



Lake Michigan SuRF Newsletter

The Official Newsletter of the Lake Michigan Sail Racing Federation

I AM ASKING YOU TO DO THIS TO HELP GROW SAILING

by Glenn McCarthy

Each time you read a sailing magazine, is your next effort to toss it in the can or put it in the recycle bin? How about a much better use for those?

- Stick it in the seat pocket the next time you fly in an airplane.
- Drop a stack of them off at the doctor's office waiting room.
- Drop them off at the local hospital.
- Leave them on the bus or train seat pockets.
- Somewhere where you have a free book/magazine swap shelf (if in apartment or condo, suggest one be added in the laundry room).
- Or anywhere else you think someone may pick one up out of curiosity and read it.

If each of the 6,000-10,000 sailors on Lake Michigan receive



one magazine a month and everyone dropped them off somewhere for the general public to read, on average that would be 100,000 magazines a year being recycled, re-used that just may get some non-sailor to cross over to the dark side and come join us out on the water. Is this hard? Is this expensive? No and no. Do it for the good of the growth of sailing. You never know how many people you will reach.

Today, I left three issues of Sailing World on the train after finishing them off. They may find their way to the recycle bin, but someone might pick them up and take them home. We'll never know until we spam the counters of the world with basically free advertising of sailing by giving away our sailing magazines!

For you own privacy, you might tear off the address sticker, which I have seen others do, or blacken the address out with a magic marker. This is a really simple way that all sailors on Lake Michigan can help us in the effort to GROW SAILING!

LARRY KWIAT NAMED 2013 LMSRF AREA III YACHTSMAN OF THE YEAR

by Janet Hansen, Lauren Kwiat and Janet Webber

The Lake Michigan Sail Racing Federation Area III Steering Committee voted Larry Kwiat the 2013 Yachtsman of the Year for his long standing contributions to
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IT'S GIVING TUESDAY – PLEASE INCLUDE LMSRF IN YOUR GIFTS*by Glenn T. McCarthy, Commodore*

Do you remember the articles you read in the Lake Michigan Surf newsletter this year from Grant recipients? Many were young sailors getting their Instructor Certification so they could have a summer job teaching at sailing schools. Others were able to go to competitive away events where they learned something new and brought that knowledge back to Lake Michigan and shared it to keep our sailors' knowledge up to date. (Here's the list: <http://tinyurl.com/2013-LMSRF-GIA-Grants>).

What you don't likely know:

- We had more Grant requests in 2013 than ever before.
- It is the first year we ever gave all of the funds away we had to give.
- The Board of Directors took the unprecedented step to transfer an additional \$5,000 of donated money to the Grants-In-Aid fund.
- We planned to award \$15,000+, but eventually awarded \$20,000+ in 2013.

LMSRF does not have the means to provide an additional \$5,000 above and beyond what the Endowment Fund provides in interest every year. As a result we need your financial support to help sailors in need. Please consider supporting our appeal as detailed below. It will help us on our mission to grow sailing and sailboat racing on Lake Michigan!

Gifts to Lake Michigan Sail Racing Federation, a 501(c)(3) public charity, are tax deductible as allowed by U.S. law.



My Birthday Wish, by Gail M. Turluck

Yes, I have a birthday coming up very soon. And yes, my birthday wish is about my very favorite thing—sailboat racing. My birthday wish is not for me, but for all of us that have a passion for sailing and sailboat racing, and that is to grow sailboat racing!



I am Executive Secretary for the Lake Michigan Sail Racing Federation. (Quick review: LMSRF is the 501(c)(3) charitable organization that develops and organizes sailing and sailboat racing all around Lake Michigan.) LMSRF has its Endowment Fund, held completely separate from dues and operations expenses, that through the Grants-in-Aid Committee provides funds to our members for education and competition. The four year rolling average Endowment Fund balance times 4% is set as the funds for annual grant distribution.

In 2013, for the first time, the Grants-in-Aid Committee ran OUT of money. The LMSRF Board scrambled and was able to shift donations—a one-time solution—to continue to meet the needs of our grant seekers to keep things going. LMSRF can't do that again. We need to build the Endowment Fund so the annual distribution grows to meet demand.

The Endowment Fund's balance stands at about \$480,000 (all from donations, NOT from dues). The Donations Chair recently shared that when he started building the fund his goal was to reach a half million dollars. We're only \$20,000 away from that goal. Our goal this fall is to topple that mark.



What does my birthday have to do with all this? Well, at my age I don't get very many presents. It would be like a gift to me if you, another Lake Michigan sailor, would celebrate my birthday by supporting this drive so we may train more instructors, send more sailors to major championships, educate more race committee, and help our clubs host major championships.



For each person that makes a donation by December 31, 2013, I will donate \$1.00 as well, up to \$100 (wish I could do more). Now, 100 donors at \$20 apiece is the \$20K! While I hope some will send more than \$20, if you can't, then please send \$10.00 or whatever you choose. Any amount gets us a little closer to a half a million bucks—a good thing!

Send a note with your name and address and your check payable to the Lake Michigan Sail Racing Federation and write "Endowment Fund" on the memo line. Mail to: Gail M. Turluck, Executive Secretary, Lake Michigan Sail Racing Federation, 1245 West Gull Lake Drive, Richland, MI 49083.



Or, you may donate on line at <http://tinyurl.com/Donate-to-LMSRF>. Thank you!

P.S. The first 20 donors of \$20 or more by 12/31/2013 get a free ticket to the 2014 Strictly Sail Chicago Boat Show (Thanks to NMMA & Strictly Sail Boat Show)! Donate today!





Larry Kwiat with Yachtsperson of the Year award at Columbia Yacht Club. Photo courtesy: LMSRF Area III.

>Continued from page 1

the sport. The Steering Committee seeks to annually recognize an individual who has shown to perform deeds and/or services of an exceptional nature and is one dedicated to the sport of sailboat racing.

Kwiat, born and raised in Chicago, has been sailing since he was a boy. While in high school, he started working in boat yards, purchased his first boat in college and sailed his first Chicago-Mackinac race at age 22. Needless to say, he was hooked. Kwiat has since completed 39 Chicago-Mackinac races.

After finishing college, Kwiat took off with a friend and "a boat full of canned food and a hand compass," to sail down the Mississippi River to the Caribbean Sea. Two years later he made his way back to Chicago and to a relieved mother.

In 1972 Kwiat joined Columbia Yacht Club of Chicago, Illinois, and has been a dedicated and distinguished member ever since. He has served as:

- Columbia Yacht Club Sail Fleet Chair for 18 years;
- Columbia Yacht Club Dock Chair for 2 years;
- Columbia Yacht Club Beer Can Racing Chair for 3 years;
- Columbia Yacht Club Beer Can Bash Chair for 4 years.

Over the years, Kwiat has spent endless hours at Columbia Yacht Club helping, hauling, repairing and painting. Whatever the club ship needs, he will always lend a hand. Notably, in the past few years he developed a safer and more efficient way to launch and retrieve the race marks. Kwiat inspired the LMSRF Area III Boaters Bash that has become the perennial season ending event for distribution of awards, sharing stories and development of camaraderie.

Kwiat has also served the sport as:

- LMSRF Area III Steering Committee for 22 years;
- Lake Michigan Performance Handicap Racing Fleet for 3 years;
- Island Goat Sailing Society Secretary for 2 years;
- Island Goat Sailing Society Vice Commodore for 2 years;
- Island Goat Sailing Society Commodore, 2011 – present;
- Certified Freeboard Measurer, US Sailing, Americap II.



LMSRF Area III Vice Commodore Janet Hansen, LMSRF Area III Yachtsperson of the Year Larry Kwiat, and Port of PHRF Chair Deirdre Martin at the 2013 Boaters Bash. Photo courtesy: Janet Hansen.

Kwiat was owner and skipper of *Folie a Deux*, a Nelson/Marek 41, for 18 years, pulling together many dedicated crew members and establishing lifelong friendships. When *Folie a Deux* pulled into any harbor with her "Grateful Dead" flag flying, good times were sure to follow. He is noted for having on the water seamanship skills that are sharp and safe. Kwiat was well known for taking new sailors on Wednesday nights for Beer Can Racing. In 1999, Kwiat and the *Folie a Deux* crew helped launch the "Back from the Mac" party in Pentwater, Michigan. He has continued to serve as the Pentwater Yacht Club's Dock Master for the following 14 "Back from the Mac" parties. While *Folie a Deux* isn't in Chicago any longer, Kwiat and the *Folie a Deux* crew regularly get together and ride their Harley Davidson motorcycles all over the Midwest. Although he's found a love in motorcycles, sailing will always be his sport.



For the last six years, Kwiat has been the skipper of his good friends, Tom and Beth Ann Papoutsis', *Renegade*. He couldn't have found a better match. His times on *Renegade* have given him even more memories on Lake Michigan and lifelong friendships.

Kwiat graduated with a B.A. in Finance from St. Joseph's College in Rensselaer, Indiana. He is the owner of Kwiat Financial Services, LLC, in Arlington Heights, Illinois. Most importantly, he is the proud father of a beautiful daughter, Lauren Elizabeth, married this June in Mexico to Brad Burjan, followed by a reception later in the summer at Columbia Yacht Club.

LOYOLA GRAD ALEX POST ON COLLEGE MATCH RACING NATIONALS WINNING TEAM

by Zachary Hernandez

Loyola Academy Sailing graduate Alex Post won the 2013 Inter-Collegiate Sailing Association Match Race Championship with his fellow Georgetown University Sailing Team members, Nevin Snow (skipper), A.J. Reiter and Katia DaSilva. It's great to see our Loyola Academy Sailing Club graduates doing well at the college level. Complete results in **What Happened**, later this issue.

Georgetown Sailing Team celebrates victory. Photo courtesy: Inter-Collegiate Sailing Association.



CANFIELD AND TEAM USONE CELEBRATE MATCH RACING WORLD TOUR WIN



Taylor Canfield (second from left) and team *USOne* celebrate their Match Racing World Tour win. Photo courtesy: Alpari Match Racing World Tour Media.

Lake Michigan Sail Racing Federation member Taylor Canfield has won the 2013 Alpari Match Racing World Tour after a dramatic final day at the 2013 Monsoon Cup in Malaysia. Canfield, who is Sailing Director at the Chicago Match Race Center and a US Virgin Islands native (ISV), has Phil Robertson to thank for his Tour victory after the *WAKA Racing* skipper swept to a 3-0 win over Ian Williams to take the Monsoon Cup. Canfield and his *USOne* team finished third at the Monsoon Cup. With that finish and his scores from the other tour stops, along with Robertson's having finished second at this event, Canfield claimed the title. The 2013 Alpari Match Racing World Tour was made up of Match Race Germany, Korea Match Cup, Stena Match Cup Sweden, Chicago Match Cup, Argo Group Gold Cup, Monsoon Cup. Complete story in **What Happened**, later this issue.

LAKE MICHIGAN SAILING HALL OF FAME NOMINATIONS DUE

by Gail M. Turluck

Nominations for the 2014 class of Lake Michigan Sailing Hall of Fame members must be received no later than December 31, 2013. Yacht clubs are privileged to nominate any living or deceased individual whom should be recognized and elected to our Hall of Fame. Nominees remain on the nomination list so that if not selected in the year of nomination, election may occur in later years.

The Lake Michigan Sailing Hall of Fame was established to honor those individuals who have dedicated their lives to the betterment of sail racing, were leaders and innovators in our sport, and deserve permanent recognition in LMSRF history.

As a member of LMSRF, a yacht club's Board of Directors is eligible to nominate one or more individual. Nominees should be or have been very active in sail racing on Lake Michigan, lifelong contributors to the sport, have displayed good sportsmanship whether winning or losing, free of controversy and rating discrepancies, and have the respect of his or her peers.



A secret committee of five knowledgeable individuals who have considerable sailing experience on Lake Michigan review the nominations and make their selection(s). The committee member's names are kept secret, known only to the Chair of the Committee and the Commodore of LMSRF. This is done to remove political pressure from members. The Committee can elect any number of the nominees or none if they see fit. Members of the committee are not to be known to one another to prevent electioneering.

Inductees are recognized on the LMSRF web site, in the *Lake Michigan SuRF* Newsletter, and with an Induction Ceremony where the Honoree receives a plaque. Announcement of the elected person(s) are expected to be made by the following March 31st.

Induction into the Lake Michigan Hall of Fame is made at a function honoring the selectees on a date after April 15th, as coordinated with the nominating yacht club and selected honoree(s). The selectees will be expected to speak or, if not available, a family member is invited to speak on their behalf.

Nomination forms are available at: www.lmsrf.org/lmsrf/images/stories/docs/lmsrfhofnomineeform.doc. Note that nominations are made by yacht clubs and that the club's Board of Directors action is required as part of the nominations process. Submit your completed nomination(s) by email to: Gene T. McCarthy, Chair, Lake Michigan Sailing Hall of Fame, estaes@sbcglobal.net. Questions? Call 312.848.8173.

LMSRF ANNUAL MEETING REPORT

by Glenn McCarthy

LMSRF gives thanks and recognition to Chicago Corinthian Yacht Club for hosting LMSRF for its Annual Meeting, Gail Turluck for making lunch, Chuck Goes for volunteering as our Webmaster and hosting our web site, to outgoing Youth Council chair Joseph Harris, and outgoing Vice Commodores Brian Chaltry (Area I) and Dr. Jack Westfall (Area II) for their service to Lake Michigan Sail Racing Federation.

Reports are summarized as follows – LMSRF operations are fiscally sound. The LMSRF Endowment Fund, with the surge in the market, is up to \$482,000 (all built through gracious donations and investment growth, not supported by dues). The LMSRF Endowment Fund gave away more Grants than ever before in 2013 at \$20,000+. Grand Haven Yacht Club's Jack Kelley and Chicago Yacht Club's Lynn Williams were inducted into the Lake Michigan Sailing Hall of Fame. LMSRF created its Accessible Sailing Committee and appointed Chair Mike Stapleton.

The Fun Committee delivered its Fun Times Guide (www.lmsrf.org, scroll down on right to "Fun Times") making its task complete. LMSRF supported the re-opening of Wilmette Harbor with success. John Peterson was elected the new Area I Vice Commodore and Brian Bartley was elected the new Youth Council Chair by the Yacht Club Delegates, placing them on the Board of Directors. The Vice Commodore's reports provided that some events and clubs are seeing some growth, others holding their own, and it seems fewer are seeing less participation. Overall it sounded positive across the entire Lake. All expressed growth initiatives for 2014.



The Offshore Council's Best on Lake Michigan awards will be distributed to the various fleets to be awarded at their winter meetings. Brian Bartley is brimming with confidence and growth ideas for youth sailing. Membership, Communications, Measurement Rules and Race Administration Committees are holding just fine. The Donations Committee reported a potential boat donation; we are waiting to see if it comes through. LMSRF Richardson Cup Match Racers finished second, third and fourth, which continues show Lake Michigan is still a powerhouse. And racers behaved themselves well this year--the Appeals Committee almost went the entire year without an Appeal, until one showed up a week before our meeting. This was refreshing to hear.

The Commodore started a blog in May as a test to see if new sailors can be found using this modern internet tool (<http://www.chicagonow.com/sail-lake-michigan/about/>, scroll down on right to choose articles). While two responses showed that people chartered a boat for a day, there weren't any other reactions or responses to know if anyone new stuck their toe in the water and tried sailing. All the Commodore has are numbers at this point on visits: there have been 8,291 Unique Visitors,



making 10,363 visits, having made 13,953 pageviews. Ninety-one people signed up to get each new article notice sent to them via email, seven posted comments on the blog and more than a few people emailed him directly thanking him for the publicity for their school, club or iceboat group.

We did walk away from the Annual Meeting needing more help. The Hall of Fame needs the 2013 nominations before December 31, 2013. Get your club to consider this and get it going. We need an Area II Vice Commodore—that would be someone who lives and sails between Manitowoc, Wisconsin and Pleasant Prairie, Wisconsin. Give us a holler if you are ready to give some time to the sport and become part of the revolution that is growing sailing. We also need a Chair of the Offshore Council. This person runs the Best on Lake Michigan event annually. There is a critical nature to this position. There is a two-week window in the spring where 95% of the work must be done. If it isn't done in those two weeks, the championship does not go well. Those two weeks coincide with when it's time to get to the shipyard and start the spring work projects, and when spring outdoor kid activities begin, and conflict for time to do the job makes doing a good job with it a struggle.



We have one individual considering this position currently. If you are interested in either, contact the Commodore: commodore@lmsrf.org.

The objectives in 2014 include:

- **Teaching Publicity** - for Lake Michigan clubs to make a lot of noise in the press and media that they exist and are doing things.
- **Adult Crew School Template** – This cottage industry is getting more new crew on the water. We want to see more Lake Michigan clubs adding Crew Schools to their offerings.



- **Summer Sailstice** <http://www.summersailstice.com/> – The goal is to get everyone with a sailboat on Lake Michigan to go out on June 21, 2014. Participation is organized locally at every club, using the guidelines from Summer Sailstice (or not!). Your club decides how to work it. If your club wishes to invite the general public and mate them up with volunteers at the club who will take them out for a sail, it raises the profile of the club and provides a good community project.

- **Break Down Age Silos** – We need to get youth sailors sailing on adult boats, period. We need to bring the various programs together and discuss how we will break down the age silos and get them sailing together once again. This is the most critical thing sailing must do.

- **4 Steps 2 Get Into Sailing: Icon and Web Site** – The entire sport is disconnected. Every part of it works independently of each other. Associations are set up to serve different parts of the sport and they work independently of each other. Development of this web site and causing clubs Federation-wide to link to it and use it promotionally would be the first attempt ever to have the entire sport work together to grow sailing.



THE PHRFect FLEET

by Deirdre Martin

Over the last decade or more, the type and quality of Performance Handicap Racing Fleet (PHRF) races in LMSRF Area III seemed to be dwindling. Year after year, port to port races were permanently cancelled due to distance, national security issues, water depths, lack of participation, expenses and more. I have had numerous conversations with members of the PHRF Fleet over the years as to what and how to make changes to get boats back to the starting lines. For the last four years, I have worked extremely hard to implement these suggestions and to give the PHRF Fleet something back. It all started with my getting involved on every committee possible that the PHRF Fleet could benefit from, which is exhausting!

WELCOME to Port of PHRF!
Chicago's Home for PHRF Racing



The biggest benefit of all has been the LMSRF Area III Steering Committee. This committee is made up of yacht club representatives from the North at Waukegan, Illinois, all the way around the bottom of the lake and back up to St. Joseph, Michigan. The fact that LMSRF is highly supportive about PHRF racing, its sub-unit, Area III, is certainly no exception. LMSRF Area III has the largest number of boats racing on Lake Michigan as well as having some of the oldest boats in the PHRF Fleet. There are many boats that have been racing this area for 40 years or more (*Cynthia* from St. Joseph River Yacht Club, *Kutty's Ark* from Columbia Yacht Club and even my own gem of a lady, *Fantome* from Chicago Yacht Club, just to name a few)! The support from the various yacht clubs has been overwhelming when it comes to the PHRF Fleet.

The PHRF Fleet had an awesome and fun season this year and we have seen more new participation than ever, in part, due to some great new changes. In the spring of 2013, at the last minute, two new races were added to the LMSRF Area III schedule as permanent races. The votes were unanimous. The newest races are the Gene and Jane Zimmer Memorial Long Distance Race which takes place in early June and is a long distance buoy race sponsored by Midwest Open Racing Fleet of Chicago, Illinois, and the all new PHRFection Port to Port Race which takes place in August and is sponsored by Michigan City Yacht Club (Indiana) and Larsen Marine of Waukegan, Illinois. The PHRFection Port to Port Race starts from the boat's home port, wherever that may be, and then they race to Michigan City. For the season, 154 boats participated in the series and 27 boats qualified to be scored for the overall championship.



A PHRF Fleet race start off of Chicago. Photo credit: Pete Curtner.

Some years ago, the traditional LMSRF Area III Michigan City Port to Port race weekend turned into a Michigan City overnight race that did not stop in Michigan City, but racers merely rounded a strobe-lighted mark in the middle of the night and returned to Chicago. The reason the race became one that didn't stop was due to water depth and dredging issues in Michigan City. There were several years that Michigan City got the short end of the stick and had virtually all of Area III racing diminish due to these depth issues.

As of late, the Army Corps of Engineers has taken Michigan City very seriously and they have managed to keep up with the dredging and put Michigan City back on the chart. Michigan City Yacht Club was pleased as punch to host the PHRFection Port to Port Race in their port, which had a fantastic turnout. There were a total of 37 boats that competed and I am still hearing there is an ongoing buzz about the race and even more boats planning to participate next year. To see the Supplemental Sailing Instructions for the 2014 PHRFection Port to Port Race, visit www.lmsrf.org, down on the right hover on Areas, then hover on Area III, and then click on Race Information. Wait 5 seconds for the screen to change and scroll down to Supplemental Sailing Instructions (after notification that the 2014 Notices of Race, Sailing Instructions and Supplemental Sailing Instructions have been posted).

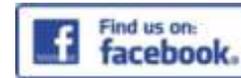
Beginning two years ago, a new PHRF Long Distance Series Boat of the Year Championship was created. The races that are included in the Notice of Series are races sponsored by LMSRF Area III yacht clubs but not necessarily LMSRF Area III races. The theory behind this Boat of the Year series is to allow all boats to compete in their own local long distance races, as well as the major port to port races, and not have to travel to Chicago for every race or just to compete for the LMSRF Area III Boat of the Year. There are many races included such as the Colors Long Distance, Columbia Yacht Club; Scoop the Lake, Waukegan Yacht Club; Rhumbline Regatta, St. Joseph River Yacht Club; Abe Jacobs Long Distance, Burnham Park Yacht Club, and many more.



The PHRF Boat of the Year awards First, Second and Third place flags to all PHRF sections as well as a First Place Overall for the series. There is a traveling trophy that is awarded at the Annual Boaters' Bash and is housed in the club house of the winning boat. This year's winner, two years running, is *Defiance*, owned by Dale Smirl of the Chicago Yacht Club and the trophy is currently on display at the Monroe Station.

Both the PHRF Long Distance Series Boat of the Year Championship and the PHRFection Port to Port Race could not have been possible without our sole and very generous permanent sponsor, Larsen Marine of Waukegan, Illinois. Larsen Marine has been very active in promoting and supporting the PHRF Fleet. We can't thank them enough!

Join the Port of PHRF Facebook Group: www.facebook.com/groups/portofphrf/.



Be sure to visit the www.portofphrf.com website to see all that is new and upcoming for PHRF Racing in LMSRF Area III, the Boat of the Year Notice of Series, Results, Race Detail, 'Railmeat,' Resources, Events, Seminars, and so much more. This website is available to have one place to go to find out everything you need to know about PHRF racing. Most yacht clubs have a direct link from their club web site. If your club does not, please link to it today!

If you have a suggestion of things to add to the web site, please email Deirdre Martin at wndchr@comcast.net. The PHRF Fleet is far from perfect but we sure do try and the participation and camaraderie of our fleet is the best on the lake!

ONE-DESIGN PROLIFERATION – ONE ORGANIZATION CONTAINS IT WELL

by Glenn McCarthy

ISAF Past President Paul Henderson suggests that the best growth and maintained sailing organization is the



Inland Lakes Yachting Association. Who, you ask? It is an organization that stretches from the Midwest to the East Coast and down South that caters to “rectangle shaped boats” or, Scows, as we call them.

What makes ILYA great? There are many answers. The first and biggest one is containment of one-design classes. There are A Scow (38', 1875), E Scow (28', 1901), C Scow (20', 1905), M-20 Scow (20', 1962), I-20 Scow (20', 1998), Melges 17 (17', 2004), MC Scow (16', 1965), and Optimist (8', 1947). You buy any one of these rectangle boats or you simply just don't fit in. This keeps the classes strong and extremely loyal. You don't see them splintering when the new XYZ-boat shows up and a segment of the existing classes jump to the latest new hot one-design boat, while diminishing the participation in the older classes. This firm control has kept the ILYA and these one-design classes strong for eons.



