

# Lake Michigan SuRF

Official Newsmagazine of the Lake Michigan Sail Racing Federation

## 2015 BEST ON LAKE MICHIGAN OFFSHORE SERIES

by Gail M. Turluck

Who will be the 2015 Best on Lake Michigan winners? Can Dale Smirl's

*Defiance* in Area III PHRF, Bill Hoyer's *Majic* in Area IV PHRF, Tom Weber's Beneteau 40.7 *La Tempête*, Don Draper's Beneteau 36.7 *Sorcerer*, John Moore's J/105 *Here's Johnny*, and/or Tom



Kane's Tartan Ten *Honey Badger* repeat as champions or will your boat and team dethrone them?

The 2015 Best on Lake Michigan Offshore Championship Series is being planned. All offshore racing sailboats anywhere on Lake Michigan are eligible to participate in this

series. They do not have to be from the same LMSRF Area. All offshore one-design Classes are welcome. If at least three boats of an offshore one-design Class aren't entered, those that are entered may race in a handicapped championship (PHRF definitely, and a possibility of ORR). The list of races to be used for the various fleets is being assembled now.

The fleets and races are going to be determined by the end of February so the Notice of Series may be posted to give racers a clear understanding of what events will comprise the championship and have the opportunity to get entered before the deadline of June 1, 2015.

In 2014 there were series for PHRF, Beneteau 40.7, Beneteau 36.7, J/105 and Tartan Ten. Offshore Council Chair Mike Hettel and the LMSRF Board truly desire many more participants. Any offshore one-design Class of three or more boats on Lake Michigan may establish their own Best on Lake Michigan series. Visit: <http://lmsrf.org/index.php/offshore-championships/best-on-lake-michigan-nos> to gain an understanding of how the event was conducted last year. It will be similar in 2015, however the races used to determine the championships may be changed.

All offshore one-design Classes wishing to have a series are asked to have a Fleet leader contact Offshore Council Chair Mike Hettel by February 28 at 309.256.3735, [offshorecouncilchair@lmsrf.org](mailto:offshorecouncilchair@lmsrf.org), to have the list of races determined and to understand what will comprise proper series entry.

New in 2015, offshore boat owners may enter the series by a check box on either LMSRF membership application method through [www.lmsrf.org](http://www.lmsrf.org). Membership information is detailed below.

## 2015 LMSRF MEMBERSHIP DRIVE LAUNCHED

by Gail M. Turluck

Your Lake Michigan Sail Racing Federation is planning for a great year of sailing and racing and looks forward to counting you as a 2015 member.

If you have not been a member in the last 4 years, please see the links on the next page and JOIN US! If you have been an Individual



### 2015 LMSRF Corporate Members

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For information on how to become a Corporate Member, email [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org)

### UPCOMING MEETINGS

The LMSRF Adaptive Sailing Committee has set its next meeting for Saturday, March 28, 2015, at Sheboygan Yacht Club, Sheboygan, Wisconsin. No meeting fee. More inside!

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Member in the past two years, and you indicated if you'd like your renewal to come by mail, email or to sign up on line, and we're honoring your request and sent your renewal by method of choice. Everyone else, watch your mailbox AND your email inbox for the 2015 Membership application.

Yacht Clubs are asked to watch their mail box. LMSRF mails the annual application just one time. After that, reminders are emailed to email address a club indicates, to its Commodore and to its Treasurer (if we have current contact information). The yacht club membership form is live at [www.lmsrf.org](http://www.lmsrf.org) > Join.

We're pleased to be able to present fillable, printable forms for both Individual Memberships and Yacht Club Memberships via our web site: [www.lmsrf.org](http://www.lmsrf.org) > Join. Once again we offer an electronic registration and payment for Individual Membership.

And, LMSRF's Corporate Membership program continues to grow. We welcome new Corporate Members Broad Reach Sailing of Chicago, Illinois, Copacetic Stores of Racine, Wisconsin, Manitowoc Marina of Manitowoc, Wisconsin and National Marine Manufacturers Association of Chicago, Illinois. You may learn more about our Corporate Sponsors by clicking on the web link on the front page of our newsmagazine or off the Sponsor tab at [www.lmsrf.org](http://www.lmsrf.org). Do you want your business to be included? Please contact the LMSRF Office at [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org) for the Corporate Membership and Sponsorship information.

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## **LMSRF NOW ON GOOGLE+**

**by Gail M. Turluck**

With Facebook becoming more restrictive on how it distributes posts in Page subscribers, LMSRF is looking to other media channels to continue our free communications sharing and has added a Google+ page and identity.

The main organization page is:

<https://plus.google.com/s/lakemichigansailracingfederation>.

The profile for LMSRF is:

<https://plus.google.com/s/lakemichigan%20sailracingfederation>.



Help draw your friends and fellow racers to connect to this additional forum.

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## **RACE MANAGEMENT PREPARATION SEASON IS NOW**

**by Eric Lind, Race Administration Committee Chair**

This is the time of year that we all need to be preparing our race management teams and documents for the summer season. First, if you haven't updated your Club and One-Design Class websites with this year's calendar do it NOW. It's frustrating to not be able to find regatta dates and other info while scheduling your season.

It's also time to post Notices of Race, or NORs, for season series and individual regattas. The purpose of the NOR is to give potential competitors the information they need in order to decide if they want to enter and compete in your event. Appendix J and K of the Racing Rules of Sailing will give you the info you need to prepare a proper NOR. Appendix J1.1 lists everything that 'shall' be included and J1.2 lists items that also might be included if appropriate for your event.

Appendix K is a template that will guide you through the process. ISAF has a downloadable template available on their website which is a Word document that should make it easier to prepare your NOR. <http://www.sailing.org/tools/documents/AppendixKNoRtemplate-%5B14238%5D.doc>.

Don't hesitate to contact me about any race management issues at [erlind48@outlook.com](mailto:erlind48@outlook.com) or call/text 231-218-3700.

## LMSRF CREW HOTLINE REVVED AND READY FOR 2015

Boat owners and offshore racing crew! The LMSRF Crew Board in the LMSRF Yahoo!Group is ready for your information so when the first regatta of the season comes you'll have your matches in place and be ready to go racing.

Complete information for registering and its use:  
<http://lmsrf.org/index.php/going-racing/crew-hotline>.

Make your appropriate entry at:  
<https://groups.yahoo.com/neo/groups/LMSRF/database>.

Please complete all the boxes. Thanks!



## HATS ARE AN IMPORTANT PIECE OF SAILING GEAR

by *Mary Osterman*

Many sailors don the omnipresent ball-type cap as they head out onto the water, but informed sailors can look for a chapeau that will perform far better while offshore. One hat that comes to mind is the famous Tilley hat, great for sun protection and proudly made in Canada. These hats have a lifetime guarantee, are insured against loss, have a secret pocket in the crown and ventilation to help you keep your cool. They are water repellent and float, even if you don't (but they are not a life saving device!) There is a performance sweat band that wicks away perspiration and a dark underbrim that cuts glare. You will be able to find a hat that gives you blissful comfort as these hats are available in 9 different sizes. They protect you by blocking 98% of the sun's UV rays, are machine washable and will not shrink. Those race sponsor freebies simply can't match up to this.



Discover the difference a properly fitting, well designed hat can make. A proper millinery will offer a wide variety of styles, colors sizes and fashions. It is worth your time to make a trip to a specialty store as you are certain to find a hat or two that you like. Finish your kit with a proper cap this season.

*Mary Osterman is proprietor of Copacetic Stores at 409 Main Street, in historic downtown Racine, Wisconsin. Copacetic boasts the largest selection of all season men's and women's hats and caps you will ever see.*

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## LMSRF ENDOWMENT FUND APPEAL SETS RECORD

by Gail M. Turluck

Thank you very much to our generous donors who are recognizing the importance of education, training and high level competition is to improving overall sailboat racing in the Lake Michigan area. The 2014 Lake Michigan Sail Racing Federation Endowment Appeal brought in \$2,968.00, improving on the \$435.00 we collected in 2013. Additionally, another \$220.00 was collected as gifts at the time of joining LMSRF for the 2014 season; the total collected for 2014 is \$3,188.00. Thanks go to 2014 supporters John Archibald, Peter Barrett, Laura C. Beck, Simon Beemsterboer, Bobby Cox, Don Glasell, David Gustman, Michael Hettel, Mark A. Johnson, Eric Jones, Jack Kelley, Robert Klairmont, Terry J. Kohler, Gene McCarthy, Richard & Janet O'Connell, James P. Prendergast, Thomas D. Redmond, Kristopher J. Reichert, Jim Richter, Leif Sigmond, Val A. Smith, Larry Taunt, and Gail M. Turluck. Your generosity helps us in our mission to grow sailing and sail racing on Lake Michigan!

The Lake Michigan Sail Racing Federation is a 501(c)(3) public charity and gifts are tax deductible as allowed by U.S. law. The LMSRF Endowment Fund takes an annual snapshot of the past 12 quarters' rolling average and then assigns 4% to be used the following year by the LMSRF Grants-In-Aid Committee to disburse for: Sailing Instructors to become certified; Youth, Individuals or Teams to travel to distant championships; providing a Coach for a Youth Clinic; Member Clubs to host a National, Continental or World Championship; and other sailor development and educational programs. Not a penny of dues is used for these purposes. For complete information on the LMSRF Endowment Fund or to make a donation, please visit:

<http://lmsrf.org/index.php/make-a-donation>.

## FREE SPEAKER SERIES



LMSRF offers a free service to all its member clubs—an expert speaker program. You identify the area or topic you want to have addressed and LMSRF will provide the expert at no cost. This is the perfect time of year to set up such an event. Email the LMSRF Office with your request and we will get you paired up with your expert in no time. Send your request to [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org).

## HUGE SUCCESS AT STRICTLY SAIL FOR J/105s

by John Moore

J/105 Fleet 5 had a booth at the 2015 Chicago Boat, RV and Strictly Sail Show held at McCormick Place, January 14-18. The booth was manned by J/105 Fleet 5 members and had the J/105 Bella (2014 Chicago National Offshore One-Design Regatta winner) as the centerpiece where visitors to the booth could climb aboard and see what the boat looked like. There was also a flat screen with a loop of the 2014 North Americans video running continuously.



There was a lot of interest as the Fleet 5 members were enthusiastically talking to potential owners and crew. Fleet 5 grew by three boats in 2014 and is working to keep up the momentum in 2015.

## PREMIERE SAILING LEAGUE ANNOUNCED AT CHICAGO BOAT, RV AND STRICTLY SAIL SHOW

The new Premiere Sailing League, America, promises to change the way we think about amateur sailing in the U.S. The program was announced at the Strictly Sail boat show in Chicago on January 15. The series kicks off this August and will be comprised of four district qualifying regattas that divide 72 sailing club teams by region (North-Chicago; South-New Orleans; East-Newport; West-San Francisco) to compete for top ranking. The best four teams from each district then compete head-to-head in the Premiere Sailing League National Championships to be held in Annapolis, Maryland during the United States Sailboat Show in October.

PREMIERE  
SAILING LEAGUE

"The Premiere Sailing League (PSL) is the first event of its kind in the U.S.," said PSL's Director and Founder Benjamin A. Klatzka, an avid sailor who recently moved from Germany to Newport, Rhode Island, to pursue his dream of bringing the sailing league format to the public. "It is structured after the enormously successful sailing leagues pioneered in Germany and Denmark ([www.sailing-championsleague.com](http://www.sailing-championsleague.com)), with the objective of strengthening community and camaraderie within the sport of sailing by providing an integrated platform that brings sailing clubs together to compete at both a local and national level."

The success of the European sailing leagues has been a source of inspiration for Klatzka, who says he will someday be able to include a national sail-off in the mix. He is working with a Board of Advisors comprised of experienced sailing industry professionals for advice on how to best build the Premiere Sailing League and will be sharing details with the public over the coming weeks and months.

"To reach the broadest audience, Premiere Sailing League regattas will be held close to shore, have a stadium-style atmosphere and utilize the latest social media technologies, allowing the sailing and general public to support and encourage their teams," said Klatzka. "With these spectator-friendly initiatives, we hope to create strong fan bases for the clubs similar to more traditional professional sports teams in the United States."

Each of the Premiere Sailing League teams will be made up of four sailors representing yacht clubs and sailing organizations. Sailing will be conducted in fun, easy-to-sail J/70s. Klatzka will announce a Warm up/Test Run Event at the beginning of the season for prospective competitors, team and event sponsors, and organizers for host venues.

To be a part of the Premiere Sailing League family, follow them on Facebook: <https://www.facebook.com/pages/Premiere-Sailing-League/637136809712692>. For more information, go to [www.premieresailingleague.com](http://www.premieresailingleague.com) or contact Benjamin Klatzka at +1 617-480-8775, [info@premieresailingleague.com](mailto:info@premieresailingleague.com).

## STAR CLASS MEETS AT CHICAGO BOAT, RV AND STRICTLY SAIL SHOW

by Gail M. Turluck

The International Star Class Yacht Racing Association IV District held its annual "Smoker" meeting at the 2015 Chicago Boat, RV and Strictly Sail Show on Saturday, January 17. There were representatives from Chicago Harbor, Illinois River, Paw Paw, Wilmette Harbor, Western Lake Michigan, Milwaukee, Cleveland and Southern Lake Erie Fleets. The representatives reviewed their fleets' activity in 2014, set up regatta dates for 2015, and shared announcements of upcoming major events.



Fourth District Star Class representatives get that face-to-face "Smoker" time together reestablished. Photo by Laura C. Beck Photography.

The Yachtapalooza Regatta at Paw Paw Lake, Coloma, Michigan, will be September 12-13, and will feature windward-leeward; leeward-windward, Tour de Lake, and at least one Crew-Skipper race, to mix things up and make for a different style and more FUN regatta. The J. Holt Thomas Regatta will be held at Illinois Valley Yacht and Canoe Club, Peoria, Illinois, September 26-27, 2015. The Tulip-Time Tune-Up Regatta will be held at Gull Lake Yacht Club, Richland, Michigan, May 16-17. Gull Lake will also be hosting the 2015 IV District Championship for the Blue Star, July 31-August 2. Lake Springfield plans to hold its traditional fall regatta in September but the date was not firm. The Western Lake Michigan Fleet at Racine Yacht Club will be hosting the IV District Novice Championship for the Green Star in conjunction with the 2015 59<sup>th</sup> Mission Regatta June 20 - 21, 2015.

It is anticipated that the Traveler Series will be renewed. Information is available from IV District Assistant Fleet Secretary Thad Brey, [thadbrey@hotmail.com](mailto:thadbrey@hotmail.com).



Jeff Mongard.  
Photo by  
Laura C. Beck  
Photography.

Plans are being made for the 2016 Star North American Championship to be held in Chicago. Further information to come in the future.

A major development in Star sailing is the establishment of a new Star Fleet in Milwaukee at South Shore Yacht Club, led by Jeff Mongard. They have at least four boats together so far and anticipate addition of a fifth in time to apply for their Fleet Charter this spring.

For further information on Star Class activity and racing, visit [http://www.starclass.org/iscyra\\_district\\_4.shtml](http://www.starclass.org/iscyra_district_4.shtml).

## MESSAGE TO THE AUDIENCE

by Glenn McCarthy

Translate this:

- 90% of boats sold are 26 feet in length or less.
- 75% of boats are owned in households with family income under \$100,000.
- About 1 out of 26 people own a boat (clearly not the one-percenters).

To:

- A "remote" on the morning news during the 2015 Chicago Boat, RV and Strictly Sail Chicago Show: Frank Mathie, ABC Channel 7, did a piece showing both power and sailboats. When it came to sailboats, he only described two. Both were large keelboats, one for sale at \$375,000 and another at \$969,000.



Vanguard 15 sailboat. Photo courtesy: Vanguard 15 Class.

I think it would have been much easier to have the remote piece say, "Do not come to this show, it isn't for the general public. There is nothing here for you. Everything here is way out of the price range for people watching this looking for something to do this weekend."

Why? Because that is the message Mathie presented. Could the report have been focused on the 26' length or less boating segment? Yes. Those boats were there. Could it have been targeted to the households with income under \$100,000? Yes. That could have been explained. But it was not.



Large keelboats on display at the 2015 Chicago Boat, RV and Strictly Sail Chicago Show. Photo courtesy: NMMA.

Do those who are interested in buying a \$375,000 or \$969,000 boat need a reminder that the 2015 Chicago Boat, RV and Strictly Sail Chicago Show was going on? No, they already are sailors, they already knew the show was happening. This reminder was wasted on them.



We in the sport of sailing and marketing sailing and sailboat racing miss the target. We miss getting the message out that sailing is for the middle class. It is so rare that we get the chance and we blow it.

Twenty-plus years ago this same exact thing happened at Strictly Sail Chicago. I wrote an opinion piece that was published in *Soundings - Trade Only* (industry magazine). The day it was published, my phone lines were burning with calls from the National Marine Manufacturers Association (they had/have a training

program to avoid advertising the most costly boat at shows and focus on the small boats, that obviously didn't happen here, again). As long as we (the entire industry and sailors) do not set the stage, do not get the right message into the media's hands, it is completely our fault that both small boat and big boat sales struggle. Why? Because we need tons and tons of people buying small boats, who eventually get one-foot-itis, who eventually move up to the big boats. Selling big boats only to people who don't sail is a rarity. Big boats are sold to people who already sail and are moving up in size.

