11 |
| DNC | | 110 | Peerless | Torresen, Brian | 21 | Muskegon | BT | | | |
| DNC | | 3P | Golden Goose | Mitchel, Art | 6 | South Shore YC | Farr 36 | | | |
| Division 3 | | | | | | | | | | |
| 1 | 13 | 51457 | Das Boot | Muller, Jay | 54 | Chicago YC | Ben 40.7 | 1 08:23:04 | 13:53:04 | 12:40:05 |
| 2 | 14 | 93036 | PainKiller | Carroll, Joel | 51 | Milwaukee YC | GL 36 | 1 08:19:26 | 13:49:26 | 12:40:30 |
| 3 | 16 | 60102 | Sociable | Arzbaecher, Robert | 54 | Milwaukee YC | Ben 40.7 | 1 08:24:47 | 13:54:47 | 12:41:48 |
| 4 | 21 | 52818 | Que Loco 2 | Dykstra, Bradley | 42 | Muskegon YC | Ben 44.7 | 1 08:12:01 | 13:42:01 | 12:45:15 |
| 5 | 24 | 975 | FishTales | Fisher, Mike | 30 | Grand Traverse YC | Arch A40R | 1 07:58:45 | 13:28:45 | 12:48:12 |
| 6 | 25 | 90 | Utah | Faber, Bradley | 36 | MBYC | J/111 | 1 08:09:09 | 13:39:09 | 12:50:29 |
| 7 | 28 | 64986 | Surface Tension | Schaefer, Jeffrey | 51 | Racine YC | N/M 36 | 1 08:36:38 | 14:06:38 | 12:57:42 |
| 8 | 29 | 50631 | Rogue | Engel, Peter | 51 | SSYC | N/M 36 | 1 08:38:37 | 14:08:37 | 12:59:41 |
| 9 | 32 | 51587 | Instigator | Mergener, Matt | 54 | South Shore YC | Ben 40.7 | 1 08:51:15 | 14:21:15 | 13:08:16 |
| 10 | 39 | 18188 | Gauntlet | Hiestand, Guy | 54 | Macatawa Bay | Benetti | 1 08:58:33 | 14:28:33 | 13:15:34 |
| 11 | 43 | 75111 | Hobgoblin | Hobbs, Dick | 36 | South Shore YC | J/111 | 1 08:48:14 | 14:18:14 | 13:29:34 |
| 12 | 47 | 42330 | Bravo | Dekker, Thomas | 60 | Port Washington | Taylor | 1 09:23:48 | 14:53:48 | 13:32:42 |
| DNC | | 52400 | StillMessin' | Esselman, Adam | 33 | Macatawa Bay YC | J/124 | | | |
| Division 4 | | | | | | | | | | |
| 1 | 18 | 83238 | Ticklish | Landman, Eric | 75 | Muskegon YC | SR 33 | 1 08:44:10 | 14:24:10 | 12:42:48 |
| 2 | 19 | 333 | Time Out | Evans, Doug | 63 | Milwaukee YC | J/109 | 1 08:29:13 | 14:09:13 | 12:44:04 |
| 3 | 22 | 25103 | Hasten | Stritt, Fred | 69 | Racine | C&C 41 | 1 08:38:55 | 14:18:55 | 12:45:39 |
| 4 | 23 | 58484 | Shorthanded | Hughes, Bob | 75 | South Haven YC | SR 33 | 1 08:47:14 | 14:27:14 | 12:45:52 |
| 5 | 26 | 25634 | Nighthawk | van den Kieboom, Jan | 63 | Milwaukee YC | C&C 115 | 1 08:40:52 | 14:20:52 | 12:55:43 |
| 6 | 37 | 51664 | Liberte' | Gabrielse, Tim | 66 | Sheboygan YC | C&C 121 | 1 09:02:40 | 14:42:40 | 13:13:27 |



| | | | | | | | | |
|--------------------------|----|-------|-----------------------|----------------------|-----|----------------------|----------------|------------------------------|
| 7 | 41 | 52188 | Adventure | Conger, Scott | 75 | South Shore YC | Ben 36.7 | 1 09:18:35 14:58:35 13:17:13 |
| 8 | 50 | 32969 | Bulldog | Moe, William | 63 | Muskegon YC | N/M 41 | 1 09:18:43 14:58:43 13:33:34 |
| 9 | 62 | 40112 | Lickity Split | Jansen, Tom | 69 | Bayshore YC | J/35 | 1 10:04:42 15:44:42 14:11:26 |
| 10 | 66 | 42506 | Hotstick | Grimm, Kevin | 69 | Muskegon YC | J/35 | 1 10:28:22 16:08:22 14:35:06 |
| DNC | | 405 | Marianthe | Moore, Eric | 66 | Chicago YC | Ben 40.7 | |
| DNC | | 51767 | His Wings | Sloan, Ron | 75 | Anchorage YC | Ben 36.7 | |
| DNC | | 50785 | Och! | Docherty, Brendon | 75 | Chicago Yacht Club | J/105 | |
| Division 5 | | | | | | | | |
| 1 | 8 | 25663 | Roxy | Condit, Don | 84 | Grand Rapids YC | Tartan 40001 | 1 08:41:03 14:21:03 12:27:31 |
| 2 | 38 | 25430 | Thunderbolt | Burch, Jim | 81 | Ludington Y.C. | Tripp33 | 1 09:24:57 15:04:57 13:15:28 |
| 3 | 46 | 25436 | Attitude | Boekeloo, Stuart | 84 | St. Joseph River YC | J/105 | 1 09:45:38 15:25:38 13:32:06 |
| 4 | 49 | 60163 | Puffin | Paine, Geoffrey | 84 | Portage Point Inn YC | Sabre 386 | 1 09:46:59 15:26:59 13:33:27 |
| 5 | 54 | 52286 | Blue Pearl | Kerlin, James | 93 | South Shore YC | Ben 40.5 | 1 10:07:46 15:47:46 13:42:04 |
| 6 | 55 | 37 | ZippyR | Thomason, Spencer | 78 | MYC | Ben 10R | 1 09:50:29 15:30:29 13:45:03 |
| 7 | 56 | 60143 | Albatross | Assens, Fernando | 78 | Chicago Yacht Club | Dufour 40 | 1 10:03:25 15:43:25 13:57:59 |
| 8 | 61 | 92 | Gungnir | Emery, Bill | 81 | South Shore YC | Cayenne 41 | 1 10:20:10 16:00:10 14:10:41 |
| 9 | 63 | 51045 | Steadfast | Osterwald, Arthur | 93 | Bayshore YC | CS 40 | 1 10:39:00 16:19:00 14:13:18 |
| DNF | | 4 | Lady K | Stewart, Mike | 87 | Muskegon YC | J/110 | |
| DNC | | 79 | Shek O | Wilson, Al | 90 | Macatawa Bay YC | J/100 | |
| DNC | | 52734 | Crazy Diamond | Crain, Martin | 78 | Milwaukee YC | C&C 110 | |
| Division 6 | | | | | | | | |
| 1 | 60 | 25210 | Skelday | Isbister, Eric | 96 | South Shore YC | Tartan 412 | 1 10:30:19 16:20:19 14:10:33 |
| 2 | 67 | 111 | | Sikkenga, Steven | 111 | White Lake YC | J/29 | 1 11:17:41 17:07:41 14:37:39 |
| 3 | 68 | 41251 | Asylum | Kilgren, John | 108 | Northport Bay YC | Frers 33 | 1 11:17:35 17:07:35 14:41:36 |
| 4 | 69 | 52758 | Wildest Dreams | Pastorek, Michael | 102 | South Shore YC | Hunter Leg | 1 11:13:05 17:03:05 14:45:13 |
| 5 | 75 | 41899 | 'R' Dream Buoy | Redmond, Thomas | 99 | Muskegon YC | Hunter | 1 11:34:48 17:24:48 15:10:59 |
| 6 | 77 | 5624 | Intensity2 | Gorzynski, Brian | 106 | Ludington | Andr 30 | 1 12:11:12 18:01:12 15:43:20 |
| 7 | 81 | 52730 | Dragonfly | Ferguson, Gary | 108 | Ludington YC | C&C 37 | 1 13:23:18 19:13:18 16:47:19 |
| 8 | 85 | 69000 | Lochaber | Dudderar, Dixon | 111 | | Tartan 41 | 1 14:10:41 20:00:41 17:30:39 |
| DNF | | 52949 | Ocean Adventure | Callahan, Jack | 105 | Muskegon YC | Ocean 60 | |
| DNF | | 73150 | Sanity Check | Ryer, Michael | 96 | Port Washington YC | Exp 35 | |
| DNC | | 2916 | Satisfaction | Tilleman, Morgan | 99 | South Shore YC | Carrera 290 | |
| Division 7 | | | | | | | | |
| 1 | 17 | 5260 | Nana | McCaffrey, William | 114 | Waukegan | Ericson 39 | 1 09:26:22 15:16:22 12:42:17 |
| 2 | 30 | 31436 | Heat Wave | Burns, Jeremy | 117 | South Shore YC | Dehler DB | 1 09:52:20 15:42:20 13:04:11 |
| 3 | 33 | 356 | Strait Jacket | Conner, Randy | 126 | Waukegan YC | T-10 | 1 10:09:23 15:59:23 13:09:04 |
| 4 | 42 | 242 | Zippitydoda | Burhani, John | 123 | Kenosha YC | Jean SF | 1 10:19:56 16:09:56 13:23:41 |
| 5 | 53 | 6869 | Cynthia | Grootendorst, Andrew | 129 | St. Joseph River YC | Morgan 41 | 1 10:44:29 16:34:29 13:40:07 |
| 6 | 59 | 50920 | Sweet Spott | Spott, Michael | 120 | SSYC | Beneteau | 1 10:54:05 16:44:05 14:01:53 |
| 7 | 71 | 52806 | Legacy | Silverman, Alan | 114 | South Haven YC | Hanse 370e | 1 11:43:57 17:33:57 14:59:52 |
| 8 | 80 | 741 | Sandpiper | Pfoertsch, Dick | 123 | South Shore YC | Catalina 42 | 1 13:16:15 19:06:15 16:20:00 |
| DNF | | 10064 | Redhawk | Janda, Mark | 117 | Wayzata YC | C&C 38 | |
| DNF | | 3060 | Wings | Kling, Edward | 129 | Muskegon YC | Soverel 30 | |
| DNC | | 32337 | Maho | Strbich, Steven | 114 | Ludington YC | C&C | |
| Division 8 | | | | | | | | |
| 1 | 36 | 15181 | Ahi | Svoboda, Chris | 132 | South Shore YC | S2 9.1 | 1 10:09:51 16:09:51 13:11:26 |
| 2 | 48 | 112 | Alyse | Hyland, Greg | 132 | SSYC | Olson 911SE1 | 1 10:31:29 16:31:29 13:33:04 |
| 3 | 52 | 13191 | Souvenir | Schiller, Steve | 150 | Muskegon Yacht | PT 32 | 1 10:57:54 16:57:54 13:35:09 |
| 4 | 57 | 174 | Caravel | Wehnes, David | 159 | South Shore YC | C&C 30 | 1 11:34:07 17:34:07 13:59:12 |
| 5 | 70 | 15465 | Ruffian | Hartley, Tom | 150 | Kenosha Yacht Club | C&C 33 | 1 12:16:41 18:16:41 14:53:56 |
| 6 | 73 | 25033 | Blue Skies | Janke, Dave | 132 | Racine YC | C&C 33-2 | 1 11:59:38 17:59:38 15:01:13 |
| 7 | 76 | 26257 | Frank Lloyd Starboard | Darryder, Dennis | 138 | Grand River YC | J/30 | 1 12:22:57 18:22:57 15:16:25 |
| 8 | 78 | 46 | Penny Express | Gagnon, Charles | 147 | Racine YC | GmnExp30 | 1 13:03:10 19:03:10 15:44:28 |
| 9 | 82 | 253 | Caelum | Bargen, Paul | 141 | SSYC | Hunter 356 | 1 13:57:58 19:57:58 16:47:23 |
| DNF | | 60234 | Le Bon Fantome | Garcia, Daniel | 135 | Port Washington YC | Jean 34.2 | |
| Division 9 | | | | | | | | |
| 1 | 31 | 42787 | Adventurous | Wilcox, Kevin | 168 | South Shore YC | Cat 30 | 1 10:54:24 16:54:24 13:07:19 |
| 2 | 44 | 11677 | Odyssey | Bohl, David | 171 | Milwaukee YC | Tartan 34 | 1 11:21:06 17:21:06 13:29:58 |
| 3 | 58 | 10 | Chance | Kraus, Bob&Cindy | 177 | Milwaukee YC | Pearson 3231 | 1 11:58:53 17:58:53 13:59:38 |
| 4 | 64 | 6651 | Ralis | Weissert, John | 177 | Milwaukee Commun SC | Cal 30 | 1 12:15:22 18:15:22 14:16:07 |
| 6 | 72 | 16417 | Raggedy Ann | Foley, Tom | 165 | South Shore YC | Tartan 30 | 1 12:43:19 18:43:19 15:00:18 |
| 6 | 74 | 6699 | Underdog | Shepro, Joe | 174 | MMYC | Cal | 1 12:58:37 18:58:37 15:03:26 |
| 7 | 79 | 60246 | Liquid Asset | McClellan, Teresa | 165 | MAST | Tartan 33 | 1 13:45:13 19:45:13 16:02:12 |
| 8 | 83 | 50839 | Blue Chip | Noorman, Ulrich | 171 | | Mariner 36 | 1 15:00:34 21:00:34 17:09:26 |
| 9 | 84 | 1572 | Dream Catcher | Guhl, Steve | 162 | South Shore YC | Catalina 34 | 1 15:00:14 21:00:14 17:21:16 |
| DNF | | 7759 | Wanderlust | Duehmig, Joe | 189 | South Shore YC | Ericson 36C | |
| DNF | | 5476 | Sojourn | Haan, Arthur | 219 | Pentwater YC | Catalina 27 TR | |
| Division Cruising | | | | | | | | |
| 1 | 1 | 30841 | SnakeBite | Bailey, Ted | 141 | South Shore YC | Pearson 30 | 1 08:28:20 17:28:20 14:17:45 |
| 2 | 2 | 5441 | Rush | Williams, Richard | 198 | Pentwater YC | Tartan 30 | 1 10:16:56 19:16:56 14:49:18 |
| 3 | 3 | 15376 | Evening Star | Walker, William | 144 | Pentwater YC | C&C 36 | 1 09:21:11 18:21:11 15:06:33 |
| 4 | 4 | 2835 | Cool Change 4 | Cooley, Robert | 192 | MAST | Catalina 30 | 1 10:41:30 19:41:30 15:21:59 |
| 5 | 5 | 2178 | JacquiMarie | Jackson, Greg | 165 | | Catalina 36 | 1 10:24:54 19:24:54 15:41:53 |



| | | | | | | | | |
|-----|----|-------|-----------------|----------------------|-----|---------------------|-------------|------------------------------|
| 6 | 6 | 654 | Bon Vie | Andreano, Larry | 165 | Macatawa Bay YC | Catalina 36 | 1 10:46:48 19:46:48 16:03:47 |
| 7 | 7 | 31320 | Whitecap | Walsh, William | 123 | Macatawa YC | Pearson 37 | 1 10:16:59 19:16:59 16:30:44 |
| 8 | 8 | 51720 | Intuition | Dick, Robert | 129 | Anchorage YC | JeanSO | 1 10:34:31 19:34:31 16:40:09 |
| 9 | 9 | 9933 | Graymatter | Mac Donald, Marshall | 162 | MCSC | Rdfrd 400 | 1 11:27:39 20:27:39 16:48:41 |
| 10 | 10 | 15238 | Miller Time | Miller, Barry | 168 | Pentwater | C&C34 | 1 11:49:25 20:49:25 17:02:20 |
| 11 | 11 | 51341 | Intuition | Gillespie, Mark | 192 | Hooper Sailing Club | S2 9.2a | 1 12:35:11 21:35:11 17:15:40 |
| 12 | 12 | 172 | Closedsail | Parker, Rob | 207 | River Noir YC | Islander | 1 12:55:49 21:55:49 17:16:01 |
| 13 | 13 | 60485 | Freedom | Fitch, Dale | 123 | Ludington YC | Hunt Leg37 | 1 11:10:50 20:10:50 17:24:35 |
| 14 | 14 | 32039 | Saturday | Wright, Darrell | 141 | Racine YC | Pearson 30 | 1 11:41:45 20:41:45 17:31:10 |
| 15 | 15 | 835 | Easin' On Again | Steinmeier, Robert | 177 | | Catalina320 | 1 12:37:56 21:37:56 17:38:41 |
| 16 | 16 | 2330 | Tigress | Majewski, Leon | 153 | Anchorage YC | DuFourCI36 | 1 13:01:16 22:01:16 18:34:28 |
| 17 | 17 | 60321 | Do Vidjenja | Malesevich, Thomas | 126 | | C&C 41 | 1 13:25:25 22:25:25 19:35:06 |
| DNF | | 93 | 9 Lives III | Seaverns, George | 162 | Anchorage YC | Ben 310 | |
| DNF | | 4192 | Lezlie D | Roberts, David | 201 | Anchorage YC | Catalina 30 | |
| DNF | | 585 | Kismet | Pruim, Robert | 195 | Great Lakes Marina | | |
| DNF | | 461 | Ishmael | Pitts, Jarrad | 168 | Great Lakes Marina | Morgan 461 | |
| DNC | | 803 | Honeymoon | Wilson, Tyler | 192 | South Haven YC | Pearson 30 | |