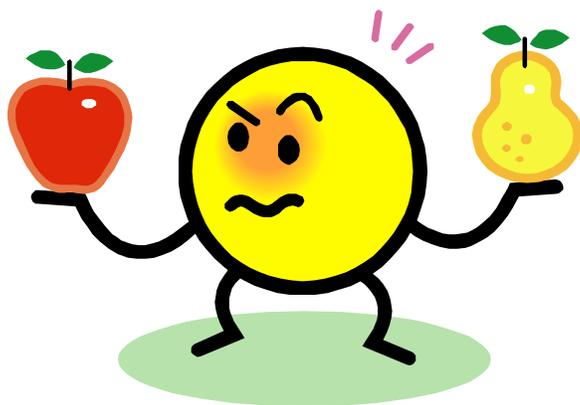
While the Scow designs are not new, they do keep up with the world. One example: in 2008 the E Scows debated about changing from symmetrical spinnakers to asymmetrical spinnakers using a retractable sprit pole. All existing boats would have to be upgraded. Many didn't want the hassle or expense. Others thought the boats would be easier to sail. Eventually the class voted, and they adopted the asymmetrical spinnaker with retractable pole. Everyone I have talked to says that the boats are much easier and enjoyable to sail. At the end of the day, they are still all E Scows.

As these boats are sailed on small inland lakes only (scows are just no good with waves), most are sailed in people's backyards - literally. What does that mean? It means that the whole family is there, the easy pickings for crew are the family members, and the ILYA thrives on growth through family. It is the perfect pyramid scheme and a very good one at that! Many times you'll see regatta results with many boats sailed with the same last names, being 2, 3 or 4 different generations or branches of the same family.



I heard a story of a couple of pointy ended boats trying to assemble a fleet in 'Scowbilly country.' The sailors came to their boats one weekend to find that their shrouds had been cut. Now, I'm not saying any Scow sailor would ever do such a thing, no arrests were made, no one was ever fingered, but the pointy ended boats packed up and skedaddled out of town as quick as they could and haven't gone back! Clearly this wasn't a very nice thing to do.

In spite of this one occurrence, scow fleets are large, people are friendly, National events are highly coveted and have very large turnouts.



What is Paul Henderson saying? In an open economy, with a plethora of choices to be made in purchasing one-design boats, and more coming onto the market each year, there are too many choices. Fleets get built and then cannibalized once a new “hotter” design appears. With each iteration of new designs, everyone at the end of the day sails in a smaller fleet. Loyalty is not what it once was to a particular boat design. He is strongly suggesting that to have better growth in a local geographic area, to have better cohesion, it may behoove clubs to get together and vote on what one-design classes they will support and become very frigid to change (if you ever met Paul, no one would ever use the word “strongly,” we all know “it’s his way or the highway!”).

Paul Elvstrøm wrote Henderson about 20 years ago when Henderson was ISAF President: “It is harder to build a Class organization than to design a new boat, and well run Classes are the strength of Sailboat Racing.” Elvstrøm’s words ring true today.

It’s a tough pill for “free Americans” to take and does require a lot of study to understand it, but the ILYA has shown the way that 100+ year old boat designs can and do continue to grow their fleets.

HARRIS STEPS DOWN AS LMSRF YOUTH COUNCIL CHAIR

Joseph Harris continues to grow his family and his obligations at the Chicago Park District and asked Brian Bartley to replace him at LMSRF as the Youth Council Chair. At November 2013’s Annual Meeting, the Youth Council elected Bartley as the Chair and he was confirmed by the Yacht Club delegates by unanimous vote. We know we’ll miss Harris’ enthusiasm and connections for youth sailing on the Lake and we thank him very much for everything he has done. Thank you, Joseph.



YOUTH COUNCIL CHAIR PROFILE – BRIAN BARTLEY

by Glenn McCarthy

Brian Bartley is a Sailing Instructor and Youth Sailing Manager for the Chicago Park District/Judd Goldman Adaptive Sailing Foundation, and was born in Elmhurst, Illinois. Bartley started sailing at age 8 and went to Burnham Park Yacht Club’s youth sailing program. He credits a lot of what he learned in sailing from his father, Dennis Bartley. Dennis Bartley bought a J/30, which he named *Planxty*, the year Brian was born and as soon as possible Brian started racing with him in Midwest Open Racing Fleet and Wednesday night races. Brian has the right attitude, he says, “I continue to learn something new every time I am on the water.”



Brian Bartley’s sailing has mostly been in small boats, like the 420, FJ, V15 and Larks, and he currently owns a Vanguard 15. At college, he raced for the University of Rhode Island Sailing Team, of which he was Captain in the 2008 & 2009 seasons, and as such has raced all over New England. His travels have also taken him to Florida, Texas and California. The furthest he has sailed away from Lake Michigan is on a sailing catamaran on the river Gambia, in West Africa. The river is beautiful with a 15-18kt sea breeze every day. It’s really a perfect sailing area; unfortunately there aren’t many sailing opportunities in the region.

The funniest thing he ever saw was in his youth at a 420 event. Bartley was out on the wire and they were on a beam reach, fully planing when the wave got his skipper. He was lucky enough to see his skipper forcibly ripped from the boat by a wave. The skipper’s spray top puffed up like an inflatable life jacket and he went flying out the back of the boat while Brian ran in from the wire. You can picture it can’t you? Wouldn’t it make a great YouTube video?

The scariest thing he has seen is similar to the above story. Bartley was out on the wire, the kite was up and they were planing along in a 420. They were sailing faster than the waves. They came over the top of a wave and



immediately put their bow right into a very short choppy wave in the middle of the trough. The bow stopped before the stern and they pitch poled. Bartley ended up near the spreaders as the boat began to turtle, unfortunately his harness got caught in the rigging. He wasn't under the water for long, but it was enough to give him a good scare. He's happy to know that modern trap harnesses have safety release mechanisms, something that was not common at the time.



Bartley's proudest regatta ever was a top five finish at the Vanguard 15 Midwinters. He said, "It was a great weekend, 15-20 kts. with a fairly steady direction and tons of boats on the line. It was great to put the bow down after the start and just go. I try to always perform to my personal best so it is hard for me to say that I am more proud of any individual race over others."

He would like LMSRF to continue to provide a network of expertise and training focused on building successful youth sailing schools throughout the Lake Michigan region. He has a focus on interscholastic and intercollegiate sailing, being very successful at bringing new young sailors into the sport, and recognizes that few young sailors transition from interscholastic/collegiate sailing to mainstream sailing. He hopes in his tenure at LMSRF that he will be able to provide opportunities for these sailors to compete in and transition to mainstream sailing.

We look forward to your growth ideas for Youth Sailing on Lake Michigan, Brian, and thank you for climbing onboard with LMSRF leadership. We're 100% behind your wish to merge youth sailors with adult sailors as soon as Spring comes.

COLLEGE SAILING STALWART GEORGE GRISWOLD

by Glenn McCarthy

It's been a few years since I've seen Griswold. He looked much more relaxed than I've seen in the past. He has been highly involved with the Midwest Collegiate Sailing Association for longer than I can remember. Not beating around the bush, I hit him with the question, "George, how can we get college sailors sailing on adult boats?"

I asked that he think about it and we'll get back together at a later date. A while later, he offered his first answer, "Have parents that sail."

Well, we know we have tons of college sailors whose parents don't sail. Many college sailors either chose sailing themselves and joined the college team, or their non-sailing parents got them into it and are living vicariously through their children. So how do we break down the barrier between college sailors and adult sailing?

I hope to hear more from Griswold in the future, or anyone else who can offer ideas. It is a bridge that must be crossed. Email the author at glennmccarthy@yahoo.com.



INSTANT GRATIFICATION

Boston Consulting Group's David Rickard's personal opinion is that the sport of sailing is competing against instant gratification. In his youth, David sailed Stars, Penguins, and some offshore boats, including making a Chicago-Mackinac race. I completely agree with his opinion. We know that it's spot on. Today's society has become accustomed to instant gratification. Drive through meals, the internet, smart phones, ATMs, video games and 250 channels of TV feed this monster greatly. The proof of this opinion is written about extensively. Americans are sitting at home and gaining weight. They are not getting outdoors, not seeking their own adventure, and not challenging themselves.



Their instant gratification goes something like this: Yippee! I made it to level 3 in my video game! I am going to make it to level 5 by this weekend even if I have to stay awake around the clock. Did you see the YouTube video on ...? Do you look around restaurants and see one-fifth of the people tapping away on their smart phones?



Who heard of a Sports Bar in the 1960's? Professional sports have somehow built an audience of viewers who do not go out and physically challenge themselves. It is just too easy to flip to another channel if the current game isn't interesting enough!



Commonly, as we go around the race course, our speeds are within 1/10 of a knot of one another. We pull on the outhaul, ease the jib sheet and in a moment we see our speed pick up relative to the other boat alongside. But is that instant gratification? Nah, no one really gets stoked over these small changes. It's not like dropping from 3rd to 4th gear in a car and flooring it. The speed deltas in sailboat racing are excruciatingly small and slow to be noticed. They may involve passing one another, making sail changes, and most times not being able to see any real neck breaking speed change.

So, how can sailing be changed to provide the instant gratification today's youth crave? Let's fantasize for a moment. Seventy-five feet to leeward of the starting line is a platform pre-loaded with sailing dinghies on it, all ready to go. A helicopter lifts off from land, loaded with young people, and drops them off at the platform. The youth jump onto the boats, which are fully outfitted with sails that roll up in the boom and on the forestay, pop a few lines and are off racing in less than 5 minutes. Races are no longer than 10 minutes apiece. When they get bored, they simply return the boat to the platform and take the next helicopter back to their car and head out.



Will something like that really bring the young people out? And is that enough to meet their satiating needs for instant gratification?

With the sport having dismissed long course races and shifted to short course windward/leewards, hasn't this been the transformation to instant gratification? Hasn't sailing already taken a monstrous leap to provide that quick fix? Hasn't shifting away from handicap or rating rules to one-design boats allowed everyone to know how they did instantly, rather than waiting for results to be posted at 8:00 at night? Hasn't instant gratification been achieved (within financial constraints)?



Where are the young sailors then?

(Email your thoughts to the author at glenntmccarthy@yahoo.com.)

ARE YOU READY TO REPLACE THE ISAF SPECIAL REGULATIONS? IT IS TIME AND IT IS HERE.

by Glenn McCarthy

We all have been accustomed to the International Sailing Federation (ISAF) Special Regulations, commonly using Categories 2, 3 or 4, for safety on Lake Michigan. But change is here (see the next article below for the background).

Sailboat races normally put in their Notice of Race that the race will use the Racing Rules of Sailing with US Sailing Prescriptions. They'll reference the Notice of Race and Sailing Instructions about which has priority in what you read. Some reference one-design class rules. That's about it for the rules that run most sailboat races.



But some race organizers want more safety equipment for the fleet, and crews trained in their usage more than the average race. Relying solely on the United States Coast Guard required safety equipment is just not enough for their event. So, race organizers for years have been adding the ISAF Special Regulations using either Category 2, 3, or 4 (or in the case of the Mackinac Races, the Mackinac Safety Regulations).

If you have been using any of these safety initiatives, or think your race should add more in



the safety area, please consider using the new US Sailing Safety Equipment Requirements (SER). They're really not requirements until added to a Notice of Race. If not in a Notice of Race they do NOT apply to your race. You have three types to choose from: U.S. Ocean; U.S. Coastal; or US Nearshore. And of course, you are free to delete, add or modify any one of those items in the SERs that your club sees fit. See it all here - <http://media.ussailing.org/AssetFactory.aspx?vid=22457>

NEW US SAILING SAFETY EQUIPMENT REQUIREMENT BACKGROUND - REPLACING THE ISAF SPECIAL REGULATIONS

by Glenn McCarthy

Since about 1978, after the Fastnet Race Disaster, the ISAF Special Regulations were created and modified every two years to keep up with the ever changing landscape of safety improvements. The ISAF Special Regulations is a cumbersome document because it refers to many different standards not included in the Special Regulations. In reality, to be in compliance, each sailor and inspector would need to purchase a copy of each of the documents that together comprise these standards, study them and make sure they were in compliance.

For example, the International Standards Organization (ISO) requirements from Europe were one of the referred documents. These standards are not available online and only available by purchasing from overseas. How could anyone really use this document that is this hard to acquire? Secondly is that the ISAF Special Regulations included many "highly recommended" items. This commonly led to confusion. Some thought "highly recommended" items were required, others recognized they were not. Chuck Hawley has beaten the drum for years that either something is required or it is not. If it is not required, it should not be printed. Some sort of fuzzy in-between was not good legislation (could you imagine auto rules of the road that were "highly recommended" but not law?).

Chuck Hawley became Chair of the US Sailing Safety at Sea Committee and began the effort to create a new Safety document. Chuck's goals were simple: make it so anyone could read it, understand it, comply with it, and an inspector verifies compliance without using any other outside manuals or standards.

While these new "requirements" passed as USSER (US Safety Equipment Requirements) on October 19, 2013, as soon as ISAF heard about it at their annual meeting two weeks later, they asked that the "US" part of it be eliminated. So for now, let's call it SER. Soon the dust will settle on its name.

MARINER GIRL SCOUTS IN WORLD WAR II

by Glenn McCarthy

In the blog I write (separate from this newsletter), attempting to get non-sailors out sailing on Lake Michigan, I wrote an article about the Mariner Girl Scouts program in Wilmette, Illinois, months ago. This month, I received an email from Bettylene W. Franzus, a proud 85 year old, who now lives in Johnson City, Tennessee. She was trying to recall what type of boats the Mariners used in World War II sailing out of Wilmette Harbor. I connected her to Barbara Perce who is the Troop Leader today, whose mother Rollie Schmitt started this program some 60+ years ago and is coaching Barbara today.

As emails go, the road was not straight and took many twists and turns with tales told along the way. Very charming twists and turns, I might add.

Barbara described today's program, how the Troop owns an Arrow sailboat and primarily runs the program during the summer months only. It is open to girls in 7th grade through high school, sailing twice a week. She further described that outings are included in their \$40 registration fee; and, the lessons are an additional \$70 for 5 lessons. The highlight of the summer is the girls can go on a week-long sailing adventure aboard the tall ship *Shenandoah*, sailing out of Martha's Vineyard,



Massachusetts. The Mariner Girl Scouts' goal is to teach girls how to sail and give them access to sailing and the water.

Bettylene followed up with some more memories. She suggested that they did overboard practice, the seats in the boats were called thwarts, and that oars went into a hole in the side of the boat. She also said that they wore long white pants which they took off, tied the leg ends and created a balloon type effect when they jumped into the lake, an early form of a lifejacket. They made knot-boards, learned semaphore with flags and even studied Morse code. To help pay for the program, they collected aluminum foil from gum wrappers and well as cans from drinks, all to be recycled for the war effort.

Barbara wrote back that they do some of those boating activities, but today's girls are just interested in sailing and being with their friends. As the Arrow sailboat is not self-righting, they don't practice righting drills, but do practice overboard drills. Semaphore and Morse Code have been dropped.

Bettylene said, "When the war ended, our group had a good bye party with some Sea Scouts. We went to a restaurant/bar called 'The Billy Goat Inn.' I think it was near the Chicago River."

As Gail Turluck was a Wilmette Mariner from 1970-1974 and sailed on the *Shenandoah*, Gail was included in the email correspondence and offered the following, "Might it be possible that maybe they didn't use sailboats in WWII, but rather rowing dinghies?"

Then this is when Bettylene said, "I cudgeled my mind for the song we sang as a group and it went something like this:

Some sing of Alexander
and some of Hercules
Of Hector and Lysander
and such great names as these
But we, the Chicago Mariners, sing of the rolling Seas.
So be the best, of all the rest,
and row your boat like the British Grenadiers!

So, I should have guessed the boat was a rowboat!!!!" Bettylene ended up answering her own question.

KARZEN TO BE HONORED AS 2013 CHICAGO YACHTING ASSOCIATION YACHTSPERSON OF THE YEAR

by Julian Zeng

Lloyd Karzen will receive the award on December 6, 2013 at Chicago Yachting Association's annual winter celebration. Initiated in 1960, recipients of the Yachtsperson of the Year award will have "performed deeds and/or services of an exceptional nature, which have directly benefited the Chicago Yachting Association."

You are invited to the finger food party at Chicago Yacht Club, Monroe Station, in Chicago, Illinois, on December 6, 2013 to help give the recognition to Lloyd he deserves. Advanced, prepaid reservations are required. Complete information to attend this event is available at: www.chicagoyachtingassociation.org/events/yachtingball.html.

LA TOILLETTE

by Glenn McCarthy

Hanging out with the good ol' boyz recently (it's true, the good old boyz do hang out!), they were all laughing about the bucket they use on their 37-footer and how the whole crew is male, except the token female bowperson. And how that female put her foot down and insists that the real head door remain on the boat and not be shucked ashore. But for race performance, they use a bucket, they don't have a head, nor a waste storage tank. Even an outhouse sounds like a better solution than



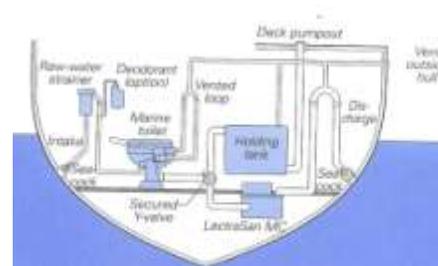
walking through a boat, waving a bucket with numbers 1 and/or 2 inside going to the rail and tossing it overboard. I won't even comment on the legality of such practice.



My friend Peter Huston from New York has been beating on me in a good way for years. He keeps saying over and over, "If you want more boats racing, get more females racing." It is simple human nature; more females will draw more boyz.

I have not ever sailed on an offshore boat that didn't have a head with at least a privacy curtain or door. Going out all day needs a real head and overnights makes one even more necessary. By that, I mean a head that is bolted down, with a holding tank, and ready for use. Sure it's yucky to empty a holding tank. Being the chief head maintenance guy for 37 years, I can

attest that it is more than yucky when a rebuild is needed, even worse when underway pounding in waves. But, it is much preferable than converting into barbarism.



A friend of mine who served in the Korea War spent some time in China and said, "I saw some grisly things in the battlefield, but one thing I could never get used to was going down a road in China, where a male and a female were squatting with their pants at their ankles, doing their natural thing and holding a conversation with one another like it was no big deal. I still shudder at the site in my mind." Are we trying to move the sailing society into rural China? Gross!



Having a head on board does come with its own rite of passage, at the Island Goat Sailing Society Spring Indoctrination event, each new goat is given the microphone to tell a short tale of one of their Mac Races. The stories vary, but one thing is for sure, sitting with friend Bonnie she says it best, "How many potty stories are we going to hear tonight, let's keep count." There's always at least a handful of them.

For those who are "weight conscious," do we need to establish a rule so that your competitors are guaranteed to having a similar setup and carry their own additional similar weight of a head and holding tank? Is a head and a holding tank that much weight compared to the weight of the boat, sails, crew, food and beer? The total must be a small fraction of a percent. No one is that skilled a racer that they can see this speed difference, it's all psychological (or should I say in their head?).

Urinary Tract Infections (UTI's) are sometimes caused, and many times made worse by holding urine. Do you think that women are willing to sacrifice their health with a painful illness just because a many thousand pound boat is cutting weight corners this close? And how about you men? When your wife has an UTI, in your own selfish way, if you know what I mean, it's no good for you either.



If we want to grow the sport, we need to make accommodations for women. Just because the guys can step to the rail and pee freely, it just isn't fair for the women. Grow up, have some civility, some manners, and give people their privacy to do their business. If you can't win a race by having a head, holding tank and a door, you need to look elsewhere on your boat for that tiny tiny tiny bit of speed gained by currently not having that weight on board.

My son built a small building in the backyard when he was young and painted it. One day he went out there with a can of spray paint and painted "Boys Club" on it. It just seems that times don't change with age. Grown up boys still are trying to keep the women out. How stupid. I've been sailing with women aboard my whole life. You'll be growing the sport all on your own by making women part of your crew. Grow up, dorks! It's fun to have women on board. Make it happen.

I'M GONNA HURL*by Glenn McCarthy*

I have run into more people this fall who are still beating that old drum "We need better race management. It isn't as good as it needs to be."

I'm beginning to wonder, is this a way that sailors who didn't do well racing can find someone else to blame that they didn't win?

Maybe it is time the Race Committees should speak up and say, "We need better racers. If the racers are all as good as they say they are, they should be crossing the finish line simultaneously!" Instead we sit out there all day, waiting for a long stretch of boats to finish. How come they aren't getting up to max speed year after year?

This drum has been pounded for decades now and race committees have improved. They have taken US Sailing courses, they have become certified, and the pressure to perform and the amount of performance has increased immensely from running one long race per day, to as many shorter races as possible in a day.

This well-travelled path has proven to lead to a decline in participation. It has been travelled for 35 years, and nowhere in the country has it proven to grow sailboat racing.



Come on folks, you are much better off planning a mega-party built around your race, than to play the broken record, or skipping CD, that better race management is somehow the Holy Grail to growing sailing. Be sure to peel off one of these fun activities: <http://lmsrf.org/lmsrf/index.php/fun-times>; and build it into your club's race day. And be sure to get the sailing school kids, the high school kids and the college kids in your area on the boats with the adults.

I BLEW IT*by Glenn McCarthy*

At the Chicago-Mackinac finger food Awards evening, I finally met a sailor I have written about in the Offshore Championship in years past. Little does he know that I was more excited to meet him than he was in meeting me. I have sworn to myself that I would not ever again get into conversations about the politics of sailing, whether things are black or white, left or right, dark or light, as almost all decisions are not made for growth, they are made for protection, many with the goal of trying not to grow sailing smaller (which just seems like an odd goal to me). I fell for it, I knew better, and wished I had turned the conversation into about how all decisions need to be made for growth, and damn the "mine is better than yours" mentality. I sucked right into the conversation and I didn't even have a drink. Maybe I needed a drink to stop myself from the age old arguments.



I like to turn the same old conversations we have been having in the sport forever into growth ideas. It is not an attack on anyone, no one wants to fight growth, they all want it to happen, and it is an amazingly fresh conversation each time when I have been able to turn the conversation around.

I blew it, I was disgusted with myself after we walked away from each other. I sucked into the same old game of "We need better race management, as this is what the sailor's want." I kicked myself for hours.



Remember (me and you) to stop yourself from engaging in politics that do not grow the sport. Only engage in programs that expect to lead to having more boats on the starting line, not just trying to keep it from shrinking any more than it already has. I hope we start afresh next time we meet, Bob. I look forward to seeing you again.



LMSRF SOIRÉE OR LMSRF TRAVELING ROADSHOW?*by Glenn McCarthy*

The feedback to what LMSRF has been writing for 2 years is in. There is great response that what we recommend by adding fun and adding youth into adult sailing is the direction the sport must go in order to grow participation.



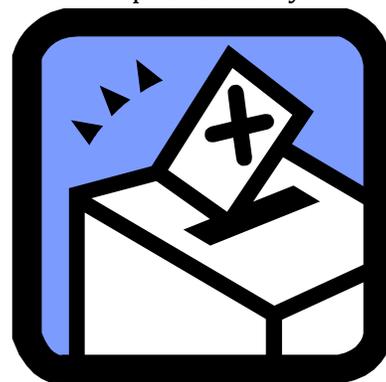
LMSRF has considered doing a soirée, setting up at a hotel/resort over a weekend during the winter, inviting all club board members, managers, committee chairs, fleet captains and sailing schools (kids, adults, not-for-profit and for-profit in the region) to present these ideas and programs. Our neighbors just to the North at the Inland Lakes Yachting Association have been holding a winter conference for many years with success doing something very similar.

The alternate is that LMSRF goes out on the road, asking groups of neighboring clubs to get together at one club and bring in LMSRF in to make the same presentation. We would need to have two Saturday sessions at different clubs and one Sunday session up or down the lake from there with a different gathering of clubs on the same weekend to make it work. We could see this taking a month and a half of weekends to accomplish so everyone on the Lake hears it and begins to change course and grow their racing programs.

We need to move forward. The lather, rinse, repeat of what we have been doing to operate the sport of sailing for 25 years has been draining (do you like that pun?). Let's hear from everyone! Would you like a one weekend meeting in a hotel/resort (maybe a ski resort or resort with swimming pool so your family and you could have some fun?) OR would you like a LMSRF Road show to come to your area to discuss how we are going to grow sailboat racing together?

Email either the word SOIRÉE or ROADSHOW to: commodore@lmsrf.org today!!

Thanks to Rachel Green (Jennifer Anniston) on the TV show "Friends" for calling it a Sailing Soiree!

**THE CHRISTMAS SCHOONER**

The Christmas Schooner is a musical at the Mercury Theater in Chicago, Illinois. It is about the first Christmas Tree Ship that made runs to Chicago in November and December in its time. It is a triumph over tragedy show. The story brings happiness with the delivery of Christmas trees to Chicago Europeans who used to have Christmas trees in their homes in Europe, but there were none available in the swamplands that Chicago was in those days. A European Schooner captain who brought cut timber to Chicago during the summer for buildings, decided to make a yearend run with pine trees to Chicago to make some extra money, and to share the European tradition. Unfortunately, one year, a Nor'easter hits the boat during one of its Christmas tree runs, sinking the ship with loss of life. Where it goes from there, you'll have to see the show.