A boat show needs to be about getting boats into the hands of the masses. But we just simply fail at getting this message across. We need to stop doing this. I can't keep buying new TVs after I throw my shoe (size 13) at them every time it happens!

## AREA IV VICE COMMODORE PROFILE – GRANT CHENEY

by Gail M. Turluck

LMSRF is pleased to welcome new Area IV Vice Commodore Grant Cheney to the Board of Directors. Grant sails out of Macatawa Bay Yacht Club and lives in Holland, Michigan. He is the Director of Sales for Berry Plastics, a business in packaging, sealing and more.



Grant is married to Josie who is a very active sailor racer. His son, Cole, is in 8th grade and also races.

He learned to sail Burt Lake, in Michigan, basically from from the time he could walk. He currently owns a JY-15. He shares that his Father was a sailor and racer, too. He's been on the crew of *Sufficient Reason*, a J/122 for 6-7 years.

Grant struggled to pick just one experience as the most exciting, but went with winning the Chicago-Mackinac Race overall in 2013. He said, "That was cool."

He brings with him sailing leadership experience as PHRF Captain and Race Committee at Macatawa Bay Yacht Club. He hopes his tenure with LMSRF will lead to maintenance and growth of offshore sailing in LMSRF Area IV.

## TIME TO IMPLEMENT REFILLABLE WATER BOTTLES

by Gail M. Turluck

While we're in the planning season, this is a perfect time for regatta organizers all around the lake to put into their sailing instructions that single-serving plastic water bottles may not be disposed of at regatta sites nor used at regattas. Stainless steel or other reusable plastic containers that are refilled out of 5 gallon water jugs with cheap plastic pumps or on-shore sources can keep the large quantity of plastic waste out of our water and food supply. College Sailing, the Chicago Match Race Center, Oakcliff Sailing, and many other sites require this. All regatta hosts should put this on the top of their to-do list this year, yes even for offshore boats!



## SPECIAL MEMBER BENEFITS

Lake Michigan Sail Racing Federation's Corporate Member program provides the opportunity to provide current LMSRF Individual Members with special benefits annually only available to our members. Current offers:

**Copacetic Stores:** LMSRF members may stop in, or ask with their shipped order, for a Sun Bum sun protective lip balm, a \$5.00 value. Click link at right and contact Mary.



**World Yachts:** LMSRF members who are thinking either of buying or selling a boats get a **free market analysis**, a \$25 value. Click link at right and contact Eric Jones.



**LMSRF MEMBER PROFILE – GINNY WASKEL**

**by Bruce Thompson**

January 2015 will be a big month in the history of the Chicago Corinthian Yacht Club Junior Fleet. After 15 years, Ginny Waskel is stepping down as Chair. She has been an active member of LMSRF as well. We don't have much turnover on the Executive Committee! But because we have been granted tax exempt status by the IRS as an educational corporation, we do have to comply with the formalities. We will have our annual meeting On January 11, 2015 at 3 PM at CCYC, pizza will be served. The agenda will include some important business.



Ginny Waskel (left). Ecker Thompson photo.



This year's youth at Chicago Corinthian Yacht Club. Bruce Thompson photo.

The first item will be to give Ginny a big hug for all her years of service.

Then we will do our report on how we have been conforming to our educational duties.

Ginny worked as a nurse anesthetist before she retired. This may be one possible explanation for why so many of the club's kids are getting into medicine is all the practice Ginny made them do on first aid and bandaging every Halloween.

THAT will stop the bleeding!

**CONGRATULATIONS TO BAY SHORE YACHT CLUB – 60<sup>TH</sup> ANNIVERSARY!**

Bayshore Yacht Club of Holland, Michigan, is celebrating its 60<sup>th</sup> anniversary in 2015. One of their major events is the annual Vanderleek Hospice Cup regatta. They are honored to be a part of the events along with Yacht Basin Marina and other sponsors from around the Holland area, all benefiting Hospice of Holland. Check out this video that captures a great look at events from 2014: <http://vimeo.com/116585791>.

Mark your calendars for the Vanderleek Hospice Cup Regatta on August 15, 2015!



**LIGHTNING FLEET 5 TO CELEBRATE 75TH ANNIVERSARY**

**by Bruce Thompson**

Lightning Fleet 5 at the Chicago Corinthian Yacht Club, Montrose Harbor, Chicago, Illinois, received its Lightning Class Fleet Charter in 1940 with three charter members. Since that time, the fleet has played a big role in the development of the International Lightning Class Association.

Three fleet members have served as President of the International Lightning Class Association; Bob Smither (1976), Mike Huffman (1992 and 1993) and Bill Faude (1997 and 1998).

Bruce Goldsmith won the World Championship in 1969 at the Yacht Club Olivos, Buenos Aires, Argentina and again in 1973 at the Buffalo Canoe Club, Ridgeway, Ontario, Canada.

Bruce Goldsmith also won the Lightning North American Championship in 1967 in Cleveland, Ohio; 1973 in Tawas Bay, Michigan, in 1974 in Cleveland, Ohio; and 1975 in Savannah, Georgia.

Fleet 5 is home to the Red Flannels Regatta in September that draws competitors from all over the country to sail and race right here on Lake Michigan. This year the fleet is a traveling fleet with a schedule set through the Midwest District. <http://lightningclass.org/membership/districtsFleets/midwest.asp?districtName=Midwest>. Other fleets are shown, including Fond Du Lac, Sheboygan, and Green Bay. There are also regattas in





neighboring districts, such as the Indiana District to participate in the regatta at Wauwasee <http://lightningclass.org/membership/districtsFleets/indiana.asp?districtName=Indiana>, the Michigan District to participate in the Devil's Lake regatta <http://lightningclass.org/membership/districtsFleets/michigan.asp?districtName=Michigan>, and the Mississippi Valley for regattas at Carlyle Lake and in Nashville <http://lightningclass.org/membership/districtsFleets/mississippiValley.asp?districtName=Mississippi>.

So come join in and help us celebrate! To learn more about Lightning racing in Fleet 5, please contact Fleet Captain David Stix, [dwtstix@att.net](mailto:dwtstix@att.net).

## IACC 80 AMERICA'S CUP BOATS COMING TO CHICAGO

Ryan Weber and Paul Schulz have acquired *Stars & Stripes* / USA 34, and *Abracadabra* / USA 54 from Troy Sears in San Diego, California to launch Next Level Sailing Chicago in May 2015, operating in the unsalted waters off Chicago, Illinois.

The two competition-tested day-sailing yachts are making the 2000 mile journey on five semi-trucks to Chicago, Illinois. Next Level Sailing gained prominence as the only venue in the Western Hemisphere where the general public could experience the thrill of hands-on sailing aboard real IACC 80 racing yachts. Now this experience is being brought to Lake Michigan.

The boats are much as they were for the Cup; nothing inside! No cabin, no galley, no nothing. Fully ready for glorious day sails and match racing, they are on their way. Whether you are an individual, family or small group, their 2.5 hour sailboat races give you the real sailing experience upon Dennis Conner's America's Cup racing yachts — no other sailing experience even comes close!

Local corporate groups, those visiting for conventions and meetings, or others through charter will enjoy the ultimate group experiences for up to 114 guests. Even larger groups to 300 can be accommodated by special arrangement. Fireworks cruises are also planned.



*Abracadabra* (left) and *Stars and Stripes* (right) in a close crossing. Photo courtesy: Next Level Sailing Chicago.

These America's Cup yachts are the most recent generation vessels ... called IACC (International America's Cup Class) 80s. This class of yacht was established in 1992. Next Level Sailing Chicago's 2000 model yacht is certainly one of the prettiest America's Cup yachts, painted by legendary marine artist 'Wyland.' His Whales, Dolphins & Marlin adorn the entire yacht. Our *Stars & Stripes* vessel was raced by skipper Dennis Conner, the most recognized name in America's Cup racing. Not only will this be a great treat for you ..., but the bragging rights back home are 'second to none!'

## NATIONAL WEATHER SERVICE COMES TO MICHIGAN CITY YACHT CLUB

by Gail M. Turluck

Michigan City Yacht Club had a special Weather Seminar featuring NOAA/National Weather Service Meteorologist Amy Seeley from the Chicago office on January 22, 2015 at Shoreline Brewery in Michigan City, Indiana, with over 35 people in attendance. In addition to her regular duties at the Weather Services, Seeley has a special interest and concentration in Great Lakes weather. She is the liaison for the NOAA Voluntary Observing Ship Program, where she works with merchant marine professionals to

train them for gathering and reporting conditions on the Great Lakes to bolster data reported by the network of land-based observing stations to improve forecast outcomes. She spent 15 years on freighters training their Captains and crew for data collection.

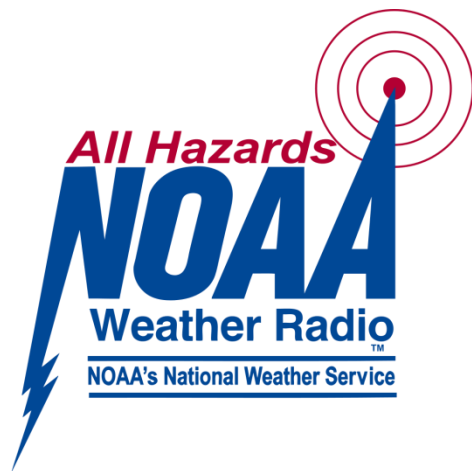


Seeley reviewed the operations at the Chicago Weather Service Forecast Office. There are always at least two people on duty and as many as five. The office manages the NOAA Weather Radio forecasts and the web site forecasts and information for Northern Illinois and Indiana.

The presentation then included the basics of cloud formations and how to read them to anticipate incoming weather for both warm fronts and cold fronts. An in depth discussion of recent severe storms with a review of their radar tracks helped attendees learn how to use radar for anticipating Derecho events that have very high straight line winds like those experienced in the 2011 Chicago-Mackinac Race. She played a video of another Derecho event from 2013 in Kenosha, Wisconsin.

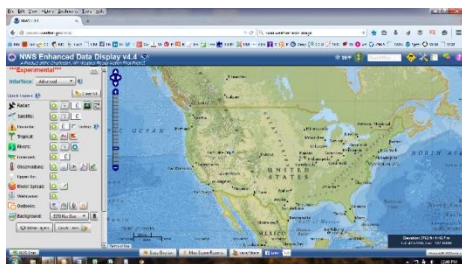
Seeley also spoke on the reporting and formation of waves on Lake Michigan. Waves on Lake Michigan have the capacity to grow very high when the wind direction is north to south or vice-versa with the over 300 mile fetch. Waves in that situation with gale force winds, can build to 20 feet or higher in as little as 12 hours. Wave height forecasts are the predicted average height of the highest one-third waves observed for the end of the fetch, crest to trough. The highest level given is the anticipated top 10% of all waves.

The standard for Special Marine Warnings is that they are short events of a period of two hours or less; events like dry fronts, severe storms, waterspouts, or cold-nadoes.



There are two NOAA Weather Radio Stations for the greater Chicago area. The first is KZZ-81 Lockport, 162.425 MHz - NOAA All Hazards Weather Radio station. KZZ-81 serves portions of northeast Illinois and northwest Indiana including the Chicago Metropolitan Area, from a 1000 Watt transmitter in Lockport, Illinois. The nominal effective range of the transmitter is about 40 miles. Continuous 24 hour programming is provided from the National Weather Service Chicago Forecast Office, located in southwest suburban Romeoville. Complete details for this station: <http://www.crh.noaa.gov/lot/?n=KZZ81>. The second is KWO-39 Chicago 162.55 MHz - NOAA All Hazards Weather Radio station, that serves marine interests on southern Lake Michigan and the Illinois and Indiana lakeshore, from a 300 Watt transmitter at the Willis Tower in downtown Chicago. The nominal effective range of the transmitter is about 40 miles. Complete details for this station: <http://www.crh.noaa.gov/lot/?n=KWO39>.

Great Lakes sailors will find weather information tailored to their needs by visiting [www.weather.gov/greatlakes](http://www.weather.gov/greatlakes). There are digital, graphic, and text products to meet the forecasting needs and sudden onset reporting to aid in operation and safety.



Seeley was very excited to share with attendees a recently launched experimental product that the National Weather Service is slow releasing, the NWS Enhanced Data Display v4.4. This interactive graphical product not only provides enhanced live reporting, it also offers a forward looking prediction model based on the National Weather Service data. This product loads by visiting <http://preview.weather.gov/edd>. It is best utilized through Internet Explorer 10 or Google Chrome browsers.

Most sailors are familiar with the two NOAA weather buoys maintained in the north and south ends of Lake Michigan. Additionally, Sea Grant has a network of buoys on the Great Lakes. Unfortunately, funding for

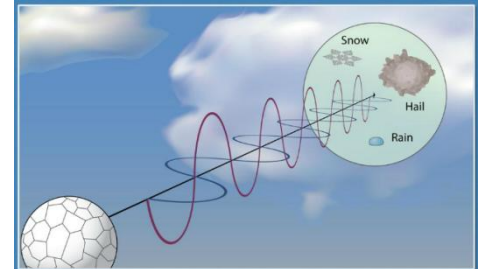
the maintenance of these buoys is irregular at best. It is undetermined if the Michigan City Sea Grant buoy will be redeployed in 2015 due to the need to replace its solar panel. There also is a new buoy planned for the Winthrop Harbor, Illinois area, if it is funded.

Michigan City Sea Grant weather buoy. Courtesy: National Weather Service.



Seeley shared that the most popular radar application used by the meteorologists she works with is "Radarscope." It costs about \$10, is preferred due to its ease in use.

Radar has been enhanced to have dual polarization. What is meant by this is the radar signal is now sent out not only horizontally but vertically to be able to determine how wide and how high precipitation and storms are to aid in forecasting. See the National Weather Service depiction of the radar signal at the right.



A feature of improved Weather Service activity is Wireless Emergency Alerts that are being sent automatically to all smart phones when a severe situation is encountered. This feature is being advanced by the Weather-Ready Nation program through a nationwide text emergency alert system, called Wireless Emergency Alerts (WEA), which will warn you when weather threatens.

Lastly there was a discussion of how to improve forecasting on the Great Lakes. With the limited number of reporting stations on the lakes and the acknowledgment that the lakes affect weather systems as they move across them it is desired that more reporting stations be available to gather more and better data. There are no funds for such a system. Seeley did state, however, that individuals may become a "Weather Bug," to collect and report meteorological data, as the National Weather Service gets that data. For more information visit <http://www.weatherbug.com/backyard/>.



## WORLD ICE AND SNOW SAILING CHAMPIONSHIP IN WISCONSIN

Winnebago Association of Kiteboarders, Wind Power Windsurfing Center and the Fond du Lac Area Convention & Visitors Bureau are hosting the World Ice and Snow Sailing Championship, Monday through Saturday, February 9-14, 2015. The competition will bring international kiteboarding, windsurfing and wing athletes to Lake Winnebago in Wisconsin.

## GLENN McCARTHY, YOU OLD COOT

by Glenn McCarthy

After reading this article <http://sailinganarchy.com/2015/01/01/happy-new-year-times-2/>, I felt like a dinosaur and completely out of touch.



It describes that sailing has recovered, "while a small part of the yacht club crowd remains mired in the past." I think I must be one of those mired in the past. So, let's tally the things we're seeing here on Lake Michigan:

- Not only are there 13 disabled sailing programs on Lake Michigan (one new one added in 2014), Tiara Yachts designed a specific boat for physically handicapped sailors, Great Lake Boat Building School in Cedarville, MI made molds and launched hull #1 in 2014 - <http://glbbs.org/boats/cm20>.
- Many adult and youth sailing schools continue to report sold out seasons.
- The American Sailing Association reports a 10% increase in new sailors in their schools nationwide in 2014.
- St. Joseph River Yacht Club reports doubling their JaM fleet in 2014.
- Four new offshore races were created in Chicago in 2014, bringing about 35 boats that had never raced before to the starting line in the Chicago region.



- While new boats show up to the starting line with prior-different-boat owners, a few of those new boats had first time owners (this is hard for us to pick out of race results, and wish to hear these stories from you, the first time boat owners).
- Two yacht clubs tore their buildings down and built new ones opening in 2014.
- The Chicago Tartan Ten Fleet, Midwest Open Racing Fleet and Columbia Yacht Club are establishing the Lake Michigan Intercollegiate Offshore Regatta September 25-27, 2015
- Next Level Sailing is bringing two IACC 80s to Lake Michigan for corporate team building, weekend charters, and fireworks outings.
- A new Star Class fleet is forming in Milwaukee.
- A new Lightning Class fleet is forming in Milwaukee.
- A new Sunfish Class fleet is forming in Jackson Park Harbor, Chicago.

Can we all jump on this positive bandwagon? We need your help. Come out of the weeds, send me an email ([glenntmccarthy@yahoo.com](mailto:glenntmccarthy@yahoo.com)), or give me a call 630.833.8173, and we'll write up a story of the gains and strides being made in your club, fleet or Class anywhere in the Lake Michigan area.

