

Lake Michigan SuRF Newsletter

BRINGING BACK THE FUN ON THE RACE COURSE - PART 7 OF 7, THE END AND THE BEGINNING

by Glenn McCarthy

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

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

For the longest time I felt the sport needed a separate set of racing rules, designed for Club Racing. More relaxed, yet competitive, something the newcomers wouldn't be as intimidated by, that relieves tension between competitors, that reduces protests to as few as possible, something that has some wit, and most importantly creates bonds between competitors, provides laughter, and builds the numbers on the race course. Then I realized that the Racing Rules of Sailing is a decent set of rules, it just needs a relaxing factor and some additional safety added into them. Hang in there, as you'll see in this seven part series you'll find things that will make sense and others you'll want to challenge. Hold off on the challenges until you see all seven parts, as together they will all make sense. In no way shape or form am I suggesting these are intended to stop Hardcore XXX Racing that has its place in certain events - Nationals, Worlds, Internationals, some but not all Olympic Class events, etc. It would be a club's option when to adopt these, what I simply call the Fun Rules of Sailing. Hang on, the ride is continuing (the first eighteen rules are found on the LMSRF web site at <http://www.lmsrf.org/lmsrf/index.php/fun-rules-of-sailing>).

Fun Rules of Sailing, Rule #19

Add the following to RRS 1.1: so far as the master or individual in charge can do so without serious danger to the master's or individual's vessel or to individuals on board.

Why?

Like Supreme Court Justice Scalia, I am a textualist. RRS 1.1 simply says: "Helping Those in Danger - A boat or competitor shall give all possible help to any person or vessel in danger." As written it is not comparable to the IRPCAS/COLREG requirement when going to save someone, the IRPCAS/COLREG adds: "so far as the master or individual in charge can do so without serious danger to the master's or individual's vessel or to individuals on board." So using the text as presented in the RRS, about "shall give all possible help" which to me includes both putting your vessel in danger AND putting your crew at risk of life or limb.



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The IRPCAS/COLREGS are clear, you must render assistance, but at the point your boat or crew are put in danger you can sail away, you are no longer required to provide assistance. Morally, the other boat did something unseaworthy or unseamanship, just because they made those choices does not make it your choice to join them in a disaster. Now, doing this you would be safe from the arm of the law if accused, but according to the RRS you should be found guilty and disqualified from the race for not destroying your boat or crew doing everything possible. And then some overzealous protest committee may decide to bring out RRS69!

Being frustrated as a textualist, many years ago I did submit a request for interpretation to the US Sailing Appeals Committee on this topic. Their decision was that should an appeal come to them, they would mirror the IRPCAS/COLREGS escape clause. However, they also decided not to publish this decision! Rather than have misleading wording in this rule to the racing public, we want sailors to know before they sail, and judges to know before a protest is brought to them, that the escape clause applies, that's why these words are added to this rule.



In the 1998 Sydney Hobart Race in hurricane conditions, *Margaret Rintoul* sailed past *Sword of Orion* who had lost Glyn Charles overboard earlier when the boat did a 360-degree roll on a wave, wrapping the mast around the hull and no longer had steerage. The Australian court held a hearing and charges were dismissed against *Margaret Rintoul* using the IRPCAS law. A RRS 69 hearing was made against the owner of *Margaret Rintoul*, based on the "shall" wording, and the owner was exonerated. Why did *Margaret Rintoul* sail past? 1. Their engine had become inoperable. 2. Sailing in the direction of a close reach into the 90' waves being experienced was a much safer direction than turning and exposing the beam to the seas of which *Sword of Orion* had suffered. 3. *Margaret Rintoul* did make an effort to relay by radio what they had seen.

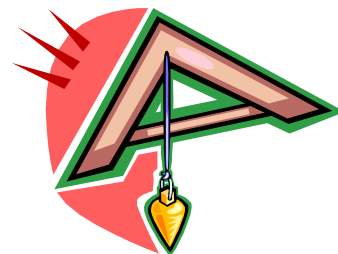
I still feel horrible for the owner of *Margaret Rintoul*. It took 1-1/2 years to be cleared of the RRS 69 hubris. The sport owes him a big apology, which I never saw. Who needs a RRS69 hearing hanging over their heads because the rule is not written clearly to begin with? Fixed!

Fun Rules of Sailing, Rule #20

Handicapping and Rating - For handicap and rating classes, each week the handicap or rating will be modified to "level" the fleet out based on the season's results to date.

Why?

Handicap and rating rules do what they can to level boats out. The first assumption is that the boats are in peak performance with the smoothest bottom, the newest sails, etc. We know that some boats come out with dirty bottoms, old sails, and are in the learning process. We know some are coming out just for the enjoyment of sailing and will never put in the time to learn all of the nuances it takes to be on top of the fleet. They, too, need a day where they win. Otherwise, what would keep them coming back? By leveling out the handicaps or ratings weekly (based on time differences at the finish over the season), you now level boats and people out, giving everyone in the fleet an equal chance to win. Those with the pros, the smooth bottom that was just washed prior to the race, and with the latest sails are going to have to work harder to win. Why make it easy for them by just rating their boat, rate their talent too! And winning is still a potential outcome for them. And, by the way, how many more pickle dishes do they really need now that they have been at this level for a number of years? If a boat with one foot of grass on the bottom suddenly wants to up their game by cleaning the boats' bottom, they might finish a bit better, but their finishes will cause their handicap or rating to change and bring them back in alignment with all others over a week's time.



Fun Rules of Sailing, Rule #21



Your attitude must be Fun. However, there is no penalty for violating this rule.

Why?

Wake up in the morning on race days with a smile on your face, be relaxed, you're going to get away from work, emails, texts, and all that's wrong with the world and head out to enjoy what all is right with the world - sailing in freedom. If you have an arch enemy, figure out how to make him or her your friend. If you're holding a grudge over a protest from 8 years ago, it is time to let it go (even the one that happened last week). If you're a screamer, recognize it in yourself and try to change. If you believe in the philosophy that "The floggings shall continue until morale improves" try a different approach. Make everyone around you laugh, not just a little, but roaring laughter. Fun must rule the day when sailing!



Fun Rules of Sailing - #?? Saved by the Bell!

When I first sat down writing these Fun things, it was all about creating a different environment for Club Racing, improving the sport's image, making it more genteel, sportsmanlike, Corinthianlike, friendly, safe, to increase participation and be clean. I had written a rule about trash that it had to be carried ashore. Little did I know that the rules writers at ISAF already were working on that issue, and it is now published in the Racing Rules of Sailing for 2013-2016. One less rule for the FRS!



This concludes the Fun Rules of Sailing as a draft of concepts and ideas. The next step is I have asked a number of judges to do a session on wordsmithing these ideas, organizing them, have them pick apart my words, assuring they can be added and are not in conflict with other rules, and then provide text to make it simple to add these to any Sailing Instructions so clubs may start hosting FUN based racing. We sure hope you will consider adopting these, once finalized, for your club races in 2013. Please send any feedback to commodore@lmsrf.org.

LEIGHTON O'CONNOR AND TEAM PAINKILLER

by Gail M. Turluck

Leighton O'Connor is a storied sports and outdoors photographer who has a special focus on sailing. Chicago's Team *Painkiller*, headed up by Alice Martin and Ted Jones, with crew Scott Adams, Adam Birch, Robbie Gibb, Tad Ilg, Ruth Miller, Larry Schook, Chris Simon, and Jon Tomell, is at the 2013 BVI Spring Regatta and Sailing Festival, having chartered a boat, and was featured in this light-hearted bit by O'Connor as featured and linked out of Scuttlebutt: <http://tinyurl.com/13BVIPainkiller>. Cheeseburgers anyone, in Paradise?



2013 LMSRF Youth Championship

The Lake Michigan Sail Racing Federation Youth Championship will be hosted by Sheridan Shore Sailing School, Sheridan Shore Yacht Club, and Wilmette Harbor Association, Wilmette, Illinois, this year, running the Wentecup concurrently, Thursday, June 27– Friday, June 28. It is open to Youth sailors from all around the Lake Michigan area.



2013 YOUTH CHAMPIONSHIP

Boats (BYOB): Laser Radial, Club 420, International Optimist Dinghy: (Red Fleet: 13 through 15 years), (Blue Fleet: 11 through 12 years), (White Fleet: 8 through 10 years), (Green Fleet: very limited regatta experience).

Prizes: Prizes will be awarded as follows: 420 awards will be for crew and skipper placing first, second, or third. Optimist/Laser class prizes will also be awarded in each of the Red, Blue, and White fleets according to the following schedule: 1-3 Boats in Fleet: 1 prize, 4-5 Boats in fleet: 2 prizes, 6 or more Boats in fleet: 3 prizes, Green fleet: 1 prize.

Contact Info: Zac Hernandez/Colleen Croft, zac@sheridanshoresailing.com, 20 Harbor Dr., Wilmette, IL 60091, Phone: 847.251.1110. Entry deadline: Monday, June 24. Registration includes LMSRF Youth membership for each competitor! On line registration is open: <http://2013wentecup.eventbrite.com/#>.

AN INTERNATIONAL PERSPECTIVE ON RACE OFFICER DEVELOPMENT

by Eric Lind, LMSRF Race Administration Chair

Several weeks ago I was offered the opportunity to enroll in the International Race Officer Seminar being put on by ISAF and US Sailing at the California Yacht Club in Marina Del Rey, California. My Regional Race Officer certification with US Sailing does not run out for another 2 years, but this seminar is only offered in the US every five or six years so I jumped at the chance. Thanks to the Grand Traverse Yacht Club for paying my tuition, to Delta Airlines for the \$10 ticket (frequent flyer miles left over from Northwest), and to California Yacht Club for housing me at a member's condo, my out of pocket expense was reduced to a few dinners.



2013 ISAF Race Officer Seminar participants (l to r): Jeff Zarwell, Rob Lamb (instructor from GBR), Matt Bounds, Mark Foster, Kevin Wilson (instructor from AUS), Taran Teague, Bill Stump, Bruce Golison, Eric Robbins, Eric Lind, Glenn Taylor, Robbie Dean, Rich Reichelsdorfer, Steve Aulich, Hank Stuart. Missing from the photo were John Abel and Chris Petracco.

Also present from our area were Rich Reichelsdorfer from Sheboygan, Wisconsin, and Matt Bounds from the Detroit, Michigan, area. In total there were 15 attending plus 2 instructors. The rest came from around the country plus one from Victoria, British Columbia, Canada, and two from Australia. The instructors were from Australia and England. Most of the participants were National Race Officers or the equivalent and 3 or 4 of us Regional Race Officers.



This was a 3-day seminar with 2-1/2 days of study, followed by a test. Much of the time was spent on fairness of competition, mainly starts, with the emphasis on knowing when to postpone before the start or allow a start and then use a general recall or abandonment. There are lots of subtle nuances here, but the gist is that if a start is not going to be fair, postpone before the start. We spent a bit of time on setting a course in tide (I think we call it current) and also covered setting and moving trapezoid courses. Trapezoid courses are used in large events with two or more classes on the same course which allows the first group to sail the outer loop and the next group to sail the inner loop, and still use the same start and finish lines. Over the three days we covered every facet of an event from the Notice of Race and Sailing Instructions to the results and even appeals (some events never seem to end). Overall, I didn't find a lot of differences, but the focus of ISAF is definitely on large International events like the Olympic Games.

The test was interesting and quite a change from the US Sailing multiple choice exam that we see at the Basic and Advanced Race Management Seminars. The first half was part problem solving and part analyzing pictures and videos, while the second half was true/false questions. The instructors felt that this might be the first group to have a 100% success rate, but we won't know for a few more days as ISAF has to process the tests first. Needless to say we are all anxious to find out, but pass or not it was a very worthwhile experience and one that I'm glad to have been given the opportunity to attend. Thanks to all that made it possible and I look forward to doing a better job on the water in the future.

2013 YACHT CLUB AND FLEET OPEN HOUSES

Lake Michigan's yacht and sailing clubs are busy planning open houses to help potential new sailors and new members learn about their clubs, programs and membership requirements. Send your club's dates to lmsrfadministration@lmsrf.org to have your announcement included.

Crew Search Party-SOUTH SHORE YACHT CLUB, this year's party will take place on April 20th from 3:00-6:00 PM. This is a great opportunity for skippers, crew, and everyone else to join in for the search for the perfect boat and crew. All clubs are invited and included, though no club affiliation is necessary. This is all about supporting our love of sailing, the sport, and the competition. The teams and people are what make this so worthwhile. Don't be shy. Come on down to SSYC in the afternoon, enjoy meeting the other fellow sailors and members, and figure out where you just might fit in. To entice you, we will be offering complimentary beer and stale pretzels. There will be some raffle items, many tall tales of sailing, and all the plans for the upcoming season. We all love this sport! Remember, even if you are not looking for crew and a boat, come on down and hang with the sailors.

BURNHAM PARK YACHT CLUB, 1500 S. Linn White Drive, Chicago, Illinois, is having six open houses for prospective new members to visit the facility and learn about their fine club. April 13, 1-4:00, April 14, 10-2:00, May 18, 1-4:00, and May 19, 10-2:00.

SHERIDAN SHORE YACHT CLUB, Wilmette, Illinois, is having an Open House on Sunday, May 26, 2013. More details at www.sheridanshoreyachtclub.com.

CHICAGO CORINTHIAN CREW SCHOOL OPENS APRIL 10

Chicago Corinthian Yacht Club's famous Crew School has its one and only session of the year starting April 10, 2013. It will run for five weeks, with a practice race held the sixth week. Don't delay, sign up today! Complete info: <http://www.corinthian.org/school.php>.



S/V DENIS SULLIVAN MAST FUND SEEKS DONATIONS

by Bruce Nason

Wisconsin's official flagship, the S/V Denis Sullivan will be undergoing major mast replacement prior to the 2013 sailing season and conducting a fund drive to raise funds for the project. Here is a portion of the notice sent to SSYC: "This spring, the S/V Denis Sullivan needs \$12,000 to raise a new main mast. A few weeks ago, we launched a fundraising campaign with great initial success, but there is still work to be done...Thanks to the some generous support of loyal donors are matching each donation dollar for dollar until we reach or surpass our goal." A handmade bench is being crafted from the old mast which will be given as a thank-you gift and memento to the largest donor. Additionally, beautiful prints of the Denis Sullivan will be given away in a random drawing of our donors. Donations are tax deductible and the schooner's web address is www.schoonerdenissullivan.org.



CLUB FEATURE: GREAT LAKES CRUISING CLUB

If you cruise the Great Lakes, you may see a distinctive burgee with five interconnected chain-links that form a complete circle. It identifies the boats' owners as members of the Great Lakes Cruising Club (GLCC). Members proudly fly the burgee from the spreaders of our sailboats or from the bow staffs of our power cruisers.

GLCC members take their boats far and wide on North America's five Great Lakes and their tributaries. Members are found on the water from Duluth to Quebec; from Chicago to Buffalo; and from Toledo to Toronto. Some members are partial to the legendary North Channel, while others prefer cruising the secluded wilderness of Lake Superior's North Shore.



The club has more than 2,500 members in the U.S. and Canada. They are known to be a friendly bunch of serious boaters, who are willing to share our love of the lakes and our knowledge about how to cruise them and warmly welcome new members. GLCC members can be found in over 400 home port harbors. Each member keeps an eye out for the distinctive GLCC burgee and will make a visiting club member

feel right at home.

Since 1934, GLCC members have explored all of the Lakes and their connecting tributaries, including the Mississippi, the Tennessee-Tombigbee, the Erie Canal, the Trent-Severn Waterway, the Rideau Canal, and the St. Lawrence River. Some have done the Great Loop and others have crossed oceans.

The GLCC was founded in 1934 to share cruising information among its members. It is still the club's core purpose. Its famous Log Book and Harbor Reports contains decades of detailed observations by the club's members, who have personally visited the areas, anchorages, harbors or waterways described in the individual reports.