Division Short Handed

| | | | | | | | | |
|-----|---|-------|----------------|------------------------|-----|-----------------------|-------------|------------------------------|
| 1 | 1 | 50516 | Ticket to Ride | Attee, Keith | 81 | Charlevoix Yacht Club | Tripp 33 | 1 09:19:12 15:39:12 13:49:43 |
| 2 | 2 | 3S | Grenoville | Manning, Charlie | 132 | Racine YC | Ben 345 | 1 10:56:17 17:16:17 14:17:52 |
| 3 | 3 | 33981 | Windlassie | Strouf, Jim | 165 | Kenosha Yacht Club | Irwin | 1 11:58:48 18:18:48 14:35:47 |
| 4 | 4 | 485 | Rafiki | Kent, Whitney & Alison | 138 | South Shore YC | J/30 | 1 11:32:43 17:52:43 14:46:11 |
| 5 | 5 | 40471 | Bon Temps | Otto, Ron | 159 | Kenosha YC | Elite 30s | 1 12:21:55 18:41:55 15:07:00 |
| 6 | 6 | 122 | Amberggris | Wise, Brian | 135 | White Lake YC | Tartan 37 | 1 11:57:24 18:17:24 15:14:56 |
| 7 | 7 | 52166 | Raven | Hirt, Nick | 150 | MBYC | Oceanis 381 | 1 12:29:29 18:49:29 15:26:44 |
| 8 | 8 | 325 | Global Nomads | Hettel, Michael | 75 | Columbia YC | J/105 | 1 11:00:10 17:20:10 15:38:48 |
| 9 | 9 | 1629 | Enchantress | Betke, Joe | 168 | | Catalina 34 | 1 13:59:54 20:19:54 16:32:49 |
| DNF | | 230 | IT-L-DU | Rogers, Mike | 138 | Muskegon YC | O'Day 34 | |
| DNC | | 41072 | Wahoo | DeFriest, Jeannette | 120 | MORF | J/29 mod | |
| DNC | | 53325 | Zing! | Muchmore, Steven | 96 | Anchorage YC | Evelyn 32-2 | |

Division Multi Hull

| | | | | | | | | |
|-----|---|-------|-----------------|-----------------|-----|--------------------|--------------|------------------------------|
| 1 | 1 | 25411 | High Priority 2 | Shneider, David | -27 | Little Traverse YC | Corsr F21R | 1 07:16:36 12:26:36 13:03:06 |
| 2 | 2 | 50336 | Tri n Catch Me | Achim, John | 48 | SSYC | Corsair F 27 | 1 09:37:37 14:47:37 13:42:44 |
| 3 | 3 | 175 | Solstice | Dangler, Cory | 21 | Bayshore YC | Corsr F-28r | 1 09:37:54 14:47:54 14:19:31 |
| DNF | | 3M | Caliente | Steck, Mike | -42 | Chicago YC | Chris M 44 | |
| DNF | | 419 | Tres Fast | Johnson, Ed | 81 | | Corsair F-24 | |

Chicago to Michigan City to Chicago/George Harvey Night Navigational Race

Columbia Yacht Club, Chicago, Illinois

June 28, 2013

Oldest Continuous Fresh Water Sailing Race in the World. Sailed as a "turn and burn" round trip this year due to concerns with harbor entrance shoaling.

| Type | Name | Skipper | Elapsed | Corrected | PHRF Overall |
|--------------------|-------------|------------------------------------|----------|-----------|--------------|
| ORR | | | | | |
| Beneteau 42 | Mirage | John Boyle | 10:41:32 | 9:11:05 | 17 |
| J/92 | Cyclone | John Madey | 11:42:24 | 10:06:10 | 27 |
| PHRF-Spin 1 | | | | | |
| JV-66 | Defiance | Smirl,Nielson,Edman,Warnecke,USMMA | 7:44:00 | 9:11:45 | 11 |
| TP 52 | Imedi | Mark Hauf | 7:45:00 | 9:12:45 | 12 |
| PHRF-Spin 2 | | | | | |
| J/111 | Night Hawk | Edman Dabrowski | 9:26:51 | 8:44:36 | 1 |
| Sydney 38 | Eagle | Jerry & Shawn O'Neill | 9:23:18 | 8:54:03 | 3 |
| J/120 | Jahazi | Frank Giampoli | 9:55:44 | 9:00:29 | 4 |
| Beneteau First 40 | Badge | Daniel Koules | 9:42:47 | 9:03:47 | 6 |
| Farr 395 | Hiwassee | John Bell & Ian Fisher | 9:37:33 | 9:05:03 | 7 |
| J/133 | Renegade | Thomas Papoutsis | 9:26:55 | 9:10:40 | 10 |
| Mumm 36 | Mrs Jones | Michael R Jones | 10:10:00 | 9:14:45 | 14 |
| Ben 40.7 | Wired | Brian Angioletti | 10:22:38 | 9:24:08 | 19 |
| X-482 | St. Francis | Jairo Bispo Cruz | 9:59:45 | 9:40:15 | 25 |
| PHRF-Spin 3 | | | | | |
| Jeanneau 45.2 | Jug Band | Harry Simmon | 10:08:00 | 8:46:45 | 2 |
| C&C 115 | Maskwa | Don Waller | 10:21:32 | 9:03:32 | 5 |
| Nelson/Marek 40 | Regardless | Team Regardless | 10:10:30 | 9:05:30 | 8 |
| Elan | Runaway | Tom Gorey | 10:27:30 | 9:09:30 | 9 |
| C&C SR-33 | Geronimo | Herb Philbrick | 10:39:04 | 9:14:34 | 13 |
| C&C 115 | Liberty2 | Tom & Ginny Blasco | 10:32:59 | 9:14:59 | 15 |
| Beneteau 42 | Mirage | John Boyle | 10:41:32 | 9:17:02 | 17 |
| C&C 37 | Michela | Miguel Gambetta | 10:42:37 | 9:27:52 | 20 |
| Schock 35 | Free Agent | Miles De Paepe | 10:49:00 | 9:31:00 | 21 |
| Moody | Princess M | Carl Chaleff | 11:19:55 | 10:05:10 | 32 |



PHRF-Spin 4

| | | | | | |
|----------|--------------|--------------------------------------|----------|----------|----|
| C&C 110 | Cantankerous | Lewis Noe | 10:50:42 | 9:16:27 | 16 |
| J/92 | Cyclone | John Madey | 11:42:24 | 9:42:09 | |
| C&C 110 | Nancy Jo | Bruce Carter | 11:29:24 | 10:01:39 | 31 |
| Ben F30 | Samba | Mike Stills | 12:07:49 | 10:23:49 | 35 |
| Frers 33 | Mystify | Michael Argyelan and Kirsten Koivula | 12:37:21 | 10:40:21 | 36 |

PHRF-Spin 5

| | | | | | |
|-------------------|--------------|------------------------|----------|----------|----|
| Najad 405 | Lugnuts | Tom Dickson | 11:38:34 | 9:31:49 | 22 |
| Pearson 36 | Kutty's Ark | McGinnis-Morrissey | 12:07:14 | 9:40:59 | 26 |
| Hunter | Dobiehouse | Kevin Lynch | 12:56:12 | 9:44:27 | 28 |
| Najad 332 | Hope | Michael Leland | 12:21:14 | 9:45:14 | 29 |
| S2 9.1M | Truant | Walter Kawula | 12:35:40 | 10:12:40 | 33 |
| Catalina 400 | Alize | Blair Jones | 12:19:49 | 10:13:04 | 34 |
| Tartan 3700 ccr | Dark Island | Tom and Judi McInerney | 12:56:27 | 10:43:12 | 38 |
| Catalina 400 MKII | Viva la Vida | Bruce Onsager | 14:23:26 | 12:03:41 | 39 |

PHRF-Cruising-Spin

| | | | | | |
|---------------|------------|---------------|----------|----------|----|
| Hunter Legend | No Reverse | Bob Horenkamp | 12:29:04 | 10:41:49 | 37 |
|---------------|------------|---------------|----------|----------|----|

Ben 36.7

| | | | | | |
|----------|---------------------|-----------------|----------|----------|----|
| Ben 36.7 | Soulshine | Jarrett Altmin | 10:36:44 | 10:36:44 | |
| Ben 36.7 | Tequila Mockingbird | Chris Duhon | 10:40:43 | 10:40:43 | 18 |
| Ben 36.7 | Sorcerer | Don Draper | 10:57:25 | 10:57:25 | 24 |
| Ben 36.7 | Erizo de Mar | Antoni Czupryna | DNC | | 40 |

Tartan Ten

| | | | | | |
|------------|-----------------|--------------------------------------|----------|----------|----|
| Tartan Ten | Wombat | Art Strilky | 11:30:44 | 11:30:44 | |
| Tartan Ten | Out of the Blue | Brian Kennalley, Ed Mui, Craig Roehl | 11:36:26 | 11:36:26 | |
| Tartan Ten | Mutiny | John Schellenbach | 11:50:43 | 11:50:43 | 23 |
| Tartan Ten | Rainbows End | Steven Fink | 12:01:13 | 12:01:13 | |
| Tartan Ten | Lightning | Bob Warnecke/Steve Karstrand | 12:07:15 | 12:07:15 | 30 |
| Tartan Ten | Ratty | David C Brezina | 12:32:38 | 12:32:38 | |
| Tartan Ten | Atra | Mike & Karen Woollen | DNC | | |
| Tartan Ten | Silver Surfer | Andrew Nicoletti | DNC | | |

2013 Hamilton Club Trophy Race**Chicago Yacht Club, Chicago, Illinois****June 28, 2013**

The Hamilton Club Trophy Race was one component of the 1st Annual Chicago Yacht Club Rendezvous. Sailboats also cruised up and many yacht club power boaters joined in the weekend fun. The race was sailed overnight from off Belmont Harbor, Chicago, Illinois, to Racine, Wisconsin, with berthing at Reef Point Marina. At the start, the wind died completely. As the evening wore on, a predicted norther built. By the finish, winds easily were NW-N 18-25 and gusty, with waves increasing from calm to 2-4 feet. There were occasional rain showers. Upon arrival, there was a nice buffet featuring breakfast burritos and sweet rolls, Bloody Marys, and all sorts of potluck offerings from all the participating boats. Shoreside activities included bike tours, shopping in the Racine area and more. Saturday evening there was an outstanding BBQ rib buffet at Racine Yacht Club that was shared with a Racine area yacht clubs Poker Run (three Racine clubs), making for a fun mixing of sailors, power boaters and events. Flags were awarded, prizes for the poker run and a 50/50 drawing spread joy through the crowd. A live band for dancing made the evening complete. Sunday's return was race optional by taking your own times.—Gail M. Turluck

ORR 1

| | | | | | |
|----|-------|------------|-----------------------------|--------------------|----------|
| 1. | 60007 | Impeccable | Steve Szczepanski | Chicago Yacht Club | 10:44:50 |
| 2. | 40036 | Norboy | Leif/Marcus Sigmond/Thymian | Chicago Yacht Club | 10:50:50 |
| 3. | 77984 | Pororoca | Gene McCarthy | Chicago Yacht Club | 11:32:59 |

ORR 2

| | | | | | |
|----|-------|--------------|---------------------------|--------------------|----------|
| 1. | 50134 | Sirocco VI | William & Viviana Fanizzo | Chicago Yacht Club | 10:15:25 |
| 2. | 38005 | Painkiller 4 | Alice Martin | Chicago Yacht Club | 10:36:21 |
| 3. | 124 | Slapshot | Scott Sims | Chicago Yacht Club | DNC |
| 4. | 38004 | Copernicus | Michael Kennedy | Chicago Yacht Club | DNF |

ORR 3

| | | | | | |
|----|-------|----------------|-------------------|--------------------|--------------|
| 1. | 30328 | Rover | Ken Colbert | Chicago Yacht Club | 10:15:06 |
| 2. | 6649 | Providence | Greg Miarecki | Chicago Yacht Club | 10:20:39 |
| 3. | 43535 | On Edge | Steven Dorfman | Chicago Yacht Club | 11:30:38 |
| 4. | 83 | Scheherezade | Jamal Alwattar | Chicago Yacht Club | 11:42:43/SCP |
| 4. | 82 | Split Decision | Mark Norris | Chicago Yacht Club | 12:29:38 |
| 6. | 52974 | Endeavour | Matthew Gallagher | Chicago Yacht Club | DNF |