Footnote – clearly Sailing Anarchy's editorial board is one that heavily favors sport boats and anything made of carbon fiber. Not quite something that is taking Lake Michigan by storm just yet.

## SECRETS OF SUCCESSFUL FLEET DEVELOPMENT

by Craig Leweck & Peter Haynes

A conversation with Peter Haynes, president of the Harbor 20 Class. His local fleet in Newport Beach, California, has 130 paid up skipper members; 120 annual race days; 30+ boats routinely on the starting line; and A,B, & C Divisions. The local Harbor 20 fleet continues its steady growth.

In this video he explains how they make it happen on a local grass roots level. Video published on Nov 4, 2014.



The Harbor 20. Courtesy: W.D. Schock Co.

<http://www.sailingscuttlebutt.com/2014/11/04/video-secrets-successful-fleet-development/>

## SAVING SAILING IN IRELAND

by Glenn McCarthy

The Irish Sailing Association (in Ireland) knows that their member yacht clubs membership was hurting. To help the clubs, they developed a five year strategic plan. Much of it is "given," "common sense" or something you are already doing, and some of it is practical. Just sift through it and see what applies to your organization that can help your organization grow. And I ain't talking potatoes! Strategic Plan: [http://cdn.sailingscuttlebutt.com/wp-content/uploads/2015/01/ISA\\_2015-2020\\_Draft.pdf.pdf](http://cdn.sailingscuttlebutt.com/wp-content/uploads/2015/01/ISA_2015-2020_Draft.pdf.pdf)

## COOL THINGS CLUBS ON LAKE MICHIGAN HAVE DONE

**Grand Traverse Yacht Club** has weekly Wednesday Craft Night AND Euchre Night! Craft night starts at 5:30 and Euchre play starts around 6:45, all players welcome. Now there's a way to demolish the silos! Maybe they'll send a couple photos of some craft projects ...



**South Shore Yacht Club** had their 22nd annual Junior Lock-In January 3. Juniors arrived at 6:30pm with sleeping bags, games, DVDs and snacks in tow. They were "Locked In" at the club until Sunday at 10 a.m. To be eligible to attend the Lock In, Juniors need to have a total of eight meeting and work days for the year. Thirty-one met the requirement; 19 participated. The evening consisted of video games, board games, cards, movies, hula hooping, tent building, devouring pizza, lots of laughter and continuous snacking. The chaperones reported that at around 3:30 a.m. the last of the kids finally yielded to sleep. Much to their chagrin, the "wake-up" call came at 8:30 a.m. sharp with breakfast. A good time was had by all - even the chaperones!



**Winthrop Harbor Yacht Club** has an annual tradition on Saturday night of the Chicago Boat, RV and Strictly Sail Show to go as a group the Parthenon Restaurant in Chicago. They have found this to be a wonderful opportunity for club members to get together after attending the show.

--Get your club's fun events noted here. Send a report to *Lake Michigan SuRF* at [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org).

## FIND YOUR CLUB OF CHOICE – OPEN HOUSES

**Bayshore Yacht Club**, Holland, Michigan, offers an off-season membership, the Preview Pass. It is good October through March and is only \$25. It's a perfect way for people to visit the Club, learn what it's all about and join them for the fun. Find the application on their website at <http://bayshoreyachtclub.org/membership2.htm>.



**Burnham Park Yacht Club**, Chicago, Illinois, is having a non-open house membership growth program. People that join the club now get to use the club over the winter and all through the full membership year. They also are offering to boaters under age 30 the option of joining now with no initiation fee. Contact the club office for more information.

**South Shore Yacht Club**, Milwaukee, Wisconsin, is planning already for its outreach to grow new sailors in 2015 with the following events: a spot at the Milwaukee Boat Show is on January 16-18 and January 21-25, 2015. The Club will have an Open House for Boat Show attendees February 28, 2015. South Shore Yacht Club will also hold a Neighborhood Open House, sending a mailing in February asking nearby residents to attend an Open House on March 29, 2015.

**Winthrop Harbor Yacht Club**, Winthrop Harbor, Illinois, welcomes guests the following dates: Storm the Docks, May 23, 6:00 to 12:00; Gen Z Dance Party, May 24, 6:00 to 12:00; Slip Holders' Luncheon, June 6, 11:30 to 2:00; BBQ in the Snow, April 18, 12:00 to 6:00; Kentucky Derby Party, May 2, 2:00 to 8:00; Welcome Back Party, May 16, 6:00 to 12:00; and Progressive Dinner, June 13, 6:00 to 12:00. Contact the club for more information.

## CHICAGO YACHT CLUB ADDING RACING BACK TO INDEPENDENCE DAY

by *Matt Gallagher, Leif Sigmond, and Jay Kehoe*

The Chicago Yacht Club published the Notice of Race for the 107th Chicago Yacht Club Race to Mackinac on January 14. And this year, the annual running of their freshwater classic will have a new angle.



They simultaneously released the Notice of Race for the Chicago Yacht Club Grand Prix Invitational, a High Performance Rule (HPR) regatta to be held the week before the Chicago-Mackinac Race. They want to let you know a little more about the Grand Prix and why they're running it.



# high performance rule

One of the great strengths of the Chicago-Mackinac Race is its consistency. They run the same course year after year and generations of sailors from around the Great Lakes and around the world have experienced the pleasures and challenges of sailing on Lake Michigan and Lake Huron. Our predecessors in the 1920s and even the 1890s experienced the same sights and raced the same course, pretty much without change. "See you on the Island" means only one thing to many of us, just as it has for well over 100 years.

However, this consistency is also one of the great challenges for the race's organizers. How do they keep the race interesting and attract new challengers to come to the Great Lakes in the summer? How do they keep it exciting and yet honor the traditions of the past? Why should someone from the east or west coast or the Gulf coast decide that 2015 is the year they should enter the race?

The Chicago Yacht Club Grand Prix is intended to provide another reason for all sailing friends on all the other coasts to bring their boats to the Great Lakes for a summer of racing.

Chicago Yacht Club intends to run it in odd-numbered years. In those years, the Chicago-Mackinac Race is the first of the two great races to Mackinac (they alternate which race is first with their friends at the Bayview Yacht Club). Odd-numbered years are also years that sailing friends on the east coast are not racing the Newport-Bermuda Race so it makes more sense to transport their boats to the Great Lakes.



With three days of racing followed by a week off, competitors can enjoy Chicago for a few days before the distance race takes them up the lake to Mackinac Island.

Running the Chicago Yacht Club Grand Prix over a holiday weekend this year allows three days of racing and offers racers' friends and family a practically-unlimited set of opportunities to enjoy Chicago.

There is a great fleet of Farr 40s, TP52s and other HPR-type boats in the Great Lakes, but Chicago Yacht Club thinks that the Grand Prix will entice HPR-type boats on the coasts to consider bringing them to the Great Lakes for the summer. An owner could bring his or her boat to Chicago at the beginning of July and have an entire season of great racing on the Great Lakes: The Grand Prix (July 3-5); the Chicago-Mackinac Race (July 11); the Bayview Mackinac Race (July 18); The Harbor Springs Ugotta Regatta; and the Chicago Yacht Club Verve Cup in August.

The Chicago Yacht Club Grand Prix will be run under the HPR rule for Farr 40s, Swan 42s, TP52s and other boats with an HPR rating. It will combine three days of great round-the-buoy racing in Chicago with the traditional distance challenge of the Chicago-Mackinac Race. Entrants in the Grand Prix will compete for the Grand Prix trophy under the HPR rule using a combination of their buoy-racing performance and their performance in the Chicago-Mackinac Race.

Simultaneously, they will be competing in the Chicago-Mackinac Race under ORR. Chicago Yacht Club is working with the developers of the HPR rule to make it as easy and inexpensive as possible to obtain an HPR rating for competing boats. See the Notice of Race for more details; in some circumstances, an introductory HPR certificate may even be free.



One challenge Chicago Yacht Club faced in putting together the Grand Prix was making sure that it did not negatively affect the Chicago-Mackinac Race experience for hundreds of entrants and thousands of sailors who are not sailing on HPR boats. For those competitors, the Chicago-Mackinac Race is and will remain what it always has been – the premier distance race on the Great Lakes and the most prestigious fresh water distance race in the world.

For the 300+ entrants who will be competing in the Chicago-Mackinac Race but not the Grand Prix, there will be no impact on their experience. We're racing the same course with the same rating rule as has been in place for years. For those entering into the Grand Prix, Chicago Yacht Club will provide overlay HPR scoring in the Chicago-Mackinac Race to calculate HPR fleet Grand Prix results, and they'll still compete under ORR for the Mackinac Cup and Trophy.

The emphasis in the Grand Prix will be providing top-quality racing and fun social events for the racers and their families. The Grand Prix will be run out of Chicago Yacht Club's Belmont Station. It's a great, intimate setting and a true sailing center. Belmont is also a very family-friendly place and is the focus of the club's Junior sailing program, so racers, spouses and kids will feel right at home.

Many Mackinac racers never venture away from the club's other facility, Monroe Station, and the Grand Prix will give them a chance to experience another side of Chicago Yacht Club and its City. Chicago Yacht Club is known for its ability to provide a great product for racers, both on and off the water, and the Grand Prix Regatta is intended to extend that experience, especially for those who choose to bring their boats to the Great Lakes for the summer.

Visit the Chicago Yacht Club Race to Mackinac webpage to download the NOR and learn more about the Chicago-Mackinac Race and the Chicago Yacht Club Grand Prix: [www.chicagoyachtclub.org](http://www.chicagoyachtclub.org).

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## **AMENDED ISAF OFFSHORE SPECIAL REGULATIONS PUBLISHED**

Amendments to the 2014-15 ISAF Offshore Special Regulations, effective 1 January 2015, are now available. The ISAF Offshore Special Regulations are used by race organizers to provide uniform minimum equipment, accommodation and training standards for monohull and multihull yachts racing offshore.



Changes made at the 2014 ISAF Annual Conference affect the 2014-15 edition of the regulations. Unless otherwise specified the amendments are effective 1 January 2015.

An amendment sheet containing all the changes can be viewed at the following link – <http://www.sailing.org/tools/documents/OSR2015AmendmentSheet12012015v2-%5B18222%5D.pdf>. It should be noted that national prescriptions may take priority over the ISAF text and you should check with your relevant authority.

A brief summary of significant changes:

### 3.14. Pulpits, Stanchions, Lifelines

Dyneema lifelines are no longer permitted for monohulls in Categories 0, 1, 2 and 3.

### 3.29 – Communications Equipment – Radar, AIS

3.29.1 p) Specifications for an alternative to a masthead AIS antennas have been made. (Category 0-2). A dedicated AIS antenna that is a minimum of 381mm mounted with its base at least 3m above water is accepted.

### 4.10 Radar Reflectors

The existing requirements have been amended, now specifying more performance details of any non-octahedral reflector.

### 4.20 Liferafts

The liferaft requirements have been simplified and also liferaft servicing clarified.

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## **2015 NEW MICHIGAN BOATING LAW**

On the first of the year new Michigan legislation took effect that lowered the blood alcohol limit from .10 to .08 for all watercraft operators in the state of Michigan. Complete story available here: <http://newsinmi.com/drun-k-boating-snowmobile-bills-signed-by-michigan-gov-rick-snyder-lower-bac-limits/>.

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## **ST. JOSEPH LIGHTHOUSE FOREVER FUND NEARING CAMPAIGN GOAL**

**by Kate Chappell**

St. Joseph, Michigan, is one step closer to preserving iconic city landmarks. On January 12, the Lighthouse Forever Fund Committee presented its fundraising campaign results so far as well as its recommendations for the future to the City Commission.

The city took control of the lighthouses in 2013, and established the Lighthouse Forever Fund. The committee set a \$2 million goal and as of the end of 2014, raised \$1,636,000 thanks to private donors.

City officials say the 107-year-old structures are in desperate need of repair. The fundraising campaign is meant to offset construction and restoration costs.

"St. Joseph has had a lighthouse since 1832. We were the second lighthouse on Lake Michigan. Chicago beat us by a few months. And, there are people that travel every year to visit lighthouses on the Great Lakes. They come and look at ours, but that's all they can do. Our hope with the preservation and restoration work will be to have them so people can go out and go into the lighthouses, weather permitting, and have a look around. We think it'll improve the tourist draw," said chairman, Robert Judd.

The city will take construction bids in April and hopes to approve one by May. Construction is expected to begin in June. The project will close the North Pier for 12-15 weeks.

For more information, visit the Lighthouse Forever Fund website: <http://www.lighthouseforeverfund.org/>.

## 2015 ILLINOIS LEUKEMIA CUP MADE UP OF FOUR EVENTS

by Megan Gaffney

This year the Leukemia and Lymphoma Society has scheduled four signature events, which pulled together are the 2015 Leukemia Cup. The dates and events are:



### Stand Up Paddle Regatta - Sunday, June 28

Stand UP against blood cancers by gathering your friends for a day filled with outrageous costumes and fiercely fun competition. Visit <http://supchi.com> for more details.

### Leukemia Cup Poker Run - August 8

Power boaters spend the day visiting several harbors in Chicago, followed by a rocking After Party at Corinthian Yacht Club. Visit <http://chicagopokerrun.com> for more details.

### Red Sky Night - August 21

Red Sky Night is an evening of food, drink and merriment with live and silent auctions to benefit LLS. Proudly hosted by Columbia Yacht Club, the event takes place on the lakefront in downtown Chicago aboard the club ship Abegweit. For more information, please visit <http://redskynight.org>.

### Illinois Leukemia Cup Regatta - August 22

Raise a sail in the fight against blood cancers while enjoying a little friendly competition out on the Lake. Sailors will set sail for the Leukemia Cup Regatta in Monroe Harbor and enjoy a Dock party cook out, awards and live music afterwards at Columbia Yacht Club. View the official race notice and sign up today at <http://leukemicup.org/il>.

## SS BADGER INSTALLING COAL ASH CONTAINMENT SYSTEM, DISCOUNTS AVAILABLE

The SS *Badger* car ferry that runs from Ludington, Michigan, to Manitowoc, Wisconsin, is completing installation of a new coal ash containment system to make the ship fully compliant with disposal requirements starting with their first sail of the season, May 15, 2015. Over the last two years a series of system improvements has already reduced the output of coal ash; this system will stop disposal into the lake and cause environmentally friendly disposal to be the outcome.

The company has announced a limited time offer of reduced passenger and vehicle fares for 2015 passages. Complete information is available in this story from the *Ludington Daily News*: <http://tinyurl.com/SSBadgerContainment>.



## COOK NUCLEAR PLANT LEAKED OIL INTO LAKE MICHIGAN

by Gail M. Turluck

Starting approximately October 25, 2014, it is estimated the Donald C. Cook Nuclear Plant in Bridgman, Michigan, has leaked 2,000 gallons of oil into Lake Michigan. A number of coincidences prevented the discovery of this leak before December 20, 2014, when it was reported to the Nuclear Regulatory Commission. The cause of the leak is undetermined, reportedly no oil has been visible on the water nor the shore, and repairs will be made before the unit is reactivated. A complete report from MLive:

<http://tinyurl.com/2014CookNukeOilLeak>.



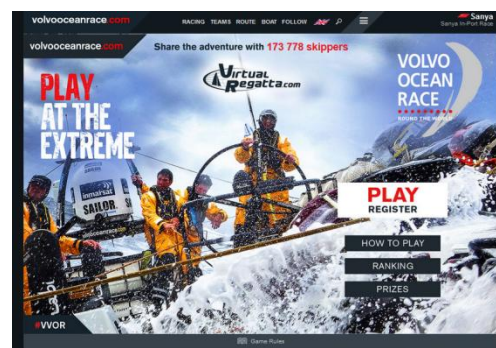
## WORLD MATCH RACING TOUR LOSES TITLE SPONSOR

As the title sponsor for the World Match Racing Tour since 2012, retail broker Alpari (UK) Limited applied for insolvency on January 19, 2015, after being battered by the surge in the Swiss franc. The tour announced that it is continuing as scheduled, including their final event of the 2014 World Championship in Malaysia on February 10-14. The Tour will shortly announce its 2015 calendar of events, and has received interest from potential global partners for the coming season.

## VIRTUAL VOLVO OCEAN RACERS – REPORT YOUR FINISHES!

by Gail M. Turluck

There is the Volvo Ocean Race that has seven VO 65s racing around the world with eight stops. Upcoming is a stop in Newport, Rhode Island in early May to which it is estimated a number of Lake Michigan sailors will be venturing over to see the boats, meet the teams, and learn more about the race and equipment. Likely some will be wanting to learn more about Team Vestas Wind, which suffered a grounding and severe damage in Leg 2, withdrew, missed Leg 3, was recovered and is being repaired with a plan to reenter the race. Learn more about the race at [www.volvoceanrace.com](http://www.volvoceanrace.com). Leg #3's first finisher, Dongfeng, arrived in Sanya, China on Monday, January 26, 2015.



There is a component to the race that is open to all, the Volvo Ocean Race Game. There are over 173,000 entries in the virtual race; new entries for following legs are accepted. Sailors can set the course for their boat and choose their sails. There are options to purchase upgrades for the boat and sails or you can race with the free version. It is fun to see how many of the upgrade rigged boats you can beat with a freebie. The first virtual race finisher arrived on Sunday, January 25, 2015. To register visit: <http://www.volvoceanrace.com/en/game.html>.