That information — over 1,200 separate reports — is available through this Web site to the club's members. Not all places have restaurants, grocery stores, medical facilities, and fuel docks. Just as when the club was founded, there are still wilderness and uncharted areas of the Great Lakes. The club's reports are sometimes the only ones available for a particular location. The harbor reports are viewable, printable, and saveable to your computer for off-line use while cruising. Unlike commercial products, our harbor reports are constantly updated. They are maintained by the club's members in "wiki" format on the Web.



Members at a recent GLCC Rally.
Courtesy: GLCC.



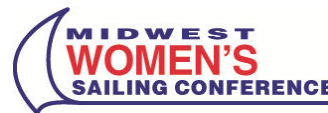


About 200 harbors have GLCC Port Captains. These dedicated individuals take special care of visiting members and represent the club in a variety of ways. They are a great resource, especially when you are cruising outside your normal area.

The club's collective experiences on the vast Inland Seas provide great material for boating discussions and stories, wherever members get together. Besides an annual Rendezvous, GLCC has rallies, flotilla cruises, seminars, and social events. However, most GLCC meetings just happen, because several members just find themselves in the same anchorage at the same time. We like having fun together. For more information, visit: <http://www.glccclub.com/>.

UPCOMING SEMINARS

- 🚩 Burnham Park Yacht Club is planning a middle school sailing seminar. Date to be announced.
- 🚩 April 6, 2013, Chicago Yacht Club will host a weather seminar by Chris Bedford
- 🚩 GREAT LAKES SINGLEHANDED SOCIETY hosting a Chicago Area Open House and Safety Seminar April 6, 2013 at Larsen Marine in Waukegan, Illinois. http://www.solosailors.org/pdfs/ss_flyer_13.pdf
- 🚩 NORTH U: Rules & Tactics Webinar teaches the rules (new and old) in a case-based approach that will help you understand your rights and obligations in situations all around the course. Rules and Tactics with Dave Perry:
 - Tuesdays, April 2 & April 9; 6-9pm ET, (3-6pm PT)
 - Thursdays, April 25 & May 2; 6-9pm ET, (3-6pm PT)Taught in two 3-hour online evening sessions a week apart (and on-demand thereafter). Register here: <http://tinyurl.com/13NURS>
- 🚩 NORTH U: Expedition Overview with Peter Isler
 - Wednesday, April 24* & Tuesday April 30; 6-9pm ET, (3-6pm PT) (and on-demand thereafter). Register here: <http://tinyurl.com/13NUEOPI>
- 🚩 NORTH U: Weather and Routing with Peter Isler
 - Wednesday, April 3 6-9pm ET, (3-6 PT) (and on-demand thereafter). Register here: <http://tinyurl.com/13NUWaR>
- 🚩 NORTH U: Visit www.NorthU.com for the full schedule of seminars and webinars.
- 🚩 2013 RACING RULES-SAILING FAST SEMINAR--A discussion on the NEW RACINGS RULES and how they will affect racing for the next four years. Allan A. Teske – US Sailing Senior Judge and Certified Instructor will be the discussion leader. The program will be a power-point presentation with on-the-race-course boat diagrams. Bring your rule book or they can be purchased when registering or at the venue. Lunch is included in the session fee. Session Locations:
 - April 13, 2013 Charlevoix Yacht Club - 209 Ferry Ave. Charlevoix, Michigan (231) 547 9170
 - April 27, 2013 Columbia Yacht Club - 111 North Lake Shore Drive Chicago, Illinois 60601 (312) 938-3625Start time: 0830 local time Session Fee: \$25.00 per person 2013-16 Rule book: \$25.00 each
Please pre-register by sending each participant's name, address, boat name/sail#, phone number, Session choice, books desired, and complete payment to: Allan A. Teske – RR-SS, 9900 South Longwood Drive, Chicago, Illinois 60643, Phone number: 773-239-4440 email: ateske821@aol.com.
- 🚩 2013 MIDWEST WOMEN'S SAILING CONFERENCE--will be held May 11 in Milwaukee, Wisconsin. Betsy Alison is the keynote speaker. Alison is a 2011 inductee into the US Sailing Hall of Fame, Five Time Rolex Yachtswoman of the Year, and US Sailing Team Paralympic Coach. Attendees will find smaller class sizes, some with double session length. Further info: <http://womenssailing.org/>



2013 ROSE CUP NATIONAL YOUTH MATCH RACING

The 2013 Rose Cup is a National Youth Match Racing Event for sailors 16-20 years of age, and will be sailed June 19-23, 2013. It will begin with a one day coached clinic and conclude with a 3-day match race regatta. The event is sanctioned by US Sailing and organized by the US Sailing Match Racing Committee and Sail Sheboygan. The event will be sailed out of the US Sailing Center of Sheboygan and the Sheboygan Yacht Club in Elliott 6m's, the boat used for match racing in the 2012 Olympic Games. The event is capped at 10 teams. Skippers will be selected based on requests for invitations.



The goals of the event are to stimulate interest, participation and development in youth match racing nationwide, demonstrate enough interest in match racing throughout the country to warrant it becoming a US Sailing Championship in the next couple of years, and provide a means of qualifying for international youth match racing events such as the Governor's Cup (the premier international youth match racing event held annually in southern California), the Europeans, events in Australia and New Zealand, and ultimately the ISAF World Youth Match Racing Championship (which will be held for the first time in 2014). **Requests for invitations received by April 15, 2013 will receive preference.** More info: <http://www.sailsheboygan.org/Rose-Cup-2013.php>

ARMY CORPS COMMITS \$5.2M FOR GREAT LAKES REPAIRS

A top official of the U.S. Army Corps of Engineers stated her agency will spend \$5.2 million in Hurricane Sandy relief funds to repair 10 Great Lakes harbors. Assistant Army secretary for public works Jo-Ellen Darcy said the money will cover work at six harbors in Michigan - New Buffalo, Holland, Muskegon, Saugatuck, South Haven and St. Joseph. The work is part of \$19 million in hurricane recovery funds being used for work on the Great Lakes. Aid also goes to Illinois' Waukegan harbor and Indiana's Burns Waterway, Burns Waterway Small Boat, and Michigan City harbors.

RAMBLINGS FROM "THE POPE" - ISAF PAST PRESIDENT PAUL HENDERSON

by Glenn McCarthy

Paul Henderson and I are Star boating friends from the days before he ascended to the Presidency of ISAF. Always solid in thought, always raising the dander when proselytizing, we engaged again recently through email and here is his take on what grew the sport 30-40 years ago that isn't happening today. He encourages that we recapture the success of 30-40 years ago:



Paul and Mary Henderson.
Courtesy: ISAF.

- 1) The Game has got too expensive. When a 20 ft. Melges or J/boat costs \$60,000 that is ridiculous. The adage used to be is that your racing boat should be no more than your wife's car or \$15,000 (in our day \$3000). [Author's note - he's Canadian!]
- 2) The Promoters have taken over and come out with a new boat constantly and get the Pros to sail them. Elvstrom said that it is easier to design a new boat than build a class organization. Years ago the classes were like a fraternity: Star, Snipe, Lightning, Soling, Etchells, Finn. The guys at the middle and back of the fleet had a great time and we would all go to the bar after and hear Buddy (Melges) pontificate.
- 3) These classes were one or two person crews, not the faceless 8-10 boat crews who sit like mugwumps on the rail of some 40 footer paid for by some wealthy investment dealer. (A Mugwump is a bird who sits on the fence with his mug in one hand and his other hand on a wump).
- 4) The Yacht Clubs have forgotten what they are about and are run by the Food and Beverage Manager who has convinced the Board that regattas should be a profit center, rather than the hosting the sailors cheaply as the raison d'etre of a Yacht Club.
- 5) When the Wednesday morning Ladies Bridge Club is more important than the Saturday race, we are in trouble.
- 6) Make the local racing fun and forget about travelling and being gypsies sailing out of your garage.



- 7) Have very tight class rules and enforce them. I always thought that if a sailmaker wanted to race in your fleet you had the right to go up to him before the race and make him use your old jib and you use his new one.
- 8) The Optimist class is the best tyke trainer but is doing more to kill sailing than any class. You Americans call them Little League Parents and we call them Hockey Parents but Opti Parents are a disaster, plus their coaches. You can now compete in an Opti at 15 yrs 9 months, if you can starve your kid to keep at 110 pounds. We have 12 year olds in our Junior Club who are bigger than that so they are kicked out of the Opti and go play golf. Also kids' hormones start getting excited at that age and they do not want to be with little kids anymore, so get them into other classes. Opti age limit should be "not having reached 13." I tried to put that in at ISAF and was thrown out by the Opti Parents.
- 9) We should stop focusing on singlehanders, trapeze boats and college sailing. There are people who like to crew and do not want to be the "prick at the stick," so 2 or 3 people boats are also the way to go. Trapezes breed freaks. The skipper is very small and the crew is lanky with a heavy head. Intercollegiate sailing is also for very small people.
- 10) The Olympics has become a Junior Regatta dictated by the IOC with the deletion of the keelboats. It was not ISAF who caused it except they buckled under to the IOC when we should not have allowed it. IOC tried that when I was President and told them, "NO Way Jose!!" (Really, "No Way Jacques!")

Conclusion:

- I think the Inland Lake Yachting Association is the model. Forget about the Olympics or USSA, and focus on how to run the USofA.
- Focus on local regional sailing and get all the clubs to zero in on all sailing the same small boats. (We have a fleet of club owned, but bought by members, and given to the club Ideal 18's, which are now 10 years old. Good solid boats only 2 people.) If all the clubs in a region bought the same boats and kept them racing for 30 years then you have used boats that new people can get into the game reasonably.
- With regards to the Olympics, if you have a very good broad base then the Melges spin out the top and do not need a myriad of coaches and trainers and support teams.
- It shocks me when a parent has a kid who wins an Opti race and then immediately starts dreaming about training for the Olympics.
- When the kid can beat 80 year old Buddy Melges on Lake Geneva then think your kid has talent. Until then let them have fun in the local regattas.
- The only thing my Dad ever said to me on Toronto Island when I started at age 8 and he bought me a \$50 Sabot was: "I will inspect it every Thursday and if you do not keep it clean you do not sail."

Hear, hear!

THE "OTHER" MAC RACE - PORT HURON TO MACKINAC

by Glenn McCarthy

Web site: <http://www.bycmack.com/>

I love this event. It is fun. It is so different in "atmosphere" than the Chicago-Mackinac race (not that there is anything wrong with the Chicago race, mind you). Before the start, most race boats are tied up in the Black River in



downtown Port Huron, Michigan, on either wall of the river, with draw bridges each block, and the fleet stretched along 5 blocks of the river. Some boats are side tied and rafted, others in slips.

My first Port Huron-Mackinac was in 1975. The skipper ordered us to sleep at 10PM the night before the start so we would be rested up and ready. A bunch of us were staying on board the family's Cal 40 and most had dozed off. I was a pretty excited 15 year old and the last thing I wanted was to sleep! There was a hellacious party going on outside. Port Huron calls it Blue Water Fest Week. A big carnival is set up right alongside the race boats, in the parking lot less than 250' away. Townies, rednecks and just about all other walks of life are curious and come along to ask questions, as there are no gates, no fences, no locks and everyone is there to learn and share with each other. Sometimes you invite these townies and farmhands aboard and their eyes are huge seeing something they have never seen before.



About 10:30PM, wide awake, the crowd outside was getting louder and louder. I'm laying there wishing there wasn't a curfew. Finally, I couldn't take it anymore and slid open the hatch to see what was happening. Standing on our dock were two Policemen. Out in front of our boat was a large crowd, with more quickly coming in from all directions. What was happening? The boat on the other side of our dock had two crewmen who had climbed the mast, hand over hand, and were standing on the spreaders naked as jay birds! The crowd was chanting and laughing, the two Police were shouting at them to come down, they'd just wave and laugh at the Police, and kept waving at the crowd. It was just raucous! Funny, not harmful and in the age of "streaking," and not all that uncommon of the time. After another 10 minutes, the two climbed down, were handcuffed and hauled away. Much to the boos of the crowd.

The next morning, this neighboring vessel radioed in to the Race Committee to report that two crew were dropped from their crew list, as they were "detained" from making the start.



With race boats tied on either side of the river, small powerboats and runabouts cruise all day and all night parading back and forth with their revelers onboard. For the first 15 years of my going over there, these powerboats would have a non-stop water fight going on between them. In the early

years, it was buckets and water balloons. As it matured, boats graduated to having generators in the cockpit feeding water pumps mounted on their swim platform, connected to a fire hose, and blasting their fellow power boaters. Watching these water fights was hilarious. They really left the race boats alone - for the most part.



One year, Joe Wright, Jr. (a Chicago racer) was standing on the foredeck of his boat talking with fellow crew, when a powerboat came and drifted their back end towards Joe. They tilted up their I/O with the propeller blades just barely in the water. The other crew ran away quickly, Joe stood his deck (ground?). Joe crossed armed, lifted one arm, raised one eyebrow, and said, "Don't you even think about it." Just then, the power boater revved the engine fire-hosing Joe. I don't think we stopped laughing for a week. We laughed so hard we were gasping for air!

One year a guy on one of the drawbridges had a bucket with a long lanyard. He would lower his bucket into the river, fill it and pull it up. When a powerboat got into the right position, he'd dump the bucket, nailing the powerboat below. The powerboat would try to throw buckets of water up, throw water balloons and anything else they could and could not reach him. He was invincible for the entire evening. The powerboaters never saw this water coming.

While the police have now ended the water fights, and streaking has given way to stricter laws, the Blue Water Fest Week still lives, the atmosphere is still a hoot, and the carnival is right there alongside the boats. A bunch of bars are within a one block walk. Charity pancake breakfasts conveniently await you in the morning. It is still a great experience to see and participate in.



Bagpipes at Port Huron Yacht Club pipe the fleet out of the Black River onto the St. Clair River the morning of the race start. Gail M. Turluck photo.

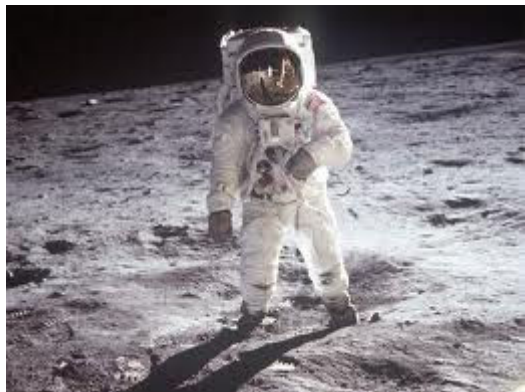
When you pull out of the Black River, with throngs of people watching and waving all along the shores, and turn into the St. Clair River to go to Lake Huron and the starting line, on one side is Michigan, on the other side is Canada. The water in the St. Clair river is the runoff from Lakes Michigan and Huron, going on its way to Lake Erie. The current mid-river runs about 6 knots against the boats heading out to the starting line. Boats that turn mid-river to head out, run the engine flat out, and can motor only at 6 knots, have a bow wave, but they are not moving in relationship to the shore. So all boats work their way straight over to the Canadian shore and hug the shoreline to minimize the current effect. Canadians line the shore for a mile cheering and waving for the competitors, while the boats that come out of Sarnia Yacht Club, right at the opening of the St. Clair River into Lake Huron, busily clear customs



before heading out to the starting line, and will clear customs again entering the U.S. at Mackinac Island at the finish.

There are two race courses in the Port Huron-Mackinac Race. The smaller boats choose the "Shore Course" of 204 Nautical Miles following the curve from Port Huron to Mackinac Island. The bigger boats choose the "Cove Island Course" of 254 Nautical Miles, which has the racers heading North by East from the start to Cove Island in the Northeast corner of Lake Huron in Canadian waters, where they turn the Cove Island Buoy (approximate 90-degree left hand turn) and head West for the finish line. Monohull, Multihull, Racing, Cruising, and Double-Handed divisions are available.

While the summer gradient winds are normally from the South and West, this means that the Shore Course folks should have a reach for the first part and tight reach or a beat for the second part. While the Cove Island Boats commonly get a run or a reach for the first part, they can expect a tight reach or beat for the second part.



Man walks on Moon. Courtesy: NASA.