Tickets would make a great gift for anyone in your family or your sailing friends. Mercury Theater, 3745 North Southport Avenue, Chicago, Illinois 60613, show dates: November 27, 2013 - December 29, 2013, web site: <http://mercurytheaterchicago.com/>.

Cast from 2011 edition of Christmas Schooner.
Courtesy: Mercury Theater.



THE CHRISTMAS TREE SHIP

Carrying the tradition of bringing Christmas Trees from the north end of Lake Michigan to bring joy to families in Chicago, the Christmas Ship will come to Chicago again on December 7, 2013 at Navy Pier. The United States Coast Guard Icebreaker Mackinaw will come loaded with Christmas trees for families served by Ada S. McKinley Community Services.



Organized youth groups and Scout troops from the region are getting ready to spend an overnight aboard the Columbia Yacht Club ship *Abegweit*, and will dress warmly in the morning to go to the Christmas Ship at Navy Pier to offload the ship by hand and deliver the trees to awaiting trucks.

This event is all supported through generous donations. To learn more and to contribute, go to <http://www.christmasship.org/>.

2013 LMSRF OFFSHORE SERIES CHAMPIONS

by Bob Harvey, 2013 Offshore Council Chair

Best Beneteau 40.7 On Lake Michigan:

- 1st: La Tempête, Tom & Deb Weber
- 2nd: Spanker, Dennis McDonnell
- 3rd: Vayu, Ron Buzil
- 4th: Sociable, Robert Arzbaecher

Best LM-PHRF Boat On Lake Michigan for the USS Constitution Trophy:

- 1st: Spirit Walker, Vern McCain
- 2nd: Gauntlet, Guy Hiestand
- 3rd: Painkiller 4, Alice Martin

LMSRF Area Offshore Team Championship for the Palmer Johnson/Edward Willman Trophy:

Not competed for in 2013.

I did not seek reelection to serve as Offshore Council Chair for 2014. It would be tremendous to resurrect the participation of all of the Offshore fleets in this Championship program. It takes not only the interest and participation by each of the fleets (see www.lmsrf.org/lmsrf/index.php/offshore-championships/best-on-lake-michigan-results), but LMSRF needs a dedicated individual who can organize these Championships during the busy early spring time frame. For more information, please contact Commodore Glenn McCarthy commodore@lmsrf.org today!

CHICAGO SAILING OFFERS FREE SEMINARS

by Heather Clark

Chicago Sailing had a packed season of sailing. We were only a little sad to put the boats away though, because we're making the most of the off-season with classroom training sessions on a variety of topics. We launched Shore School last season and are excited to bring it back this year! Upcoming on the calendar:

December 10, 2013: You want to buy that? How to find your dream boat and have a successful first season as a boat owner.

January 14, 2014: Sail Theory. Keith Church of Quantum Sail Design will walk you through the why and how of sail design.

February 11, 2014: Diesel Engines. Pat Markham of Northshore Marine Specialists gives a beginner primer on diesel engine maintenance.



March 11, 2014: Finding a Crew Position. Representatives from many Chicago-based racing teams will be on hand to answer questions and sign you up for the 2014 Season.

Tickets to all Shore School sessions are \$20, which includes food and beverages for the event. All sessions run from 6 - 9 pm and are held at 3161 North Elston Avenue, Chicago, Illinois. Learn more and sign up here:

<http://www.chicagosailing.com/learning-to-sail/skill-sessions/>.

January 11 and 25, 2014, 9:00 am - 12:30 pm: Coastal Navigation & Piloting 501. In just two 3 1/2-hour sessions of class work you will learn all the skills necessary to confidently navigate in coastal areas anywhere in the world. The course is taught to US Sailing certification standards, complete with certifying examinations. The US Sailing Coastal Navigation textbook, charts, and navigation tools are also included. Cost: \$400 per person + \$6 s/h Location: 3161 North Elston Avenue, Chicago, Illinois. Register here:

<http://chicagosailing.tix.com/Event.aspx?EventCode=613939>.

VIDEO EDITOR WANTED

by Glenn McCarthy

In order to grow sailboat racing, we are putting a program together unlike anything ever done before. We are developing the "4 Steps 2 Sailing" program and want to have an icon created to place on all sailing oriented websites in the Lake Michigan region. The first step is a "sizzle video." We found the right one and wish to take it and place a text crawl along the bottom of the 3:23 video (copyright has been cleared).

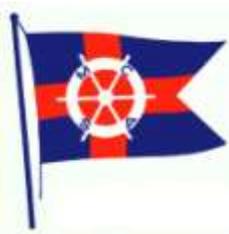
Why? I know it is hard to believe, but I heard that some people look at non-work videos while at work. Many don't like turning on, or turning up, audio (for some strange reason). So we want to reach as wide of an audience as possible by adding subtitles to the video. This also allows us to provide a more localized message on a nationally designed video.



Contact Glenn McCarthy at commodore@lmsrf.org to see how you can help! Thank you.

MCSA ANNUAL MEETING IN CHICAGO IN JANUARY

The Midwest Collegiate Sailing Association has announced that its 2014 Annual Meeting will be held at Navy Pier, in Chicago, Illinois, on Saturday, January 25, 2014, coincident to the Strictly Sail Chicago Boat Show. Various meetings will be held, starting at 9:00 am and running until approximately 4:00 pm.



All member schools are required to send a minimum of two representatives. Colleges and Universities desiring membership are encouraged to contact Conference Commissioner David Elsmo (daveelsmo@gmail.com) in advance to acquire an application and discover minimum requirements for election to membership.

Many college sailing teams have vendor booths at the show to meet high school students and parents to share information about their programs and to reconnect to alumni. A banquet dinner is planned and that information is also available from Elsmo. More information is available at www.mcsasail.org.

LAKES MICHIGAN AND HURON GAIN DEPTH IN 2013

With a very wet spring and fall, 2013 has proven to be a boon to refilling the Great Lakes basin, leading to depth recovery of almost a foot for the year. Complete story:

<http://www.detroitnews.com/apps/pbcs.dll/article?AID=2013311200087>



NOAA PRINTING OF CHARTS OF U.S. COASTAL WATERS ENDING

NOAA's Office of Coast Survey, which creates and maintains the nation's inventory of over a thousand nautical charts of U.S. coastal waters, will no longer print traditional paper nautical charts starting April 13, 2014. There are some options for chart access:

NOAA nautical charts now available as free PDFs

The latest addition to the nautical charting portfolio is the new Portable Document Format (PDF) nautical chart, which provides up-to-date navigation information in this universally available file type. Initially, the PDF nautical charts will be available for a three-month trial, from October 22, 2013, to January 22, 2014.

<http://noaacoastsurvey.wordpress.com/2013/10/23/noaa-nautical-charts-now-available-as-free-pdfs/>

Coast Survey unveils NOAA ENC Online Viewer

For more than ten years, since NOAA introduced its electronic navigational charts, you have had to purchase a specialized chart display system to view the NOAA ENC® as a seamless chart database. Starting November 6, 2013, you don't need a system to view the ENC depictions; you can use Coast Survey's new web-based viewer called NOAA ENC® Online. <http://tinyurl.com/NOAA-ENC-Viewer>

Print on Demand charts

Print on Demand charts will be available at NOAA-certified printers. Some traditional chandleries are considering acquiring printing equipment and becoming certified.

STRASSMAN NAMED INTERNATIONAL RACE OFFICER

by Gail M. Turluck



John Strassman.
Photo courtesy:
Psi Upsilon
Fraternity.

The International Sailing Federation (ISAF) recently voted at its Annual General Meeting in Muscat, Oman to appoint LMSRF member and Past Commodore John Strassman of the Milwaukee Yacht Club to be an International Race Officer (IRO). Earlier in the year, US Sailing nominated Strassman for the position.

Strassman has been certified as a US National Race Officer since 2009. Strassman joins 16 IROs currently certified in the United States.

Besides looking forward to running races on Milwaukee Bay, Strassman's 2014 schedule is filling up with Race Committee assignments at the ISAF World Cup in Miami, Florida, the C Scow Nationals on Lake Nagawicka, Delafield, Wisconsin, the J/70 North Americans in Rochester, New York and the US Youth Championships in Detroit, Michigan. Congratulations, Commodore Strassman!

IT'S DONE! SALES TAX ONLY ON THE DIFFERENCE FOR BOATS IN MICHIGAN

Governor Rick Snyder signed into law bills that will reduce taxes for people who trade-in a car, boat or RV when purchasing a new or used model, making upgrading a little easier on the resident's pocketbooks. The bills, commonly called "sales tax on the difference" (STOD) will also benefit Michigan's boat dealers, consumers and marine industry. Learn more:

<http://www.greatlakesscuttlebutt.com/index.php?cid=10608815&src=news&refno=1790&category=News+from+MBIA&prid=1790&curlid=170062>



CHICAGO TARTAN TEN FLEET WINTER MEETING & AWARDS DINNER PARTY

Come have a fun evening with the Tartan Ten fleet on Friday, December 6, 2013, at Chicago Yacht Club, Belmont Station. Dinner is \$40 per person. Please invite your crew and other fleet members.

Cocktails: 6:30 pm
Dinner: 7:30 pm
Meeting and Awards: 8:30



Skippers, please advise Stan Mehaffey 312-316-6930 of the number attending the dinner and tables (of eight) can be reserved on your behalf.

If you cannot make the dinner you are invited to attend the meeting and awards at 8:15 pm (entry without payment will not be permitted prior to meeting time).

TARTAN TEN CLASS APPROVES RULE CHANGES

Item 1 – Jib Measurement. Issue: The rules specify a dimension for foot roach on the jibs. This rule is unnecessary in practice due to the other limits and how the sail is flown on the boat.

Delete rule 3.6.12(i): (i) The foot roach shall be not more than 55% of the luff length.

Item 2 – Sail Inventory while racing. Many times during regattas heavy air racing has the potential to damage or put a lot of wear on new freshly purchased sails. Many class members have expressed interest in being allowed carry an additional mainsail to avoid putting excessive wear on new sails.

Rule 8.1.1 is changed to read:

8.1.1 The use of more than one mainsail, two jibs, and two spinnakers, or the alteration thereof, during a regatta, except as allowed by 8.1.2. Damaged sails may be repaired or replaced at the discretion of the Race Authority.

Rule 8.1.2 is added:

8.1.2 A second mainsail may be used during a regatta provided it is at least one sail acquisition year older than the current sail acquisition year. This second mainsail shall be declared prior to the start of the regatta.

Item 3 – Additional bulkhead opening. Some owners wish to have an additional opening in the rear bulkhead for the purpose of allowing sails to be more easily stored on the rear bunk.

Add rule 15.4.9.1: The aft bulkhead may contain a side opening for the purpose of storing sails. The opening shall not allow an 18" sphere to pass through.

Item 4 – Hard Bunk Construction Methods. This item will modify the approved construction methods of the hard bunks to add taping to the approved construction methods.

Change to: 15.6.4 Bunk vertical faces and horizontal bunk tops may be attached to the bulkheads. Approved methods of attachment include: bolting via cleats or brackets, bonding, or taping.

Add: 15.7.3.1 Pole berth vertical bunk faces may be taped to the bulkheads.

Item 5 – Additional Deck and Hull Laminate. Certain areas of the boat are subject to high stress, and it is desired to allow additional strengthening of these areas when rebuilding or repairing them.

Add: 15.2.6.1 Additional layers of laminate may be added to the deck in areas of high stress. This is limited to under the mast step forward to the forward hatch, around the shroud bases, surrounding the chain plates, under winches, and other deck penetrations. Any reinforcements must not add additional strength beyond what is required to manage the stress associated with the normal function of the reinforcement area. Any reinforcements must be reasonable, and are individually subject to approval by the Class Rules Measurement Committee.



SAILING COLLEGIATE DINGHIES CLINIC AT HARVARD

by Bern Noack

The Harvard Sailing Team's Crimson Sailing Academy, 45 Memorial Drive, Cambridge, Massachusetts, is planning a three-day clinic intended for high school and college sailors who wish to learn collegiate sailing techniques and practice like one of the top college sailing teams in the country, to be held April 22-24, 2014. The clinic will be a great opportunity for sailing teams that need a little extra coaching boost to get some additional instruction. All aspects of sailing the Collegiate FJ and 420 will be covered. Specific topics will include straight-line speed, tacking, gybing, and boat handling for starting.

Please note, strategies and tactics may be covered in the clinic, however the focus will be on sailing the boats well. Sailing will take place in Harvard's fleet of FJs and 420s. No housing is provided.

Schedule: April 22, Tuesday--9:00-9:30 Swim Test at Blodgett Pool; 9:30-2:30 Clinic at Sailing Center.

April 23, Wednesday--9:00-5:00 Clinic at Sailing Center.

April 24, Thursday--9:00-2:30 Clinic at Sailing Center.

Fee: \$210 per sailor if postmarked by March 22, \$225 if postmarked after.

For more information, visit: www.CrimsonSailingAcademy.com, or contact Bern Noack at info@CrimsonSailingAcademy.com, or call 85-SAILING (857.245.4641).

LAKE MICHIGAN SAILORS MAKING ATLANTIC CROSSING

This is the crew from the *Heart of Gold* and they have recently departed to sail across the Atlantic Ocean in a 42 foot sailboat from Las Palmas, Grand Canarias to St. Lucia in the West Indies. In this picture are (from left to right) Jon Shope, Joseph Londrigan, Jeff Cozzens, Carl Arentzen, William Stevens and Jeff Evans. The passage should take 15-17 days depending upon the weather. They will land at St. Lucia in the West Indies. There are two ways to follow their progress. First is a webpage link to see our location (the Predict Wind Satellite Communicator downloads our GPS coordinates to PredictWind) <http://forecast.predictwind.com/tracking/display/CarlArentzen> This is online now. Also, you can go to the World Cruising Club/ Atlantic Rally for Cruisers (ARC) website: <http://www.worldcruising.com/arc/event.aspx> and click on the button for "fleet tracker." They are in the ARC and not the ARC+ and the boat name is *Heart of Gold*. There is also a Yellowbrick app that you can download for your iPhone or iPad if you like. If you get this, you may have to pay \$2.99 to get their race. In order to facilitate communication with families, they will attempt to send a daily email to Kathie Kojas, who will in turn forward the email along to Sue Cozzens. Sue's e-mail is suecozzens@gmail.com. This line of communication will hopefully assure families on a daily basis that they are OK.



Unfortunately the satellite email is limited to text only, and consequently no photos can be sent until they have internet access in St. Lucia. Text messages can be sent to the Iridium Satellite phone at no charge, but are limited to 160 characters. Depending on power consumption issues, the satellite phone may not always be on. However the Predict Wind Satellite Communicator will remain on continuously to receive weather updates, and therefore will be on to receive emails at carl.arentzen@itracvms.com. Emails are not restricted to 160 characters, but do come with satellite charges which they are happy to pay for to hear from friends and family (but text only – no pictures or large documents). Don't expect many replies, however because their access will be limited.

LMSRF GRANTS-IN-AID RECIPIENT REPORTS

Thank you for your recent grant to compete in the 2013 Star World Championship in San Diego, California. It was a long journey coming from Chicago, but it was well worth it and a lot was learned. We had 66 Stars competing for



the World Championship. Every morning groups of boats were towed out a good 45 minutes to an hour to get out to the race course. On the way out we would see seals and packs of dolphins cruising along the tow. One of the most important lessons I learned during the light air regatta was patience and keeping a cool head, otherwise I would find myself make unnecessary maneuvers which would only push me back in the fleet. With the course being one sided in San Diego I learned how important it was to get to that side early at all cost, even if that means sailing in somebody's bad air the whole way. If I found myself tacking out I would only move back in the standings. The most important thing I learned during the regatta is how important it was to be aggressive at the starting line and making sure we trimmed on the sails at just the right time to have a good clean start. If I was one second to late I knew I would not be in the lead pack of boats. San Diego water was also littered with kelp, which we found very important to manage otherwise our speed was reduced dramatically. So that meant having the crew looking under the boat every chance he got to check for the kelp dragging on the keel or rudder and removing it with a kelp stick. We found it impossible to avoid completely. Almost every leg of every race we managed to drag some along up the race course. One other thing we learned is preparation. There were to instances during the regatta that really affected how we finished. They just happened to be two of my best races. Checking you're rigging and making sure that nothing will fail during races is something to not be overlooked. You will never sail a good race if you are breaking things on the race course. I was honored to compete in an event of this caliber. Some of the top sailors in the world competed. It feels good knowing that you're racing at the highest level. It just makes you a better sailor. I felt like got better every race. Thank you so much for your help.--**Donny Massey**

🚣 After returning yesterday from a long weekend in Newport, Rhode Island, I was thoroughly exhausted. The Inter-Collegiate Sailing Association Singlehanded Championships was, once again, quite an experience. The weather forecast called for temperatures in the 50s all weekend, with the wind never dropping below 10 knots and building up to 25 knots, with a consistent 15-20 knots on the first day. Needless to say, it was extremely windy all three days of racing. In total, there were 18 races. Although I was a little disappointed with my results, I come back to Minneapolis with my chin up because I know that I pushed myself as hard as I could in the presence of some of the best Laser sailors in the world. I learned a lot about the sport, the boat, and also myself in the process: I can be as mentally tough as some of the other girls, maybe I should take better care of my body: food, working out, etc. I can learn from the past, and most importantly, I can lean on my support. I think that having an amazing support system-my coach, family, and friends-is half of the battle. Being able to call on them and hearing them believe in me made me believe in myself even more. I thank you for the opportunity to attend the Singlehanded Nationals for a second year in a row. It is an honor to be able to represent the Midwest on a national level, creating connections, and being able to sail where I would not have had the chance to before.--**Alison Kent**

🚣 Thank you for the grant for allowing me to compete in the Detroit Ice Breaker, the 1st Annual Rolland Vortriede Memorial Regatta. Rolland was a big promoter of the Star Class through the years. He built Star boats in the 1980's and built up the fleet in Detroit. Without the grant from LMSRF I would not have had the freedom to compete in the regatta. This regatta was the most successful Star regatta of my life. I had amazing starts and great finishes, relatively. Overall I finished in last place, but I was not last in every race and my overall performance does not reflect my finishes. Much like the grant from LMSRF, I could not have raced without the gracious and selfless help from Rick Rundle, ISCIRA's District 4 Class Secretary, and Star boat enthusiast. With some help from the fleet, did some last minute rig repair and got my boat put together and ready to race. Friday night included a stop at Bayview Yacht Club in Detroit, Michigan and finally at George Macon's house. George said he was able to find crew for me. My crew was Jason Kleidouhalsis. He was only available for Saturday but I was glad to have his help nonetheless. Jason is a third generation Star boat sailor who follows his grandfather, just like myself. He and I connected well, and although he wasn't the perfect size, he made up for it in his ability to sail. We had good starts and made good moves around the marks on the first day. He trimmed the jib well and helped me make great tactical decisions throughout the race course. Sailing down to the offset mark after the second windward mark during the second race we were able to pick off two boats when rounding the offset. Jason offered me some substantial advice. We stuck to the transom of Art Riley's boat as he was rounding the offset mark and ducked inside between his boat and the offset mark, ultimately passing him and Robert Tietge's boat. Riley came back downwind and caught us, but just barely. We finished in fourth place. That was the best finish of the regatta for me and I could not have done it without Jason's help. Day two brought different wind and a different crew. This time Eric Brattinga crewed for me. He had never been in a sailboat race





before, but has had extensive sailing experience on catamarans and cruising vessels. He was more than qualified and knew the finer points of sail trim, sail shape, and truly new how to get every knot out of the boat as possible. We kept it dry inside and kept the boat moving all day. Unfortunately I do not believe I have the rigging of the boat figured out yet because upwind we were not keeping up with the fleet. Downwind the boat was a rocket ship and we would come flying up to the fleet only to lose them going back up wind. This was frustrating to me as I was doing my best and working hard to stay on the fast tack while keeping the sails trimmed and pointing the boat in the right direction. Eric was not very concerned with our place in the fleet as he was enjoying the ride which eased my frustration and allowed me to have a lot more fun. All in all I could not have made the 1st Annual Rolland Vortriede Memorial Regatta if it were not for the help of LMSRF. In the words of Rick Rundle, "Anything to get another Star on the starting line," LMSRF did just that and I am forever grateful for it. Thank you for helping to get me to Crescent Sail Yacht Club. I value every start I can get behind the tiller of a Star and this race was a cornerstone in the formative building blocks of my Star racing career.

--Neal S. Turluck

🚩 2013 US Disabled Sailing Championship - Executive Summary

- 🚩 16 competitors registered in two classes, the Ideal 18 and 2.4mR
- 🚩 10 race committee and support boats were out on Lake Michigan each day with 35 officials aboard
- 🚩 5 ABs (able bodied assistants) rode along on the Ideal 18s each day
- 🚩 138 individuals and 12 businesses contributed financially to the regatta
- 🚩 37 dockside volunteers gave over 2,250 hours of service during regatta week handling equipment, first aid and meals
- 🚩 4 members of Boy Scout Troop 393 assisted our "green team" to earn a Silver Certificate from Sailors for the Sea
- 🚩 65 people attended the "Welcome to Wisconsin" BBQ Thursday night featuring local products such as Sprecher Root beer, Miller products, brats, Henning Cheese and Gardetto's snacks
- 🚩 87% of the dollars spent by Milwaukee Community Sailing Center to prepare for and run the regatta went to businesses based in Wisconsin, including 4 women owned entities
- 🚩 The event was covered by local affiliates of all four networks in Milwaukee, three different stories in the Milwaukee Journal Sentinel Sports page, was featured in three magazines and aired on one radio station
- 🚩 On May 1, 2013 Governor Scott Walker declared September 5-8 as "Disabled Sailing Week" in Wisconsin; County Executive Chris Abele and Mayor Tom Barrett signed Proclamations of support.

Event Overview

The 2013 US Disabled Sailing Championship was held in early September at the Milwaukee Community Sailing Center (MCSC). Activities began on the campus on Tuesday morning as volunteers set up the grounds and the classification training began. On Wednesday competitors began to arrive. Registration was open under the tent. Classification physical examinations were held in the Integrity classroom. Seven athletes underwent assessments and were given disability class designations that will stand for four years each. Thursday morning allowed for additional registration, boat rigging and final classifications. At noon, US Paralympic Coach Betsy Alison began the one hour racing clinic. A practice race was held after the clinic with a wrap up session under the tent. During the session, competitors and race committee members exchanged thoughts and concerns about the race course and proposed schedule of activities for the following three days. Regatta co-chairs Helen "Cookie" Mueller and John Archibald welcome everyone to a "Welcome to Wisconsin" BBQ where 65 of our guests were introduced to several locally sourced food and beverages. Friday morning brought a flurry of activity to the docks as all the competitors and ABs were outfitted into their boats, items stored, race committee boats gassed and sent out on assignment, and meals prepared and served. The conditions were favorable and three races were held. Upon returning to shore, all the dock activities of the morning were done in reverse. After racing, time under the tent allowed the competitors to discuss the day, and rehydrate with refreshments. Media was allowed to interview the competitors. A reporter from New Horizons Unlimited's magazine *CommunicAbility* was present for interviews, as were cameramen from



WISN (ABC channel 12) and WTMJ (NBC channel 4). Friday evening MCSC Board President John Krezoski welcomed 45 guests to a "President's Reception" upstairs at MCSC. Many attendees used this night to leave the MCSC campus and visit other sites in Milwaukee, including both South Shore Yacht Club and Milwaukee Yacht Club's dining rooms. Saturday dawned nicely, but PRO Strassman was watching for an incoming weather front. The races began an hour early in hopes of completing all three scheduled races before the conditions deteriorated. Unfortunately only one race was completed before the boats had to return to the docks. The postponement flag waved until 3 pm when racing was abandoned for the day. Later that evening the Championship Dinner was held in the Windhover Community Room. The sit down dinner enjoyed by 90 was followed by a program to introduce and thank the many organizers, key volunteers, sponsors and other dignitaries. The final day of the regatta was another good day for racing. Since the previous day's schedule had been disrupted by weather, the competitors agreed to interviews on the docks as they prepared to leave. A reporter from 88.9 Radio Milwaukee spent time with several athletes. By amending the Notice of Race to allow for a shorter race course, the Race Committee was able to complete three more races. Upon returning, the results were tallied while the competitors in the 2.4mR class (a bring your own boat division) began de-rigging their boats, pulling them from the water and mounting them on trailers. Volunteers dismantled the Ideal 18 adaptations so the boats could return to their fleet at MYC. Later, US Disabled Sailing Council Chairman Kevin Wixom announced the results. Peter Goldman was on hand to present the Judd Goldman trophy, along with Bill Goggins, CEO of Harken USA, to John Ruf in the 2.4mR class. The Chandler Hovey, Jr. trophy was awarded to Sarah Everhart-Skeels and Gerry Tiernan for winning the double-handed Ideal 18 class. By Sunday evening most competitors and their boats were on the road back home.--

Margaret Jaberg, CEO, Milwaukee Community Sailing Center

(This is an excerpt from an 18 page "Post Event Sponsorship Fulfillment Report." If you would like to read the report in its entirety, email lmsrfadministration@lmsrf.org.)