2013 C. Thomas Clagett, Jr., Memorial Regatta**Sail Newport, Newport, Rhode Island****June 26-30, 2013**

Early fog across Narragansett Bay finally lifted enough by late morning to allow 36 sailors with disabilities to complete a final day of racing at the 11th annual C. Thomas Clagett, Jr. Memorial Clinic & Regatta. The event, held at Sail Newport in Newport, R.I., is open to both U.S. and foreign competitors and is known as an integral part of preparation for Paralympic and world championship racing. The competition is conducted in the same equipment used for the three classes that comprise the sailing event at the Paralympic Games, next scheduled for 2016 in Rio de Janeiro, Brasil. "The Clagett mission is to provide sailors with disabilities the opportunity to improve their skills and reach personal goals through world-class coaching and competition," said the regatta's founder Judy McLennan, explaining that a high-powered one-day clinic always kicks off the event, and the coaches involved with it work closely with the disabled sailors throughout the following three days of racing. "This year, among the sailors that took part on 23 boats, we saw not only top Paralympic hopefuls who have been at it for years but also plenty of young people who are getting into the Paralympic classes for the first time. It was very special to see them getting so



excited and gives us a lot of hope for the future of disabled sailing." Attesting to the regatta's impressive reputation was US Sailing's designation of the two-person SKUD-18 series here as the qualifier for two spots in that class on the 2013 US Sailing Team Sperry Top-Sider. Claiming those were first- and second-place teams, respectively, Ryan Porteus (San Diego, California)/Cindy Walker (Abington, Massachusetts) and Sarah Everhart-Skeels (Tiverton, Rhode Island)/Gerry Tiernan (Falmouth, Maine). Taking the regatta's top prize—the C. Thomas Clagett, Jr. Memorial Clinic & Regatta Trophy—for best overall performance was current US Sailing Team member Daniel Evans (Miami, Florida), who topped the one-person 2.4mR class, the largest with 15 entries. One of his most fierce adversaries on the race course was Puerto Rico's two-time Paralympian Julio Reguero, who won every race the last two, which he missed because he was scheduled to leave the event early. Tracy Schmitt of Toronto, Canada, in the 2.4mR class won the sportsmanship award; 2.4mR sailor Siobhan MacDonald, age 15 of Mabou, Cape Breton, Nova Scotia, was the youngest competitor in the regatta.



| Pos | Skipper | Crew | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Total |
|----------------|------------------------|--------------------------------|------|------|------|-----|------|-----|----|------|----|----|----|-------|
| Points | | | | | | | | | | | | | | |
| Sonar | | | | | | | | | | | | | | |
| 1 | Doerr, Rick | Freund, Hugh/Smith, Lindsay | [2] | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | 11 |
| 2 | Fisher, Andrew | Hersey, Mike/Parks, Adam | 1 | 1 | [2] | 2 | 1 | 2 | 2 | 2 | 2 | 2 | | 15 |
| 3 | Flaherty, David | Sampre, Tony/Foster, John | 3 | 3 | 3 | [4] | 3 | 3 | 3 | 3 | 3 | 4 | | 28 |
| 4 | LoDuca, Patrick | Pierce, Gary/Martin, Chris | 4 | [5] | 4 | 3 | 4 | 4 | 5 | 4 | 4 | 3 | | 35 |
| 5 | Croteau, Charlie | Demsey, James/Lalonde, Johanne | [5] | 4 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 5 | | 43 |
| Skud 18 | | | | | | | | | | | | | | |
| 1 | Porteus, Ryan | Walker, Cindy | 2 | 1 | 2 | 2 | 2 | [3] | 2 | 3 | 1 | 1 | 2 | 18 |
| 2 | Everhart Skeels, Sarah | Tiernan, Gerry | 1 | 2 | 3 | 1 | 1 | 1 | DF | 1 | 3 | 3 | 3 | 19 |
| 3 | Callahan, Paul | McKinnon, Maureen/Lindsay | RT | 3 | 1 | DF | DF | 2 | 1 | 2 | 2 | 2 | 1 | 22 |
| 2.4mR | | | | | | | | | | | | | | |
| 1 | Evans, Daniel | | 3 | 3 | [4] | 2 | 3 | 2 | 2 | 3 | 2 | | | 20 |
| 2 | Green, Ted | | 2 | 5 | 3 | 3 | [DS] | 3 | 3 | 2 | 1 | | | 22 |
| 3 | Reguero, Julio | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | [DS] | DS | | | 23 |
| 4 | Rosenfield, Charles | | 5 | 2 | 2 | 4 | [6] | 4 | 4 | 1 | 3 | | | 25 |
| 5 | Ripley, Tim | | 4 | 4 | 6 | 5 | 2 | [9] | 6 | 4 | 5 | | | 36 |
| 6 | Wong-Sing, Aaron | | 6 | 7 | [9] | 8 | 4 | 5 | 7 | 6 | 7 | | | 50 |
| 7 | Kobayashi, Audrey | | 8 | 8 | 10 | 6 | [RT] | 6 | 5 | 5 | 8 | | | 56 |
| 8 | Lavallee, Christine | | [9] | 6 | 7 | 9 | 7 | 7 | 8 | 7 | 6 | | | 57 |
| 9 | Bryan-Brown, Nick | | 7 | 9 | [DS] | DS | DS | 8 | 9 | 8 | 4 | | | 77 |
| 10 | MacDonald, Siobhan | | [RT] | 13 | 11 | 10 | 5 | 11 | 13 | 10 | 9 | | | 82 |
| 11 | Schmitt, Tracy | | 10 | 10 | [13] | 13 | 8 | 12 | 12 | 11 | 10 | | | 86 |
| 12 | Paialunga, Katie | | 12 | 12 | 5 | 7 | [DF] | DF | DS | DS | DS | | | 100 |
| 13 | Shaw, Steve | | 11 | [DS] | DF | 11 | DF | 13 | 10 | 9 | DF | | | 102 |
| 14 | Holmberg, Kevin | | [RT] | DS | 12 | 12 | DS | 10 | 11 | DF | DS | | | 109 |
| 15 | Amburgey, Leonard | | [DF] | 11 | 8 | DS | DF | DS | DS | DS | DS | | | 115 |

2013 Wente Cup and Lake Michigan Sail Racing Federation Youth Championship Sheridan Shore Sailing School, Wilmette, Illinois

June 27-28, 2013

| | Skipper/Crew | Yacht Club | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | TOTAL |
|------------------|--|----------------|----|----|----|----|----|----|----|----|-------|
| 420 Class | | | | | | | | | | | |
| 1 | Considine, Cailin/O'Donnell, Kate | Chicago | 1 | 1 | 5 | 3 | 1 | 1 | 1 | 1 | 14 |
| 2 | Jacobs, Audrey/Wakenight, Madeline | Chicago | 2 | 2 | 1 | 1 | 2 | 3 | 3 | 3 | 17 |
| 3 | Fecht, Dillon/Ramos, Michael | Columbia | 3 | 4 | 4 | 2 | 5 | 2 | 2 | 2 | 24 |
| 4 | Austin, Eamonn/Pandolfi, Julian | Chicago | 4 | 5 | 3 | 4 | 6 | 4 | 4 | 5 | 35 |
| 5 | Koules, Christian/O'Donnell, Jack | Chicago | 6 | 3 | 2 | 8 | 4 | 5 | 5 | 4 | 37 |
| 6 | Fiesel, Cuyler/Dannhausen-Brun, Jacob | Chicago | 5 | 7 | 6 | 5 | 3 | 6 | 7 | 6 | 45 |
| 7 | Ramachandra, Yasmine/Ramachandra, Avni | Sheridan Shore | 7 | 6 | 8 | 6 | 7 | 8 | 8 | 8 | 58 |
| 8 | Hauser, Lucy/Pavlekovsky, Sam | Sheridan Shore | 8 | 9 | 7 | 7 | 8 | 9 | 9 | 7 | 64 |
| 9 | Stender, Jack/Travis, Terrence | Columbia | 10 | 8 | 9 | 9 | 9 | 7 | 6 | 9 | 67 |
| 10 | Edery, Gio/Ohringer, Sidonia | Sheridan Shore | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 79 |



Cailin Considine/Kate O'Donnell



Audrey Jacobs/ Madeline Wakenight



Dillon Fecht/ Michael Ramos



Laser Radial Class

| | | | | | | | | | | | |
|---|---------------------|----------------|---|---|---|---|---|---|---|---|----|
| 1 | Foulston, Elizabeth | Chicago | 1 | 2 | 1 | 2 | 1 | 3 | 2 | 3 | 15 |
| 2 | Foulston, Sam | Chicago | 4 | 1 | 3 | 1 | 4 | 1 | 1 | 2 | 17 |
| 3 | Koules, Charlie | Chicago | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 4 | 22 |
| 4 | Adams, Gavin | Sheridan Shore | 3 | 4 | 4 | 4 | 2 | 4 | 4 | 1 | 26 |



Elizabeth Foulston



Sam Foulston



Charlie Koules

Optimist Class Race Results

Blue Fleet

| | | | | | | | | | | |
|---|-------------------|----------------|---|---|---|---|---|---|---|----|
| 1 | Considine, Kyle | Chicago | 1 | 1 | 1 | 2 | 2 | 1 | 2 | 10 |
| 2 | Patterson, Owen | Chicago | 2 | 4 | 2 | 1 | 4 | 3 | 5 | 21 |
| 3 | Considine, Claire | Chicago | 4 | 2 | 4 | 3 | 5 | 4 | 3 | 25 |
| 4 | Sigmond, Lief | Chicago | 9 | 7 | 6 | 5 | 3 | 2 | 1 | 33 |
| 5 | Korbel, Jemima | Chicago | 5 | 3 | 3 | 7 | 6 | 8 | 4 | 36 |
| 6 | Hosek, Luke | Columbia | 6 | 9 | 7 | 6 | 1 | 6 | 6 | 41 |
| 7 | Plovanic, William | Chicago | 3 | 6 | 5 | 4 | 9 | 7 | 8 | 42 |
| 8 | Barton, Noah | Sheridan Shore | 7 | 8 | 8 | 8 | 8 | 5 | 9 | 53 |
| 9 | Chambers, Nikolas | Chicago | 8 | 5 | 9 | 9 | 7 | 9 | 7 | 54 |



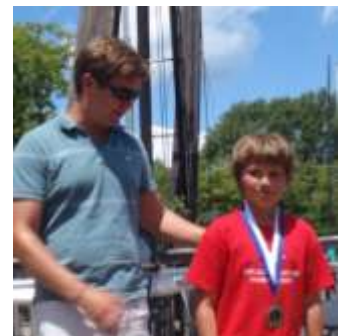
Kyle Considine



Owen Patterson



Claire Considine



Lief Sigmond

Green Fleet

| | | | | | | | | | | |
|----|----------------------|----------------|----|----|----|----|----|----|----|----|
| 1 | Boland, TJ | Chicago | 6 | 2 | 1 | 2 | 2 | 1 | 1 | 15 |
| 2 | Childers, Sam | Columbia | 3 | 5 | 2 | 1 | 1 | 5 | 8 | 25 |
| 3 | Andrew, Everet | Sheridan Shore | 1 | 1 | 9 | 5 | 7 | 7 | 5 | 35 |
| 4 | Goldman, Elijah | Columbia | 9 | 8 | 3 | 3 | 4 | 3 | 6 | 36 |
| 5 | Nevel, Emmett | Chicago | 8 | 4 | 11 | 9 | 3 | 2 | 3 | 40 |
| 6 | Kelly, Ben | Columbia | 4 | 11 | 10 | 7 | 8 | 8 | 2 | 50 |
| 7 | Ramachandra, Shalini | Sheridan Shore | 7 | 9 | 5 | 10 | 6 | 6 | 7 | 50 |
| 8 | Anderson, Liam | Chicago | 11 | 6 | 4 | 11 | 5 | 4 | 10 | 51 |
| 9 | Bezaitis, Jack | Sheridan Shore | 5 | 7 | 8 | 4 | 9 | 9 | 9 | 51 |
| 10 | Raviv, Eytan | Chicago | 2 | 3 | 7 | 6 | DF | DF | DS | 55 |
| 11 | Dean, Jane | Sheridan Shore | 10 | 10 | 6 | 8 | DS | DF | 4 | 63 |





T.J. Boland



Sam Childers



Everet Andrew



Elijah Goldman

2013 Waukegan to Chicago Race Chicago Corinthian Yacht Club, Chicago, Illinois June 23, 2013

Tartan Ten

| | | |
|-----|--------------------------------------|-----------------|
| 1 | Art Strilky | Wombat |
| 2 | John Schellenbach | Mutiny |
| 3 | Piotr Madrzyk | Grytviken |
| 4 | Steven Fink | Rainbows End |
| 5 | Bob Warnecke/Steve Karstrand | Lightning |
| 6 | Ronald Kallen | M*A*S*H |
| 7 | Brian Kennalley, Ed Mui, Craig Roehl | Out of the Blue |
| 8 | Douglas Baker | Temerity |
| 9 | Stan Mehaffey | Talisman |
| 10 | Rick, Bobby and Kelly Jean Reed | Eleanor Rigby |
| DNC | Glen Gordon | Siege |
| DNC | Mark Croll | Retention |

J/105

| | | |
|-----|-----------------|------------|
| 1 | Ginny Waskel | Y-not |
| 2 | Clark Pellett | Sealark |
| 3 | Mark Stoll | Peregrine |
| 4 | Michael Tuman | Striking |
| DNC | Team The Asylum | The Asylum |

PHRF-Spin 1

| | | |
|-----|------------------------------------|----------|
| 1 | Smirl,Nielson,Edman,Warnecke,USMMA | Defiance |
| 2 | Mark Hauf | Imedi |
| 3 | SEA SCOUTS BSA Martin Bernstein | Nautilus |
| DNC | Gary Feracota & Jim Banovitz | Ocean |

PHRF-Spin 2

| | | |
|---|------------------------|--------------|
| 1 | Dorsey Ruley | Scout |
| 2 | John J Gottwald | Eagles Wings |
| 3 | Thomas Papoutsis | Renegade |
| 4 | Frank Giampoli | Jahazi |
| 5 | Bill & Viviana Fanizzo | Sirocco VI |
| 6 | Daniel Koules | Badge |
| 7 | Alice O. Martin | Painkiller 4 |
| 8 | Jairo Bispo Cruz | St. Francis |
| 9 | Tomek Kokocinski | Koko Loko |

PHRF-Spin 3

| | | |
|-----|------------------------------|------------|
| 1 | David Gustman | Northstar |
| 2 | Team Regardless | Regardless |
| 3 | Tom & Ginny Blasco | Liberty2 |
| 4 | Scott Sims | Slapshot |
| 5 | Tom Gorey | Runaway |
| 6 | Don Waller | Maskwa |
| 7 | Miguel Gambetta | Michela |
| 8 | Carl Chaleff | Princess M |
| 9 | Peter Priede and Roy Stewart | Full Tilt |
| 10 | Martin G. Luken III, M.D. | Fandango |
| DNC | Miles De Paepe | Free Agent |

PHRF-Spin 4

| | | |
|---|-------------------------|--------------|
| 1 | Benjamin White | Radiance |
| 2 | Jim Richter, Randy Kuhn | Cheep N Deep |
| 3 | Matthew Beer | Retriever |
| 4 | Bob Horenkamp | No Reverse |



PHRF-Spin 5

| | | |
|-----|--------------------|------------|
| 1 | Tom Dickson | Lugnuts |
| 2 | Peter Schwarzbach | Encore |
| 3 | John Calto | Circus |
| 4 | Blair Jones | Alize |
| 5 | McGinnis-Morrissey | Kuttys Ark |
| DNF | Deirdre Martin | Fantome |
| DNC | Brian Morgan | Ellie J |

Ben 36.7

| | | |
|---|-----------------|--------------|
| 1 | Antoni Czapryna | Erizo de Mar |
| 2 | Don Draper | Sorcerer |