LMSRF will collect the virtual boat names, skipper names, and overall finish places from Leg 3 to report in our March issue. We will do this for each Leg of the race game. Email your VOR Game boat name, your name, and your Leg 3 finish position to [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org) now and after the finish of each leg! The highest finishing LMSRF member VOR Game entry will receive a special award for each leg.

## LAKE MICHIGAN'S ROBLE AND WILSON BEGIN 2015 AS NUMBER ONE U.S. MATCH RACERS

Stephanie Roble of East Troy, Wisconsin, and her Epic Racing Team begin 2015 as the number one U.S. women match racers, and remain number three in the world, by winning the 2014 US Womens Match Racing Championship (USWMRC) and finishing third in the 2014 World Championship. Nicole Breault and Katie Maxim begin 2015 as number two and three by virtue of their finishes in that order at the 2014 USWMRC.

Don Wilson of Chicago, Illinois, begins 2015 at number one with several strong finishes at the Chicago Match Race Center. Chris Poole and Dave Storrs begin the year at number two and three.

## NEW SAIL CHICAGO BAREBOAT CRUISING PROGRAM DEBUTS IN 2015

by Bob Lapin

Have you ever wanted to sail from port-to-port around Lake Michigan or learn the finer points of bareboat cruising so you can charter a boat in the Caribbean or the Mediterranean?

Well, Sail Chicago can provide you with the opportunity. A new Bareboat Cruising course will be offered in 2015 aboard *Priorities*, our Hunter 34. In order to qualify for the course, you must be a Sail Chicago member and a rated Cruising Skipper or plan to become one early in the 2015 sailing season. You must also complete an on-shore Coastal Navigation course that will be offered in March, 2015.



Bob Lapin. Photo credit: Sail Chicago.

To learn the details of both the Bareboat Cruising course and the Coastal Navigation Course, [click here](#). To register for the Coastal Navigation Course, [click here](#). Questions? [Contact me!](#)

## SAILING EDUCATION

**Around The World Sailor Dave Rearick To Speak On Valentine's Day**--The fascinating story of



Michigan City Yacht Club's Dave Rearick's solo trip around the world with *Bodacious Dream Expeditions* will be presented on Valentine's Day, February 14, 2015. This not-to-be-missed after lunch presentation will be held in the main dining room at Michigan City Yacht Club, 12 On The Lake, Michigan City, Indiana, at 1:00PM. Light snacks and soda will be available. Donations appreciated. Seating is limited. Please RSVP now to save your seat! Call or email Cooper at 574-299-9969, [coop@Michigan City Yacht Club.com](mailto:coop@MichiganCityYachtClub.com).



[Club.com](http://MichiganCityYachtClub.com).

**Varnish 101: Introduction to Marine Varnish, and Boat Refinishing** at the Sheboygan Yacht Club, Sheboygan, Wisconsin, February 21, 2015--Mary Richter of Fine Yacht Finishing, LLC will be bringing her expertise to share with all. This event was well received at South Shore Yacht Club last winter and promises to be informative. Early registration is \$7, cost \$10 at the door. Registration and details are available on the SEAS website: [www.seasheboygan.org](http://www.seasheboygan.org).

**Great Lakes Basic Marine Weather Seminar** by Mark Thornton, at Sheboygan Yacht Club, Sheboygan, Wisconsin, February 28, 2015. Learn a little meteorology and reduce some of the uncertainty of boating on the Great Lakes. An enhanced understanding of basic weather principles and a few simple forecasting skills can allow you to: enhance your cruise planning skills; improve your racing performance; reduce the likelihood of being exposed to uncomfortable or hazardous weather conditions. It is impossible to predict the weather with total precision, but that doesn't mean that the weather must be entirely unpredictable. To for more information and to register please visit [www.seasheboygan.org](http://www.seasheboygan.org).

**2015 North U Seminars** - 2015 LMSRF Members may claim a \$30 discount for 2015 North U Seminars. North U will be doing Tactics Seminars this season. The Great Lakes Region Schedule is:

Detroit	February 28	Milwaukee	March 8
Buffalo	March 1	Indianapolis	March 14
Chicago	March 7	Boyne City	April 25

Registration and further information available at: [www.northu.com](http://www.northu.com). Thanks to Bill Gladstone for this special offer.



**Sisters Under Sail**, Sheboygan Yacht Club, Sheboygan, Wisconsin, March 4, 2015. A fundraising event featuring a guest speaker to benefit the program in Sheboygan: <http://www.sistersundersail.org>.

**Great Lakes Weather Seminar** - South Shore Yacht Club, Milwaukee, Wisconsin, March 15, 2015. This will be offered at a discount for those attending the Safety at Sea seminar. It is open to anyone and we encourage all SSSYC boaters to attend this course.

**Chicago Corinthian Yacht Club Crew School**, Chicago, Illinois, runs Wednesdays, April 8-May 6, plus May 13 "tune-up" race before the summer Beer Can series starts. Learn the duties of a crew member to get started with sailboat racing. New this year will be guest presenters and hands on equipment demos. They offer an early registration discount available until March 1<sup>st</sup>. For more information visit: [https://www.facebook.com/events/775255812542737/?ref\\_newsfeed\\_story\\_type=regular](https://www.facebook.com/events/775255812542737/?ref_newsfeed_story_type=regular).

**The Chicago Maritime Festival**, Chicago, Illinois, Saturday, April 18, 2015, Daytime activities: 10:00 am to 5:30 pm; Concert for Kids and Families 2:30 pm. Evening Concert: 7:00 pm-Old Town School of Folk Music, 4545 N. Lincoln Avenue, The Grafton Pub, 4530 N. Lincoln Avenue, CONTACT: 773-575-7244; WEBSITE: [www.chicagomaritimefestival.org](http://www.chicagomaritimefestival.org); TICKETS: [www.oldtownschool.org/concerts](http://www.oldtownschool.org/concerts).



**2015 Midwest Women's Sailing Conference** - The Midwest Women's Sailing Conference is set for May 16, 2015, hosted out of the Milwaukee Community Sailing Center, 1450 N. Lincoln Memorial Drive, Milwaukee, Wisconsin. Katie Pettibone is the Keynote Speaker for 2015. Bring a friend, your daughter, your crew. [info@womenssailing.org](mailto:info@womenssailing.org), 414.530.6528.



## CHICAGO RIVER BRIDGES – A PRESENTATION

by Gail M. Turluck

Lake Michigan is home to Patrick McBriarty, author of *Chicago River Bridges*, a book that has been awarded the 2013 Henry N. Barkhausen Award for original research by the Association for Great Lakes



Patrick McBriarty speaking at Chicago Boat, RV and Strictly Sail Show. Photo by Gail M. Turluck.

Maritime History and received an Honorable Mention in the Chicago Writer's Association 2014 Book Awards in the traditional non-fiction category. *Chicago River Bridges* chronicles more than 175 bridges spanning 55 locations along the Main Channel, South Branch, and North Branch of the Chicago River.

McBriarty gave a slide-supported presentation at the 2015 Chicago Boat, RV and Strictly Sail Show. He described how he, a Laser sailboat racer, worked through a life-changing experience with the loss of his wife, Barbara Fox McBriarty (herself an accomplished Sunfish sailboat racer). One day he was out walking and stopped to gaze upon the bridge at Kinzie Street. He described how he has a tendency towards architecture and realized there was a lot to the structure and

design of the bridge. He started wondering how the bridges had come to be and this launched his research into the Chicago River Bridges, what ultimately became an eight year process leading to the books' publication.

McBriarty gave a brief overview of the history of the development of Chicago and why bridges are so important to its history and civilization. In 1887 there were 21,000 ship departures and arrivals through the Chicago River. The flat prairie landscape had great impact on Chicago's viability as an active port and adaptability to bridge development. The Y-shaped river needed connections for commerce to be able to operate as the city was growing yet these connections had to be able to open for ships.

Downtown real estate in Chicago has always been coveted and this scarcity made the drawbridge concept crucial to transportation in the city. The first pontoon bridges were built by tavern owners to facilitate customer traffic; these were destroyed by the 1849 flood. Later came turntable swing bridges, pivot or

swing bridges, turntable bridges, "bascule" or see-saw bridges, and vertical lift bridges. The Pennsylvania Railroad and Amtrak bridge at the east end of Canal Street Marina is still operating and has been modified with a system that makes its operation automatic. The bridge at Cermak and 22<sup>nd</sup> Street is an example of a rolling lift bridge. The renowned Chicago Type Bascule Bridge had ten total bridges built in the city; four of them remain today.

McBriarty described how as he delved deeper and deeper into his research how he developed a deep appreciation for the Bridge Houses. Bridge Houses held the operators that had to be on duty around the clock to meet the demand openings of ships as they arrived and departed with their loads that were critical to commerce. He shared that the Michigan Avenue Bridge has a museum that is open during the summer.

McBriarty's passion for what he learned simply because of a curious thought oozes in his every statement. It has led him to a second career of writing, video making, and education. He is frequently making presentations about his book and the bridges.

Learn more about the author, book, supporting video and further projects by visiting <http://www.ptmwerks.com/>.

## **SAILOR PROFILE – CHARLIE MUELLER OF MICHIGAN CITY YACHT CLUB** **A Smashing Presentation**

**by Jacqui Pederson**

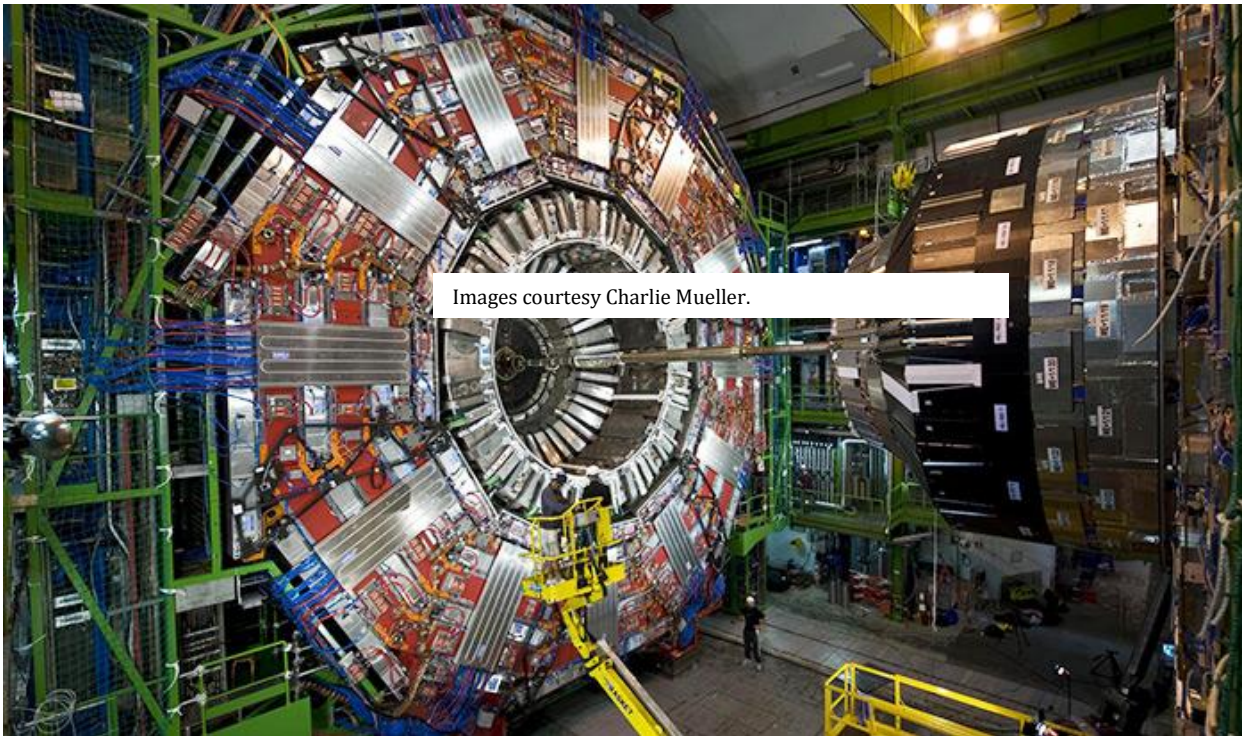
On Saturday, December 20, Michigan City Yacht Club, Michigan City, Indiana, members and guests enjoyed a slide presentation by Charlie Mueller, past Michigan City Yacht Club Junior Sail director and an employee for Notre Dame at European Organization for Nuclear Research, "CERN," on the Compact Muon Solenoid; an experiment at Large Hadron Collider (LHC) at CERN in Switzerland. He showed slides of the LHC and the two detectors (ATLAS and CMS, Compact Muon Solenoid, which is the detector Charlie works on). The detectors are placed on the 17-mile circumference of the Collider such that they take "pictures" of the results of the head-on smashups of beams of protons traveling through the Collider at 99.9999991% the speed of light.



Charlie works with these "pictures" of the tracks, looking for information on muons, electrons, and other energetic (subatomic) particles. (It goes beyond the scope of this article to provide much detail, you are welcome to submit questions to him via [lmsrfadministration@lmsrf.org](mailto:lmsrfadministration@lmsrf.org).)

The day before this presentation, Charlie defended his doctoral thesis proposal at Notre Dame. Before, during, and after the physics talk, Charlie interspersed anecdotes (and slides) of more personal information. One story was that Notre Dame IT had texted him one Friday night (while he was on Bruce Carter's sailboat) to request that he temporarily end his massive use of their computer system (he was using five times as much as everyone else together at the university) because there was a home football game and lots of people coming to the campus the next day who would want to be getting on line. Doing his research requires massive amounts of computer power, but Charlie stopped his programs for the weekend.

Another anecdote occurred at LHC when scads of workers were setting up the whole system. No metal tools were to be left at the Collider (300 feet underground), but one screwdriver was inadvertently left there. It, of course, was magnetic (metal). The Collider requires massive, powerful magnets around the circumference and on the detectors to keep the protons, which have a positive charge, following the curve; otherwise they would fly off on a straight line and be "lost" to the experiment. When the magnets were turned on, this regular-sized screwdriver was immediately (positively), most speedily pulled right up to them, tearing through instrumentation in its way. Much damage occurred that had to be repaired ...



Images courtesy Charlie Mueller.

Charlie also had some quick interesting facts:

The vacuum in the Collider is five times more "complete" than the surface of the moon.

The Higgs boson.

The temperature the magnets operate at is 1.9 degrees Kelvin, colder than outer space, which averages 2.7 degrees Kelvin.

Each section of magnet requires 12,000 amps of current.

There exists an impressive equation (of many, many lines and many terms) that explains the physics of everything we "understand," which is only 3%-4% of the known universe.

While unlikely, some experts believe that black holes could be created when the LHC collides protons, but Charlie explained that the potential black holes would be too small and short-lived to be of any danger.

The Collider creates 40 million proton-proton collisions each second, but the vast majority of collisions don't create the rare and interesting physics events worth studying. (Charlie said that it averages to just one a day for the specific Higgs research he's conducting.)

The beam of protons racing around the Collider consists of trillions of protons but is thinner than a human hair. Charlie also gave us insights into his life in Europe, including biking to work past large fields of



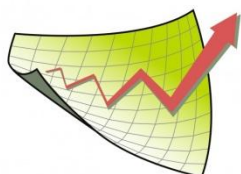
sunflowers and sailing on Lake Geneva. He has participated in one of their largest races, the Bol d'Or, which begins at Geneva and runs the entire length of Lake Geneva and returns to Geneva for a total of 123 kilometers (66.4 nautical miles).

Charlie gave a fascinating talk on science, boating, and life.

## STATE OF THE INDUSTRY

by Gail M. Turluck

The National Marine Manufacturers Association, organizers of the Chicago Boat, RV and Strictly Sail Show, hosted an industry breakfast to update vendors and leaders in the industry on programs and business trends.



NMMA President Thom Dammrich was happy to report that retail spending is up. He stated that the Consumer Confidence Index is a leading indicator for the boating industry. When this index is over 90, boats sell. This past fall the index was over 90 in two months and coincident to that spending has started to grow. Dammrich shared that a \$.01 reduction in the price of gasoline equates to \$1Billion in consumer's pockets. Trends today show at least three years of 3% or more growth in the industry is anticipated.

Armida Markarova described some achievements of the Discover Boating program led by NMMA. While the trend still is the boater's average age is rising by six months per year, she shared that there were 1.8 Million connections through the Discover Boating portal in 2013: [www.growboating.org](http://www.growboating.org) for industry professionals and [www.discoverboating.org](http://www.discoverboating.org) for the consumer and [www.discoverboating.com/boating/sailing.aspx](http://www.discoverboating.com/boating/sailing.aspx) for the sailing consumer.



NMMA is supportive to the Recreational Boating Leadership Council that is open to anyone (<http://rbldc.org>). The RBLC was formed in 2011 and has had four face to face meetings. They are addressing how to grow activity in six key areas: advocacy, marketing, education, diversity, youth and affordability. The RBLC Youth Committee is working on a National Youth Sailing Directory and is planning to have it active soon. For more information see the *Soundings: Trade Only* article: <http://www.tradeonlytoday.com/features/industry-news/nmma/growth-planners-ideas/>.

