



Lake Michigan SuRF

Official Newsmagazine of the Lake Michigan Sail Racing Federation

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SPRING REGIONAL SAILING SYMPOSIUM IN SHEBOYGAN

by Matt Wierzbach, Program Director, Sailing Education Association of Sheboygan

On Saturday, April 26, 2014, Sailing Education Association of Sheboygan (SEAS) and U.S. Sailing will be hosting a Regional Sailing Symposium in Sheboygan, Wisconsin. The goal of the symposium is to bring Midwest



sailors together to discuss topics that can improve our sport. Please advise your club members of this event.

A general outline of what these events entail can be found here: http://training.ussailing.org/Training_Events_Meetings/RS.htm.

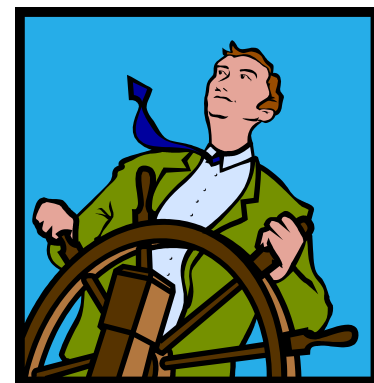
Registration includes lunch, is a freebie for US Sailing members, only \$10 for non-members, and can be completed at the following link: https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=7953.

Your club or sailing organization will want to be represented at this event. Make your plans today.

HELM HOGS

by Glenn McCarthy

One thing I have noticed through the years is how much stronger boat owners clench onto the helm. They hold it tightly, firmly, and in control. Ages ago, owners seemed to share the helm, races were set up as "Lady Skipper Race" or the "Crew Race." Sometimes they just decided to turn over the helm to others onboard and give others the thrill to steer during a race. Today, they want to make sure that IF someone else touches the helm, that they are skilled and experienced. You can see where this is going can't you?



Star sailing friend Terry Gibney and I were talking about this recently. He has been proposing that their fleet have a "Crew Skipper" race one weekend a summer. The torches were lit, the pitchforks were raised and he has been chased out of the room two years in a row. Boat owners don't want to let go of the helm.

How do we get our crews to become boat owners some day? How do we inspire crew to try owning their own boat? How do we provide the dream to a young sailor that they someday will own a boat like yours? How do we motivate more women to sail? Doesn't everyone need a taste of what it is like to steer a boat in a race? This ain't magic, it's just plain ol' common sense.

While sitting on the rail in the 2013 Chicago-Mackinac race, a crew who

has been with us for a few years asked if he could steer the boat. I asked if he had steered before, and he had. As Watch Captain, I thought I should give him a try. Not only could he steer, he steered very well. His concentration was there, and he was light on the touch. And more importantly, I'll guarantee it was a memory for him, and provided bragging rights – "I steered the boat in the Mac to Victory!"

But alas, the boat owner pays the bills, and wishes to maximize their pleasure which is to drive the boat. So few people understand the need to invest in the future, by giving others a turn at the helm and watching others grow right before your very eyes. So, will you loosen your grip just a little this year?

2014 BEST ON LAKE MICHIGAN OFFSHORE SERIES AND 2014 BEST ON LAKE MICHIGAN OFFSHORE TEAM CHAMPIONSHIP FORMING

Lake Michigan Sail Racing Federation has had a number of offshore fleets and offshore one-design classes race all around Lake Michigan each year for the Best on Lake Michigan Offshore and Offshore Team Championships. Here is the list: <http://lmsrf.org/lmsrf/index.php/offshore-championships/best-on-lake-michigan-results>. Additional offshore competitions may be designated. Please contact the LMSRF Office at lmsrfadministration@lmsrf.org for more information.



The Best on Lake Michigan Offshore Championship series uses scheduled races and regattas to be counted for season standings for Lake Michigan-Performance Handicap Racing Fleet (LM-PHRF) and any offshore One-Design Class that meets the minimum entry quota. Please have your Fleet Captain contact the LMSRF Office immediately to start the process for your group this year at lmsrfadministration@lmsrf.org. Don't have a Fleet Captain? Contact all the other owners in your offshore group and pick one to serve as your contact person for this championship. Then notify our office who that representative is for 2014.

The Best on Lake Michigan Offshore Team Championship pits a team of three offshore boats from each LMSRF Area that register for the "Best on Lake Michigan" Offshore Championship Series against the three designated boats from each of the other LMSRF Areas for a season offshore team championship. If you are interested in representing your Area, please contact your Area Vice Commodore today (<http://lmsrf.org/lmsrf/index.php/contact-us>; for Area II contact lmsrfadministration@lmsrf.org). Our goal this year is to have all five LMSRF Areas competing for the Offshore Team Championship!

The Notice of Series for the Best on Lake Michigan Championships and the Best on Lake Michigan Offshore Team Championship will be posted soon (<http://tinyurl.com/LMSRF-BOLM>).

INTERNET WOES

On a few occasions in February the web site www.lmsrf.org has been disabled for short periods. Unfortunately, one of those times was the morning that the Individual Membership renewal notices were distributed. We regret the inconvenience, encourage you to utilize your method of choice, and sign up today! (See links below.)



BECOME A 2014 LAKE MICHIGAN SAIL RACING FEDERATION MEMBER

Individuals--

Skippers and Crews—Why should you join LMSRF? Click on this link to open our individual membership brochure (<http://tinyurl.com/LMSRF-IB>), find out why, then pick your sign up method below:

PAPER-Complete a paper application and mail it in with your check: <http://tinyurl.com/JoinLMSRF-Print>

PLASTIC-You may apply on line and pay electronically through this portal: <http://tinyurl.com/eJoinLMSRF>

All members will be listed on the LMSRF web site at www.lmsrf.org>Join>Membership Roll. LMSRF's membership year is January 1-December 31. Thank you for your support!



SAILING SCHOOLS, IT'S LATE!**by Glenn McCarthy**

In my ChicagoNow blog covering many topics trying to motivate non-sailors to give sailing a try, I can see what people search for in "Google Analytics" on a daily basis that led them to the articles. In the past three weeks (February mind you), the top ranked search is "Junior Sailing School." What does this mean? This means if you have a Junior Sailing School you should have your schedule, fees, payment system and everything else set up by now and online. Parents are searching the internet now for what their kids will do this summer!

**IT'S FROSTBITE SEASON! BELIEVE IT**

By Glenn McCarthy

Isn't that something? We'll all need to go sailing 50% more than last year to wash off the slime of this winter out of our minds. There's a little minor technicality of ice still in the way. Many clubs begin their frostbite programs in March and others in April. Most are "open" to the sailing public. There may be a "sponsorship" needed from a member, but that is just a signature on a piece of paper and nothing formal. Start inquiring NOW so you can get on the water.

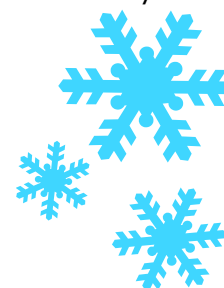
Yee haw, it's scheduled time to start sailing!

MARCH

Chicago Yacht Club
Chicago Corinthian Yacht Club
Waukegan Yacht Club

APRIL

Lake Bluff Yacht Club
Skokie Lagoons

**WHAT IS A PURSUIT RACE? MORE ARE COMING TO LAKE MICHIGAN THIS YEAR!****by Glenn McCarthy**

Normally all boats in a section or Class start together, are scattered at the finish and wait for the handicap time differences to be calculated to figure out who the winner is. We've been racing offshore this way for as long as I can remember.

But what if you flipped it all upside down? What if instead of everyone starting all at once, we all finish together at once? How can this be done? Instead of burning up the time difference at the finish line, the time differences are burned up at the starting line.

*Continued next page***LEAD YOUR SAILING ORGANIZATION TO BECOME A 2014 LAKE MICHIGAN SAIL RACING FEDERATION MEMBER**

Does your Lake Michigan area yacht club leadership know that US Sailing member yacht clubs get a deeply discounted US Sailing membership fee by also joining LMSRF? What else should your yacht club or sailing organization know about what it gains by becoming an LMSRF member? Click on this link (<http://tinyurl.com/LMSRF-YCB>) to open our "yacht club" membership brochure. Then, complete your organization membership application.

"YACHT CLUB" APPLICATION - <http://tinyurl.com/LMSRF-YC-Ap> (Sorry, interactive version not available this year)

Please clearly indicate who your club's LMSRF representative is for 2014, if it is not the Commodore, so we know who to notify about the Annual Meeting and other urgent sail racing matters.

All yacht club and sailing organization members will be listed on the LMSRF web site at www.lmsrf.org>Area. LMSRF's membership year is January 1-December 31.

Thank you for your support!

In a Pursuit Race Start, every boat is given their own starting time. The slowest rated boats start before the fastest rated boats. One designs with the same handicap (or those one-off boats that have the same handicap as others) start simultaneously and one-off boats who holds a handicap number no one else has start by themselves. The point in conducting a Pursuit Race is those that start first try to stay ahead of everyone else to win, and everyone else as they pass a boat on the course have moved up one position in the results. The more boats you pass, the closer you are to winning the race. Plain and simple, the first boat across the finish line wins. The second boat across the finish line is second. And so on. There are no calculations to make at the finish, first across wins, period! Will it be easier for you and your crew to physically see how you are doing throughout the race? You can physically count what place you are in and don't have to do any math. It becomes boat for boat from start to finish for everyone! Will your strategy be different in trying to win?



Pursuit Races are much more common across the country than they are around Lake Michigan. We have some catching up to do.

2014 US SAILING LEADERSHIP FORUM

by Glenn McCarthy

IF YOU WANT TO PRESS THE BUTTON AND GO, BUY A POWERBOAT! SAILING IS NOT THAT WAY.

Not having been much of a writer in life, the past two years has been an interesting journey for me. Each day it becomes much clearer that we can't press one button and make the problem of shrinking sailing fleets disappear. It is clear that one needs to press a button, flip a switch, spin a wheel, turn a knob, click your heels three times, and then there could be some traction in making change to grow sailing. One fix doesn't do it. You need at least two, if not three, fixes simultaneously to make sailing grow – or integrated answers. It isn't simple, but it's not all that hard either.

US Sailing just completed the Leadership Forum in San Diego, California. I did not attend. Some of the sessions were recorded and put online. In the videos, over and over the suggestions that I heard were of the "press the button" variety. None were comprehensive that requires real effort, that would produce real results. What the heck, if those self-proclaimed experts told people it would take a lot of effort, people would run for the hills! But that is why we continue to be stuck in a rut. We need to approach things on the integrated systems basis.

I have asked three different people who made presentations at the Forum to first block out of their mind the wow factor of meeting big names in the sport there, to ignore the buzz and excitement of hanging with many highly motivated sailors all day long, and then tell me what points were made about growing sailing by the Forum? I stumped the band, they were without an answer. I want people who went to the Leadership Forum to tell me I am wrong (many from Lake Michigan went). BUT, you must explain those things you learned that are multi-faceted, not just a simple press of the button variety.

I will review the videos posted online of the Leadership Forum over the next few months and share my thoughts. Here's a start:

Keynote Speaker - Sailing Leadership Conference. Ken Read

<http://www.youtube.com/watch?v=ysei5twlo1k> 41:21

GM Summary on Video Presentation -

Read started out by telling his life story including cruising with the family. College sailing taught him life skills: to be on time, raise money, build the sailing career, organize crews, come up with a budget and how to win sailboat races. After college he got a call asking him if he wanted to skipper an America's Cup boat, then a Volvo Around the World request, then Boston Red Sox throwing the first pitch invite. Then he talked about the ridiculous Professional end of sailing - Volvo, America's Cup, "athletes are taking over this sport" with incredible fitness. There is a groundswell of people who are



Ken Read. Photo courtesy T2Ptv.com.

moving to high performance boats – like J/70, Moths, then he went on to Super Yachts – five America's Cup type J Class boats, and two new builds on the East Coast at 90' and 100', which are wonderful for the sport. He thinks high speed catamarans used in the Olympics are going to lead the way. His interpretation is that these really fast boats equate to fun due to the adrenaline rush. Adding colors to boats and sails draws looks from the youth. White sails or mono-color sails are boring.

"I can't find crew" is the biggest complaint Read hears from boat owners. He recommends they go to junior sailing schools and collegiate programs to find crew. Yacht clubs in Newport, Rhode Island, are going to Sail Newport (a community sailing program) and using the organization's fleet of boats for those members who don't own their own. A video by his brother, Brad Read from Sail Newport, (at the 30:14 mark) is much more down to earth and "real" to the mainstream sailors and wannabe sailors than most of Ken's high-end super-expensive boat speech.



Ken would like to see our sport "stop the hiking madness." He thinks for the incremental gain in speed, extreme hiking over the lifelines isn't worth it. He thinks this because he hears clients say, "I would use my boat more often if I had crew." He recommends that rules writers reduce the number of crew on boats. Then boat owners will have enough crew to go race.

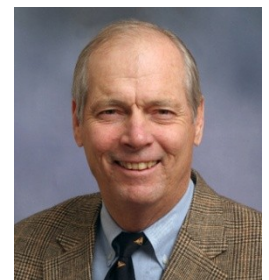
Read says going to regattas where you leave the dock at 8 in the morning and return at 7 at night is not enjoyable. He is a proponent of stacking sails on the rail for distance races. He is tired of windward-leeward races, "I sailed around the world twice to avoid windward/leeward races." Point to point races are making a comeback. Put the postponement flag away, when the course is "not perfect," with the starting line and weather mark askew, the best sailor is still going to win. Just start the race, Race Committee. He also recommends starting when it is light wind and when it is windy. Stop wasting our lives and our precious time on the water and get races started.

GM Conclusion – Too much of Ken Read's speech was focused on multi-million dollar programs, but as President of North Sails, those are his clients and who he sees daily. When anything gets its 15 minutes of fame on TV, it has an economic impact. The 2013 America's Cup will cause a blip of new sailors, but we need something annual on TV to get some real traction. Takeaways includes grabbing kids from sailing schools, high school and collegiate sailing programs, but again this "one button fix" will not succeed alone. One must provide an integration answer that there is something for the kids to do after racing (see Fun Times <http://www.lmsrf.org/lmsrf/index.php/fun-times>). Limiting crew numbers makes a lot of sense, so everyone on board has something to do and no one has a function of rail meat. It's no wonder why many former sailors have quit! They have nothing to do but go from side to side of the boat. Stopping the hiking madness makes sense. For something that is to be a recreational sport and fun, why come in with bruised ribs and a sore back at the end of the day for a slight performance improvement? Just stopping Windward-Leeward races alone won't grow racing. A marketing campaign needs to go to racers who quit racing because Windward-Leeward racing wasn't their thing and invite them back (integrated answer). And getting rid of the postponement flag is one of the best things a Race Committee can do!

Working Together to Grow Sailing. Gary Jobson

<http://www.youtube.com/watch?v=Qz0-I4O-7Lo> 33:31

GM Summary on Video Presentation – Statistics prove that including family when sailing causes growth. The America's Cup promoted sailing, and sailing related businesses have seen an uptick. Realize it or not, your sailing school, club, community sailing program does continuously provide new sailors. Long range plans are needed to be designed to grow sailing, and following through with them will work. A valid point he makes: "There are six guys at each yacht club bar and they are the same six guys at every yacht club who growl about any change and stop good ideas cold. Blow past them and just get things done." If you have had a



Gary Jobson. Photo courtesy: www.smc.edu.

project discussed for 50 years, just go do it and stop the banter. Accomplish goals, move forward. Have a key person do your Communications, both internally and externally. Invite government officials to your events. Take pictures (with a real camera, not a camera phone). Each club needs an annual signature event. Create



Heroes, put a spotlight on a few people. This is something this sport needs in order to gain better public attention. Every Club should host a Charity Event outside the sport of sailing and promote to the community that you have done so. Consider having the club own a fleet of boats for use of young members who can't afford their own boats. Yacht Club or Fleet bumper stickers, they are noticed and cheap public relations. At the club, make the facility look great. Display the trophies, paintings, models, past commodore pictures on the wall and have a library. If property alongside your club comes up for sale, buy it, whether you need it today or not. To grow club membership, use peers, as a 24 year old can sell another 24 year old much easier than any other method, but first provide a list of the benefits that make it clear what the value is.

GM Conclusion - This was the shotgun approach, it misses the point that complete well thought out multi-stepped programs are required to grow sailing. Example – Bumper Stickers. So you print bumper stickers for your club or your class. That alone will grow your organization? Ha-ha-ha-ha-ha. What other steps are required? Having the website address on the sticker and then having the website clearly welcome the bumper sticker readers explaining to them the steps to come sailing with you. Your website should ask for feedback gathering the visitor's phone number and email address. It should offer a phone number for the reader to call. Each visitor should be called if they filled out the form (not emailed) and ask how you can make it easy for them to come a try it out, then follow it up with an email giving dates, times, what to wear, etc. A bumper sticker alone? Ha-ha-ha-ha-ha. Fully integrated answers are needed for a bumper sticker to work. Most of his other suggestions are simply good public relations work for a club, and public relations is a very good thing. My concern is by having adding a signature event and a charity event, this continues to use existing boats and sailors, it does not cause fleets to grow. The "peer" sales of membership sounds outstanding. Skip through the four videos Jobson showed that promote Gary Jobson, they have nothing to do with growing sailing.