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

COURSE VARIETY CAMPAIGN IS GAINING STEAM

The e-newsletter, Scuttlebutt, recently had three letters addressing getting away from the boring, staid, predictable Windward-Leeward race courses so prevalent today.

I'm pleased to see that the Annapolis Big Boat Fall Regatta used some imaginative courses in their event. This is consistent with the urging of the RORC Rating Office and IRC Technical Committee for race organizers to offer a variety of courses for many years now! We get many comments from IRC owners that racing only windward/leeward courses is not only dull but unfair to those boat designs not suited to them.

The IRC Yearbook and advice for Race Organizers has long advocated setting a balanced variety of types of courses so that no single type of boat is consistently favored. In 2011 the following paragraph was added:

"The IRC Technical Committee is concerned that the current predominance of windward/leeward style courses is influencing the design of boats. If all races were windward/leewards, designers will inevitably tend towards boats optimized for this style of racing - heavy, narrow designs with poor reaching performance. A balance of course types is a fundamental part of fair yacht racing. So, we urge race committees to be imaginative and to give variety."

I hope that more events in the future will offer sailors different challenges with interesting and varied course types.
--**Jenny Howells, Technical Manager, RORC Rating Office**

Anyone that is tired of windward leeward courses should come 18' skiff sailing in Sydney Harbor. It is like a harbor tour. Here is an example one of the World Championship courses:

Course 3 - South-East

Start line in vicinity of Taylors Bay

Rose Bay - Laid mark

Robertson Point - Laid mark (PORT)

Clarke Island - LM (PORT)

Chowder Bay - LM

Rose Bay - LM



Taylor's Bay – YA
 Rose Bay – LM
 Robertson Point - LM (PORT)
 Finish line in vicinity of Clarke Island
 --Howard Hamlin

Regarding the topic of offering alternative race courses from the typical Windward-Leeward track, the ultimate (?) course is the “one” sailed at the annual San Francisco Three-Bridge Fiasco. Of the 5 “marks,” only the start is fixed as first and the finish as last - the three “bridges” (Golden Gate, Bay, & Richmond) can be taken in any order and each in either direction. Add the diversity of fickle “winter” winds, full day of monster tide swings, and then for icing: it’s a single-handed or double-handed race. Sorry for all the quotes - but the definitions have diversity too.--
Brooks Magruder

THOUGHTS ON GROWING SAILING ... CONTINUED

Success in growing the sport has to recognize the 80/20 rule. 80% of sailing should be fun recreational without structure or limitations. 20% should be racing. Until clubs in America embrace this fundamental truth, sailing will be in decline. --**Frederic Berg** (reprinted from *Scuttlebutt, the sailing e-newsletter*)

Do you know why golf courses are significantly different? It's not about the terrain (mostly). The builders can manage terrain. As I am not a golfer I will speculate that each course presents a somewhat different series of challenges. Sailors have sprung the windward-leeward trap on themselves. Me as well. I longed for more tactical courses in the 1980's, and often enjoyed a short windward-leeward more than all day on a series of reaches. Get to the windward mark, set the sails, and break out the food and drink. Well, we got what I and others longed for. I can't remember the last time I ate during a race. We also got reduced attendance as the cruiser-racers walked, and more single-purpose boats, often (but not always) less family fun, and the "joys" of managing a racing crew, and competing against the biggest and deepest pockets in our own fleets. Perhaps we should take a lesson from the golfers. --**David Shulman** (reprinted from *Scuttlebutt, the sailing e-newsletter*)

WATERING THE SEEDS OF BOATING GROWTH

(From *Soundings, Trade Only*)

The first-phase findings of a study to identify “key levers” for translating participation in boating into passionate engagement with the sport and eventually boat ownership have been released to sharpen the focus of efforts to reverse a decline in ownership.

The study, commissioned by the Marine Industries Association of South Florida and the Active Interest Media Marine Group, examined national boating and demographic data and trends, as well as those specific to Florida, and surveyed 3,500 boat owners – subscribers to AIM boating magazines.

The study’s aim is to identify the most likely candidates for boating, estimate the size of the potential boating market nationally and, in Florida, explore the pathways of entry into boating that are most likely to result in long-term participation and eventual ownership. It also hopes to determine the main obstacles to growth in ownership. The first-phase results were unveiled at the Fort Lauderdale International Boat Show.

“It’s in all of our interests to see the industry grow and to bring in new blood,” especially in South Florida and Fort Lauderdale, says Efrem “Skip” Zimbalist III, chairman and CEO of Active Interest Media. AIM is the parent company of Show Management, which is part of the AIM Marine Group and produces FLIBS. MIAASF owns the show.

Outpacing golf, tennis--Thirty-one percent of the U.S. population has engaged in some form of boating, giving the sport a significant edge over activities such as tennis, which has a participation rate of just 8.1 percent, and golf, at 9 percent, says Nate Fristoe of RRC Associates, the Boulder, Colo., market research and consumer intelligence firm that authored the study.



Yet the industry has not been able to translate those high levels of participation into boat ownership. Although boating participation went up an average 3.2 percent a year from 2002 to 2012, boat ownership has declined by an average of 0.3 percent each year. Meanwhile, new-boat buyers are getting older – up from an average age of 44.9 in 1997 to 52.7 in 2011. The rest of the story: <http://tinyurl.com/WateringGrowingBoatingSeeds>

HIGH SCHOOL SAILING: MESSAGE FROM THE PRESIDENT

By Tim Hogan, Inter-Scholastic Sailing Association President

Inter-Scholastic Sailing Association (ISSA) recently concluded their Annual Meeting. This is the 83rd year in existence and our program is in great shape. ISSA has added 100 high school sailing teams in the last 5 years. We are now up to 465 schools and have approximately 5,000 sailors participating. This growth is fantastic but we have a number of challenges that arise with this expansion.

Why are we growing? Our main focus is to provide an opportunity for all levels of sailors to experience competitive sailing in a team format. One major goal is to make sailing fun for the 13-18 year old sailors.

ISSA just completed the Great Oaks regatta at Southern Yacht in New Orleans where 40 schools that are not at the level to qualify for our national championships participated. Nine of the schools were competing at the regatta for the first time. This format is very successful giving sailors an opportunity to travel and compete at a national regatta.

Another annual regatta is the Rose Bowl regatta which has turned into an “event” with 60 high school teams and 30 collegiate teams. This regatta, which is held the first weekend in January in Long Beach, California, features a “college night” dinner for 500 sailors and parents where each College team has the opportunity to present their college sailing program to the group.

How are we growing?

One of our successes has been the formation of leagues within our districts. This type of de-centralization has fueled tremendous growth. The Mid-Atlantic district now has 5 leagues and has doubled in size from 50 teams to become the largest district with 100 schools. The students are sailing in more local venues which are easier, less travel time and more cost effective. In the last 3 months, ISSA has held over 130 regattas providing opportunities for thousands of sailors to get on the water. With this kind of activity we are getting many first time schools and students participating.

This fall 250 singled handed sailors competed in each of the 7 district championships with 38 of the top sailors advancing to the Singlehanded National Championships (Cressy) held in Newport, Rhode Island. We appreciate the help from LaserPerformance for providing 38 new Lasers for the regatta. Without their support the level of the sailing would not be the same.

ISSA continues to work on improving our communication through new websites for each district that tie into our main website at www.hssailing.org. This website is providing information such as results, photos and videos for schools, parents and sailors. As we continue to grow we are always looking for ways to improve our communication with social media.

What do we need to do to keep improving?

ISSA's policy of open communication gives everyone the tools to keep improving. Various reports on such as “How to Start a Sailing Team” are very helpful. On the district and league level, we are working on being consistent with



High school sailors practice in Monroe Harbor in Chicago, Illinois, on Saturday, November 9, 2013. Photo by Gail M. Turluck.



our procedural rules while giving each district or league some latitude for adjustments. ISSA is in the process of creating an overall scoring program that will standardize our regatta information and results. We are also investing in coaching, sailing clinics and team management clinics that are being held throughout the country.



High school sailors recover from a capsize in Monroe Harbor during practice on November 9, 2013.
Photo by Gail M. Turluck.

MARK YOUR CALENDARS! MAJOR CHAMPIONSHIPS ON LAKE MICHIGAN

July 26-August 1, 2014 **THISTLE NATIONAL CHAMPIONSHIP**

Sheboygan Yacht Club, Sheboygan, Wisconsin

August 4-8, 2014 **US JUNIOR NATIONAL CHAMPIONSHIPS FOR THE SEARS CUP, BEMIS TROPHY AND SMYTHE TROPHY (Interlake, 420, Laser)**

Grand Traverse Yacht Club, Traverse City, Michigan

August 7-10, 2014 **LIGHTNING WOMEN'S, JUNIOR AND MASTER NORTH AMERICAN CHAMPIONSHIPS**

Sheboygan Yacht Club, Sheboygan, Wisconsin,

<http://www.lightningclass.org/racing/calendar/eventDetail.asp?ID=673>

August 8-10, 2014 **MELGES 17 NORTH AMERICAN CHAMPIONSHIP**

Gull Lake Yacht Club, Richland, Michigan

August 9-15, 2014 **LIGHTNING NORTH AMERICAN CHAMPIONSHIP**

Sheboygan Yacht Club, Sheboygan, Wisconsin,

<http://www.lightningclass.org/racing/calendar/eventDetail.asp?ID=674>

August, 2014 **TARTAN TEN NORTH AMERICAN CHAMPIONSHIP**

Chicago Yacht Club, Chicago, Illinois

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

August 2014 **SUNFISH WOMEN'S NORTH AMERICAN CHAMPIONSHIP**

Lake Bluff Yacht Club, Lake Bluff, Illinois, www.sunfishclass.org

September, 2014 **REBEL NATIONAL CHAMPIONSHIP**

Grand Rapids Yacht Club, Grand Rapids, Michigan,

<http://www.grandrapidsyachtclub.org>

September, 2014 **J/111 NATIONAL CHAMPIONSHIP - (Tentative)**

Little Traverse Yacht Club, Harbor Springs, Michigan



HEARD ON THE RAIL ... (Tattle On Your Friends!)**🚩 2013 Chicago Youth Sailing Reunion**

Past Youth sailors of the Chicagoland area gathered at Columbia Yacht Club on Friday, November 29, 2013, for the 8th annual Chicago Youth Sailing Reunion that was a lot of fun. Pizza and soft drinks were provided for all and beer for the adults. They enjoyed games and a raffle as well.—**Kurt Thomsen**

🚩 New Boats & Owners on Lake Michigan

'Tis the season ... You're selling your old boat ... Buying a new boat ... Share the big news so we know who to be welcoming and congratulating!

🚩 Births

Welcome Madeline Gigi Osvalds born to Melissa Hadhazy and Andrew Osvalds. She was a little early and a little quick but all are doing very well. Vital statistics: November 27, 2013, 5 lbs. 3 oz., 18", at 19:21 hrs. It's thought with that grip that she's already preparing to grab the tiller just as soon as she can! Congratulations to the Osvalds family.



Introducing new addition Karolina Marie Barkauskas, born December 2, 2013, at 1:13 am, 7 lbs. 15 oz. Both mom and baby are doing well. New daddy reports that Vegas cleaned up on the weight over/under. She is another one with a tight fist, so watch for her on the rail with a spinnaker sheet soon! Congratulations to Darius and Kathy Barkauskas.

🚩 Sailed off to a Last Sunset

Malcolm "Weed" D. Vail, Jr. (94) of Geneva, Illinois and Sister Bay, Wisconsin, passed away peacefully at Good Samaritan Society Scandia Village, on November 19. He was born in Chicago in 1919, the second of three children of 2012 Lake Michigan Sailing Hall of Fame inductee Malcolm D. Vail, Sr. and Margaret Nye Vail and was preceded in death by his parents, sister (Katherine Vail Sturgis), and brother (Henry "Budge" S. Vail). He lived most of his life in Geneva, Illinois with his wife Elizabeth "Betty" Higgins Vail and three daughters. He attended Lake Forest Academy, Deerfield Academy and graduated from Cornell University in 1941. After serving as a Naval officer in the Pacific in World War II, Malcolm worked with his father at H.S. Vail & Sons Insurance and then Northwestern Mutual. Among his many interests was his passion for sailing. Vail was an avid sailor and participated in numerous Mackinac races. In Ephraim, Wisconsin where he spent his summers, he was a five-term Commodore of the Ephraim Yacht Club. He shared his love of sailing with many generations, young and old. He was a member of the Ephraim Foundation for which he gave walking tours and was instrumental in donating the Vail Civil War Collection to the Foundation in 2011. Vail was chosen to be Fyr Ball Chieftain in 2009. He also loved to walk and was often seen around Ephraim and Geneva with his faithful dog Oreo. Vail was involved in the Geneva Golf Club, the Cancer Society, on the Board of Delnor Hospital, and was a member and sang in the choir of St. Mark's Episcopal Church. Vail is survived by his beloved wife (married 71 years) Betty, his three daughters, Leslie Vail Harsch (Roy) of Geneva, Illinois, Frances E. Vail of Northbrook, Illinois, and Sarah Vail Birkinbine (John) of Northfield, Illinois; his four grandchildren and his six great-grandchildren and numerous nieces and nephews. Donations may be made to the Ephraim Yacht Club, the Ephraim Foundation or Good Samaritan Society Scandia Village. A memorial celebration will be held next summer in Ephraim.

Lorinda Lane Robinette, 78, of Lake Forest, Illinois, died October 5, 2013. Lindy was a former President of the Questers antique group, and served as a fundraiser and volunteer for the Lake Forest Symphony, the Gorton Community Center, the Ephraim Historical Foundation, the Ephraim Yacht Club, the Alpha Phi Sorority and the Church of the Holy Spirit. She loved to travel with family and friends. She is survived by her husband Maxwell A. Robinette; daughter Jennifer (Rem) Fairlamb of Naperville, Illinois, and grandchildren Amy & Preston. A Memorial Service has been held, Interment was in Door County, Wisconsin. In lieu of flowers contributions in her name may be made to the Alzheimer's Association, 225 N. Michigan Ave., Floor 17, Chicago, Illinois, 60601.

It is with heavy hearts that we bring news of the passing of our friend and long time Washington Park boater, Jeff Lowe. Many of you will remember him as a helmsman on *Cantankerous* whenever Corky was busy with other sailing duties. Jeff returned home from dinner with his wife Pat and was in his favorite recliner when a massive



stroke hit him. He never recovered consciousness. Arrangements were made by White Love funeral home in Chesterton, Indiana. He is survived by his wife, Pat and their children Sam (Shelby), Patrick and Susan.

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

SILENT AUCTION ENDING SOON

Chicago Yacht Club is selling six 420s as part of our regular asset rotation program (they were placed in service new in January 2010).

If you are interested in bidding on them, please see the online auction at www.32auctions.com/6x420 which includes a more detailed description of what is included and the terms of sale and pickup. You will need to set up a user account and request to join the auction in order to bid (but not to look). The auction closes Saturday morning. We have a bid already for the opening amount if no other bids are received, that bid will be accepted.

If you have any questions about the boats or the sale, please contact Ted Anderson, Chair, Chicago Yacht Club Junior Activities Committee, 708.420.5233 (mobile), or Sailing School Director Bobby Collins.

DECISIONS MADE AT 2013 ISAF ANNUAL CONFERENCE

Over 500 delegates from more than 60 nations gathered in Muscat, Sultanate of Oman for the 2013 ISAF Annual Conference. Held from 9-16 November, ISAF Council drew the conference to a close as they made the final decisions that will affect the sport moving forward. Here are some of the decisions:

- * To build a clearly understood and professionally organized Olympic sailing annual calendar that each year crowns one undisputed World Champion in each Olympic Event and enables athletes, national teams, the Olympic Classes and ISAF to generate significant sporting & commercial value beyond the Olympic Games.
- * ISAF Council voted that all ten Rio 2016 Olympic Events and Equipment shall be included in the 2020 Olympic Sailing Competition. Additional medals shall be sought from the International Olympic Committee (IOC) for Tokyo 2020 and if additional medals are allocated, kiteboarding events will be selected first.
- * It was unanimously agreed that the International Association for Disabled Sailing (IFDS) will merge with ISAF. The merger will create a single governing body for MNAs and sailors to better serve the needs and interests of sailors with disabilities. The necessary structural work and regulation changes will commence with completion expected in November 2014.
- * ISAF Class status was awarded to the 49erFX, Nacra 17, Formula Kiteboard, Twin Tip Kiteboard and J/70 subject to them signing the ISAF Class agreement and satisfactory building specification. The GP14 and Shark move from Classic Class status to ISAF Class status subject to signing the ISAF Class agreement and moving to the Standard Class Rules format within two years.

NOMINATE FOR ANNUAL US SAILING ONE-DESIGN AWARDS

Each year US Sailing presents up to five awards to recognize outstanding individuals, classes, clubs and fleets in one-design sailing. The awards -- Service, Leadership, Club, Regatta, and Creativity -- highlight role models of creative leadership in one-design sailing. Did your club run an outstanding regatta this year? Is there an exceptional person at your club who was responsible for making your fleet grow? Anyone can nominate a club, fleet, regatta or one-design spark plug for a US Sailing One-Design Award. US Sailing wants to hear about it - one superbly written nomination per nominee is all that is needed.

SERVICE To recognize distinguished service and leadership in the promotion of one-design sailing and class organization.



- LEADERSHIP** In recognition of individual initiative, enthusiasm, organizing ability and leadership in creating the outstanding fleet building program.
- CLUB** To recognize administrative excellence, fleet growth, creative programming, regatta support, member contribution -- at regional, national and international levels -- of the one-design yacht club of the year.
- REGATTA** To recognize excellence in development, promotion, and management by organizers and sponsors of the year's outstanding multi-class or single class, international, continental, national or regional regatta.
- CREATIVITY** To recognize outstanding individual creativity and contribution to the year's most innovative one design event of national or international significance.

Visit: <http://tinyurl.com/13USSA-OD Awards> to make your nominations via their web based submission process.

2014 ISAF SAILING WORLD CUP MIAMI REGISTRATION OPEN

Once a year all the Olympic and Paralympic Classes have a combined feature event on US soil—the ISAF Sailing World Cup-Miami. US Sailing has opened online registration for this premier event - the ISAF Sailing World Cup Miami – set to take place January 25 to February 1 on Biscayne Bay, off Miami, Florida. Competitors and coaches are required to register online, as on-site registration will not be available. Additional fees will apply for entries received after the deadline of December 6, 2013 for entry quotas and January 6, 2014 for final entry. Learn more at the event web page: <http://mocr.ussailing.org/>.



2014 USA JUNIOR OLYMPIC SAILING FESTIVALS HOSTS NEEDED

US Sailing is expanding its Junior Olympic Sailing Festival event schedule. Perhaps you can bring the Junior Olympics to your area. A Junior Olympic event can be the spark that ignites your youth sailing program. If your club has the expertise to host a youth regatta that incorporates competition, education and fun, please contact Lee Parks at leeparks@ussailing.org or 401.683.0800 x650. More information about hosting an event is in the Junior Olympic Events Manual: <http://tinyurl.com/JO-Manual>.



US Sailing's USA Junior Olympic Sailing Festival Program is a nationwide series of regattas for youth ages 8 to 21. Each event is hosted by a different club or organization, but all events share a common goal: to promote the enjoyment of sailing and development of skills to young sailors as well as provide an Olympic pathway for talented junior sailors. Events mix Olympic-style competition with elements of learning and fun for all levels--from beginning racers to those with Olympic aspirations. There is no limit on the Classes you may host. In 2013, 25 events were planned in the continental United States and Hawaii.

US Sailing Training and Leadership

SAILING LEADERSHIP FORUM SET FOR 2014

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

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



RACE OFFICER, JUDGE AND UMPIRE CERTIFICATION

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

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

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



2014 US SAILING ANNUAL GENERAL MEETING TO BE HELD IN MILWAUKEE

US Sailing has announced the 2014 Annual General Meeting will be held October 23-25, at the Hilton Hotel, in Milwaukee, Wisconsin. More information is available at www.ussailing.org.

LETTERS TO THE EDITOR

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

ISAF ROLEX SAILORS OF THE YEAR

ISAF and Rolex are proud to announce that the winners of the 2013 ISAF Rolex World Sailor of the Year Awards are: Male: Mathew Belcher of Australia and Female: Jo Aleh & Polly Powrie of New Zealand.

Having being nominated twice before in 2010 and 2012, it proved to be third time lucky for Mathew Belcher, the Australian Olympic and World champion in the 470 dinghy class, whose current winning streak stretches to an amazing 17 consecutive regattas.

470 sailors were also rewarded in the female category of the Awards. The New Zealand pairing of Jo Aleh and Olivia 'Polly' Powrie are the current women's Olympic and World champions in the Class.



2013 ISAF Rolex World Sailors Of The Year.
Photo credit: ©Kurt Arrigo/Rolex.

"SAVE THE NORTH PIER LIGHT" FUNDRAISER

Marinette and Menominee Yacht Club is hosting this event featuring author Rochelle Pennington.

Friday, December 13, 2013, 5:30 PM

Riverside Golf Club, 3459 14th Ave, Menominee, Michigan

Cost \$50.00/person (limited tickets available)

All proceeds to City of Menominee "Save the Light Fund." Rochelle Pennington will deliver her spellbinding presentation about the Christmas Tree Ship and the incredible story of Sir Shackelton's trans-Arctic expedition with *Endurance: History's Greatest Shipwreck*. Meet the author, and enjoy an evening with hors d'oeuvres and a cash bar.

A Wisconsin native, Pennington is an award-winning newspaper columnist and bestselling author of ten books. Her research on the Christmas Tree Ship was featured on The Weather Channel's "Storm Stories" holiday special. She weaves the perfect balance of humor, charm, and riveting facts into her captivating performances which focus on "the best of humanity."

Tickets may be purchased at Angeli Foods, Stephenson National Bank and Trust, M&M Chamber of Commerce, and First National Bank.

A printable PDF flyer is available by clicking here.

<http://mmyc.us4.list-manage.com/track/click?u=8def18afee1b830a27cf5458a&id=799ef99d38&e=8889019516>



WHAT HAPPENED ...

(Disappointed that your club's results aren't here? Send 'em to us!! Regatta and sailing stories, photos and results are sought for inclusion in the Lake Michigan SuRF newsletter. Be sure to include the fun stuff, the unexpected, and the social stuff. Email lmsrfadministration@lmsrf.org as soon as the regatta is over!)

