

Lake Michigan SuRF Newsletter

2013 YOUTH CALENDAR UNDER CONSTRUCTION

by Gail M. Turluck

Yacht clubs and sailing organizations in the Lake Michigan area that would like Youth events and regattas included in this year's LMSRF Calendar are asked to contact Zac Hernandez at Sheridan Shore Sailing School right away (zac@sheridanshoresailing.com, 847.251.1110). Thanks to the Youth roundtables at the Strictly Sail Boat Show, seven to eight additional clubs are

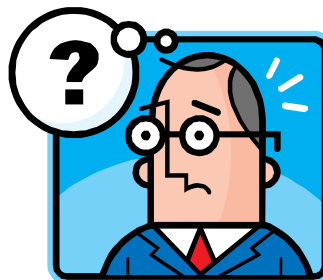


looking to be involved in Youth sailing this year. There also is interest in and a host has volunteered for further roundtables this year, too. We have clubs that are looking for boats. We have clubs ready to host events if your sailors will come! Joey Harris is the Youth Council Chair and can be contacted for further coordination (312.742.4926, joseph.harris@chicagoparkdistrict.com).

HOW TO ANSWER: "HOW EXPENSIVE IS SAILING?"

by Glenn T. McCarthy

It might be a social occasion or a news reporter that brings about THE QUESTION. The worst thing anyone of us can do is perpetuate the myth that sailing is for millionaires. We all know it's not and we only can identify a small number of sailors who actually are millionaires. So, what does each of us need to have in mind when this question is asked? You already know THE QUESTION is coming, you just don't know when.



Answer it the way politicians answer all of their questions – with an answer you want to give that is not the answer to the question. What is the answer you want to give to help kill the myth?

Be ready to answer that, "Teachers, plumbers, firefighters and police, and people from all walks of life sail. It is not a millionaire's game. Most everyone can afford to go sailboat racing, with a variety of affordable levels to play in. How many of us drive a car to the store and how many drive open wheel Indy cars? There are a lot more sailors who drive a sailboat whose cost is equivalent to a car taken to the grocery store than drive sailboats equal to open wheel Indy cars!"



In that answer, didn't you just say that sailing is for everyone? Didn't you just help destroy the myth? That is one way to answer when this inevitable question comes up. Keep this answer in mind.

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The National Marine Manufacturers Association (NMMA) has media programs to teach their dealers and spokespersons how to answer this and other common questions that the media asks. We, as sailors, need prepared answers too!

Personally I believe the America's Cup, Volvo Ocean Race and Olympic Games damage the image of club racing. They leave everyone believing it is a sport for Kings or the third richest guy in the world (Larry Ellison – AC72, Oracle). They do discuss how much money these teams spend. No common person can play these games. It is way out of their reach, and out of the reach of every sailor I know, too. They look at it like watching an NFL game, thinking they have no chance in trying out for an NFL team. They never hear about the college sailing teams, high school sailing teams or youth/junior sailing programs like they are familiar with college, high school and pee-wee football. We need to educate the public and describe how access to sailing is very achievable for all levels of affordability.



Be prepared with a short canned answer that is not a direct answer they are looking for! Give the pre-canned indirect answer!

LMSRF'S SAILING SCHOOL ROUNDABLE AT STRICTLY SAIL

by Gail M. Turluck

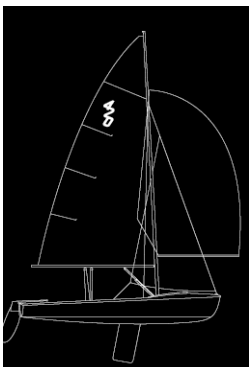
Chuck Nevel, now Keelboat Director at Chicago Yacht Club, past Director at Sheridan Shore Sailing School, and past representative for LaserPerformance, guided the discussion attended by Ron Otto and Cathy Otto of Kenosha Yacht Club, Ted Anderson of Chicago Yacht Club, Phil Igoe of Judd Goldman Adaptive Sailing, Dennis Bartley of Burnham Park Yacht Club, Steve King of Highland Park Yacht Club, Dave Metzger of Waukegan Yacht Club, Mike Gray of Illinois Valley Yacht and Canoe Club, Nicholas Ponsonby of Racine Yacht Club, and Gail Turluck of Lake Michigan Sail Racing Federation. It was noted that Joey Harris, LMSRF Youth Council Chair, and many directors and coaches of the more active programs on the lake were not in attendance due to the coincident scheduling of the US Sailing National Sailing Programs Symposium in Florida.



All of these representatives had similar concerns for what it takes to get their program to the next level and to establish consistency and permanency. Some of the concerns included:

boats-new and old	maintenance	finding good advice	funding
attracting students	safety boats	motivating volunteers	starting racing
instructors	501(c)(3) tax concerns	transitioning students to members	

Internet web sites with information appropriate for some of these issues were reviewed. US Sailing instructor programs were discussed, including the changes being made to their program to increase the depth of training and certification for instructors, and minimum knowledge standards before each level of training. Power Boat instruction is important and the NASBLA power boat education certification is required before instructor training class. It's important that instructors keep their certifications up to date—must be recertified every three years.



Equipment is a necessity for teaching sailing and most clubs on the lake have some or all of the following: Optimist Dinghy, Pram, and 420. The stronger programs on the lake have established equipment replacement rotations to spread acquisition cost to facilitate budgeting. The stronger programs can be a source for decent used equipment for the up and coming programs. The Youth Council Chair can provide suggestions for what clubs are selling equipment. New 420s are being built by LaserPerformance of Portsmouth, R.I., Rondar Boats of Peabody, Mass., and Zim Sailing of Warren, R.I.