Around the Winch Fast Paced Discussion with Sailing's Media – forum included Alan Block (AB) of Sailing Anarchy, Craig Leweck (CL) of Sailing Scuttlebutt, Kimball Livingston (KL) of Sail Magazine & BluePlanetTimes.com, and Dave Reed (DR) of Sailing World.

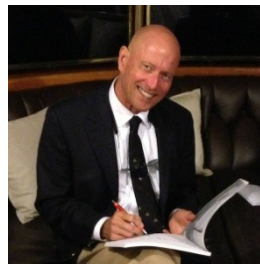
<http://www.youtube.com/watch?v=HYPSLfKhVaE&list=PL1haIIzm5I7aVfeS0DwLNN-Fp6I6RRqGh&index=8>



Alan Block



Craig Leweck



Kimball Livingston



Dave Reed

GM Notes – CL: Grow sailing by having boats positioned with flags flying for the public to see driving by. The sport is being driven by the top 10 racers and not serving the bottom 90%. DR: Take a friend or acquaintance sailing. AB: Diversity is needed to grow. KL: Media matters, even the America's Cup gets plain non-sailing folks talking to you about sailing. AB: Your club needs a public relations person with strong connections with the media, invite them sailing, the media is begging for stories. CL: public relations includes sponsorship fulfillment, when using sponsors. KL: Make your public relations about people stories. AB: Facebook, Press Releases at a minimum, prefers everyone hire professional writers, photographers, videographers. DR: The audiences don't know our numbers – 30 boats, 150 boats is a meaningless number, make sure the stories are about people which is what readers relate to. AB: High end public relations is done where each media outlet gets a different version of the press release. KL: Richmond Yacht Club has a sail a small boat day, inviting the public for a sail. Then they did a round-robin of "What if you were king?" That didn't provide anything worth me typing up. I can go to a bar for all the endless opinions I need.

GM Conclusion – Public relations is a good thing for all clubs. We need to let the public know of the good contributions we are making to their town and their lives. LMSRF will be launching "Teaching Publicity" to our Lake Michigan yacht clubs soon. This document will make it easy to do public relations. The hardest part will be to find a volunteer at your club to sit down and write!

AFRICAN AMERICAN SAILORS IN CHICAGO – REALLY? REALLY.

by Glenn McCarthy



Paul Thompson and his crew aboard *Mise en Place* out of Jackson Park harbor. Photo by Robert Bassett.

Long ago there were jokes made about the shortest books written - *Italian War Heroes*, *Amelia Earhardt's Guide to the Pacific*, *The Amish Phone Directory*, and ... *African Americans I Have Met While Boating*. But for boating, times are a changing. Diversity is here and looking for more sailors to join in the fun.

Within the boating industry, there is a lot of effort going on to introduce boating to all segments of society and get everyone involved in the fabric of boating. There is this great concern that there just isn't diversity in boating today. And not unwarranted. While there is a long way to go, there have been great strides with African American boaters in the Chicago region. However it seems like it is off the radar and not publicized. Hopefully this is a surprise to you.

Read on: <http://www.chicagonow.com/sail-lake-michigan/2014/02/african-american-sailors-in-chicago-really-really/>.

CLIMBING THE MACKINAC BRIDGE

We sail under it, but what is it like up top? Elevator up!

<http://www.youtube.com/watch?v=nhk9MLdQmII>

WALK ACROSS THE MACKINAC BRIDGE

Of course if you would like to walk across the bridge, you need to show up in St. Ignace, Michigan, on Labor Day, this year, that's September 1, 2014. The bridge walk starts at St. Ignace and you walk to Mackinaw City (free). A bus will drive you back to St. Ignace for \$5. The four mile walk takes about two hours and there are no porta-potties on the Bridge. You start walking between 7 – 11 am, Eastern Time. Something for the bucket list?

<http://www.mackinacbridge.org/annual-bridge-walk-7/>



A SHORT HISTORY OF C&C YACHTS FOUNDERS

George Cuthbertson and George Cassian (Big George and Little George) founded the original C&C Yachts. George Cuthbertson provided the following interview with Dan Spur in *Professional Boat Builder Magazine*. Cuthbertson gives shout outs to Chicago between Venadis, Jimmy McHugh (*Inferno*), and Bill West. Read on - <http://www.proboat.com/a-visit-with-george-cuthbertson.html>



SAILING DEMANDS EQUAL TIME ON TV, RADIO, NEWSPRINT AND INTERNET

by Glenn McCarthy

I have no interest in professional sports and for the first time in my life I watched the National Football League's Super Bowl football game this year. During the Super Bore, I couldn't stop thinking about these for-profit business people who own these professional teams. Local and state governments give them money to build their office buildings (stadiums). Then the amount of free advertising they get on each radio news station, TV news station, magazines, newspapers and internet is purely unbelievable. Tell me, whose business wouldn't make money with all of that free publicity?



Why doesn't the media rally around Taco Stands? Or Dry Cleaners? Or Insurance Offices? They are for-profit business people, too. Sailing needs to demand equal time as a sport. Sailing needs to be promoted to the same degree as NFL football. Sailing needs to be on every newscast, in every newspaper, on every internet news web page, on TV, on Radio, and any other media and glorified each year.

Many experts say that the few moments of media cover from the 2013 America's Cup has caused a blip of interest in sailing by the general public. The last America's Cup in 2010 didn't have hardly any media support due to the last minute

finagling of the organizer. It could be three years before another America's Cup blip of media hits sailing. We need it annually like the owners of the NFL enjoy.

NEW CHICAGO HARBOR SAFETY COMMITTEE

Members of Coast Guard Sector Lake Michigan and Coast Guard Marine Safety Unit Chicago hosted the inaugural meeting of the Chicago Harbor Safety Committee at Navy Pier July 15, 2013.

Capt. Matthew Sibley, commander of Coast Guard Sector Lake Michigan and captain of the port, and Cmdr. Jason Neubauer, commanding officer of Coast Guard Marine Safety Unit Chicago, welcomed more than 50 representatives from Chicago's marine community.



The CHSC is comprised of organizations and waterway users within the Chicago marine community and will serve as a link between marine stakeholders who have mutual interests in the use of navigable waterways, including the Chicago River and areas of Lake Michigan within a 3-mile radius of Chicago Harbor Locks.

The CHSC is the result of recommendation of the Ports and Waterways Safety Assessment, which was conducted in March 2012 to identify major waterway safety hazards, estimate risk levels, evaluate potential mitigation measures, and set the stage for implementation of selected measures to further reduce risks in the Port of Chicago. The CHSC establishment is a primary recommendation of the Ports and Waterways Safety Assessment. While an "interim board" was put in place in July 2013, recently an "elected board" took over.

The Chicago Ports and Waterways Assessment Report
http://www.navcen.uscg.gov/pdf/pawsa/WorkshopReports/Chicago_PAWSA_Workshop_Report.pdf

More photos available at the Coast Guard News Flickr Page.
<http://www.flickr.com/photos/coastguardnews/9294740905/>.

CHARTER BOAT SOUGHT FOR 2014 CHICAGO-MACKINAC

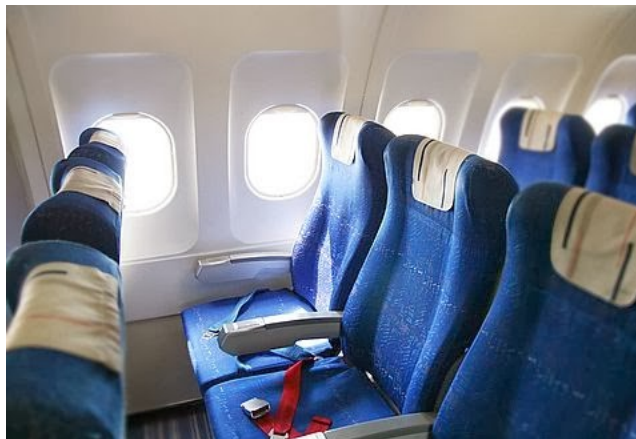
A San Francisco, California based racer (ex-Chicagoan) wants to race to Mackinac in 2014. He's owned a C&C 34, Express 37, races 40-50 races a year, has raced to Hawaii on his Express 37 and a Santa Cruz 50. He is looking for a boat to charter for this year's Chicago-Mackinac race. Do you have a boat to charter? Contact Glenn McCarthy (glennmccarthy@yahoo.com), and he will put you in contact with this sailor.

A FUNNY THING HAPPENED ON THE WAY TO THE FORUM

Changing the Dynamic-My Impression of the Inaugural US Sailing Leadership Forum

by Lou Sandoval , Co-Owner/Co-Founder Karma Yacht Sales

"If you change the way you look at things, the things you look at change." --Unknown



I'm a huge believer that nothing happens to us and people don't come into our lives that aren't intended to provoke a situational awareness and produce an intentional break in our way of being and thinking. I had one of those experiences en route to the inaugural US Sailing Leadership Forum (<http://sailingleadership.org>) in San Diego, California, February 6-9, 2014.

In what started as a day that saw six inches of snow dumped on my hometown of Chicago, Illinois, and a hustle just to get to the airport, I was pleasantly surprised when I had a gentleman with a sailcloth folio take up the seat next to me. "Are you a sailor?" I asked, "Are you going to the Forum?"

"I am," he responded on both accounts. That dovetailed into an exchange of ideas that lasted almost one half of the four hour flight to the West Coast. My "seat neighbor" was Jim Spiegel, the Executive Director for the St. Joseph Junior Foundation in St. Joseph, Michigan. Like most sailors, we shared a passion for the sport and a genuine interest in making sure that generations beyond ours continued to enjoy it.



Lou Sandoval.

Our conversation covered everything from our start in the sport to the state of the sport and our vision for how we might change the dynamic. I learned a bunch from my new found friend, his perspective and the great passion that he has for sharing sailing with youth that might not otherwise have a chance to get out on the water. He shared the challenges that he is up against and we shared ideas on how he might approach those challenges.

Looking back at the week, it truly set the tone for what US Sailing was looking to accomplish with the forum: collaboration. In looking at the age of the attendees and the number of women that attended the conference, it renewed my hopes that the sport is not going away easy. It takes these moments of sharing ideas for us all to get the successes that have worked in other parts of the country. In the opening session, keynote speaker Gary Jobson charged each attendee to come away with five new things.

For me, personally, I would categorize my 'Top Five' take-away as follows:

1. **KEEP SAILING SIMPLE:** As Sailors, we have a tendency to drink too much of the proverbial 'Kool-Aid.' Because we are passionate about the sport we expect everyone to see things through our 'passion point.' This isn't always the case. In attracting a broader audience we need to understand that someone

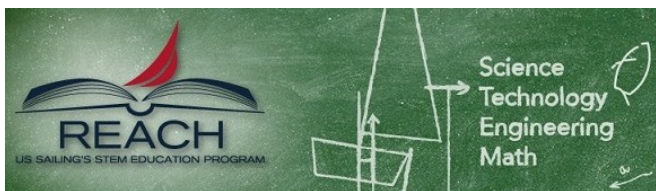
with no sailing background is lost in the technical jargon that we so easily use to describe the sport. This key observation came when my fellow presenter Jason Thompson stated that he found it ironic that the video that we showed of the 2013 America's Cup campaign looked interesting--but because he had no background in the sport--many of the 'isms' were lost on him. In this same category comes the fact that we focus way too much on sailboat racing. You have to walk before you run and often there is a huge push to race before we truly get why sailing is special. Things change on the water getting people to "get" the lifestyle is important before we start complicating things with a whole new range of terminology and 'rules.'

2. Control our own Narrative: I'm cheating a bit on this, but this has been a pet peeve of mine for some time. If you open any sail publication you will see a focus on the uber expensive and 'out of reach' boats. The "ooh-ahh" factor is "full on" and in play. What this portrayal does is further the narrative that sailing is exclusive, expensive and for the "select few." How many times have you opened a business publication and seen a financial services ad with an old retired couple sailing into the sunset? It furthers the thought that sailing is so expensive that you can only do it when: A) you have a retired person's schedule and B) accumulated wealth. Nowhere is there a discussion of the "spectrum of participation" (more on that later). We--the participants of the sport--need to be the ambassadors that talk about the lifestyle in simple terms. Share the fact that sailing is sensory stimulation that you can feel (wind in your hair; warm sun on your face), hear (turbulence of the water), and see (all the great scenery there is to see of the land from the water). It truly is one of life's greatest experiences and in a way a very therapeutic one where you forget whichever stressor you might be undergoing in your "on land" life.



3. STEM is the Way: I've been preaching this in my circles for some time. I have to say that the sexagenarian and septuagenarians of the world *don't* get this. The terrain in our country has changed from production based economy to a consumption based economy. I read once that American school kids rank in the bottom fifth of industrialized nations. We currently import foreign talent in allied health sciences and computer technology because not enough of our own children take up the science disciplines as a course of study. A "sailboat" is the world's best science "wet lab." As a science geek myself, I get this and personally it pains me that many don't understand that utilizing programs such as US Sailing's REACH Program or the curriculum established by the National Sailing Hall of Fame Consortium (NHSOF). If community sailing centers are able to engage the application of STEM education and partner with public school systems, they will make sailing relevant again. The sailing part can augment a STEM-based after-school program and be the laboratory that provides the practical application of geometry, calculus, applied physics, biology ... The list is endless. One reason kids struggle with Math and Science is that they don't see the relevance to their daily lives. If we use sailing and being on the

water as the way to personalize Math and Science, what might be otherwise 'boring' subjects in classrooms become real. The subjects become relevant and sailing does also! It also allows us to take sailing to a whole new generation of sailors of diverse backgrounds that we aren't serving today.



4. Diversity--"What we look like today is not what we will look like tomorrow:" As someone who never, ever thought he would end up on a sailboat, much less owning a company in the boating industry, this is very near and dear. Add to this that I have two daughters and I harbor hope that the world they grow up in will be vastly different than the one that I did is my driving force. I can revisit the statistics, but I think the picture is clear. For sailing (and boating in general) to stay alive, it is imperative that today's participants make the sport as inclusive as possible. The 'low hanging fruit' is at minimum meeting the statistical numbers on gender. More women active in sailing is good for the sport both now and in the future. Fast forward fifteen years ... the girls in sailing programs or going on family sailing excursions today will someday have families. There is a greater chance that sailing will be a part of their

stable of activities if they are engaged in the sport today. Short-term benefits and long-term benefits abound in this strategy, but it takes everyone promoting this. Extending the reach of the sport to ethnic groups that might not be predominant in the sport today is also very healthy for sailing.



Some Royal birthday party. Photo courtesy: blog.royalyachtbritannia.co.uk.

Trust me; I've seen the ugly side where participants want to keep sailing as exclusive as they can for the privileged few. I'm realistic enough to understand that this group may be around but it is slowly becoming the minority itself. Nature has a way of leveling these things, you know. I'm confident after seeing the participants at the Forum that the future of sailing is bright and inside of the stodgy old "network" a new era of leadership is emerging--one that is younger and vastly different than those that came before them. This group will stand on their shoulders as they stood on the

shoulders of those that came before them. Again--it will take every participant in sailing becoming Ambassadors for this cause by simply asking someone new out to sail. Share your passion.

5. Sailing Participation is a Spectrum: In some segments of the industry there is a zero-sum mentality that prevails. Charter & fractional-ownership sailing companies mystify the cost of participation at the expense of the sport. New boat sales compound the brokerage market in hopes of deferring used boat sales and redirecting towards new boat sales. What many of these groups have in common is that they operate out of scarcity and a dwindling market. They seek to carve up the "pie" vs. baking more pies. In order for sailing to grow (and boating, too) they have to look at the market as a "Delicate ecosystem" in the words of National Marine Manufacturers Association President Thom Dammrich. The spectrum of participation is much like that of home ownership. There are apartments that people can rent, or condos that they can buy until they are ready for the "home." It's all dependent on what phase of the cycle they are in; how spontaneous they want to be (on a scheduled number of days or free to go when you can) or their time and availability. This spectrum has a place for everyone and at every price range for different budgets. The thing to remember about sailing is that you don't need to own a boat to participate. It is in participating that you learn to love it and that may lead to becoming a greater stakeholder. This mission is a responsibility of everyone in the 'ecosystem'--yacht clubs, outfitters, brokers, sailing centers, charter operators, fractional lease companies. Everyone needs to strive for new participants to achieve a quality experience at all levels.



At the end of it all it is important to move the sailing community past the awareness phase and into a phase of acting on our new knowledge. So the follow-up to this Forum and action items will be the most critical steps. I have my list, as I'm sure many attendees have theirs. It will be important for each participant to take their list to the local level and get busy. I'll do my part.