Ben 40.7

| | | |
|---|-----------------------|---------------|
| 1 | David Hardy | Turning Point |
| 2 | Brian Angioletti | Wired |
| 3 | Ron Buzil | Vayu |
| 4 | Jay and Cindy Muller | Das Boot |
| 5 | Katie & Brian Goldman | Rhumb Runner |

2013 U.S. Junior Women's Doublehanded Championship for the Ida Lewis Trophy

Bahia Corinthian Yacht Club, Corona del Mar, California

June 22-27, 2013 Club 420 39 boats

| | | | | | | | | | | | | | |
|-----|---|---------------------|----|------|----|----|----|------|------|----|----|----------|-----|
| 5. | Mary Claire Kiernan/Elizabeth Pemberton | Chicago Yacht Club | 2 | [17] | 10 | 4 | 14 | 8 | 1 | 2 | 8 | 14 | 63 |
| 9. | Taylor Ladd/Katherine Jones | Chicago Yacht Club | 17 | 8 | 6 | 3 | 11 | [20] | 12 | 18 | 6 | 8 | 89 |
| 16. | Isabella Loosbrock/Rachael Price | Chicago Yacht Club | 30 | 11 | 22 | 15 | 3 | 25 | [33] | 17 | 10 | 5 | 138 |
| 18. | Rose Edwards/Abby McFadyen | Chicago Yacht Club | 20 | 22 | 17 | 19 | 16 | [31] | 15 | 13 | 24 | 15 | 161 |
| 34. | Kennedy Fray/Phoebe Lincoln | Columbia Yacht Club | 33 | 33 | 31 | 28 | 27 | 24 | 34 | 34 | 23 | [40/BFD] | 267 |
| 39. | Maya Stephani/Colleen Baumann | Columbia Yacht Club | 35 | 39 | 39 | 37 | 35 | 29 | 35 | 39 | 27 | [40/BFD] | 315 |

2013 District 19 Laser Championship Regatta

Little Traverse Sailors/Irish Boat Shop, Harbor Springs, Michigan

June 22-23, 2013

Harbor Springs was home to the 2013 District 19 Laser Championship Regatta, June 22-23. This event was hosted by Irish Boat Shop and the Little Traverse Sailors. Top Laser sailors from across the state competed for the District 19 title on Little Traverse Bay. Two days of racing were scored with three races on Saturday, three races on Sunday and one throw-out. We had a total of 16 boats on the water, a few less than we hoped for, but the talent was high which made for some tight racing around the marks. In the end, sailing with the Irish Fleet, it was Harbor Springs' own Polk Wagner who finished in first place and took home top honors. Polk had a low score total of 11 points. Another summer resident and Irish Fleet competitor, Mac Jacob, finished in second place with a total of 17 points. Second, third and fourth positions were all within one point of each other. With 18 points it was District 19 Manager, Ken Swetka, taking third place and nudging fourth place finisher with 19 points, Aras Karaitis from Kalamazoo off the podium. The winds were light on Saturday and light to medium on Sunday, but even without heavy winds the competitors enjoyed the venue and were treated to a barbeque and awards ceremony at Irish Boat Shop. Other sponsors we would like to thank and who helped make the event happen were Little Traverse Sailors, Petoskey Brewing, the Bob-In and Shaggy's Skis. For more information on the Laser Class, click here: <http://www.laserperformance.com/laser/home>. For more information on Laser District 19, click here: <http://www.d19laser.org/>. Be sure to check out the link on this page for photos taken by Gretchen Dorian. Laser Racing will continue in Harbor Springs with the Irish Boat Shop/Little Traverse Sailors Summer Racing Series Thursday evenings this summer. The racing schedule includes a Thursday series and a Saturday series with 14 events over the summer and a possibility of up to 42 races for the competitors. We will also a Sunfish racing class for anyone interested in getting out and racing on a Sunfish. For more information on this please contact myself or visit Irish's website at: http://www.irishboatshop.com/laser_racing. The event was so successful and the venue so perfect, that it was decided that next year's District 19 Championship will be held in Harbor Springs again. --Tom Trautman



| | | | |
|----|---------------|-------------|----|
| 1. | Polk Wagner | 2-8-1-1-5-2 | 11 |
| 2. | Mac Jacob | 5-1-5-5-6-1 | 17 |
| 3. | Ken Swetka | 1-6-6-2-4-5 | 18 |
| 4. | Aras Karaitis | 3-9-3-3-7-3 | 19 |



| | | |
|----------------------|-------------------|----|
| 5. Leigh Savage | 11-5-2-10-2-4 | 23 |
| 6. John Dohan | 12-3-7-8-1-8 | 27 |
| 7. Bruce Hanson | 4-7-8-7-11-6 | 32 |
| 8. Graham Miller | 10-2-4-13-10-9 | 35 |
| 9. Patrick Farrell | 8-15-13-6-3-10 | 40 |
| 10. Evan Gulyas | 7-4-14-9-9-14 | 43 |
| 11. Yvtenis Karaitis | 13-10-10-4-12-11 | 47 |
| 12. Cole Raderbaugh | 6-13-9-12-13-7 | 47 |
| 13. George Peet | 9-11-15-11-8-12 | 51 |
| 14. Jim Axelson | 14-12-11-15-15-15 | 67 |
| 15. Thomas Bosch | 15-16-12-14-14-13 | 68 |
| 16. Greg Fisher | 16-14-16-15-15-15 | 75 |

2013 Chicago to Waukegan Race

Waukegan Yacht Club, Waukegan, Illinois

June 22, 2013

PHRF

| | |
|--|---------------|
| 1 Mark Steck | Caliente |
| 2 Jerry & Greg Miarecki | Providence |
| 3 Frank Giampoli | Jahazi |
| 4.5 John J Gottwald | Eagles Wings |
| 4.5 Don Waller | Maskwa |
| 6 Tom & Caroll McIntosh | Misty |
| 7 George Krzaczynski | Blush |
| 8 McGinnis-Morrissey | Kuttys Ark |
| 9 David Hardy | Turning Point |
| 10 Carl Chaleff | Princess M |
| 11 Michael Tuman | Striking |
| 12 Clark Pellett | Sealark |
| 13 Tom Dickson | Lugnuts |
| 14 Tomek Kokocinski | Koko Loko |
| 15 Team Regardless | Regardless |
| 16 Benjamin White | Radiance |
| 17 Thomas Papoutsis | Renegade |
| 18 Mark Croll | Retention |
| 19 Smirl,Nielson,Edman,Warnecke,USMMA | Defiance |
| 20 John Calto | Circus |
| 21 Ron Buzil | Vayu |
| 22 David Gustman | Northstar |
| 23 Martin G. Luken III, M.D. | Fandango |
| 24 Robert Klairmont | Sirocco 3 |
| 25 James De Vries | Cynthia |
| 26 Brian Angioletti | Wired |
| 27 Miles De Paepe | Free Agent |
| 28 Hellquist Warter | Spitfire |
| 29 Tom & Ginny Blasco | Liberty2 |
| 30 William McCaffrey | Nana |
| 31 Scott Sims | Slapshot |
| 32 Mark Hauf | Imedi |
| 33 Jim Richter, Randy Kuhn | Cheep N Deep |
| 34 Bill & Viviana Fanizzo | Sirocco VI |
| 35 Tom Gorey | Runaway |
| 36 Don Draper | Sorcerer |
| 37 Antoni Czupryna | Erizo de Mar |
| 38 Edward P. Cohen | Jason |
| 39 Gordon Graham | Peeking Duck |
| 40 John Schellenbach | Mutiny |
| 41 Ronald Kallen | M*A*S*H |
| 42 Robert J Metzen | Tide The Knot |
| 43 Gay Powell, Jeff Comeau, Scot Ruhlander | Mojo |
| 44 Mike Ludtke | Smokin' J |
| 45 Daniel Koules | Badge |
| 46.5 SEA SCOUTS BSA Martin Bernstein | Nautilus |
| 46.5 Douglas Baker | Temerity |
| 48 Matthew Beer | Retriever |
| 49 Bob Warnecke/Steve Karstrand | Lightning |
| 50 Miguel Gambetta | Michela |
| 51 Peter Priede and Roy Stewart | Full Tilt |
| 52 Alice O. Martin | Painkiller 4 |
| 53 Randy Conner | Strait Jacket |
| 54 Dorsey Ruley | Scout |
| 55 Eric Routman | Lizard |



| | | |
|----|---------------------------------|----------------|
| 56 | Quentin P Schwarz | Second Youth |
| 57 | Jay and Cindy Muller | Das Boot |
| 58 | Les Ziolkowski | Pinball Wizard |
| 59 | Peter Schwarzbach | Encore |
| 60 | F William Laslow | Viper |
| 61 | Blair Jones | Alize |
| 62 | Chuck Perkins | Bifrost |
| 63 | Gary Feracota & Jim Banovitz | Ocean |
| 64 | Rick, Bobby and Kelly Jean Reed | Eleanor Rigby |
| 65 | Bob Horenkamp | No Reverse |
| 66 | Jeff & Jane Hoswell | Skye |
| 67 | Jairo Bispo Cruz | St. Francis |
| 68 | Deirdre Martin | Fantome |
| 69 | Greg Berner | Volante |
| 70 | Laura Studders | Patriot |
| 71 | Brian Morgan | Ellie J |
| 72 | Rolf Wagner | Blitzkrieg |
| 73 | Bill Raymoure | Elektra |
| 74 | Howard Weisbart | Howlyn Wind |
| 75 | Glen Gordon | Siege |
| 75 | Stephen A. Dahl | FasTen |
| 75 | Paul and Susan Herer | Whaat's Up |
| 75 | Eric Moore | Marianthe |
| 75 | Lawrence Wilhelm | Troubadour |

J/105

| | | |
|---|-----------------|---------------|
| 1 | Mark Stoll | Peregrine |
| 2 | Michael Tuman | Striking |
| 3 | Sandy Curtiss | Rocking Horse |
| 4 | Clark Pellett | Sealark |
| 5 | Mike Ludtke | Smokin' J |
| 6 | Ginny Waskel | Y-not |
| 7 | Team The Asylum | The Asylum |

PHRF-Spin 1

| | | |
|---|------------------------------------|----------------|
| 1 | Mark Steck | Caliente |
| 2 | Smirl,Nielson,Edman,Warnecke,USMMA | Defiance |
| 3 | Mark Hauf | Imedi |
| 4 | SEA SCOUTS BSA Martin Bernstein | Nautilus |
| 5 | Les Ziolkowski | Pinball Wizard |
| 6 | Gary Feracota & Jim Banovitz | Ocean |
| 7 | Jeff & Jane Hoswell | Skye |

PHRF-Spin 2

| | | |
|----|------------------------|--------------|
| 1 | Frank Giampoli | Jahazi |
| 2 | John J Gottwald | Eagles Wings |
| 3 | Tom & Caroll McIntosh | Misty |
| 4 | Tomek Kokocinski | Koko Loko |
| 5 | Thomas Papoutsis | Renegade |
| 6 | Robert Klairmont | Sirocco 3 |
| 7 | Bill & Viviana Fanizzo | Sirocco VI |
| 8 | Edward P. Cohen | Jason |
| 9 | Daniel Koules | Badge |
| 10 | Alice O. Martin | Painkiller 4 |
| 11 | Dorsey Ruley | Scout |
| 12 | Jairo Bispo Cruz | St. Francis |
| 13 | Lawrence Wilhelm | Troubadour |

PHRF-Spin 3

| | | |
|----|------------------------------|------------|
| 1 | Don Waller | Maskwa |
| 2 | Carl Chaleff | Princess M |
| 3 | Team Regardless | Regardless |
| 4 | David Gustman | Northstar |
| 5 | Martin G. Luken III, M.D. | Fandango |
| 6 | Miles De Paepe | Free Agent |
| 7 | Hellquist Warter | Spitfire |
| 8 | Tom & Ginny Blasco | Liberty2 |
| 9 | Scott Sims | Slapshot |
| 10 | Tom Gorey | Runaway |
| 11 | Miguel Gambetta | Michela |
| 12 | Peter Priede and Roy Stewart | Full Tilt |
| 13 | Eric Moore | Marianthe |

PHRF-Spin 4

| | | |
|---|-------------------------|--------------|
| 1 | Benjamin White | Radiance |
| 2 | William McCaffrey | Nana |
| 3 | Jim Richter, Randy Kuhn | Cheep N Deep |
| 4 | Gordon Graham | Peeking Duck |



| | | |
|----|-----------------|---------------|
| 5 | Robert J Metzen | Tide The Knot |
| 6 | Matthew Beer | Retriever |
| 7 | Chuck Perkins | Bifrost |
| 8 | Bob Horenkamp | No Reverse |
| 9 | Greg Berner | Volante |
| 10 | Rolf Wagner | Blitzkrieg |
| 11 | Bill Raymoure | Elektra |

PHRF-Spin 5

| | | |
|----|-----------------------|--------------|
| 1 | Jerry & Greg Miarecki | Providence |
| 2 | George Krzaczynski | Blush |
| 3 | McGinnis-Morrissey | Kuttys Ark |
| 4 | Tom Dickson | Lugnuts |
| 5 | John Calto | Circus |
| 6 | James De Vries | Cynthia |
| 7 | Quentin P Schwarz | Second Youth |
| 8 | Peter Schwarzbach | Encore |
| 9 | F William Laslow | Viper |
| 10 | Blair Jones | Alize |
| 11 | Deirdre Martin | Fantome |
| 12 | Laura Studders | Patriot |
| 13 | Brian Morgan | Ellie J |
| 14 | Howard Weisbart | Howlyn Wind |

PHRF-Double-Handed-Spin

| | | |
|---|----------------------|------------|
| 1 | Paul and Susan Herer | Whaat's Up |
|---|----------------------|------------|

Ben 36.7

| | | |
|---|-----------------|--------------|
| 1 | Don Draper | Sorcerer |
| 2 | Antoni Czupryna | Erizo de Mar |

Ben 40.7

| | | |
|---|---|---------------|
| 1 | David Hardy | Turning Point |
| 2 | Ron Buzil | Vayu |
| 3 | Brian Angioletti | Wired |
| 4 | Gay Powell, Jeff Comeau, Scot Ruhlander | Mojo |
| 5 | Katie & Brian Goldman | Rhumb Runner |
| 6 | Jay and Cindy Muller | Das Boot |

Tartan Ten

| | | |
|----|--------------------------------------|-----------------|
| 1 | Art Strilky | Wombat |
| 2 | Mark Croll | Retention |
| 3 | Stan Mehaffey | Talisman |
| 4 | John Schellenbach | Mutiny |
| 5 | Ronald Kallen | M*A*S*H |
| 6 | Steven Fink | Rainbows End |
| 7 | Brian Kennalley, Ed Mui, Craig Roehl | Out of the Blue |
| 8 | Douglas Baker | Temerity |
| 9 | Bob Warnecke/Steve Karstrand | Lightning |
| 10 | Piotr Madrzyk | Grytviken |
| 11 | Randy Conner | Strait Jacket |
| 12 | Eric Routman | Lizard |
| 13 | Rick, Bobby and Kelly Jean Reed | Eleanor Rigby |
| 14 | Glen Gordon | Siege |
| 14 | Stephen A. Dahl | FasTen |