New boats are handled more carefully by youth. Used boats take more maintenance. Programs need to have an individual that knows how to do some basic fiberglass work and keep boats maintained. Train everybody to put boats away exactly the same every day. Then an instructor can look the fleet over after every sail to make a fix-it list.

Ideas for fundraising to support program administration and equipment acquisition were shared. Blowout events have been done very successfully, but then follows a period of burnout. Sometimes a steady, consistent calendar of small events is better. Also discussed were concerns about 501(c)(3) status and managing funds appropriately.

For programs that want to grow, a marketing plan should be developed. Establish a member task force with a timeline so these volunteers know there is an end to the project. You should develop a great brochure, professionally done, that is generic with no pricing and refers to the web site. Have good web site that is theme tied in appearance to the brochure. Be prepared with your information annually by November to get the information out in December. Kids are scheduling for summer by January. Work to establish good relationships with local grade school principals so you may put your brochure in their weekly backpack mail in early January. Let the principals know your organization would like to get their students involved, that it's moderately priced, and if possible, offer financial aid. If there's an activity day, take a boat to it to have the kids touch, climb on, pull lines and get excited about. Have representatives at boat shows. If there is an event at your waterfront, have a marketing table or feature at it. Host an open house with boat rides. Have a table at local high school activities fairs and build relationships with Activities Directors for incoming 8th graders. Avoid high school Athletic Directors for program addition or development; they will see it as a threat to their budget.

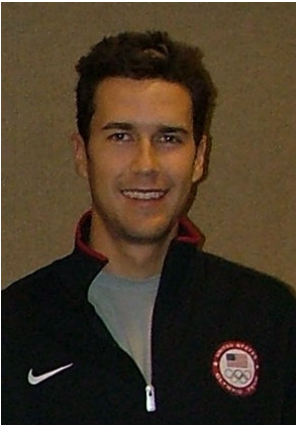


Attendees are looking forward to growth of their programs in 2013 and to interact with the other stronger established programs on Lake Michigan. There is interest in having another roundtable this year.

AN IMPRESSIVE SHOW FROM OUR LAKE MICHIGAN OLYMPIAN - BOB WILLIS!

By Commodore Glenn McCarthy

Bob Willis described his roots in sailing, how his parents didn't sail, but his older brother and sister were put into sailing school at Columbia Yacht Club. Eventually he went to sailing school there, too. As time progressed he wanted to be in command and the best he could afford (note to everyone, this is where most of today's racers started - in small boats!) was a Windsurfer. So he started sailing the Windsurfer for fun, both off Columbia Yacht Club in Chicago, Ill., and down on Wolf Lake, in Hammond, Ind., yes, that lake as you come off the Chicago Skyway bridge heading to the Indiana Tollway. In his first regatta he had big dreams as all of us do when you hit the starting line. Humbly, he reported he finished last. By then the bug had bit and he had only one way to go. That was up, and up he went!



USA 2012 Olympic RS:X
Sailboarder Bob Willis at
Strictly Sail Chicago
Photo by Gail M. Turluck

What I saw in Willis was how well he benchmarks himself. He knows his talent at this current level, and he knows and sees what it takes to move up to the next level. He always had a clear path on what he needed to do to keep improving. Zoom forward through college years at Connecticut College, fitting Windsurfing and college sailing in between, and he made a run for the 2008 Olympic Trials. He placed well, but only the winner advances. That experience was again a benchmark, it let him know he was pretty close.

After college he made the decision to go for it, the 2012 London Olympic Games. He stepped up his training, workouts, fundraising, travel, and continued to advance, pushing harder all of the way. He described his regimen of workout time, time on the water, food habits, the various programs US Sailing of psychological, endurance, coaching, logistics, and other pieces of the puzzle of an athlete trying to get to the Olympics. Amusingly he said he would have to eat between 6,000 and 8,000



calories a day to maintain weight. I meant to ask, “Just how many hours does it take to prepare and eat that much food a day?”

The U.S. Trials was a combination of two major events, 2011 Sail for Gold in Weymouth, Great Britain, and the 2011 World Championship in Perth, Australia. He knew he needed to “peak” at these two events, which meant backing off at other major events, which he normally wouldn’t do. At Sail for Gold, Willis ended up the lead American with a 13 point advantage, which by no means was a comfortable lead. He headed to Perth for the World Championship, arriving six weeks early. Not only did he need to seal the win at this regatta in the U.S. Olympic Trial process, the U.S. had not yet qualified as a country in windsurfing to participate in the Olympic Games. So, not only did he need to beat the other Americans, he needed a final finish position to guarantee an American went to London. Willis accomplished both requirements, and suddenly became the man to represent the United States of America at the 2012 London Olympic Games on the RS:X Board.



Bob Willis sailing at Weymouth.

At first the feeling was of elation. Three weeks later, the elation disappeared in one second when it dawned on him the weight he was carrying, realizing that all of America was now counting on him. He retrenched his efforts, got more serious than ever, and really started training more deliberately.

The U.S. Sailing Team was the first to arrive in London, and the media descended on them. At the Olympic Village, the helpers all treated each Olympian like a Rock Star. Life was plush – massages were available, hair salons (Willis was the first to try this), the housing accommodations, and the food hall – about four football fields all underneath one roof with foods of the world at different stations.

The Opening Ceremonies was overwhelming and unforgettable. The rush coming out of the tunnel into the Olympic Stadium would be impossible to duplicate. Meeting some of the U.S. professional Basketball players and other well known athletes was special. Sailing was conducted three hours away from London, so the sailors packed and headed to Weymouth. Willis and others had spent a lot of time sailing there in the past four years. They were led to a building to pick up their provided boards and sails. Willis said that while all equipment is manufactured in the same facility, tolerances do vary, and each athlete was concerned that one might get better and the next might get worse equipment. When assembling his equipment, he brought out a vial he brought with him from Chicago and christened the board with the first water it touched - Lake Michigan water.