If you didn't make it this year, put the next Sailing Leadership Forum on your calendar. I challenge you to become part of what sailing is yet to become.

To learn more about the "Forum" visit: <http://sailingleadership.org/>. Resources: [REACH Program](#); [National Sailing Hall of Fame-STEM](#); www.ussailing.org.

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UW-WHITEWATER STUDENTS INVITE YOU TO PARTICIPATE IN SURVEY

by Jack Westfall

This is a invitation to participate in a survey about an innovative new personal boating product. All responses are anonymous and no personal data is collected. My daughter, an instructor for Sheboygan Youth Sailing Club, and is part of this student organization. Thanks in advance for any help you can provide.

Students at the University of Wisconsin-Whitewater are conducting a student project to determine the potential interest in an innovative new personal watercraft product. Please take the short 10 minute survey about jet skis that can be found at this link:

https://www.surveymonkey.com/s/Sailing_JetSkiSurvey.

Please forward this to others you know who participate in water sports to help the students with their class project.

HAVE BOAT WILL TRAVEL ... ESCAPE MIDWEST WINTER!

by Michael Hettel

As I write this, NOAA states 85%+/- of the Great Lakes are ice covered. The Midwest has seen several winter storms delivering near record amounts of snowfall last seen in the winter of '78-'79. We're certainly growing weary hearing about the Polar Vortex and the extreme cold temperatures it delivers. As I look out the window in Chicago towards Lake Michigan, I see North Avenue Beach and Lincoln Park are ice and snow covered.

It's time to head south for some winter warm water sailing/racing!

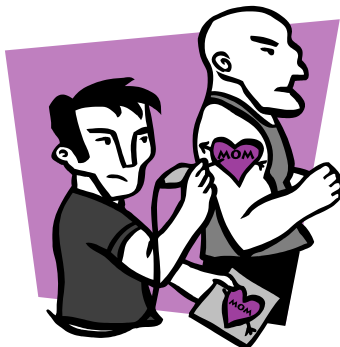
While relatively easily achieved, it does require some advance planning to get the most out of the experience as well as the efforts and resources expended. In other words, one is not likely to race anywhere warm yet this winter unless he or she already planned to do so. Start your planning now for next winter and you'll be well positioned to escape the harsh weather for a few weeks of warm water racing. In this article I share content on planning, preparation, and experiences as a guide, in sections on boat, crew, events/regattas, transportation, accommodations, boat & vehicle storage, expenses, & expectations management. Add your own experience and goals and before you know it you'll be on the starting line down south.

Key West 'Shenanigans' (Sailing & Non Sailing Types) - the tag line from Key West tourism officials is "Close To Perfect. Far From Normal," which is apropos considering the perfect racing, venue and officiating; the great bars and restaurants; nice race headquarters, and the marine mammals on the race course--dolphins and hammerhead shark (at least one crew claimed to have seen one but considering his prior evening 'adventures' maybe his vision was still a bit blurred?). As to the Far From Normal element and while protecting the (mostly) innocent, Key West offers several 'entertainment' options. We



pressed our three day driving delivery from the arctic Midwest to get to Truman Annex in Key West, where we left the boat prior to possible gate closing time, arriving a day ahead of schedule. We felt we deserved a night on the town.

The night extended well into to the wee hours of morning and my delivery buddy felt he needed a couple of tattoos to make him feel at home on the Key West scene. Fair enough, except that the tats were applied by the artist smack dab on Duval Street just one block from infamous Sloppy Joes, with a steady procession of passersby watching the process. For the remainder of the week that crew member repeatedly ran into folks that saw him getting his tats ... not that our crew member recalls much of that. As if the tats (I've got pictures I'll share only on the docks and/or at the club bar this summer) weren't enough, upon hearing from the tat artist that the 4th floor of the building behind the tat artist's shop was an interesting bar where many tats could be seen, my sailing buddy insisted going. To our surprise this was a 4th floor balcony, clothing optional, bar/dance club ... I'm still having trouble purging that scene from my mind. Like the Key West tag line says 'Far From Normal.' Perhaps our fate was sealed when earlier in the evening after dinner we engaged in a dockside competition where after rapidly consuming a shot of Mount Gay Rum sliding down a shot luge (a channel in a 3 foot block of ice) and chugging a beer, we were timed to see how fast we could tie a bowline and throw it onto an elevated dock cleat?



On the sailing front there were several highlights, some better than others, but all part and parcel with five days of racing. Understanding the tide tables with time of ebb and flow and the impact of current in the shipping channel and elsewhere on the race course can impact your results considerably ... both advantageously as well as disadvantageously. As our first regatta on our new J/70 and still learning the boat, it was a feather in our collective caps to have come out ahead in a couple of races against an east coast team with prior America's Cup sailors on board! To provide a thorough picture of the racing and our results, we also finished one race in the midst of a 30 knot squall line while broached and slid across the line a bit sideways.

Is it worth it to go south and would we do it again? Without a doubt, yes! Our sailing group will be in Florida a few more times yet this winter and again next. What efforts are needed to go south for the winter with your boat? Read on...

Boat - as in what boat? For our group of friends that have raced together on several different boats for the last 14 years we considered a few options. Initially in 2008, we planned to take my J/105 to Key West. While it resides on a great trailer during Midwest winters, the approximately 170 mile trip at spring launch and winter lay-up convinced me not to tow her south ... She is too big, too many permitting requirements (11 foot beam), limited times to traverse Overseas Highway in the Florida Keys, need for a more capable tow vehicle, etc., so that idea was shelved. Next we considered a two person partnership to purchase a cost effective PHRF racer in the 30 foot range, but the post 2008 financial crisis put that idea on hold. As many of us are Star boat sailors and accustomed with travelling to regattas where boats are rigged and de-rigged for each event, when the J/70 was announced it met several key requirements: easily towed; easily rigged and de-rigged; takes a small crew of four; and one design racing, eliminating handicapping. The two person partnership option became a reality at Strictly Sail 2013 when we ordered the J/70 for pick up at the Rhode Island factory after the end of the Lake Michigan season. Advice offered: there is an optimal boat and an optimal time frame.



Crew - as in who will be the crew on the boat? One of the most key considerations for our group was availability to commit to the planned events well in advance. In other words, designating members from our pool of 10-12 sailors who were in a position to make a commitment for events in January, February, March, and April of 2014 during the summer of 2013. Another consideration was expense management and there are as many approaches as there are



programs. What worked for our group was simply all direct boat costs (purchase; equipping; transporting; event registration) are owner costs. Personal travel costs of a winter program were for each individual and accommodation costs were agreed to be equally shared by all on the boat. Advice offered: openly discuss and dialogue with all potentially involved the thoughts on expense management of a winter program giving all the opportunity for input and discussion.

Events - as in what events will be sailed? Since the initial discussion back in 2008, Key West Race Week (KWRW) was a must do. Charleston Race Week in early April was also on the list as the last winter event before preparing for Lake Michigan racing. Looking at events in between to fill these two bookend events and having done the National Offshore One-Design Regatta (NOOD) at Chicago Yacht Club for several years, we added that event to the program. Some of the Star boat sailors in our group have done Bacardi Miami Sailing Week and know that regatta and the host club, Coral Reef Yacht Club, so that became the fourth event. Basically, we planned for one event each month of January, February, March, and April, as this was workable from family and work perspectives. As logistics unfolded, it became apparent finding storage for the boat/trailer and tow vehicle in between events was developing in to a key consideration. Concurrently, the J/70 class was rapidly building and a new event came on the scene, the Quantum Winter Series at Davis Island Yacht Club (DIYC) in Tampa, Florida. In addition to a large J/70 fleet signing up for the three weekend series (January 10-12, February 7-9, and Mar 28-30), DIYC offered reasonable boat/trailer storage early January through the end of March. These two factors drove our change to add the Quantum Series in lieu of the St. Petersburg NOOD and Bacardi Miami Race Week. ondo



Registration for each event is similar to events we all register for on Lake Michigan, including crew waivers, payment, insurance verification, ISAF declaration, etc. The only other registration aspects occurred at KWRW where we had to weigh the boat per class rules and had the option of daily crane launch or daily trailer ramp launch. We chose trailer ramp launch and will do so again next year as it was easy, convenient, and made for easy wash down of boat/trailer, sails, and personal gear to rid them of salt water. Boat weighing by the class was very efficient with appointments scheduled every 15 minutes. Advice offered: be prepared to adjust your event planning based on multiple factors.

Transportation - as in how to get the boat to all events and back home? Here two criteria are key: folks with time to move the boat and an easily transportable boat. Members of our sailing group vary in that some are small business owners, some self employed, some in corporate positions, some have pulled the plug early from corporate roles, etc. Two with the most disposable time left the cold & dreary Midwest winter mid-January for Key West, moved the boat post-KWRW to DIYC, will move it to Charleston, South Carolina, and home to Lake Michigan in March & April.

Having an easily towable boat made for an easy journey. The other option is to hire professional movers, however this is rapidly becomes very expensive, plus you miss the opportunity for a road trip or three. Booking flights in between each event well in advance ensures minimizing airfare costs as well as coordinating trips to/from events to airports. Our group chose to leave the tow vehicle down south for the four months January-April, thereby becoming a storage option for boat gear as well as personal sailing gear, making possible flights with only a small carry on bag. Advice offered: allow extra time in case of challenges en route. If there are no problems, the transport team will have an enjoyable trip and have time for a side trip or two.

Accommodations - as in where will you stay while at each event? There are literally several options: hotels; condo/townhouse rentals; camping; boats at clubs; etc. For KWRW our primary goal was to be close to the boat so as not have to drive every day, and the tow vehicle remained with the boat for daily launching. Given KWRW is five days of racing and a day on each end to rig and de-rig the boat, renting a small condo/townhouse was the most cost effective. There are a handful of sites to employ to



secure housing. VRBO (Vacation Rental By Owner) was the web site through which we contracted housing, but we used others in our search process. VRBO simply had units available closest to where we kept the boat. At the Quantum Winter Series at DIYC we were in town only three nights so hotels were the primary path, until learning DIYC offered regatta participants housing at members' homes and/or



boats at the club. (Readers who routinely race one design will attest this is the norm in one design classes.) We were fortunate as all four of our crew secured housing on a member's boat just steps from the club on the dock, making for easy logistics, no driving after racing and event celebrations each day, and restful nights to be fresh for next day of racing. At Charleston Race Week we've decided to stay at the event host hotel, as here again it will make for great logistics and no driving after racing and celebratory events. Advice offered: negotiating rates on sites for rental condos/townhouses is accepted. In our case we arrived Key West Race Week one day early and gained access to the

condo at a very small additional cost. When registering for events at club venues, simply ask the contact person if housing is available. Last bit of key advice: when racing on salt water, laundry facilities are very important. We washed our race gear every evening at the rental condo so as not to start the day with salt encrusted gear.

Boat & Vehicle Storage - as in where will both be stored in between events? Had DIYC not offered boat/trailer storage, our primary path was mini storage facilities near the airports the crew travelled in and out of. As it turned out, that option was needed solely for the tow vehicle given the boat/trailer is at DIYC. These facilities are cost effective as our Suburban is inside a you-lock-it single-stall garage, very close to the Tampa airport for less than \$75/month, with no contract required. Advice offered: research storage options at each city needed well before departing with the boat from the Midwest.

Expense Management - as in who will bear what expenses and what will budgeted amounts be? As mentioned above there are as many approaches as there are programs. Advice offered: determine what works for you and your team via engaging all in open dialogue and discussion.



Realistic Expectations - whether in terms of performance on the course at each event, or other aspects of a winter program, all involved should realistically set their and the groups' expectations. Whether being on the line with 60+ boats as was the case at KWRW; recognizing you're racing against ISAF Group 3 individuals as well as others who've done the event tens of times that you're at for the first time; or sorting out a new boat for the first time as was our case, being realistic in your expectations will ensure the best outcome for everyone. As we say on the boats we race, "We're doing this to enjoy ourselves and have fun!"

In closing, venture out there and see what other racing fun can be had ... See ya on the water!

YOU CAN RACE IN THE INTERNATIONAL YACHT CLUB CHALLENGE

by Loren Thompson

Exchange your hot cocoa and sweaters for a fruity umbrella drink and swim suit! Gather a group of friends (only one person needs to be from the participating yacht club) to charter a boat from Sunsail on Tortola, British Virgin Islands. You then enter in the bareboat class for the BVI Spring Regatta and identify yourselves as being part of the International Yacht Club Challenge. Racing occurs from April 4-6, 2014, with the award ceremony as the grand finale on the evening of April 6th. Every evening is filled with live entertainment and plenty of food vendors in the regatta village on the beach at Nanny Cay Marina.

The winner of the IYCC wins a free week charter from Sunsail. If you want to extend the fun, you might choose to



charter for a full week and enter the Sailing Festival which takes place from March 31st-April 3rd. During these days there are fun races that can be used as practice for the regatta.

For more information, visit their website at www.bvispringregatta.org or email anne@bvispringregatta.org.

YAHOO!GROUPS CHANGED BY YAHOO, UPDATED LMSRF INSTRUCTIONS

by Gail M. Turluck

Yahoo! recently changed the structure of its Yahoo!Group software. Its appearance is quite different, while all the features are still there. A new "ribbon" contains most of the navigation tools, right below the sailboat photo. If you are registered to the web page, your username and password will continue to work just fine. You will want to take a few minutes and refamiliarize yourself with how the page is laid out today.



If you have not been registered before, a complete description of how the internet-based system works and how to sign up is available through the LMSRF web site by visiting www.lmsrf.org>going racing>crew hotline: <http://lmsrf.org/lmsrf/index.php/going-racing/crew-hotline>.

The Lake Michigan Sail Racing Federation Yahoo!Group was set up to foster interest and participation in the sport in the Lake Michigan area, by providing a boat/crew database, a calendar of events, interesting links, as well as a discussion area for anyone to use. LMSRF established its Yahoo!Group in February 2001. It is free and safe to use. It is monitored to ensure posted content is appropriate to our organization and its members. The LMSRF Yahoo!Group page is at: <http://groups.yahoo.com/group/LMSRF>.

REGISTER NOW ON THE LMSRF SKIPPER/CREW HOTLINE

by Gail M. Turluck

Owners looking for crew and crew looking to find a boat to race on can register now for the 2014 season on the LMSRF Crew Hotline. First, you need to be registered for the Yahoo!Group. Then just follow the instructions on the LMSRF web page to get to the Database <http://lmsrf.org/lmsrf/index.php/going-racing/crew-hotline>.



> Database - This is LMSRF's CREW HOTLINE!

Click on Database to access LMSRF's crew and skipper HOTLINE.

BOAT database by LMSRF Area; skippers may advertise their crew openings.

CREW database by LMSRF Area; crews may advertise their availability to sail.

For direct access to Crew and Boat lists, click on the Area you are affiliated in. You may register in any or all Areas. These databases are purged December 31 annually.

For your protection: This facility has been made as open as possible to promote usage. If there are any complaints, we can shut out non-members to certain parts of the site (e.g., Files). Any inappropriate postings or misuse will not be tolerated and will result in the user being banned and the messages, etc., being deleted. We don't anticipate having to exercise this, but want to state it for the comfort of legitimate users.

INSHORE ONE-DESIGN FLEETS – YOU OUGHT TO BE LISTED HERE!

LMSRF's Yahoo!Group has a Link set up specifically for fleets. We invite your fleet to add a listing to help others learn about your sailing and racing in the Lake Michigan area. It's easy to do and will only take a couple minutes. Follow the instructions above to get signed into the Yahoo!Group, go to Links, and then add your Fleet.



We also recommend that Fleets make a note in their Fleet Captain's handbook so that at the end of every year a representative revisits the fleet listing in the Yahoo!Group and updates it. Let the Lake Michigan sailing world know your fleet exists!!

https://groups.yahoo.com/neo/groups/LMSRF/links/all/Boat_Classes_000989421449

SARAI'S PASSAGE TO NEW YORK CITY

by Susan Herer

Author preface--The Skipper called to say that the *Sarai* article was "plain-vanilla. Can't we jazz it up?" How? We didn't participate in a rescue at sea. No one fell overboard. No one was injured. No one died. We didn't run into a storm. It was a testament to great planning, preparation and attention to detail. Or, was it just luck? Someone once told me that "You make your own luck. The better you plan and prepare, the luckier you get." Maybe it was my toast to the Greek Gods the evening before we left for New York City that blessed *Sarai* with a smooth delivery. But, I'll let the reader decide ...

When *Sarai's* owners Paul and Kathrin Davis, of New York, New York, decided to welcome on board a delivery crew for a non-stop passage up the east coast from Florida to New York City, they asked Lou Carretero to help them with the passage planning and preparation for their Southerly 57 RS, *Sarai*. Carretero would be responsible for the safety of the crew and *Sarai*. As a mechanical designer, North U lecturer and onboard coach for over twenty years, and a senior instructor/lecturer for Offshore Sailing School for the last forty years, he brought along all of his skills, experience, and great sense of humor. Carretero handpicked a team of four captains, including himself and one of *Sarai's* owners, Kathy Davis, sailor and gourmet chef with a wide range of talents. Rounding out the crew were Paul Herer and Susan Herer out of Waukegan, Illinois, cruisers and primarily doublehanded racers with over 40 years of experience on Lake Michigan, the Atlantic, Pacific and Mediterranean oceans. It would prove to be a perfect blend of personalities and skills for a safe, yet fast passage in less than five days, over 945 nautical miles, averaging 8.3 knots.