In 1969, only the Shore Course was sailed in those days. *Esbro IV*, an Alden 61, from Chicago had a TV and inverter on board in order to watch Neil Armstrong take the first step on the moon. Clean Gene McCarthy drew the short straw (literally) to steer, while the rest of the crew went below to watch the TV. At 10:56PM on July 21, 1969, the crew huddled and watched Neil Armstrong step onto the moon. Having a TV on board in 1969 was pretty unique and special.

One year sailing the family's *Esta Es*, a C&C 43, we stunk it up pretty bad getting to Cove Island buoy. It was Clean Gene's birthday (of which he has celebrated many at sea between the two Mac races). Once rounding Cove Island, the wind was out of the Southeast, it was foggy, and blowing hard. All boats we saw dropped to a #2 or #3 genoa,

flying it wing and wing on a pole. We decided to give the 1.5 oz. chute a try. We got it up, and found pretty quickly that the rudder didn't like staying in the water and did a pretty nice wipe out. We reset the boat, moved the entire crew behind the wheel and took off again. With displacement boats, the faster they go, the deeper they dig a hole in the water. While most of us have read this displacement theory in the past, we saw it in reality. The water came up through the cockpit scuppers and we had 6 inches of water consistently over the cockpit floor. The speedometer was pegged at 12 knots. We kept coming up upon wing and wing boats emerging from the fog and flew by them. One after another, hour after hour. Then BAM! The shackle exploded on the afterguy, a 7/8" diameter line. We brought the chute down, tied a bowline into tack of the spinnaker and put the chute back up! We arrived at the Island before sun up and before the harbor had cleared of the transient cruisers and power boaters. All of the racers were ordered to stay out of the harbor until 9AM. We pitched an anchor, cleaned up the boat and started celebrating that awesome sail.

A few hours later, a 40-footer pulled in, and was circling us calling out "Is the skipper of *Esta Es* available?" We got Clean Gene up on deck and this guy went into a 10-minute tirade. "You guys were xxxxxx awesome, you blew by us in total xxxxxx control, so xxxxxx fast, it was an incredible xxxxxx site to see." Then he kept going on and on, embarrassing so for us, as each sentence had the word xxxxxx in it. Yet, it was hilarious.

If you haven't done a Port Huron-Mackinac Race, it's time to do one. Get over there, figure it out, and be ready to have an experience like none other you've had before. I highly recommend the experience.

2013 VAN DUYNE ADVANCED RACING CLINIC FOR YOUTH

American Yacht Club is proud to announce that it will be the host to the Long Island Sound Youth Sailing Team, (LISOT) and the Junior Sailing Association of Long Island Sound (JSALIS) 2013 Van Duyne Advanced Racing Clinic from May 25th through May 27th.



Named for legendary Finn sailor Carl Van Duyne, this is the premier racing clinic for youth sailors on Long Island Sound and in New England. The clinic is aimed at experienced racing sailors who aspire to raise the level of their performance through three days of intense training both on and off the water. Areas of focus will include boat set up, sail trim, mechanics, boat handling, tactics, rules, fitness and nutrition by elite coaches and winning sailors.



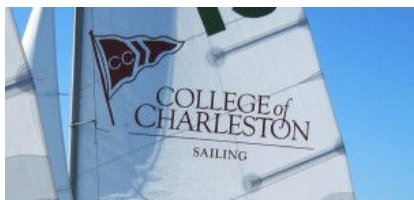
Headed by 2012 US Sailing Development Coach of the Year Steve Keen and organized by American Yacht Club's Kevin Broome, the clinic's coaches include Pepe Bettini (29er), Skip Whyte (420), Nikos Drougkas (420), Rob Crane (Laser), Anna Tunnecliffe, (Radial), Richard Feeney, (Nacra), and many others. Additionally, the clinic will include after sailing speakers who will address critical topics such as Rules, Strategy, Tactics, Fitness and Nutrition.

The clinic is open to any junior C420, I420, Laser, Radial, 29er or Nacra sailor from anywhere in the country who wants to raise their skill level through interaction with the best sailors on the planet. You are welcome to come join us on Long Island Sound and to sail with the best - on a first come first serve basis, (space is limited). It is an "open" clinic for advanced racing sailors.

If you would like to attend this clinic, please sign up now at www.lisot.org. You will need to create an account (if you have not previously done so), after which you simply click on "create or delete sign up." Use the pull down menu to select Van Duyne clinic (make sure to select the appropriate boat class) and fill out the appropriate information. The fee for the event is \$330 per person (not per boat). Additional information is on the CVD Facebook page and more will be posted as we near the event. If you would like more information about this event, charter boats or whether or not this is right for you, please feel free e-mail Coach Keen at keenracing@hotmail.com.

2013 COLLEGE OF CHARLESTON ADVANCED RACING CLINICS

The College of Charleston and historic Patriots Point Maritime Museum, home of the USS Yorktown, have teamed up to create a "truly historic" Advanced Youth Racing Clinic unlike any other in the US! This three day clinic, primarily focused on the fundamentals of short course collegiate style racing necessary to compete at the elite level in high school and college racing, will be conducted by College of Charleston Sailing Head Coach Ward Cromwell and Assistant Coach Mitch Hall. While sailing in the Charleston Harbor, with its warm temperatures and consistent harbor sea breezes, students will learn and practice the same drills utilized in coaching the College of Charleston Varsity Sailing Team in the school's 18 420 and 18 FJ fleets.



Additionally, all clinic participants and their chaperones will stay aboard the legendary WWII aircraft carrier, USS Yorktown at Patriots Point in Mt. Pleasant, SC. Just across the Charleston Harbor from beautiful downtown Charleston. The USS Yorktown, just steps away from the College of Charleston Sailing facility, has fully equipped berthing quarters for female and male campers. Breakfast and dinner will be served in the dining mess hall aboard the ship, and box lunches will be provided. In the evenings, clinic attendees will participate in a variety of activities, including a symposium with guest speakers and activities aboard the historic Yorktown.

Two College of Charleston Sailing Advanced Racing Youth Clinics will be held: Tuesday, June 11, 2013 through Thursday, June 13, 2013 and Tuesday, July 23rd through Thursday, July 25th. The cost is \$600.00 per camper, \$200 for non-sailing adult chaperones and this price is all inclusive.

Space is limited! For further information, visit <http://sailing.cofc.edu/clinics/summer-racing-clinics/> or contact Director of Sailing Greg Fisher at (410) 212 4916 or fishergv@cofc.edu.



WELCOME UMS ... YOUR BOAT'S MEASUREMENTS SHARED RULE TO RULE

by Gail M. Turluck

There is a refinement in the offshore sailing rating rules, to be known as the Universal Measurement System or Universal Measurement Form, to be first utilized by the St. Francis Yacht Club for the 2013 Rolex Big Boat Series, September 26-29, 2013.

"While world rating authorities continue on the development of a cohesive and inclusive overall rating system, St. Francis Yacht Club will be using an element of that overall project – the Universal Measurement Form, which incorporates data elements from IMS and other rating rules including, IRC, ORR, ORC and HPR. An integrated form set on UMF will allow a single measurement to provide boat certification across multiple handicap rating rules so that a boat can be rated under any participating rule," said Rolex Big Boat Series Co-Chair Norman Davant. "Now with UMF, we can offer our competitors an easy solution to obtaining a rating based on certificate information they already have, eliminating the need for re-measurement."



According to Stan Honey, Director of Technology, America's Cup Event Authority and Vice Chairman of the ISAF Oceanic and Offshore Committee, "US Sailing has been working with ORC and RORC for several years and all agreed to jointly develop a Universal Measurement System based on the data collected on a standard form. The UMS will allow boat owners to measure their boat once and race that boat under any handicap system, in any region of the world, without re-measurement. Many big boat owners view the worldwide adoption of the UMS as the most significant breakthrough in the administration of handicap racing over the last decade."

It is clear that further changes in rating systems remain to be seen, as until man can master the vagaries of meteorological science, fluids, and equipment changes, the keen will seize that nth degree of advancement as soon as they are able, until the day that it, too, is measured and accounted for in a rating system.

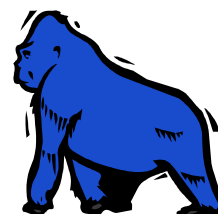
THE AGE OF REAL DECK APES

by Glenn McCarthy

Great pride was taken in being called a Deck Ape, it was a badge of honor. They all had a look, totally messed up longer hair, knuckles that dragged on the ground when walking fully upright, facial scraggly hair missing patches here and there, a Neanderthal-like heavily sloped back forehead, and arms bulging with veins popping out of them.

They were needed in the day of masthead rigs with massive overlapping genoas. Remember, the mast placement was farther aft than modern boats, and the Genna foot was 165% of J measurement (J - to the length of the spinnaker pole and they were long due to the aft position of the mast). The foot of these Genoa's were 3/4 of the length of the boat or more.

In a tack, a Deck Ape would grind and grind and grind ... the entire crew would shout "Go, go, go, go, go ...," and it seemed to take forever to bring the whole jib in. The Deck Ape would have their eyes bulging out of their heads, faces beet red, sweat dripping off their scraggly beards, pulse seen bouncing up and down on those veins sticking out of their rock solid arms.



One memorable experience occurred at the UGottaRegatta in Little Traverse Bay when sailing with the Chatain family on *Daybreak*, a New York 40. They picked up a local Deck Ape who worked at Irish Boat Shop. He just received a UPS package early in the morning and walked up to one of his fellow Apes, tore open this box and pulled out his own custom made Barient Double-Handled 6" long winch handle. The fellow Ape lifted up his older custom made Barient Double-Handled 6" long winch handle he had made by Barient a few years earlier and held them up against each other. Barient had made a slight casting change in the few year's in-between, and the new handle was about 1/4" shorter. Our deck ape for *Daybreak* looked like he had just bit off a large mouthful of raw meat and let out a powerful massively blood curdling yell.



NEW YORK YACHT CLUB INVITATIONAL CUP

by Glenn McCarthy

The Invitational Cup is a unique invitation-only championship for amateur sailors representing their home yacht club and nation held bi-annually in uneven years. The United States Qualification Series is the domestic event held during “even years” during which clubs from across the United States are invited to compete for three seats into the larger international event, with the winner awarded the historic Resolute Cup.



Whereas the Invitational Cup is raced in the New York 42, the USQS is a test of sailing skill in one-designs across multiple classes of racing boats. The fundamentals of the event are designed to give any club with a background in good one-design keelboat racing a chance to shine on a national stage. Sonars and J/70's are used in this qualifier.

International Teams are selected without a qualifying series based on a number of screening factors. All teams must comprise members of their yacht club and hold a passport of their country.

On September 4-8, 2012 at New York Yacht Club's Newport, Rhode Island, station, Little Traverse Yacht Club and Grand Traverse Yacht Club teams competed over 5 days in the USQS. The first two days, they sailed a round-robin, switching boats after each race and at the end, the fleet is split into the Gold Fleet and the Silver Fleet. The top three of the Gold Fleet move forward to participate in the 2013 New York Yacht Club Invitational Cup.

In September 2012, the Little Traverse Yacht Club team of Skipper: Scott Sellers, Tactician: Michael Graham, Crew: Tom Post, Crew: Norman Berge, was 4th of 12 boats in the Silver Fleet. The Grand Traverse Yacht Club team of Skipper: Robert Sagan, Tactician: Jordan Owens, Crew: Rob Lovell, was 11th of 12 boats in the Silver Fleet.

Congratulations on your efforts!

MILWAUKEE COMMUNITY SAILING CENTER AWARDED REACH GRANT

Through the support of the John B. and Nelly Llanos Kilroy Foundation, US Sailing has awarded Milwaukee Community Sailing Center in Milwaukee, Wisconsin, with grants to facilitate the implementation of REACH, US Sailing's STEM (Science, Technology, Engineering and Math) education program, to two middle schools on Lake Michigan.

REACH is a national education initiative utilizing sailing as an educational platform, enabling middle school aged youth of all backgrounds to embrace education, establish a love of learning and enhance career opportunities in science, technology, engineering, and math. The program has demonstrated student growth in the STEM content areas as well as increasing the ability of students to apply skills to real life problem solving. Grants were awarded to the applicants below who exhibited innovative, evidence-based program activities designed to increase the participation and academic achievement of students in STEM with a focus on at risk youth and underserved populations.

For more information on the REACH program, visit <http://www.reach.ussailing.org>.



IMPROVING ODDS OF RECOVERY (Man Overboard)

by Paul Exner, Captain, S/V *Solstice*

Twice an overboard victim myself, I believed it was finally necessary to write about the practice in a way that intertwines theory with reality. I hope to inspire the reader to prepare for the dangerous eventuality that someone falls overboard at sea.

Complete article here: <http://www.oceannavigator.com/March-April-2013/Improving-the-odds-of-recovery/>

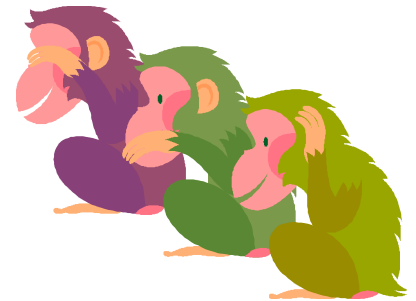
Paul Exner is a Coast Guard licensed captain and the owner of Modern Geographic Sailing Expeditions (www.moderngeographic.com).

DOCKSIDE ETIQUETTE

by Capt. Alex Blackwell

Our book, *Happy Hooking – The Art of Anchoring*, covers etiquette in the anchorage, and we also touch on dinghy etiquette. But some issues around a new pontoon installed at our sailing club started me thinking that perhaps provoking some thoughts on dockside etiquette could be quite useful for those days when you just have to stay in a marina or tie up to a dock. Judging by the things we've seen all around both sides of the Atlantic and Caribbean, not everyone is aware of the unwritten rules of etiquette. Even though picking up after your dog seems obvious, other prickly matters may need a bit of reminding. So here is our list. If you have more to offer, please send us a message.

1. When fuelling or loading your vessel at a temporary loading or fuelling slip, move your vessel as soon as you are done so others can get access. Do not exceed the time limits without the dock master's permission.
2. If you must use your head (toilet) ensure that it goes into your holding tank. Never discharge your waste in a harbor or a marina.
3. Coil your ropes, cords and hoses and don't have them cross the dock if you can avoid it. They are serious tripping hazards, particularly at night.
4. Don't stow your gear on the dock. Aside from the possibility that it may disappear, it's just another hazard to contend with.
5. If possible, don't let your bow extend out over the dock. It is a hazard, particularly if the anchor is protruding.
6. Don't leave food or garbage out in your cockpit or on the dock. Rodents and roaches are local residents, and you'll learn your lessons the hard way if *Ratatouille* and his friends descend on you.
7. Always ask permission before boarding another boat.
8. Even though boating is social, respect your neighbours and keep the noise down. Remember, noise travels easily across water and not everyone might appreciate your musical taste or the sound of your generator in an otherwise peaceful setting.
9. When boats are rafted, cross over the bows to get to the dock. It is not proper to cross over boats through the cockpit where you might be disturbing the other boaters.
10. Shut off electronics when not in use and when you leave your vessel. I have heard VHF radios long into the night on unattended boats and seen navigation lights left on at the dock.
11. Use spring lines and chafe protection gear to secure your boat effectively. You don't want your boat to break loose and cause a chain reaction of accidents around you.



12. Don't use your barbecue in the marina. Aside from the fact that it is against the rules in most marinas, it is also a major fire hazard where fuel and vapors from so many vessels in close proximity collect.

13. Clean up after your dog.

Keep in mind also that marinas and dock areas are no wake zones. Most dinghies actually throw a larger wake than the big boats, so be very careful and drive slowly so as not to disturb the waters around boats tied to stationary objects.



In addition, most marinas don't have enough boarding ladders so that if someone does trip and fall into the water, they may not be able to get back out. That happened to me one early spring day in New York State. I slipped while cleaning the hull and fell in wearing a heavy sweater and boots. I could barely swim, could barely breathe in the cold water so I could not scream. There was no ladder and I could not get out. I knew had just minutes before it was too late. There was no one around to see my plight, until someone on a boat nearby happened to look over to where I was. He yanked me out and all was fine. But it could have gone differently. Maintaining dock safety is the best way to avoid potential disasters and even loss of life.