2013 Melges 24 Gold Cup

Chicago Yacht Club, Chicago, Illinois

June 20-23, 2013

| | | | | | | | | | | | |
|----|---------------------------------------|--------------------|------|------|------|------|------|------|------|------|-----|
| 1 | Hoodlum Racing | Paul Hulsey | 5 | 7 | 4 | 3 | (8) | 5 | 1 | 1 | 26 |
| 2 | Rock N Roll | Argyle Campbell | 3 | 1 | 8 | 7 | 2 | 2 | 3 | (10) | 26 |
| 3 | Hedgehog | Alec Cutler | 6 | 6 | 1 | 5 | 1 | 7 | (8) | 2 | 28 |
| 4 | New England Ropes/West Marine Rigging | Bora Gulari | 7 | (9) | 7 | 4 | 3 | 1 | 5 | 4 | 31 |
| 5 | Embarr | Conor Clarke | 1 | 4 | 3 | (10) | 9 | 3 | 9 | 3 | 32 |
| 6 | Heartbreaker | Robert Hughes | 2 | 2 | 2 | 8 | 4 | (12) | 6 | 8 | 32 |
| 7 | Gringo | Ryan Glaze | (10) | 5 | 9 | 6 | 5 | 4 | 4 | 5 | 38 |
| 8 | High Voltage | August Hernandez | 8 | (12) | 6 | 2 | 6 | 9 | 2 | 12 | 45 |
| 9 | Convexity | Donald Wilson | 9 | 3 | 10 | 1 | (12) | 10 | 7 | 7 | 47 |
| 10 | Hot Mess | Rob Britts | 4 | 10 | 5 | 9 | 7 | 6 | (13) | 6 | 47 |
| 11 | The 300 | Steven Boho | 12 | 11 | (14) | 11 | 13 | 8 | 11 | 13 | 79 |
| 12 | Surprise | Dan Berezin | 13 | 13 | 11 | (14) | 11 | 11 | 12 | 9 | 80 |
| 13 | Hocus Pocus | Frank A. Davenport | 11 | 8 | 13 | 13 | 10 | 14 | 14 | (DF) | 83 |
| 14 | Das Kleine Boot | Cate Muller | (14) | 14 | 12 | 12 | 14 | 13 | 10 | 11 | 86 |
| 15 | | Uri Saks | (DC) | DC | DC | DC | DC | DC | DC | DC | 175 |
| 15 | Black Seal | Richard Thompson | (DC) | DC | DC | DC | DC | DC | DC | DC | 175 |
| 15 | Gnarly Ruca | Curtis Jazwiecki | (DC) | DC | DC | DC | DC | DC | DC | DC | 175 |
| 15 | I'm with stupid | Vowels Vowels | (DC) | DC | DC | DC | DC | DC | DC | DC | 175 |



| | | | | |
|----|----------------|-------------------|---------------------------|-----|
| 15 | Just Add Water | Roger Counihan | (DC) DC DC DC DC DC DC DC | 175 |
| 15 | Mojo | Michael Hessler | (DC) DC DC DC DC DC DC DC | 175 |
| 15 | | Jimmy Frisinger | (DC) DC DC DC DC DC DC DC | 175 |
| 15 | The Djinn | Ken Gray | (DC) DC DC DC DC DC DC DC | 175 |
| 15 | Vollebak | Ian Schillebeeckx | (DC) DC DC DC DC DC DC DC | 175 |
| 15 | WTF | Alan Field | (DC) DC DC DC DC DC DC DC | 175 |

J/24 National Championship

Wayzata Yacht Club, Wayzata, Minnesota

June 20-23, 2013 20 boats

12. 2XS Mark Soya Sheridan Shore Yacht Club 12-16-(17)-16-12-7-6-12 81

4th Annual Rose Cup

Sail Sheboygan, Sheboygan, Wisconsin

June 19-23, 2013

The team of Scott Buckstaff, Corey Lynch and Sammy Shea from the San Francisco Yacht Club won the 2013 Rose Cup, the U.S. Youth National Match Racing Championship sanctioned by US Sailing, hosted by Sail Sheboygan in Sheboygan, Wisconsin, and sponsored by Gill, Harken, Line Honors Outfitters, North U, North Sails, Sail Sheboygan, and the event's founder, the Newport-Balboa Sailing & Seamanship Association. Racing was done in the same Elliott 6m's used in the 2012 Olympic Games. Second was defending champion and Lake Michigan's own Will Holz, Clay Danly and Alex Woloshyn from the Chicago Yacht Club. The Killian team was awarded the Nick Scandone Sportsmanship Award based on a vote by the competitors and umpires. Five skippers qualified for invitations to the Governor's Cup, an international youth match racing event to be held at the Balboa Yacht Club in Newport Beach, California, July 16-21, 2013. Olympian Sally Barkow from Nashotah, Wisconsin ran a two day clinic and continued coaching all the teams during the round robin. "What impressed me the most," said Barkow, "was the tremendous improvement in the match racing and small keelboat racing skill of all eight teams. Most had no experience in the Elliotts, and some had very little experience in formal match racing. By the last day, it looked like a Grade 3 match racing regatta with multiple lead changes and boats overlapped at the finishing line." Dave Perry, chairman of the US Sailing Match Racing Committee said, "many of us are working hard on introducing the 16-22 year old sailors in the U.S. to competitive match racing, and the Rose Cup is our pinnacle event. We are pleased to announce that next year's event will be hosted by Oakcliff Sailing and the Seawanhaka Yacht Club, June 18-22, 2014, in Sonars. Video from the event taken by Chris Love of Chris Love Productions can be seen at: www.sailsheboygan.org/Rose-Cup-2013.php.

1. Scott Buckstaff, Corey Lynch, Sammy Shea
2. Will Holz, Clay Danly, Alex Woloshyn
3. Ryan Davidson, Brandon Folkman, Gregg Kent
4. Christophe Killian, Jack Martin, Harrison Vandervort
5. Harrison Hawk, Liam Harr, Kyle Comerford
6. Jack Thompson, Michael Sabourin, Charlie Welsh
7. Charlie Lalumiere, Ben Garber, Carter Simard
8. Matt Wordell, Matthew Coughlin, Ben Manning



2013 Gim Hobelman Memorial Regatta

Chicago Corinthian Yacht Club, Chicago, Illinois

June 16, 2013

Tartan Ten

| Pos | Skipper | Name | 1 | 2 | 3 | Score |
|-----|---|-----------------|----|----|----|-------|
| 1 | Tartan Ten Mark Croll | Retention | 1 | 2 | 6 | 9 |
| 2 | Tartan Ten John Schellenbach | Mutiny | 6 | 3 | 1 | 10 |
| 3 | Tartan Ten Lou Jacob | Skidmarks | 2 | 5 | 3 | 10 |
| 4 | Tartan Ten Tim Rathbun | Winnebago | 3 | 4 | 4 | 11 |
| 5 | Tartan Ten Brian Kennalley, Ed Mui, Craig Roehl | Out of the Blue | 4 | 7 | 2 | 13 |
| 6 | Tartan Ten Martin Tina Plonus | Tango II | 8 | 1 | 5 | 14 |
| 7 | Tartan Ten Bob Warnecke/Steve Karstrand | Lightning | 5 | 6 | 8 | 19 |
| 8 | Tartan Ten Art Strilky | Wombat | 7 | 8 | 7 | 22 |
| 9 | Tartan Ten David C Brezina | Ratty | 9 | 9 | 9 | 27 |
| 10 | Tartan Ten Rick, Bobby and Kelly Jean Reed | Eleanor Rigby | DC | 10 | 10 | 31 |
| 11 | Tartan Ten Douglas Baker | Temerity | DC | DC | DC | 35 |
| 11 | Tartan Ten David Finlay | Jing Bang | DC | DC | DC | 35 |
| 11 | Tartan Ten Tom Kane | Honey Badger | DC | DC | DC | 35 |
| 11 | Tartan Ten Steven Fink | Rainbows End | DC | DC | DC | 35 |
| 11 | Tartan Ten Brian Kaczor | Erica | DC | DC | DC | 35 |
| 11 | Tartan Ten Piotr Madrzyk | Grytviken | DC | DC | DC | 35 |

PHRF

| | | | | | | |
|---|---------------------------------------|---------------|----|---|---|----|
| 1 | T-10 Mark Croll | Retention | 1 | 1 | 2 | 4 |
| 2 | T-10 John Schellenbach | Mutiny | 3 | 2 | 1 | 6 |
| 3 | LS-10 Bob Warnecke/Steve Karstrand | Lightning | 2 | 3 | 3 | 8 |
| 4 | TP 52 Mark Hauf | Imedi | 6 | 5 | 4 | 15 |
| 5 | T Ten Rick, Bobby and Kelly Jean Reed | Eleanor Rigby | DC | 4 | 5 | 17 |
| 6 | Farr 40 OD Phillip Dowd | Inferno | 4 | 6 | 7 | 17 |
| 7 | Gr Sol 44R John J Gottwald | Eagles Wings | 5 | 7 | 6 | 18 |



| | | | | | | | |
|---|-----------|-----------------------|---------------------|----|----|----|----|
| 8 | Sydney 38 | Jerry & Shawn O'Neill | Eagle | DC | DC | DC | 26 |
| 8 | Ben 40.7 | Ron Buzil | Vayu | DC | DC | DC | 26 |
| 8 | Schock 35 | Miles De Paepe | Free Agent | DC | DC | DC | 26 |
| 8 | Ben 36.7 | Chris Duhon | Tequila Mockingbird | DC | DC | DC | 26 |
| 8 | T-10 | Douglas Baker | Temerity | DC | DC | DC | 26 |
| 8 | J/111 | William H Smith | Wooton | DC | DC | DC | 26 |

PHRF-Spin 1

| | | | | | | | |
|---|------------|--------------|---------|---|---|---|---|
| 1 | TP 52 | Mark Hauf | Imedi | 2 | 1 | 1 | 4 |
| 2 | Farr 40 OD | Phillip Dowd | Inferno | 1 | 2 | 2 | 5 |

PHRF-Spin 2

| | | | | | | | |
|---|------------|-----------------------|--------------|----|----|----|---|
| 1 | Gr Sol 44R | John J Gottwald | Eagles Wings | 1 | 1 | 1 | 3 |
| 2 | Sydney 38 | Jerry & Shawn O'Neill | Eagle | DC | DC | DC | 9 |
| 2 | J/111 | William H Smith | Wooton | DC | DC | DC | 9 |

2013 Fyr Bal Regatta

Ephraim Yacht Club, Ephraim, Wisconsin

June 15, 2013

Sailed in Flying Scots.

| | | | | | |
|----|---|----|----|----|----|
| 1 | Michael Faugust/Jennifer Faugust | 1 | 2 | 2 | 5 |
| 2 | Woody Heidler/Alden Crowe | 3 | 4 | 1 | 8 |
| 3 | Jay Lott/Sarah Olson | 2 | 1 | 6 | 9 |
| 4 | Cain Goettelman/Kate Rebmann | 8 | 3 | 4 | 15 |
| 5 | Keith Nordahl/ Joani Lewis | 5 | 7 | 3 | 15 |
| 6 | Nancy Claypool/Liz Gheorghita | 4 | 5 | 7 | 16 |
| 7 | Matt Smith | 6 | 6 | 5 | 17 |
| 8 | Anton Johansen/Jorie Johansen/Toby Johansen/Hayden Johansen/Charlotte Johnson | 7 | 10 | 8 | 25 |
| 9 | Teddy Papenthien/Tommy Papenthien | 10 | 8 | 9 | 27 |
| 10 | Roger Waleffe | 9 | 9 | 10 | 28 |

2013 Paw Paw Lake Open Star Regatta

Paw Paw Lake Yacht Club, Coloma, Michigan

June 15-16, 2013

Congratulations to Donald Massey and Theresa Trejo, the winners of the 2013 Paw Paw Lake Open Star Regatta. Six races Saturday, two nice long ones on Sunday; great wind both days! No lightning in spite of the weatherman's threats. Wonderful party and dinner Saturday night at Jeff Phillips' home. Tight racing.—Gail M. Turluck, PRO

| | | | | | | | | | | | | | |
|---|--------------|---------------|-----------------------------------|------|------|-----|------|-----|-----|-----|-----|-----|----|
| 1 | Noble Savage | Donald Massey | Teresa Trejo | ChiH | 2.0 | 1.0 | 2.0 | 3.0 | 2.0 | 1.0 | 1.0 | 1.0 | 10 |
| 2 | Cuba Bat | Gene McCarthy | Glenn McCarthy | PPL | 1.0 | 3.0 | 4.0 | 1.0 | 1.0 | 4.0 | 3.0 | 4.0 | 17 |
| 3 | Splash II | Jeff Phillips | Norm Wilhelmson | PPL | 3.0 | 2.0 | 1.0 | 5.0 | 4.0 | 2.0 | 2.0 | 3.0 | 17 |
| 4 | Stella Maris | Rick Rundle | Whitey Wurtz | ChiH | [DS] | 4.0 | 3.0 | 2.0 | 5.0 | 3.0 | 4.0 | 2.0 | 23 |
| 5 | Bravado | Neal Turluck | Laura Beck and Christina McCarthy | PPL | 4.0 | 6.0 | [DF] | 5.0 | 4.0 | 3.0 | 5.0 | 5.0 | 31 |

2013 St. Joseph River Yacht Club Centennial Year Rhumbline Regatta

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

June 15, 2013

Spinnaker I (10 boats)

1. Quick Silver, Gintaras Karaitis, SJRYC
2. Wellenreiter VI, Ronald Schults, Saint Joseph River Yacht Club
3. Captain Blood, Patrick Nelson, SJRYC
4. Michela, Miguel Gambetta, Michigan City
5. Jahazi, Frank Giampoli, MORF
6. Sea Raider, Dirk Kruger, SJRYC
7. Geronimo, Herb Philbrick, MCYC
8. Silk, Jud Brown, SJRYC
9. Nancy Jo, Bruce Carter, MCYC
10. Gaucho, Mark & Diane Bouckaert, MORF/BPYC

Spinnaker II (7 boats)

1. Zot, Jon Veersma, SJRYC
2. Dandelion, Tom Jacobs, SJRYC
3. Tenacity, Richard O'Connell, MORF
4. Cynthia, James De Vries, St. Joseph River Yacht Club
5. Whamo, Justin Neal, MCYC
6. Moody Blue, William Barton, SJRYC
7. Attitude, Stuart Boekeloo, SJRYC

Cruising Spinnaker III (5 boats)

1. Chateau Ste. Michelle, Kelley Kerns, SJRYC
2. The Jabberwock, Kevin Geiser, SJRYC
3. Uffda, David Argyelan, MCYC DNC
3. Hope, Micheal Leland, MCYC, DNC
3. Legacy, Alan Silverman, SHYC, DNF



Jib & Main IV (7 boats)

1. Rush, Jeff Alisch, SJRYC
2. Archelon, Patrick Mullins, SHYC
3. Carrera, James Schrager, SJRYC
4. Nirvana, Dave Hoff, M.C.Y.C.
5. Silver Arrow, Gordon Dill, SJRYC
6. Rubicon, Walt & Tim Bartkowiak, Harbor Isle
7. Sea-n-See, Chris Sprague, Harbor Isle, DNF

Jib & Main V (6 boats)

1. Dobiehouse, Kevin Lynch, MCYC
2. Closedsail, Rob Parker, RNYC,
3. Velocity, Craig Mahlfeldt, MCYC
4. Water Blue, Michael Kowrach, SJRYC, DNF
4. Slingshot, Blake Moe, SHYC, DNC
4. Jannie Anne, Lee Watson, MCYC, DNF

2013 U.S. Women's Match Racing Championship

Chicago Match Race Center, Chicago, Illinois

June 13-16, 2013

In a three-day series at the Chicago Match Race Center that featured everything from light shifty breeze to big wind and waves, Chicago-based Jennifer Wilson and her team of Sally Barkow (Nashotah, Wisconsin), Katherine Pettibone (Sacramento, California), Krista Paxton (Royal Oak, Michigan), and Sandi Svoboda (Grosse Pointe Park, Michigan) have won the Allegra Knapp Mertz Trophy for the 2013 U.S. Women's Match Racing Championship. After defeating Sandy Hayes in a 2-0 Semi-Final, Wilson and team went on to defeat Stephanie Roble and her team in a 3-1 Final. For winning this ISAF Grade 3 championship, Wilson will receive an automatic invitation to the Open U.S. Match Racing Championship this September in Sheboygan, Wisconsin, as well as the Women's International Match Race Series event this July in Oyster Bay, New York.