The romantic and serene concepts of sailboats on the water can become a reality, but sailing, especially sailing an ocean passage, is most often about preparation, problem-solving, and avoiding dangerous situations. These ideas became central to *Sarai's* daily program before and during her passage.

Although his business schedule prevented him from joining the crew during the passage to New York, owner Paul Davis was essential in the pre-voyage planning from scheduling travel plans for crew members to equipping *Sarai* with indispensable gear, programming all the electronics aboard and teaching everyone how *Sarai's* systems functioned, including writing "how-to" notes.

Kathy Davis' menu was planned with the mastery of a professional. Each crewmember had input for food preferences and known allergies. Allowing for thirty percent more food supplies than the expected time for the passage in case of a bad-weather delay along the route, she checked her vast collection of recipes, listed ingredients, shopped, pre-cooked, vacuum-sealed and froze what was possible, and organized the galley.

Davis' tip: Use wraps rather than bread slices, they take up less room in the freezer.

Breakfasts: Cereal (Cheerios or Shredded Wheat), Egg & Sausage Biscuit, Pumpkin Bread, Apple Bread, Yogurt & Granola

Drinks: Water, Sparkling Ice, Ginger Ale

Lunches: Grilled Vegetable Wraps with (optional) Hummus, Roast Turkey Wraps with (optional) Cranberry Sauce, Ham Wraps with (optional) Swiss cheese, Curried Chicken Salad with Grapes, Couscous Salad with Dried Cherries, Red Cabbage Salad with Apples

Snacks: Apples, Grapes, Potato Chips, Pretzels, Chex Mix, Granola Bars-with and without nuts

Dinners: Baked Eggplant Caprese, Mini Turkey Meat Loafs and Hash Browns, Sausage and Pepper Rolls, Baked Polenta with Fresh Tomato Sauce, Grilled Chicken Legs with Spanish Rice, Tuna Burgers on Potato Rolls with Potato Chips, Jamaican Empanadas with Fruit Salad, Orecchiette Sausage and Broccoli Rabe, Baked Ziti, Deconstructed Fish (Mahi Mahi) Tacos, Chicken Stir Fry over Jasmine Rice, Falafel, Pita with Israeli Salad, Quiche with Asparagus and Gruyere, Spaghetti with Tomato and Basil Sauce.

Lou Carretero's navigation preparation for this non-stop passage included a planned route with waypoints placed on the nautical charts and electronic charts at every one degree of latitude (every sixty nautical miles) and longitudes placed in the center of the Gulf Stream, the warm and swift Atlantic Ocean current. Gulf Stream thermal imaging was taken from PassageWeather.com and with each change of watch, water temperature readings were monitored for changes. The temperatures within the Gulf Stream were 80 to 81 degrees Fahrenheit. When sailing out of the Gulf Stream on Thursday evening, May 30, 2013, just

southeast of Ocean City, Maryland and sixty miles offshore, the water temperatures quickly dove into the sixties and continued into the fifties.

Before leaving the dock at Palm Harbor Marina in West Palm Beach, Florida, the emergency go-bags, also known as ditch-bags, were packed in case there was a need to abandon ship for the life raft due to the vessel sinking or an uncontrollable fire on board. The primary and secondary go-bags were nearly duplicates, just in case only one bag was able to be placed into the life raft. They contained the usual, necessary, and recommended survival gear for an offshore life raft including signaling equipment, waterproof VHF radio, flashlights, extra batteries, a hand-pumped fresh water maker, water supplies, medical kits, sunscreen, survival foods, and fishing gear. Each member added any personal items such as extra eyeglasses/sunglasses and prescription medications. Kathy added a tube of Vaseline jelly to each bag to be used to prevent salt-sores, should the unthinkable happen. Each go-bag was capable of supporting all four crewmembers for five days. With both primary and secondary and a third ditch-bag with extra water and other extra supplies, all four crewmembers could survive for perhaps two weeks in the life raft if *Sarai* was not able to complete her passage safely.



With the mechanical systems and rigging professionally checked, repairs made, fuel and water tanks filled, and a good weather and tide window, *Sarai* left the dock and passed under the Flagler Memorial Bridge in West Palm Beach, Florida at 1845 hours on Sunday, the 26th of May 2013, bound for New York City. The first evening, the wind was Northeast by East at 10 to 15 knots and the waves were "right on our nose." At daybreak, the wind went East by Southeast with favorable current and waves. Off the South Carolina coast on the Tuesday, the 28th of May, 342 nautical miles into the passage at 48 hours, *Sarai* was 155 nautical miles out into the Atlantic. By Wednesday, at approximately 35 degrees North latitude between Cape Lookout and Cape Hatteras, the wind had turned South by Southwest and for the rest of the trip, *Sarai* enjoyed a high pressure system, clear skies, no storms predicted, seven to fifteen knot winds, and a favorable three to four knot Gulf Stream current pushing us North towards home. Various combinations of engine, mainsail, genoa, blade jib, or spinnaker were used to maintain speed on the planned route. The weather was so cooperative, that *Sarai* was able to shorten her passage by fifty nautical miles. Carretero had planned to stay fifty nautical miles off Cape Hatteras in deeper water to avoid dangerous currents, winds, and weather changes that can develop on this notorious cape, but *Sarai* was able to get within thirty nautical miles on this beautiful Wednesday at 35 degrees North latitude. And the route shortening continued wherever possible to sail the hypotenuse of the triangle from *Sarai's* charted route.

At start: 26 degrees 43 minutes North latitude, 80 degrees 3 minutes West longitude
 At 24 hours: 29 degrees 48 minutes North latitude, 79 degrees 20 minutes West longitude
 At 48 hours: 31 degrees 55 minutes North latitude, 77 degrees 23 minutes West longitude
 At 72 hours: 34 degrees 54 minutes North latitude, 74 degrees 53 minutes West longitude
 At 96 hours: 38 degrees 04 minutes North latitude, 74 degrees 02 minutes West longitude
 At 118 hours 40 degrees 42.5 minutes North latitude, 74 degrees 02 minutes West longitude

Both beautiful and entertaining, the native wildlife of the Gulf Stream came to visit *Sarai*. A very large pod of dolphins was spotted on *Sarai's* bow first morning at sea. With the classic arched-dives, they propelled about *Sarai* at her bow, at her sides, and under her hull to reappear on her other side. Considered a sign of good luck for the mariner, this was a great way to begin the voyage. Flying-fish were abundant, leaving skid-marks and scales on one of the backrest cushions near the helm station as gifts for *Sarai* to take home to New York.

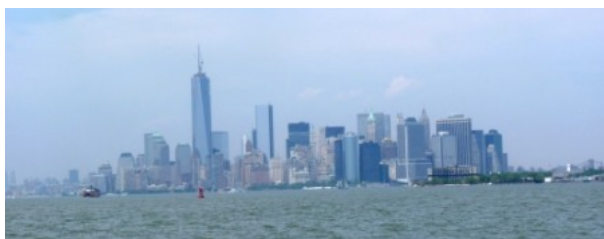
No garbage was dumped into the Atlantic Ocean. *Sarai's* inverter, which converts direct electrical current to alternating current allowed the galley's trash compactor to work while underway. It is a sanitary, space-saving, and an environment-saving solution to garbage disposal at sea. Recyclables were collected separately.

Each crewmember carried a sharp fold-a-way knife and small pliers in pockets. The PFDs (lifejackets) were Spinlock offshore models with water-pressure (hydrostatic) activated flotation. Attached were personal water-activated EPIRBs and quick-release tether lines which could be hooked to continuous jack lines running *Sarai's* deck on both port and starboard sides from bow to stern and cockpit jack lines from the hatch to the helm stations and between both helm stations. *Sarai* had her own water-activated EPIRB on the stern rail.

Davis' jack line tip: Give each jack line a slow twist from bow to stern so that one can hook on easily without the jack line sticking to the deck surface.

Headsets were very useful aboard *Sarai* and are important on a large sailboat. They are more accurate than using hand signals, and there is no need to shout commands nor requests over boat, water, or wind sounds when coordinating foredeck and cockpit communication or for docking.

When *Sarai* parted from the Gulf Stream on Thursday, the 30th of May, the water temperature quickly decreased leaving a cold and humid chilling effect. Having warm clothing to layer became essential to keeping a proper watch. *Sarai's* canvas cockpit cover was rolled down to protect the crew on three of four sides, keeping the wind chill away from the cockpit area.



Entering New York Harbor



Sarai's Crew



Spinnaker sailing

Watches were busy for the one to two crew, changing every two to three hours. Understanding watch orders, sailplans, current weather conditions, upcoming hazards and ships in the area on the radar and AIS system or from a 360 degree visual check were required. Log entries were recorded at each change of watch.

Log Entries: *Sarai's* position with latitude and longitude, Average boat speed, speed over ground, Average wind speed, wind direction, Average course heading, course over ground, Weather conditions, Barometric readings, Engine temperature and oil pressure, Fuel consumption, engine RPM, Autopilot check, Sail changes, wind shifts, wind speed changes, Water temperature .

Two SPOTs, battery-powered satellite communicating devices, were attached to the stern rail. Like an EPIRB, SPOT is a location transducer that gives out a latitude/longitude position. It can send out a "breadcrumb" every ten minutes to pre-arranged e-mail contacts, and has the capability of sending pre-arranged e-mail messages that everything is O.K. or an S.O.S. (need help).

Sarai entered the New York Harbor area on Friday, May 31, 2013 towards the end of the incoming tide with a one to two knot current and three-eighths of her fuel supply and fifty percent of her fresh water supply in reserve. She was under engine power under the Verrazano Narrows Bridge, into the Hudson River passing Battery Park, where a young Alexander Hamilton was an artillery officer during the early stage of the American Revolution. *Sarai* passed the Statue of Liberty and Ellis Island, where so many

immigrants entered this country bringing their talents, culture and cuisine. Later serving in two world wars as Americans, they strengthened America.

Paul Davis was reunited with *Sarai* and her crew at the fuel dock in Liberty Landing Marina in Jersey City, and docked her in a temporary boat slip. Later, Paul and Kathy sailed *Sarai* to her final destination in Port Jefferson, New York.

Photographs courtesy of Paul Herer. Paul and Susan Herer presently sail their J/100 named Whaat's Up? on Lake Michigan. They have also sailed in the Caribbean and throughout the Greek Islands, and both hold USCG Master Mariners 50GT licenses with sail endorsements.

Feedback request—Lake Michigan's Susan Herer submitted this article for your reading enjoyment. Did you like it? Would you enjoy articles about trips like this in future issues? Send your comments to lmsrfadministration@lmsrf.org today.

2015 PAN AMERICAN GAMES TRIALS SCHEDULED FOR US SAILORS

The US Olympic Sailing Committee has released the list of selection events for the 2015 United States Pan American Games Team, which will compete at the Toronto 2015 Pan American Games. Events to be held are in the RS:X Men and Women, Sunfish, Laser, Laser Radial, Hobie 16, Lightning, Snipe, 49erFX, and J/24.



Any US sailor is eligible to compete at these Class' trials. See each Notice of Race as they become available for complete eligibility (<http://panamsailing.org/>).

Pending approval by the US Olympic Committee, the top eligible team at the following events will qualify for the Pan American Games if the US has qualified as a country in the Class. Country qualifying events are being conducted leading up to each of these Trials.

- RS:X Men: 2015 ISAF Sailing World Cup Miami (Miami, Florida, January 24-31, 2015)
- RS:X Women: 2015 ISAF Sailing World Cup Miami (Miami, Florida, January 24-31, 2015)
- Sunfish: 2015 Sunfish Mid-Winters (Melbourne, Florida, March 20-22, 2015)
- Laser: 2015 ISAF Sailing World Cup Miami (Miami, Florida, January 24-31, 2015)
- Laser Radial: 2015 ISAF Sailing World Cup Miami (Miami, Florida, January 24-31, 2015)
- Hobie 16: 2014 North Americans (Lewes, Delaware, September 22-26, 2014)
- Lightning: 2015 Winter Championships (St. Petersburg, Florida, March 12-15, 2015)
- Snipe: Pan American Games Trials (San Diego, California, October 11-13, 2014)
- 49er FX: 2015 ISAF Sailing World Cup Miami (Miami, Florida, January 24-31, 2015)
- J/24: Pan American Games Trials (Marion, Massachusetts August 15-17, 2014)*

*If the United States does not qualify for a J/24 berth at the 2014 J/24 North American Championships but does qualify as a country at a later qualifying event, then the Trials will be held in Tampa, Fla. February 27-March 1, 2015.

2014 CHIDITAROD RACE

A group of LMSRF Area III All Stars (self-proclaimed) have been running in this Shopping Cart Race for years. It is a fundraiser/fundraiser for the Chicago Food Depository. It is costumed beauty pageant, talent show, fundraiser and chaos generator all in one. Everything you need to know about the event can be found here - <http://www.chiditarod.org/>. Do you want to show up on Saturday, March 1, 2014, and cheer them on? They'd love the support! You might find something to enjoy yourself. Help the LMSRF Area III All Stars out by making an online donation at <http://www.myfooddrive.org/drive.php?b61ca145e>.



MILWAUKEE COMMUNITY SAILING CENTER SPRING SPLASH

by Margaret Jaberg

The Milwaukee Community Sailing Center's annual early spring fundraiser will be held at Harken USA in Pewaukee, Wisconsin, on Saturday, March 29, 2014. The evening will be a celebration of champions, from international sailors on the Harken-supplied Oracle Team USA at the America's Cup to Sally Barkow's quest on the Team SCA 2014-15 Volvo Ocean Race to 2.4mR National Champion John Ruf to local All-Conference Sailors from the University of Wisconsin-Madison Wisco Sailing Team and MUST (Marquette University Sailing Team). The Admiral's Club VIP reception will begin the evening from 5:30-6:30 with special raffle items, cocktails, meet and greet, and a special gift. General admission will grow the group from 6:30-10:00 and offers the main raffle with awesome prizes, heavy hors d'oeuvres, desserts, a cash bar and tours of the Harken plant will be ongoing throughout the evening. Tickets are on sale at http://www.sailingcenter.org/learntosail_detail.php?gcpk=200017. Funds raised that evening will support MCSC's mission of providing sailing lessons to the young, disadvantaged or disabled.

LAUNCH! CHICAGO SAILING SEASON KICKOFF PARTY

All Aboard: Join in to kick-off off the 2014 sailing season in Chicago! Benefit for the Chicago Sea Scouts on Thursday, April 17, 6 pm - 9pm, at Columbia Yacht Club, Chicago, Illinois.



Open Bar * Great Food * Auction * Dancing

Individual tickets and tables may be purchased. Tickets may also be purchased off line. For more information, visit: <http://www.eventbrite.com/e/chicago-sailing-season-2014-kick-off-party-tickets-10571931933>.

Sea Scouts is a co-ed program for boys and girls 13-20 years of age, designed to teach leadership and responsibility through a boating program. The Sea Scouts started in 1912, and while it has changed over the years, it continues to uphold the traditions of the sea under the auspices of the Boy Scouts of America (BSA) Venturing Program. Sea Scouting includes a rigorous advancement program that leads our youth through the skills necessary to be a very competent sailor and mature leader. In Chicago, more than 150 youth participate in the program, sailing ships out of Montrose, Monroe, and Jackson Park Harbors. The program is supported entirely through generous donations raised by the annual spring fundraiser and donated boats. For more information about how to enroll your child or support this program, please contact Commodore Tim Harrington at barrchgo@aol.com.

2014 CREW SEARCH PARTY!

With sailing thoughts in our heads, South Shore Yacht Club of Milwaukee, Wisconsin's, Crew Search Party planning is well underway. The annual event puts sailors (and power boaters are welcome, too) in touch with each other. Skippers looking for crew, crew looking for skippers, and others interested in getting involved in the club are all invited. It is a great opportunity to connect with other like-minded boaters and prepare for the season.



The original intent of the Crew Search Party was to put skippers and crew together for racing purposes. While that is still the primary audience, it has evolved to include those interested in cruising, day sails, and learning the art and science of sailing and boating in general. This gathering is also a great opportunity to showcase South Shore Yacht Club and the camaraderie that everyone enjoys.

Mark your calendars for Saturday, April 19, 2014, from 3:00 - 6:00 PM, and pass the message to your friends. We will have sign up sheets with the wishes of the attendees (races, cruises, etc.), beer, a food special, raffle items, information on how to be good crew, and music following. Questions? Call the club or email cherikentjones@gmail.com. Come one, come all!