On the course, commonly they make speeds of 15 knots upwind and 20 knots downwind in a decent breeze. Other sailors are very aware of each other and do not crash, as a crash ends your race and is impossible to recover from. But remember, races are about 25 minutes long, and you are pumping that sail—that is larger than a Laser sail—for 25 minutes, non-stop, upwind and downwind. On his first day, he was in 13th place out of 33, within medal contention. He kept at it and was keeping pace. In the middle of the week, he was Black Flagged at the start of a race, he was disqualified from the race. Four windsurfers were identified, and he was the last to be identified. This, he admitted, was hard to accept, and was hard to shake off. His coach allowed him to grieve for 25 minutes, and then said he must get over it now to get on with the next race that will be starting. That score impacted his race average and took a little of his edge away. At the end of the 2012 Olympic Games-Sailing, Bob Willis, USA, finished 22nd out of 33 countries.

My interpretation is Bob Willis is awesome. No one else in the U.S. was this good, no one else put it all out there. He stepped up and did it. He is a hero, an American hero.

The U.S. sailors moved back to London to the Olympic Village. On arrival for the Games, everyone in the dining room was eating healthy, had their game faces on, with their heads down focused on their plate, taking eating



seriously. Now that some had their medals, others knew they wouldn't be making it this time, eating habits changed. Of all of the food choices, on the right side of all of the different national foods was a McDonald's. In the first days they ate, no one from any country went to the McDonald's. Now nearing the end, the line was 150 athletes deep – Big Macs for the first time in a year – woohooo!

The Closing Ceremonies was tremendous. Back home the Team was invited to the White House, and Willis showed a picture of President Obama and he, man-hugging.

To get a video feel – Willis put together this video: <http://www.youtube.com/watch?v=xVKK1eMQTIY>

The big question is, the 2015 Pan American Games are in Toronto, Canada, and the 2016 Olympic Games are in Rio de Janeiro, Brazil. Will he be there? Willis said, "That has yet to be determined."

In his climb, Willis received his first Grant from LMSRF at age 16 and the largest Grant LMSRF ever awarded at age 25 to help Willis at the 2012 Olympic Games in London. Willis expressed his great appreciation to LMSRF for helping him make it. We would like Willis to know that we will be here with more money when he is ready to make his next run.

If you would like to invite Willis to talk in front of your group, contact him through his web page: <http://www.bobsails.com/>.

CREW SCHOOLS AT 2013 STRICTLY SAIL CHICAGO!

By Commodore Glenn McCarthy

LMSRF hosted a seminar on Crew Schools at the Strictly Sail Chicago boat show and six of them made presentations. This cottage industry is still way off the radar. It's the cheapest way for adults to get into sailing, a great way to get started, and almost all boats need more crew than owners. Each Crew School clearly had different agendas, and while the core teaching is the same, all had different items taught outside the core. Future novice crew in the audience pounded the presenters with questions.

Forward this list of Lake Michigan Crew Schools now to your friends, family, co-workers, or neighbors who have ever expressed any interest in sailing. This is the year to bring your friends into sailing!

3rd Coast Cruising – Crew School. All Summer, Monroe and DuSable Harbors
www.3rdCoastCruising.com 866.724.5373

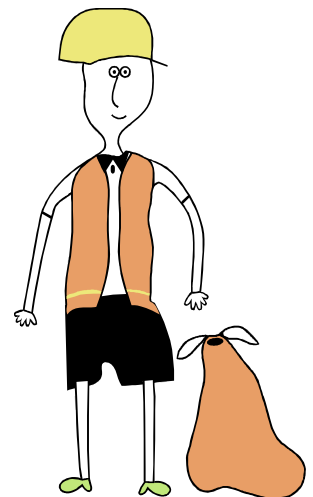
Chicago Corinthian Yacht Club – Crew Development School. April-May, Montrose Harbor
www.Corinthian.org 773.301.3440 or contact Dr. Jim Janik at
Commodore@Corinthian.org

Chicago Sailing – Beginning Fleet Racing and Spinnakers & Speed. All Summer, Belmont & Waukegan Harbors www.ChicagoSailing.com 773.871.7245

Chicago Yacht Club – Crew U. May – June, Monroe Harbor
www.ChicagoYachtClub.org 312.861.7777

Close Reach Sailing or Broad Reach Sailing – Crew School. All Summer, Belmont Harbor,
www.CloseReachSailing.com or www.BroadReachSailing.net 773.717.2451

Columbia Yacht Club – Skipjacks. May-June, Monroe Harbor
www.ColumbiaYachtClub.org 312.938.3625



NMMA GROWTH SUMMIT

by Glenn McCarthy

The National Marine Manufacturers Association, whose industry membership includes boat builders, parts makers, clothiers, magazines, marinas, boat yards, etc., convened its first Growth Summit on December 15, 2011, to attempt to figure out how to grow boating. The Growth Summit was by invitation and 200 people flew in from across the country to participate, in Rosemont, Ill. I crashed the Growth Summit for a few hours to see what was going on (NMMA actually welcomed me and put me at a table). It was exceptional to see how well planned the meeting was and all stakeholders had a voice. Each table had an NMMA employee who had a laptop that recorded each table's votes, which uploaded, tallied and displayed on the screens at the front of the room for immediate feedback.



What did the Industry think needed to be done to grow boating?