2013 Alpari World Match Racing Tour

Match Race Germany, Korea Match Cup, Stena Match Cup Sweden, Chicago Match Cup, Argo Group Gold Cup, Monsoon Cup

	Skipper/Team	MRG	KMC	MCS	CMC	AGGC	MC	Pts	DP*
1.	Taylor Canfield USone	5 (14.00)	2 (28.00)	11 (0.00)	1 (31.00)	3 (19.00)	3 (28.00)	120	120
2.	Ian Williams GAC Pindar	1 (25.00)	4 (20.00)	5 (17.00)	4 (20.00)	6 (12.00)	2 (33.00)	127	115
3.	Phil Robertson WAKA Racing	9 (4.00)	6 (15.00)	2 (28.00)	6 (15.00)	8 (8.00)	1 (38.00)	108	104
4.	Björn Hansen eWork Sailing Team	6 (12.00)	9 (5.00)	1 (31.00)	3 (24.00)	5 (14.00)	5 (21.00)	107	102
5.	Adam Minoprio Team Alpari FX	2 (22.00)	3 (24.00)	6 (15.00)	7 (12.00)	4 (16.00)	6 (18.00)	107	95
6.	Keith Swinton Black Swan Racing	10 (2.00)	5 (17.00)	4 (20.00)	2 (28.00)	7 (10.00)	8 (12.00)	89	87
7.	Mathieu Richard GEFCO Match Racing Team	3 (19.00)	1 (31.00)	10 (3.00)	—	14 (0.00)	4 (24.00)	77	77
8.	Johnie Berntsson Stena Sailing Team	4 (16.00)	8 (10.00)	8 (10.00)	9 (5.00)	12 (0.00)	10 (3.00)	44	44
9.	Francesco Bruni Luna Rossa	—	—	—	—	1 (25.00)	7 (15.00)	40	40
10.	Pierre Antoine Morvan Vannes Agglo Sailing Team	8 (8.00)	10 (3.00)	9 (5.00)	5 (17.00)	11 (0.00)	9 (6.00)	39	39
11.	Simone Ferrarese Ferrarese Racing Team	—	—	3 (24.00)	—	13 (0.00)	—	24	24
12.	Ben Ainslie Ben Ainslie Racing Team	—	—	—	—	2 (22.00)	—	22	22
13.	Staffan Lindberg Alandia Sailing Team	—	—	7 (12.00)	—	—	—	12	12
13.	David Gilmour Team Gilmour	—	7 (12.00)	—	—	—	11 (0.00)	12	12
15.	Karol Jablonski Jablonski Sailing Team	7 (10.00)	—	—	—	—	—	10	10
15.	William Tiller Full Metal Jacket	—	—	—	8 (10.00)	18 (0.00)	—	10	10
17.	Chris Steele 36 Below Racing	—	—	—	—	9 (4.00)	—	4	4
18.	Gavin Brady Team Vesper	—	—	—	10 (3.00)	—	—	3	3
19.	Eric Monnin Swiss Match Race Team	—	—	—	—	10 (2.00)	—	2	2



2013 Monsoon Cup

Kuala Terengganu, Malaysia

November 26-30, 2013 12 Teams

After a week of frustratingly light winds, overnight some strong breeze hit Kuala Terengganu, even ripping big advertising hoardings out of their concrete mountings and strewing them across the road. Fortunately the strongest wind had abated by race time, ready for the Semi-finals to begin.

With the wind blowing from the northeast, principal race officer Dave Tallis set the start line up just 100 metres away from the sailing centre, the Ri-Yaz Heritage Marina Resort & Spa, setting up a perfect scenario for the spectators who had come to watch the final four teams do battle. In fact it was so close that in the Semi-final between Ian Williams and Mathieu Richard, the British and French skippers took their battle so close to the pontoons that Richard crashed his boat into the jetty, scarring the starboard side of his Foundation 36 keelboat. Four-time World Champion Williams sailed on to a straightforward 3-1 victory over the *GEFCO Match Racing Team*. In the other Semi-final, all Taylor Canfield had to do was dispatch Phil Robertson to book his place in the final of the Monsoon Cup and the World title would be his, regardless of whether or not he was beaten by Williams. After the way Canfield and *USone* have sailed - dominated every stage of the competition and returning as defending Monsoon Cup champions - most observers expected the US Virgin Islander to sail past the New Zealand team in the Semi-finals. But Robertson saw things differently. "We've got nothing to lose, these guys have the pressure of a World Championship on the shoulders." The *WAKA Racing* skipper made the most of his opportunity and outmaneuvered Canfield at the starts, winning 3-1. In the deciding match, Robertson crossed the line just 15cm, 0.1 seconds, ahead of the US team. For the first time this week, Canfield's destiny was out of his hands. His enemy in the Semi-finals would now become his friend as he went up to the Alpari lounge on the top floor of the sailing centre for a grandstand view of the Final. Robertson's biggest cheerleaders were the team Robertson had just defeated, as Canfield's crew willed the Kiwis to complete the same hatchet job on *GAC Pindar* that had just been done to them. Things got off to a promising start in the first match when an aggressive luff by Williams at the leeward gate resulted in a penalty against *GAC Pindar*. Williams led Robertson down the final run but flapped his spinnaker and oversheeted the mainsail in a bid to slow down the contest and wrong-foot the Kiwis into a penalty before the finish. But Robertson refused to be suckered and snuck past Williams for the win. In match two, Williams won the favored right-hand side of the start and headed out to the paying side. But Robertson sensed something good might yet come from the shore side on the left and gambled on a big split. When they came back together near the windward mark, Robertson had made ground and went to bear away behind Williams' transom as *GAC Pindar* went into a dial-down. In the ensuing luffing match, the penalty went against Williams again, and



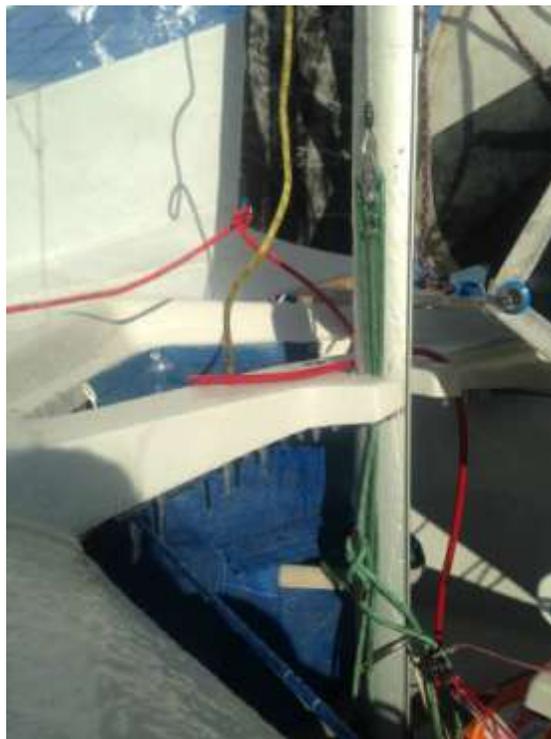
Robertson held on for another win. Match point to the Kiwis. In the third match, Robertson secured a penalty against Williams in the pre-start and although the British led around the three-lap course, the gap was never big enough to shake off the penalty. Again Williams resorted to the big slow-down, but again Robertson avoided the trap and won the race - and the Monsoon Cup. Kiwi celebrations on the water were more than matched by USone's celebrations in the Alpari lounge. When Robertson came ashore, it was USone who raised the Kiwi skipper aloft on their shoulders, grateful that he could finish the job for them. In his first full year on the Alpari World Match Racing Tour, the 24-year-old Canfield won at his first attempt. "It was our first year on the Tour, and we came in all fists swinging, hoping to put up a fight, and we did! Thanks go to my amazing team, they're the real force here. Hopefully we'll have many more years on the Tour." Winning the Monsoon Cup lifted Phil Robertson to third overall in the Tour behind Canfield and Williams. "We're stoked," said the 26-year-old. "It's been a real long time coming. The boys put in a massive effort in the bigger breeze, and everything went our way today. That's what you need to happen in finals when the pressure's on." It has been a phenomenal 12 months for Canfield, who has struck up a winning partnership with New Zealand tactician Rod Dawson. "We share the same birthday, 5 February, except Rod's 20 years older," said Canfield. "And this is Rod's fourth world title, same as Williams." Dawson won a hat trick with Peter Gilmour in 2004, 2005 and 2006. Next year Dawson will go into battle against Williams to see who can become the first sailor to win five match racing world titles. It was a big payday for the top teams, with Phil Robertson winning US\$100,000 for his Monsoon Cup victory plus a Tour bonus of \$70,000 for his 3rd overall. Williams won \$65,000 as runner-up in Malaysia, plus \$80,000 as runner-up in the Tour. Canfield won \$48,000 for 3rd at the Monsoon Cup and a \$100,000 Tour victory bonus.

	Record	Overall	% Wins	Prize (MYR)	Points	
3. Taylor Canfield USone	9-2 2-0	1-3 2-0	14-5	74	155000.00	28.00

67th Timme Angsten Memorial Regatta Chicago Yacht Club, Chicago, Illinois November 23-24, 2013

420s
This year's Timme Angsten suffered from extreme conditions, even more than usual. "The Best Competition You Ever Froze With" dawned post-frontal-passage on Saturday morning with temperatures near freezing, winds NW 13-24 with gusts to 31, plus dropping temperatures to a new record low 15°, and building breezes. Each division got in two quick rotations, but by 1:30 pm, with sails and sheets freezing making easing in puffs to control the boat safely very difficult, bow wave splash freezing on contact on the boat decks, multiple capsizes, and a worsening forecast, sailing was abandoned, eventually for the day. Sunday morning came to a stupendously record low 11°, with Northwest winds of 8-16 with gusts to 21. There was no way to thaw the sheets and boats; even rock salt did not work in the extreme cold. By 11:00 the regatta was called. Michigan won the Angsten Trophy and the MCSA Fall Dinghy Championship for the second year in a row.

Team	Div. 1	2	3	4	TOT	TEAM	
1 Michigan	A	1	4	1	4	10	17
	B	2	1	3	1	7	
2 Wisconsin	A	2	1	2	2	7	18
	B	1	6	2	2	11	
3 Minnesota	A	3	6	3	5	17	27
	B	4	2	1	3	10	
4 Minnesota Women	A	4	3	5	1	13	38
	B	8	7	4	6	25	
5 Northwestern	A	5	8	11	3	27	46
	B	3	4	7	5	19	
6 Wisconsin 2	A	7	2	6	DF	30	47
	B	5	3	5	4	17	
7 Michigan State	A	10	9	7	7	33	58
	B	7	5	6	7	25	
8 Wisconsin-Milwaukee	A	6	10	4	8	28	68
	B	9	10	11	10	40	
9 Ohio State	A	9	12	9	11	41	72
	B	6	8	9	8	31	
10 Chicago	A	11	5	10	6	32	81
	B	DF	9	10	DF	49	
11 Purdue	A	12	7	8	9	36	91
	B	10	DF	DS	DF	55	
12 Illinois-Chicago	A	8	11	12	10	41	97
	B	DF	11	DF	DF	56	
13 Miami University	A	13	13	13	12	51	98
	B	DF	DF	8	9	47	
14 Northwestern	A	DQ	DQ	DQ	DQ	60	120
	B	DQ	DQ	DQ	DQ	60	

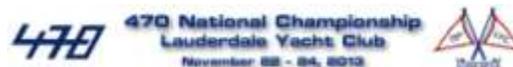


Ice coated the decks, sails and sheets and control lines were frozen at the 2013 Timme Angsten Memorial Regatta. Photo courtesy: University of Wisconsin Sailing Team.

2013 470 U.S. National Championship Lauderdale Yacht Club, Ft. Lauderdale, Florida November 23-24, 2013

Summery conditions and a good sea breeze served up perfect racing conditions at the 470 U.S. National Championship. Seven races were held over the two days of racing, with Stuart McNay/ David Hughes (USA) taking six bullets for the title. In second was Annie Haeger/ Briana Provanca (USA) with Switzerland's Yannick Brauchli/ Romuald Hausser in third.

1. Stuart McNay	1	1	[2]	1	1	1	1	6
2. Anne Haeger	2	2	3	3	2	[4]	4	16
3. Skipper Yannick	[DS]	DS	1	2	4	2	2	22
4. Sydney Bolger	4	4	4	6	3	3	[7]	24
5. Wade Waddell	5	5	5	5	5	[6]	5	30
6. Benjamin Sternberg	6	3	9	[10]	8	7	3	36
7. Jack Parkin	7	6	6	4	[9]	5	8	36
8. Victor Diaz de Leon	3	7	[10]	8	10	10	6	44



9. Allison Jolly	8	[9]	8	7	6	9	9	47
10. Tim King	9	8	7	9	7	8	[10]	48

2013 Intercollegiate Sailing Association Match Race National Championship for the Cornelius Shields, Sr. Trophy St. Petersburg Yacht Club/University of South Florida, St. Petersburg, Florida November 22-24, 2013 10 Teams

The Intercollegiate Sailing Association (ICSA) Match Race National Championship for the Cornelius Shields, Sr. Trophy was sailed out of the St. Petersburg Sailing Center and racing took place on Tampa Bay. Ten college sailing teams qualified to compete. Each team had four crewmembers one of which was required to be female and sailed 23 foot Sonar sloops. Match racing is a unique racing format in that it is just one boat pitted against another boat and a team of umpires supervises each race. This is not an average dinghy regatta; it takes a great deal of organization and contribution from many people. St. Petersburg Yacht Club helped to run a great event and the team of umpires was fantastic. Thanks to: Glenn Oliver, John Pratt, Don Becker, Barbara Farquhar, Charlie Arms, Vicki Sodaro, Carrie Greene, Phil Pape, Susan Wallace, Eric Robbins and Tom Rinda. The match race regatta format is five stages and racing took place on a Windward/Leeward course with mark roundings to starboard. Races in the first stages of the regatta are about 15 to 17 minutes and in the Semi-Final and Final rounds about 18 to 20 minutes. In stage one all ten teams competed in a single round robin. This stage lasted the entirety of the first day of racing. The day began with winds out of the East at about 8 to 10 knots, but the breeze gradually decreased throughout the day. Light winds made for difficult to match racing. Stage two consists of two rounds of racing. One between the top six teams from stage one or the Gold Round and the other between the remaining four teams or the Repechage Round. This racing began on day two with about 8 knots of wind, which started to shift and eventually die causing about a four-hour postponement in racing. The breeze filled back in from the Northwest and built to around 10 to 12 knots so racing could resume. By the end of the day, the sailors were hiking to keep the Sonars flat. The Gold Round was a single round robin and determined the seeding for the Quarter Finals. The Repechage Round was also a single round robin and the top two teams advance to the Quarter Finals with the Gold teams. This stage took the entirety of day two. Yale University held the lead, while St. Mary's College was second and Georgetown University third. From the Repechage Round the University of Michigan and the University of Wisconsin advanced into the Quarter Finals. The third and final day of the regatta had a lot of racing and luckily the wind was the strongest it had been throughout the weekend. The day began with breeze out of the Northeast at about 12 knots. It continued to build up to 18 knots at times and teams were hiking hard. Waves also got bigger throughout the day to add to the challenge of the racing. Stage three of the Quarter Finals was the first racing of the day. The eight teams in this round were paired to compete so the highest seed sailed the lowest seed (1 v. 8, 2 v. 7, etc.). This was a knock out series. The winner of each pair was the first team to score at least two points. At the same time the ninth and tenth place teams raced each other, the first to two points, to determine ninth and tenth place. The University of West Florida defeated Oregon State University in two races to finish the event in ninth. The only flight in the Quarter Finals that went beyond two races was between Boston College and the College of Charleston. Charleston came out on top winning the third race and therefore scoring two points to advance into the Semi-Finals. Also in stage four, the Semi-finals was Yale University, St. Mary's College of Maryland and Georgetown University. The College of Charleston defeated Yale and Georgetown defeated St. Mary's in close racing to move them into the Finals. St. Mary's defeated Yale in the Petite Finals taking third place in the event. The Finals came down to the College of Charleston and Georgetown. Georgetown was controlling Charleston during the starting sequence of the race, but both boats were over the line early. Georgetown was able to clear the line first and come into the race with starboard tack advantage. They were then able to cover Charleston for the remainder of the race and win the Cornelius Shields, Sr. Trophy for the ICSA Match Race National Championship. University of Michigan won the MCSA Match Race Championship on a close final race finish to qualify for this championship. Another district had a team that could not compete and MCSA was next in line for another berth which went to Wisconsin, a team that scored its first top five finish at this championship.



Ian Walter, Harrison Faust, Megan Marie McMahon and Whitney Kent on their way in after defeating Stanford to earn the best MCSA placement at a College Match Race Championship since its establishment. Photo courtesy: University of Wisconsin Sailing Team.

- | | |
|----------------------------|--|
| 1. Georgetown University | Nevin Snow '16/AJ Reiter '17/Alexander Post '15/Katia DaSilva '15 |
| 5. University of Wisconsin | Whitney Kent '15/Megan McMahon '17/Harrison Faust '14/Ian Walter '16 |
| 8. University of Michigan | Will Cyr '14/David Oliver '14/Ansley Semack '14/Chris Cyr '16 |

2013 Great Oaks Invitational High School Regatta Southern Yacht Club, New Orleans, Louisiana November 22 - 24 2013

1. Riverview High School	Sarasota, FL	3 4 3 1 3 1 1 2	18
2. Pine View School	Osprey, FL	5 1 1 3 2 2 RG RG	18.6
3. Tampa Jesuit	Tampa, FL	1 2 13 4 1 9 2 10	42
4. Charleston County School of the Arts	N. Charleston, SC	15 3 5 2 4 5 4 9	47
5. Good Hope Country Day School	Kingshill, VI	9 10 6 13 5 3 3 4	53
6. Jesuit High School	New Orleans, LA	11 5 10 5 6 4 15 1	57
7. Sarasota Military Academy	Sarasota, FL	7 15 2 7 BD 11 6 5	61
8. Detroit Country Day School	Beverly Hills, MI	16 6 4 6 RG RG 8 8	64
9. Martha's Vineyard Regional High School	Oaks Bluff, MA	13 7 8 15 11 8 11 3	76
10. Walter Payton College Prep High School	Chicago, IL	6 13 11 19 12 6 5 11	83
11. Culver Academies	Culver, IN	10 9 14 9 9 14 9 15	89
12. Latin School of Chicago	Chicago, IL	17 16 17 12 8 7 10 7	94
13. Spring Lake High School	Spring Lake, MI	8 11 15 8 15 16 12 17	102
14. Arrowhead High School	Pewaukee, WI	12 14 OC 11 7 10 16 12	103
15. Walsingham Academy	Williamsburg, VA	4 12 12 16 13 19 13 16	105
16. Metairie Park Country Day School	Metairie, LA	2 17 9 10 10 20 WD DS	110
17. Sts Peter and Paul High School	Oxford, MD	14 8 7 14 16 13 DS DS	114
18. Ocean Springs High School	Ocean Springs, MS	18 19 16 18 18 17 14 6	126
19. Cape Elizabeth High School	Cape Elizabeth, ME	20 20 19 17 14 15 18 14	137
20. Long Beach High School	Long Beach, MS	19 18 18 30 17 18 17 13	150



**6th Annual Carlos Aguilar Match Race
St. Thomas Yacht Club, St. Thomas, U.S. Virgin Islands
November 21-24, 2013**

He has never sailed in the U.S. Virgin Islands, nor in an IC-24 or with this combination of crew. Yet, Lake Michigan Sail Racing Federation member Don Wilson proved his match racing prowess by winning the 6th Annual Carlos Aguilar Match Race. Wilson defeated the USA's Dave Perry 2-1 in a first to two win Finals. Wilson and his crew - tactician Jordan Reece, trimmer Willem van Waay, bowman Josh McCaffrey, and two Antilles High School students who served as floaters, Teddy Nicolosi and Amanda Engeman - led right out of the gate. "We started ahead and we stayed ahead in the first race against Dave Perry. That was good," recaps Wilson, who is ranked 24th in the world and is the number one ranked U.S. match racer as well as founder of the sponsoring Chicago Match Race Center. In the second race, Wilson got a good start coming off the line compared to Perry who went pretty thin at the pin end. "We tacked over and wanted to go right, but then Dave got some nice pressure on the left and he was able to get ahead of us. We never caught up with him after that," says Wilson. "It was really tricky. Sometimes the right was better and sometimes the left. So you really had to be on your toes." With the score 1-1 in the first to two win Finals, it was the third match that proved the ultimate decider. "Dave was tight going towards the committee boat at the start," explains Wilson. "So we hung there to windward of him and eventually he luffed head to wind. We felt that he actually was tacking when he went through head to wind, and then we tacked and bore off and extended. I think it was pretty close to him getting a penalty there, but he didn't. Fortunately we were able to come off the line with much better speed and then the team did a great job of finding the puffs and extending." Wilson credits his win to a great team. "I barely sailed the boats just enough to get the hang of it by the final day," he says. "We look forward to coming back and racing next year." Perry, a four-time winner of the U.S. Match Racing Championship and most recently rules advisor to Artemis Racing in the 2013 America's Cup, used his podium appearance as the second place finisher to praise organizers foresight in adding youth sailors aboard each boat. "I've talked about doing this for years and all I hear is about how it can't be done," says Perry. "Giving young sailors this opportunity is critical. They are the future of our sport." The USVI's Peter Holmberg and USA's Stephanie Roble went head-to-head in the first to one win Petite Finals. Ultimately, Holmberg won 2-1 over Roble to finish third and Roble fourth in the final standings. Holmberg won this event in 2009. Sailors competed in IC-24s, a local adaptation of a J/24. The CAMR is an International Sailing Federation (ISAF)-provisional Grade Two event. The Virgin Islands Sailing Association (VISA) is the organizing authority for the CAMR, namesake for the late Carlos Aguilar, who was an avid sailor. The CMRC is the major sponsor.

1. Don Wilson, USA
2. Dave Perry, USA
4. Stephanie Roble, USA
10. Jennifer Wilson, USA

**2013 Timme Tune-Up
Northwestern University Sailing Team, Evanston, Illinois
November 16-17, 2013**

Due to very high winds creating unsafe conditions on both days, the 2013 Timme Tune-Up was not sailed.

**2013 Midwest Inter-Scholastic Sailing Association Great Lakes Championship
Chicago Yacht Club, Chicago, Illinois
November 16-17, 2013**

1. Lake Forest	A 3 2 1 6 2 1	15	
	B 2 2 1 2 3 1	11	
	C 9 8 5 9 4 2	37	63
2. Loyola Academy	A 8 5 7 7 3 3	33	
	B 1 1 3 1 2 2	10	
	C 7 7 14 6 8 10	52	95
3. Oconomowoc HS	A 6 1 2 5 6 8	28	
	B 3 3 2 5 1 9	23	
	C 6 9 10 12 7 8	52	103
4. Spring Lake HS	A 10 6 9 3 5 11	44	
	B 9 13 6 15 5 6	54	
	C 3 2 8 2 2 5	22	120
5. Minnetonka HS	A 2 14 6 11 12 15	60	
	B 10 8 7 14 11 3	53	
	C 2 6 3 5 3 1	20	133
6. Arrowhead	A 1 3 OC 4 1 2	32	
	B 12 RD 16 8 6 4	57	
	C 13 10 7 14 12 6	62	151
7. New Trier	A 5 10 11 9 9 9	53	
	B 13 DF 12 11 OC 13	91	
	C 1 1 2 1 5 3	13	157
8. Detroit Country Day	A 7 13 4 10 4 4	42	
	B 5 5 5 12 4 12	43	
	C 12 14 9 13 13 16	77	162
9. St. Ignatius	A 9 8 8 8 11 13	57	
	B 11 4 11 9 8 11	54	
	C 11 11 6 7 10 9	54	165
10. Walter Payton	A 18 19 16 17 16 19	105	
	B 6 6 4 4 9 8	37	
	C 10 3 1 4 1 7	26	168
11. Wayzata	A 13 9 10 2 8 6	48	
	B 7 10 14 7 12 5	55	
	C 5 OC 16 11 15 11	79	182



12. Traverse City Central	A 11 7 5 1 14 5	43	
	B 16 19 17 16 14 18	100	
	C 8 5 4 3 16 4	40	183
13. Culver Academy	A DQ 4 3 13 7 7	55	
	B 4 15 9 3 7 7	45	
	C 16 16 15 17 14 14	92	192
14. Kettle Moraine	A 4 12 12 12 10 14	64	
	B 8 7 10 13 10 10	58	
	C 19 19 20 DF DS DS	121	243
15. Benilde St. Margaret	A 12 15 DNF 16 13 20	97	
	B 15 11 15 18 13 15	87	
	C 14 12 12 10 11 13	72	256
16. Latin	A 15 RAF 15 18 15 16	100	
	B 14 12 8 10 15 16	75	
	C 17 13 11 DF 9 15	86	261
17. Southwest Senior HS	A 17 17 13 14 18 18	97	
	B DF 17 19 19 19 20	115	
	C 4 4 17 8 6 12	51	263
18. Traverse City St. Francis	A 14 11 DF DS 20 10	97	
	B 19 9 13 6 16 17	80	
	C 18 17 13 15 18 18	99	276
19. Traverse City West	A 16 18 14 19 17 12	96	
	B 18 18 18 17 18 14	103	
	C DS 15 18 18 19 17	108	307
20. Lake Forest Academy	A 19 16 OC 15 19 17	107	
	B 17 16 20 20 17 19	109	
	C 15 18 19 16 17 19	104	320

2013 MC Southeast Regional Championship Regatta Lake Eustis Yacht Club, Eustis, Florida November 9-10, 2013

MC Scows

Unwilling to give up on sailing and needing some racing testing for new sails, John Porter and Mike Considine loaded up 3 MCs and headed for Lake Eustis to escape the cold. As they left, Chris Andert connected with them to sail the 3rd boat in his first MC regatta. Upon arrival, the Eustis fleet was welcoming and helpful getting them unloaded and on the water. For those who haven't been to Eustis, the lake is big and round without hills or buildings to mess with the wind. It is a fundamentally perfect lake for scows. Friday's practice races were held in 16-20mph on quick, shifty courses. They gave them a great warm up for starts and boat handling. After the long drive, four windy practice races, and some free beer, they were ready for the regatta to get underway. Saturday had winds 12-18 out of the northeast and temperatures in the mid 70s. John Porter managed 4 bullets in a row with Rob Seidelmann tight on his heels all day. An awesome chicken dinner with more free beer followed the perfect day of racing. Sunday was sailed in a dying breeze from 8 down to 2 as the day wore on. Rob Seidelmann was a master of the right side in race 1 and edged out the win. Mike Considine crushed the left to run away with final race of the series. Chris Andert sailed to a 2-3 on the final day to make a big jump in the standings. Overall, the people at Lake Eustis showed them the true meaning of southern hospitality. They did everything they could to make the trip easy and fun. When you combine that with a spectacular lake, camping on site, hotels nearby, and free beer, you can't miss their events.—**John Porter**

6. Mike Considine Chicago, Illinois 15 9 8 19 9 1 61

2013 Wild Oyster Regatta Carolina Yacht Club/Fleet 429, Charleston, South Carolina November 9-10, 2013 66 boats

Lightning

27. Bill Faude Todd Wake, Elinor Walters Chicago, Illinois 17 28 32 1 DF 145

2013 Inter-Collegiate Sailing Association/Laser Performance Men's and Women's Singlehanded Championship Salve Regina University/Brown University, Sail Newport, Newport, Rhode Island November 8-10, 2013

Lake Michigan sailors Mitchell Kiss from Holland, Michigan and Alison Kent from Milwaukee, Wisconsin, competed in the events. It was a cold and windy day in Newport for the first day of the College Sailing/Laser Performance Men's Singlehanded National Championship. Sailors braved temperatures in the 40's and a westerly breeze between 14 and 20 knots with some puffs in the mid 20's. Lots of capsizes and 6 races sailed on W4 courses. One protest was filed resulting in a DSQ and one redress was given for a breakdown. Another cold day in Newport on the second day. Sailors braved brisk temperatures in the 40's and a westerly breeze that went west-southwest in the afternoon. Breezes were lighter ranging between 8 to 16 knots with some slightly higher puffs. Six more races were sailed on W4 courses, totaling 12. One protest was filed resulting in a DSQ and one redress was filed and not granted. The final day brought warmer temperatures and great conditions. Temperatures were in the 50's and winds were from the Southwest at 12-18 knots with a strong flood tide for most of the races. Five of the final six races were sailed on W4 courses, and the last race (#18) was a W5 course. No protests or breakdowns. Thanks to our great team of judges: Peter Johns, John Pratt, Kerry Sullivan, Elizabeth Barry, and Anderson Reggio. A huge thanks to everyone who helped run the event: Salve Regina University and their Head Coach John Ingalls, Colin Smith (Brown '13), Grace Adam, and all of the Brown Sailors (Peter Bailey, Reid Secondo, James Barry, and Nicole Quattrocchi). Thanks to Marlow Ropes, our supporting sponsor, who provided mainsheets to all of the competitors, and to Team One Newport for providing winter hats to all of the competitors and support at the event. Thanks to our title sponsor, Laser Performance who provided 36 awesome boats and support for the event.