HOOFER SAILING CLUB TO CELEBRATE 75TH ANNIVERSARY

by Gail M. Turluck

Hooper Sailing Club at the University of Wisconsin, Madison, Wisconsin, the second largest college sailing club in the country, is having a huge reunion celebration July 25-27, 2014, at the newly remodeled facilities at the Memorial Union on Lake Mendota. The club is working to reach all the alumni to make sure they receive an invitation and make plans to attend. Please send your contact information to Peter Grimmer, Commodore, at commodore@hoopersailing.org. Over 120 people have committed already. The weekend will feature day sailing, racing, tours, socializing (go figure), and the Commodore's Ball on the Saturday evening in Great Hall. It will be 25 years before an event of this magnitude is put together again, you don't want to miss it!



**Hooper Sailing
Club**

BURNHAM PARK YACHT CLUB OPEN HOUSES

Burnham Park Yacht Club hosts a series of Open Houses for potential members to come visit, learn about the club, meet the members and leaders and sign up. Dates for 2014 are: April 5 & 6, April 20, May 17 & 18, and June 7 & 8. For more information visit: <http://www.bpyc.com/index.html>.

ADAPTIVE SAILING COMMITTEE CHAIR PROFILE - MIKE STAPLETON

by Glenn McCarthy

Mike Stapleton came to LMSRF in 2013 seeking help with getting his Adaptive Sailing program called SailAnyWay in Green Bay, Wisconsin, running smoother. As no good deed goes unpunished in sailing, we invited him to become the Adaptive Sailing Committee Chair, and he took it.

Stapleton is a Project Manager in commercial and agricultural construction. He is married with two children, one at Marquette University, the other is an US Coast Guard Station Chief in Maui. Born in Waukesha, Wisconsin, he started sailing 30 years ago, first at the Milwaukee Community Sailing Center and then racing on keelboats in Milwaukee.

He sailed on *Pinnocchio* (9.1 Prototype), *Kato* – 9.1 One Design, Hobie Cats, and Cruisers. He also has owned Daysailers, Hobie Cats, and a Laser. His sailing has taken him to Virginia, Nova Scotia, Ontario, and Ottawa. The furthest from Lake Michigan he has sailed is Nova Scotia.



The funniest thing he ever saw was "A Navy SEAL training helicopter wipe out a fleet of racing keelboats in Virginia. I guess they didn't like us getting that close to them." *Footnote: this was the same crew that got Osama Bin Laden.*

The most exciting or terrifying thing that occurred to him was a close crossing with a 1,000' tanker while crossing Lake Michigan from Michigan to Wisconsin. When you see Stapleton, you'll have to pry out more details of this story.

His proudest races ever was winning several Chicago National Offshore One Design regattas. In one of them, they were behind four boats on the last windward leg." After rounding the mark, they threw up the chute in 35 knots of breeze and sailed "beyond" the lee, right down the middle of the fleet to win the race and the NOOD.



Prior to coming to LMSRF, Stapleton was the Founder of the SailAnyWay disabled sailing program. He travels annually to Canada for the week-long Mobility Cup as companion sailor on Martin 16s.

What benefit does he see LMSRF providing? "Networking to know other Adaptive Sailing programs are out there, who they are, how to reach them and to eventually compete with each other. Eventually, he would like the various disabled programs to organize competitions between themselves on the Lake."

Stapleton added, "What a great opportunity LMSRF is. I didn't know it existed until 8 months ago, now we 'are one.' We are hoping this will be the magic link to connect the existing and fledgling disabled sailing organizations in the region."

We're glad to have you on board Mike. It's been great to see what you have accomplished already.

PICTURESQUE SEASON'S END TIME-LAPSE VIDEO

This is a video made by Crowley's Yacht Yard's friend Al Bartkus. It starts in downtown Chicago, Illinois, with lots of footage from Marina City. It then takes viewers on a boat delivery down the main branch of the Chicago River, through the Chicago locks and to the Calumet River, then through the O'Brien locks.

The video goes on to show the magnificent clockwork of Crowley's haul out operation from the most recent season, shown from various perspectives, including from the top of one of their TraveLifts, one of their BobCats moving boats on a hydraulic trailer, a fork lift moving empty cradles and the dock crews moving rafts of boats down their dock.

Safe link to video host web site: <http://vimeo.com/87086175>.

TWO LAKE MICHIGAN CLUBS CHOSEN FOR 2014 U.S. QUALIFYING SERIES FOR THE 2015 NEW YORK YACHT CLUB INVITATIONAL CUP

The path to the 2015 Invitational Cup championship for United States yacht clubs goes through the U.S. Qualifying Series, which will be held September 2-6, 2014, in Newport, Rhode Island. A fleet of the top Corinthian sailors will gather Harbour Court, the New York Yacht Club's on-the-water clubhouse, for four days of intense one-design fleet racing.



The top three teams will qualify for a berth in the 2015 Invitational Cup presented by Rolex, the world's premier Corinthian, one-design big-boat regatta.

The following Yacht Clubs have accepted invitations to compete in the 2014 U.S. Qualifying Series. Any Club interested in consideration for the 2016 U.S. Qualifying Series should contact the NYYC Sailing Office at sailingoffice@nyyc.org.

American Yacht Club; Rye, NY
 Balboa Yacht Club; Corona del Mar, CA
 Bayview Yacht Club; Detroit, MI
 Beverly Yacht Club; Marion, MA
 California Yacht Club; Marina del Rey, CA
 Carolina Yacht Club; Charleston, SC
Chicago Yacht Club; Chicago, IL
 Coral Reef Yacht Club; Miami, FL
 Eastern Yacht Club; Marblehead, MA
 Fishing Bay Yacht Club; Bon Air, VA
 Harbor Island Yacht Club; Nashville, TN
 Indian Harbor Yacht Club; Greenwich, CT

Larchmont Yacht Club; Larchmont, NY
Little Traverse Yacht Club; Harbor Springs, MI
 Nantucket Yacht Club; Nantucket, MA
 New Bedford Yacht Club; South Dartmouth, MA
 Newport Harbor Yacht Club; Newport Harbor, CA
 Rush Creek Yacht Club; Heath, TX
 The San Francisco Yacht Club; Belvedere, CA
 Seattle Yacht Club; Seattle, WA
 Shelter Island Yacht Club; Shelter Island Heights, NY
 South Carolina Yacht Club; Hilton Head Island, SC
 Southern Yacht Club; New Orleans, LA
 Texas Corinthian Yacht Club; Kemah, TX

A Yacht Club team that enters the USQS must be able to meet all of the eligibility requirements for the USQS and, if they qualify, for the Invitational Cup. Please review the 2014 Notice of Race, as well as the 2013 Invitational Cup NOR which will give guidance as to the eligibility requirements for the 2015 Invitational Cup. USQS competitors will use two fleets of boats for the competition: the Sonar and the J/70.

HALL OF FAME ACCEPTING NOMINATIONS

The National Sailing Hall of Fame is now accepting online nominations for the 2014 Class of the National Sailing Hall of Fame. After the nominating period concludes on April 1, inductees for 2014 will be determined this summer. Visit <http://nominate.nshof.org>.



CHICAGO MATCH CUP ONLY U.S. STOP ON ALPARI TOUR



Chicago Match Race Center, Chicago, Illinois, will host the Alpári World Match Racing Tour Chicago Match Cup September 17-21, 2014. The action will be hot; twelve of the best teams in the world will compete for a prize purse of \$75,000.00.

The Alpári World Match Racing Tour (AWMRT) includes six events worldwide. Eight of the best skippers in the world compete for a total of \$1.4 million of prize money.

"Chicago has consistently been one of our strongest stops on the Tour," says AWMRT Executive Director James Pleasance. "It has had great conditions for racing, a superb venue, and has been a popular favorite among our teams. We are thrilled to come back to the USA, and back to Chicago."

Last year's event winner and reigning World Champion, Taylor Canfield and his Team US One, will return to defend their title. Until recently, Canfield was the Sailing Director at the Chicago Match Race Center, where he spent hundreds of hours training in CMRC's fleet of TOM 28's.

"It's always a pleasure to compete in Chicago," says Canfield, who has taken on professional sailing this year in addition to his match racing. "Lake Michigan provides some fantastic conditions, so the racing is always exciting. I look forward to coming back to defend my title against the Tour teams and those who make it through the qualifiers."

Chicago Match Race Center will host the final qualifier June 13-15 in Belmont Harbor, where the winner gets an automatic invitation to the AWMRT Chicago Match Cup in September. This is how Canfield got his first invitation to the Chicago Match Cup in July 2012. Canfield's Team US One, which is the only US-based team on the Alpári World Match Racing Tour, is currently ranked #1 in the world.

For more information on the Alpári World Match Racing Tour, visit www.wmrt.com, and for more information about Chicago Match Cup and other CMRC events, visit www.chicagomatchrace.com.

2014 Chicago Yacht Club Advanced Opti Clinic

APRIL 26-27, 2014

2014 Coaching Lineup:

- Scott Norman
- Stephanie Roble
- Dustin Domer

Topics to be covered:

- Boat/Sail/Rig set up
- Upwind/Downwind boat speed
- Starting
- 1st Beat decisions
- Boat handling
- Video footage to be put on a private Youtube channel

The Chicago Yacht Club Advanced Opti Clinic is created to increase the competitiveness of the Midwest Opti sailors on a national level. The clinic is strategically placed right before US Team Trials to give our Midwest Opti sailors a unique advantage. We bring in the best coaches from around the country for a weekend of high level practice that is sure to help your sailor not only for Team Trials, but also the entire summer.



For more information, visit our website or contact Dustin Domer. chicagoyachtclub.org
 Dustin Domer: (312) 351-5947
ddomer@chicagoyachtclub.org

North U. 2014 Seminars

Boatspeed

"Speed, speed, speed... a tactician's best friend."
North Sails President Ken Read, America's Cup TV Commentary

If you want to sail faster next season, attend a North U. 2014 Boatspeed Seminar this winter! Upwind & down... you'll learn from experts how to get more speed out of your sails, rig and boathandling. Register online or call North U. today! *Speed is good.*

www.NorthU.com
 1-800-347-2457

North U. coursebooks, discs and DVDs can be purchased separately, and are perfect gifts for any sailor. Order online at... www.northu.com.

Hosted by:
Sheboygan Yacht Club
 214 Pennsylvania Avenue
 Sheboygan, WI 53081

2 Great Seminars in 1 Location!

Trim Seminar
 Saturday, March 8, 2014

Tactics Seminar
 Sunday, March 9, 2014
 Check-in: 8:30 am
 Seminar: 9:00 am - 4:30 pm

Pricing
 Both Days: \$125
 Juniors/Both Days: \$50
 Trim Only: \$75
 Juniors/Trim Only: \$30
 Tactics Only: \$75
 Juniors/Tactics Only: \$30
 Pricing includes lunch.

Instructor:
Andrew Kerr

SUMMER SAILSTICE-GET YOUR EVENT ON THE LMSRF LIST

Is your club or organization participating in the worldwide celebration of sailing, the Summer Sailstice, on June 21, 2014? Learn about the program: <http://www.summersailstice.com/>. Besides posting your plans on the Summer Sailstice web page, please email lmsrfadministration@lmsrf.org with your plans so we may list them on www.lmsrf.org and in our May and June newsletters!!

DREDGING UPDATES

Kenosha Harbor and Southport Marina will be dredged this season.

BOARD OF PARK COMMISSIONERS

Minutes of Meeting held Wednesday, January 8, 2014

A special meeting of the Board of Park Commissioners was held on Wednesday, January 8, 2014 in Room 100 of the Kenosha Municipal Building. The meeting was called to order at 6:36 pm by Acting Chairman Kennedy. At roll call, the following members were present: Commissioners Schwartz and LaMacchia. Chairman Orth and Commissioner Mathewson were excused. Staff members in attendance was Michael Lemens, Director of Public Works.

1. Approve the Right of Entry Agreement for Material Placement at Pennoyer Park from the Army Corps of Engineers 2014 Kenosha Harbor Dredging Project. Staff/Aldersperson: Michael Lemens spoke. It was moved by Commissioner Schwartz, seconded by Commissioner LaMacchia, to approve. Motion carried unanimously.

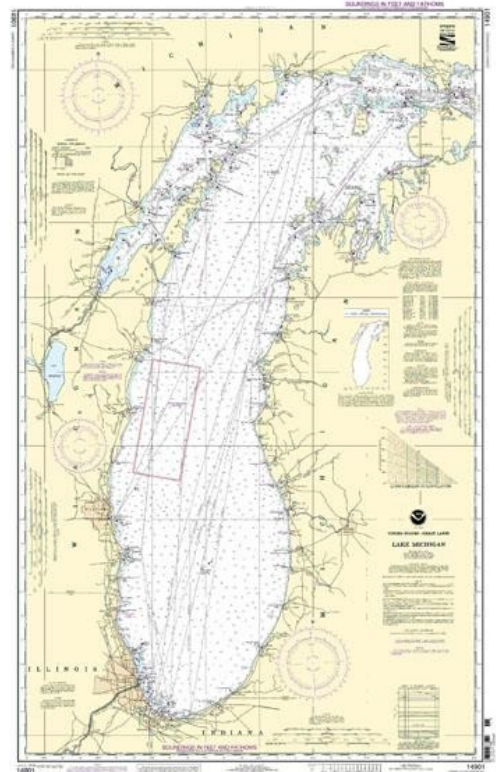
THE END OF PAPER CHARTS? NOT FOR THE PRUDENT MARINER!

by John Lemon, Safety Coordinator, Sail Chicago

Many of you may have read articles in the sailing press reporting that the federal government will no longer be printing nautical charts as of April 2014. This is due in part to the widespread adoption of electronic navigation devices (global positioning system and chart plotters). Demand for paper nautical charts has declined significantly over the past few years. Does this mean that sailors no longer need to carry paper charts and know how to understand and use them? The answer is a resounding "No!" Paper charts are still available at marine chandelries, they're not going away.

In preparing for the recent seminar on Coastal Navigation, I was reviewing the January 4, 2014 Notice to Mariners, a weekly publication by the Coast Guard and National Ocean Service (<http://www.navcen.uscg.gov/?pageName=lnmMain>). I came across the following commentary in the section entitled "The Prudent Mariner:"

"The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. An aid to navigation also refers to any device or structure external to a craft, designed to assist in determination of position. This includes celestial, terrestrial, and electronic means, such as Global Positioning System (GPS) and Differential GPS (DGPS). Here, too, the prudent mariner will not rely solely on any single aid to navigation."



Thus, we are cautioned to use our paper charts and multiple external clues to locate our vessel on the water. GPS is considered an aid to navigation. As US Sailing notes in its very good text on the subject, "Electronics make a good navigator better, but they may well delude a novice into a false sense of security which leads to a downfall." The January issue of *Blue Water Sailing* also included a very good commentary (<http://bwsailing.com/bw/2013/12/31/captains-log-january-2014/>).

NORTH U. LAUNCHES SPECIAL PROGRAM DISCOUNT FOR LMSRF MEMBERS

by Bill Gladstone

North U. has made a special offer to LMSRF Members by providing a discount to attend North U. Seminars in 2014. The offer is that current LMSRF members save \$30 (\$85 vs. \$115) for their classes. Join LMSRF (if you haven't already), then register for your class(es) of choice at www.northu.com. Put "LMSRF" in the "member" box when signing up on the North U. enrollment web site, then sign up as a "member." Their Midwest dates are listed below; other dates are available on their web page. Don't delay, register today!



SAILOR EDUCATION

Whether you're new to sailing and learning port from starboard or an Old Salt trying to figure out some new-fangled device, there is always more to learn about wind, sails, equipment, safety, rigging and more. Here are some opportunities to sharpen your sailing skills saw.