Alex and Daria Blackwell are the authors of "Happy Hooking - The Art of Anchoring." It covers every aspect of anchors and anchoring in a fun and easy to read format with lots of photos and illustrations. It is available in print and Kindle format from Amazon & CoastalBoating.net.

HELP GLSS SAVE THE J.B. FORD STEAMSHIP



The Great Lakes Steamship Society is raising funds to save the 110-year-old J.B. Ford, the only remaining vessel of the W.A. Hawgood Fleet. This piece of maritime history last operated in 1985, and has since been used for cement storage at Lafarge North America in Superior, Wis., where she awaits her fate to this day. Society President Steven Haverty, along with other maritime historians and preservationists, want to buy the Ford and turn her into an interactive museum. The GLSS hopes to berth the *Ford* in Alpena as it was her home port, but the GLSS has a six month timeline in which to acquire the ship. More info:

<http://tinyurl.com/SaveJBFord>.

THOUGHTS AS YOU PREP FOR 2013 QUEEN'S CUP RACE

by Ken Dziubek

The "Badger" will be carrying passengers, cars, trucks and cargo between Manitowoc, Wisconsin and Ludington, Michigan through 2014. The ship will make two round trip passages per day. Queen's Cup Racers should give her a wide berth as she enters the Ludington Harbor between 5:30-6:00A.M. The Queen's Cup Finish Line is about a mile away and isn't in the path of "Badger". A conflict could occur as yachts are traveling to the harbor after the race. In all cases the "Badger" has the right of way. The Coast Guard and Sherriff boats will be patrolling the harbor area to ensure a safe passage for all.

The City of Ludington is getting ready to welcome the 2013 75th Queen's Cup Racers. They will have a weeklong celebration with Marina and Hotel discounts for any racers that might want to stay and enjoy the festivities. The "Badger" is the perfect ship to transfer crew and families between Manitowoc, WI and Ludington, MI for those that want continue sailing either North or South on Lake Michigan. Have your family drive to Manitowoc, leave your car in the lot and then take the "Badger" to Ludington. Your crew can take the "Badger" to Manitowoc and drive your car back. There are not too many



racing destinations that offer this form of transportation.

Brian Adams has worked on a set of new safety requirements for the 2013 race. They include mandatory "man over board drill" and a safety checklist of required items that certify compliance with a Modified Category 3 Requirements. A person-in-charge will sign off that these items are available for each yacht. The Organizing Authority may inspect the yachts on the finish side for compliance of the list. Each skipper will certify that there yacht has completed a successful man overboard drill with at least two of the crew on board. Please review the form. You will receive one with the Notice of Race. We want to thank Brian for the fine job that he is doing.

YACHT CLUBS - FILE YOUR ANNUAL "APPLICATION FOR APPROVAL OF MARINE EVENT PERMIT" WITH THE UNITED STATES COAST GUARD (USCG)

Organizers of any race or parade on Federal waters are required to apply for permission from the USCG in order to hold them. Part of the purpose of the permit process is to prevent overlapping events from occurring on the same territory of water and another part is to advise the USCG of the activity so they can staff accordingly. Installing and removing daily racing buoys are considered automatically included in this application. Use the form CG-4423. The USCG requires that these be submitted 135 days before an event. Get going now!

http://www.uscg.mil/forms/cg/CG_4423.pdf

Submit the applications to:
United States Coast Guard Sector Lake Michigan
2420 South Lincoln Memorial Drive
Milwaukee, WI 53207

After receiving permission to run your events, and you need to add more, call: 414-747-7154 or 414-747-7182 or fax (414)747-7883. We encourage cooperation with the USCG. They are heroes and we need to work closely with them and maintain great relations.

YACHT CLUBS - FILE YOUR ANNUAL APPLICATION FOR "PRIVATE AIDS TO NAVIGATION" WITH THE UNITED STATES COAST GUARD (USCG)

It is required by law that when anyone places a tower, mark or buoy to assist in vessel navigation in Federal waters that it be permitted by the USCG. Complete your form and get it into the USCG now!

Here's the form - http://www.uscg.mil/forms/CG/CG_2554.pdf

The USCG Sector Lake Michigan Waterways Chief in Milwaukee reviews your application to determine if it creates an obstruction or hazard to commercial, recreational or night time traffic, what Federal Aids to Navigation and what other Private Aids may be at the end of a private or public dock, boat ramp, marina or harbor within one nautical mile. Additionally the Chief determines if the buoy is Class 1, 2 or 3. Commonly, Private Aids are Class 3. The Lake Michigan Waterways Chief recommends approval and forwards your application to USCG District 9 Headquarters in Cleveland, OH. Headquarters then approves the application after a 2nd review.

Submit them to:
John Grobe, Waterways Chief
Prevention Department
United States Coast Guard Sector Lake Michigan
2420 South Lincoln Memorial Drive
Milwaukee, WI 53207
Questions? Call 414-747-7188



SAILORS - UNITED STATES COAST GUARD LOCAL NOTICE TO MARINERS (LNM)

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

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

SAILORS - NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY - NOTICE TO MARINERS (NTM)

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

You should also consider sign up for the free weekly email "Notice to Mariners" which is created by the National Geospatial-Intelligence Agency (NGA), prepared jointly with the National Ocean Service (NOS) and the US Coast Guard. The NTM advises mariners of important matters affecting navigational safety, including new hydrographic information, changes in channels and aids to navigation, and other important data. The information in the Notice to Mariners is formatted to simplify the correction of paper charts, Sailing Directions, Light Lists and other publications produced by NGA, NOS, and the U.S. Coast Guard. These notices report items of long duration.

To get these emailed to you weekly, sign up here: <https://datahost.nga.mil/mtlist/lists/?p=subscribe&id=6>

SAILORS - USCG AUXILIARY SAFE BOATING SEMINARS

http://cgaux.org/boatinged/class_finder/index.php

About Boating Safely, Boating Fun 1 hour 4-9 year olds, Boating Skills & Seamanship 8 to 13, How To Read a Nautical Chart, NASBLA Approved Course, Navigating with GPS, Sailing Skills & Seamanship 8 to 13, State Approved Basic Course, Suddenly In Command, Weekend Navigator.

SAILORS - UNITED STATES POWER SQUADRON BOATING COURSES & SEMINARS

<http://www.usps.org/cgi-bin/nat/eddept/cfind.cgi?S>

BOATING COURSES: America's Boating Course. SEMINARS: Practical on the Water Training, Sail Trim, Boat Handling Under Power, Using VHF/DSC Marine Radio, Emergencies on Board, Fuel & Boating, Using GPS, Basic Weather and Forecasting, Anchoring, Man Overboard, Mariner's Compass. ADVANCED COURSES: Engine Maintenance, Piloting, Seamanship, Sail, Marine Electronics 102.

WHERE ARE THE DR. & MRS. RUTH BESTS ON THE RACE COURSE?

by Glenn McCarthy

In my early teens racing Star boats out of Jackson Park Harbor, one of the boats was owned by Dr. & Mrs. Ruth Best. They were probably in their 60's at the time, and the nicest folks you could ever meet. Their boat was wooden while most of the rest had moved onto fiberglass. How did a couple of average shape American 60+ year olds do on the race course on a Star boat? Not well in finish position, but I can tell you this: they won each day because they were there for the pure pleasure of sailing, fresh air, exercise and camaraderie. They held some great fleet parties at their home in Riverside, Illinois. Was it all about winning for them? No, not in any way. But I can tell you, they have always been winners in my heart.



LAKE MICHIGAN MARITIME MUSEUM EVENTS

Chicago Maritime Museum--April 9, 2013 at Chicago Yacht Club – keynote speaker Jenn Gibbons who rowed around the shores of Lake Michigan supporting breast cancer.

<http://www.chicagomaritimemuseum.org/2013/02/21/annual-meeting-april-9-with-jenn-gibbons-keynote/>

Grand Traverse Lighthouse--

February 1, 2013 Come paint the lighthouse.

May, 6, 2013 Great Lakes Lighthouses Traveling Exhibit opens

<http://www.grandtraverselighthouse.com/news-events/>

Michigan Maritime Museum Event Schedule--

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

S.S. City of Milwaukee & USCG Acacia--

May 17 & 18, 2013 Murder Mystery & Investigation Weekend

http://carferry.com/?page_id=367

S./V. Denis Sullivan Lake Schooner Replica--

Volunteers needed to uncover and rig her for the season

http://www.schoonerdenissullivan.org/Sullivan_April_2013.pdf

http://www.schoonerdenissullivan.org/Sullivan_May_2013.pdf

Go Sailing on the S.V. Denis Sullivan

http://www.schoonerdenissullivan.org/Sullivan_June_2013_3.pdf

Door County Maritime Museum--

May 4, 2013 Sturgeon Bay Rotary Shipyard Tours – Tour Bay Shipbuilding, Palmer Johnson Yachts and Great Lakes Services.

<http://www.dcm.org/events-activities/>

BREAKWATER DESIGN - LITTORAL TRANSPORT, LONGSHORE DRIFT, & LONGSHORE CURRENT

by Glenn McCarthy

Littoral transport is movement, of mainly sand, by breaking waves and longshore current. Longshore drift is the process whereby beach material is gradually shifted laterally as a result of waves meeting the shore at an oblique angle.

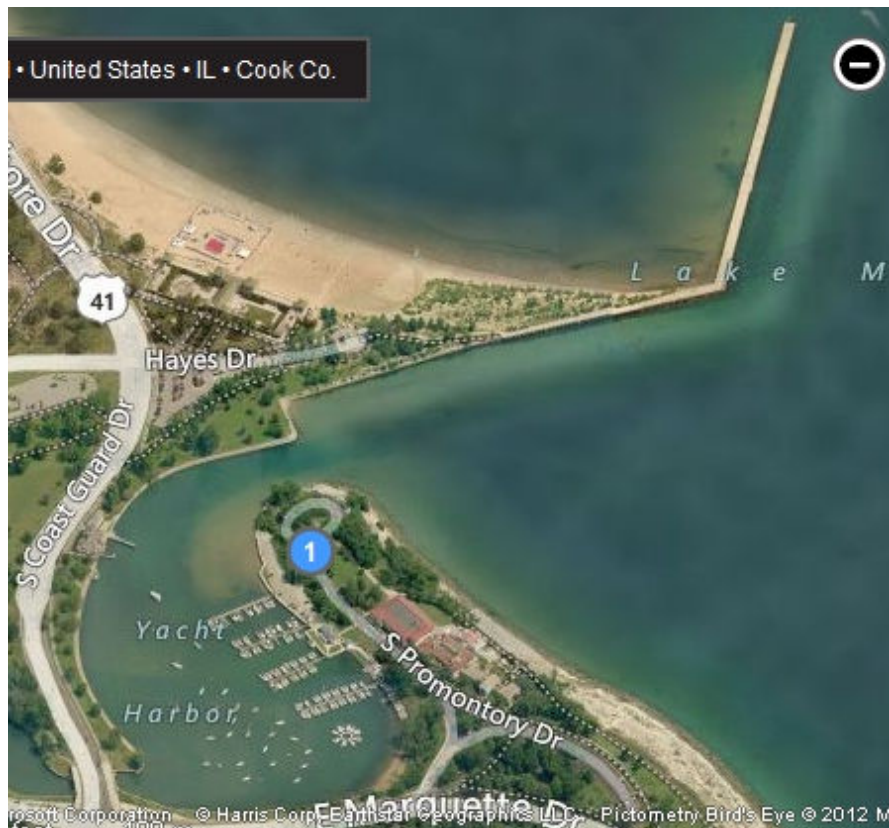
Breakwaters at harbors are designed to help keep the entrance to the harbor free of the underwater sand that is in constant movement. The longer of two breakwaters is on the side of an entrance in which normal current flow comes from.

On the next page, at St. Joseph, Michigan, you can see that sand underwater is piling up against the North long breakwater. You can see why the breakwater is as long as it is, so that it extends out to the deep water. Without breakwaters, sand would fill in the channel at shore's edge quickly during the year making the harbor unusable and unsafe for passage. From time to time, the sand will turn at the end of the long breakwater and begin to fill in the channel requiring dredging to clear it.





Here at Jackson Park Harbor, IL, you can see that the breakwater was built on the wrong side of the channel. Engineers made the wrong assumption on which way the current flows normally in this area. As a result there is little sand piled up on the north side of the breakwater (longshore drift), but look at the amount of sand piled up on the South side of the breakwater (longshore current). The sand comes up the shore from the South, curls up into the channel and fills in the harbor (forced in there by the breakwater). What a great example of how breakwaters are ineffective when put on the wrong side of a channel and actually accelerates the filling of a harbor with sand.



Jackson Park Harbor is in serious need of full dredging today and regular dredging to maintain this harbor of refuge. A correctly designed and installed breakwater would be a great solution for the long run.



LMSRF SPEAKER SERIES AVAILABLE TO YOUR CLUB

<http://lmsrf.org/lmsrf/index.php/seminars-at-your-club>

Race Management: Your club skips the US Sailing Race Management seminars for its own reasons, we can bring the LMSRF Race Management seminar to give your team the elements needed to hold good racing.

Judging: Your club skips the US Sailing Judging seminars for its own reasons, we can bring the LMSRF Judging seminar to give your team the elements needed to provide fair impartial outcomes.

Racing Rules: With 65 changes to the rules beginning January 1, 2013, every sailor needs to know what this means on the race course. Let us help teach your sailors.

New to Racing Boats & All Crew: When someone new shows up, we can't wait to point them to tactic seminars, sail trimming seminars, boat prep seminars, etc. Those seminars are way beyond what we teach. We explain the purpose of: Race Entry; Notice of Race, Sailing Instructions; Racing Rules of Sailing; US SAILING Prescriptions; Offshore Rating Rule (ORR); Lake Michigan Performance Handicap Racing Fleet (LMPHRF) Sailor Classification; Appeals; International Regulations for Preventing Collisions at Sea; ISAF Special Regulations; and the ISAF Case Book. The key to the seminar is to "read" these all and be a student of them all. These are the foundation of the sport, we hurry sailors too quickly to seminars they aren't prepared to go to. We also find that this is a benefit to all crew, seasoned or not, to learn all of these documents in order to be a more valued crew to better assist their boat staying in compliance around the course.

Handicapping and Rating Rules: Learn how these work, what to consider, how to maximize your boat to do well, how to score and scoring programs, and how to stay in compliance with these rules.

Build the Number of Boats on Starting Lines: A historical 40 year look from the peak of racing participation, to where we are today on the decline. What worked 40 years ago that we aren't doing today? The target audience is Board Members, Club Managers, Fleet Captains and anyone else wanting more boats racing.

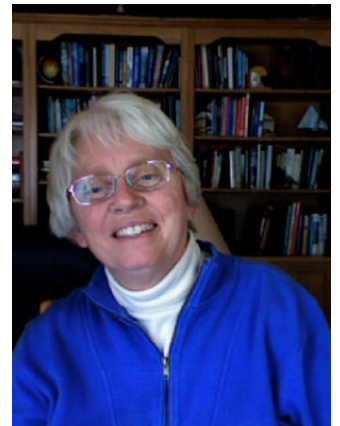
Yacht Club Managers and Officers Seminar: Growing club membership; Growing the number of boats on the starting line; Environmental Issues; Legal Issues; Insurance Issues; Facility Maintenance; Large Project Management; Sailing School Management & Growth; Managing rotating leadership over the long haul; Setting up your sailing school in a separate entity as a charity; And, others.

AREA V VICE COMMODORE PROFILE - LINDA ORLOW

by Glenn McCarthy

Linda is one of those gems on Lake Michigan whose work is relatively unknown, except in her area where it is amazing the success she has. She ran a very successful sailing school program in Charlevoix for years, and moved to Little Traverse Sailors in Harbor Springs, Michigan, nine years ago. Orlow is the Program Director for Little Traverse Sailors sailing school in Harbor Springs, Michigan. Last summer they had 817 students, including adults, with 22 staff and 38 boats. (The population of Harbor Springs is 1,194. The nearest "big town," Petoskey, 20 minutes away, has a population of 5,670). Special features include a youth Moonlight sail, put the kids in the Independence Day parade, hosts a fundraising breakfast feeding 300 daily on UGottaRegatta weekend, and places most of their kids on adult race boats in the event. They take the students to area youth regattas, get them racing in the Laser fleet on Thursday evenings (25 boats) and some racing on weekends.