- Marketing Communications – funding, expanding the message to other associations, built around the Discover Boating campaign.
- Youth – Quantify and inventory existing youth boating programs, explore opportunities with existing youth boating programs and have an industry wide commitment to youth programs such as the Sea Scouts.
- Affordability – Affordability is subjective and there is a need to understand the buyer's habits, explore new entry points (pre-owned), provide education and access, communicate the boating lifestyle.
- Diversity – Promote greater diversity, encourage continued outreach, do more research and provide to the industry.
- Education – Focused on the Welcome to the Water on National Marina Day, where lack of skills has been identified as a barrier to boat ownership by getting the public on board volunteer's boats for a day of experience.
- Advocacy – NMMA and the American Boating Congress continues to protect and grow recreational boating on Capitol Hill.

Since then two more summits have been held. We're pleased to see that LMSRF's own Lou Sandoval of Karma Yacht Sales is on the Diversity Committee.

THIRD GROWTH SUMMIT HELD, RECREATIONAL BOATING LEADERSHIP COUNCIL ESTABLISHED

On Tuesday, December 4, 2012, approximately 30 individuals representing diverse organizations and companies with a vested interest in the future of the recreational boating industry convened in Rosemont, Ill., for the Third Growth Summit.

In the most recent meeting, participants together created the Recreational Boating Leadership Council, a steering committee to oversee and coordinate these efforts, as well as individual committees to oversee individual priority action items. The group also appointed Matt Gruhn, President of the Marine Retailers Association of the Americas, as chairman; Jim Frye, President of the Association of Marina Industries, as vice chairman; and Thom Dammrich, President of the National Marine Manufacturers Association, as secretary.

Rather than govern, the new Council's role is to coordinate efforts and shared resources and communicate progress. The Council will work as a group, improving cross-sector communication and collaboration among all recreational boating stakeholder groups within each of the six priority areas with the goal of growing participation and achieving long-term growth for recreational boating. The Council will meet at least twice annually to ensure progress and share information while addressing each priority. More info:

<http://www.nmma.org/news.aspx?id=18276>



NEW FLEETS ON LAKE MICHIGAN IN 2013

--Viper 640 - Chicago Corinthian Yacht Club, Chicago, Ill., Montrose Harbor. Fleet Captain Anthony "Tony" Bowker believes that this Class of sport boats is the 'missing link' that will help retain younger sailors within the sport and attract new sailors with an affordable, accessible, and thrilling racing platform. Nick Kofski, Chicago's other Viper 640 owner, and he will recruit prospective owners and crew throughout the summer by offering rides and demo sails every week. More info, email Tony at anthonybowker@gmail.com.

--J/70 - The J/70 will be developing a racing fleet in Chicago, racing on the inshore course off Belmont Harbor in 2013. At least six J/70s were acquired at Strictly Sail Chicago boat show, though delivery times are unclear. Whether all the J/70s will congregate in one dry sail lot or a number of them is also unclear. More info, contact Rich Stearns, Stearns Boating, 312.994.9153, rich@stearnsboating.com.

2013 YACHT CLUB AND FLEET OPEN HOUSES

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

CHICAGO TARTAN TEN FLEET--Want to crew? Interested in getting new crew? Please join the Chicago Tartan Ten Class at the Meet The Fleet Social! Chicago Corinthian Yacht Club, 601 W. Montrose Dr., Chicago, IL, Saturday, February 2, 2013, 7:00 pm.

CHICAGO SHIELDS FLEET 3 OPEN HOUSE is set for Wednesday, February 20, 2013, with Cocktails at 6:00 p.m., and a program commencing at 7:00 p.m., at Chicago Yacht Club, Monroe Station, 400 E. Monroe St., Chicago, Illinois. Skippers, potential Shields owners and Crew are invited to attend. More info: www.shieldsfleet3.org or contact Fleet Captain Sam Veilleux, sveilleux@usa.net.

PERFORMANCE HANDICAP RACING FLEET is meeting Wednesday, March 6, 2013, at 6:30 p.m., at Burnham Park Yacht Club, 1500 S Linn White Dr., Chicago, Illinois. A buffet dinner and cash bar will be available. For the complete agenda, visit www.portofphrf.com.

SOUTH SHORE YACHT CLUB in Milwaukee, Wis., is planning an Open House for March 16, 2013, in the afternoon with tours of the Clubhouse, including beverages and brats for our guests. Attendees with a keen interest in joining will be invited to return for the club's St. Patrick's Day party that evening.

VANGUARD 15 FLEET 67 is having an Open House the evening of March 16, 2013 at Chicago Corinthian Yacht Club, 601 W. Montrose Drive, Chicago, Illinois. The fleet has both frostbite sailing and summer season racing and seeks skippers and crew to be a part of their fun group. More information next issue.

AREA III MEETINGS

by Janet Hansen, Area III Vice Commodore

Did you know that Area III has monthly meetings in the off season, always on the second Wednesday of the month? They are open meetings, but only the Steering Committee members can vote. The site of the meeting rotates between the five Chicago area yacht clubs. The next meeting is at Columbia Yacht Club on Wednesday, February 13, 2013, at 6:30 p.m. There may or may not be a meeting in March; if all business is done, Area III will not meet again until the fall, commencing in October.



TWO COMMON MISTAKES APPELLANTS MAKE WHICH DELAY THEIR APPEAL

Tomas Petkus, LMSRF Appeals Chair

The LMSRF Appeals Committee's policy is to decide appeals as promptly as possible. Justice delayed, after all, is justice denied. This goal is usually frustrated by the appellant or less frequently by the protest committee. All four appeals we resolved in the 2012-2013 season had these two problems. If appellants were mindful of the requirements, the disposition of their appeal could take substantially less time and effort.

The first mistake appellants make is they fail to either state they are a LMSRF member or, if they are not, to remit the \$75.00 appeal fee. LMSRF's board set the appeal fee and also waives it for members. If the appellant does not advise us they are a member, or include a check for the fee, I am obliged to write to ask for the fee or for an affirmative statement from the appellant that they are a LMSRF member. Many appellants who are not members then join LMSRF (it saves them money to do so). This can take weeks. Other times, if they elect to pay the fee, the 'check's in the mail.' Either way this back and forth delays the appellate process.