- Boat Speed/Racing Trim North U at Detroit, Michigan**, March 2, 2014, Instructor: Bill Gladstone; North Star Sail Club, 32041 S. River Road, Harrison Township, MI 48045, 586-463-2192, www.northstarsail.org, Check in: 8:30 am Class: 9:00-4:30, Located near the mouth of the Clinton River in Harrison Township. LMSRF discount qualified. Pre-registration required: <http://www.northu.com/Seminars/RulesTactics/tabid/1355/language/en-US/Default.aspx>.
- 2014 National Weather Service Skywarn/Spotter Training**, various locations, February-April. Gaylord office service area schedule: http://www.crh.noaa.gov/apx/?n=outreach_events. Grand Rapids office service area schedule: <http://www.crh.noaa.gov/grr/skywarn/training/>. Chicago office service area schedule: http://www.crh.noaa.gov/lot/?n=spotter_talks. Milwaukee office service area schedule: <http://www.crh.noaa.gov/mkx/?n=spotter-schedule>. Green Bay office service area schedule: <http://www.crh.noaa.gov/grb/?n=spotterschedule>.
- 2014 Spring Thaw Open House at Torresen Marine, Muskegon, Michigan**, March 8, 2014. It has been COLD! Take heart though, spring is right around the corner along with the Torresen Marine Spring Thaw Open House. Join them on Saturday, March 8th, for a day full of fun, educational seminars, manufacturer representatives, new products, refreshments, special pricing and door prizes. Spring Thaw Seminars— Education: The Boater's Safety Net – Donald Matthews of the Muskegon Power & Sail Squadron; Sail Replacement, Repair & Maintenance Questions & Answers – Jim Frisinger of Bluffton Bay Sails; NOAA – Muskegon Activities and New Products for Boaters – Dennis Donahue of NOAA.
- Boat Speed/Racing Trim North U at Sheboygan, Wisconsin**, March 8-9, 2014, Instructor: Andrew Kerr; Sheboygan Yacht Club, 214 Pennsylvania Avenue, Sheboygan, WI 53081, Phone: 920-458-6601, www.sheboyganyachtclub.com, Check in: 8:30 am Class: 9:00-4:30, This location is hosting both a Racing Trim Class on Saturday and a Racing Tactics Class on Sunday. Tactics & Trim Material is not included in the pricing, but you can purchase it at a discount. Sign up for one or both classes! Pricing for this location includes Lunch. DAYLIGHT SAVINGS TIME BEGINS! Don't forget to set your clocks ahead Saturday night, March 8th for Daylight Savings Time to begin on Sunday, March 9th! We would not want you to miss any of the seminar! LMSRF discount qualified. <http://www.northu.com/Seminars/RulesTactics/tabid/1355/language/en-US/Default.aspx>
- Tartan Ten Speed Seminar, Chicago Corinthian Yacht Club, Chicago, Illinois**, March 15, 9:00 am-12:00 noon. Topic: Racing Rules in Effect at Turning Marks; Moderator: Alan Teske. The seminar is free as are the breakfast treats and coffee. RSVP to Steven Fink, sfink26340@aol.com.
- Rigging Seminar at Torresen Marine, Muskegon, Michigan**, with John Schumacher March 15. <http://www.torresen.com/events-calendar/>



ANNOUNCING Chicago Corinthian Yacht Club 2014 SAILING CREW DEVELOPMENT SCHOOL

*You can become a valued crew member
on a racing or cruising sailboat
- and have a lot of fun!*

What: Learn basic to intermediate crewing skills for Lake Michigan - many opportunities to race or cruise.

Cost: \$140 includes book and materials

Who: Ages 18 years and up

When: 5 consecutive Wednesdays from 7:00 - 9:00 pm

Wed., April 9 - Wed., May 7, 2014

Regular Racing begins Wed., May 21, 2014

Where: Chicago Corinthian Yacht Club
601 W Montrose Drive (east of Lake Shore Drive)

**Experienced racing crew and
skippers will introduce you to:**

- ▣ Marine terminology
- ▣ Sail trim and handling
- ▣ Weather/clothing
- ▣ Rules of the road
- ▣ Nautical etiquette
- ▣ Safety equipment
- ▣ Seamanship/knots
- ▣ Crew duties & responsibilities
- ▣ Sail care and folding
- ▣ and more....

Apply online: <http://www.biturls.com/iBwBS>



For more
information
contact:
newsletter@corinthian.org

Make check payable to "CCYC"

*Early enrollment is encouraged
Only session in 2014* ▣ *Free street parking*



- **Weather for Sailors by Sail Chicago, at REI Lincoln Park, Community Room, Chicago, Illinois**, Moderated by John Lemon, a self-professed weather geek, building on material developed by Erik Schneider, a US Sailing certified Regional Race Officer, Club Judge and Powerboat Instructor, Wednesday, March 19th, 7:00 PM. Topics to include: Introduction to meteorology; Global and local weather patterns; How to read weather maps; General Chicago wind patterns; and Predicting weather for your sail. More information and registration: <http://tinyurl.com/mr4zwar>.
- **Small Diesel Engines Seminar at Torresen Marine, Muskegon, Michigan**, with Jeff Senf, March 22. <http://www.torresen.com/events-calendar/>
- **Atomic 4 & Gas Inboards Seminar at Torresen Marine, Muskegon, Michigan**, with Jeff Senf, March 29. <http://www.torresen.com/events-calendar/>
- **Racing Rules & Tactics North U at Chicago Yacht Club Belmont Station, Chicago, Illinois**, March 29. <http://www.northu.com/Seminars/RulesTactics/tabid/1355/language/en-US/Default.aspx>
- **Yachtapalooza at Crowley's Yacht Yard, Chicago, Illinois** – they have tons of workshops and seminars in addition to special offerings, goodies, grub and other stuff. Saturday, March 29, 2014.
- **Boat Speed/Racing Trim North U at Chicago, Illinois**, March 29, 2014 Instructor: Andrew Kerr; For this location, you will be on your own for lunch as the Student Union cafeteria is within walking distance from the room we will be in. DePaul University: Lincoln Park Campus, 2320 N. Kenmore Ave., Chicago, IL 60614, www.depaul.edu, Check in: 8:30 am Class: 9:00-4:30, Seminar Room Location TBA. LMSRF discount qualified. <http://www.northu.com/Seminars/RulesTactics/tabid/1355/language/en-US/Default.aspx>
- **Navigation, Skyline Sailing School, Jackson Park Harbor, Chicago, Illinois**, March TBD. This is a complete Coastal Navigation course covering Chart plotting, Dead Reckoning, bearings and fixes, log calibration, tide tables, and more. Using the ASA's Coastal Navigation manual as our guide, you will leave with a solid understanding and confidence in your navigational skills! 4-5 weeks, weeknites or weekends. More info to come. Textbook required. Captain Jessica Ferris, 630-649-0190, <http://www.skylinesailingchicago.com/>.
- **Boat Speed/Racing Trim North U at Milwaukee, Wisconsin**, March 30, 2014 Instructor: Andrew Kerr; For this location, you will be on your own for both coffee in the morning and lunch in the afternoon. The room we will be in is near the Student Union Cafeteria. Location on Campus is still TBA. University of Wisconsin-Milwaukee, The Lubar School of Business, 3202 N. Maryland Avenue, Milwaukee, WI 53211, Check in: 8:30 am Class: 9:00-4:30. LMSRF discount qualified. <http://www.northu.com/Seminars/RulesTactics/tabid/1355/language/en-US/Default.aspx>
- **Weather For Sailors North U at Sheboygan, Wisconsin**, April 12, 2014 Instructor: Bill Biewenga; This is a special event, open to the public. Weather Material (Book or CD) is not included in the pricing, but you can purchase it at a discount. Please note: The Weather for Sailors seminar on CD is only Windows compatible. It will work on a Mac with operating systems through Snow Leopard (version 10.6 and previous). It WILL NOT work on Lion or above (version 10.7 and up). Sheboygan Yacht Club, 214 Pennsylvania Avenue, Sheboygan, WI 53081, Phone: 920-458-6601, www.sheboyganyachtclub.com, Check in: 8:30 am Class: 9:00-4:30. Pricing for this location includes Lunch. LMSRF discount qualified. <http://www.northu.com/Seminars/RulesTactics/tabid/1355/language/en-US/Default.aspx>
- **Midwest Women's Sailing Conference, Milwaukee, Wisconsin**, Saturday, May 17, 2014, held at Milwaukee Community Sailing Center, Milwaukee, Wisconsin, 8:30 am-6:00 pm. <http://womenssailing.org/>
- **Skipper Classes, Skyline Sailing School, Jackson Park Harbor, Chicago, Illinois**. To be held in May. This class gives you the hands on application of the Intro to Sailing Class. This five week course covers everything you need to know to handle a sailboat independently. At the end of the course, qualified skippers will be allowed to charter boats both at Jackson Park Harbor through the JPYC and

Skyline's newest partner Olson's Classic Yachts located at Monroe Harbor. Additionally, if you sign up in February for our Skipper Class, you will receive a FREE associate membership to the Jackson Park Yacht Club. Membership allows you to continue your sailing experience through racing, sailing dinghy use (free!), club activities and events, and discounts on Skyline Sailing School classes. Imagine a summer in the sailing community at Jackson Park! Weeknites, weekdays, and weekends available for lessons. Captain Jessica Ferris, 630-649-0190, <http://www.skylinesailingchicago.com/>.

- **Racing Tactics Seminars North U at Harbor Springs, Michigan**, June 14, 2014 Instructor: Andrew Kerr; This location is a Racing Tactics Seminar only. Tactics and Trim material is available for purchase as additional items when you enroll for the seminar. Check in: 8:00 am Class: 8:30-4:00, Lunches will be available for purchase on the day of the event. Little Traverse Yacht Club, 345 East Bay Street, Harbor Springs, MI 49740, 231-526-7919, www.ltyc.org. LMSRF discount qualified. <http://www.northu.com/Seminars/RulesTactics/tabid/1355/language/en-US/Default.aspx>.
- **Splicing; Intro to Sailing—Skyline Sailing School at Jackson Park Yacht Club, Chicago, Illinois**, various dates. <http://www.skylinesailingchicago.com/classroom-instruction>
- **Coastal Navigation (full course) - Chicago Sailing, Chicago, Illinois**--most recent class was held in January, check for future dates. <http://www.chicagosailing.com/learning-to-sail/coastal-navigation-501/>
- **Coastal Navigation; Compass; GPS, and other nautical classes - Chicago Sail & Power Squadron**, various locations. Search for them at this link: <https://www.usps.org/cgi-bin-nat/eddept/cfind.cgi>.

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

🚩 **New Boats & Owners on Lake Michigan**

Sail Chicago has announced the purchase of an additional Colgate 26; the vessel will be in service for 2014 season.

🚩 **Boat Being Hunted**

Sea Melody--Dick Ainsworth, previous owner of *Sea Melody*, passes along a request: I'm a previous owner of *Sea Melody*. This sailboat was part of the Heritage Fleet at Chicago Corinthian Yacht Club. It was built in 1934. I sold *Sea Melody* approximately 30 years ago and would be very interested in knowing its whereabouts and current status. If anyone has information about the current whereabouts of *Sea Melody* please contact me, Dick Ainsworth, 608.924.9234, ainsworth -at- qwerty -dot- com.

🚩 **Births**

We love baby pictures! Share you good news here.

🚩 **Sailed off to a Last Sunset**

🚩 **Thomas Raymond Vigil**, 75, died peacefully on February 7, 2014. Born in Chicago on March 20, 1938, he is survived by his children: Elizabeth Walker (Kenn), Eric Vigil (Gretchen), and John Vigil (Marion); five grandchildren; and his siblings Marcia Mally, Eugene Vigil, Jerome Vigil, Rosalie Vigil, Lee Vigil, Arlene Olech and Mary Carey. He was predeceased by his son Raymond Vigil. He was a member of the Chicago Yacht Club and raced his boat "*Cahoots*" in the Chicago-Mackinac race regularly. He was an international patent attorney and a member of the Chicago Bar Association. He consistently performed at their annual Christmas Spirits Show. A memorial service will be held at the Unitarian Church of Evanston on Sunday, March 16, 2014 at 3 pm.



🚩 Burnham Park Yacht Club Past Commodore **Bernard "Bernie" Rekus**, 71, passed away February 24, 2014. Loving father of Brian (Andrea) Rekus, grandfather of Olivia and Emilia Rekus, brother of Welda (Frank) Hedrick, and uncle of many nieces and nephews. Service will be February 28, 2014, 3-8 pm at Sheehy Funeral Home, 9000 W 151 St., Orland Park, Illinois. Mass will be Saturday, March 1, 2014, 10

am at Our Lady of the Woods, 10731 W 131 St., Orland Park, Illinois. Interment private. Memorial can be made to the charity of your choice.

▲ **William E. Claypool, Jr.**, Col. U.S. Army (Ret.), age 93, left this life on February 19, 2014 in Tacoma, Washington. Preceded in death by his parents and older sister, Louise. Sister of Ruth Anne C. Brown. Loving husband of 30 years to Elsie Tytla Claypool, M.D. Father of Nancy L. Claypool, Sandra L. Claypool (Brian L. Conrad), William E. Claypool, III (Jamie), and Carol J. Claypool, King, North Carolina. Grandfather to Alison, Lianna and James. Also survived by his first wife, Virginia Ivarson Claypool, five nieces, and one nephew. Claypool was born in Springfield, Illinois. He played the cornet as the solo cornetist for the St. Louis Municipal Opera. Claypool was Past President and a founding member of the Flying Scot Sailing Association (FSSA). He was instrumental in the early days of the FSSA, helping to make the class what it is today. In addition to his Flying Scot involvement, Claypool was Vice-Commodore of the Milwaukee Yacht Club, a member of the Ephraim Yacht Club, the Cowan Lake Sailing Association, and the Tacoma Yacht Club. Claypool was also an avid skier and tennis player. He was a member of the Heiliger Huegel Ski Club, the University Club of Milwaukee, and the Lakewood Racquet Club. He was a 32nd Degree Mason and Shriner. After retirement from a career as a pharmacist and hospital administrator, he worked as a yacht broker, cruised Puget Sound and the Canadian waters in his S-2 sloop, enjoying travel with his wife. His daughters, Nancy and Carol, are both very active in Flying Scot sailing and are known far and wide in the Flying Scot community. A memorial service will be held in early March for the immediate family. The family is asking for donations to the Flying Scot Foundation in his name. Please send a check, noting it is in William's memory, to: Flying Scot Foundation, One Windsor Cove, Suite 305, Columbia, SC, 29223.



▲ **Don Graff**, husband of Pam Marzullo-Graff, passed away February 25, 2014, peacefully at their home in New Buffalo, Michigan. He was a member of the New Buffalo Yacht Club. There will be no immediate services. Memorial services will be held at a later date in Chicago.

▲ **Yvonne M. DeWindt**, of Harbor Springs, Michigan, passed away peacefully February 10, 2014, in her home surrounded by family and close friends. Born October 27, 1937, DeWindt was well known at Little Traverse Yacht Club and at the wheel of *Geronimo* and she was a valuable part of their Regatta Race Committee. Lovingly known by many as 'Geronimo,' she is survived by her daughter and son-in-law Martha and Alex Lindstrom of Cos Cob, Connecticut; son and daughter-in-law Jonathan and Wendy of Birmingham, Michigan and son and daughter-in-law Daniel and Megan DeWindt of Petoskey and by her younger brother and sister-in-law Richard and Jacquelyn Mealey. She was a member of the Harbor Springs Harbor Commission. In lieu of flowers, those wishing to remember DeWindt may make a charitable donation in her name to Little Traverse Sailors, P.O. Box 583 Harbor Springs, MI 49740.

▲ It is with great sadness that the Chicago Yacht Club relays the passing of its most senior member, **Robert Cameron**. Cameron was 101 years old and was a member of the Chicago Yacht Club Old Guard since 1975. Cameron, of Chicago; was the fourth son of the late William Cameron, founder of the Cameron Can Machinery Company; beloved husband of Gertrude; loving father of Patricia (Jerry) Lynch; cherished grandfather of Jerry Jr. (Pamela), David (Diane) and James (Kathleen) Lynch; adoring great-grandfather of eight. Cameron was the oldest member of the Chicago Yacht Club, a member of the St. Andrew's Society and a former member of Ivanhoe Country Club. He sailed Stars from at least 1958 when he won the First Fourth District Fall Finale, as his photo with the trophy was in the *1958 Star Class Log*. Services have been held. Interment Forest Home Cemetery. In lieu of flowers, memorial donations in Cameron's name to the St. Andrew's Society are appreciated.



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

LMSRF GRANTS-IN-AID RECIPIENT REPORTS

The Grants-In-Aid Committee considers applications and makes grants to LMSRF members for sailing education and events from the proceeds of the LMSRF Endowment Fund. Not one penny comes from dues. Learn more and locate the application by visiting: <http://tinyurl.com/LMSRF-GIA-Ap>.

Epic Racing is excited to announce that we will be returning to the Women's International Match Race Series (WIMRS) for the 2014 season. The Series was launched last year to promote a professional women's sailing circuit. Out of the five events in France, Korea, Denmark, USA and Sweden, only the four best results were scored. We had very consistent results placing 3rd, 4th and 5th at each event, putting us third overall going into the last event. Unfortunately we were not able to sail the final event and had to take a zero for our score. However, our strong results early on kept us far enough ahead of the other teams that we finished an impressive 4th out of 25 total teams. We couldn't have achieved these results without all of our amazing teammates: Maggie Shea, Meg Six, Janel Zarkowsky, Martha Pitt, Jenn Chamberblin, Kayla McComb, Jess Eastwell, Lindsey Duda and Elizabeth Kratzig.



The Epic Racing team (left to right): Lindsey Duda, Maggie Shea, Stephanie Roble, Janel Zarkowsky, Martha Pitt. Photo provided by Epic Racing.



Epic Racing at St. Quay, France in 2013: Stephanie Roble, Maggie Shea, Janel Zarkowsky, Meg Six. Photo provided by Epic Racing.



Epic Racing at Stena Match Cup Sweden Win (left to right): Maggie Shea, Joan Hansen (Denmark), Jennifer Chamberlin, Stephanie Roble, Jess Eastwell (Australia). Photo provided by Epic Racing.