### LETTERS TO THE EDITOR

I am delighted to read that Glenn McCarthy is restoring the extensive Safety At Sea survey on the US Sailing web site. There is a lot of useful information for racers, particularly offshore racers, in that survey. I have submitted a file for him to add. It is the police report I filed at the time of the accident involving Herb Kaczmarek's C&C 35, *Dixie*. At that time, I could not scan the drawings that were attached, so I do not have them in a digital format to share at this time.

It does not make for pleasant reading. We were looking for Bruce Chapman's body. We quickly found his spinnaker on the lake bed, so we were close. Bruce's body finally floated to the surface six weeks after the accident. Herb Kaczmarek and Lu Range from the crew of *Dixie* asked that I not publicly release this report due to a fear of lawsuits. Obviously, it was provided to the police for the official inquest. Since both have subsequently passed on, the threat of lawsuits is moot and I can provide this for the grim lesson to be learned, don't let this happen to you. Wear a life jacket when on the foredeck, even during daylight hours. If we can't find you, we can't save you.

I was the PRO that day and became the de facto on scene coordinator for the rescue effort, which involved the combined efforts of the Coast Guard, the Chicago Marine Police, the Chicago Fire Department helicopter divers and the Chicago Park District Lifeguards. It was a bittersweet day. Working together as hard as we all could, we only got a tie. We won one and we lost one.

R.I.P. - Bruce Chapman, Herb Kaczmarek and Lu Range.  
**--Bruce Thompson**

That was a great article in January 2015 *Lake Michigan SuRF* on membership, Gail, well done.  
**--Michael Hettel**

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](mailto:lmsrfadministration@lmsrf.org).

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

#### New Boats & Owners on Lake Michigan

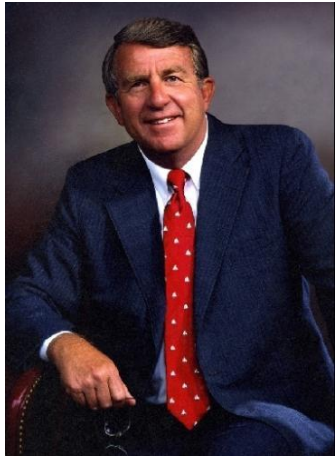
Lots of rumors floating about of boats for sale ... which means those owners are getting something new. Likely some non-owners are going to join the fray in 2015 – share it here!

#### New Sailor!

Babies ... we love babies!! Share your good news here.

**Sailed off to a Last Sunset**

LMSRF is saddened to learn of the passing of Life Member **John "Jack" Herrick Batts**, of Grand Rapids, Michigan. He was age 87 and peacefully passed into the comforting hands of God with his family by his side November 30, 2014. Jack was born in Grand Rapids on July 26, 1927, and he graduated from East Grand Rapids High School in 1945. He attended Purdue University and received a degree in



Mechanical Engineering in 1950. While at Purdue, he started the sailing team, which began a lifelong passion that was his primary activity outside of family and work. Jack's sailing adventures included taking 2nd overall in the Sardinia Cup with the U.S. team; winning the Bermuda Onion Patch Series; sailing in several Newport to Bermuda races and winning the 1983 Southern Ocean Racing Conference. He was involved with two different America's Cup campaigns through the New York Yacht Club. Jack also participated in many Chicago and Port Huron to Mackinac races with friends and family for decades. He learned to fly airplanes in college following in his family's significant aviation accomplishments, which began in 1916. Jack was inspired by his entrepreneurial father W.H. Batts and his grandfather J.T. Batts, who revolutionized retail merchandising by displaying clothing on garment hangers beginning in 1903. With over 150 US patents for product design, injection molding and assembly processes, Jack propelled Batts, Inc. into a successful global garment hanger manufacturing entity. Jack was also involved in many

corporate and philanthropic boards over the years including: Grand Valley University Foundation Advisory Cabinet, Porter Hills Foundation, Bissell Inc, Oliver Machinery and First Michigan Bank and Trust of Zeeland. Social clubs included: New York Yacht Club, Cruising Club of America, Lost Tree Club, Everglades Club, Ocean Reef, Angler's Club, Kent Country Club, Macatawa Bay Yacht Club. The business experiences brought Jack and Nancy a better appreciation for the global human community, and strengthened their devotion to their West Michigan community. Jack continued to actively support and lead community and civic causes. He has supported several of GVSU's capital campaigns including: Keller Engineering Laboratory, Cook-DeVos Center for Health Sciences and the Mary Idema Pew Library. Jack was a loving husband and father who recently celebrated 62 years of marriage to Nancy DeKraker. He was preceded in death by his sister, Eloise Hobday of Newark, DE. Jack is survived by his wife, Nancy; his children, John of Edwards, CO, and his children Wes and Betsy; Michael of Grand Rapids, MI, and his children Ann, Eric and William; James (Kathy) of Palm Beach Gardens, FL, and their children Alec and Julia; Robert (Judy) of Grand Rapids and their children, Michelle and Thomas; his sister-in-law, Shirley Dekker, of Grand Rapids. Services have been held. Memorial contributions may be made to the Van Andel Institute or Lost Tree Club Charitable Foundation.

**SANDOVAL ADDED TO SAIL AMERICA BOARD OF DIRECTORS**

Sail America, the trade association for the U.S. sailing industry, elected two new members to its 2015 Board of Directors: Reagan Haynes, *Soundings Trade Only*, and Lou Sandoval, Karma Yacht Sales.



The new Sail America Directors will join the newly elected President of the Board Scot West (President), Ronstan USA and Jeff Johnstone (Board Treasurer/Secretary), J/Boats. Additionally, they will join existing Board Members Erin Schanen (VP Association) *Sailing Magazine*, Greg Emerson (VP Shows), Marlow-Hunter, LLC; Jay Stockmann (VP Marketing), Vetus Maxwell; Stanton Murray (Past President), Murray Yacht Sales; Kevin Coughlin, New England Ropes; Laurent Fabre, Beneteau America; Jack Gierhart, US Sailing; Kyle Gross, APS; Ben Wold, NMMA; Jim Abel, West Marine; Mark Pillsbury, Cruising World; Bob Ross, Sail Northwest and Kimo Worthington, North Sails.

Departing the Sail America Board is Jahn Tihansky, U.S. Naval Academy.

Lou Sandoval. Photo courtesy: Karma Yacht Sales.

Lou Sandoval is Co-Owner and Co-Founder of Karma Yacht Sales, the Midwest Dealership for Beneteau, C&C Yachts. Sandoval founded Karma Yacht Sales



(KYS) in 2002 with lifelong friend/business partner Jack Buoscio fulfilling a lifelong dream of owning their own business. Shortly thereafter, they completed the purchase of the existing twenty-five year old Beneteau Sailboat Dealership-Darfin Yachts, LTD. KYS' home office is in Chicago; their area of coverage encompasses a nine state region alongside Lake Michigan in the North Central portion of the United States. In 2013, KYS was appointed as the Midwest dealer for Alerion and C&C Yachts for the area that extends from Lake St. Clair to the Western Great Lakes and North Central area.

In over a decade at the helm, Karma Yacht Sales, LLC has continued in its winning tradition. They have been perennially ranked in the Top 10 dealerships in North America for Sales and Customer Service winning the prestigious Beneteau President's Award. In 2008, KYS received the prestigious title of Beneteau Platinum Dealer reserved for the top tier North American dealers meeting stringent Sales and Service criteria. In 2011, Karma Yacht Sales earned the Beneteau Dealer of the Year award in Service for having achieved a rare-perfect Customer Service Initiative (CSI) score.



As a company leader, Sandoval's spends his time on business development that best represent Karma Yacht Sales, LLC's interests. Sandoval brings over fifteen years of experience in the marine industry in the areas of business ownership, business development, marketing, sales and service.

Sandoval serves on several industry boards including the Yacht Broker's Association of America; Recreational Boating and Fishing Foundation and is the Vice Chair of the Diversity Sub-Committee for the Recreational Boating Leadership Council – an industry-wide board that seeks to grow the reach of boating and improve participation of on-the-water activities in various marine disciplines. He has served on the Board of Directors for Chicago Yacht Club and served as the Chairman of the 104<sup>th</sup> and 105<sup>th</sup> Chicago Yacht Club Race to Mackinac. Sandoval is currently the Vice-Commodore for Chicago Yacht Club. He was one of four finalists in *Boating Industry Magazine's* list of Movers & Shakers in 2013 for his leadership in the marine industry. *Negocios Now* (Business Now) Business Magazine named Sandoval an Honoree for their inaugural issue of *Who's Who* in Chicago Hispanic Business in 2014.

In his spare time, Sandoval enjoys competitive sailboat racing. He has been a section winner in the Chicago-Mackinac Race seven out of the last ten years aboard his boat *Karma* (owned with Jack Buoscio and brother Martin Sandoval) and has placed in the top of their section nine out of the last ten years.

Sandoval is a native Chicagoan. He is the oldest of four siblings born to first generation working class Mexican immigrants. He grew up on the Southeast side of Chicago, attended St. Francis De Sales H.S and later majored in Biochemistry at DePaul University. He has completed certification coursework at Kellogg Graduate School of Management with a concentration in Marketing and Strategic Management. Sandoval, his wife Sonia and their two daughters live in the Bridgeport neighborhood of Chicago.

Sail America is the trade association for the U.S. sailing industry and plays a vital role for all companies that are involved in providing sailing-related products and services. Established in 1990 by members of the U.S. sailing industry, Sail America now has over 200 members representing all segments of the sailing market. With a professional staff, a dedicated Board of Directors, and a team of volunteers and supporters, Sail America works hard to promote the health and growth of sailing. [www.sailamerica.com](http://www.sailamerica.com)

## HUTCHINSON AND ROBLE NAMED ROLEX YACHTSMAN AND YACHTSWOMAN OF THE YEAR

Terry Hutchinson of Annapolis, Maryland, and Stephanie Roble of East Troy, Wisconsin, were named US Sailing's 2014 Rolex Yachtsman and Yachtswoman of the Year.

Hutchinson was named in recognition of a year that saw him atop the leader board at major regattas more times than any other American sailor. The 2014 award is Hutchinson's second; he previously earned the honor in 2008 following his win of the TP52 World Championship.



Left to right: Terry Hutchinson (Photo Credit Rolex/Daniel Forster) and Stephanie Roble (Photo Credit US Sailing/Will Ricketson).

One member of the selection panel remarked that Hutchinson "has this magic; he is the lead figure in campaigns for a lot of different classes," while another noted that he is "committed and passionate about being at the top of his game."



Stephanie Roble during the Lysekil Women's Match race. (Photo Credit: Dan Ljungsvik/LWM)

LMSRF Individual Member Steph Roble, a first-time shortlisted nominee, was recognized by the selection panel for her versatility; her accomplishments as a skipper and as a crew; and her competitive successes on a variety of platforms, sailing against both men and women. One panelist remarked that Roble "has made bold and courageous choices in her post-collegiate sailing life," while another lauded her as "the latest in a generation of women sailors who are working hard to make a name and a living at sailing. She is a trailblazer; she is a tremendous ambassador for the sport."

A member of the Etchells World Championship winning team, Roble also crewed on the seventh-place finisher at the J/70 North American Championship, and the fifth-place finisher at the Melges 20 North American Championship. As a skipper, she won the U.S. Women's Match Racing Championship and placed third at the ISAF Women's Match Racing World Championship. Based on her 2014 match racing results, she begins the New Year as the top American match racer, with a ranking of number three in the world.

"The nominees for this year were incredibly talented, and I am truly honored to be the 2014 Rolex Yachswoman of the Year," said Roble. "The past year has been a fun adventure and true test of personal determination as I dove into professional sailing. I love sharing my passion for sailing with others and learning more about the sport each day. I was fortunate to be a member of several teams throughout the year, including my own match race team, which allowed me to reach many personal goals. In the end, it was through the massive support of my teammates who pushed me to become a better sailor and ultimately receive this coveted award. I am thrilled to join this admirable list of American sailors!"

The 25-year-old Roble began her sailing career in dinghies and scows from Lake Beulah Yacht Club in her hometown of East Troy. A successful youth sailor, she twice earned ICSA All-American Honors (2010, 2011) while competing for Old Dominion University from which she graduated in 2011. Roble has made the transition to match racing with a goal of winning the Women's Match Racing World Championship while continuing to compete in the Melges 20, J/70 and Etchells classes.



CHICAGO CORINTHIAN  
YACHT CLUB®

## ANNOUNCING 2015 SAILING CREW DEVELOPMENT SCHOOL

*Learn the skills needed to be a valued crew member on a racing or cruising sailboat - and have a lot of fun!*

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

**Cost:** \$175 includes book and materials

**Who:** Ages 18 years and up

**When:** 5 consecutive Wednesdays from 7:00 - 9:30 pm  
Wed., April 8 - Wed., May 6, 2015  
Regular Racing begins Wed., May 13, 2015

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

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

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

**Apply online:**

<http://adobe.ly/17rgsS1>



For more information contact:  
[newsletter@corinthian.org](mailto:newsletter@corinthian.org)

**\$25 DISCOUNT For Early Registration (3/1/15)**  
**Only session in 2015 ▣ Free street parking**

## NOMINATIONS OPEN FOR NATIONAL SAILING HALL OF FAME

The US National Sailing Hall of Fame is accepting online nominations for the 2015 Class of the National Sailing Hall of Fame from February 1 through April 1. After the nominating period concludes on April 1, inductees for 2015 will be determined this summer.

Nominating categories include Sailing, Technical/Design and Contributors.



Each candidate should be a U.S. Citizen; however if someone of international birth has had a significant impact on the development of the sport of sailing in the United States, they may be included. Nominees must be 45 years of age or older. Posthumous nominations may be made 5 years postmortem or in the year the deceased would have reached 45 years of age, whichever is sooner.

This year, up to five people will be chosen from a combination of publicly-submitted nominations and carry-over nominations from last year, as determined by a selection committee appointed by the NSHOF, comprised of representatives from NSHOF, U.S. Sailing, the sailing media, the sailing industry, community sailing, a maritime museum and NSHOF founding member clubs.

The 2015 Induction Ceremony will be held on October 4 at the Bay Head Yacht Club in Bay Head, New Jersey.

To learn more, including videos on how to best prepare candidate information for submission, visit: <http://nominate.nshof.org>.

## REINSTATE SAILING AS A SPORT IN THE 2020 PARALYMPIC GAMES!

*by Will Matthews, Cowes, United Kingdom*

On January 31, 2015, the International Paralympic Committee announced the sports that would take place in the 2020 Tokyo Paralympic Games - sailing wasn't one of them.



Sailing is so widely participated in and offers such a physical, technical and tactical challenge. Great Britain won the first ever Paralympic Sailing Gold Medal in 1996, and the sport has been in the Games ever since. It has been a lifeline to some people and it really should be in the Paralympic Games!

Facebook page: <http://goo.gl/QYX8YS>, online petition page: <http://tinyurl.com/ReinstateParalympicSailing>

## MEMBER YACHT CLUB PROFILE – SAIL ANY WAY

*by Mike Stapleton*

If you would like to pass on a few bits of information about what we did last summer here are the things I would have probably mentioned:

We found our Access Liberty sailboats were not the best for our waters (Bay of Green Bay) as we had exposure to large seas. Although we loved the Libertys and the boats are quite safe (and fun) in wind and seas it was too much to handle from the safety boat perspective when something went wrong with one boat. It left the other two boats sometimes heading towards the rocks. We were fortunate to have found a buyer (BAADS in San Francisco) for the boats.

With the sale of the Libertys and with funds from a grant we purchased a Cape Dory Typhoon (photo right). There are two versions: The "Daysailer" and the "Weekender". The Daysailer was our choice because it has a larger and much deeper cockpit than the Weekender. Another sailor here owns a Weekender. It was obvious the Weekender would NOT work as there is not enough depth in the cockpit floor for legs. The Weekenders



are not very common so not too many of them out there for sale.

If we were to purchase another boat it would probably be an Ensign. Although they are not considered by some to be a high performance boat it would be our choice mainly due to the heavy weed growth in the Sturgeon Bay waters where we race. We are talking weeds that are actually on the surface. The Ensign (and our Typhoon) shed the weeds with no need to constantly back up. For this reason there is also a fleet of Ensigns (about 7) that race every Thursday evening. Another advantage is the Ensign would allow us to add two more sailors or family/friends when we sail.

Adapting our Typhoon for disabled sailing was interesting. Our first sail was with one of our sailors that was game for anything and proved to be an interesting sail having to pick (all 230 pounds of) him up off the floor several times for lack of support to hold him in his seat. After that we made a "rack" out of wood that crossed over the cockpit and had sides that held them in. This turned out to work very, very well. The only complaint we received from the sailors is that "...it did not have cup holders." The rack can be seen in one of the photos attached. It is made of white cedar so very light and can be removed in a few seconds. There are no fasteners as it was built to conform to the taper of the cockpit and slides under the teak back boards. Since we have a sun cover on the boat at slip we leave the rack in.