Men's Championship

1	Greg Martinez	Georgetown '16	3	2	2	2	2	2	3	2	2	1	7	9	4	5	4	5	3	6	64
2	Juan Perdomo	Harvard '17	4	1	1	5	3	5	1	6	6	6	10	1	8	4	1	1	2	9	74
3	Enrique Arathoon	Charleston '16	1	4	DQ	1	1	1	2	DQ	9	5	4	2	1	1	3	2	1	1	77



4	J. Mitchell Kiss	Yale '17	10	3	6	11	14	13	4	1	7	8	3	4	7	3	2	6	8	4	114
5	Nick Valente	NY Maritime '16	7	8	5	4	5	3	8	3	1	9	11	10	2	2	10	8	14	12	122
5	John Wallace	St. Mary's '14	13	5	3	9	12	4	6	7	4	12	1	12	6	6	6	7	7	2	122
7	Oliver Toole	Stanford '14	2	10	8	7	6	9	12	11	12	2	2	8	11	11	16	3	5	5	140
8	Olin Paine	Fordham '16	5	17	9	3	4	10	5	5	3	10	9	5	3	12	11	11	11	10	143
9	Charles Rees	Charleston '16	6	13	4	12	9	7	11	9	13	3	8	7	9	7	5	10	6	16	155
10	Christopher Stocke	South Florida '15	11	12	7	10	7	6	7	12	5	7	12	6	5	10	7	13	12	11	160
11	Ian Barrows	Yale '17	8	6	12	14	13	15	10	4	8	4	5	3	10	13	12	9	4	14	164
12	Michael Zonnenberg	Vermont '15	BD	7	11	6	8	14	9	8	11	11	18	17	12	9	9	4	9	7	179
13	Trey Hartman	Texas A&M Galveston '15	15	9	10	8	10	8	15	13	10	14	13	16	16	8	8	15	16	3	207
14	Stephen Long	UC Santa Barbara '17	9	11	14	13	11	12	13	10	16	13	6	11	13	15	13	12	10	8	210
15	Matthew Ripkey	Wisconsin '17	14	15	13	15	17	11	14	14	17	14	13	15	14	15	16	15	15	261	
16	Paul Foley	Western Washington '14	12	14	15	16	15	16	18	15	17	15	15	18	14	17	14	14	13	13	271
17	Ryan Grosch	Minnesota '14	16	16	16	17	16	17	16	17	15	16	16	14	17	16	17	17	17	17	293
18	Ian Jones	Oklahoma State '15	DF	18	17	18	18	18	17	16	18	18	17	15	18	18	18	DS	DS	DS	320

Women's Championship

1	Erika Reineke	Boston College '16	1	1	1	1	2	DQ	2	1	1	2	3	3	2	1	5	1	1	2	49
2	Arielle DeLisser	Hobart & William Smith '14	3	2	3	2	5	3	1	2	5	6	5	10	7	2	1	5	2	5	69
3	Christina Frost	Coast Guard '16	5	3	11	3	3	2	5	8	13	5	6	9	4	3	6	3	3	1	93
4	Sky Adams	Brown '14	2	7	4	10	4	4	3	3	9	9	4	2	1	5	7	10	7	4	95
5	Molly McKinney	Stanford '14	6	4	2	5	8	1	12	6	7	3	15	1	9	11	3	2	4	8	107
6	Marissa Lihan	Navy '14	9	6	8	4	16	5	4	4	2	4	2	6	5	7	9	6	6	6	109
7	Sarah Mace	Stanford '14	4	5	6	8	1	9	14	5	8	1	14	7	8	4	2	8	9	3	116
8	Catherine Shanahan	St. Mary's '15	8	16	5	7	9	6	9	13	12	7	1	5	6	9	4	7	5	7	136
9	Brooke Lyon	Hobart & William Smith '14	10	9	7	12	7	7	7	9	3	8	13	4	3	6	8	9	8	13	143
10	Hanna Vincent	MIT '14	7	8	10	6	13	13	6	14	10	11	17	8	12	14	10	4	11	DF	193
11	Lily Grimshaw	Washington '15	11	13	12	9	10	8	13	12	4	10	9	15	11	8	15	14	12	9	195
12	Rebekah Schiff	Charleston '16	13	10	9	11	12	14	16	15	11	14	7	13	15	10	12	12	16	11	221
13	Carolyn Naughton	Boston College '14	15	11	13	15	6	11	10	11	16	17	10	18	14	12	13	11	14	10	227
14	Clerc Cooper	Charleston '15	12	14	16	14	11	12	15	16	6	15	8	11	10	16	14	15	10	14	229
15	Urska Kosir	Yale '15	16	15	15	DF	14	10	11	7	15	13	12	14	13	13	11	13	13	12	236
16	Mary Hall	Navy '15	14	12	14	13	15	15	8	10	14	12	OC	12	16	15	17	16	15	15	252
17	Alison Kent	Minnesota '16	17	17	17	16	17	16	18	17	18	16	11	16	18	17	16	18	DS	DS	303
18	Jessica Oswalt	Tulane '16	DF	DF	DS	DS	DS	DS	17	18	17	18	16	17	17	RA	18	17	DS	DS	326

2013 VX One North American Championship

Rush Creek Yacht Club, Rockwall, Texas

November 6-10, 2013

21 boats

14.	Flash Rider	Phillip Norris	Macatawa Bay Yacht Club	5	15	7	15	15	12	12	[20]	81
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2013 Emma Biagioni Memorial Collegiate Regatta

Hope College Sailing Club, Macatawa, Michigan

November 2, 2013

420

Light rain started on Saturday morning with variable winds between 5 and 12 knots. In the early afternoon, the rain cleared and sun came out. Winds clocked around to the north and held steady around 10 knots, a beautiful afternoon on the water. Congratulations to Western Michigan for taking first place overall. Thank you to Macatawa Bay Yacht Club for the use of your facilities and the best race support staff in the Midwest!

Team	Div.	1	2	3	4	5	6	7	TOT	TEAM
1. Western Michigan	A	2	1	1	2	1	1	1	9	26
	B	5	4	1	2	1	2	2	17	
2. Michigan Tech	A	1	2	4	1	3	2	4	17	40
	B	4	2	3	3	4	4	3	23	
3. Hope	A	3	4	2	5	6	5	2	27	49
	B	2	1	4	5	3	6	1	22	
4. Chicago	A	6	6	5	8	9	4	8	46	70
	B	1	5	5	6	2	1	4	24	
5. Northern Michigan	A	5	7	7	6	8	7	3	43	75
	B	3	3	8	4	6	3	5	32	
6. Hope 2	A	4	3	3	3	2	8	9	32	76
	B	7	8	6	7	5	5	6	44	
7. Western Michigan 2	A	7	8	6	9	4	3	6	43	89
	B	9	9	2	1	8	9	8	46	
8. Ohio State	A	9	5	BYE	4	5	6	5	40	91
	B	6	6	7	9	7	7	9	51	
9. Michigan Tech 2	A	8	9	8	7	7	9	7	55	111
	B	8	7	9	8	9	8	7	56	



**2013 Turkey Leg High School Regatta
Spring Lake Yacht Club, Spring Lake, Michigan
November 2, 2013**

420			
1. Spring Lake Black	Frank Reeg Riley Sorber Olivia Windemuller Max Ingersoll	5 1 3 6 8 1 1 2 14	36
2. Spring Lake Gray	Mason Wolters Caleb Boon Elijah Locascio Sam Colvin	5 2 1 9 11 2 3 6 8	42
3. Spring Lake Red	David Griswold Jonathan Prins Rachel Rantanen Jacob Weesies	6 3 2 8 3 7 7 8 10	48
4. Grosse Ile 1	Morgan Burr Luna Terauchi Kristen Ruta Chris Twomley	7 10 10 2 4 5 4 16 6	57
5. Detroit Country Day Golden Oreo	Grant Kojaian Blake Bernard Cole Wiand Liz Obermaier	8 17 16 5 2 10 5 3 3	61
6. Traverse City Central Black	Katy Zimmerman Zander Terrell		
	Angie Seraphinoff Alex Anderson Maggie Miron Jack Shields	9 13 21 3 1 9 13 5 4	69
7. Detroit Country Day Mega Stuffed Oreo	Matthew Worpell Vishnu Venkatesan		
	Luay Jawad Jason Liu Daniel Worpell	9 20 7 7 5 4 8 14 7	72
8. Detroit Country Day Double Stuffed Oreo	Grant Gustafson Hanna Wink Aidan Darby Thomas Frikker Veronica Agne	10 16 20 1 6 17 16 1 1	78
9. Traverse City West	Ryan Geiser Katie Crewes Sara Gustafson Sydney McComb	12 8 14 13 9 13 18 4 13	92
10. Traverse City Mixed	Colton Gerber Jennie Baker Brooke Ostrowski Ajay Provost	12 5 12 15 17 3 12 18 12	94
11. East Grand Rapids	Sam Currier Jeep Wanty		
	Spencer Bowdle Chase Enright Connor Goulet Chase Shorey	12 11 4 16 20 11 22 10 2	96
12. Culver White	Muriel Weathers Neri Min Phil Eisner Aaron Weitgenant Kary Stevick	12 6 15 10 10 19 19 9 9	97
13. Traverse City Saint Francis	Ben Jamison Nick Julien Nick Kester Sam Suglarski	12 4 8 17 18 6 17 11 16	97
14. Grand Haven Blue	Sam Reigler Alexis Armijo Sarah Reigler Amanda Chavez	12 19 11 11 15 12 11 7 11	97
15. Culver Maroon	Boyao Yu Yeji Kim James Jamieson Jiaying Wang Ruohan Xiao	12 21 18 4 7 18 9 17 5	99
16. Spring Lake Gold	Josh Corder Cameron Gable Sarah Corder Tommy Clover	13 12 6 14 13 14 15 12 17	103
17. Spring Lake White	Reid Kwiatkowski Michael Kucks Kaleb Norwood Grant Stille	13 15 5 20 16 15 2 13 19	105
18. Grosse Ile 2	Hunter Pfeiffer Finbar Hurley Kara Quandt Emma Alford	14 9 13 12 14 16 14 15 20	113
19. Grosse Ile 3	Michael Hahn Caleb Counts		
	Bella DeCardenas Grace Hsu Dale Garner/Neil Quinlan	14 14 17 18 12 8 10 21 15	115
20. Spring Lake Silver	Brant Bolling Patrick Mahoney Annie Allman Eric Schock	17 7 9 19 19 20 20 20 18	132
21. Grand Haven Gold	Cody Peterson Alex McRae Katie McKee Julien Perroud	20 18 19 19 21 21 21 19 21	159

**2013 Chicago Yachting Association Frostbite Regatta
Burnham Park Yacht Club, Chicago, Illinois
November 2, 2013**

We had five teams competing for the regatta championship. The weather was a bit chilly but all the sailors were able keep warm by sailing. The course was set up in the area between the harbor master office and the fishing dock. They sailed 5 rounds of 2 races. Boats were rotating so no team could be repeating competition on a favored boat. They finished around 3:00 pm and went to the Burnham Park Yacht Club for hot dogs, chili, chips and beer. Like in previous years, the races were done close to the club so the spectators had great views of the action. And again we had boat boats capsizing, requiring a safety boat!!! Everyone is excited about participating again next year, or more often if we can get a multi-race schedule set up.—**Loren Thompson**

1. Chicago Corinthian Yacht Club
2. Burnham Park Yacht Club
3. Chicago Yacht Club
4. Midwest Open Racing Fleet
5. Columbia Yacht Club



Chicago Yachting Association Frostbite Regatta fleet racing in the shadows of Soldier Field in Burnham Harbor. Note club burgees on starboard shrouds to designate club affiliation. Photo courtesy: Loren Thompson.



Chicago Yachting Association Frostbite Regatta sailors rotate boats at the dock, preparing for the next race set. Photo courtesy: Loren Thompson.

2013 Interscholastic Sailing Association Singlehanded National Championship for the Cressy Trophy

Sail Newport/St. George's School

November 1-3, 2013

Bolded names are Midwest sailors. Raced in light air on the first day, heavier winds on the second day. Lake Michigan and College bound sailor Malcolm Lamphere ends his singlehanded high school sailing with a third at Nationals. His second day was outstanding but was not enough to catch the Californian boys. Lamphere moved up to the full rig Laser this year. The 18 Laser and 18 Laser Radial sailors preceded the 36 collegians where the men will compete in Lasers and the women in Laser Radials.

Laser												
1. Matthew Long	Dos Pueblos High School	1	9	1	6	1	1	2	7	1	6	35
2. Richard Didham	Point Loma High School	4	1	3	1	2	10	3	6	6	2	38
3. Malcolm Lamphere	Lake Forest High School	5	10	9	3	3	2	1	4	1	39	
4. Erik Weis	St. Thomas Aquinas High School	3	4	10	4	9	6	7	2	2	7	54
5. Patrick Shanahan	Shorecrest Prep	14	6	2	5	8	3	6	4	9	5	62
6. Connor Kelter	Corona del Mar High School	12	3	4	2	10	5	8	17	3	14	78
7. Thomson Butcher	The Kinkaid School	7	5	5	9	4	12	15	11	7	3	78
8. Bryce Andreasen	Buckingham, Browne and Nichols	6	14	18	8	6	4	5	3	17	10	91
9. Steven Leuck	Point Loma High School	13	11	7	15	5	8	9	9	10	12	99
10. Connor Swikart	Rumson-Fair Haven RHS	2	7	11	17	12	11	11	13	14	4	102
11. Adam DiDomizio	Woodinville High School	17	16	16	13	RD	7	4	5	5	15	105
12. Kyle Comerford	Archbishop Spalding High School	15	2	13	7	16	16	10	14	8	13	114
13. Wade Wagner	Walter Payton College Prep	10	17	8	11	11	15	12	12	13	8	117
14. James Pulsford	St. Thomas Aquinas High School	8	8	12	16	7	14	17	15	11	11	119
15. Alexander Paggi	Monsignor Donovan High School	16	12	15	12	15	9	14	8	16	16	133
16. Eric Roos	Atlee High School	18	18	6	18	13	13	13	10	12	17	138
17. Tyler Fleig	Portsmouth High School	9	15	17	10	14	17	16	16	15	9	138
18. Hugh MacGillivray	Portsmouth Abbey School	11	13	14	14	17	DS	DS	DS	DS	DS	164
Laser Radial												
1. Gary Prieto	Southold High School	10	4	9	9	6	1	1	1	2	5	48
2. Andrew Puopolo	Stuyvesant High School	11	2	7	1	4	5	5	3	9	1	48
3. William Marshall	Buckingham Browne & Nichols	1	14	11	16	1	2	3	2	1	2	53
4. Cooper Weitz	Santa Monica High School	6	9	17	5	3	3	2	4	4	7	60
5. Nic Baird	Shorecrest Preparatory	5	12	6	11	8	4	4	5	7	3	65
6. Lawson Willard	Urban School	3	8	8	2	10	8	7	15	6	6	73
7. Lindsey Baab	Castilleja School	4	5	1	13	5	9	9	10	12	10	78
8. Alexander Hanna	Poquoson High School	8	1	4	8	13	6	15	11	13	9	88
9. Haddon Hughes	Episcopal High School	7	10	15	17	2	13	6	12	5	13	100
10. Augie Dale	Arrowhead High School	18	3	5	10	12	11	16	8	8	14	105
11. Richie Gordon	Ridgefield High School	12	11	12	7	16	14	14	6	10	4	106
12. Drake Lyon	Grosse Pointe South	13	17	10	15	7	10	10	7	3	15	107
13. Roger Dorr	St. George's School	9	15	3	3	15	15	11	16	11	17	115
14. Blake Bentzen	Bainbridge High School	17	6	13	14	11	16	12	9	14	11	123
15. Simone Staff	Crossroads School	14	18	16	12	9	7	8	13	17	12	126
16. Louisa Nordstrom	Pine View High School	2	13	2	4	RT	DF	DS	DS	DS	DS	135
17. Hannah Steadman	Shorecrest Preparatory School	16	7	14	6	17	17	17	17	16	16	143
18. Andrew Widmeier	Central Bucks East High School	15	16	18	18	14	12	13	14	15	8	143

2013 Lake Forest Halloween Spectacular

Lake Forest Sailing, Lake Forest, Illinois

October 26-27, 2013

Over the weekend 200 sailors from four states and three fleets competed in the 2013 Halloween Spectacular. It was the largest Halloween Spectacular to date! Sailors in the varsity fleet completed 13 races in both A and B division. This was the first time in recent years we were able to sail on BOTH days! The breeze on Saturday was 10-23knots from the west moving northerly by the afternoon. This provided challenges for teams with not only oscillations, but also afternoon northerly swell. The JV and Optimist course completed 4 races before heading for shore for a long lunch. In-between sets, sailors enjoyed hot soups, cider, cocoa, sandwiches, caramel apples, pumpkin carving, and Halloween candy! In the afternoon, the breeze had proved to be too strong for the Green Fleet sailors, and they stayed on shore carving pumpkins. Sunday morning started with the annual costume contest. It was great to see all of the sailors participating in the show. Some of the highlights included Pac-Man (1st prize Varsity), the Stay-Puf Marshmallow Man (Optimist winner), and Patrick Swayze from Point Vreak! The coaches also participated, with many of the Chicago coaches capturing the cast of Talladega Nights! After the contest was over, the sailors headed back on the water for more shifty westerly sailing. Thank you to all of the teams that brought boats, sails, and safety boats to this year's Halloween Spectacular. Congratulations to Emmet Nevel for winning the Green Fleet, Chapman Peterson for winning the Optimist Fleet with only 12 points in 9 races, Mac Six and Brock Paquin from Badger High School for winning the JV Fleet, and Parker Trepton, Georgie Parrino, Zac Aasen, Hannah Giraid, Tom Grossgopf, and Carolyn Keck from Oconomowoc High School for taking the title of Halloween Spectacular Champions in the 24 team varsity fleet!