In addition to the WIMRS we sailed four open Grade 2 match race events, primarily against all male teams. We had fourth place finishes at the Detroit Cup and Carlos Aguilar Regatta. And, independent of the WIMRS, we sailed an international women's regatta in Sweden, the Stena Match Cup, which we won! We ended the 2013 season ranked 5th in the World for our ISAF Womens ranking and 54th in the Open ISAF Ranking. (The ISAF ranking is not based only off the WIMRS events; other women's events are added into the formula.)

This year the series will consist of five or six events. We have a strong team lined up for all the events and our goal is to win the World Championship in June as well as win the entire WIMR Series. Here is our schedule, with one additional event pending:

- June 3-8th World Match Racing Championship Cork, Ireland
- July 24-27th Morbihan Women's Match Race Vannes, France
- August 4-9th Lysekil Women's Match Cup Lysekil, Sweden
- September 23-28th Buddy Melges Challenge Sheboygan, WI
- October 31-Nov 5th Busan Cup Busan, S. Korea

We would like to extend a huge "thank you" to all of our supporters and especially the Lake Michigan Sail Race Federation. We can't be successful without all of you! We are extremely proud to represent LMSRF around the world. The team is looking forward to another successful season and hoping to receive your continued support! Please check out our Facebook page, Epic Racing. —**Steph Roble**

MARK YOUR CALENDARS! MAJOR CHAMPIONSHIPS ON LAKE MICHIGAN

May 17-18, 2014

MELGES 17, 20 & 24 MIDWEST SPRING CHAMPIONSHIP

Muskegon Yacht Club, Muskegon, Michigan

http://www.muskegonyachtclub.org/?page_id=49

June 13-15, 2014

CHICAGO MATCH CUP QUALIFIER

Chicago Match Race Center, Chicago, Illinois

<http://chicagomatchrace.com/events/default.asp?cat=106>

June 21-22, 2014

LIGHTNING MIDWEST DISTRICT CHAMPIONSHIP

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.sailsheboygan.org/n-eventsup.php>

June 21-22, 2014

LASER DISTRICT 19 CHAMPIONSHIP

Little Traverse Yacht Club, Harbor Springs, Michigan

<http://www.d19laser.com/>

July 12-13, 2014

OPTIMIST DINGHY GREAT LAKES CHAMPIONSHIP

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.sailsheboygan.org/n-eventsup.php>

July 25-27, 2014

STAR IV DISTRICT CHAMPIONSHIP

Island Bay Yacht Club, Springfield, Illinois

<http://www.ibyonline.com/>

July 26-27, 2014

THISTLE WOMEN'S NATIONAL CHAMPIONSHIP

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.thistleclass.com/events/viewevent/75-thistle-national-championship>

July 28-August 1, 2014

THISTLE NATIONAL CHAMPIONSHIP

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.thistleclass.com/events/viewevent/75-thistle-national-championship>

August 4-8, 2014

US JUNIOR NATIONAL CHAMPIONSHIPS FOR THE SEARS CUP, BEMIS TROPHY AND SMYTHE TROPHY (Interlake, 420, Laser)

Grand Traverse Yacht Club, Traverse City, Michigan

<http://www.gtyc.org/Chubb>

August 7-10, 2014

LIGHTNING WOMEN'S, JUNIOR AND MASTER NORTH AMERICAN CHAMPIONSHIPS

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.sailsheboygan.org/LightningNAs.php>

August 7-10, 2014

ULTIMATE 20 NORTH AMERICAN CHAMPIONSHIP

Racine Yacht Club, Racine, Wisconsin

http://www.u20class.org/NorthAmericans/2014NA/2014_u20_north_americans.htm

August 8-10, 2014

MELGES 17 NORTH AMERICAN CHAMPIONSHIP

Gull Lake Yacht Club, Richland, Michigan

<http://gulllakecc.com/yacht-club-schedule-events/>

August 9-15, 2014

LIGHTNING NORTH AMERICAN CHAMPIONSHIP

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.sailsheboygan.org/LightningNAs.php>

August 15-17, 2014

CHICAGO MATCH CUP

Chicago Match Race Center, Chicago, Illinois

<http://chicagomatchrace.com/events/default.asp?cat=106>

August 16-17, 2014

ENSIGN NATIONAL CHAMPIONSHIP

Pentwater Yacht Club, Pentwater, Michigan

www.2014ensignnationals.com

August 21-24, 2014

J/35 NORTH AMERICAN CHAMPIONSHIP

Muskegon Yacht Club, Muskegon, Michigan

http://www.muskegonyachtclub.org/?page_id=49

August 22-24, 2014

GREAT LAKES 70 LAKE MICHIGAN CHAMPIONSHIP

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.sailsheboygan.org/n-eventsup.php>

Aug 23-24, 2014

SUNFISH MIDWEST REGION CHAMPIONSHIP #1

75th Anniversary Celebration - Wolf Lake Yacht Club, Jackson, Michigan

<http://wolflakeyachtclub.weebly.com/>

August, 2014

TARTAN TEN NORTH AMERICAN CHAMPIONSHIP

Chicago Yacht Club, Chicago, Illinois

<http://www.chicagoyachtclub.org> Thursday-Sunday, overlapping and coincident to 2014 Verve Cup Regatta

September 6-7, 2014

SUNFISH WOMEN'S NORTH AMERICAN CHAMPIONSHIP

Lake Bluff Yacht Club, Lake Bluff, Illinois

www.sunfishclass.org

September 23-28, 2014

BUDDY MELGES CHALLENGE WOMEN'S MATCH RACE

Sheboygan Yacht Club, Sheboygan, Wisconsin

<http://www.wimrs.com/events/2014-events-and-venues/2014sheboygan/>

September, 2014

REBEL NATIONAL CHAMPIONSHIP

Grand Rapids Yacht Club, Grand Rapids, Michigan

<http://www.grandrapidsyachtclub.org>

September, 2014

J/111 NATIONAL CHAMPIONSHIP

Little Traverse Yacht Club, Harbor Springs, Michigan

September 2014

BENETEAU 36.7 NORTH AMERICAN CHAMPIONSHIP

Chicago Yacht Club-Belmont Station, Chicago, Illinois

<http://www.chicagoyachtclub.org>

TBD, 2014

LIGHTNING MICHIGAN DISTRICT CHAMPIONSHIP

Boyer City Yacht Club, Boyer City, Michigan

<http://www.boynecityyachtclub.com/lightningfleet.html>

IF YOU MISSED LOUIE'S LAST REGATTA LAST YEAR, HERE'S WHY YOU SHOULDN'T MISS THE NEXT 'LAST'

by Glenn McCarthy

This is the event where the 80' racing machine *Ocean* can race against a Laser.

Photo Gallery (are you there?) -

<http://www.louieslast.org/2013gallery.php>

Video (with most of the people you know)

<http://vimeo.com/79415080>

It's all about a party, where a race breaks out!

Traditionally held the last weekend in September. Keep an eye out ...



LAKE MICHIGAN AREA US SAILING AWARD WINNERS

At the February 2014 US Sailing Leadership Forum, a number of awards were presented. We congratulate the many below who are advancing sailing in the Lake Michigan area:

Outstanding Adaptive Community Sailing Program – Judd Goldman Adaptive Sailing Foundation (Chicago, Illinois) Nominated by the Committee for Sailors with Disabilities, The Judd Goldman Adaptive Sailing Foundation served the largest and most diverse number of people with disabilities of all Adaptive Programs. Additionally, they partner with the Chicago Parks & Recreation Department to provide programming through the Park district. The JGASF teaches many people how to sail and they offer multiple types of racing opportunities.

Virginia Long Sail Training Service & Support Award – Lynn Lynch (Chicago, Illinois)

This year's recipient of the Ginny has spent many years contributing to the art and science of sailing instruction as well as unparalleled support of her local program. Lynn Lynch has done an excellent job as the On-the-Water Director for Chicago Yacht Club in leadership of the junior sailing program's activities and training, management of personnel, and operations of the race committee's responsibilities for both one-design and offshore events. She has conducted and been the trainer in several local powerboat courses with outstanding success and appreciation. She has also been a great contributor at the National Faculty meetings building curriculum, protocols and standards for Keelboat, Small Boat and Powerboat. She recently has become a Keelboat Program Instructor Trainer. An interview with her is available here: <http://tinyurl.com/2014CYCLynch>. *Breaking news! Lake Michigan's strength is now her loss. As often is the case, outstanding leaders are plucked by the savvy. We congratulate Lynn Lynch on her new role as Race Manager at St. Francis Yacht Club in San Francisco, California.*

Outstanding Community Sailing Program Director – Margie Graham (Conway, Michigan)

Margie Graham, Director of Crooked Lake Sailors in Oden, Mich. has grown sailing in her area by nearly 200% in just one year. In the winter, Graham heads south to volunteer in Florida by working with directors and coaches, as well as teaching US Sailing Instructor courses. (Don't know where Crooked Lake is? It's 8 miles north of Petoskey, Michigan. Club web page: [http://www.crookedlakesailors.org/.](http://www.crookedlakesailors.org/)) Her summer program not only offers youth sailing, but incorporates adult sailing and open sailing. She supports the Crooked Lake Sailors' philosophy of safe boating and building life-long sailing skills, along with general seamanship & stewardship while protecting our natural environment.

Creativity Award – OptiNews, Betsy Altman, Publisher/Editor (Chicago, Illinois)

OptiNews is a printed magazine for youth sailors that promotes one-design sailing to members and volunteers, builds a stronger one-design class and encourages non-sailing children to get involved in the sport.

2014 US SAILING TEAM SPERRY TOP-SIDER LMSRF CONNECTIONS

Congratulations to Maggie Shea (Chicago, Ill.), crew, in 49erFX; Annie Haeger (East Troy, Wisc.), skipper, in 470 Women; and Wisconsin Sailing Team alumnus Tim Angle (Reading, Mass.), crew, in Sonar for being named with 39 other Olympic and Paralympic class athletes to the 2014 US Sailing Team Sperry Top-Sider. The national team is selected annually and is comprised of the top sailors competing in the events selected for the Rio de Janeiro 2016 Olympic and Paralympic Games. For more information and the complete team list, visit: <http://sailingteams.ussailing.org/Teams/USSTSTS14.htm>.

ULLMAN SPECIAL GUEST COMPETITOR AT 2014 CofC's

US Sailing's Championship of Champions is recognized as one of the more unique adult racing events in the country. Competitors qualify for this event by winning a one-design class National, North American, or World Championship over a previous year and race for the Jack Brown Trophy while representing their Class. The CofC's will be hosted by the Edgewater Yacht Club in Cleveland, Ohio, in the Thistle dinghy, on October 9-12.

Each year a guest helm is invited. This year's guest competitor will be US Sailing's 1996 Rolex Yachtsman of the Year, three-time 470 World Champion ('77, '78, '80) and 2007 Melges 24 World Champion Dave

Ullman. He won in 1980 (sailed in the 470). He also returns to Thistle sailing, which is one of several class national championships he has collected over the years.

The qualifying period is from August 1, 2013 – July 31, 2014; Champions and their Classes must be current members of US Sailing and American citizens or permanent residents; Applications are accepted from January through July; Applications are evaluated on three main criteria:

- 40% Sailor Criteria – how many major events have they done in the past three years; number of races in national championship, number of attendants at national championship;
- 20% Class Criteria – size, diversity, depth and activity of class nationally;
- 40% Other – Sailor Athlete status, class membership in US Sailing, previous experience, demonstrated Corinthian spirit, etc.

Invitations will be issued in early August, 2014. Apply now at <http://championships.ussailing.org/Adult/CofC.htm>.

PORTER, STARCK HONORED AS ROLEX YACHTSMAN & YACHTSWOMAN OF THE YEAR

With San Francisco Bay and the Golden Gate Bridge as a backdrop, Brian Porter and Jody Starck took the stage February 26, 2014, at St. Francis Yacht Club, in San Francisco, California, to formally accept US Sailing's 2013 Rolex Yachtsman and Yachtswoman of the Year Awards. Watch video highlights, read the recap, and listen to the interviews from this event:

http://media.ussailing.org/Latest_News/2014/YY_Ceremony_2014.htm.



US SAILING SEMINARS, TRAINING AND LEADERSHIP

Safety at Sea Seminar



4/12/2014

Chicago Yacht Club-Belmont Station, 300 E. Belmont Drive, Chicago, IL 60657

Moderator: Brian Adams

<http://tinyurl.com/2014CYC-SAS>

Contact: Race Coordinator, racecoordinator@chicagoyachtclub.org, 312.861.7777 x4956.



TRAINING

If you have questions about training, contact the Regional Training Coordinators:

Suzanne Reese, 25620 W Long Beach Dr, Ingleside, IL, 60041-9511, 847.546.4430 Home, 847.546.2785 Fax, suzireese@aol.com.

John Garr, 5790 Westward Passage, Harbor Springs, MI, 49740, 313.670.0811 Cell, 313.670.0811 Home, 313.884.4160 Work, jg@garrtrimsales.com.

RACE OFFICER, JUDGE AND UMPIRE CERTIFICATION

Two sessions have been scheduled in the Lake Michigan Sail Racing Federation area for 2014 to date:

Advanced Race Management Seminar at Chicago Yacht Club-Belmont Station

3/01/2014 - 3/02/2014

There will be two review sessions held at Belmont prior to the class on February 15 and February 22.

Enroll: http://raceadmin.ussailing.org/Race_Officers/CertificationTraining/Race_Officer_Seminars/Seminar_Calendar.htm

Chicago Yacht Club, 300 W Belmont, Chicago, IL 60657

Contact: Sean Ellis, racecoordinator@chicagoyachtclub.org

Instructors: Thomas Duggan, tpduggan@comcast.net, Peter Reggio, peterreggio48@yahoo.com

Registration fee includes breakfast and lunch each day.

One Day Race Management Seminar at Delavan Lake Yacht Club

5/17/2014 - 5/17/2014

Enroll: http://raceadmin.ussailing.org/Race_Officers/CertificationTraining/Race_Officer_Seminars/Seminar_Calendar.htm

Delavan Lake Yacht Club, 1501 Cedar Point Dr, Delavan, WI 53115

Contact: Jennifer Herz, dlyccommodore@aol.com

Instructor: John Strassman, john.strassman@gmail.com

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

Midwest dates listed below. There are many instructor and trainer courses being held in locations outside of the Midwest: Visit http://training.ussailing.org/Course_Calendars.htm.

Basic Keelboat Instructor Evaluative Course at Wayzata Community Sailing Center
5/16/2014 - 5/18/2014
(early registration discount until 4/19/2014)
Wayzata Community Sailing Center
PO Box 768, Wayzata, MN 55391-0768
Contact: Karen Davidson

Basic Keelboat Instructor Evaluative Course at Culver Educational Fndn/Summer Camps
6/03/2014 - 6/05/2014
(early registration discount until 5/7/2014)
Culver Educational Fndn/Summer Camps
1300 Academy Rd #160
Culver, IN 46511-1291
Contact: Karen Davidson, Instructors: Joe Hanko
Lodging may be available for this course.

Small Boat Instructor Level 1 at Wayzata Sailing School
6/02/2014 - 6/05/2014
(early registration discount until 5/5/2014)
Wayzata Community Sailing Center
PO Box 768, Wayzata, MN 55391-0768
Contact: Cappy Capper, Instructors: Cappy Capper
Sailboats: Z420s and C420s
Powerboats: 14'RIB Avon with tiller drive 15hp outboard

Small Boat Instructor Level 2 at Wayzata Community Sailing Center
6/07/2014 - 6/08/2014
(early registration discount until 5/10/2014)
Wayzata Community Sailing Center
PO Box 768, Wayzata, MN 55391-0768
Contact: Cappy Capper, Instructors: Cappy Capper
Must take Heads up Concussion training prior to the course, the free online course can be found here:
http://www.cdc.gov/concussion/headsup/online_training.html

Small Boat Instructor Level 1 at Traverse Area Community Sailing
6/12/2014 - 6/15/2014
(early registration discount until 5/15/2014)
Traverse Area Community Sailing
Contact: Eric Lind, Instructors: Margie Graham

Small Boat Instructor Level 1 at Little Traverse Yacht Club
6/19/2014 - 6/22/2014
(early registration discount until 11/16/2014)
Little Traverse Yacht Club
PO Box 584, Harbor Springs, MI 49740-0584
Contact: Linda Orlow, Instructors: Margie Graham
Course will run Thursday and Friday June 19th and 20th from 4pm-10pm and all day and evening on June 21st and 22nd.

LETTERS TO THE EDITOR

We have this part of the newsmagazine for YOU!! Write to us today!

What do you think would make sailing better on Lake Michigan? What would you like to see LMSRF do for our sport in our area that it is not doing already? Write to: lmsrfadministration@lmsrf.org.

SAILING INSTRUCTORS—FIND THEM/FIND JOBS

Sailing Industry Employers--Sail1Design has a GREAT wealth of [active resumes in their database!](http://sailingjobs.sail1design.com/) You can search this private database at your leisure and see if there are any potential fits for your needs. <http://sailingjobs.sail1design.com/>. This is the board that college sailing and US Sailing are sending all their instructor candidates to when looking for that next season's position.