We moved our venue from the Egg Harbor marina to Sturgeon Bay. Skipper Bud's in Sturgeon Bay donated slip space to us (and has said they will again this year). They had no problem with us mounting our lift on the docks. (We lifted a couple of dock boards and bolted steel cross-members across the dock trusses to spread the load and fasten the lift). There is a photo attached of the early stages of that mounting. The base of the lift set on top of the truss chords. We then placed steel channel pieces under the same truss chords and ran the four bolts down to those pieces. We did not need to weld or drill holes in the Skipper Bud docks so if we were to ever abandon the slip we could remove the bolts, the lift and only two dock boards that now have holes in them would need to be replaced. We remove the top section of the lift after sailing and place that in the dock box. Only a 3' posts sticks up otherwise. Skipper Buds is fine with that.) The slip was the one furthest out which was the best location for us as it made it quite easy to dock. The other advantage is that when we are out sailing there are two or three empty wheelchairs out at the end of the dock. This is a very, very pretty site. It tells it all!

One of the reasons we moved to Sturgeon Bay is that the yacht club there has able-bod racing every Thursday night. We now had someone to compete with rather than just going out for a sail. We raced every Thursday.

We have found that we now have family and friends of the sailors going out in the boat with us. That is a very, very cool thing for them to do something like this together.

We applied for and received a grant from a local foundation for three items:

- a. A jib furling system: This was HUGE in that we (the able-bod) no longer had to leave the cockpit to douse the headsail. This had been a concern before since a man-overboard would not be a good thing. (Most of our sailors would not be able to start the engine and are not yet trained to maneuver for MOB)
- b. An Autohelm with remote control. This purchase (being installed this next spring) will allow several of our sailors that do not have the appendage or the strength to handle the tiller to do it via the remote. If they can change channels on their TV they can helm the boat. The one we purchased has a button to control in one degree increments and a method to send the helm over in one click for tacking. The Autohelm will also come in handy for deliveries since we will sail the boat the 20 miles from Sturgeon Bay to Egg Harbor once or twice a year for regattas in Egg Harbor.

c. A new dock lift: We had been using an "engine lift", the type purchased at Harbor Freight for mounting to the back of a pickup truck. It stated on the tag "not for lifting humans". But that had been all we could afford up until now. (Lift shown in photo attached) With the grant we purchased a lift specifically designed for outdoor use (all stainless steel) and for lifting humans. The purchase was for the manually operated version of Aqua Creek EZ Pool Lift. Barb and her group in Michigan have been using this lift and have said very good things about it. We will mount this in spring.

Regarding Sailors: We have about 7 "regulars" now. Since we race every Thursday it helps us plan ahead more. We typically take two disabled per outing so they have been alternating and often car pooling from Green Bay (60 miles) and from Shawano (100 miles +-). Most of our sailors have been with us since day one (four years ago) but we keep bumping into new ones. "Build it and they will come". You never know where you will run into them. Last summer we needed to free a stuck halyard so, as the locals told us they do, we motored the boat over to the Oregon Street bridge in downtown Sturgeon Bay. We tied the boat to the wall next to the bridge (only 30' from the US Coast Guard Mobile Bay) then got out, walked up the sidewalk on the bridge and there was our masthead. This is a very cool way to free a halyard and to tweak the Windex. While doing this, a young lady in a wheelchair and her caregiver wheeled by. Now what are the odds of that? Obviously we took advantage to introduce ourselves... Long story short, she sailed with us the next Thursday and would have sailed every Thursday thereafter other than the rotation of other sailors. Kayla, 20 years old, has a birth defect where she has no legs and no hands. She was able to skipper two races last year using just the stubs coming out at her elbow. The Autohelm will be a huge improvement for her. Every time I think about this "coincidence" of running into her on that bridge, on that day, at that moment I really have to wonder. Coincidence???

We wish everyone well with their programs and hope that anyone coming up this way (Door County) will let us know they are in the area. If it is on a Thursday they could join us out on the water.

## **TRAVERSE AREA COMMUNITY SAILING NAMED OUTSTANDING COMMUNITY SAILING PROGRAM**

*by Eric Lind*

Recently, Traverse Area Community Sailing, or TACS, was named the Outstanding Community Sailing Program of the Year by USSailing at their National Sailing Programs Symposium in New Orleans. It was an honor for me to be chosen to accept the award on behalf of my fellow TACS Board Members, Staff, Volunteers, and the many TACS Sailors, past and present.



TACS was formed in 1994 by a small group of local sailing enthusiasts wishing to establish a youth sailing program for the entire community. It has grown from a small handful of participants and volunteer instructors sailing borrowed boats to serving around 500 youth and adults each year with USSailing certified instructors and a fleet of well over 100 sail and power boats. This past year we celebrated our 20th anniversary.

Starting as a Youth Learn to Sail Program, the all-volunteer Board of Directors has guided the growth of TACS to include Adult Learn to Sail, Advanced Sailing, Adaptive Sailing, Open Sailing, High School Racing Team, and Keelboat Programs. Currently, an agreement with Disability Network is being negotiated to increase the capacity of our Adaptive Program and an Adventure Sailing Program is being planned for next season which will include Windsurfing, Mulihulls, and more.

TACS primary location is on Boardman Lake, a small protected body of water near downtown Traverse City, which is the site of the Cornwell Family Sailing Center. Also at this site is an all-purpose building built by the City which allows TACS the use of an office, extra storage, and a staging area for our activities. All this was made possible through a strong partnership with the City of Traverse City. TACS also has presence on West Grand Traverse Bay, an arm of Lake Michigan, at the Discovery Center Great Lakes (DCGL), the Grand Traverse Yacht Club (GTYC), and a new partnership with the Great Lakes Sailing Company, a local yacht charterer.

The TACS High School Racing Team is affiliated with the Midwest Interscholastic Sailing Assoc. and participates in regattas throughout the Midwest in the Spring and Fall each year. As part of this affiliation TACS has organized and held three or four regattas each year with up to 100 young sailors participating. The high point came this past summer when TACS co-hosted with GTYC a highly successful Chubb US Sailing Junior National Championship Regatta. Ninety-three young sailors from around the country competed for the Sears, Bemis, and Smythe Trophies and were housed for the week by volunteers from the two organizations. The volunteer effort to make this event happen was both amazing and heartwarming.

Financially, TACS has proven to be a huge success. The people of the Grand Traverse region have been quite generous and along with grants and funds generated from donated boats we have been able to build our boathouse while also building up our fleet of small sailboats and safety boats. Through this community support and the hard work of our all-volunteer Board, TACS is now recognized as a tremendous asset to the community. We have truly lived up to our mission statement making sailing accessible to everyone in the Grand Traverse region.

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## **TRAVERSE AREA COMMUNITY SAILING ADAPTIVE SAILING PROGRAM DEVELOPMENT**

**by Barb Hutchens**

I went to Galveston in October to attend the US Disabled Sailing Championships. They were held at the New Boy Scout Sea Base/Galveston Sailing Center. While I was there I attended the first class to become a certified Adaptive Sailing Instructor (this is added to a Level 1 instructors certification) Betsy Allison and others did a nice job of setting up simulations and providing on the water instruction.

I also attended a class to become a Classifier for disabled sailing. After one attends the class they need lots of experience/practice to become official, but it was a great experience and I am looking forward to using my skills at some point. We also learned a lot about adapting equipment for the Sonars.

I am currently a volunteer for Traverse Area Community Sailing. We received a grant from US Sailing for \$2,500.00 to start a program for disabled veterans. We need to match this grant, so please help!

At this time Traverse Area Community Sailing has 6 adaptive sailing boats: four Access 2.3's and two Access 303's. We sail on an inland lake so the small, safe, lower performance boats are great for our site. We have barrier free docks and a Aqua lift. Our adaptive program has been developing for six years, and I believe our speciality is working with individuals who are developmentally delayed/autistic/ and physically impaired, as well as others. We bring the boats to Grand Rapids once a year to MaryFreeBed rehabilitation hospital.

We sail in the summer on Tuesday and Thursdays from 4:30-7:30 PM at the Boardman Lake Sailing site. We would love to host anyone wanting more information or I would be glad to visit your site if you need some encouragement to start a program (contact the LMSRF Office to get Barb's contact information).

My goal is to someday host a developmental clinic in Traverse City so more sailors would be able to learn about racing and get started on the road to national sailing. US Sailing would like to see our groups grow in order to have more participants and higher levels of competition.

I am in the process of developing new materials for our organization, i.e.: safety plans, etc., and would be glad to share as they are completed.

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## THE WORLD IS SUPPOSED TO BE SO SMALL

by Glenn McCarthy

When the new Area V Vice Commodore, Bruce Hubble, expressed his interest in growing offshore racing, little did we know how much more he had to offer. At his Boyne City Yacht Club they created a consortium with a local disabled skiing group, Great Lakes Boat Building School, Tiara Yachts, and Irish Boat Shop to create a new adaptive sailing school, by building a sailboat specifically designed for disabled sailing.

How can this seven-year old secret occur right under our noses? They launched this new boat in 2014.

What's this boat about? Tiara Yachts did the design and made the boat adaptable to whoever might show up. As a keelboat, it has a joystick for steering and trimming for those with limited mobility, and for those with no mobility, it has straws to suck and puff into in order to steer and trimming. Or, it can be tiller steered. How cool is this?

Great Lakes Boat Building School would love to build more CM20 boats for adaptive sailors, or for adaptive sailing programs. To get more information Contact Pat Mahon [pat.mahon@glbbs.org](mailto:pat.mahon@glbbs.org):

See the boat - <http://glbbs.org/boats/cm20>  
<http://www.boynecityyachtclub.com/boatproject.html>

What else did we learn from Vice Commodore Hubble? There is now one more adaptive sailing program bringing the total up to 13 on Lake Michigan. In my wildest dreams, never would I have imagined how big adaptive sailing is becoming here on the Lake.

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## ADAPTIVE COMMITTEE MET AT BOAT SHOW

by Gail M. Turluck

LMSRF Adaptive Sailing Committee Chair Matt Wierzbach, Joey Harris, Glenn McCarthy and Gail Turluck discussed strengths and weaknesses in the development of Adaptive Sailing, an area which is seeing rapid growth in the Lake Michigan area.

As far as instruction goes, US Sailing has added an Adaptive endorsement to its instructor program and it is likely that a class for this will be held in Chicago or Sheboygan in 2015.

It was acknowledged that some programs are experiencing difficulty finding people to put on their boats. To aid with recruitment of adaptive sailing candidates, leaders were encouraged to visit support groups of all kinds. The groups reach a larger audience and can let more people know of the availability of the different adaptive sailing programs around Lake Michigan. Sheridan Shore's program is struggling. Sheboygan is working to draw military veterans.

There was discussion on the disappointment experienced in 2014 by the organizers of the North American Challenge Cup in Chicago, as the IFDS World Championship was scheduled to be in conflict with this major North American-level adaptive sailing championship. The North American Challenge Cup is an attractive event, as the sailors may simply fly in for the regatta and utilize provided equipment. With the support of local sponsors for transportation, housing and more, the regatta has a strong draw.

Boats to sail and race were discussed. The Sonar and 2.4m are most common as they are simple, stable and adaptable to different needs. The Ensign is well suited to weedy sailing areas as its keel shape naturally sheds weeds to permit water flow over the keel and keep the boats moving effectively. An exciting development is the Hobie 16 is being fitted with equipment, this lets more sailors enjoy a speedier ride.

**The LMSRF Adaptive Sailing Committee has set its next meeting for Saturday, March 28, 2015,** at Sheboygan Yacht Club, Sheboygan, Wisconsin. For information on the time and further arrangements, contact Chair Matt Wierzbach, [accessiblechair@lmsrf.org](mailto:accessiblechair@lmsrf.org), 920.918.9204. Skype participation will be available by request.



## LAKE MICHIGAN INTERCOLLEGIATE OFFSHORE REGATTA

**September 25-27, 2015**



Chicago's Midwest Open Racing Fleet and the Columbia Yacht Club are pleased to announce the 1<sup>st</sup> Lake Michigan Intercollegiate Offshore Regatta under the guidance of the Lake Michigan Sail Racing Federation and US Sailing rules and regulations.

The Lake Michigan Intercollegiate Offshore Regatta is offered to college sailors as a prelude to the Storm Trysail Intercollegiate Offshore Regatta in Larchmont, NY. This regatta is:

- Invitation only.
- 10 teams from Midwest Collegiate Sailing Association (6 undergrads per team)
- Racing: Saturday - 3 races, Sunday - 2 races

The Chicago Tartan Ten Fleet ("T-10") is excited to loan their 33 ft. one-design yachts for this event. The T-10 is the largest offshore keelboat class in Chicago and most competitive. Similar to the format of the Storm Trysail Regatta, the T-10 boat owners will be onboard as scrutineers/coaches, and will offer sage advice and racing tips for the college teams.

Columbia Yacht Club will host the venue for this event which will kick-off:

- 9/25 Friday - registration, boat orientation and practice.
- 9/26 Saturday – box lunches, dinner party and raffle.
- 9/27 Sunday - awards ceremony party.



All inquires may be directed to Steve Karstrand, Chicago T-10 Fleet Captain, 708.805.2177, [karstrand@mpscpa.com](mailto:karstrand@mpscpa.com).

2015 APPLICATION DEADLINE: FRIDAY, FEBRUARY 27



The Chicago Park District, After School Matters, Navy Pier and Sports 37™ Present the:

## Sailing Apprenticeship

If you have an interest in aquatics or water activities you should look at sailing. Sailing is a life long sport with many benefits from being a unique sport colleges are excited to see on resumes to being in high demand for summer employment across the country not to mention many opportunities in the marine industry. Sailing has something for you. The Sailing Apprenticeship is a great gateway to this amazing life long sport.

- Apprenticeship open to High School Students 15-18 who are Chicago residents.
  - This apprenticeship runs March 16 - May 22.
  - With up to \$100 as a Completion Award
  - Apprentices who complete program can apply for potential summer employment with the Chicago Park District.
  - Interested teens should apply today at [www.afterschoolmatters.org](http://www.afterschoolmatters.org) Click on 'apply for a Spring 2015 program'. Click on 'start new application'. Fill out your information. Enter 'Sailing' into program keyword search field
  - Judd Goldman Sailing Center 1262 S Linn White Dr., Chicago, IL 60605
- For more information please contact:  
Joseph Pittman (312) 287-2042 or Michael Anderson (773) 691-4215



## 2015 LMSRF YOUTH EVENTS

The early version of the 2015 LMSRF Youth Event schedule is now posted on the LMSRF web page at [www.lmsrf.org](http://www.lmsrf.org) > Youth > Youth Events. Check back from time to time as updates are expected.

At all US Sailing Youth Qualifying events the new Level 3 coaching policy shall be in force. A number of Level 3 Instructor training programs are scheduled, visit <http://www.ussailing.org/education/training-courses/>.

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## 2015 NATIONAL SAILING PROGRAMS SYMPOSIUM

by **Matt Wierzbach**

Sitting on the train back to Chicago after a great week in New Orleans gives time to reflect and attempt to digest all the ideas and energy presented at this years US Sailing National Sailing Programs Symposium. It was great seeing familiar faces, both from the Midwest and beyond. Then there is always the constant that I have noticed after all three of my visits to an NSPS event: this event energizes people!

To cover all the great ideas presented at the event in one article is unreasonable, but I do want to provide some of my take-a-ways. I also want to note that the slides used for the event are going to be made available on the US Sailing website likely before the end of the month. I strongly encourage all those running or working with a program to take a look, presentations ranged from adaptive sailing, powerboat training, insurance, and many more. Often the slides provide the e-mail address of the presenter, all of whom are a wealth of experience and knowledge and love to help the sport grow.

For those who are active in youth programming, adaptive sailing, or really any sort of on the water training, and have never attended an event I strongly encourage you to consider it for next year. The event falls at that right time of year that many of us in the Midwest are fighting winter fatigue and going some place warm (this year in a very relative term) to talk about sailing with a bunch like minded people is a great way to get ready for the still distant spring thaw. Every year I have come away with great contact information and the follow up has led to some great improvements in programming back home. While not a cheap trip these rewards have been worth it in the leaps our programs have made.

### **Take-away 1: Collaboration makes a difference!**

If it hasn't been obvious in what I have already said, and for those of you who have met me, I am a major supporter of collaboration. The problems and challenges faced by one organization are very often universal issues. Some programs have come up with great solutions to these problems and they are very often happy to provide you with the knowledge they have learned. They will also gladly tell you the story of the all too familiar nightmare that happened to cause the change in their policies and plans.

We are all busy, lets save time and not "reinvent the wheel."

### **Take-away 2: Be prepared for the bad things.**

Make sure your organization is prepared for a disaster. Have a plan because once something has happened you will not have time to craft a good response plan. There are a large number of things that could happen that fit as a disaster and it is likely this has crossed everyone's mind, but is there a current plan? If there is a plan is it well known by staff and volunteers?

One session in particular would be good to note on this subject and may help prevent a problem, but think about OSHA regulations in your club. Sailing clubs are full of chemicals that require Material Safety Data Sheets and are meant for employees should there be improper exposure but also the first thing the fire department looks for when responding to a fire at a business. Proper storage of these materials is also overlooked at a many clubs I have visited.

Thinking about working toward improving these practices makes a great way to reduce the risk of problems.

### **Take-away 3: Take a look at what US Sailing is doing.**

Having worked in the sailing education world for nearly ten years now, I have seen a lot of change happen in the training department of US Sailing. They are working very hard at trying to improve their certification programs to both provide quality instructors throughout the country but also to provide resources for sailing and boating programs to grow their participant numbers.