The winning team. Photo credit: IsaoToyama.com/Chicago Match Race Center

"I was really comfortable racing with this team," said Wilson. "We have sailed a lot together over the years. I felt like we had the best group out there. I let Sally do her magic and take care of tactics, while I focused on sailing fast and smooth in the shifty conditions." Wilson also gave credit to Roble, her arch-rival throughout the series. Roble and her tactician Maggie Shea who like have spent the last three years sailing with or against Wilson at many other Chicago Match Race Center events. "Steph and her team were outstanding," said Wilson. "We were excited to have the opportunity to race against them and to be able



On the water racing. Photo credit: IsaoToyama.com/Chicago Match Race Center



to edge them out." Roble (East Troy, Wisconsin) sailed with Maggie Shea (Wilmette, Illinois), Lindsey Duda (Chicago, Illinois), Martha Pitt (Chicago, Illinois), and Janel Zarkowsky (Washington, D.C.). For finishing as runner-up, Roble and her team won the Mrs. Charles Francis Adams Memorial Award. Winning bronze medals for third place after a 2-1 Petit Final was Kate Maxim (Napa, California) and her team from the Bay area.

1. Jennifer Wilson, Sally Barkow, Krista Paxton, Sandi Svoboda, Katie Pettibone
2. Stephanie Roble, Maggie Shea, Lindsey Duda, Marth Pitt, Janel Zarkowsky
3. Katie Maxim, Stephanie Wondolleck, Janice Wondolleck, Kerry Sullivan, Vicki Sodaro
4. Sandy Hayes, Cindy Olsen, Martha Parker, Marcy Lake, Lynn Kotwicki
5. Madeline Gill, Ivy Binns, Sarah Ragle, Ann Schwagerl, Liz Hjorth
6. Shala Lawrence, Julie Mitchell, Summer Greene, Tracy Nackel, Julie Servai
7. Clerc Cooper, Chanel Miller, Megan Six, Amanda Baker, Molly Forbes
8. Rachel Austin, Laura Muma, Suzy Leech, Sarah Renz, Lindsey Gates

MARK MADNESS REGATTA

Boyne City Yacht Club,

June 8-9, 2013

WHEW! after a light wind day of racing, a night full of Bell's, David Cisco live on the guitar, and great food, sailors went out to do it all again on Lake Charlevoix! One heck of a great racing weekend! High level of competition, back and forth, one design and handicap racing at its best! Great Race Committee, crazy wind, and great people! BTW, all of this happened while helping a good cause (Challenge Mountain). Life is good in Boyne City! See you all next year!

One Design Division

Lightning

| | | | | | | | | | | |
|---|-----------------|-----------------|-----|-----|-----|-----|-----|-----|---|----|
| 1 | Spinnaker Ninja | Garza Rose | (3) | 1 | 1 | 2 | 2 | 2 | 2 | 10 |
| 2 | Disconnected | Kevin Morin | 1 | 2 | 3 | 1 | (4) | 1 | 4 | 12 |
| 3 | HWNN | J. McCree | 2 | 3 | (6) | 4 | 1 | 3 | 1 | 14 |
| 4 | Force Majeure | William Ziegler | 4 | (7) | 2 | 3 | 3 | 5 | 3 | 20 |
| 5 | Hot Dog Man | George Peet | 5 | 4 | 5 | (7) | 6 | 6 | 5 | 31 |
| 6 | Hartbeat | Terry Hart | 6 | 5 | 7 | 5 | (7) | 4 | 7 | 34 |
| 7 | Schussboomer56 | Jim Schofield | 7 | 6 | 4 | 6 | 5 | (7) | 6 | 34 |

E Scow

| | | | | | | | | | | |
|---|------------|----------------|-----|-----|------|----|---|---|---|----|
| 1 | Tex | Charles Beynon | 2 | (3) | 2 | 1 | 3 | 1 | 2 | 11 |
| 2 | Not Pretty | Adam Prettyman | (3) | 1 | 1 | 2 | 2 | 2 | 3 | 11 |
| 3 | Craz E Dog | Roger Cyr | 1 | 2 | (DC) | DC | 1 | 3 | 1 | 12 |

Portsmouth Division

Catamaran Racing Association of Michigan - CRAM

| | | | | | | | | | | |
|---|----------------|-----------|-------------------|------|-----|-----|----|----|----|----|
| 1 | Just Chute Me | Nacra F17 | Roger Cochran | (1) | 1 | 1 | 1 | 1 | 1 | 6 |
| 2 | Capricorn | F-18 | Claus Schnabel | (4) | 2 | 2 | 3 | 4 | 2 | 15 |
| 3 | Closely Called | F-18 | Jeff Rehm | 2 | (4) | 3 | 4 | 2 | 3 | 18 |
| 4 | This Side Up | F-18 | Ed Cunningham | 3 | 3 | (4) | 3 | 4 | 2 | 18 |
| 5 | Multitask | A-Class | John Harper | (DC) | DC | DC | DC | DC | DC | 42 |
| 6 | El Gato | A-Class | Glenn Koenigbauer | (DC) | DC | DC | DC | DC | DC | 42 |

PHRF ToT Division

Spinnaker

| | | | | | | | | | |
|---|---------------|-------------|-----------------|-----|-----|-----|-----|---|----|
| 1 | Wind Czar | J/111 | Richard Lehmann | 1 | (4) | 4 | 1 | 3 | 9 |
| 2 | Night Moves | S2 7.9 Tur | Bill Hawkins | (7) | 1 | 2 | 6 | 2 | 11 |
| 3 | Zig Zag | Melges 24 | Marty Jensen | 3 | (5) | 1 | 3 | 4 | 11 |
| 4 | Spar Wars III | Olson 30 IB | Bruce Hubble | 4 | 3 | (7) | 4 | 1 | 12 |
| 5 | No Surprise | J/111 | David Irish | 2 | (7) | 3 | 2 | 5 | 12 |
| 6 | Psycho | Melges 24 | Mike Franklin | 5 | 2 | (6) | 5 | 6 | 18 |
| 7 | Liberty | Dehler 39 | C. David Phelps | 6 | 6 | 5 | (7) | 7 | 24 |

Portsmouth Division

JAM Fleet

| | | | | | | | | | |
|---|--------------|--------------|--------------------|-----|---|---|-----|-----|----|
| 1 | Booma | C&C 27 MK I | Charles Gosling | 1 | 1 | 1 | 1 | (2) | 4 |
| 2 | Geez Louise! | Sabre 28-1 | Dave & Lynn Malusi | 2 | 2 | 2 | (3) | 1 | 7 |
| 3 | Restless | Islndr Mk II | Catherine Hunter | (4) | 4 | 4 | 2 | 3 | 13 |
| 4 | Chillin | C26 | Craig Mohrhardt | 3 | 3 | 3 | (4) | 4 | 13 |

2013 Lightning World Championship

Club Velico Castiglione, Castiglione del Lago, Italy

June 7-14, 2013

| | | | | | | | | | |
|---|-------------------------------|----------------------|----|---|------|----|---|---|----|
| 6 | Todd Wake, K. Wake, N. Fowler | Sheboygan Yacht Club | 11 | 6 | (24) | 11 | 5 | 2 | 35 |
|---|-------------------------------|----------------------|----|---|------|----|---|---|----|



2013 Chicago National Offshore One Design Regatta (NOOD Regatta)

Chicago Yacht Club, Chicago, Illinois

June 7-9, 2013

One Design Division

Beneteau 36.7

| | | | | | | | | | | | |
|----|---------------------|-------------------------------|-------|----|----|----|-------|----|----|--|----|
| 1 | Shamrock | Mark Davis | 4 | 1 | 2 | 4 | 2 | 2 | 3 | | 18 |
| 2 | As You Wish | John Heaton | 2 | 2 | 5 | 5 | 3 | 3 | 2 | | 22 |
| 3 | Maggie Mae | Peter/Dan Wright | 11 | 4 | 1 | 1 | 6 | 1 | 1 | | 25 |
| 4 | Tried & True | Robert K. Foley | 3 | 5 | 3 | 2 | 5 | 7 | 5 | | 30 |
| 5 | Soulshine | Jarrett Altmin | 1 | 3 | 7 | 8 | 1 | 6 | 6 | | 32 |
| 6 | Split Decision | Mark D. Norris | 5 | 6 | 6 | 3 | 9 | 5 | 9 | | 43 |
| 7 | FOG | Charlie Wurtzebach/Mike Bird | SCP 7 | 4 | 9 | 4 | 4 | 4 | | | 43 |
| 8 | KARMA | Lou Sandoval/Buoscio/Sandoval | 6 | 8 | 11 | 7 | 8 | 8 | 7 | | 55 |
| 9 | Tequila Mockingbird | Chris Duhon | 7 | 9 | 8 | 6 | 7 | 10 | 8 | | 55 |
| 10 | Sorcerer | Don Draper | 9 | 11 | 10 | 11 | 10 | 9 | 11 | | 71 |
| 11 | Raptor | Jim Anderson | 10 | 10 | 9 | 10 | OC 11 | 10 | | | 72 |

Beneteau 40.7

| | | | | | | | | | | | |
|----|---------------|----------------------------|----|----|----|----|----|----|----|----|----|
| 1 | Spanker | D & J McDonnell | 2 | 2 | 3 | 4 | 2 | 4 | 1 | 2 | 20 |
| 2 | La Tempete | Thomas Weber | 1 | 1 | 1 | 6 | 1 | 5 | 5 | 1 | 21 |
| 3 | Sociable | Robert Arzbaeher | 4 | 5 | 2 | 2 | 4 | 3 | 3 | 4 | 27 |
| 4 | Turning Point | David Hardy | 3 | 3 | 5 | 5 | 5 | 1 | 6 | 6 | 34 |
| 5 | Vayu | Ron Buzil | 5 | 7 | 4 | 1 | 6 | 2 | 8 | 3 | 36 |
| 6 | Das Boot | Jay Muller | 6 | 4 | 6 | 3 | 3 | 6 | 2 | 8 | 38 |
| 7 | Rhumb Runner | Katie Finnegan | 7 | 8 | 7 | 8 | 7 | 10 | 9 | 5 | 61 |
| 8 | Instigator | Matthew Mergener | 9 | 6 | 9 | 9 | 10 | 8 | 7 | 9 | 67 |
| 9 | Wired | Brian Angioletti | 8 | 9 | 8 | 10 | 9 | 7 | 10 | 7 | 68 |
| 10 | Mojo | Gary Powell / Jeff Comeaux | 10 | 10 | 10 | 7 | 8 | 9 | 4 | DF | 69 |

GL 36 / FT-10

| | | | | | | | | | | | |
|---|-----------------|--------------------|---|---|---|---|---|---|---|---|----|
| 1 | Surface Tension | Jeffrey Schaefer | 1 | 1 | 1 | 4 | 2 | 2 | 1 | 1 | 13 |
| 2 | China Buffet | Team All U Can Eat | 2 | 3 | 3 | 1 | 1 | 1 | 2 | 2 | 15 |
| 3 | PainKiller | Joel Carroll | 3 | 2 | 2 | 3 | 3 | 6 | 3 | 3 | 25 |
| 4 | Koko Loko | Tomek Kokocinski | 5 | 5 | 4 | 2 | 4 | 5 | 6 | 5 | 36 |
| 5 | Solitary | Jeremy Alexis | 4 | 4 | 5 | 5 | 5 | 4 | 5 | 6 | 38 |
| 6 | Mrs Jones | Michael Jones | 6 | 6 | 6 | 6 | 6 | 3 | 4 | 4 | 41 |

J/105

| | | | | | | | | | | | |
|---|---------------|--------------------|------|------|---|----|----|---|---|--|----|
| 1 | Sealark | Clark Pellett | 2 | 1 | 2 | 5 | 8 | 1 | 3 | | 22 |
| 2 | Striking | Michael Tuman | 3 | 3 | 3 | 4 | 1 | 4 | 6 | | 24 |
| 3 | Here's Johnny | John Moore | 1 | 5 | 1 | 1 | 3 | 7 | 7 | | 25 |
| 4 | Vytis | Tom and Gyt Petkus | 5 | 4 | 7 | 2 | 5 | 3 | 2 | | 28 |
| 5 | Rocking Horse | Sandy Curtiss | RAF2 | 4 | 3 | 2 | 6 | 5 | | | 32 |
| 6 | Valhalla | Michael Newman | DF 7 | 6 | 6 | 4 | 2 | 1 | | | 36 |
| 7 | The Asylum | Jon Weglarz | 4 | 6 | 5 | 7 | 6 | 5 | 4 | | 37 |
| 8 | Smokin' J | Michael Ludtke | DF 9 | 8 | 9 | 9 | 8 | 8 | | | 61 |
| 9 | Flying Pig | Mike Sheppard | DC 8 | DC 8 | 7 | DC | DC | | | | 63 |

J/109

| | | | | | | | | | | | |
|---|-----------|--------------|----|----|------|---|---|---|---|---|----|
| 1 | Momentus | Kevin Saedi | 1 | 1 | DS 1 | 1 | 2 | 1 | 4 | | 18 |
| 2 | Vanda III | Jack Toliver | 4 | 3 | 1 | 3 | 4 | 3 | 2 | 2 | 22 |
| 3 | Full Tilt | Peter Priede | 2 | 2 | 2 | 2 | 2 | 6 | 3 | 6 | 25 |
| 4 | Certainly | Donald Meyer | 3 | 4 | 3 | 4 | 6 | 5 | 6 | 3 | 34 |
| 5 | KIII | Irv Kerbel | DF | DC | DC 6 | 3 | 1 | 4 | 1 | | 36 |
| 6 | Slapshot | Scott Sims | 5 | 5 | 4 | 5 | 5 | 4 | 5 | 5 | 38 |

J/111

| | | | | | | | | | | | |
|---|-------------|--------------------------------|---|---|---|---|---|---|---|---|----|
| 1 | Kashmir | Karl Brummel/Henderson/ Mayer | 2 | 5 | 3 | 2 | 5 | 3 | 1 | 1 | 23 |
| 2 | Wooton | William Smith | 3 | 1 | 2 | 1 | 1 | 6 | 6 | 5 | 27 |
| 3 | Night Hawk | Team Nighthawk Dabrowski/Edman | 5 | 3 | 5 | 4 | 3 | 1 | 2 | 7 | 33 |
| 4 | Mental | Paul Stahlberg | 1 | 4 | 1 | 5 | 7 | 2 | 5 | 2 | 34 |
| 5 | Rowdy | Richard Witzel | 6 | 2 | 4 | 3 | 4 | 4 | 4 | 3 | 36 |
| 6 | Impulse | G Miz/Dreher/Hatfield | 7 | 6 | 6 | 7 | 2 | 5 | 3 | 4 | 44 |
| 7 | Lucky Dubie | Len Siegal | 4 | 7 | 7 | 6 | 6 | 7 | 7 | 6 | 55 |