Not Just Coaching Jobs! Sail1Design's professional sailing/marine industry job posts are growing rapidly, along with qualified, active, energetic applicants searching their job ad pages. Place an ad with Sail1Design for your position!

If you have questions about their job board and/or career center, please don't hesitate to get in touch: webmaster@sail1design.com.



CLASSIFIEDS

PROGRAM DIRECTOR AND HEAD SAILING INSTRUCTOR

MID COAST MAINE--The Christmas Cove Improvement Association (CCIA) offers summer sailing instruction to its member youth. The junior sailing program supports all levels of young sailors and participates in local and regional regattas. The junior program has five top-of-the-line coach boats and seventeen well maintained Optimists and seven 420s. Located in beautiful South Bristol, Maine, the CCIA is 20 minutes from Damariscotta and 1 hour north of Portland. Housing in a waterfront instructors' cottage and a food stipend are provided.

Available Positions--The CCIA is looking for a Head Sailing Coach and a Sailing Program Director for Summer 2014. The Sailing Coach reports to the Sailing Program Director and both report to the CCIA Club Manager. Head Sailing staff are responsible for all aspects of program instruction and curriculum, junior staff supervision and fleet maintenance. Detailed job descriptions are available upon request.

Salary - Commensurate with experience.

Job Requirements - Candidates should be self-motivated college-age or older sailors who enjoy working with children. They must have:

- US Sailing Small Boat Instructor Level 1 and Level 2 Certifications
 - Current First Aid and CPR Certification
 - Extensive competitive sailing experience
 - Extensive instructional experience in 420 and Optimis
 - The Sailing Program Director must be able to manage a comprehensive competency-based sailing program and a high school-college age staff
 - Excellent leadership, organizational and communication skills with respect to children, parents and junior staff.
- Contact Bruce MacNeil at brucemacneil@gmail.com or (617) 680-4840.



WHAT HAPPENED ...

(Guarantee your club's regatta and sailing stories, photos and results are in the *Lake Michigan SuRF* newsmagazine. Write it up and be sure to include the fun stuff, the unexpected, and the social stuff, then email lmrsfadministration@lmrsf.org as soon as the regatta is over!)

2014 Force Five Midwinter Championship Upper Keys Sailing Club, Key Largo, Florida February 19-22, 2014 28 boats

6. Real Crude Jack Jennings Chicago, IL [DQ] 9 6 5 9 5 8 12 54

2014 Laser Midwinters East Regatta Clearwater Yacht Club, Clearwater, Florida February 19-23, 2014

The 2014 Laser Midwinters East was hosted by the Clearwater Yacht Club and sailed from the Clearwater Community Sailing Center in Florida. The event attracted 199 sailors competing in the Laser, Laser Radial, and Laser 4.7. Winds Thursday (6-8 knots) and Friday (13-18 knots) allowed for six races to be completed, fog on Saturday and Sunday prevented further racing. Winners were Robert Davis (Laser), Luke Ramsay (Laser Radial), and Louisa Nordstrom (Laser 4.7).

Laser 52 boats

22.	Roman Plutenko	Chicago	[32]	26	14	19	19	19	97
33.	Rick Strilky	Chicago Corinthian YC	16	37	25	[39]	39	35	152
37.	David Wagner	Chicago Match Race Center	35	38	[BF]	27	35	31	166
38.	Wade Wagner	Chicago YC, CMRC,	36	[42]	31	34	38	30	169
44.	Robert Christie	Chicago Corinthian YC	42	40	29	43	[44]	42	196
51.	Patrick McBriarty	Chicago Yacht Club	[DC]	DC	DC	DC	DC	DC	265

Laser Radial 134 boats

6.	Malcolm Lamphere	Lake Geneva Yacht Club	6	8	17	7	2	6	29
88.	Thomas Balk	Lake Forest Sailing	[BF]	44	53	38	31	24	190
122.	Kennedy Fray	Columbia Yacht Club	29	65	[BF]	63	61	59	277
130.	Darius Mienville	Lake Forest Sailing	DS	[DC]	DC	DC	DC	DC	340

Laser 4.7 20 boats

6.	Lawson Levine	Lake Forest Sailing	12	5	11	3	5	[UFD*]	36
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2014 Star Zagarino Cup Masters Championship Coral Reef Yacht Club, Miami, Florida February 15-16, 2014

The Star class held their annual Masters event which pits helmsman over 50 on Biscayne Bay. A record 29 boats attended with Olympians Mark Reynolds/ Hal Haenel and Paul Cayard/ Rodney Hagebols finishing on a tie, with Reynolds winning on a count back. Karl and John Von Schwarz beat out three other father/son teams to win that division. The oldest sailor trophy went to 78 year old John Chiarella from Lake Sunapee in New Hampshire.

10. Star James Babel/Art Anosov Portage, MI Gull Lake YC 11 8 19.0

Club 420 Association Midwinter Championship US Sailing Center-Martin County, Jensen Beach, Florida February 15-17, 2014 94 boats

The 2014 Club 420 Midwinter Championship was hosted by the US Sailing Center-Martin County where 94 teams were blessed by the beautiful weather. The fleet was split into two groups to start the event, using a seeding formula based on the Club 420 class Triple Crown standings and Orange Bowl. After the first day of racing the fleet was split using the results of the regatta and a 1,2,2,1 formula. The three days of racing provided a variety of conditions from 16-20 kts with chop on day 1 to light shifty conditions on day 3. The key was consistency over the 11 race series. Wiley Rogers and Ian Robinson from Coral Reef Yacht Club were in the hunt after day 1 and then turned on the afterburners on days 2 and 3, winning 5 out of the last 8 races and finishing no worse than 4th in those final 8 races. The racing was close throughout the regatta; going into the last day Wiley and Ian were tied with Annapolis team Nick Floyd and Lilla Salvesen, who finished second overall. The women's team of Lucy Wilmot and Mary Claire Kiernan solidified their third overall finish with a convincing win in race 11. The top junior team was Romain Screve and Andrew Person from San Francisco. The 2014 Midwinters was the first 2014 US Youth Championships qualifier. The top 8 teams who are Youth Champs eligible will be qualified for the 2014 US Youth Championships.

3.	Lucy Wilmot & Mary Claire Kiernan	San Francisco YC	8	12	1	7	6	3	3	2	(27)	3	1	46
50.	William Curtiss & Christian Koules	Lake Forest Sailing	10	36	(BF)	38	10	17	21	21	24	29	34	240
55.	Thomas Balk & Emily Shanley-Roberts	Lake Forest Sailing	30	27	29	33	31	10	22	(35)	20	14	30	246
65.	Bailey Cornog & Jackson Hamilton	Chicago Yacht Club	19	35	17	39	26	37	27	14	30	(43)	37	281
82.	Phoebe Lincoln & Colleen Baumann	Columbia Yacht Club	33	40	31	41	(43)	31	41	41	41	38	30	367
84.	Eamon Austin & Allie Cahn	Chicago Yacht Club	33	37	33	(44)	42	42	40	41	36	36	38	378
85.	Charles Koules & Maya Stephani	Lake Forest	ZF	32	37	(45)	42	44	31	42	37	39	42	387
87.	Skye Shepherd & Christopher Guido	Lake Forest	36	41	29	43	39	40	44	45	(BF)	39	46	402
88.	Cuyler Fiesel & Alex Fowkes	Chicago Yacht Club	35	(DF)	39	45	43	45	44	45	38	42	44	420

**2014 Sperry Top-Sider St. Petersburg NOOD Regatta
St. Petersburg Yacht Club, St. Petersburg, Florida
February 14-16, 2014**

Congratulations to Lake Michigan's two podium finishers: *Matros* with Tom Bryant and Roger Gamache of Macatawa Bay Yacht Club, and the Meatloaf/Family Circus team of Mui, Kennalley and Davies of Chicago Corinthian Yacht Club. The breeze filled in for the first day of racing at the NOOD in St. Petersburg, Fla. Breezy, shifty conditions made for a great second day on the water. Sound sailing and concise decision making by Skipper Andrew Fisher and crew aboard *Bandit* in the Sonar class earned them the prestigious Overall Winner honor at the St. Petersburg Sperry Top-Sider NOOD Regatta. The team of Connecticut-based sailors excelled on the Tampa Bay course. With the scheduled third day of competition cancelled due to little or no wind, the crew's Friday and Saturday performances were deemed the most impressive by the judging committee. To the victor goes the spoils and with the victory in St. Pete, Fisher was rewarded with a Caribbean sail charter aboard a *Sunsail 44i*. New to the St. Petersburg NOOD this year was the Contender, a speedy 16-foot singlehanded dinghy with a trapeze. The Ensign also made its debut, with some noteworthy entries in the 10-boat class for their Midwinter Championship. Of the five local boats, Hull No. 952 is owned by the 501(c)(3) nonprofit Sailability, an international disabled sailing program. Zeke Durica, of Dunedin (Fla.) YC said, "*Freedom* will be sailed by volunteers and coaches along with a wounded veteran of one of the Middle East conflicts." Al Humphers skippered *Freedom*. And, of course, the J/70 fleet was there, now in its second year at this NOOD; the regatta was a world championship qualifier for two spots for the World Championship in Newport, Rhode Island, in September 2014.

B Course Racing

One Design Division

J/70 28 Boats

26.	Taipan SB	Lloyd Karzen	Chicago Yacht Club	25	25	DS	DS	DS	137.0
27.	Exit Strategy II	Jack Martin	Little Traverse Yacht Club	DS	DS	DS	DS	DS	145.0

Melges 24 7 Boats

7.	Photo Finish	Charles Lemond	Crystal Lake, IL	7	6	7	7	7	6	40.0
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C Course Racing

One Design Division

S2 7.9

2.	Matros	Tom Bryant & Roger Gamache	Macatawa Bay YC	2	5	2	2	7	18.0
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PHRF Division

PHRF 2

2.	Meatloaf/Family Circus	Mui, Kennalley, Davies J/29	Chicago Corinthian YC	3	2	2	3	2	12.0
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**J/22 Midwinter Championship
Southern Yacht Club, New Orleans, Louisiana
February 13-16, 2014 25 boats**

Hosted by the Southern Yacht Club, 25 teams took to the waters of Lake Pontchartrain in puffy breezes that began around 10 knots and increased throughout the first day to 18. Competitors experienced 10 degree shifts, ratcheting to the right. Faget's team *Fats* recorded a line of 3,2,4,1 for 10 points. Terry Flynn's *Tejas* also kept their scores in the top four (2,4,2,4) for 12 points, and Chris Doyle's *The Jug 4 1* was just one point behind with 13 points. Day two winds began at 10-12 knots, but slowly declined over the next few hours to 4-6. The Race Committee attempted to start a third race, but were forced to abandon as the wind died, sending teams to shore in advance of the competitors' evening party in the French Quarter. Conditions on Lake Pontchartrain on Sunday featured light breezes, between 5-6 knots. The local competitors ruled the day, as David Loeb's *La Jolie Vie* took victory in Sunday's first race. Richard Heausler's *Fast Company* was second, and Faget third. Chip Carpenter's *Wizard* snagged the win in the next contest, trailed by Faget and Dwight Leblanc's *dliii*. Faget closed out the championship with a bullet, as Dale Currie's *Supper Club* and *Fanberg* followed.

20.	Diesel Snack	Doug Slater	Island Bay Yacht Club	19	15	12	19	14	19	19	19	[23]	136
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**Laser Masters MidWeek Madness 2014
US Sailing Center - Martin County | February 11-12, 2014**

Laser (70 boats)

17.	David Wagner [Grand Master]	CMRC	[51]	27	10	19	31	17	19	10	133
46.	Paul Wurtz bach [Great Grand Master]	CCYC	21	13	31	23	[DC]	DC	DC	DC	301
58.	Patrick McBriarty [Master]	CYC	56	[65]	61	58	28	63	47	44	357

**2014 Walker Cup
Coral Reef Yacht Club, Miami, Florida
February 8-9, 2014 20 boats**

The Star Winter Series wrapped up with Paul Cayard and Magnus Liljedahl winning the Walker Cup. Three races were completed on Saturday but light winds conspired against racing on Sunday. The overall SWS trophy went to Augie Diaz and Arni Baltins who eked out a win over Californian Jim Buckingham. The Winter Series had 42 competitors this year with deeper talent. The event has gotten traction as an answer to the boat being out of the Olympics, and Miami, with its hat in the ring for the 2016 World Championship ensures the Winter Series is only going to grow. The Star remains "the" class to make a name for yourself in keelboats.

6.	Pied Piper/National Marine	Jack Jennings/Brian Sharp	9	4	8	21.0
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**2014 Quantum J/70 Winter Series 2
Davis Island Yacht Club, Tampa, Florida
February 8-9, 2014 41 boats
J/70**

The J/70s in Tampa had enough to go sailing each day and managed to get off four races in somewhat brutally light, shifty, patchy conditions. Saturday was a light northerly, dying to come in from south around noon at 4-6 kts, dying and then coming back in northerly from 3-6 kts. On Sunday the light NNE winds hung in there from late morning to mid-afternoon from 3-7 kts and died late with racing finished by 2:30 pm. Literally every boat in the top ten had a double-digit race to count in their scoreline! Even the eventual regatta winner, Tim Healy steering HELLY HANSEN, couldn't match his remarkable record of all top five finishes he posted for the J/70 Midwinters in Key West recently! What's interesting is that places 3rd to 11th were separated by only ten points! And, Jack Martin and Mark Ploch were in a three-way tie-breaker at 53 pts that included Rob Britts.—**J/News**

4.	Exit Strategy II	Martin, Jack	LTYC CHYC	14	3	8	28	53.0
22.	378	Hettel/Schaefer, Mike/Jeff	IVYCC/RYC	38	11	12	20	81.0
25.	Stampede	Pasquinelli, Bruno	Fort Worth Boat Club	30	32	9	21	92.0
26.	Empeiria	Heaton, John	Chicago Yacht Club	1	28	37	29	95.0
41.	Bucephalus	Krasinski, Andrea	CYC	39	41	39	RAF	161.0

**2013/2014 Audi Melges 20 Miami Winter Series Event No. 2
Coconut Grove Sailing Club, Miami, Florida
February 8-9, 2014**

Melges 20

35 boats

1.	Section 16	Richard Davies	Winnetka, IL	2	6	3	11.0
2.	Bacio	Michael Kiss	Holland, MI	4	5	2	11.0
9.	Heartbreaker	Robert Hughes	Ada, MI	8	14	5	27.0
11.	Red Sky Sailing Team	Paul Reilly	Chicago, IL	13	10	8	31.0
25.	Details	Lance Smotherman	Harrison Twp, MI	25	32	17	74.0
30.	SuperFly	Eric Wynsma	East Grand Rapids, MI	32	30	18	80.0
35.	Vaya Con Dios	Alex Post	Winnetka, IL	35	34	35	104.0

**2014 Olympic Class Ocean Regatta
Lauderdale Yacht Club, Ft. Lauderdale, Florida
February 7-9, 2014**

Finn

10.	Wagon Wheel	Gordon Lamphere	Lake Forest, IL	10	11	9	7	7	11	[14]	55.0
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Laser

25.		Wade Wagner	Chicago, IL	20	26	23	28	23	23	21	[28]	136.0
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Individuals—

Skippers and Crews—Why should you join LMSRF? Click on this link to open our individual membership brochure (<http://tinyurl.com/LMSRF-IB>), find out why, then pick your sign up method below:

PAPER—Complete a paper application and mail it in with your check: <http://tinyurl.com/JoinLMSRF-Print>

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All members will be listed on the LMSRF web site at www.lmsrf.org>Join>Membership Roll.

Yacht Clubs—

Does your Lake Michigan area yacht club leadership know that US Sailing member yacht clubs get a deeply discounted US Sailing membership fee by also joining LMSRF? What else should your yacht club or sailing organization know about what it gains by becoming an LMSRF member? Click on this link (<http://tinyurl.com/LMSRF-YCB>) to open our "yacht club" membership brochure. Then, complete your organization membership application.

"YACHT CLUB" APPLICATION - <http://tinyurl.com/LMSRF-YC-Ap> (Sorry, interactive version not available this year)

Please clearly indicate who your club's LMSRF representative is for 2014, if it is not the Commodore, so we know who to notify about the Annual Meeting and other urgent sail racing matters.

All yacht club and sailing organization members will be listed on the LMSRF web site at www.lmsrf.org>Area. LMSRF's membership year is January 1-December 31.

LMSRF's membership year is January 1-December 31. Thank you for your support!

Just one more page ... Be sure to read the last page!

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.

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Email to: lmsrfadministration@lmsrf.org or lakemichigansrf@gmail.com.

Telephone: 312.857.6640. FAX: 786.358.3605.

Snail it to:

Gail M. Turluck, Editor

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.

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



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

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



Join LMSRF's Yahoo!Group! Sign up for this email list and posting board at

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LMSRF

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