Earlier in her career, Orlow taught second grade, figure skating, sailing, supervised student teachers for Miami University, was a tour director, as well as having been a taxi driving mom for an athletic daughter. Orlow's daughter lives near Burlington, Vermont and races on Lake



Champlain. Born in landlocked Sidney, Ohio, she first sailed with her father on Lake Erie and learned to sail and race with him, and later with her husband, Tom Orlow. Linda sailed/cruised and raced on her father's 40' Bounty then his Columbia 43 and would love to have sailed on the Swan that he had on order when he died at age 59.

She was given a Penguin for her 8th birthday, then Tom and she owned and raced a Gannet 14, Thistle, Lightning, Laser, S2 7.9, S2 9.1, and Beneteau 36.7. Her boats today? Two Sunfish! Racing sailboats has taken her to Maryland, Florida, Virginia and Ohio. The furthest away from Lake Michigan she has sailed is Jamaica and Tasmania (cruising recently).



What's the funniest sailing related situation she ran into? "When I was teaching an adult sailing class. I explained the importance of always knowing where the wind is coming from. I explained that there are many ways to determine that. One of which is to look around you here to see the direction all the boats in the harbor are facing. After class one of the women came up to me and said (in all seriousness!), 'Oh, now I get it, ... the owners go out and reposition their boats when the wind shifts.' Fortunately a staff member was near enough to overhear so we could share a good laugh afterward!!!" (Author's comment - Orlow did report this student was a redhead.)

Orlow's most frightening situation was when returning with her father and Tom Orlow from the Miami - Montego Bay Race in 1971. She said, "They had violated Cuban territorial waters earlier in the day and in the middle of the night a Cuban gunboat came out and played chicken with us, with blinding spot lights in extremely close proximity, for about 45 minutes, finally steaming back to Cuba. They were very fortunate that they didn't take them into custody as they later learned Cuba had done with other sailors."

What was her most fun racing experience? She beat her husband in a Sunfish race - ONCE.

Why does Linda volunteer at LMSRF? "I would like to help in the effort to get more people to learn to enjoy racing in northern Michigan. I think LMSRF can be most helpful by providing ideas, support, materials, and contacts to anyone interested in the same goal."

Thank you Linda, we're very pleased to have an overachiever like you on board.

COMMUNICATIONS WITH YOUR FLEET

by Glenn McCarthy

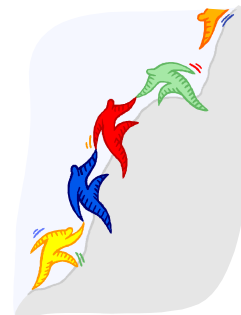
So, in this world of "easy" email communications that leaves out emotions and feelings, just what is the best way to communicate with the fleet?

Most feel their job is done once they amass the email addresses of the boat owners and send them occasional updates. This one is obvious, commonly the boat owners are footing the bill, they are the "client" and should receive the first class attention. But should it stop there? NO, No, no. Include all crew members! Many boat owners don't forward messages to their crew. Make sure the crew know what's going on at the same time the boat owner is learning it.

Who else needs to hear what the fleet is doing? The spouses and significant others of the Owners, Skippers and Crew. Why? When we go sailing, they should know our schedule, and more importantly, they will be asking us to include them in fun activities on days that work for them. They'll see the party list and want to join in.

Include the Officers of your club, Race Committee and Protest Committee and volunteers. Gentle reminders of the fleet's activities continues to keep everyone fresh.

When we all get to this point of having a full communications program, we will realize how integrated email blasts need to be to get full club organizational and familial support. Start asking everyone in your fleet for the crew and significant others' email addresses now. You'll see it works!



If you ever get into a situation (Districts, Nationals, Worlds) where you need to gain sponsorship and/or advertising money, describing the quantity and quality of your email list to a sponsor will be of great value. Sponsors and advertisers like big numbers. Just a side benefit of reaching out!

ST. JOSEPH RIVER YACHT CLUB CENTENNIAL CELEBRATION

This summer, the members of the St. Joseph River Yacht Club have reason to celebrate as they reach a milestone of 100 years on the water. Nestled beside the West Basin Marina in St. Joseph, Michigan, within the historic former U.S. Ninth District Lighthouse Depot, the club boasts 500+ members and has a growing waiting list. The club was founded in 1913, and John St. Clair, a prominent St. Joseph lawyer, was the first Commodore.

The St. Joseph River Yacht Club began with just 20 members with initiation fees of \$5 and yearly dues of \$2.00. During the late 1930's there were two separate and distinct yacht clubs in St. Joseph. The Edgewater Yacht Club was officially formed in 1938 around the young champion Star boat sailors and their families that lived along the lakefront. These included Philip Q. Upton, the son of Louis C. Upton, one of the founders of Whirlpool Corporation, the Campbell brothers, Don and Bill, and John Parrett. Young Philip and Don won the Star boat Great Lakes Championship in 1935 when Philip was only 16 years old. They won again in 1938. Philip, who was born deaf, tragically lost his life in the icy waters of the Hudson River in the spring of 1939, after his boat overturned during a sudden snow squall. The spirit of the Edgewater Yacht club was dampened, and in 1941, discussions began to merge the Edgewater Yacht Club with the St. Joseph River Yacht Club. Both clubs agreed and combined memberships by 1942.



A Centennial book is in progress to celebrate both the history of the club and recipes enjoyed by members on and off the water throughout the years. The book will be filled with photographs and memories of the club, and will be available by early September. Today the Club continues to be a friendly, affordable yacht club with first class facilities.

Members join the St. Joseph River Yacht Club for many reasons. There are social events and themed parties with entertainment hosted at the club throughout the season. Families with children and teens enjoy the pool activities for casual recreation, swim lessons and competitions with other swim clubs in the region. Powerboaters and sailors alike enjoy the camaraderie and convenient location on the river's edge close to Lake Michigan.

Sailing Regattas and races are one of the highlights of the summer activities. In addition to the weekly Wednesday night races on Lake Michigan, the S.J.R.Y.C. is also the first destination for the annual Tri-State Regatta, which has been held over the Labor Day weekend for 86 years. Visiting sailors are welcome at the clubhouse and pool during the Saturday festivities. Saturday evening the event is open to the public and culminates in dinner, dancing, awards, and entertainment on the riverside. The yacht club serves more than 1000 breakfasts and dinners on the Saturday of the event. The St. Joseph River Yacht Club has a notable yacht racing and sailing membership that competes in major races across the Great Lakes, including the Queen's Cup, The Tri-State Regatta, and the longest freshwater race in the world, "The Race to Mackinac." The yacht "Cynthia" belonging to member, Jim Devries, has been sailed in the Mackinac race for over 40 years, winning a major award more than once.

Powerboaters also enjoy the club's amenities, with easy access to the lake. The Rhumbline bar & dock in front of the club is perfect for grabbing a quick meal or refreshments for on-the-water activities. As early as 1934 the club sponsored a "Venetian Night" parade of boats, with 19 yachts entering the event that summer.

Today Dan and Debbie Smith, formerly from "The Establishment" in Benton Harbor, MI, manage the restaurant and bar. They have been successfully managing the restaurant services since the new clubhouse opened in 2003. The club has a full luncheon and dinner menu, with a buffet dinner served each Friday during season. The St. Joseph River Yacht Club is open to members and visiting club members six days a week during the season, with doors opening on St. Patrick's Day, and closing after the New Year's Eve celebration on January 1.





Events planned for this year's Centennial Celebration include:

WEEKLY TGIF BUFFET FRIDAYS -- Casual dining at its finest, with buffet beginning at 7pm.

MAY 18, COMMODORE'S CENTENNIAL CELEBRATION -- A smart casual dinner dance to honor Club volunteers including Board members and past Commodores

JUNE 15, 2013 CENTENNIAL YEAR RHUMLINE REGATTA -- The Centennial Year Rhumbline Regatta for 2013 is a single race yacht regatta with four divisions. Race details can be found online on the club website. Skipper check-in is between 9am and 10am Eastern time with the race beginning at noon, with a 5 hour maximum time limit. After the race, great food will served riverside. Awards will be presented to the top three boats in each section at 7:30 under the tent, with music and entertainment to follow.

JULY 27, Special CENTENNIAL ON -THE - WATER DAY -- A fun filled day on the water for all members and their guests with sailing, powerboat, paddling, pool and beach activities planned.

AUGUST 31, 2013: TRI-STATE REGATTA -- The clubhouse pool, and facilities are open to the racers and the public for the entire day and evening. A pancake breakfast is served between 8 am and 10 am, and dinner and entertainment are served riverside beginning at 6 pm. Breakfast, dinner and drink tickets may be purchased at the gate.

Other special events as noted on the club website at www.sjryc.com. For more information contact Glenn Arent at glenn@ncpcoatings.com, 800-627-1948 ext.258 574-315-4167 (cell).

LOVERS OF THE ORR—BIG NEWS! SOMETHING FOR NOTHING ...

by Gail M. Turluck

The Offshore Racing Rule will be featuring three Regional Championships in 2013 for all boats with a current ORR certificate. The Regions defined are: Great Lakes Championship; East Coast Championship and West Coast Championship. All boats entered into these championships shall be eligible for the ORR National Championship.

There is no charge to enter any of the series and boats with ORR certificates will automatically be entered into the appropriate ORR Regional Championship Series. Complete information is in the NOR:

http://offshoreracingrule.org/images/stories/pdf/2013_ORR_Regional_Series_Championships_-_NOR.pdf.



LADIES—MATCH RACING OPPORTUNITY ABOUNDS!

For the first time ever, the skipper that wins the 2013 U.S. Women's Match Racing Championship (USWMRC) will get an automatic invitation to the entire Open Grade 2 Grand Slam Series. They will also receive a seat at the New York Women's Invitational, the only U.S. stop of the Women's International Match Race Series (WIMRS), competing against the top women's teams in the world. And to top it off, they will also receive an invitation to the open US Match Race Championship (USMRC) Finals.



- 🚩 First you have to win the Women's Championship. The USWMRC will be held from June 13-16 at the Chicago Match Race Center. Ten teams will be invited for 1.5 days of clinic and practice in the TOM28s, followed by 2.5 days of racing. The focus this year will be to rebuild the women's match racing event by reaching new match racers and helping bridge the gap between the Open and Women's match racing circuits. Requests for invitation must be received by April 14, 2013 at the regatta web site: <http://championships.ussailing.org/Adult/USWMRC.htm>
- 🚩 The winner will receive an invitation to the Open Grand Slam Series. The organizers of all four Grade 2 Grand Slam events have offered an invitation to the winning skipper of the USWMRC. This opportunity is unprecedented, and offers a unique opportunity for the Championship team to sail against top-ranked International Open skippers on consecutive weekends in August and September in Chicago, Detroit, Manhasset Bay and Oyster Bay NY. If the Champion is unable to attend all four events, drop-downs will be considered.
- 🚩 World's Best Women to compete at Oakcliff. The winner will also receive an invitation to the inaugural Women's International Match Race Series' only North American stop at Oakcliff in Oyster Bay New York, July 11-14. This event will have \$10,000 in prize money, and count towards the total \$50,000 prize pool for the Series.
- 🚩 Compete for the Open Match Race title at the US Match Race Championship. Top US Open teams will be competing for the title of US Match Racing Champion, and an automatic invite to the 2014 Grade 3 Ficker Cup, which itself is a qualifier for the 2014 Open Grade 1 Congressional Cup. This gives one lucky women's team the opportunity to hold both the US Open and Women's Championship titles!

The prizes up for grab at this year's USWMRC are unprecedented, and will ensure an outstanding field of competitors. We are also excited to be able to invite 10 teams, allowing room for up and coming Match Racers to test their mettle against the best the US has to offer. For information about CMRC, contact Maggie Shea: Maggie@chicagomatchrace.com.

TEAM USone SECURES TOUR CARD

Reigning US Match Racing National champion Taylor Canfield of the Chicago Match Racing Center (CMRC) has been awarded a Tour Card to the 2013 Alpari World Match Racing Tour (AWMRT), the only North American skipper among eight international teams to receive this honor and the first US based team to get an Alpari World Match Racing Tour card since Ed Baird in 2004. Canfield, 24, and his USone team will receive coveted invitations to all events on this year's Tour.

"Getting to the Tour has been a 3-year goal for us, so we're really pleased to have reached this milestone and the chance to defend our titles from 2012," said Canfield, a native of St. Thomas in the US Virgin Islands. "We are thankful for the opportunities we have had at the Chicago Match Race Center to train, compete, and lay the foundation for the return of a US-based team to the World Tour."



Canfield is joined on USone by the talented trimmers and Midwestern natives Matt Clark (Chicago, IL), Dan Morris (Minnetonka, MN), and Mike Rehe (Detroit, MI). Three-time Match Racing World Champion Rod Dawson of New Zealand fills the team's tactician role. Hayden Goodrick, a fellow kiwi and veteran AWMRT bowman rounds out the team.

USone's impressive performance last year - wildcard wins in Bermuda and in Malaysia - vaulted them to a 7th place finish in the overall Tour standings. Doubly impressive is that Canfield did not hold a Tour Card and only counted three finishes to other team's five. This success has given the team the opportunity to join the world's top professional sailing series and the confidence to commit to all stops on the Tour. They will travel to Germany, Korea, Sweden, Chicago, Holland, Bermuda and Malaysia in pursuit of the ISAF World Match Racing title and the Tours \$1.75 million prize purse.

USone will start their season next month at Long Beach YC's Ficker Cup, and then race immediately afterward in the Congressional Cup. Canfield's invitation to the 49th edition of the Grade 1 match race was earned by winning last year's US Grand Slam Series, a collection of four Grade 2 events across in the US in Chicago, Detroit, two in New York. For more information on Taylor Canfield and Team USone, visit www.usonesailing.com.

IRISH EARNS ISAF RECOGNITION

LMSRF congratulates LMSRF Past Commodore and Little Traverse Yacht Club's Dave Irish (Harbor Springs, Michigan) for his recognition as a 2012 recipient of an International Sailing Federation (ISAF) Long Service Gold Medal.

Irish has completed eight years of service as Vice President of ISAF. He was significantly involved with integrating governance structure and support of big boat sailing within ISAF. Irish was also involved in competitor classification. He was elected to three, one-year terms as President of US Sailing and served 16 years on US Sailing's Offshore Racing Council.



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

New Boats & Owners on Lake Michigan

The Riptide 41, *Blue*, had a successful initial sea trial in early March, easily hitting 22.8 kts on her first spinnaker reach. No breakages, perfect balance, rock solid steering, a good day on the water. Boatbuilders Jim Betts and Geoff Thilo are prepping her for delivery to Milwaukee, Wisconsin.

Newlyweds

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

Births

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

Sailed off to a Last Sunset

Starkey Davis, M.D., 81, of Menomonee Falls, Wisconsin, died on December 27, 2012. The former Milwaukee Yacht Club Soling sailor purchased USA 700 from Buddy Melges and campaigned it on Lake Michigan for several years before donating the boat to the University of Wisconsin-Milwaukee Sailing Club. (The boat continues to reside with the UWM Sailing Club.) Dr. Davis spent most of his distinguished professional career affiliated in pediatrics at Medical College of Wisconsin and at Children's Hospital. His parents were Sidney Rush Davis, Sr. and Veda Nichols Davis. He is survived by Kathryn Maegli Davis, son Michael Davis, daughters April (Mark) Roshak and Kim Davis, two sisters, other relatives and friends. A Celebration of Life was held in January. In lieu of flowers, memorials to Children's Hospital of Wisconsin are appreciated.