Varsity Fleet Final Results

1. Oconomowoc	A 12 2 2 1 4 2 1 10 2 16 5 8 3	68	101
	B 3 1 3 1 1 4 3 1 1 2 4 5 4		33
2. Loyola Gold	A 2 6 6 11 2 3 9 4 3 2 4 12 1	65	114
	B 1 2 1 3 10 2 1 2 8 9 3 2 5		49
3. Lake Forest Gold	A 6 3 1 4 1 1 3 1 4 3 6 1 5	39	120
	B 4 5 2 2 3 1 0 12 2 6 2 3 14		81
4. Minnetonka Blue	A 4 5 3 2 5 5 8 11 6 4 7 5 18	83	156
	B 2 3 4 6 13 5 6 4 6 1 14 6 3		73
5. Minnetonka White	A 3 1 5 8 14 7 2 3 9 1 2 7 4	66	165
	B 6 8 7 7 5 6 11 14 5 3 9 7 11		99



6.	New Trier Blue	A 9 11 7 5 3 4 6 2 11 17 16 13 12 B 7 6 5 4 6 3 2 8 3 4 5 RF 7	116	201
7.	New Trier Green	A 10 10 10 9 13 10 4 7 5 19 3 2 10 B 10 13 6 8 2 7 5 5 4 8 12 10 2	112	204
8.	Kettle Moraine	A 16 22 4 14 7 11 7 6 10 6 10 3 8 B 8 11 17 9 8 15 4 3 7 15 1 1 13	124	236
9.	Loyola Maroon	A 1 14 9 6 6 8 11 12 7 9 9 4 7 B 9 7 12 10 14 11 15 10 19 11 6 8 OC	103	260
10.	Arrowhead	A 5 7 8 7 BKD 17 5 8 1 5 12 6 9 B 11 9 8 18 11 9 OC RF 17 5 11 9 12	98	268
11.	Latin	A 7 4 OC 3 19 12 15 15 12 12 11 16 6 B 5 12 15 12 4 8 7 6 18 12 13 4 15	157	288
12.	Traverse City Central	A 14 20 11 20 9 9 17 5 17 7 14 15 11 B 15 15 9 11 9 13 12 13 10 10 7 16 8	169	317
13.	Traverse City St. Francis	A 19 16 15 15 10 6 14 9 19 22 13 11 14 B 14 4 11 13 7 10 10 16 9 18 10 17 6	183	328
14.	Southwest	A 18 12 OC 12 16 20 12 18 18 23 17 10 15 B 12 14 14 5 19 19 16 9 14 7 DF 18 1	216	389
15.	St. Ignatius	A 11 9 13 19 21 18 18 20 15 14 18 23 17 B 13 10 13 14 16 14 8 11 DF 16 8 12 18	216	394
16.	Lake Forest Academy	A 17 8 22 10 12 15 19 17 8 13 1 14 16 B 17 18 DF 19 DF DF 9 15 13 17 15 22 9	172	401
17.	East Grand Rapids	A 15 15 17 23 17 14 22 16 21 8 15 9 20 B 19 16 21 20 15 16 14 18 12 13 16 13 19	212	424
18.	Evanston	A 8 18 16 16 8 13 10 19 16 21 19 17 2 B 23 23 19 16 17 18 17 19 22 24 22 20 16	183	439
19.	Lake Forest Blue	A 13 17 18 13 20 19 13 14 20 20 22 19 22 B 20 21 20 22 18 17 13 20 20 20 19 14 22	230	476
20.	Walter Payton	A 22 13 12 18 11 16 16 13 13 15 21 21 13 B 22 22 23 21 20 20 18 21 21 22 23 21 20	204	478
21.	Traverse City West	A 23 19 21 21 15 21 20 22 22 18 24 18 19 B 16 19 16 17 12 12 DF 22 16 19 18 11 17	263	483
22.	Rickover	A 20 24 19 22 23 23 23 24 11 20 24 DF B 21 20 18 15 DF DF 19 17 15 14 20 15 10	281	515
23.	Brother Rice	A 21 21 14 17 22 22 21 21 14 10 23 22 21 B 24 24 10 24 DS DS DS DS DF 21 17 19 21	249	534
24.	Washburn	A 24 23 20 24 24 DF DS DS 23 24 8 20 23 B 18 17 22 23 DF 21 DS 7 11 23 21 23 23	288	547

2013 Detroit Country Day School Halloween Regatta Pontiac Yacht Club, Pontiac, Michigan October 26, 2013

The forecast was predicting winds of 20-30 knots, gusting to 40 knots for the day Detroit Country Day School was to host our event. Our venue is very protected, with the cove extending out to the bay. The course was set just outside the cove and the wind was much lighter than expected. We managed to get 2 races in for the A division and 2 races for the B division. While attending to breakdowns, the A division enjoyed the wind and sailing to the highest speed they could. We did not see one capsize during this time. As the 3rd race for the A division was in progress, the wind gusts increased and we saw an immediate capsize of 5 out of the 20 boats. The race was abandoned, our safety boats were on scene, and all was safe. A special recognition was given to Jackson Webster, Grosse Pointe South, Ryan Geiser, Traverse City, Cole Wiand, Detroit Country Day School, and Blake Bernard, Detroit Country Day School, for their assistance. We had 20 teams from 8 schools, a wonderful food-filled Halloween party, and support and friendship from every school.--Lynn Frikker, MISSA Vice President-East

	A	B	Tot
1. Detroit Country Day Sweden	7	7	14
2. Traverse City Mixed 1	5	11	16
3. Spring Lake Red	5	13	18
4. Spring Lake Silver	18	10	28
5. Spring Lake Gray	13	19	32
6. Grosse Pointe South 1	9	24	33
7. Grosse Ile 1	30	7	37
8. Traverse City Central 1	14	24	38
9. Grosse Pointe South 2	32	7	39
10. Traverse City Middle 1	15	25	40
11. Grosse Ile/Grosse Pointe South 3	14	29	43
12. Grand Haven Blue	24	24	48
13. Detroit Country Day China	29	20	49
14. East Grand Rapids 1	21	28	49
15. Spring Lake Black	27	24	51
16. Detroit Country Day Slovakia	20	31	51
17. Detroit Country Day UK	28	36	64
18. Grosse Ile 2	28	37	65
19. Detroit Country Day Germany	34	34	68
20. Grand Haven Gold	34	35	69



2013 Banks Blackwell Invitational High School Sailing Regatta

Culver Academies, Culver, Indiana

October 21-22, 2013

420

1. Spring Lake 1	75
2. Culver Left	86
3. Culver Right	105
4. Evanston	111
5. New Trier 1	129
6. Latin	165
7. Loyola Pepper	185
8. University of Chicago Laboratory School	185
9. New Trier 2	192
10. St. Ignatius 2	194
11. St. Ignatius 1	199
12. Spring Lake 2	206
13. Detroit Country Day School 1	224
14. East Grand Rapids	253
15. Loyola Salt	259
16. Brother Rice/Mother McAuley	286
17. Traverse City	296
18. Grand Haven	321
19. Rickover	343
20. Loyola Hot Sauce	348
21. Detroit Country Day School 2	395

2013 Michigan State High School Championship

Grand Traverse Yacht Club, Traverse City, Michigan

October 19-20, 2013

Team Total	Lasers	A	B	Total
1. Grosse Pointe South	13	32	24	69
2. Spring Lake	22	18	34	74
3. Detroit Country Day	42	25	20	87
4. Traverse City Central	31	39	27	97
5. Traverse City West	42	37	45	124

420s

1. Detroit Country Day	A	Reed Lorimer/Grant Gustafson	3 1 5 3 2 3 9 1 2 2	31	52
	B	Wade Lorimer/Peter Hogland	1 1 1 2 2 3 2 5 3 1	21	
2. Spring Lake	A	Mason Wolters/Elijah Locascio	1 3 4 2 1 1 2 4 3 1	22	66
	B	Olivia Windemuller/Rachel Rantanen	5 2 3 7 6 1 6 2 6 6	44	
3. Grosse Pointe South	A	Claire Huebner, Owen Pfaff/Kayla Schulte	6 7 8 1 3 4 6 2 1 3	41	67
	B	Austin Colpaert/Owen Pfaff, Ben Malley	3 3 2 1 3 2 3 3 1 5	26	
4. Traverse City Central	A	Colton Gerber/Zander Terrell	2 6 6 6 4 5 5 7 8 6	55	86
	B	Maddie Fink/Emma Hawley	2 5 6 3 1 4 1 1 5 3	31	
5. Traverse City St. Francis	A	Ryan Clulo /Sam Suglarski	5 4 1 4 7 7 1 6 4 5	44	105
	B	Ben Jamison Nick Kester	8 4 4 5 9 7 5 7 8 4	61	
6. Grosse Ile	A	Morgan Burr/Luna Terauchi	7 2 3 5 8 2 4 5 5 4	45	108
	B	Michael Hahn/Kristen Ruta	6 6 7 6 7 6 7 4 7 7	63	
7. Traverse City West	A	Ryan Geiser/Katie Crewes	4 5 2 7 5 6 3 3 6 8	49	113
	B	Sara Gustafson/Theo Womack	7 8 5 8 4 8 8 6 2 8	64	
8. East Grand Rapids	A	Sam Currier/Sarah Reid	8 8 7 8 6 8 7 8 7 7	74	125
	B	Connor Goulet/Ryan Mackson	4 7 8 4 5 5 4 8 4 2	51	

2013 Art Johnson Invitational High School Regatta

White Bear Sailing School, White Bear Lake, Minnesota

October 19-20, 2013

1. Oconomowoc	A	Parker Trepton/Hannah Girard	3 1 1 1 2 1 1 1 1 3 1 1	15	59
	B	Tom Groskopf/Parker Girard	8 5 5 1 2 3 4 7 2 3 2 2	44	
2. Loyola Bears	A	Mitchell Lee/Gaby Ahlstrom	2 3 2 2 1 2 5 6 9 2 3 2	39	77
	B	Fin Elliott/Liz Gambacorta	9 8 2 2 1 2 7 3 1 1 1 1	38	
3. MPA/MAH	A	Josh Sullivan/Clara Brown	5 4 9 7 5 7 8 2 4 9 2 7	69	122
	B	Jack Indritz/Meg Clements	7 2 1 10 6 1 1 1 4 5 12 3	53	
4. White Bear	A	Kate Cox/Olivia Staruck	1 2 3 6 3 3 7 9 2 1 4 3	44	124
	B	Corbin/Ethan Staruck	3 3 6 7 9 10 3 11 8 2 10 8	80	
5. Minnetonka 3	A	Greg Moore/Sydney Maxwell	7 8 12 9 11 8 2 7 10 10 10 6	84	139
	B	Carl Eaton/Andrew Nau	2 7 7 4 8 5 2 4 6 8 6 1 1	55	
6. Southwest	A	Michael Stone/Lizzie Easter	1 1 6 5 3 9 5 6 1 1 6 4 6 8	80	143
	B	Jason Davis/Lochlan Anders-MacCleod	6 1 9 5 3 4 5 9 7 7 3 4	63	
7. Minnetonka 1	A	Austin Haag/Ashley Huynh	4 7 6 5 7 6 1 1 4 3 5 9 1 1	78	147
	B	Lily Loosbrock/George Usmanov	1 4 8 3 4 6 8 8 3 9 5 10	69	
8. Loyola Hawks	A	Tom Griffin/Annie Mollman	6 10 8 4 6 10 3 3 7 8 11 4	80	158



9.	Minnetonka 2	B Graham Post/Lily Szymanski	5 10 4 9 7 11 6 2 10 4 4 6	78	
		A Alec McKee/Graham Ness	8 5 7 12 4 11 12 8 5 6 5 10	93	163
		B Cort Vandlik/Eline Jacobs	4 6 3 6 5 8 9 6 5 6 7 5	70	
10.	Evanston	A Gavin Adams/Linnea Lipson	12 9 4 8 8 4 4 10 11 12 7 9	98	216
		B Colleeb Wiechart/Emma Zastrow	12 9 11 12 11 7 12 5 9 12 9 9	118	
11.	Minnetonka 4	A Mike Johnson/Sophia Tabat	9 11 11 10 10 9 9 5 8 7 8 5	102	233
		B Aidan O'Donnell/Strat Vandlik	10 12 12 8 12 12 11 10 11 10 11 12	131	
12.	Stillwater	A Brian Olson/Davan Dunleap	10 12 10 11 12 12 10 12 12 11 12 12	136	258
		B Lars Stannard/Summer Thompson	11 11 10 11 10 9 10 12 12 11 8 7	122	

The Lawrence A. White High School Invitational U.S. Coast Guard Academy, New London, Connecticut October 19-20, 2013

The Midwest Interscholastic Sailing Association had two berths to this regatta. Ideal seasonal conditions greeted competitors on the Thames River. As competitors arrived at Jacobs Rock Sailing Center a brisk northerly breeze had filled to 7 knots just before the competitors meeting. Unfortunately it did not hold and phased out to zero as competitors arrived to the starting area; postponement followed. The sea breeze filled in from the Southwest at 6 knots gusting to 9 knots just before noon and racing commenced. A strong ebbing current forced several OCS's as crews adjusted their timing to the line. Two protests were filed one was withdrawn and the other was found to be invalid. Six races were completed on Saturday in both divisions with Ransome Everglades and Minnetonka High Schools establishing an early point's lead over the fleet. Sunday was another beautiful autumn day in New England with the breeze out of the North Northwest at 10 knots gusting to 20 knots with a strong ebbing current. Competitors adjusted to the morning's blustery conditions but had trouble shifting gears as the velocity waned and the ebb increased into the afternoon. Five races were completed before lunch. The afternoon brought a shifty West North West breeze that challenged competitors and race committee alike. The course was shifted south of Jacob's Rock after lunch for cleaner conditions and three races were completed. One protest was filed and found to be invalid. All races were W4's with leeward gate 14 races were completed in both divisions.--

Jason LeBlanc, Assistant Offshore Sailing Coach, U.S. Coast Guard Academy

2.	Minnetonka High School	A 6 10 2 12 1 6 13 15 5 4 3 1 7 12	97	159
		B 2 5 3 5 4 12 8 4 4 3 4 6 1 1	62	
3.	Lake Forest High School	A 2 2 4 7 3 5 3 9 8 6 4 8 2 6	69	186
		B 13 12 7 16 17 15 2 2 9 6 1 3 3 11	117	

2013 Pacific Coast Interscholastic Sailing Association Girls Invitational Regatta San Diego Yacht Club, San Diego, California October 19-20, 2013

Flying Juniors

This invitational regatta is comprised of 8 Pacific Coast schools and 2 from each other Sailing Association.

-After sailing in the PCISA Girls Invite I can definitely say that I have become a better sailor. Competing against such talented girl sailors amplified the mistakes that I make and allowed me learn from them. The weekend after I came back I sailed in the Spooktacular Regatta in Lake Forest, Illinois and won the B division by 16 points in heavy air conditions against male skippers who were 60 pounds heavier than me. I also look forward to using my new knowledge of how to sail with current when I go to the Coast Guard Regatta in Annapolis, Maryland in two weeks. I also had never been to California before and was overwhelmed by how beautiful it is! I would love to go back to San Diego for Mallory High School Nationals in the spring.—**Carolyn Keck**

-For me, San Diego was a whirlwind of new experiences both on and off of the water. Each day was filled with new surprises and new learning opportunities. I learned how to crew facing the stern of the boat, how to fight a current, and how to navigate the San Diego Zoo on limited amounts of time, making the trip truly wonderful. I will never forget the memories we made at the regatta, and for that I am truly grateful.—**Sarah Petelinsek**

-San Diego was amazing! I am especially thrilled that I was able to sail and learn about current. My crew Megan was absolutely wonderful. Although we started off a little rough we ended up being a good team. This whole trip was so much fun thanks to us all getting along, the wonderful people we stayed with and our great coach!—**Annie Johnson**

-In San Diego I came to really appreciate 420's. The difference from 420's to FJ's was a hard transition for me, but by the end of the first couple races I was comfortable in them. I was glad for the experience I gained sailing FJ's, as I have been exercising the thought of sailing in college. Besides the regatta, I loved the morning walks to local coffee shops and to the beach, all within a mile of each other. Overall, I had a great time in, on, and off the water.—**Megan Grosspietsch**

11.	Oconomowoc High School	A Carolyn Keck/Sarah Petelinsek	15 2 15 7 9 5 7 9 9 15 7	100	227
		B Annie Johnson/Megan Grosspietsch	13 13 10 11 13 13 13 11 12 7 11	127	

2013 Fall Colors Intersectional Wayzata Community Sailing Center, Wayzata, Minnesota October 12-13, 2013

1.	Minnetonka Blue	A 5 1 2	8	14
		B 1 4 1	6	
2.	New Trier	A 1 2 13	16	28
		B 4 2 6	12	
3.	Oconomowoc Gold	A 4 9 1	14	30
		B 3 5 8	16	
4.	Arrowhead HS	A 2 3 6	11	34
		B 8 8 7	23	
5.	Wayzata Blue	A 16 7 3	26	38
		B 2 6 4	12	
6.	Saint Ignatius Prep	A 12 6	14	32
		B 5 1 5	11	
7.	Minnetonka White	A 3 4 16	23	49
		B 7 7 12	26	
8.	Latin School	A 7 16 7	30	50
		B 6 12 2	20	



9. Benilde St. Margaret	A 11 5 10	26	55
	B 10 10 9	29	
10. Culver Academies	A 6 8 4	18	58
	B 14 9 17	40	
11. Oconomowoc Purple	A 13 15 11	39	66
	B 13 11 3	27	
12. Southwest	A 15 12 9	36	68
	B 15 3 14	32	
13. Chanhassen	A 10 14 5	29	69
	B 9 13 18	40	
14. Lake Forest Academy	A 9 11 12	32	71
	B 12 14 13	39	
15. Wayzata Gold	A 17 10 8	35	77
	B 16 15 11	42	
16. Walter Payton	A 8 13 15	36	82
	B 18 18 10	46	
17. Kettle Moraine	A 14 17 18	49	92
	B 11 17 15	43	
18. Washburn	A 18 18 17	53	102
	B 17 16 16	49	

2013 Fall Colors Open

Wayzata Community Sailing Center, Wayzata, Minnesota

October 12-13, 2013

1. Mounds Pary Academy	A 3 5 1	9	17
	B 3 4 1	8	
2. University Lake School	A 7 2 4	13	20
	B 1 1 5	7	
3. White Bear/Mahtomedi	A 5 4 5	14	24
	B 2 6 2	10	
4. Orono/BSM	A 6 1 9	16	29
	B 4 2 7	13	
5. Blake/Southwest	A 2 3 8	13	33
	B 6 8 6	20	
6. Minnetonka 2	A 1 8 10	19	38
	B 5 3 11	19	
7. Minnetonka 3	A 4 11 2	17	39
	B 7 7 8	22	
8. Minnetonka 1	A 8 6 6	20	
	B 8 5 10	23	
9. Southwest	A 10 9 3	22	46
	B 12 9 3	24	
10. Wayzata	A 9 7 11	27	55
	B 11 DF 4	28	
11. Minnetonka 4	A 11 10 7	28	60
	B 10 DF 9	32	
12. Providence/Wayzata	A 12 12 12	36	67
	B 9 10 12	31	

2013 Midwest Collegiate Sailing Association Men's Singlehanded Championship

Northwestern University Sailing Club, Evanston, Illinois

October 12, 2013

Laser

Racing began to a moderate 10-12 kt southerly from Northwestern's Sailing Center. Breeze built throughout the morning, turning toward the west and becoming increasingly puffy and shifty. Sailors completed four races in the morning. After a lunch break, competitors returned to a lighter, shifter wind from the same direction. Four more races were completed in the early afternoon, and two more finished out the day after a mix-up on the beach. After these races, the regatta is completed, and no racing will occur on Sunday. Big thanks go out to Olof Andersson, who kept races running smoothly through changing winds, and to Bob Roitblat, George Griswold, and Ted Jones for conducting an extensive redress hearing with procedure followed to the letter. Good luck to Matt Ripkey and Ryan Grosch as they advance to the National Championship!

Team	1	2	3	4	5	6	7	8	9	10	TOT
1. Matthew Ripkey Wisconsin '17	2	1	1	1	1	1	1	2	4	5	19
2. Ryan Grosch Minnesota '14	4	9	2	7	3	4	2	3	2	2	38
3. Nathan Jamieson Wisconsin '17	1	3	6	2	9	2	4	1	9	3	40
4. Evan Williams Purdue '11	6	4	3	8	5	7	5	4	1	1	44
5. John Kinzel Wisconsin '14	9	6	5	3	2	5	7	5	7	4	53
6. William Floyd Denison '16	7	7	8	5	8	3	3	10	3	6	60
7. Charles Koules Lake Forest '17	8	2	4	4	7	10	6	7	10	10	68
8. Travis Cottle Northwestern '15	5	5	9	6	6	9	9	6	5	9	69
9. Grant Pollock Purdue '16	3	8	7	9	10	8	10	9	6	7	77
10. Jacob Bruce Northwestern '16	10	10	11	10	4	6	8	8	8	8	83
11. Kyle Williams Iowa '15	DF	12	10	11	11	11	11	11	11	11	112
12. Nicholas Searles Iowa '14	11	11	12	12	12	12	12	12	12	12	118



2013 Midwest Collegiate Sailing Association Women's Singlehanded Championship

Northwestern University Sailing Club, Evanston, Illinois

October 12, 2013

Laser
 Racing began to a moderate 10-12 kt southerly from Northwestern's Sailing Center. Breeze built throughout the morning, turning toward the west and becoming increasingly puffy and shifty. Sailors completed four races in the morning. After a lunch break, competitors returned to a lighter, shifter wind from the same direction. Four more races were completed in the early afternoon, and two more finished out the day after a mix-up on the beach. After these races, the regatta is completed, and no racing will occur on Sunday. Throughout the regatta, the two competitors were very close, trading off wins and never more than three points apart. By the end of ten races, the two sailors were tied, with the tie being broken by the outcome of the final race. Good luck to Ashley Kent as she advances to the National Championship! Participation was down due to difficulty acquiring loaner boats to be raced. It is desired that the Women's Singlehanded Championship be conducted in Laser Radials. Big thanks go out to Olof Andersson, who kept races running smoothly through changing winds, and to Bob Roitblat, George Griswold, and Ted Jones, for conducting an extensive redress hearing with procedure followed to the letter.

Team	1	2	3	4	5	6	7	8	9	10	TOT
1. Alison Kent Minnesota '16	2	2	1	2	2	1	1	2	1	1	15
2. Whitney Kent Wisconsin '15	1	1	2	1	1	2	2	1	2	2	15

2012 Cornwell Memorial Invitational Regatta

Grand Traverse Yacht Club/Traverse Area Community Sailing,

Traverse City, Michigan

October 12, 2013

420 Team Scores

1. Spring Lake Red	A David Griswold/Abby Allman	3	1	14	3	5	5	1	1	33	41
	B Mason Wolters/Dakota Coulier	1	1	2	1	1	2			8	
2. Culver 1	A Ellery Sever/Shaugnessy Lindquist	1	3	6	2	2	3	5	5	27	48
	B Jackie McCloskey/Aynes Lopez Espada	2	2	3	2	7	5			21	
3. Traverse City Central (Latawata)	A Colton Gerber/Zander Terrell	2	2	2	1	6	8	2	2	25	52
	B Ben Jamieson/Nick Julien	4	4	7	5	4	3			27	
4. Culver 2	A Andrew Van de Velde/Elise Pare	7	7	1	4	10	2	3	3	37	56
	B Banks Blackwell/Muriel Weathers	3	3	4	3	5	1			19	
5. Traverse City Central 1	A Katie Zimmerman/Angie Seraphinoff&Jack Shields	4	4	5	6	8	4	6	7	44	76
	B Alex Anderson/Wychert Cath	6	6	1	4	6	9			32	
6. Traverse City St. Francis	A Ryan Clulo/Shannon Davis	6	5	10	7	3	7	4	4	46	98
	B Nick Kester/Sam Surgalski	8	9	9	7	8	11			52	
7. DeLaSalle 1	A Nik Kowal-Bessler/Caitlin Mrsan	5	6	7	8	4	6	10	10	56	118
	B Stephen Kowal-Bessler/Gaspere Campo	9	10	17	8	10	8			62	
8. Spring Lake Grey	A Rachel Rantanen/Olivia Pavlin	10	9	3	12	7	10	7	6	64	123
	B Patrick Mahoney/Sam Thorsen	10	7	13	13	12	4			59	
9. Grosse Ile 1	A Hunter Pfeiffer/Michael Hahn	14	14	11	16	11	12	9	14	101	133
	B Morgan Burr/Luna Tzrauchi	5	5	8	6	2	6			32	
10. Traverse City Middle School	A Sara Gustafson/Katie Crews	8	12	15	16	1	1	8	9	70	134
	B Brook Ostrowski/Fritch Beddells	11	13	10	9	11	10			64	
11. Spring Lake Black	A Reid Kwiatkowski/Kaleb Norwood	12	10	13	16	9	9	12	8	89	143
	B Riley Sorber/Anne Allman	7	8	6	12	14	7			54	
12. Traverse City West 1	A Mitchell Clark/Theo Womack&Shelby Christenson	15	11	4	10	12	15	15	13	95	152
	B Emma Hawley/Molly Davis&Sydney McCombs	15	14	5	6	3	14			57	
13. Traverse City Central 2	A George Townsend/Michael Kellet	9	8	8	13	15	13	11	11	88	159
	B Jajaune Ferris/Jackson Hawley	12	11	12	11	13	12			71	
14. Grosse Ile 2	A Kera Querdt/Emma Alferd	11	13	17	11	13	14	13	12	104	176
	B Beth DeCardenas/Grace Hsu&Mary Kato	13	12	11	14	9	13			72	
15. Grosse Ile / DeLaSalle	A Kristen Ruta/Emma Valigrette	13	15	12	15	14	11	14	15	109	192
	B Jessica Gula/Liam Williams	14	15	14	10	15	15			83	

Laser Radial

1. Grosse Ile	Ali Knoles	2	2	1	2	1	2	2	1	1	15
2. GR Christian	Isaac Kremers	1	1	2	1	3	3	3	3	2	22
3. Traverse City Central	Dirk Phelps	3	3	3	3	2	1	1	2	3	23
4. Culver	JunHong Xu	4	4	4	5	4	4	4	6	4	43
5. Culver	Spencer Ragsdale	7	5	6	6	5	5	5	4	6	54
6. Traverse City Central	David Meyer	5	7	5	7	6	6	6	7	5	60
7. Traverse City West	Niklas Haerting	6	6	7	4	7	7	6	5	8	64



**2013 Pere Marquette Cup
Marquette University Sailing Club, Milwaukee, Wisconsin
October 5-6, 2013**

420

Saturday there were no races due to lack of wind and intense fog causing limited visibility. Day called off at 1300. Sunday had the first race begin at 1011. Wind speed avg. 6-9kts. Wind direction changed repeatedly throughout the day, up to 180 degrees. 8 races total were completed, 4 for A Division, 4 for B Division. The last race began at 1327.