The second problem we almost always encounter is the failure to supply all of the materials the appellant is obliged to send us so we can make a decision. The RRS, Appendix F5, F2.2 itemizes what must be included with the appeal or supplied by the appellant as soon as possible after filing their appeal. Appellants delay a decision when they do not comply. I am obliged to write to them inquiring about the submissions. It can take weeks (or months, in some cases) for us to obtain these materials. It is not always the appellant's fault. Frequently protest committee decisions are incomplete. It is common to get decisions that are missing the official diagram of the incident or the protest decision form is incomplete in some other material way. If an appellant is unable to comply with F2.2 due to a protest committee's action, we will intervene on their behalf. However, unless the appellant is proactive and advises us they have a problem meeting the requirements, we are left waiting in the dark. All of this delays consideration and disposition of the appeal.



It would help the entire appeals process, appellants, appellees, protest committees and the appeals committee if everyone would pay attention to dotting 'i's and crossing 't's. The committee strives to tackle appeals as promptly and quickly as possible. If everyone does their bit (all of it is laid out in the RRS 70, and App. F) we can meet the goal of prompt adjudication of the issues that are laid at our door.

MUSIC FESTIVAL AWAITS QUEEN'S CUP FINISHERS

LudRock, a day long music festival, is set to coincide with the finish of the 2013 Queen's Cup, on June 29, 2013. Ludrock will be held in City Park, in downtown Ludington, Mich., home port to Ludington Yacht Club which is sponsoring the finish of the race. Ludrock will feature over a dozen bands and performers, all with ties to the local community, and will raise funds and collect items to benefit arts and human service organizations in the community. The 2013 Queen's Cup Race is hosted by South Shore Yacht Club of Milwaukee, Wis., and will start June 28, 2013.



LAMPHERE MAKES 2012 CLASS OF JOBSON JUNIOR ALL STARS

Eight talented youth sailors caught Gary Jobson's attention because of their 2012 results and their penchant to sail well. This excerpt comes from Jobson's report in the January/February 2013 issue of Sailing World:

From what I've seen in my travels around the United States, and from scrutinizing the individual results of nearly 400 sailors, I'm confident the commitment of parents, coaches, and development programs will result in young sailors that are more advanced in boat speed and technique than ever before. I'm equally confident that these eight All-Star finalists are individuals we'll be seeing much more of in the years ahead:



All-Stars

Jack Barton, 17, San Francisco, CA
Allyson Donahue, 17, Brigantine, NJ
Malcolm Lamphere, 16, Lake Forest, IL
Greg Martinez, 19, Houston, TX

Scott Buckstaff, 18, Belvedere, CA
Audrey Giblin, 14, Monmouth Beach, NJ
Jonathan Lutz, 16, Brick, NJ
Hanne Weaver, 17, Gig Harbor, WA

Jobson recognized another LMSRF sailor, Alex Curtiss, among his list of Honorable Mention youth sailors:

Honorable Mention

Lindsey Baab, San Francisco, CA
Alex Curtiss, Chicago, IL
Addison Hackstaff, St. Petersburg, FL
Michael Madigan, Corona del Mar, CA
Lilli Salvesen, Annapolis, MD
Nick Sertl, Jamestown, RI
Max Simmons, Rowayton, CT

Clay Broussard, Seabrook, TX
Chris Ford, Millbrae, CA
AJ Libby, Annapolis, MD
Harry Melges IV, Zenda, WI
Margot Samson, Bellaire, FL
Ivan Shestopalov, Miami, FL

Read on to meet the class of 2012: <http://www.sailingworld.com/news/jobson-junior-all-stars>

BRINGING BACK THE FUN ON THE RACE COURSE - Part 5 of 7

by Glenn McCarthy

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

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

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



Fun Rules of Sailing, Rule #13

At least 20% of your crew shall be 20 years of age or less, none of these can have sole duty as rail meat.

Why?



Re-read the October 2012 LMSRF Newsletter on breaking down the silos, it is critical to have youth sailing with adults once more. Go find them in sailing schools, Optimist and 420 programs, High School and Collegiate sailing. Become their mentors. Teach them about safety. Teach them the nautical arts. Watch your students grow right under your very eyes. You'll also find out that they have been coached in sailing and will bring fresh ideas to your boat, accept those ideas and learn from these young sailors. Teach them the bow, grinding, trimming, sail changes, etc.

I credit Gene McCarthy for this rule. Two years ago we took a bunch of under 21 sailors out for a pleasure sail. Many hadn't sailed before. After getting the boat shipshape back at the dock, he turned to me and stunned me. He said, "I haven't had this much fun in 35 years." [I took the knife out of my chest after doing the math calculating that we have been sailing together as a team for 35 years.] All of today's kids were inquisitive, yearning to learn how everything works, and asked so many questions, it really made me feel good." Are you ready to feel good too? Let's break down those silos and get the younger generation aboard today. It is critical to the future of this sport.

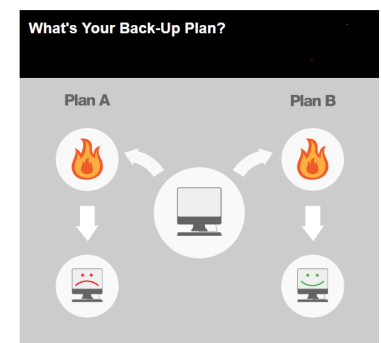


Fun Rules of Sailing, Rule #14

Back Up Plan – It is inevitable, there shall be days where there is too much or too little wind. Have a back-up plan of activities.

Why?