Mr. Patrick Arthur Clark, age 71, of Grand Haven, Michigan, passed away after a brief hospital stay from complication of pneumonia, Monday, March 11, 2013 at North Ottawa Community Hospital with Betty, his dedicated wife of 52 years, at his side. Clark was born August 28, 1941 in Saginaw MI, to the late Arthur and Virginia (Pelkey) Clark. Clark moved to Dearborn at age 11 and graduated from Dearborn High School. Following graduation, he attended DeVry Technical Institute in Chicago, Illinois, where he met Betty. They returned to Dearborn, Michigan, where he became a Master Journeyman Patternmaker and had two daughters. Clark and his family relocated to Fruitport, Michigan, and eventually settled in Grand Haven, Michigan, where he and Betty resided for the last 34 years. Clark enjoyed mentoring youth basketball and baseball, and sharing his passion for RC airplanes. His favorite pastimes included camping with his family, sailing, wildlife and nature photography, and woodworking in his shop. Clark was a founding member of the Grand River Sailing Club and was active for 33 years. Clark was one of the club pillars, photographers, computer advisors, fixtures. He was also very rarely in good health. Perhaps that is why this news was so surprising. Folks were all used to Clark having one ailment or another and were just as used to him recovering and still being himself. He is saying "I made it." He is survived by his wife, Betty; daughters, Caryn Clark-Helmer, Julie Clark DeSanto; grandchildren, Lindsey and Alexandra Helmer, Allegra, Nolan and Talia DeSanto; brother, Terrence (Kay) Clark; and many special friends. Cremation has taken place and a memorial service in his honor will be held this summer. Contributions in Clark's honor may be made to the Grand Haven Salvation Army or Harbor Humane Society in West Olive.

William "Bill" Rossberger, life-long Chicago resident and renowned expert on the history of Chicago and southern Lake Michigan, passed peacefully on December 21, 2012, following a long illness. Mr. Rossberger was a frequent lecturer and considered to be an oracle on the history and growth of the Chicagoland area. Rossberger was also



Commodore of the Chicago Yachting Association (1978 To 1979) and the Chicago Corinthian Yacht Club (1977). Mr. Rossberger's passion for Chicago and Lake Michigan, led him to become a charter member of the Chicago Maritime Society. In addition to his involvement with Chicago history and nautical research in the area, Mr. Rossberger was a community activist and a strong supporter of the Waller High School Alumni Association (now Lincoln Park High) and his alma mater, Coe College in Cedar Rapids, Iowa. Rossberger served our country as a corporal in the army during the Korean War and was also a member of the Illinois National Guard. Rossberger is survived by his devoted wife, Lucille "Bonnie", née McCarthy, and many loving nieces, nephews and extended family members. Mr. Rossberger was preceded in death by his sister,

Elsie (the late Roy) Slipiec, and brother, Erwin (Margaret) Rossberger. His funeral and interment have been held. In lieu of flowers, donations to St. Paul's House, 3800 N. California, Chicago, IL 60618 are greatly appreciated.

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

420 NATIONALS TO BE HELD AT NEARBY LAKE GENEVA

Club 420 US National Championship regatta will be held on beautiful Lake Geneva, Wisconsin, July 11-13, 2013. Lake Geneva Yacht Club is the proud host of this event and we would like to get the word out to as many sailors as possible. The NOR is posted (<http://tinyurl.com/C420Nats>) and registration will be up and running soon. Hotel information will be provided on the website and Facebook page as well. For more information, please visit (and like) our Facebook Page: 2013 Club 420 National Championship. Please feel free to contact me with any questions about the event. We'd like to encourage all 420 sailors to attend!

Dana Rolander, Regatta Chair
C420 US National Championship
Lake Geneva Yacht Club
Fontana, WI



MARK YOUR CALENDARS! MAJOR CHAMPIONSHIPS ON LAKE MICHIGAN

May 11-12, 2013 INTER-SCHOLASTIC SAILING ASSOCIATION HIGH SCHOOL DOUBLEHANDED CHAMPIONSHIP FOR THE MALLORY TROPHY

Chicago Yacht Club - Belmont Station, Lake Michigan, Chicago, IL <http://www.hssailing.org/>

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

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

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

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

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

August 3-4, 2013 AREA E/K QUALIFIER FOR THE US MATCH RACE CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin.

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

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

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

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

September 18-22, 2013 US MATCH RACING CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin.
www.sailsheboygan.org

JOIN LAKE MICHIGAN SAIL RACING FEDERATION

Individuals--

Skippers and Crews—Our membership year is the calendar year. Why should you join LMSRF? Click on this link to learn about all the benefits: <http://lmsrf.org/lmsrf/index.php/about-us>

PAPER—You may complete a paper application and mail it in with your check: <http://tinyurl.com/LMSRFform>

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

Yacht Clubs--

Yacht Club membership in your Regional Sailing Association is important! LMSRF is the group that has the resources to answer your questions, solve sailing and racing oriented problems, and support the programs and activities that you have. LMSRF handles protest appeals from Lake Michigan racing. Please clearly indicate who your Yacht Club's LMSRF representative is for 2013, if it is not the Commodore, so we know who to notify about the Annual Meeting. If your club joins US Sailing, learn how that membership is deeply discounted by also joining LMSRF! Link to Yacht Club Application: <http://tinyurl.com/2013-LMSRF-YCApp>

Thank you for your support!



US SAILING ADULT CHAMPIONSHIP FOR THE MALLORY TROPHY

US Sailing has adapted one of its most historic championships into one new and exciting event for competitive adult women and men sailors. The first edition of the U.S. Adult Sailing Championship for the Clifford D. Mallory Cup will take place August 22-25, 2013 at the Rochester Yacht Club (N.Y.).

The U.S. Adult Sailing Championship features an open format allowing women and men to compete as helmsperson or crew. While women have been sailing for the U.S. Men's Championship since its inception, they were only permitted to race as crew. With more and more mixed gender teams now racing, there was demand for a championship to meet this ever growing segment of the sport.

The U.S. Adult Sailing Championships will have no gender restrictions on helmsperson or crews. Teams will be limited by weight. The format of qualifying events has been expanded. Local sailing organizations will field teams to Area Qualifiers or designated qualifying events with two teams rather than one from Areas A, B, C, D, E, F, G, K and J and one team from Areas L and H proceeding onto the finals. Teams will compete in the finals in a round robin format on provided J/24s.

Learn more about eligibility requirements, qualification process, boat and equipment, scoring, prizes, and more. Visit the official event website at <http://championships.ussailing.org/Adult/USAdult.htm>



US Sailing Safety At Sea Seminar

4/20/2013

Chicago Yacht Club, Belmont Harbor Station, 300 E. Belmont Ave., Chicago, Illinois

Contact: Bridget Bell, 312.861.7777 x4956

Moderator: Brian Adams



US Sailing National Championships & Ladder Qualifying Events

LMSRF is a member Regional Sailing Association in US Sailing, the national governing body for the sport of sailing. LMSRF feeds its members into "ladder events" at which you may sail to qualify for the US Sailing National Championships (a win at the regional qualifying event lets you proceed up the ladder to an Area event, and then on to the finals).



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

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

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

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



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

August 22-25, 2013
J/24

International Women's Keelboat Championship
Eastern Yacht Club, Marblehead, MA
<http://championships.ussailing.org/Adult/IWKC.htm>

September 2 -7, 2013
J/22

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

September 4 - 7, 2013

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

September 5 - 8, 2013

U.S. Singlehanded Championships – Men and Women
Manasquan River Yacht Club, Brielle, NJ
<http://championships.ussailing.org/Adult/USSinglehandedChampionship.htm>

September 13 - 15, 2013
Laser, Byte CII

U.S. Match Racing Championship
Sail Sheboygan, Sheboygan, WI
<http://championships.ussailing.org/Adult/USMRC.htm>

September 18 - 22, 2013
Sonars

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

September 26-29, 2013
Navy 44

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

October 24-27, 2013
Lightnings

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

US Sailing Training and Leadership

INAUGURAL SAILING LEADERSHIP FORUM SET FOR 2014

US Sailing invites you to San Diego for First-Ever Leadership Forum in February, 2014. US Sailing is taking the lead in hosting a groundbreaking event on February 6-8, 2014 at the Hilton San Diego Resort. For the first time, the Sailing Leadership Forum will connect leaders from all aspects of our sport such as sail training and education, yacht club and sailing organization management, racing associations and organizations including one-design and handicap classes, race officials, and industry professionals. More info: <http://sailingleadership.org/#>.



RACE OFFICER CERTIFICATION

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

US Sailing Race Management Seminar, One Day Race Management Seminar at Macatawa Bay Yacht Club
4/13/2013, Macatawa Bay Yacht Club, PO Box 207, Macatawa, MI 49434-0207 Contact: Roger Gamache, rogerdgamache@aol.com
Instructor: John Strassman, john.strassman@gmail.com

US Sailing Race Management Seminar, One Day Race Management Seminar at Little Traverse Yacht Club
5/25/2013, Little Traverse Yacht Club, 345 E Bay St, Harbor Springs, MI 49740, Contact: Debi Schoenherr, debi.sailing@gmail.com
Instructor: Matt Bounds, hcanews@comcast.net



JUDGE CERTIFICATION

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

SMALL BOAT INSTRUCTOR CERTIFICATION

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

Small Boat Instructor Level 1 at Chicago Yacht Club

5/28/2013 - 5/31/2013 (early registration discount until 4/30/2013)

Chicago Yacht Club, 400 E Monroe St, Chicago, IL 60603-6493

Contact: Lynn Lynch Instructors: Lynn Lynch

The course will be held at Chicago Yacht Club's Belmont Facility 300 W. Belmont, Chicago, IL, 60657

Small Boat Instructor Level 1 at Columbia Yacht Club

5/28/2013 - 5/31/2013 (early registration discount until 4/30/2013)

Columbia Yacht Club, 111 N. Lake Shore Drive, Chicago, IL 60601

Contact: Kurt Thomsen Instructors: Kurt Thomsen, Hunter Ratliff

Small Boat Instructor Level 1 at Macatawa Bay Yacht Club

6/12/2013 - 6/15/2013 (early registration discount until 5/15/2013)

Macatawa Bay Yacht Club, PO Box 207, Macatawa, MI 49434-0207

Contact: Marie Mell Instructors: Alfredo Sambolin

Small Boat Instructor Level 1 at Kenosha Yacht Club

6/17/2013 - 6/20/2013 (early registration discount until 5/20/2013)

Kenosha Yacht Club, 5130 4th Ave, Kenosha, WI 53140-2904

Contact: Jim Buck Instructors: Alfredo Sambolin

Small Boat Instructor Level 1 at Little Traverse Yacht Club

6/20/2013 - 6/23/2013 (early registration discount until 5/23/2013)

Little Traverse Yacht Club, PO Box 584, Harbor Springs, MI 49740-0584

Contact: Linda Orlow Instructors: Margie Graham

SAILING COUNSELOR COURSE

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

Sailing Counselor Course at Northport Youth Sailing School

6/17/2013 - 6/18/2013

Northport Youth Sailing School, 477 South Shore Dr., Northport, MI 49670

Contact: Donna Chapman Instructors: Margie Graham

POWERBOAT HANDLING COURSE

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

Safe Powerboat Handling at Chicago Yacht Club

4/25/2013 - 5/13/2013

Chicago Yacht Club, 300 W. Belmont Chicago IL

Contact: Lynn M. Lynch Ph: 3128617777

Course runs Thursday and Friday evenings from 5:30pm-9:30pm.

Safe Powerboat Handling Course at Sail Sheboygan

5/16/2013 - 6/01/2013

Sail Sheboygan, Sheboygan WI

Contact: Mike Lindgren

Classroom portion will be on three consecutive Thursday nights. On-the-Water training will be Saturday June 1st.

Safe Powerboat Handling at Chicago Yacht Club

5/21/2013 - 5/29/2013

Chicago Yacht Club, 300 W. Belmont Chicago IL

Contact: Lynn M. Lynch Ph: 3128617777

Course runs Wednesday and Thursday evenings from 6pm-10pm.



Safe Powerboat Handling at Chicago Yacht Club

6/19/2013 - 6/27/2013

Chicago Yacht Club, 300 W. Belmont Chicago IL

Contact: Lynn M. Lynch Ph: 3128617777

Course runs Wednesday and Thursday evenings from 6pm-10pm.

Safe Powerboat Handling at Chicago Yacht Club- **JUNIORS ONLY**

7/14/2013 - 7/16/2013

Chicago Yacht Club, 300 W. Belmont Chicago IL

Contact: Lynn M. Lynch

Ph: 3128617777

Course runs Sunday, 9am-5pm; Monday and Tuesday 1pm-5pm. Open to juniors aged 13-18.

Safe Powerboat Handling at Chicago Yacht Club - **JUNIORS ONLY**

8/12/2013 - 8/16/2013

Chicago Yacht Club, 300 W. Belmont Chicago IL

Contact: Lynn M. Lynch Ph: 3128617777

Course runs 9am-12pm Monday through Friday. Open to Juniors aged 13-18 only.

Safe Powerboat Handling at Chicago Yacht Club

8/21/2013 - 8/29/2013

Chicago Yacht Club, 300 W. Belmont Chicago IL USA

Contact: Lynn M. Lynch Ph: 3128617777

Course runs Wednesday and Thursday evenings from 6pm-10pm.

POWERBOAT INSTRUCTOR COURSE

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

Powerboat Instructor at Chicago Yacht Club

5/16/2013 - 5/18/2013 (early registration discount until 5/13/2013)

Chicago Yacht Club, 400 E Monroe St, Chicago, IL 60603-6493

Contact: Lynn Lynch Instructors: Lynn Lynch

Course will be held at the Belmont Facility at 300 W. Belmont, Chicago, IL, 60657

SMALL BOAT INSTRUCTOR TRAINER COURSE

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

KEELBOAT CRUISING AND PASSAGE MAKING INSTRUCTOR COURSE

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

Basic Keelboat Instructor Evaluative Course at Chicago Yacht Club

5/21/2013 - 5/23/2013 (early registration discount until 4/24/2013)

Chicago Yacht Club, 400 E Monroe St, Chicago, IL 60603-6493

Contact: Karen Davidson

As of January 1, 2013, you must bring a NASBLA approved safe boating certificate to the course.

Windsurfing Level 1 Instructor

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





Chicago Yachting Association

54th VENETIAN NIGHT

31ST Street Harbor, Chicago, Illinois

Date: Saturday, July 27, 2013

YES! I want to sign up for VENETIAN NIGHT 2013 –

Official Registration

\$25.00 Entry Fee per boat

Parade Theme: ***Your Suggestions are Requested***

(please send suggestions to Betty Lerner at cendrillon@comcast.net before February 28th)

Please be sure to enter all information requested.

Captain _____ 1st Mate _____
Address _____
City _____ State _____ Zip Code _____
Residence # _____ Office # _____
Cell # _____ Pager # _____ Fax # _____
E-Mail _____
Club or Organization, if any _____
Boat Owner, if different from Captain _____
Address _____
City _____ State _____ Zip Code _____
Residence # _____ Office # _____
Boat Name _____
Power _____ Sail _____ Size _____ Make _____
My boat theme will be: _____
I will need parking at 31st Street Venetian Night Weekend – Yes () No () The vehicle information is:
Color _____ Make _____ Model _____ License Plate Number _____
> We will be bringing our boat to 31st Street on Thursday _____ or Friday _____ and will check in with
the harbor master upon arrival for dock/slip assignment.
> I have previously participated in Chicago's Venetian Night Parade _____ times!
> Is there anything else we should know about you or your boat? _____

Note: *Please bring food and water for your Captain and Crew. Political Themes are not allowed on any boat at any time.*

Please return to:

Betty Lerner, Co-Chair Venetian Night
Chicago Yachting Association
3700 Greenleaf Avenue, Skokie, IL 60076
847-997-8522
cendrillon@comcast.net

Letters to the Editor

Glenn McCarthy, Gail Turluck, your articles this month were terrific. I particularly liked the accounts of Dave Rearick's "Bodacious Dream", Class 40 ocean racer. Being a relative newcomer, I've only known Dave half as long as others in MCYC. It's funny how much more you learn by simply asking and then listening. I haven't finished the news letter yet, but I'm plugging away. Keep them coming.

Herb Philbrick

You put out a great newsletter! Nice job. And we appreciate your attendance and the nice coverage of the Dave Rearick *Bodacious Dream* presentation at Michigan City Yacht Club.