Team	Div.	1	2	3	4	TOT	TEAM
1 Minnesota	A	1	1	3	2	7	12
	B	1	2	1	1	5	
2 Wisconsin	A	6	2	2	3	13	20
	B	2	1	2	2	7	
3 Minnesota	A	4	3	1	1	9	34
	B	9	4	7	5	25	
4 Wisconsin-Milwaukee	A	3	5	4	4	16	34
	B	4	8	3	3	18	
5 Wisconsin 2	A	7	7	5	8	27	48
	B	5	7	5	4	21	
6 Notre Dame	A	8	4	8	9	29	53
	B	7	6	4	7	24	
7 Notre Dame 2	A	5	9	9	7	30	57
	B	6	3	10	8	27	
8 Illinois-Chicago	A	9	8	7	5	29	60
	B	3	9	9	10	31	
9 Marquette	A	10	11	10	10	41	69
	B	8	5	6	9	28	
10 Wisconsin-Milwaukee 2	A	11	10	11	11	43	77
	B	10	10	8	6	34	
11 Minnesota	A	2	6	6	6	20	88
	B	DNS	DNS	DNS	DNS	MRP 68	

**2013 Midwest Interscholastic Sailing Association Great Oaks Qualifier
Lake Forest Sailing, Lake Forest, Illinois
October 5-6, 2013**

A team is comprised of no fewer than two or more than four sailors who are full time students in the school they represent. Each team will sail one boat. A school that has been a continuous member of ISSA and has not qualified for the Mallory or Baker regattas in the past four years, or one that joins this year for the first time, is eligible to enter. Only ONE team per school is eligible to enter. Competing schools must be current members of ISSA. Eighth grade students are eligible to compete. The top four finishing teams will be eligible for the 2013 Great Oaks National Regatta.

1. Spring Lake	1 1 4 8 1 12 6 1 5 1 1 10 4	55
2. Arrowhead	0C 6 2 1 7 1 12 2 10 2 2 1 1	67
3. Latin School	2 2 10 5 15 5 2 4 13 3 3 12 6	82
4. Walter Payton	5 12 1 4 8 4 3 6 4 4 4 6 2 20	83
5. Chanhassen	7 8 3 10 2 6 13 13 6 7 5 9 12	101
6. Wayzata	9 11 16 9 4 10 11 3 8 5 9 7 7	109
7. Lake Forest Academy	13 5 8 7 3 3 1 16 7 0C 10 5 13	111
8. Culver Academy	4 7 7 6 13 11 8 8 2 11 16 4 3	120
9. Kettle Moraine	6 17 18 2 6 17 10 14 15 8 7 2 5	127
10. St. Ignatius College Prep	8 3 13 3 5 8 4 7 11 9 DQ 11 11 20	136
11. White Bear HS	3 10 5 17 12 2 16 9 3 15 6 16 14 20	148
12. Detroit Country Day	10 16 15 14 11 15 5 5 12 16 12 3 15	149
13. Evanston	11 9 6 13 9 13 15 10 1 13 17 8 9 20	154
14. Orono HS	16 4 9 15 16 7 18 12 9 12 13 15 16	162
15. Benilde St. Margaret	15 13 12 12 10 9 7 18 16 0C 14 14 8	168
16. Blake School	17 15 11 16 17 16 9 11 18 6 8 18 10 20	192
17. Chicago Lab	12 14 14 11 18 19 17 15 14 0C 11 17 17 20	219
18. Jones College Prep	14 18 17 18 14 14 14 17 17 14 15 13 19 20	224
19. Brother Rice	18 19 19 19 19 18 19 19 19 10 18 19 18 20	254

**Midwest Inter-Scholastic Sailing Association Singlehanded Qualifier for the 2014 Cressy Trophy Championship
Grand Traverse Yacht Club / Traverse Area Community Sailing, Traverse City, Michigan
September 21-22, 2013**



Lasar

1 Malcolm Lamphere	Lake Forest	1	1	1	1	1	1	1	4	1	13
2 Wade Wagner	Walter Payton College Prep	7	5	6	3	2	5	2	2	2	36
3 R.J. Porter	Loyola Academy	5	2	2	6	3	4	4	6	3	39
4 Thomas Balk	Lake Forest	6	4	3	2	5	2	5	6	1	40
5 Jackson Hamilton	New Trier	2	3	9	4	6	6	6	3	3	51
6 Alec McKee	Minnetonka	3	6	4	5	7	3	DS	5	5	53
7 Colin Richards	New Trier	4	7	5	7	9	7	3	8	7	67
8 Colton Gerber	Traverse City Central	9	9	8	8	4	9	9	7	10	78



9	Joey Simpson	Benilde-St. Margaret's	8	10	7	DF	8	8	7	9	9	7	84	
10	George Ernst	Loyola Academy	10	8	10	9	10	10	8	10	8	8	91	
Laser Radial														
1	Drake Lyon	Grosse Pointe South	13	1	1	1	1	1	4	1	2	1	1	27
2	Augie Dale	Arrowhead Union	1	2	6	7	2	7	1	3	1	6	2	38
3	Alec Chicoine	Westerville North	11	5	5	4	4	6	2	2	4	2	3	48
4	Dirk Phelps	Traverse City Central	5	7	4	5	5	2	3	6	8	3	6	54
5	Isabella Loosbrock	Minnetonka	6	3	2	3	8	5	5	4	6	5	8	55
6	David Griswold	Mona Shores	2	4	7	2	3	4	6	5	15	4	9	61
7	Jack Bitney	Minnetonka	4	6	15	6	7	3	7	7	3	8	5	71
8	Griffin Elliott	Loyola Academy	3	10	3	14	10	9	10	9	9	19	4	100
9	J. Maxwell Joyce	Lake Forest	8	12	26	17	6	16	9	12	7	7	ZF	136
10	Alec Bischoff	Arrowhead	19	8	25	11	9	10	8	10	18	10	12	140
11	Graham Post	Loyola Academy	20	9	16	9	15	8	14	21	5	21	7	145
12	Mark Davies	Latin School	10	14	17	12	11	18	18	11	10	12	18	151
13	Thomas Friikker	Detroit Country Day School	17	15	11	10	13	13	11	17	13	11	ZF	153
14	Dane Pedersen	Chanhassen	14	DF	10	13	14	11	19	8	11	13	14	154
15	Charlie Hicks	Wayzata	7	RT	8	8	12	15	15	13	21	16	ZF	163
16	Katie Krauska	Chanhassen	18	17	12	22	17	22	17	15	12	9	13	174
17	Kate Cox	White Bear Lake Area	9	19	18	21	16	17	12	18	20	15	15	180
18	Mac Six	Badger	16	18	13	16	18	21	16	14	16	17	ZF	180
19	Conrad Vandlik	Minnetonka	23	13	19	20	19	12	13	16	22	14	21	192
20	Katherine Zimmerman	Traverse City Central	24	16	23	19	21	14	20	22	17	20	19	215
21	Grant Kojaian	Detroit Country Day School	26	22	14	25	22	19	21	20	19	22	24	234
22	Ryan McCann	Lake View	12	23	9	18	23	20	DS	DS	DS	DS	DS	240
23	Patrick Scherer	New Trier	15	11	20	15	20	DF	DS	DS	DS	DS	DS	243
24	Christian Koules	New Trier	21	21	24	23	25	23	22	23	14	23	ZF	246
25	Mitchel Clark	Traverse City West	22	DF	21	DS	DF	DS	DS	19	24	18	20	259
26	Darius Mienville	Lake Forest Academy	25	20	22	24	24	DF	23	24	23	24	23	259

2013 PHRF Long Distance Boat Of The Year Series Championship sponsored by Larsen Marine Port of PHRF, www.portofphrf.org, Lake Michigan May 18-September 22, 2013

154 boats

Races in yellow are discard races. Boats in yellow sailed 5 or more races to qualify for series. Boats with finish points in yellow counted for series.



Section 1	Boat	Skipper	Yacht Club	Night Nov 5/11	Mich City to NB	NB to Mich City	Colors LD /Scop 6/1/13	Zimmer 6/8/13	Rhumblin 6/15/13	St. Joe/Mich City 6/16/13	Chgo/Wauk 6/22/13	Wauk/Chgo 6/23/13	Chgo/Mich/Chgo 6/28/13	Lutz 7/6/13	Kings Cup 8/9/13	PHRFaction 8/10/13	PHRFaction 8/11/13	Hespeice 8/17/13	Chgo/SJ/pe 8/30/13	St. Joe/Mich 9/1/13	Mich /Chgo 9/2/13	Abe Jacobs 9/7/13	Wauk/Mont 8/17	Mont/Wauk 8/18	Wauk/Racine 9/22	Racine/Wauk 8/23	Finish Points		
1.	Defiance	Dale Smirf	CYC								2	1	1	1					2			1			2	4	5		
NQ	Caliente	Mark Steck									1								1	2	2						6		
NQ	Imedi	Mark Hauf									3	2	2						3								10		
NQ	Noor	Mark Mallchok	MORF				1									2	1										4		
NQ	Husaria	Krzysztof Kaminski / Irek Zubko	PZZ																4	1	1						6		
NQ	Skye	Jeff Hoswell									7		2						5								14		
NQ	Nautilus	Sea Scouts	CoYC								4	3							6								7		
NQ	Ocean	Feracota/Banovitz									6								6								12		
NQ	Safir III	Robert Radway					3																				3		
NQ	Pinball Wizard	Les Ziolkowski									5																5		
Section 2																													
1.	Jahazi	Frank Giampoli					1	3	5		1	4	3	1					2			2						7	
2.	Mrs. Jones	Michael Jones	MCCYC	3	4											1			6	1								15	
3.	Renegade	Tom Papoutsis					2				5	3	6						5									21	
4.	Sirocco VI	W & V Fanizzo	CYC								7	5	2						1	3								29	
NQ	Spitfire	Jim Hellquist	WYC								7								2				1		4	3	15		
NQ	Scout	Dorsey Ruley	CoYC								1	1							3			1					16		
NQ	Jason	Edward Cohen									1								7	2	1						18		
NQ	Badge	Dan Koules									9	6	4						1								29		
NQ	Eagles Wings	John Gottwald	CYC								2	2							0								8		



NQ	Wellenreiter	Ronald Schults	SJRYC		2				1	9		12
NQ	St Francis	Jairo Bispo Cruz				1	8	9		1		40
NQ	Eagle	Jerry/Shawn O'Neill	CYC			2		2		1		3
NQ	Night Hawk	Team Nighthawk						1		8		9
NQ	Koko Loko	Tomek Kokocinski				4	9					13
NQ	Painkiller 4	Alice Martin	CYC			1	7					17
NQ	Quick Silver	Gintaras Karaitis	SJRYC		1	0						1
NQ	Misty	T&C McIntosh				3						3
NQ	Hiwassee	Ian Fisher/John Bell						5				5
NQ	Sirocco 3	Robert Klairmont				6						6
NQ	Wired	Brian Angioletti						8				8

Section 3

1.	Maskwa	Don Waller	BPYC					1	6	2	2	1	3	1	1	6	
2.	Geronimo	Herb Philbrick	MCYC	2	2	7	1			5	1		2	3		8	
3.	Runaway	Tom Gorey	CoYC					1	5	4			4	3	2	18	
4.	Michela	Miguel Gambetta	MCYC	6		4	2	0	1	7	8	4	7	6		22	
5.	It's Good	Mitch Weisman	MORF					1				5	3	8	8	5	29
6.	Liberty2	Tom Glasco						8	3	6			5	9		31	
7.	Fandango	Martin Luken	CYC					5	1				1	7	3	35	
8.	Full Tilt	Priede/Stewart	CoYC					1	9				0			39	
NQ	Princess M	Carl Chaleff	CYC					2	8	1			2			21	
NQ	Regardless	Dan Griggs		4				3	2	3			1			12	
NQ	Gaucha	M&D Bouckaert	MORF		1							3	2			6	
NQ	Quick Silver	Venaitis Keraitis											4	9	4	17	
NQ	Free Agent	Miles DePaepe		5				6	9							20	
NQ	Jug Band	Harry Simmon		1						1						2	
NQ	Captain Blood	Patrick Nelson	SJRYC				3						2			5	
NQ	Northstar	David Gustman						4	1							5	
NQ	NV	Darius Kebinskas	MORF									6	4			10	
NQ	Attitude	Stuart Boekeeloo	SJRYC				7						5			12	
NQ	Snapshot	Scott Sims						9	4							13	
NQ	Paradigm Shift	Dave Dickerson	CYC											1		1	
NQ	Unknown Lady	Dave Ward	MORF		2											2	
NQ	Big Meanie												6			6	
NQ	Mirage	Tom Boyle							7							7	
NQ	His Wings												1	1		11	

Section 4

1.	Cantankerous	Lewis Noe	MCYC	4	3					1	4		2			14	
2.	Whamo	Justin Neal	MCYC	1	1		5	3			6					16	
3.	Silk	Jud Brown	SJRYC				8				1	6	1	5		21	
4.	Nirvana	Dave Hoff	MCYC	5	5						5		5	7		27	
5.	Nancy Jo	Bruce Carter	MCYC	6	6		9	5		3						29	
NQ	Blue Heaven	John Simons	WYC										2	1	3	1	7
NQ	Tenacity	Richard O'Connell	BPYC		1	3					3	1					8
NQ	Dandelion	Tom Jacobs	SJRYC			2							3	2	8		15
NQ	Straight Jacket	Erick Conner												1	1	1	3
NQ	Rush	Jeff Alisch											1	3	3		7
NQ	Wave Dancer	Micheal Sklar	MORF		1						5	2					8
NQ	Scheherezade												4	8	1		13
NQ	No Reverse	Bob Horenkamp	CoYC					8	4						2		14
NQ	Cyclone	John Madey								2							2
NQ	Radiance	Benjamin White						1	1								2
NQ	Cheep N Deep	Richter/Kuhn						3	2								5
NQ	Samba	Mike Stills								4					1		5
NQ	Sea Raider	Dirk Kruger	SJRYC			6							1				7
NQ	Tide The Knot	Robert Metzen			3			5									8



NQ	Closedsail	Rob Parker	RNYC		2		3		5
NQ	Little Miss Magic						5	1	6
NQ	Nirvana	Dave Hoff	MCYC		4	4			8
NQ	Waco Kid	Randy Grow	MCYC	4	4				8
NQ	Recoop	Mike Cooper	MCYC	3	6				9
NQ	Gesta Mistral	Mike Halpin		7	5				12
NQ	Sugaree	Phil Baugher	MCYC	6			7		13
NQ	Tail's Dragon							1	1
NQ	Archelon	Patrick Mullins	SHYC		2				2
NQ	Perico						2		2
NQ	The Jabberwock	Kevin Geiser	SJRYC		2				2
NQ	Dionysus	Ed Valente	MORF				3		3
NQ	LaVieve							3	3
NQ	Legacy	Alan Silverman	SHYC		4				4
NQ	Silver Arrow	Gordon Dill	SJRYC		5				5
NQ	Vivace	Charlie Mueller	MCYC				5		5
NQ	Kimow2						6		6
NQ	Rubicon	Walt Bartkowiak	Harbor Isle		6				6
NQ	Water Blue	Michael Kowrach	SJRYC		6				6
NQ	Aracara	Ralph Krauss	MORF				8		8
NQ	Sea N See	Chris Sprague	Harbor Isle		8				8
NQ	Exeter	John Notch		2					2
NQ	Heart Throb	P&D Ulatowski	MORF	2					2
NQ	Moody Blue	William Barton	SJRYC	6					6
NQ	Songline	Michael Abbey		1					1
NQ	Whisper			2					2
NQ	Zorina	John Aquino		4					4
NQ	Winsome						4		4
NQ	Sallynn						5		5

Detroit Country Day School Great Lakes Qualifier Regatta Grosse Pointe Yacht Club, Grosse Pointe, Michigan September 14-15, 2013

1	St Ignatius 1	A	5 5 4 3 2 7 4 8 9 1 6	54	70
		B	5 1 1 1 1 1 2 1 1 1 1	16	
2	New Trier	A	1 6 2 1 1 1 1 1 1 5 2 2	35	94
		B	4 5 5 5 2 3 1 1 8 5 5 6	59	
3	Spring Lake	A	1 4 1 1 7 5 4 3 2 4 4 3	51	96
		B	1 2 2 4 8 9 3 5 2 2 7	45	
4	Detroit Country Day	A	1 3 10 3 2 3 8 12 2 7 4 7	61	130
		B	1 6 4 1 1 1 1 3 7 1 1 2 4 8 2	69	
5	Culver Academy	A	1 1 1 9 12 1 5 4 13 6 5 16 1	83	140
		B	1 3 3 4 3 10 5 9 3 8 4 5	57	
6	Traverse City Central Gold	A	10 6 2 4 6 11 5 10 6 7 8	75	146
	Traverse City Central Gold	B	2 8 6 6 5 4 5 10 18 3 4	71	
7	Culver Academy 2	A	9 4 7 7 8 12 6 3 1 6 5	68	172
		B	9 9 12 8 7 6 16 12 10 12 3	104	
8	Detroit Country Day 2	A	12 3 9 12 10 2 3 1 12 5 17	86	183
		B	7 6 3 16 4 8 14 8 6 11 14	97	
9	Traverse City Central Black	A	1 7 6 9 7 13 16 9 8 10 13	99	196
		B	8 10 9 2 12 10 7 7 12 10 10	97	
10	Traverse City West 1	A	13 14 11 6 12 10 9 7 14 14 12	122	216
		B	12 7 13 9 13 2 6 6 11 7 8	94	
11	Spring Lake 2	A	7 8 5 8 14 17 10 11 15 8 10	113	224
		B	11 13 7 10 14 11 13 9 3 9 11	111	
12	Grosse Ile 1	A	2 11 8 10 9 6 7 15 3 9 9	89	235
		B	15 16 14 7 6 12 15 18 15 16 12	146	
13	Detroit Country Day 3	A	15 16 15 16 11 9 8 13 13 11 16	143	265
		B	3 14 11 8 14 11 13 12 11 7 6 15	122	
14	East Grand Rapids 1	A	16 13 10 17 18 5 11 12 10 12 14	138	267
		B	10 15 10 15 9 14 4 13 9 14 16	129	
15	Grosse Ile 3	A	8 12 13 13 16 14 14 17 16 13 2	138	284
		B	13 12 15 12 15 15 8 16 14 13 13	146	



16. Grosse Ile 2	A	14 17 16 14 15 16 17 16 11 15 15	166	320
	B	16 14 17 13 16 17 10 14 13 15 9	154	
17. Detroit Country Day 4	A	17 15 14 15 13 15 13 14 17 17 11	161	343
	B	17 17 16 17 17 16 17 15 16 17 17	182	

2013 Milwaukee Youth Sailing Team Fall Scramble Pewaukee Yacht Club, Pewaukee, Wisconsin September 14-15, 2013

420s

1	Loyola Princess	A Mitchell Lee/Gaby Ahlstrom	1 18 13 13 2 4	51	66
		B Fin Elliot/Liz Gambacorta	3 8 1 1 1 1	15	
2	Arrowhead	A Augie Dale/Gavin Burkhart	4 4 9 4 5 3	29	73
		B Bischoff&Monahan/Hayden Frentzel	11 5 6 5 6 11	44	
3	Oconomowoc Gold	A Parker Trepton/Georgie Parrino	17 1 3 2 1 10	34	74
		B Carolyn Keck/Sarah Petelinsek	10 12 2 6 4 6	40	
4	Oconomowoc Purple	A Tom Groskopf/Hannah Girard	3 19 17 5 3 16	63	84
		B Zac Aasen/Sarah Begale	1 1 5 4 5 5	21	
5	University Lake	A Charlie Hollister/Henry Von Hagke	10 2 1 9 15 15	52	97
		B Carter Cooper/Maggie Hollister	15 3 13 10 2 2	45	
6	Wayzata	A Aidan Kennedy/Maeva Kennedy	11 12 11 1 11 11	57	97
		B Carly Hicks/Mairead Kennedy	2 2 15 11 3 7	40	
7	St. Ignatius 2	A Kate O'Donnell/Tiernaur Anderson	5 15 2 8 13 18	61	103
		B Logan O'Connor/Bella Lorenz	4 10 3 2 14 9	42	
8	Benilde/St. Margaret's/Wayzata	A Nick Driessen/Shannon Lawler	7 6 6 3 16 6	44	109
		B Maggie Olson/Mary Muffelman	9 18 4 14 10 10	65	
9	New Trier	A Audrey Jacobs/Wilson Blomberg	13 5 5 11 19 7	60	112
		B Eamonn Austin/Matthew Trundsky	5 7 12 9 7 12	52	
10	Kettle Moraine Gold	A Jack Behrend/Maddie Gruenke	8 11 16 6 6 8	55	121
		B Alex Keck/Sam Petelinsek	8 6 7 7 21 17	66	
11	Loyola Pink	A RJ Porter/Clare Perry	16 16 10 7 10 2	61	124
		B James Kinzel/Victoria Gambacorta	7 4 14 21 9 8	63	
12	Minnetonka	A Brooke Hensley/Lauren Sulfin	6 9 4 12 7 5	43	132
		B Sydney Maxwell/Ashley Huynn	17 13 16 13 16 14	89	
13	Lake Forest Academy	A Milo Green/Emily Shanley-Roberts	21 3 7 15 4 1	51	133
		B Caroline Widjaja/Darius Mienville	6 14 20 15 12 15	82	
14	St. Ignatius 1	A Siri Anderson/Bridget Groble	9 8 8 18 12 19	74	135
		B Gordon Scully/Anna Cole	13 11 11 3 20 3	61	
15	DS/Germantown/LCL & Marquette	A Avery Stuckart/Zach Wallace	2 7 14 17 14 13	67	152
		B Jack Didier/Mike Didier	14 9 22 8 19 13	85	
16	Loyola JV 1	A Tom Griffin/Margaret Cosgrove	12 21 12 14 17 12	88	167
		B Graham Post/Isabel LeCompte	12 20 8 22 13 4	79	
17	Kettle Moraine Navy	A JP Munich/Bia Rodrigues	19 17 18 19 8 9	90	185
		B Jack Tegeeder/Paul McLean	20 16 10 20 11 18	95	
18	Evanston	A Gavin Adams/Irene Dobbs	15 10 15 10 9 17	76	193
		B Loudon Cohen/Colleen Wiechart	22 OCS 17 19 15 21	117	
19	Lake Forest	A John Michael Eckert/Skye Shepherd	18 14 21 16 20 22	111	207
		B Justin Jacobson/Carter Kenehan	18 15 21 18 8 16	96	
20	Loyola JV 2	A Zach Miller/Robert Schaupp	20 13 19 21 18 21	112	214
		B Michael Moriarity/Amanda Byrne	21 19 9 16 17 20	102	
21	Lance/John Bulen & Prairie/St. Joseph	A Sarah Christensen/Logan Wiesztort	14 22 20 22 22 20	120	227
		B Nathan Arinta/Nathan Engstrom	19 17 18 12 22 19	107	
22	Harborside Academy	A Max Seebeck/Ethan Tichelaar	22 20 22 20 21 14	119	232
		B Alex Meyers/Avi Larson	16 21 19 17 18 22	113	

2013 John Turuta Memorial Cup Tower Harbour Yacht Club, Saugatuck, Michigan August 31, 2013

Comments: Wind 0-5 kts. Waves 1-2 ft.

Tower Harbour Yacht Racers completed the 2013 racing season with the John Turuta Memorial Cup August 31. Winds were light with a late season onslaught of black flies attacking the fleet when becalmed. The season's racing was conducted under new rules that made it much easier for a small, short-handed fleet. Races were started just north of the Saugatuck pierhead at N42 41.0 minutes and proceeded to N42 44.0 minutes where the fleet turned south to the start. Re-Run (Weston) dominated the series once again, with Arcturus (Beer) notching their first win in a decade in the Turuta Cup.

DIV 1

1 Arcturus	13:38:20	2:06:29	0
2 Top Cat	13:36:21	2:06:56	0
3 Blue Max	13:23:58	2:08:51	2
4 Toad Hall	13:43:19	2:13:50	7
4 Ion	13:43:20	2:13:50	7



Nepenthe Cup - Club Series Overall

1	Re-Run	Brian and Lynn Weston	5.25	10.25	1	1	1	3
2	Arcturus	Harold and Marcia Beer	9.75	14.75	3	3	3	1
3	Ion	P&B Georgeau/H&V Larke	11.00	16.00	2	2	3	4
4	Blue Max	Paul and Susan Schloop	12.00	27.00	3	3	3	3
4	Top Cat	Ted and June Corlett	12.00	12.00	4	4	2	2
6	Little Wing	John and Jolene Miller	14.00	24.00	3	5	3	3
6	Toad Hall	Joe and Laura Brutsche	14.00	24.00	3	3	4	4

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

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



Lake Michigan SuRF Newsletter

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

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

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

Email to: lmsrfadministration@lmsrf.org or lakemichigansrf@gmail.com. Telephone: 312.857.6640. FAX: 786.358.3605.

Snail it to:

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

Sponsorships available HERE!

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

LMSRF's INTERNET COMMUNICATIONS INFO ...

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

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

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



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

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



LMSRF is Linked in (click here and join):

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



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

ORDER RUN RACES RIGHT

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

HELP LMSRF GROW THE SPORT

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

DONATE TO LMSRF

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

LMSRF

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