Tartan 10

| | | | | | | | | | | | |
|----|--------------|-----------------------|----|----|----|----|----|----|----|--|----|
| 1 | Honey Badger | Thomas Kane | 2 | 3 | 1 | 4 | 5 | 1 | 1 | | 17 |
| 2 | Winnebago | Tim Rathbun | 3 | 5 | 11 | 3 | 1 | 5 | 2 | | 30 |
| 3 | Norboy | Leif Sigmond | 1 | 2 | 2 | 6 | 10 | 6 | 10 | | 37 |
| 4 | Wombat | Arthur Strilky | 12 | 1 | 9 | 1 | 6 | 3 | 6 | | 38 |
| 5 | Skidmarks | Lou Jacob | 5 | 4 | 3 | 12 | 3 | 2 | 12 | | 41 |
| 6 | Mutiny | John Schellenbach | 4 | 7 | 4 | 10 | 2 | 12 | 3 | | 42 |
| 7 | Mikaze | Steve Knoop | 11 | 15 | 15 | 2 | 4 | 10 | 5 | | 62 |
| 8 | Blueprint | Chris Moll | 7 | 11 | 6 | 13 | 7 | 9 | 15 | | 68 |
| 9 | Retention | Mark Croll | 16 | 10 | 7 | 9 | 17 | 7 | 4 | | 70 |
| 10 | Erica | Brian and Mike Kaczor | 13 | 17 | 8 | 16 | 11 | 4 | 7 | | 76 |
| 11 | Liberty | Ray Douglas | 6 | 13 | 12 | 5 | 19 | 13 | 9 | | 77 |
| 12 | Cheap Thrill | Nancy & Tim Snyder | 17 | 6 | 5 | 15 | 8 | 11 | 19 | | 81 |



| | | | | | | | | | | | |
|---------------------|---------------------|--------------------------------|----|----|----|----|----|----|----|-----|------|
| 13 | Tango II | Martin Plonus | 9 | 12 | 19 | 14 | 16 | 8 | 8 | | 86 |
| 14 | Glider | Tom/John Font | 10 | 8 | 13 | 11 | 13 | 17 | 14 | | 86 |
| 15 | Sisu | Jeff Wittenberg | 8 | 21 | 10 | 8 | 14 | 15 | 18 | | 94 |
| 16 | Lightning | Steve Karstrand / Bob Warnecke | 15 | 16 | 20 | 7 | 9 | 16 | 17 | | 100 |
| 17 | Talisman | Kevin Mehaffey | 20 | 9 | 14 | 19 | 20 | 19 | 16 | | 117 |
| 18 | Out of the Blue | Team Warthog | 14 | 18 | 22 | 18 | 12 | 22 | 13 | | 119 |
| 19 | Yellow Mellow | Waldemar Emmaerich | 18 | 14 | 18 | 24 | 15 | 18 | 21 | | 128 |
| 20 | T-Time | Brian Tjader / Amy Cermak | 19 | 19 | 16 | 22 | DS | 14 | 11 | | 133 |
| 21 | Rover | Ken Colbert | 21 | 22 | 17 | 20 | 18 | 20 | 20 | | 138 |
| 22 | Strait Jacket | Randy Conner | 22 | 20 | 21 | 21 | 25 | 23 | 22 | | 154 |
| 23 | Rainbows End | Steven Fink | 25 | 25 | 23 | 17 | 21 | 24 | 26 | | 161 |
| 24 | Sassafras | David Barch | 24 | 26 | 25 | 23 | 23 | 21 | 23 | | 165 |
| 25 | Jing Bang | David Finlay | 23 | 24 | 24 | 27 | 22 | 26 | 25 | | 171 |
| 26 | M*A*S*H | Ron Kallen | 26 | 23 | 26 | 25 | 24 | 27 | 27 | | 178 |
| 27 | Eleanor Rigby | Rick Reed | 27 | 27 | 27 | DQ | 26 | 25 | 24 | | 188 |
| 28 | Grytviken | Piotr Madrzyk | DC | DF | DC | 26 | OC | DC | DC | | 218 |
| 29 | Silver Surfer | Andrew Nicoletti | DC | DC | DC | DC | DC | DC | DC | | 224 |
| 30 | 10 Acious | David Lorenz | DF | DC | DC | DC | DC | DC | DC | | 224 |
| 31 | Brogue | Patrick McGuinnis | DF | DC | DC | DC | DC | DC | DC | | 224 |
| ORR Division | | | | | | | | | | | |
| ORR 1 | | | | | | | | | | | |
| 1 | Details | Lance Smotherman | 3 | 1 | 2 | 1 | 1 | 3 | 1 | 3 | 16 |
| 2 | Sin Duda! | Lindsey Duda | 1 | 2 | 1 | 5 | 4 | 2 | 2 | 2 | 20 |
| 3 | Thirsty Tiger | Bert D'Ottavio | 5 | 4 | 4 | 4 | 2 | 3 | 1 | 3 | 28 |
| 4 | Imedi | Mark Hauf | 4 | 3 | 3 | 2 | 5 | 5 | 4 | 4 | 34 |
| 5 | Talisman | Bruce Aikens | 2 | 5 | 5 | 3 | 3 | 4 | 5 | 5 | 37 |
| 6 | Defiance | Dale Smirl | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 54 |
| 7 | Evolution | Pete Reichelsdorfer | DC | DC | DC | DC | DC | DC | DC | DC | 72 |
| ORR 2 | | | | | | | | | | | |
| 1 | Eagle | Shawn/Jerry O'Neill | 1 | 1 | 1 | 3 | 1 | 1 | 1 | | 10 |
| 2 | Inferno | Phillip Dowd | 2 | 2 | 3 | 1 | 2 | 3 | 5 | 3 | 21 |
| 3 | Painkiller4 | Alice Martin | 3 | 4 | 2 | 7 | 5 | 6 | 2 | 2 | 31 |
| 4 | Pendragon | Brian Jackman | 4 | 3 | 4 | 4 | 3 | 4 | 6 | 5 | 33 |
| 5 | Eagles Wings | John Gottwald | 6 | 7 | 5 | 6 | 4 | 2 | 3 | 4 | 37 |
| 6 | Chaos | Hank Bernbaum | 5 | 6 | 7 | 2 | 6 | 5 | 4 | 6 | 41 |
| 7 | Heartbreaker | Eric Oesterle | 7 | 5 | 6 | 5 | 7 | 7 | 7 | 7 | 51 |
| PHRF Division | | | | | | | | | | | |
| PHRF 1 | | | | | | | | | | | |
| 1 | Scout | Dorsey Ruley | 1 | 3 | 3 | 1 | 1 | 4 | 3 | 1 | 17 |
| 2 | Majic | Bill Hoyer | 3 | 1 | 2 | 6 | 2 | 2 | 1 | 2 | 19 |
| 3 | Spirit Walker | Vern McCain | 2 | 2 | 1 | 2 | 3 | 3 | 4 | 3 | 20 |
| 4 | Sufficient Reason | Mitchell Padnos | 5 | 4 | 6 | 3 | 5 | 1 | 2 | 4 | 30 |
| 5 | Edge | Robert McManus | 4 | 5 | 4 | 5 | 6 | DC | DC | DC | 45 |
| 6 | Salsa | Jim Gignac | 6 | DF | 5 | 4 | 4 | DC | DC | DC | 47 |
| PHRF 2 | | | | | | | | | | | |
| 1 | Bad Dog | Larry Taunt | 1 | 1 | 2 | 3 | 1 | 7 | 5 | 2.5 | 22.5 |
| 2 | Standard Deviation | Carl Hanssen | 2 | 2 | 1 | 7 | 2 | 1 | 4 | 4 | 23 |
| 3 | Spitfire | James Hellquist | 3 | 3 | 5 | 1 | 3 | 3 | 7 | 5 | 30 |
| 4 | Gauntlet | Guy Hiestand | 5 | 6 | 9 | 8 | 5 | 4 | 1 | 1 | 39 |
| 5 | Touch of Grey | Larry Schell | 4 | 4 | 4 | 4 | 6 | 5 | 6 | 6 | 39 |
| 6 | Erizo de Mar | Antoni Czupryna | 6 | 5 | 3 | 5 | 8 | 2 | 3 | DF | 42 |
| 7 | Free Agent | Miles DePaepe | 8 | 7 | 6 | 6 | 4 | 6 | 8 | RDG | 46 |
| 8 | Maskwa | Donald Waller | 7 | 8 | 8 | 9 | 7 | 8 | 2 | 2.5 | 51.5 |
| 9 | Chief | Mike Wolf | 9 | 9 | 7 | 2 | 9 | 9 | 9 | 7 | 61 |
| PHRF 3 | | | | | | | | | | | |
| 1 | True North | Dan Arntzen | 2 | 1 | 1 | 1 | 2 | 5 | 5 | | 17 |
| 2 | Measure For Measure | Brian Tobin | 5 | 4 | 3 | 2 | 1 | 1 | 1 | | 17 |
| 3 | Planxty | Kate/Dennis Bartley | 3 | 2 | 2 | 5 | 3 | 3 | 3 | | 21 |
| 4 | Paradox | John Swanson | 1 | 3 | 5 | 4 | 5 | 4 | 4 | | 26 |
| 5 | Whisper | Thomas Barnes | 4 | 5 | 4 | 6 | 4 | 2 | 2 | | 27 |
| 6 | Truant | Walter Kawula | 6 | DF | 6 | 3 | 6 | 6 | 6 | | 41 |
| 7 | Bifrost | Chuck Perkins | 7 | 6 | 7 | 7 | 7 | 7 | 7 | | 48 |
| One Design Division | | | | | | | | | | | |
| Rhodes 19 | | | | | | | | | | | |
| 1 | White | Bob Bernstein | 1 | 1 | 1 | 1 | 1 | 1 | | | 6 |
| 2 | Bozo's Circus | Chris Metcalf | 2 | 2 | 3 | 2 | DC | 2 | | | 18 |
| 3 | Uno Mas | Gary Scott | 4 | 6 | 2 | 3 | 2 | 3 | | | 20 |
| 4 | Roaebud | Richard Dunne | 3 | 3 | 4 | 5 | 4 | 5 | | | 24 |
| 5 | Rhubarb | Gretchen Hartke | 5 | 5 | 5 | 4 | 3 | 4 | | | 26 |
| 6 | Petulance | Jennifer Wohlberg | 6 | 4 | 6 | 6 | 5 | DC | | | 34 |



| | | | | | | | | | | | |
|-----------|------------------|--------------------------------|----|----|----|----|----|----|----|----|----|
| Viper 640 | | | | | | | | | | | |
| 1 | Widespread Panic | Tom Peterson | 2 | 1 | 3 | 2 | 7 | 1 | OC | 3 | 28 |
| 2 | Black Sheep | Darren Gilbert / Steve Gilbert | 7 | 6 | 2 | OC | 3 | 2 | 1 | 1 | 31 |
| 3 | Preflight | Anthony Bowker | 6 | 3 | 4 | 3 | 2 | 5 | 2 | 6 | 31 |
| 4 | Wild Turkey | Jeffrey Danhauer | 4 | 5 | 1 | OC | 1 | 6 | 4 | 2 | 32 |
| 5 | DamnYouKofski | Nick Kofski | 3 | 2 | 6 | 1 | 6 | 3 | OC | 5 | 35 |
| 6 | Medusa | Doug Hennessy | 5 | 4 | 7 | 4 | 4 | 4 | 5 | 4 | 37 |
| 7 | Zigzag | Steve Conger | 1 | 7 | 5 | OC | 5 | 7 | 3 | 7 | 44 |
| 8 | Jackpot | Lee Shuckerow | DC | DC | DC | DC | DC | DC | DC | DC | 72 |

Distance Race Course Racing

ORR Division

ORR Offshore Racing

| | | |
|----|---------------|------------------|
| 1 | Providence | Greg Miarecki |
| 2 | JOIE DE VIE | Donna Hastings |
| 3 | Regardless | Daniel Griggs |
| 4 | On Edge | Steve Dorfman |
| 5 | Still Messin' | Adam Esselman |
| 6 | Hiwassee | Ian Fisher |
| 7 | Sail Monkey | William McGuinn |
| 8 | Radiance | Benjamin White |
| 9 | Runaway | Tom Gorey |
| 10 | Endeavor | Skip Schink |
| 11 | Ratty | David Brezina |
| 12 | Lugnuts | Tom Dickson |
| 13 | Bark! | Walter Dickie |
| 14 | Badge | Daniel Koules |
| 15 | Safir III | Robert E. Radway |
| 16 | Och! | Brendon Docherty |
| 17 | Ocean | Jim Banovitz |

ORR Cruising

| | | |
|---|-------------|-------------------|
| 1 | Sheet Music | Gerald Hughes |
| 2 | No Reverse | Bob Horenkamp |
| 3 | Barracuda | David Hughes |
| 4 | Endeavour | Matthew Gallagher |

PHRF Division

PHRF Offshore Racing

| | | |
|----|----------------|--------------------------|
| 1 | Mise En Place | Paul Thompson |
| 2 | Liberty2 | Thomas & Virginia Blasco |
| 3 | Madrugada | Rich Corbett |
| DC | Paradigm Shift | Dave Dickerson |

2013 Tuesday Spring Club Racing

Little Traverse Yacht Club, Harbor Springs, Michigan

June 4-25, 2013

J/105

| | | | | | | | |
|---|---------------|-------------------------|----|----|----|---|----|
| 1 | Exit Strategy | Little Traverse Sailors | DC | 1 | 1 | 1 | 5 |
| 2 | Banshee | Kevin Farrell | DC | DC | DC | 2 | 11 |

Alerion 28

| | | | | | | | |
|---|-----------------|--------------------|----|----|----|----|----|
| 1 | Seiche | Michael FitzSimons | 1 | 1 | 1 | 4 | 7 |
| 2 | Little Goose II | Robert Sellers | 2 | 2 | 2 | 1 | 7 |
| 3 | Mairsie | Albert Polk | 3 | 3 | 5 | 2 | 13 |
| 4 | Glory | Clas Nilstoft | 4 | 5 | 3 | 3 | 15 |
| 5 | Courtesan | John Carruthers | 6 | 8 | 4 | 5 | 23 |
| 6 | Epiphany | Maxine Noll | 7 | 4 | 6 | DC | 27 |
| 7 | Little Eagle | Oliver Grin | 5 | DC | DC | 6 | 31 |
| 8 | Interlude | Tom Austin | DC | 7 | 7 | DF | 34 |
| 9 | Still Crazy | Edward Palm | DC | 6 | DC | DC | 36 |