They have revamped the old certification system for small boat sailing instructors over the last few years. The old Level 2 Coach level has been split and provides a new third tier that breaks onto two tracks, one for coaching and one focused on administrative roles such as lead instructor and director levels. US Sailing sanctioned youth regattas will require a Level 3 Coach on the water in an effort to keep things safe.

Hard work is being done to create a database of resources on the US Sailing website. The Adaptive Sailing Manual is one such resource that was made available last year and can be found for free on [ussailing.org](http://ussailing.org). They will also be adding marketing materials that can be customized to your organization.

This is only a short summary of all the great things that were presented. Please take a look at the slide shows when they get posted, start thinking about your program, and working at improving the sport we all love. And in the spirit of collaboration please feel free to get in touch with me at any point: Matt Wierzbach, Program Director, Sailing Education Association of Sheboygan, (920)395-3638, [mattw@seasheboygan.org](mailto:mattw@seasheboygan.org).

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## **US SAILING TO ENFORCE NEW COACHING AND SUPPORT BOAT POLICY**

All U.S. Sailing Championships and their Qualifying events shall state in the Notice of Race and the Sailing Instructions which Grade that event will be governed by.

### **Event Grades**

Grade 1: Private/team coaching is permitted. US Sailing may also supply coaches who will be available to all competitors. See coaching level requirements below. There are no exceptions to this requirement.

Grade 2: A US Sailing coach will be supplied. No private/team coaching is permitted. No private/team spectator boats unless permitted in the NOR. The OA may arrange for spectator boats.

Grade 3: No private/team coaching nor US Sailing-supplied coaches. Private/team spectator boats only if permitted in the NOR. The OA may arrange for spectator boats.

### **DEFINITIONS:**

Professional Certification: coaches should provide proof of current First Aid, CPR and US Sailing Level 3 certification or its equivalent from another NGB. Level 3 is certification for a professional coach. Level 1 or basic instructor training is not accepted for these events. No exceptions are permitted.

A spectator boat is defined as a vessel in which interested party (parties ) reside(s) while on the water and who have direct ties to a competitor or group of competitors.

A coach boat is defined as a vessel in which a coach (or coaches) reside(s) while on the water and who have direct ties to a competitor or group of competitors.

A platform is defined as a stationary flotation area which has been provided by the Organizing Authority located near to the racing area.

### **WHAT IS PERMITTED AT A GRADE 1 EVENT**

1) All coaches and/or support personnel shall register by the deadline stated in the notice of race; or if no deadline is issued, before 1700hrs on the day of registration at the host venue. Coaches shall provide:

1) proof of current US Sailing Level 3 certification

or

proof of its equivalent from another NGB, proof of current First Aid and CPR (US) and a certificate of liability insurance for \$1 million (US).

Any person who does not have the credentials stated above will not be permitted to register as a coach.

2) Registered coach boats shall be marked with a numbered or colored identification flag, provided by the organizing authority at registration.

3) Registered coaches may have an additional person placed their boat by the PRO for safety and regatta management purposes.

### **WHAT MUST PRIVATE COACHES PROVIDE TO GET ON THE WATER CREDENTIALS?**

At all levels, coaches should provide proof of current First Aid, CPR and US Sailing Level 3 certification or its equivalent from another NGB. No exceptions are permitted.

Foreign coaches will need to provide proof of US\$1 million insurance in the United States.

Note: US Sailing certified Level 3 coaches have \$10 million in insurance coverage provided their certification is up to date.

b. Any coach and/or support personnel who does not have current First Aid and CPR and/or has neither US Sailing - Level 3 certification (nor its equivalent from another National Governing Body) may be provided a fixed venue on the water.

### **OTHER PERMITTED ACTIONS AND REQUIREMENTS**

1) Other than at a Grade 1 event, no coaching or support (other than a US Sailing-supplied coach) is permitted from the time a competitor arrives at the venue each day until 1800 on practice days, and until the Chief Judge or Umpire releases the competitors on race days.

2) The OA may arrange for spectator boats or a platform that provides a location for boat rotation and spectating. Supporters on OA-arranged spectator boats or platforms may provide food and drink, carry clothes and personal affects for use/changing between races, and give encouragement (but not information or advice).

3) The RC may create separate zones for registered coaches and general spectator fleets. Only registered coaches shall be allowed to operate boats in preferential coaching zones described by the RC.

4) The OA/RC may implement a notice of race and/or sailing instruction limiting the competitors' access to only registered coaches and other designated persons on race days.

5) Except when rendering assistance to a boat in danger, or at the request of the race committee, registered coaches shall stay 100 meters outside the racing area or in the zone(s) indicated by the race committee, from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals an abandonment. Spectators shall stay at least 300 meters outside the racing area or in the zone(s) indicated by the race committee.

6) All coach and spectator boats must have a working VHF radio and monitor the RC channel. The PRO may direct the coach boats onto the race course at his/her discretion; i.e., after a general recall, postponement or if safety needs dictate it.

7) If the PRO, RC, Judges or Umpires see that a coach or spectator boat (as defined to include all on board) violate this policy, the following actions will occur:

Violation #1: The coach/ spectator boat will be given a warning by the PRO.

Violation #2: The coach/spectator boat occupants without exception will be banned from the racing area for the duration of the event and must turn in the identification flag.

The PRO may lodge a protest against all of the boats identified as being associated with this coach boat. A penalty given to an associated boat will be considered a breach of rule 2, Fair Sailing and the penalty will be at the discretion of the Protest Committee.

Note, for the PC to have the discretion to not disqualify a boat for a breach of rule 2, the SI's need to change rule 64.1, and the NOR needs to say that the SI's will change rule 64.1 in this instance and give a summary of the changes. Suggested language for changing rule 64.1, Penalties and Exoneration:

In the NOR, state under Rules: "Rule 64.1 will be changed to give the protest committee penalty discretion for a breach of the US Sailing Coach and Spectator Boat Policy, item 7(c)."

In the Sailing Instructions, state under Rules: "A penalty given under US Sailing Coach and Spectator Boat Policy, item 7(c), will be at the discretion of the Protest Committee. This changes rule 64.1." A disqualification under rule 2 cannot be excluded (see rule 90.3(b)).

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## **US SAILING ESTABLISHES MATCH RACING WEB PAGE**

Focusing on all that is Match Racing in the U.S., please visit this dedicated part of the overall web page to gain insight into current Match Racing activity: <http://tinyurl.com/USSA-Match-Race-Page>.

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## **U.S. YOUTH MATCH RACING CHAMPIONSHIP FOR THE ROSE CUP**

US Sailing is organizing the inaugural U.S. Youth Match Racing National Championship for the Rose Cup, hosted by the Balboa Yacht Club in Corona del Mar, California, June 17-21, 2015.

Up to twelve skippers from around the U.S. will be invited to race in this US Sailing National Championship. The event will be sailed in the Governor's Cup 21, with teams of three or four sailors who must be at least 16 and no older than 20 years old in 2015.

"We could not be more excited to finally have a true youth match racing national championship in the U.S.," said Dave Perry, member of the US Sailing Match Racing Committee and four-time U.S. Match Racing Champion who will be coaching the event. . It will be quite an honor for the team which wins it. Match racing is an exciting discipline in our sport, and we want to encourage the 16 to 20 year old group to get involved and proficient as match racing is an excellent bridge to higher levels of sailing."

In addition to competing for the US Sailing medals, the top three finishing skippers will receive automatic invitations to the Governor's Cup, a premier international youth match racing event, hosted by the Balboa Yacht Club, July 20-25, 2015. The Nick Scandone Sportsmanship Trophy will be awarded and North U will sponsor an advanced match racing clinic prior to the racing.

Requests for Invitations received by April 15, 2015, will receive preference. Requests for Invitations, the Notice of Race and additional information are available on the event website: <http://tinyurl.com/2015USYMRC>.

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## **2015 US SAILING NSPS AWARD WINNERS**

Congratulations to the 2015 Training and Community sailing award winners announced in New Orleans, Louisiana, at the US Sailing National Sailing Programs Symposium on Saturday, January 24!

### **Virginia Long Sail Training Service & Support Award**

Richard Jepsen (Berkley, CA)

### **Captain Joe Prosser Award for Excellence in Sailing Instruction**

Oakcliff Sailing Center (Oyster Bay, NY)



**Marty A. Luray Award**

John O'Flaherty (Providence, RI)

**Ten Years of Hallmark Performance**

Westwind Sailing (San Juan Capistrano, CA)

**Outstanding Organizational Leader**

John Lackey (Tampa, FL)

**Outstanding Community Sailing Director**

Traverse Area Community Sailing (Traverse City, MI)

**Outstanding Community Sailing Director**

Alicia Martorella (Oyster Bay, NY)

**Creative Innovations in Programming**

Young Mariners Foundation (Stamford, CT)

**Excellence in Instruction**

Hallie Payne (Mystic, CT)

**Outstanding Outreach & Inclusion**

Nantucket Community Sailing (Nantucket, MA)

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**US SAILING SEMINARS, TRAINING AND LEADERSHIP**



**TRAINING**

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

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

John Garr, 5790 Westward Passage, Harbor Springs, MI, 49740, 313.670.0811 Cell, 313.670.0811 Home, 313.884.4160 Work, [jg@garrtrimsales.com](mailto:jg@garrtrimsales.com).

**US Sailing Sanctioned Safety At Sea Seminar**

3/14/2015 - 3/14/2015

South Shore Yacht Club, 3200 E. Nock Street, Milwaukee, WI 53207 USA

Contact: Rick Trisco, Pat Nora or Andrew Gawin, Ph: 414-481-2331

Moderator: Brian Adams

**RACE OFFICER, JUDGE AND UMPIRE CERTIFICATION**

Visit <http://www.ussailing.org/race-officials/become-a-race-official/> for the up to date schedule and to register for any session.

**Advanced Race Management Seminar**

March 21-22, 2015 at Sail Sheboygan at the Sheboygan Yacht Club, Sheboygan, Wisconsin.

Cost is \$100 and registration is open.

Learn more at: <http://www.ussailing.org/race-officials/race-officers/race-officer-program/>

Register today: <http://www.ussailing.org/race-officials/become-a-race-official/race-officer-seminar-calendar/>

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

Visit <http://www.ussailing.org/instructors/> for the up to date schedule and to register for any session. As sailing season nears many instructor sessions will be added.

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# US SAILING SAFETY AT SEA



**Saturday, March 7  
Columbia Yacht Club**

*Highly recommended for the Race to Mackinac*

Topics Include:

- Safe seamanship
- Heavy weather tactics
- Weather forecasting
- Boat preparation
- Safety equipment demonstrations
- Crew overboard recovery techniques

Moderated by Brian Adams and a team of marine experts. All participants receive certificate of completion from US Sailing. Lunch is included in the seminar cost.

Non-Member: \$140

CoLYC Member: \$130

US Sailing Members Save \$5!

**Register At:**

**[www.ColumbiaYachtClub.org](http://www.ColumbiaYachtClub.org)**

**Questions?**

**Email [morgan@colyc.org](mailto:morgan@colyc.org)**



**Columbia Yacht Club**  
ESTABLISHED 1892





## WHAT HAPPENED ...

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

### 2015 Gold Cup DN World Championship Kingston Yacht Club, Kingston, Ontario January 25-31, 2015

8.	US 4926	Steve Orlebeke	11 6 11 (12) 10 4	42.00
26.	US 5219	Kent Baker	24 12 (43) 24 22 40	122.00
43.	US 1301	Chad Coberly	31 20 DS (DS) DS DS	204.00
<b>SILVER FLEET</b>				
29.	US 3433	Robert Cummins	22 DS (DS) 20 23	105.00



### 2015 ISAF Sailing World Cup Miami Miami, Florida January 26-31, 2015

Only once a year do the Classes that are designated Olympic and Paralympic come to the United States for a major regatta and to give our USA teams the opportunity to race "at home." There are a very few familiar names to Lake Michigan; see if you can pick them out. A record fleet of over 700 entrants from 64 countries competed in the 10 Olympic and 3 Paralympic classes named to the 2016 Olympic and Paralympic Games. On day one, it was equal parts sparkling and storming. Laser sailor Robert Scheidt, winner of five medals in five Olympiads, two of them gold, described the opener as, "A windy, tough day. What you have to do this early in the regatta is avoid the big problems." Which is not so easy when a major squall is the big takeaway. "In the first race there was a time on the second weather leg where we couldn't see through the rain, couldn't find the marks," Scheidt said. The second day offered a steady diet of breeze in the teens. On Wednesday if it wasn't the wind direction that was changing, it was the wind speed. Shifts were 15 to 20 degrees and winds were up and down. Thursday's racing saw the breeze in the teens. Friday brought single-digit winds with big shifts. USA scored a single-solitary medal, Silver in the Paralympic Sonar Class to skipper Rick Doerr's team. Sixteen countries claimed the 30 Olympic medals available, with Great Britain leading the way with 6 medals. Other multiple medal countries were Australia (4), Netherlands (3), Denmark (2), France (2), Italy (2), New Zealand (2). Claiming a single medal were Austria, Belgium, Brazil, Croatia, Germany, Greece, Japan, Russia, and Spain. The nine Paralympic medals were won by six countries: Canada (2), Great Britain (2), Norway (2), Australia (1), Italy (1), and USA (1). To see all the results, please visit [http://www.sailing.org/worldcup/regattas/miami\\_2015.php](http://www.sailing.org/worldcup/regattas/miami_2015.php). The following are all the USA competitors, the 2016 USA Olympic Team will come from amongst these competitors, our future stars:



#### OLYMPIC SAILING

##### 470 Men

20. Stuart McNay/David Hughes	Providence, RI	11 18 14 19 14 19 (UF)32	172 127
33. Jordan Factor/Matthew Wefer	Miami, FL	31 31 24 24 (36)34 30 26	236 200
38. Russell Clarida/Ian Robinson	Southport, CT	36 37 (DF)38 40 40 25 22	283 238
41. Dillon Paiva/Liam Harr	Annapolis, MD	38 35 37 40 (42)41 38 42	313 271

##### 470 Women

8. Anne Haeger/Briana Provancha	East Troy, WI	11 10 5 8 4 14 (17)3	14 86 69
18. Sydney Bolger/ Carly Shevitz	Long Beach, CA	(OC)21 3 23 21 11 10 18	138 107
29. Alexia Fischer/ Georgia Lomax	Seattle, WA	(DS)28 DF 29 28 DF 27 27	232 201

##### 49er Men

7. Bradley Funk /Trevor Burd	Plantation, FL	7 7 12 (24)8 4 7 7 14 10 16 11	4 131 107
14. David Liebenberg /Daniel Morris	Livermore CA	19 12 2 22 3 19 18 8 13 (26)4 8	154 128
27. Frederick Strammer/Michael Kuschner	Nokomis, FL	(DF)14 10 10 11 11 8 23 26 17 17 27	204 174
38. Thomas Barrows, III/Joseph Morris	Annapolis, MD	10 15 25 12 19 14 -27 7 7 3 25 9	173 146
47. Dane Wilson/William McBride	Ojai, CA	(DC)20 DF 16 18 24 22 20 12 12 8 5	217 187
51. Andrew Mollerus/Matthew Mollerus	Larchmont, NY	(DF)25 DF 27 22 26 20 26 10 14 12 14	256 226
53. Judge Ryan/Hans Henken	San Diego, CA	(DF)DC DS 17 23 22 21 19 25 20 14 16	267 237
54. Zack Downing/Riley Gibbs	Leucadia, CA	(DF)DF DC 26 26 23 24 15 5 26 24 17	276 246
58. Michael Deady/William MacDonald	Menlo Park, CA	(DC)DC DS DC DC DC DC DC DC DC DC DC	360 330

##### 49erFX Women

29. Paris Henken/Helena Scutt	Coronado, CA	(DF)8 29 36 36 16 29 5 11 26 29 31 25 25 10	357 316
30. Deborah Capozzi/Molly Vandemoer	Bayport, NY	(DF)5 25 16 38 23 34 16 24 18 21 33 29 41 30	394 353
34. Emily Dellenbaugh/Elizabeth Barry	Easton, CT	(DC)34 31 34 31 34 31 35 12 31 28 20 15 18 23	418 377
37. Allison Blecher/Maggie Shea	Hermosa Beach, CA	(DF)DF 36 27 33 38 18 37 20 32 34 26 7 DF 37	468 427

##### Finn Men

9. Caleb Paine	San Diego, CA	7 (RT)13 3 15 13 15 10 5 11	16 149 108
26. Phillip Toth	Panorama City, CA	16 26 27 (BF)27 11 26 25 23 25	247 206
27. Luke Muller	Fort Pierce, FL	27 23 26 26 21 27 (29)23 16 21	239 210
28. Scott Hoffmann	Escondido, CA	29 28 25 24 (32)29 31 21 19 5	243 211
29. Henry Sprague III	Fort Pierce, FL	26 27 (DQ)22 31 31 27 28 7 29	269 228
31. Joshua Revkin	Branford, CT	(33)21 29 30 29 28 28 24 33 30	285 252
33. James Hunter	Mobile, AL	(DC)DC 32 27 34 30 34 32 30 23	324 283
34. Michael Mark	Mobile, AL	(DC)DF 30 28 33 35 32 30 28 33	331 290
35. Andras Nady	Berkeley, CA	(DC)DC 36 35 35 33 35 33 34 34	357 316
36. Craig Johnson	Fort Lauderdale, FL	(DC)DC 34 33 36 36 36 UF 35 DF	374 333
37. Patrick Weaver	Santa Cruz, CA	(DC)31DC3132 DF DF DC DC DC DC	381 340
38. John Woodruff	Grosse Ile, MI	(DF)DC 37 34 DF DF 37 34 36 DF	383 342
39. Charles Heimler	Berkeley, CA	(DC)DC 35 31 DC DC DC DC DC DC	394 353