How many events have you gone to where the Cat in the Hat Flag (Answering Pennant signaling postponement) hangs on the flagpole on shore all day long? You're itching to go at a moment's notice should the weather change. But ashore you sit around, some take naps, others turn to a ball game on TV and others talk about the world. Realize it, you are in show business. You cannot have a Broadway Show and have a 2, 4 or 8 hour break as an intermission. You lose the audience's interest and it is hard to rebuild the excitement of your play. What can be done?



- 🚩 Have an impromptu rules session run by a judge.
- 🚩 Hold an open mock protest hearing. Get two skippers who had a real event, though now the time limit expired, become the protestor and protestee. Show the audience how a protest hearing works and what happens inside the protest room. Amazingly many sailors never get inside one. Offer explanations why the process is done the way it is.
- 🚩 Hold a Crewing seminar, asking crews for their secrets to success to share with the others.
- 🚩 Hold a tactics seminar, ask one of the top guys in the fleet to discuss it.
- 🚩 Hold a boat preparation or boat maintenance seminar.
- 🚩 Or any other idea that comes to you!



The fleet will be better off for the day, better prepared for their future sailing endeavors, and will have been entertained what is normally a very boring period.

Fun Rules of Sailing, Rule #15

Crew Weight Limits - Eliminated for club racing.

Why?

Crew Weight Limits provide equalization and level the playing field, but they also become an exclusionary experience where friends or family are left ashore. Some boats have even stopped racing because they can't pick and choose which friends they can sail with. It's not fun for them anymore. Beer Can races are one of the best examples where they don't have crew weight limits, and load the people on the decks (making sure there are enough PFDs for everyone). They find, "the more the merrier."



While in the coming months more Fun Rules of Sailing will be proposed, the hope is that you see that we can take this sport back into club control. We can do things to make it more fun, safer and eliminate draconian rules that are just not needed in the field of club racing. I promise, there is a lot more to come!

GET THE 2013–2016 RACING RULES OF SAILING NOW

By Glenn McCarthy

I've done a fair amount of judging. One question I like to ask is, "Do you own a rule book?" About one-half of the time the answer is, "No." Well it's about time to get one, start reading them, and keeping up with the changes, don't you think? Is this the reason why there are protests in the first place?

- 🚩 App for Smart Phones \$4.99
<https://itunes.apple.com/us/app/racing-rules-sailing-for-2013/id583264067?mt=8>
- 🚩 Paper Edition \$29.95 or \$15.00 US Sailing Member Price
Waterproof Printed Edition \$34.95 or \$19.95 US Sailing Member Price
<http://store.ussailing.org/browse.cfm/racing-rules/2,8.html>
Join US Sailing, Paper RRS Book included - \$60 1-year, \$110 2-year, \$145 3-year
<http://membership.ussailing.org/sailors.htm>
- 🚩 FREE:RRS - Requires two downloads:
1 - [http://www.sailing.org/tools/documents/ISAFRRS20132016Final-\[13376\].pdf](http://www.sailing.org/tools/documents/ISAFRRS20132016Final-[13376].pdf) and
2 - http://raceadmin.ussailing.org/Assets/Race+Admin/Racing+Rules/2013-2016+RRS/Prescriptions/2013_2016+US+Sailing+Prescriptions.pdf
Print them, three hole punch them and put them in a binder.

At FREE, don't come into the protest room ever again and say you don't own a copy of the rules!



AREA III VICE COMMODORE PROFILE – JANET HANSEN

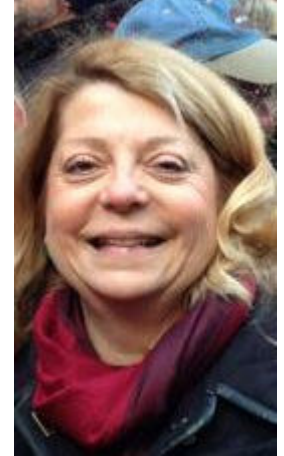
By Glenn McCarthy

Janet Hansen is a “doer.” Not one to be satisfied with being idle, she is a go to person to get things done. Janet has been a staunch volunteer in the sport, having performed the following: PRO, Fleet Captain at Jackson Park Yacht Club (in charge of all the racing and cruising events), Area III scheduling chair, administrator and Fleet Captain. It may be hard to believe she holds a day job, but she does as a Licensed Clinical Professional Counselor (psychotherapist/counselor). A Chicagoan at birth, married to Dennis, celebrating their 35th wedding anniversary in December 2012, with sons Jon, 25, and Paul, 21.

Janet first got on the water on her fifth birthday when her Dad had a 36' power boat delivered to the dock. Starting on the dark side, she was a river rat until going away to college, when her dad sold the boat (Janet was the only avid boater in the family). In 1982, she crossed over to the bright side, going on a Windjammer cruise, with her first experience on a sailboat. Being fully crewed at 197' she only had one way to go – down in size!

Later she took a sailing weekend course in Lake Geneva (three days, eight hours each day) and crewed on a few Tartan Tens before owning a sailboat with her husband. She'll sail any boat she is invited on, but is not a big fan of dinghy sailing. Call or email her!

Amusingly, she and her husband's boats have been tied to special events in life. Their first boat was delivered on Janet's first Mother's day, 25 years ago, a Clipper 26. Currently they own a C&C 29, which the loan went through on the day she delivered her second child. Since the time she stopped having children, so has gone the purchasing of boats. Maybe when she is a grandma, with no rush to be one, she will get a new boat.



Janet Hansen

Sailing travels away from Lake Michigan have included a friendly race at the Bitter End in the British Virgin Islands, for a wedding party. She won one of the races of which she is proud of, and the aforementioned Windjammer cruise started in Martinique and progressed in a Southerly direction from there.