Patty Pond

MCYC Events Coordinator

Nice article, Glenn McCarthy. You bring up some really good points about the IRS restrictions that clubs must operate under.

Another factor is the liquor license issue. Here in Michigan many (most?) clubs have "private club" liquor licenses, which restrict you in your ability to serve or sell to non-members. They're easy to get (compared to a normal Class C license), not restricted by population limits and things like that, but it is another factor that hamstrings a club's ability to be open to the public.

Doug Van Der Aa

Thank you for the effort in writing the article re: Members Only v. IRS. Many in our Club know about these 'old policies,' but not why or where they came from. It just got easier to explain, and easier to motivate those around.

We just started our PHRF season last Sunday, and the One Design season starts next. Stay warm!

Ron Blue

Commodore, Monterey Peninsula Yacht Club

Want to take a moment to thank you for the article on me in this month's letter. We're having great fun with Bodacious Dream and hope that this coming year will bring even more.

I also want to thank you for the article on winning. In the years I've been sailing.....some 40 or more now, in many ways, the fun is gone from the sport. The differentiation between winning and losing being tempered with a good drunk at the bar. Those that win....seem to hang together, wear uniforms and act like celebrity rock stars.....never taking a moment to walk down among the up and coming sailors and rub elbows.....years back, I had a long, somewhat heated conversation with my boat partner about us winning all the time.....that we weren't doing the sport or the membership of the club any good. That we should not push so hard during the club races and be out there offering advice on the race course and we should be at the club talking with the other sailors and sitting at their tables.....not keeping to ourselves.....after all, all we are doing is winning a fun race. He seemed to understand about mid season when I explained that after four or five weekends of losing races, its hard to argue with the household that sailing is important to you. So....we took a more casual approach, didn't fly chutes into a crowded mark and blow people out, always hung around the finish line to make sure the others got appreciation for their efforts.....often giving out cold beers as they finished.....making a huge effort to congratulate those that won.....and we spread ourselves out around the tables at the club after the races.....and the fleet grew, people had fun and we're a pretty viable racing club these days. Cause we figure out that having fun was what it was about....and watching someone else win a race can be fun, especially.....as Nat Herreshoff said....."winning was only fun when it was unexpected. Once they figured we'd win ever time, it was no longer much fun."

Now.....when we go to the NOOD, the Mac, the Verve....and other hot contests....we do race hard, put the chute in your lap around a mark and look to win.....and so is everyone else. But we still look to raft up alongside or in between some of the lesser known boats.....always engaging a conversation with the up and growing sailors that



cross the decks. After all, when we're old....which most of us are anymore.....its these young guys we want to be having fun with.

As I understand, the old statement "winning isn't everything, its the only thing." was shortened from its original use....where Sanders followed "the only thing" with "until you break a man's spirit." Which is what seems to happen in this sport----a sport that many want to get into, but a sport that has such a long learning curve that few stay long enough to enjoy it.

Dave Rearick

Bodacious Dream

Got my current issue of the LMSRF news. Thanks. Loved the article on IOR Boats. I've been sailing now going on 52 years, starting competitively on a PJ 52 [*Nor'wester*] in 1972 and never looked back. *Nor'Wester* was a late CCA Design [large overhang at the stern, with a "traditional" transom]. It was an S&S Design, which I understand was exactly the same hull underneath as *Bay Bea* and *Scaramouche*, except they upgraded the transom to what we now traditionally call the reverse transom.

That means I have been on IOR boats my whole career, including *Madcap* and *Gauntlet* with Guy (Hiestand) and now *Bulldog* [a late IOR Design N/M 41] with Bill Moe and Tom Tabor. Yes, they're squirrely downwind in a blow and vulnerable on a reach, but they tend to own the race upwind and when at the wheel at, near or above hull speed, there's no more absolute feel of power, being one with the wind and waves.

I think Guy has it nailed: "They're the thoroughbreds of sailboats." Yes, while the current designs may be like well bred American Quarter Horses, the unpredictability and spirit of a boat with the blood line of the Arabian is what keeps you on your toes!

John Dughie

One of the other guys in my peer group at the club found it on your website I believe and I adapted to what we are trying to do here at Fort Walton Yacht Club. By way of explanation...

Three years ago I was just a drinking, partying sailor. We didn't want anything to do with running a club. But the crew that was running the club was taking us toward a country club and away from racing/sailing. We have the best sailing venue on the Gulf Coast and IMHO the entire Gulf Yachting Association! So it started with four of us running for board and officers. I won Fleet Captain (nobody wanted it but it gave us a vote) and two of the others won director positions. We got the Vice Commodore to appoint our fourth to run Wet Slips and Dry Storage. At the same time our kids were all part of the Junior program which was dying, too (five kids my first year, 21 this year!). We built a play ground from money we raised. We have a swimming pool on the drawing board too. We are trying to bring fun back. It is pure irony that your article talked about the IRS. For example we had a charity come to the club and ask if they could hold an event on our property. The Commodore told them no because they were not members. So I as Fleet Captain have scheduled a Paddle Board Regatta, Pro/Am/Family, hosted by three other members at the club. All entry fees and donation will go to the charity. All they have to do is fill out the application, pay the entrance fee and they are covered for the entire day. Wal-mart is donating all the food and the local merchant's association have become race committee volunteers. Crazy isn't it?

John D. Farris

2013 Fleet Captain

Fort Walton Yacht Club

Family, Sailing, Friends!

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Doing whatever it takes to get more people sailing

and more boats on starting lines on Choctawhatchee Bay!



Keep writing my friend (Glenn McCarthy). You're good at it and got a good vision and delivery of the malaise that is plaguing the sport.

Luiz E. Kahl

Interactive Creations

I just read *Lake Michigan SuRF* and you guys have some really great stuff in there. If you will, my only constructive criticism is I think it might be better if it had 20% of the content and came out more frequently to cover all the material you included. Just a thought, it was really fun to read.

Laura Z. Martin

In reference to the question "How expensive is sailing?" it was said by Mr. McCarthy that we should "Answer it the way politicians answer all of their questions - with answer you want to give that is not the answer to the question."

Are you kidding me? Really? I can't believe somebody would print that! If that is your solution our sport is truly doomed! With all due respect to Mr. McCarthy, it is that logic that has our country almost 17 trillion dollars in debt, roughly 100% of GDP and almost past the point of no return.

I got an idea, how about answering with the truth? Sailing is for everyone of all social and economic levels; just find the boat that fits your budget, work hard, set goals and you'll find yourself enjoying the water on a regular basis. Community boating access programs are growing all around the country giving more and more people access that didn't have it before.

Most of my friends didn't have boats 30 years ago when getting out of college, trade school or service to the military. But they worked hard, saved, bought a used something, and got out on the water. Today's 20-somethings face an even more difficult economic environment. We need to provide them a way to get out on the water and ultimately find a way to own their own boat.

Our sport is for life and should be presented that way. Let's be realistic and honest with people. The America's Cup, Volvo Ocean Race, and Olympics are the extremes. The average sailor does not need to be in that camp, but it still takes money. After all, doesn't everything?

Henry Filter

In response to Mr. McCarthy's piece, if he believes that sailing isn't a millionaires' only club, surely there is a better response to the 'Question' than obfuscating, like a politician. Like any sport, pastime or hobby, there are costs associated with participation. And there is no escaping that a lot of people spend a lot of money to participate on their chosen level.

If asked, I prefer a direct and factual answer more along the line that, sailing can be and is every bit as affordable as what some people choose to spend on bowling, golf, hunting, mountain climbing, biking, buying a weekend-only sports car or even motor boating. Counter to the old adage, sailing is a sport where one can ask what it costs to join - and be pleasantly surprised at the answer - and counter to the Woody Allen line, it's a world-wide club everyone should be proud to claim membership of.

John Sweeney

Thanks much. I have thoroughly enjoyed the newsletter! Glenn McCarthy's articles are very insightful.

Jane McMillan

In response to Mr. McCarthy's article, if he believes that sailing is a millionaire's club then he can get a look at my W-2! I have taught and raced and cruised...for 30 years...while I maintain an hourly job that buys me the essentials in life, and maintains my minimalistic approach to the path I have carved out day to day. Lake Michigan sailing is ever-changing and an attitude that reflects "elitism" when it comes to sailing will get you fewer and fewer participants in your weekly regattas and beer cans.

Mike Brown



Sailing expensive? Not for the 50 to 80% who sail as crew and don't own a boat. The cost of equipment to sail as crew is less than the cost to go skiing, cycling, surfing, etc. Costs about the same as playing soccer, tennis, squash, etc.

John Graham

Having read several follow-up comments to Mr. McCarthy's "How expensive is sailing?" and his conclusion that it's for millionaires - but don't admit it, I am unable to resist noting the irony of that edition also announcing the Rolex U.S. sailors of the year; not the Timex or Casio sailors of the year, but Rolex. We associate our "sailor of the year" with conspicuous consumption?

Despite the sport of sailboat racing (not sailing, really a different activity) struggling to sustain its numbers at the adult level, our sport's stewards seek out branding opportunities like Rolex to reinforce the association of racing and wealth (It ain't the "Kia Melges 20", it's the "Audi Melges 20").

Stewardship is not, however, content with only such branding. Just weeks ago, it was announced that the U.S. Youth Championship, now governed by the Olympic Development Cmtee - part of the Olympic development process - a path that less than 1% of US sailors have chosen - will include even more expensive classes and that, in at least one instance, virtually nobody owns (the F16 US Class Assn doesn't even have a website).

Hey, here's a plan to grow the sport: for kids, let's use expensive boats that are hard to find in the US or better yet, boats like the F16 that nobody owns. Sure the plan will disenfranchise many kids, but it will make it more likely that those who do race, will be kids who can buy Rolexes. As for the other kids, let them eat cake.

John Lambert

In response to the question, "How expensive is sailing?" I remember getting a used Laser in 1976, sailing at least twice a week and selling it in 1981. Here are the hard numbers: Yacht club dues (\$120), storage fees (\$120), new sails (2 @ \$100), new upper mast section (\$75), replacing broken equipment (est. \$100), purchase price (\$600) and resale (\$900), total cost \$315.

With that I learned a lifelong skill, sailed all my college sailing team practices and learned fiberglass repair. At that time bowling cost about \$.50 per game and shoes were \$.75. Assuming two games and one shoe rental per bowling session, bowling over the same five years would have cost: \$1.75 X 2 times per week X 52 weeks per year X 5 years or \$910. Today, I can go anywhere in the world and find a "ride" for free - priceless!

Frederic Berg

Am I the only one who read all the words in Glenn McCarthy's millionaire's pursuit piece? His point was to have an answer ready to explain why sailing is NOT (at least not entirely) a millionaire pursuit, and how there are price points for nearly anyone who wants to go sailing.

It's similar to something I wrote in the July 29, 2009, Chicago Tribune explaining who is attracted to the Chicago to Mackinac Race: "You never know who might be on the starting line. In the crowd you could find doctors, lawyers, teachers, firefighters, chefs, truck drivers, stock brokers and even professional sailors."

Mike Esposito

Glenn McCarthy has it correct. Attitude is everything! Gone are the days when I want yelling aboard, when one might grumble about a line caught on a winch during a tack, or even not hiking hard enough. Win at any cost is not the type of sailing I wish to be involved with. When I retired out of the serious fleet here in Seattle, it was made easy when the onboard rules set by the skipper became too stringent. It did set the bar higher in terms of focus but to the detriment of the smile population unless we were in first place. Too serious for my leisure pursuit.

I stepped down from the front of the fleet to having a goal about trying to 'not be last in class' for the race. Serious sailing is always to be safe and on my boat, to have fun and encourage each other, no matter the skill level. So far so good!

Eric Sorenson



First, though I love Mr. McCarthy's attitude and ideas, I'm not so sure it's not about the economy. A quick check of some numbers showed that median income increased by a factor of about five and a half between 1970 and 2011. However, median home prices increased by 12, the price of a Laser by about 10, and the price of a 36' sailboat by about 9. (Interesting that a 36' sailboat cost about as much as a median home, then and now, at least in California anyway.)

That said, when I was young my mom dropped me off at the sailing club every day during the summer with some lunch money so I could hang with the other kids, work on the boats, sail, race, goof around, whatever. Only problem was, except for the weekends, the moms took off to do their own things, leaving all us kids largely unsupervised. (Horrors!) Can't imagine that happening today.

Sure we got in trouble occasionally, got addressed "firmly" by the staff (can't do that anymore,) broke some things, made some grumpy guys angry; but I also remember us helping people dock their boats, big and small, giving free ad-hoc sailing (and motoring) lessons to kids and adults, rescuing stuck sailors, doing maintenance for free, and even spending a couple of nights retying boats in freak storms; all for the sheer joy of it.

Guy Buchanan

Although I do not live in America, actually Port Elizabeth in South Africa, the problems facing sailing and yacht clubs are the same all over the world, and thus we are closer than we seem.

Sailing is not a sport you can dabble in and win. It takes knowledge and a wide array of intuitive skills to become an accomplished sailor. While winning is not everything, it is the reason for going out and racing. No one goes into any sport with the attitude that they're going out to lose that day; then it really would not be fun.

I've found that the "fun" is the learning, the practicing that gets you to be faster than the next guy; it's the journey. "Fun" in sailing comes from within your crew onboard and how you interact.

My opening words as skipper to the crew at the start of any regatta or race are that "we're going to have fun out there" knowing full well, we may not beat the top guns, but isn't it great to pull one over a boat that has consistently beaten you across the line, by what you've practiced or learned?

I am concerned when we are asked to dumb down the sailing rules to placate those who think they are too difficult to understand and expect others to "allow" them to flout the rules? That's when life on the water, especially at close quarters becomes dangerous and definitely not "fun", as you do not know how the boat closest to you is going to do. You start second guessing them, maybe putting your crew and your boat in harm's way. I bet the PGA does not have dumbed down rules for the monthly hacker.

Derek Bouwer

I have to take issue with Glenn McCarthy's latest musing - that racing sailboats isn't fun enough unless you're winning.

I'm sorry if that is what he thinks. To think that OAs need to add some additional activity for everyone to share in order to make racing fun is absurd. (Bobbing for apples? Really?)

There is one regatta I attend annually. They spend an enormous amount of money on bands for post-race entertainment. The band is entertaining for all the hangers-on. The racers retreat, cold beer in hand, to the hot asphalt parking lot to talk about the day's racing. And, while they sweat it out on the asphalt, they will swear they are having fun.

I'm fortunate to have won some races. I have lost many more than I ever won. My track record doesn't stop me from wanting to race more. Maybe it's because I have sailed with genuinely great people, who I want to spend time



with. Together, we aren't don't aspire to the Olympics, but so many times, after "not winning" a race, we are still having a good time and come back for more of the same.

Even those times when we were losing badly - one of the crew will say "Turn around - look at that beautiful sunset, blue sky, sunshine, it's a great day to be on the water" or my favorite "99% of the earth's population will never experience what we are doing right now." We are so fortunate to be able to sail.

There is so much more to racing than winning. I have friends around the world - because of sailing. I've been to Europe multiple times because of sailing. I've been able to watch with pride my crew to go on to achieve great things because of sailing.

Fun does not need to be defined by winning. My best sailing memories and my best sailing friends never required me to win a race. I hope there are more people like me, and fewer people like Mr. McCarthy - else we are doomed as he implies.

Nancy Stark Zangerle

Mr. McCarthy, I want to congratulate you on your many achievements--I am sure I do not know about most of them, since I just did a brief internet search. I want to tell you what a great article that you wrote about the involvement in sailing and the change since 1970. Like you I first took the helm at age 5, but that was in 1941, and the next 6 years precluded any serious ocean sailing, but we did sail on my dad's Unlimited 13 (only rule was 13 feet LOA). He raced against folks the likes of Peggy Slater (a West Coast character, who remained a friend of mine until her death a few years ago). After WWII, I had the honor of knowing folks like Harry Pigeon (second person to solo circumnavigate, Richard Steel, all of the owners of the Trans-Pac boats from 1947 through 1954, John Caldwell (*Desperate Voyage*) and Robin Lee Graham (*Dove* and *Return of Dove*). My father owned a 26 foot wooden fin keel sloop, and by age 13, I was skippering about 50% of the time, since he had to often testify before Congress and was out of town. We belonged to several "paper clubs"--one of which I had the honor of being Commodore of: Little Ships Fleet of Long Beach--which was the first club to use PHRF and refined the system. After graduating from Medical College in 1961, the first thing I did was buy a Columbia 29, which I owned for about 11 years. What a great time in sailing and racing.