PHRF - Spinnaker

| | | | | | | | |
|---|----------------|-------------------------|----|----|----|----|----|
| 1 | No Surprise | David Irish | 1 | DC | 2 | 2 | 13 |
| 2 | Wind Czar | Richard Lehmann | DC | 4 | 1 | 1 | 14 |
| 3 | Exit Strategy | Little Traverse Sailors | DC | 1 | 3 | 3 | 15 |
| 4 | Grit and Grace | James Offield | 2 | 3 | 6 | DF | 19 |
| 5 | COURAGE | Raenette McManus | DF | 2 | 5 | 5 | 20 |
| 6 | Stinger | Michael Johnson | DC | 5 | 4 | 4 | 21 |
| 7 | Banshee | Kevin Farrell | DC | DC | DC | | 27 |
| 8 | Gosling | Dunne Saal | DC | 6 | DC | DC | 30 |



2013 New Buffalo to Michigan City Race

Michigan City Yacht Club, Michigan City, Indiana

June 2, 2013

SPINNAKER 1

| | | | | | |
|-----------------|--------------|----------------|----------|---------|---------|
| 1. Whamo | Melges 24 | Justin Neal | 11:41:11 | 0:51:11 | 0:39:11 |
| 2. Geronimo | SR 33 | Herb Philbrick | 11:48:49 | 0:58:49 | 0:48:25 |
| 3. Cantankerous | C&C 110 | Lew Noe | 11:50:59 | 1:00:59 | 0:49:23 |
| 4. Mrs. Jones | Mumm 36 | Mike Jones | 11:47:30 | 0:57:30 | 0:50:42 |
| 5. Nirvana | Beneteau 10R | Dave Hoff | 11:54:10 | 1:04:10 | 0:52:58 |
| 6. Nancy Jo | C&C 110 | Bruce Carter | 12:03:02 | 1:13:02 | 1:02:14 |

SPINNAKER 2

| | | | | | |
|---------------|------------|----------------|----------|---------|---------|
| 1. Hope | Najad 332T | Michael Leland | 11:54:24 | 1:04:24 | 0:45:12 |
| 2. Dobiehouse | Hunter 31 | Kevin Lynch | 11:59:20 | 1:09:20 | 0:45:44 |

JAM (Jib and Main)

| | | | | | |
|------------------|---------------|-----------------|----------|---------|---------|
| 1. Velocity | Beneteau 28.5 | Craig Mahlfeldt | 12:06:10 | 1:21:10 | 0:53:10 |
| 2. Jannie Anne | S2 9.2a | Lee Watson | 12:06:08 | 1:21:08 | 0:55:08 |
| 3. Uffda | Compac 25 | Dave Argyelan | 12:18:50 | 1:33:50 | 1:00:30 |
| 4. Waco Kid | Jean SF 3200 | Randy Grow | 11:57:54 | 1:12:54 | 1:00:54 |
| 5. Gesta Mistral | Cal 29-2 | Mike Halpin | 12:19:30 | 1:34:30 | 1:08:54 |
| 6. Recoop | Hunter 26.5 | Mike Cooper | 12:35:40 | 1:50:40 | 1:23:04 |
| 7. Sugaree | Catalina 30 | Phil Baugher | DNS | | |

2013 Michigan City to New Buffalo Race

Michigan City Yacht Club, Michigan City, Indiana

June 1, 2013

SPINNAKER 1

| | | | | | |
|-----------------|--------------|-----------------|----------|---------|---------|
| 1. Whamo | Melges 24 | Justin Neal | 11:27:07 | 0:47:07 | 0:35:07 |
| 2. Geronimo | SR 33 | Herb Philbrick | 11:32:01 | 0:52:01 | 0:41:37 |
| 3. Mrs. Jones | Mumm 36 | Mike Jones | 11:33:58 | 0:53:58 | 0:47:10 |
| 4. Cantankerous | C&C 110 | Lew Noe | 11:38:58 | 0:58:58 | 0:47:22 |
| 5. Nirvana | Beneteau 10R | Dave Hoff | 11:39:20 | 0:59:20 | 0:48:08 |
| 6. Michela | C&C 37 R | Miguel Gambetta | DNF | | |
| 6. Nancy Jo | C&C 110 | Bruce Carter | DNF | | |

SPINNAKER 2

| | | | | | |
|---------------|------------|----------------|----------|---------|---------|
| 1. Dobiehouse | Hunter 31 | Kevin Lynch | 11:48:31 | 1:08:31 | 0:44:55 |
| 2. Hope | Najad 332T | Michael Leland | 11:46:31 | 1:06:31 | 0:47:19 |

JAM (Jib and Main)

| | | | | | |
|------------------|---------------|-----------------|----------|---------|---------|
| 1. Jannie Anne | S2 9.2a | Lee Watson | 11:47:04 | 1:12:04 | 0:46:04 |
| 2. Velocity | Beneteau 28.5 | Craig Mahlfeldt | 11:51:50 | 1:16:50 | 0:48:50 |
| 3. Recoop | Hunter 26.5 | Mike Cooper | 11:52:15 | 1:17:15 | 0:49:39 |
| 4. Waco Kid | Jean SF 3200 | Randy Grow | 11:39:33 | 1:04:33 | 0:52:33 |
| 5. Uffda | Compac 25 | Dave Argyelan | 12:02:10 | 1:27:10 | 0:53:50 |
| 6. Sugaree | Catalina 30 | Phil Baugher | 11:58:31 | 1:23:31 | 0:55:31 |
| 7. Gesta Mistral | Cal 29-2 | Mike Halpin | 11:56:34 | 1:21:34 | 0:55:58 |

2013 Sunfish Michigan Open Championship/Midwest Regional Championship I

Gull Lake Yacht Club, Richland, Michigan

June 1-2, 2013

With a threat of severe storms, sailors were pleased to enjoy breezy, 10-18 racing conditions both days. David Hanselman won the Marco Polo award for his long distance driving. Racing was very tight, even tighter than the scores reflect. Gusts caused quite a few capsizes but no equipment breakage. Great hospitality by Fleet #704. As Dan Norton and Chad Coberly are already qualified for the 2014 Sunfish World Championship, Youth sailor Isaac Kremers was named as the qualifying sailor from this Championship.

| | | | |
|-----------------------|---------------------|--------------------------|----|
| 1. Dan Norton | Manitou Beach, MI | 2-(4)-3-1-2-1 | 9 |
| 2. Chad Coberly | Grand Rapids, MI | 5-(6)-1-2-1-2 | 11 |
| 3. Isaac Kremers | Grand Rapids, MI | 1-1-(6)-3-4-4 | 13 |
| 4. John A. Butine | Canton, OH | 3-2-2-(5)-3-5 | 15 |
| 5. Ron McHenry | Cortland, OH | 4-3-(9)-6-5-3 | 21 |
| 6. Tom Katterheinrich | New Knoxville, OH | 6-(11)-5-8-7-7 | 33 |
| 7. Gwen Scott | Rochester Hills, MI | 9-(10)-4-9-6-10 | 38 |
| 8. Gail Turluck | Richland, MI | 7-9-(13)-11-8-9 | 44 |
| 9. Jim Richter | Hickory Corners, MI | 11-8-8-(12)-10-12 | 49 |
| 10. Neal Turluck | Richland, MI | 8-(16)-11-10-11-11 | 51 |
| 11. Don Bergman | Holland, MI | 14-5-10-4-(DNS)-DNS | 52 |
| 12. David Hanselman | Eagle River, WI | (15)-7-7-14-12-13 | 53 |
| 13. Tim Abbey | Warren, OH | 10-13-12-(15)-13-6 | 54 |
| 14. Kevin Mitchell | Andover, OH | 13-(15)-15-13-9-8 | 58 |
| 15. Donald Fritz | Maumee, OH | 12-(14)-14-7-14-14 | 61 |
| 16. Pete Strifler | Massillon, OH | 17-(DNC)-DNS-16-15-15 | 82 |
| 17. Michael West | Highland Park, IL | (DNC)-12-DNS-DNS-16-DNF | 85 |
| 18. Frank Workman | Carmel, IN | 16-(DNF)-DNS-DNS-DNF-DNC | 92 |



2013 South Haven Invitational Regatta South Haven Yacht Club, South Haven, Michigan

June 1-2, 2013

The weather Saturday turned out to be beautiful with SSW breeze 15 - 20. We were able to get in 3 races! On Sunday Mother Nature was kicking ... with winds NNW 30+ knots and waves 10-12 feet. Four minutes into the Spin II sequence committee boat experience mechanical difficulties and was forced to abandon the race. We all went back to the club for MMM & Burgers with MUCH success! Thank you for participating and to my wonderful group of volunteers: Rick Lillie and Nick from Chicago Yacht Club with our local team: Terry Giesler, Greg O'Niel, & Jim Upton (RC O'Niel boat); Dave Wright & Patrick Moore (Marks - Cleo Boat); Jennifer Richmond & Jodi Carlson (Photographer - Carlson Boat); Marge Moe & Diane Fox (Scoring); Cleo Miller (Regatta Party); Tim Stegeman, Robb Miller & Jim Upton (RC Robb Miller Boat); Dave Wright & Patrick Moore (Marks -Cleo Boat).—Marge Moe

Spin 1

| | | | | | |
|---|---------------|---|---|---|----|
| 1 | Spirit Walker | 1 | 3 | 1 | 5 |
| 2 | Majic | 3 | 1 | 2 | 6 |
| 3 | Sea Hero | 4 | 2 | 3 | 9 |
| 4 | Quicksilver | 2 | 4 | 4 | 10 |
| 5 | Gauntlet | 5 | 5 | 5 | 15 |

Spin 2

| | | | | | |
|---|---------------|---|---|---|----|
| 1 | Jaws | 2 | 2 | 2 | 6 |
| 2 | Dandelion | 5 | 1 | 1 | 7 |
| 3 | Captain Blood | 1 | 4 | 4 | 9 |
| 4 | Silk | 4 | 5 | 3 | 10 |
| 5 | Attitude | 3 | 3 | 5 | 11 |

Jib & Main

| | | | | | |
|---|-----------|---|---|---|----|
| 1 | Zot | 1 | 1 | 1 | 3 |
| 2 | Legacy | 2 | 2 | 2 | 6 |
| 3 | Slingshot | 3 | 3 | 3 | 9 |
| 4 | Honeymoon | 4 | 4 | 4 | 12 |

2nd Annual Scoop the Lake Regatta and Poker Run Anchorage Yacht Club/Waukegan Yacht Club, Waukegan, Illinois

June 1, 2013

The 2nd Annual Scoop the Lake regatta and Poker Run was a huge success with more than \$2,000 raised for Waukegan Main Street in an effort to make Waukegan an even better place to live, work, play and boat. Seventeen boats flew around the 8-mile course with SW winds over 20 knots. The 15 dinghies that participated in the Poker Run had beautiful conditions racing around the harbor trying to get the winning Poker hand. The first and last place sailors won a beer keg and the first, second and third best Poker hands won cash. The pre-party at Waukegan Yacht Club raged with a BBQ and live band and a welcome from the mayor of Waukegan. The after-party was a blast at Green Town Tavern with drinks and lots of raffle prizes ranging from t-shirts to a full set of foul weather gear. Scoop the Lake thanks all its sponsors: Larsen Marine, North Sails, Chicago Sailing, West Marine, Blue Sky Marketing, Schuss Marine Survey and Gustafson Body Shop. For more information, go to scoopthelake.org or email marianlambrecht@live.com. Lots of event photos on the Jay Stephen facebook page.

WINNERS:

First and last place winners for Spin and JAM:

- Misty, J/111, McIntosh
- Madcap, J/30, Hoskins
- Intuition, Jeanneau 43, Dick
- Crescendo, Catalina 30, Pugh

Dinghy Poker Run:

- 1st place - Steve Westphal
- 2nd place - Betty Moran
- 3rd place - Jen Moore



ISSA Team Racing Championship for the Toby Baker Trophy

Davis Island Yacht Club, Tampa, Florida

May 25-26, 2013

420's

Congratulations to Lake Forest High School for their #1 Ranking at the conclusion of the 2013 Spring High School sailing season!

| Final Rankings | | Qualifying | | Gold | | Silver | | Bronze | | Total | |
|----------------|----------------------|-------------|--------|--------------|--------|-------------|--------|-------------|--------|-------|--------|
| | | Round Robin | | Championship | | Consolation | | Consolation | | | |
| | | Wins | Losses | Wins | Losses | Wins | Losses | Wins | Losses | Wins | Losses |
| 1 | Point Loma HS | 11 | 0 | 4 | 2 | | | | | 15 | 2 |
| 2 | Antilles School | 8 | 3 | 5 | 1 | | | | | 13 | 4 |
| 3 | Broadneck HS | 8 | 3 | 2 | 4 | | | | | 10 | 7 |
| 4 | Portsmouth Abbey | 6 | 5 | 1 | 5 | | | | | 7 | 10 |
| 5 | Cape Cod Academy | 6 | 5 | | | 2 | 1 | | | 8 | 6 |
| 6 | St Thomas Aquinas HS | 5 | 6 | | | 2 | 1 | | | 7 | 7 |
| 7 | Corona del Mar HS | 6 | 5 | | | 1 | 2 | | | 7 | 7 |
| 8 | Newport Harbor HS | 5 | 6 | | | 1 | 2 | | | 6 | 8 |
| 9 | Lake Forest HS | 5 | 6 | | | | | 3 | 0 | 8 | 6 |
| 10 | Severn School | 5 | 6 | | | | | 2 | 1 | 7 | 7 |
| 11 | Bainbridge Island HS | 1 | 10 | | | | | 1 | 2 | 2 | 12 |
| 12 | Clear Falls HS | 0 | 11 | | | | | 0 | 3 | 0 | 14 |

🚩 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!

Always read the last page ... Just one more!



Lake Michigan SuRF Newsletter

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

FREE LMSRF NEWSLETTER SUBSCRIPTION

Share our newsletter with your friends! Forward it today. Anyone can subscribe to our newsletter. Sign up today by clicking this link: <http://tinyurl.com/LMSuRF>. Should you choose someday to not want it anymore (we hope not), there is a simple one-click unsubscribe button at the end of every issue.

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

SUBMISSIONS ACCEPTED! Send your sailing organization's news to the *Lake Michigan SuRF* newsletter.
Deadline: 20th of the month. EVERY month. Mark your electronic calendar!

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

Snail it to:

Gail M. Turluck, Communications Specialist
Lake Michigan Sail Racing Federation
1245 W Gull Lake Dr
Richland, MI 49083

Sponsorships available HERE!

LMSRF's e-newsletter has sponsorships available. To receive details, send your contact information to lmsrfadministration@lmsrf.org.

LMSRF's INTERNET COMMUNICATIONS INFO ...

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

LMSRF is Linked in (click here and join):

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



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

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



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

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



Join LMSRF's Yahoo!Group! Sign up for this email list and posting board at <http://groups.yahoo.com/group/LMSRF/>. It's free, safe and secure. It is moderated so you can be confident spam will not get through. Email over 800 Lake Michigan sailing fans at once! Post your boat's need for crew or your availability to crew using the "Database" link on the Group home page. And more! For complete instructions on using the Yahoo!Group, visit: <http://lmsrf.org/lmsrf/index.php/going-racing/crew-hotline>

ORDER RUN RACES RIGHT

Great Race Committee training guide. Email the Office for an order form: lmsrfadministration@lmsrf.org

HELP LMSRF GROW THE SPORT

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

DONATE TO LMSRF

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

LMSRF

Your sailing and sailboat racing leadership association to develop sailing education, leadership, events and opportunities in the Lake Michigan area by charitable works.