We asked Janet, “What was the funniest thing you have ever seen while racing?” She answered, “Well, not while racing. The previous owner of our first boat invited Dennis to attend a 2-day how to sail this boat class with a private instructor. I was 7 months pregnant, and when I went to go out sailing with them after the 2 days, they put the jib up upside down. I was pointing and laughing so hard, it took a while for them to understand what they did wrong!”

We also asked Janet, “What was the most exciting and/or terrifying thing you ever had occur aboard?” She replied, “Sailing back from the Mac Race one year, we sailed into 10-foot seas when we chose to cross the lake. It was very tense, the boys were young and Dennis was really the only one strong enough to hold the wheel. We all got in safe and sound into Racine harbor.”

How does Janet see how LMSRF can benefit clubs and sailors? “Besides coordinating the racing community, I think promoting the sport through the foundation needs to be accomplished.” As a note, when past Area III Fleet Captain Eric Johnson transferred to Vermont, Janet was thrust into the job of Fleet Captain and joining the LMSRF Board of Directors all within a week. In her first board meeting of LMSRF she jumped right in, with no hesitation representing the sailors of Area III very well.

We're happy to have you on board Janet. Thank you.



MONEY, MONEY, MONEY, MONEY; MO-NEY!

By Glenn McCarthy

The Wall Street Journal in the 1980's wrote about the Walt Disney Company's decision to hire a Harvard MBA to run their business. In the Imagineering Department, this expert installed time clocks, layered on all sorts of reports and insisted on budgets (the Imagineers had to go to the dictionary to look up the word "budget"). Didn't we all at one time want to be an Imagineer? During the time this money guy was in charge, the sales dropped, the stock value dropped, and output of the Imagineering Department dropped. The money guy from Harvard was replaced by a new guy who stripped out the time clocks, removed the budgets and paperwork, and let the Imagineers get back to doing what they do best – Invent fun (my personal favorite is the Hall of Presidents).



As I've gone through my experiences to help lead this sport, one of my Gold Medal Olympian friends sat on the US Sailing Board of Directors. He endured monthly conference calls and complained, "All they talk about is money. Money, money, money. Don't they ever talk about sailing? God, it is boring to listen to that stuff, and I have nothing to contribute."

Look at your meetings (board of directors, committees, social, etc.) and think about their agendas. If they are focused on how to add fun to your sailing and power boating, and the last item on the agenda is how the money thing is going, you'll be following the Disney model of performance and you'll find that your money thing falls right into order.

Comparing a humongous business centered on fun vs. a yacht club centered on fun, the correlation exists. But turn the agenda around, that makes it all about money first, and has everyone burned out by the time the discussion on boating and fun comes along. Then be prepared for a very long, dismal financial road ahead, like the Walt Disney Company in the 1980's. Format the structure of your agendas to make sure that your events are sound, prepared with elements of fun and craziness in them, and then lastly look at the decimal points. It is a great way to manage successfully.

WHY I VOLUNTEER

By Glenn McCarthy

It's rather simple. I love being on the water and racing. I love being away from cars, traffic, cell phones, emails, malls, etc. But, those precious few months of summer don't give me the fix I need! Even though I'm not on the water, volunteering allows me to "talk sailing" throughout the rest of the year. My network of sailing friends is nationwide as a result. I continually get offers to take a friend's Catalina 38 out on Puget Sound, be put up in the overnight rooms at Marblehead Yacht Club, borrow a boat in Honolulu, and invited to sail all over the place. Of course, with one child in college and the other less than a year away, those offers are turned down with a polite "thank you." With the world getting busier, I have shortened my list of volunteer jobs. This means more people are needed to fill in for jobs that remain. I have met some really neat people through these efforts.



What have I done with my time? Lake Michigan Sail Racing Federation: Currently: Commodore, Donation Chair, Membership Chair, Measurement Rules Committee, Nominating Committee. Previously: Offshore Council Chair, Past Commodore. US Sailing: Currently: Safety at Sea Committee. Previously: General Services, Legal, Web Liaison, Web Committee. Other: Currently: Judge. International Star Class Yacht Racing Association: Previously: Ballot Counting. Yacht Racing Union of the Great Lakes: Previously: Vice President, Treasurer.

You'll find that the jobs are free-wheeling. No one micromanages, you get to do things your way and get to track your own successes. So if your winter is dragging for you, call your fellow club members, ask around and see where you can tackle a job and "talk sailing" all winter long! Or, give me a call 630.592.5314 and I'll get you connected with a project right away so you can start talking "sailing" right away.



NORTHWESTERN UNIVERSITY SAILS AT 2013 ROSE BOWL

Northwestern University sailed in the 48th annual Rose Bowl Regatta, January 5-6, 2013, sailed out of Alamitos Bay Yacht Club, Long Beach, Calif. and hosted by the University of Southern California Varsity Sailing Team. There were concurrent regattas held for high school sailing where the teams were all from California, and the collegiate



regatta, that featured 30 teams from across the country. Notably, Northwestern finished 17th overall. In high school and collegiate regattas a team is comprised of two divisions with a skipper and crew, who sail through a boat rotation so every school sails every boat to lessen the effects of potentially uneven equipment. The race scores for each division are added together, creating the team sport component. Sailing in A Division was skipper

Michael Cornew '13, with crew Megan McEvily '14, and they scored 150 points. Sailing in B Division was skipper George Powell '13, with crew Noah Aldonas '13, that scored 125 points, making Northwestern's team score 275 points.

LAKE MICHIGAN STAR RACERS AT STAR WINTER SERIES

The 2013 Levin Memorial Regatta held January 5-6, 2013 was the third regatta in the Star Winter Series. The team of Donald Massey with crew Isao Toyama finished 9th and Jack Jennings with crew Brian Sharp finished 13th, out of 21 entries. Complete information about the Star Winter Series is here: <http://starwinter.com/>.