LSF went from the requirement that a boat had to be less than 30 feet and made of wood, to unlimited size and any material. We always punctuated our races with a social event at Catalina Island, or on the grass and picnic tables in the Alamitos Bay Marina. Anyone who could afford a boat could be a member--\$10 a year dues. (If you couldn't pay them, then someone would pay them for you. Meetings in many places, including a sail loft, the junior sailing center of Long Beach (Leeway Sailing)--where any child could learn to sail for a few bucks--and a boat was provided by the city recreation program. Lots of as you so well put it: "Rowdy, raunchy, loud, hysterical, crazy, pranks, shenanigans, hoot and hollers." There were the potluck dinners ashore, the regular drunks, where you had to pour the skipper and wife back into their boat at the end of the evening and make sure they were securely tucked in their bunks before you retired.

There was also the large extended family, which would care for a member who aged and had no family, in member's homes until his death--with all of the organization contributing to his medical care and well being. I am fortunate to still have 10 members of that extended family who began sailing with me over 50 years ago who moved with us to Pensacola, Florida from Long Beach, California--and we all help care for each other as we age. We all sailed there in our own boats through the Panama Canal. Most of our sailboats are gone--and our sailing is restricted to dinghies or others boats because of our age. Along the way, I belonged to more prestigious clubs, such as Long Beach Yacht Club, or Pensacola, as I owned bigger boats and entered international races. However, I always raced under the burgee of Little Ships Fleet (and occasionally took some flack form members of the more "prestigious clubs") ... But out of that old paper club, we had Congressional Cup winners, America's Cup crew and skippers. These were sailors who know how to sail with the best, party, enjoy life and sailing.

About 1980 I left the racing community, since my goal in life was to do long distance cruising. I chose a "Force 50" Garden pilothouse ketch, for one 41,000 mile voyage, and she served me well (only about \$90,000 plus another



\$20,000 to outfit). We lived on about \$1,000 a month. Of course being an "ex" racer, it was in my blood--and we would take on anything we could if the chance presented itself--imagine the delight of beating a new Swan 65, with a full crew on an over 1000 mile passage with only two of us aboard. (It didn't hurt that we had racing quality sails, including a couple of spinnakers. We returned to California and went back to work to get the children through graduate school (they had spent all vacations with us, all over the world). A few years later we purchased a derelict Cal 46, to completely restore, which was our last large sailboat. We spent four summers in Alaska, then down the West Coast, and made our third Panama Canal transit--back to Florida where we settled.

Why has sailing changed? Back in the 50's thru the 70's the boats were reasonably cheap. Racing was less costly. As I owned bigger and faster boats, I did Trans-Pacs, all of the Mexican Races, and other West Coast Races. We were sponsored by North Sails, with our boat's photos in Sail Magazine--with all of the big buck sails, etc., as racing evolved from a DIY to semi-professional sport it has become. You nailed it--there is as much "work" in racing, as there is play. Not that our "play" was not dead serious 60 years ago, but we had fun at "I'll beat your ass Barney"--referring to the Commodore of Long Beach Yacht Club (Barney Flam), as I was Commodore of LSF at the starting line.

When I started it was entirely DIY--at least in our club--no one could afford to hire anyone to paint, varnish, or in some cases even make sails (of cotton). A few years back I was in charge of Safety at the Opti Nationals at Pensacola Yacht Club. There were over 300 children from all over the Americas (including Brazil). The rich kids from big Yacht Clubs had a coach, with their coach boat--yelling at the kids all of the time. If a part broke, there was a van full of new parts which the parent quickly purchased and rigged for the child. Then there was the contrast--even a few wooden boats which could meet the specs. If a part broke, mom, dad and the kid were out there trying to fashion a new part out of wood, and then coat it with epoxy--and try and force it dry under the hand dryers in the rest room.

What kind of sailors will those kids who had the best boats provided by dad, the full time coaches and all of the advantages make? I suspect a lot of the poorer kids fell by the way. We tried to start a program for underprivileged kids in Pensacola. I volunteered to provide the boats--and wanted the city to sanction use of the waterfront park next to my house for the venue. The city refused. Our Yacht Club has a junior program--but only for children of members, or one who is sponsored--and minorities seem to be excluded. We spent a month in Brest France back in the 60's. Every school child in Brest had sailing as part of PE all thru the school experience. First were boats similar to San Francisco Bay Pelicans (about 12 feet long), then Opti's, next Lasers, 420s, etc. Every single child in that French city learned to sail!

Are we ever going back to the old days in racing?--I don't think so. BUT, there are other groups. I have found a new extended family (as well as my transplanted long Beach one) in an online group. NO, there are not sailboats--but they own the VW's bus of the small boat world. As we got too old to sail, we wanted to still be on the water, and explore new places. We purchased a "C Dory"--anywhere from 16 to 27 feet, for the most part outboard powered pilot house boats, with accommodations for a cruise of a few weeks or more, which are easily trailerable. (We have spent over a month in southeast Alaska, and in the Florida Keys.) At least 50 % are ex-sailors. We have several circumnavigators, a lot of ex-racers, even one who did the Northwest Passage in a 28 foot sailboat. This is a group which comes from all walks of life, and the boats can start at less than \$5,000 on up. The gatherings (we went to 5 last year--as diverse as Lake Powell, Catalina Island, Sacramento Delta, Friday Harbor, Apalachicola, Florida, and the Keys. This group has the "joie de vivre" which is missing from many of the sailing groups today. But I suspect you will find in the back waters a number of clubs such as the Little Ships Fleet which I belonged to from 1952 until 1992 which still also have fun racing. <http://www.lsfyc.org/> May not be as large a club as in the past, but I'll bet they are having as much fun!

Sorry for the long tome...Thanks again for your most interesting article.

Bob Austin, MD
Pensacola, FL

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



WHAT HAPPENED ...

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

Lake Michigan sailors continue to feed their needs for water borne speed by hitting the road or the airways to keep their tiller fingers and sail handling skills sharp! March is a really active month down south for both inshore one-design classes and the hyper keelboats! Oh, and a few snuck in some Ice Sailing, too!

2013 Butler Cup

Long Beach Yacht Club, Long Beach, California

March 23-24, 2013

Match racer Peter Holz of Chicago Yacht Club continues to improve his ranking, currently 205th, a vast improvement from 550th only nine months ago. His team includes two-time Ficker Cup winner Brian Angel of King Harbor Yacht Club, Redondo Beach, Calif., who was Holz's tactician. Unfortunately, Holz had to leave early Sunday after racing to catch a plane home and was unavailable for an interview, but Angel was glad to help out. "We thought we did really well," Angel said, "especially since we didn't really get to practice a whole lot on Friday. Other than me, the team doesn't have a lot of experience on these boats [Catalina 37s]. But Saturday gave us time to work out the kinks. Unfortunately we lost our first race of the day to Durant. But I think it might have been a good thing not knowing the boats well. It helped to steepen the learning curve. Also, I want to say that this is a really cool team. They're humble, serious, young and beyond their years in maturity. I think they have a really good future in match racing." The event is named for Frank Butler, founder of Catalina Yachts, who in 1990 designed, built and donated the 11 Catalina 37s used for all of the match races held at LBYC. These same boats are also used for fleet race events and are available for team building and individual charters through the Long Beach Sailing Foundation.

2. Peter Holz Chicago Yacht Club 11 - 3

2013 Lightning Texas District Championship

Houston Yacht Club, Galveston, Texas

March 23-24, 2013 14 boats

11. Chris Shipman/Tim Bucher/Hollie Benevides Escanaba Yacht Club DNC-OCS-OCS 45

2013 Laser Midwinters West

California Yacht Club, Marina del Rey, California

March 22-24, 2013 41 boats

Won by Lake Michigan Youth sailor amongst many of the Laser Class' elite!

1. Mitchell Kiss Macatawa Bay Yacht Club 1-[11]-4-1-1-3-5-2-3 20

S2 7.9 Midwinters

Sarasota Sailing Squadron, Sarasota, Florida

March 22-24, 2013 10 boats

1. Matros Tom Bryant Macatawa Bay Yacht Club 1-[2]-1-1-1-1 5

2013 U.S. Etchells National Championship

Coral Reef Yacht Club, Miami, Florida

March 21-24, 2013 34 boats

23. Craig Mense/Ed Furry/Aaron Houston Chicago Yacht Club 31-19-[32]-18-27-16-12-19 142.0

2013 International Rolex Regatta

Cowpet Bay, St. Thomas, Virgin Islands

March 20-24, 2013

Macatawa Bay's Dalton DeVos came home with a brand new Rolex watch!

Melges 32

1. Dalton DeVos Macatawa Bay Yacht Club 1-2-3-[6]-1-5-1-5-6-3 27.0

4. Ryan DeVos Macatawa Bay Yacht Club [8]-3-5-5-3-3-7-1-2-7 36.0



2013 US Sunfish National Championship at Midwinters

Sarasota Sailing Squadron, Sarasota, Florida

March 15-17, 2013 33 boats

5. Chad Coberly	Macatawa Bay Yacht Club	5-[12]-4-5-4-5-4-6-4	37
8. Fritz Hanselman	Lake Bluff Yacht Club	3-7-16-7-13-9-7-[19]-6	68
14. Don Bergman	Macatawa Bay Yacht Club	26-9-8-9-10-18-15-[27]-7	102
23. Gail Turluck	Gull Lake Sunfish Fleet	28-[30]-21-20-25-14-8-30-21	167
28. Holly Hanselman	Lake Bluff Yacht Club	27-24-24-22-16-23-21-[28]-25	182

2013 Northwest Ice Yachting Association Regatta

Green Lake, Wisconsin

March 15 – 17, 2013

DN	22 boats	
4. Peter Orlebeke	2-6-5-9-1	23
8. Jane Pegel	12-9-7-11-9	48
E Skeeter	10 boats	
6. Steve Orlebeke	3-3-DNF-DNC	28
9 Buddy Melges	6-DNC-DNF-DNC	39
Renegade	18 boats	
1. Mike Derusha	2-3-1-1	7
3. Dan Bierman	4-4-4-5	17

66th Annual Winter Lightning Championship

St. Petersburg Yacht Club, St. Petersburg, Florida

March 14-17, 2013

10. T. Wake, T. Moriarty & N. Fowler	Sheboygan Yacht Club	25-14-4-3-(ZFP)	46
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2013 Farr 40 Miami Regatta

Coral Reef Yacht Club, Miami, Florida

March 13-16, 2013

4. Flash Gordon 6	Helmut Jahn	3-3-5-6-1-2-7-7-2-4	40
Crew: Norman Berge/Matt Cassidy/Alan Field/David Gerber/Bill Hardesty/Joe Londrigan/Joe Mayfield/Ben Powers/Jamie Stuursma			

2013 Lightning Midwinter Championship

Coral Reef Yacht Club, Coral Gables, Florida

March 12-13, 2013

3. Todd Wake/Kristine Wake/Neal Fowler	Sheboygan Yacht Club	5-4-[21]-12-7-2	30
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2013 Flying Scot Midwinter Championship Regatta

Sarasota Sailing Squadron, Sarasota, Florida

March 11-15, 2013 38 boats

20. Michael Faugust & Jennifer Faugust	Ephraim Y.C.	24-29-27-23-15	118
26. Ryan Malmgren & John Wake	Ephraim Yacht Club	DSQ-11-1-DNC-DNS	129

2013 Lightning Deep South Regatta

Savannah Yacht Club, Savannah, Georgia

March 9-10, 2013

6. Wake, Todd/Kristine Wake, Neal Fowler	Sheboygan Yacht Club	7-16-11-1	35
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2013 Sunfish International Masters Championship

Davis Island Yacht Club, Tampa, Florida

March 8-10, 2013 53 boats

4. Chad Coberly, Apprentice Master	MBYC	12-6-2-9-9-[OCS]-5	43
13. Fritz Hanselman, Grand Master	Lake Bluff	19-19-8-20-[31]-7-12	85
18. Don Bergman, Supreme Grand Master	MBYC	13-[36]-11-22-21-14-25	106
25. Jim Richter, Great Grand Master	Gull Lake YC	[38]-35-23-15-28-9-26	136
30. Jean Bergman, Great Grand Master	MBYC	21-31-28-18-[32]-24-31	153
40. Holly Hanselman, Master	Lake Bluff Yacht Club	27-38-40-[44]-35-34-34	208
42. Gail Turluck, Master	Gull Lake Sunfish	25-46-31-[49]-42-38-33	215

2013 52 World Championships

Coral Reef Yacht Club, Miami, Florida

March 5-9, 2013

3. Quantum Racing	Doug DeVos	Macatawa Bay Yacht Club	3-4-2-3-3-4-6-3-5-1	34
Tom Burnham/Ed Baird/Warwick Fleury/Greg Gendell/Andy Horton/Brett Jones/Lorenzo Mazza/ Andrew Scott/Joe Spooner/Juan Vila/Matt Cassidy/Chris Welch				



2013 Miami Sailing Week

Coral Reef Yacht Club, Miami, Florida

March 3-9, 2013

Bacardi Cup-Star Class 63 boats

26. Pied Piper	Jack Jennings / Brian Sharp	19	39	29	[BFD]	17	7	27	138.0	
39.	Donald Massey / Isao Toyama	[OCS]	40	50	17	38	37	23	205.0	
40.	Jack Rickard / Sam Eadie	46	24	32	37	27	[50]	42	208.0	
42. Morning Star	Anthony Herrmann / Chris Nielson	42	16	44	27	42	47	[DNC]	218.0	
47. Fast Pony	James Babel / Scott Benson	[OCS]	34	46	28	47	35	64/DNC	254.0	

Melges 20

1. Bacio	Michael Kiss	6-2-8-15-3-2-1	[15]	22.0		
	Willie McBride/Chris Rast					
10. Heartbreaker	Robert Hughes	26-12-15-3-31-1-7	[31]	64.0		
	Brian Janney/Morgan Reeser					
13. Elevation Racing	Tony Tabb	2-13-21-27-22-27-4	[27]	89.0		
	Erik Post/Seadon Wijzen					
17. Atlas	Brian Hill	22-20-13-28-12-6-22	[28]	95.0		
	Melissa Hill /Jacob Karlin/Stephanie Roble					
18. Blink 20/20	John Arendshorst	19-18-12-51/DNS-19-13-15	[51]	96.0		
	Mitchell Kiss/Dani Rast					

Melges 24

2. Convexity	Don Wilson	3-10-4-2-9-1-2	[10]	21.0		
	Taylor Canfield/Josh McCaffrey/Tod Reynolds/Jen Wilson					

J/70

13. Nitemare	Amy Neill	14/TLE-12-11-10-17-16-6-6-18	[18]	92.0		
	John Baxter, Val Stephoplov, Silas Miller					
16. Eagles Wings	John Gottwald	12-16-19-5-16-14-11-18-14	[19]	106.0		
	Nicholas Patrouits, Holly Futrell, Blair Ross					

2013 Thistle Midwinters East Regatta

St. Petersburg Yacht Club, St. Petersburg, Florida

March 2-8, 2013

15	Michael Gillian, Mike Gillian & Beryl Foster	Glen Ellyn, IL	25-7-12-15-17-23-21	120
23	Howard Hill, Natalie Hill & Lucy Hill	Bayside, WI	32-26-21-26-30-11-18	164

2013 Etchells Midwinters

Coral Reef Yacht Club, Miami, Florida

March 1-3, 2013

40. Ninkasi	Rick Kaiser	Chicago Yacht Club	[56]-47-47-32-26-15-43-42	252
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Regatta reports featuring sailing conditions, exceptional and fun occurrences, photos and more are invited to be submitted. Email them to lmrsfadministration@lmrsf.org. Thank you!



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