**Laser Men**

7. Charlie Buckingham	Newport Beach, CA	13 12 6 24 10 14 5 3 (28)11	8	134 106
36. Christopher Barnard	Newport Beach, CA	33 21 10 13 17 28 37 41 4 (49)		253 204
69. Erik Bowers	Excelsior, MN	18 (BF)29 47 39 8 9 15 38		258 203
77. Frederick Vranizan	Shoreline, WA	32 29 31 25 (RT)DE 13 4 37		280 225
88. Andrew Puopolo	New York, NY	49 (BF)45 37 44 35 42 12 23		342 287
89. Scott Rasmussen	Fort Lauderdale, FL	46 47 (51)43 41 44 39 17 15		343 292
90. Marek Zaleski	Norwalk, CT	42 42 30 (50)38 43 30 43 29		347 297
91. Patrick Shanahan	Fort Lauderdale, FL	42 42 38 (49)49 30 31 41 26		348 299
99. Jack Gower	North Fort Myers, FL	47 (DC)51 50 38 38 41 28 34		382 327
101. Jensen McTighe	Fort Lauderdale, FL	46 46 47 44 (50)49 45 48 35		410 360
103. James Pulsford	Fort Lauderdale, FL	48 (DC)48 46 45 39 47 50 46		424 369

**Laser Radial Women**

4. Paige Railey	Clearwater, FL	3 4 15 5 (19)10 4 8 10	2	80 61
11. Haddon Hughes	Houston, TX	9 3 13 6 8 37 8 9 (39)		132 93
17. Erika Reineke	Fort Lauderdale, FL	16 9 6 4 (29)21 23 29 6		143 114
38. Christine Neville	Middletown, RI	18 15 12 18 39 27 (41)26 31		227 186
52. Hanne Weaver	Gig Harbor, WA	23 30 (35)19 8 13 16 25		169 134
57. Anna Weis	Fort Lauderdale, FL	28 31 (34)13 13 23 6 34		182 148
61. Charlotte Rose	Houston, TX	27 (34)30 22 14 22 27 20		196 162
62. Christina Sakellaris	Fort Lauderdale, FL	21 34 (38)12 31 11 32 22		201 163
67. Christina Persson	Fort Lauderdale, FL	(41)22 15 38 33 30 26 18		223 182
68. Carly Broussard	Houston, TX	30 27 28 36 18 24 24 (37)		224 187
69. Kelly Cole	Oklahoma City, OK	35 (RT)26 35 24 20 35 15		231 190
70. Sophia Reineke	Fort Lauderdale, FL	33 32 28 -35 25 18 29 26		226 191
77. Alexandra Mares	Seabrook, TX	37 (RT)37 38 37 34 37 13		274 233
78. Claire Havig	Fort Lauderdale, FL	(DF)35 33 36 35 32 38 33		283 242

**NACRA 17 Mixed**

21. Michael Easton/Katherine Pettibone	Bedford, MA	27 RG 22 24 30 13 18 9 23 14 22 29 12 (41)		306 265
22. Sarah Newberry/Matthew Whitehead	Miami, FL	23 (DC)DC 19 23 19 6 6 31 7 19 19 41 10		323 273
25. Jeremy Wilmot/Louisa Chafee	Newport, RI	40 RG 23 17 27 6 (DF)DC 26 28 5 18 26 24		364 314
26. Mark Mendelblatt/Carolina Mendelblatt	Miami, FL	13 (DC)DC 18 25 25 24 30 17 12 37 12 34 33		380 330
34. Stephanie Roble/Tripp Burd	Marco Island, FL	31 (DF)DC 33 28 33 34 21 22 33 21 UF 16 43		465 415
35. Sandra Tartaglino /Olivier Pilon	Tiverton, RI	37 RG (DF)34 43 29 23 40 4 37 40 37 28 44		480 430
36. Katelyn Flood/Keenan Madewell	Miami, FL	45 (DF)DC 30 34 37 25 33 39 36 29 30 33 14		485 435
37. Bora Gulari /Stephanie Hudson	Detroit, MI	42 (DC)DC 38 41 34 12 29 14 29 32 38 43 45		497 447
38. John Casey/Kristen Lane	Hollywood, FL	30 (DF)DC DF 32 32 31 41 33 30 33 31 32 26		501 451
42. Evan Aras/Nancy Hagood	Annapolis, MD	43 RG (DF)39 39 39 41 43 41 40 38 44 31 18		529 479
43. David Hein/Jessica Claffin	Rocky River, OH	41 (DF)DC 37 40 35 32 39 38 39 35 33 35 30		534 484
45. Cate Gundlach/Garrett Brown	Fort Lauderdale, FL	(DF)DF DC 27 26 DC DC DC UF DC DC DC 19 11		583 533
47. Robbie Daniel/Brianna Chu	Clearwater, FL	44 (DF)DC DF DF DC DC DC DC DC 38 39 41 23 39		624 574

**RS:X Men**

41. Carson Crain	Houston, TX	21 21 21 27 (OC)27 7 6 RT 8 6 6		218 184
43. Raul Lopez	Miami, FL	25 22 28 17 26 10 15 13 (RT)12 5 14		221 187
45. Ben Barger	St. Petersburg, FL	23 26 22 22 17 (DF)19 10 RT 13 13 7		240 206
47. Pedro Pascual	Boca Raton, FL	23 25 29 24 23 (DC)17 4 RT 7 11 12		243 209
62. Jonathan Rudich	Clearwater, FL	(DF)DF DF DC DC DC DC RT 24 21 27		378 344
66. James McElwaney	Clearwater Beach, FL	(DF)DF DF DC DF DC DC DC DC DF DF DF		408 374

**RS:X Women**

16. Marion Lepert	Belmont, CA	4 1 11 19 21 18 10 20 18 (34)33 15 11		215 181
18. Farrah Hall	Annapolis, MD	26 19 (DF)23 12 9 29 19 21 16 14 20 9		256 217
26. Solvig Sayre	Vineyard Haven, MA	27 28 (DF)15 22 19 21 33 29 19 27 27 30		336 297
36. Kathleen Tocke	Miami, FL	(DF)DF DF 35 35 DF 37 23 36 39 35 36 32		464 425
37. Charlotte Samson	Clearwater, FL	(DF)DF DF 34 36 DF 36 DF 37 RT RT 37 DF		492 453

**PARALYMPIC SAILING**

**2.4 Metre**

9. John Ruf	Pewaukee, WI	13 9 6 7 10 (15) 8		68 53
10. Daniel Evans	Miami, FL	5.5 10 4 12 14 9 (OC)		84.5 54.5
11. Charles Rosenfield	Woodstock, CT	9 2 9 14 (16) 8 14		72 56
12. Tony Pocklington	Fort Myers, FL	10 11 7 10 (19) 13 5		75 56
16. Timothy Ripley	Randolph, NJ	(DF) 15 18 15 15 20 10		123 93
17. Joseph Hill	Miami, FL	12 16 12 (21) 20 17 18		116 95
24. Mark Fleckenstein	Nedrow, NY	(DC) RT DS 13 21 21 12		157 127
26. Kevin Holmberg	Tampa, FL	(DF) 24 22 DS 26 28 17		177 147
28. Samuel Lugo	Riverview, FL	(DF) DC DC 25 25 24 22		186 156

**Skud 18**

7. Sarah Skeels/Cindy Walker	Tiverton, RI	6 6 7 (RT) 7 5 8 7		55 46
8. Ryan Porteous/Maureen McKinnon-Tucker	San Diego, CA	7 5 8 7 8 (DF) 7 6		57 48

**Sonar**

2. Alphonsus "Rick" Doerr/Brad Kendall/Hugh Freund	Clifton, NJ	3 3 (4) 2 1 2 3 2		20 16
7. Andrew Fisher/Bradley Johnson/Michael Hersey	Greenwich, CT	(RT)7 6 7 5 7 7 3		53 42
9. Christopher Childers/William Canfield/Dylan Young	San Francisco, CA	8 8 8 9 9 9 (10)5		66 56
10. Christopher Livesay/Scott Ford/Anthony Dothan	Spring Hill, TN	(DS)DC 10 10 10 10 9 9		80 69

**2015 Warren Jones International Youth Match Race Regatta  
Royal Perth Yacht Club, Crawley, Perth, Australia  
January 26-30, 2015**

Chris Steele and his crew from the Royal New Zealand Yacht Squadron won the 2015 Warren Jones International Youth Regatta, beating local skipper Sam Gilmour on a count back after racing in the final was curtailed by light winds. It was a case of finishing a job that he started three years ago,



having finished third in the two previous Warren Jones Regattas, and the victory came after a long and frustrating day afloat on the Swan River, where very light and fickle winds hampered the program of races. "It's a big relief, I guess," was his summary of the result, "obviously we tied out there on the water with them, but some results that went our way earlier in the week made the difference. We're stoked that we came away with it, because it wasn't looking good for a long time out there." Steele and his crew of Hamish Hardy, Shane Diveney, Josh Salthouse and Harry Hull were challenged all the way in the testing conditions, being taken to a third race in the quarter-finals by Japan's Kohei Ichikawa. Then in the semi-finals it was Australia's Lachy Gilmour who took them to three races, before he needed a count back to win the final. This is the second year in succession that Sam Gilmour has been runner up in this event, having been beaten by his elder brother David last year. The Warren Jones Regatta was hosted by the Royal Perth Yacht Club, run by Swan River Sailing, and is for sailors under the age of twenty five. The trophy was given in memory of Warren Jones, who was the driving force behind Australia II's famous victory in the America's Cup in 1983.

8. Peter Holz Chicago Match Racing Center

**2015 Quantum Key West Race Week  
Premiere Racing, Key West, Florida  
January 18-23, 2015**



**Quantum Key West Race Week 2015**  
January 18 - 23, 2015 Key West, Florida USA

The regatta opened on Monday with two good races in 8-14 knot northeasterly winds. Tuesday brought dicey conditions that forced some delays, a few false starts and even one abandonment, but by the time the day was over all three divisions had completed two races in shifty winds that ranged from 5 to 7 knots. Wednesday Division 1 completed two races while Divisions 2 and 3 both got in one to keep the regatta moving along, in about seven to eight knots from the northwest. There were three races in strong winds on Thursday, and Friday, the last day of the regatta, delivered the toughest conditions of the week. Howling winds and rough seas challenged the competitors, forcing the top contenders to raise their game in order to claim overall victory. There is a question as to whether or not there will be a 2016 Key West Race Week. Can the organizers get things organized so the fleets are easier to administer, control costs, and keep the event viable? Stay tuned!

**PHRF 2**

2.	The Asylum	Jon Weglarz	2	2	3	2	2	2	2	2	2	2	21.0
5.	Grateful Red	Ken Johnson	DF	5	RT	RT	5	5	5	DS	5	DS	55.0

**J/111**

5.	Wooton	William Smith	5	2	5	4	5	7	4	4	5	7	48.0
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**J/70**

12.	Heartbreaker	Robert Hughes	11	1	19	8	15	23	[28]	17	10	10	21	135.0
16.	Empeiria	John Heaton	19	7	26	5	[30]	11	26	15	3	21	23	156.0
22.	Eagles Wings	John Gottwald	[40]	20	29	18	22	8	29	33	17	24	12	212.0
28.	Taipan	Michael Whitford	29	34	30	28	25	28	16	31	32	20	[OC]	273.0
29.	Nitemare	Amy Neill	31	33	16	32	29	34	18	40	[SC]	17	29	279.0
42.	378	Jeff Schaefer	35	37	44	40	42	[46]	40	38	43	36	28	383.0
49.	Zuni Bear	Rich Bergmann	50	43	42	[51]	35	45	48	49	49	45	42	448.0

**Melges 32**

3.	Delta	Dalton DeVos	3	[5]	2	4	1	1	3	3	5	1	23.0
4.	Volpe	Doug DeVos	4	3	[5]	1	2	2	5	4	3	5	29.0

**Melges 24**

7.	Zig-Zag	Marty Jensen	[10]	8	10	1	4	4	9	7	10	6	8	67.0
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**2015 North American Championship/Midwinters Regattas  
Coconut Grove Sailing Club, Miami, Florida  
January 17-19, 2015**

For the 470 and I-420 class, this regatta served as their North American Championships and the Midwinter Championship for the 49er, 49erFX, Nacra 17 and RS:X classes. Racing was conducted on separate circles with light to moderate winds on Biscayne Bay over the three days of competition. Teams with a Lake Michigan connection are:

<b>470 Women's North American Championship</b>		22 boats														
9.	Anne Haeger/Briana Provancha	East Troy, WI		2	12	7	10	[14]	13	6		50				
<b>49erFX Midwinter Championship</b>		35 boats														
25.	Deborah Capozzi/Molly Vandemoer	Bayport, NY		24	20	19	16	21	14	11	[28]	25	26	27		203
26.	Allie Blecher/Maggie Shea	Hermosa Beach, CA		17	21	14	30	30	29	20	[31]	19	7	19		206

**2014/2015 Quantum J/70 Winter Series 2  
Davis Island Yacht Club, Tampa, Florida  
January 10-11, 2015**

26.	Sail22 Fäle	Ed & Becky Furry	Culver, IN	43	34	10	24	21	22	31	185.0
36.	Norboy	Leif Sigmond	Riverwoods, IL	38	48	42	30	27	24	27	236.0
39.	Taipan SB	Lloyd Karzen	Chicago, IL	34	19	44	47	29	37	35	245.0
40.	Downtowner	Jeff Towner	Grand Rapids, MI	41	41	22	28	30	42	43	247.0



51. Polaris Thomas Londrigan Springfield, IL 52 52 51 DF 51 DF DS 365.0

**2014/2015 Miami Star Winter Series Overall  
Coral Reef Yacht Club, Miami, Florida  
November 22-January 11, 2015**



12.	Pied Piper/National Marine	Jack Jennings/Brian Sharp								5 9 11 [16] 36	61
15.	8358	Benjamin Sternberg/Don Massey-Wil Christenson-Phil Brewster								9 10 [18] 14 34	67
22.	Southern Star	Jerry Wendt/Isao Toyama								14 13 15 [22] 56	98

**2014/2015 Miami Star Winter Series/Walker Cup/Midwinter Championship  
Coral Reef Yacht Club, Miami, Florida  
January 8-11, 2015**

18.	Pied Piper/National Marine	Jack Jennings / Brian Sharp	3	23	20	10	DF	DF	7	10	137.0
28.	Southern Star	Jerry Wendt / Isao Toyoma	22	10	30	DC	DF	DF	DC	DF	222.0

**2015 International Moth World Championship  
Sorrento Sailing Couta Boat Club, Sorrento, Australia  
January 6-16, 2015**

**Gold Fleet Finals**

The early part of the championship was sailed in lighter airs, one day was blown out, remaining racing was conducted in windy and wavy conditions.

73.	George Peet	USA	5	9	26	26	21	(29)	(DF)	27	(DF)	DC	DF	DF	DC	DC	514
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**2015 Star Bob Levin Memorial Regatta  
Coral Reef Yacht Club, Miami, Florida  
January 3-4, 2015**

Saturday's winds were 15 knots, while Sunday's topped at 12 knots and died off near the end of the last race. All Windward-Leeward courses. Participation was up almost 20% over last year's regatta, with 28% of competitors being international.

11.	Pied Piper/National Marine	Jack Jennings / Brian Sharp	21	7	2	13	9.5										52.5
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**2015 Rose Bowl Regatta  
University of Southern California, Los Angeles, California  
January 3-4, 2015**

Thirty college teams sailed 13-foot, 3-inch two-person College Flying Junior dinghies off the beach at the Belmont Veterans Memorial Pier in the major youth sailing event hosted by the United States Sailing Center and Pacific Coast Sailing Foundation. Georgetown University coasted to a comfortable defense. The weekend conditions weren't entirely easy as the teams urged limited knots of speed out of their boats in Saturday's gentle breeze, and Sunday started worse with 2-4 knots from downtown Long Beach to the northwest before fading completely in early afternoon. That was a good sign, because soon a steady 8 to 9 knots filled in from the locally reliable southwest to pick up the pace.

20.	Northwestern Wildcats	A Travis Cottle '15/Michael Pauleen '18, 1-4,7-8; Jennie Werner '18, 5-6																158
		B Jacob Bruce '16/Allison Park '17, 1-6; Jennie Werner '18, 7-8																153
																		311
21.	Michigan State Spartans	A Bill Weiland '14/Nickolas Burr '16																182
		B Elizabeth Dust '15/Montana Pruettt '16																159
																		341

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

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