NEILL ADVANCED SAILING CLINIC APPLICATIONS OPEN

by Martha Pitt, Chicago Yacht Club Sailing School Director

Chicago Yacht Club is proud to host the 3rd Annual Neill Advanced Sailing Clinic June 8-12, 2013, at the Belmont Station in Chicago, Ill! The Neill Clinic is a high-level 420 clinic geared toward sailors who are looking to be the best in the class. You can find more information at www.NeillClinic.com. Updates are also being posted on our Facebook page – Neill Advanced Sailing Clinic. Applications are due March 31, 2013. Please share this with anyone you think might be interested. If you have any questions, feel free to email me at questions@neillclinic.com.

CISA ADVANCED RACING CLINIC APPLICATIONS DUE

Applications are due February 1 for the 2013 CISA Advanced Racing Clinic on April 13-16, 2013, in Long Beach, Calif. This prominent and prestigious youth training program will focus training for the Club FJ, Club 420, International 420, 29er, Laser, and Laser Radial. The confirmed coaches so far are Andrew Campbell, Leandro Spina, Harry Legum, Ryan Minth, Cy Thompson, Nigel Cochrane, Stu McNay, Dave Wright, and Alice Leonard. Evening speakers will include US Sailing Team High Performance Director Charlie McKee. Lake Michigan sailors can start planning this year for applying to participate next year. -- Details: <http://tinyurl.com/CISA-012813>

SOME PEOPLE MAY CHOOSE TO BENEFIT THEIR CHARITY OF CHOICE

An opportunity has returned to provide for the long term of special activities, places and traditions by applying best practices that families and individuals have to maximizing their giving potential. The Milwaukee Journal-Sentinel is paraphrased below:

The IRA Charitable Rollover is Back

As part of the "fiscal cliff" deal, Congress resurrected a popular tax-law provision known as the IRA Charitable Rollover. The rule allows many investors 70-1/2 years of age or older to transfer as much as \$100,000 a year from an individual retirement account directly to a qualified charity without having to count any of that transfer as taxable income. The transfer, if done properly, counts toward the taxpayer's required minimum distribution for that year.



FUNDRAISER TO BENEFIT LAKE MICHIGAN SOLO SAILOR

by John Hoskins

John Burhani, a Great Lakes Singlehanded Society and Lake Michigan Singlehanded Society member, has come across some tough times. Burhani has had a bone marrow transplant to treat cancer and has mounting medical expenses. Friends of John Burhani are hosting a fundraiser February 10, 2013, from 2:00 pm to 5:00 pm, at the UAW Hall at 3615 Washington Rd, Kenosha, WI.

When I was 15 years old, Burhani was my idol. My brother and I would watch him windsurf on the Lake Michigan and do tricks we'd never seen before. We would read about him in newspapers and magazines in complete amazement. I have been proud to call him a friend for over 20 years.

For those of you who don't know Burhani, he is an active member of Kenosha Yacht Club and has been sailing boats and boards out of there for 30 years. He is a fierce competitor, winning his section in the GLSS Solo Chicago - Mackinac Challenge in both 2006 (on his Pearson Flyer, *Saturday*) and 2009 (on his Jenneau Sunfiz 40 *Zippitydoda*).

The event will feature food, music, raffle, silent auction and fun. Please plan to attend, pass the word to your friends, and let's help get John back on the water!

Link here: <http://www.kenoshayachtclub.com/2013/01/john-burhani-fundraiser/>

Chicago Match Cup & Tall Ships® Chicago 2013

In August, sailing will take over Navy Pier, as modern match racing meets maritime history. The Chicago Match Cup, a \$100,000 sailing competition and the only U.S. stop on the Alpari World Match Racing Tour, will be held alongside one of Chicago's most popular attractions, the majestic Tall Ships® Chicago 2013 Festival, Aug. 7 - 11, 2013.

Twelve of the world's best teams will sail against each other in match race sailing. They will compete for their share of the \$100,000 prize money purse and points earned toward the Tour's overall World Championship, worth \$1.75 million in prize money - the richest in the sailing world.

Navy Pier's east end will be transformed to showcase the best of the Chicago Match Cup and the Tall Ships, promising front-row seats, hospitality areas and live commentary to best enjoy the thrills on the water. Within the Festival area, special family-friendly activities, Tall Ships on-board tours and sail-aways, and a fireworks display each evening.

FOR MORE INFORMATION: visit www.chicagocup.org or www.navy pier.com.

QUEEN'S CUP PHOTO CONTEST

Win a 2013 Queen's Cup entry fee. South Shore Yacht Club is having a photo contest to benefit the South Shore Yacht Club Junior Sailing Program. E-mail digital entries to qc@ssyc.org. Please include your name, address, and a contact phone number. Snail mail prints to South Shore Yacht Club, 2300 E. Nock Street, Milwaukee, WI, 53207, Attention: Queen's Cup Photo Contest. They'll scan it for you and mail back the original with TLC. If you have any questions, call 262-252-3080. Submit as many photos as you want. There's no limit. The deadline is June 14, 2013.

BOARD SEEKS INFORMATION TECHNOLOGY DIRECTOR

Lake Michigan Sail Racing Federation is seeking an individual to serve as Director of IT. To learn more about what the position entails, please contact Commodore Glenn McCarthy, commodore@lmsrf.org.



2013 MIDWEST WOMEN'S SAILING CONFERENCE

We couldn't wait to announce: the 2013 Midwest Women's Sailing Conference will be held May 11 in Milwaukee, Wis. We are very pleased that Betsy Alison has agreed to be our keynote speaker. Alison is a 2011 inductee into the US Sailing Hall of Fame, Five Time Rolex Yachtswoman of the Year, and US Sailing Team Alpha Graphic Paralympic Coach.



The May 11th Conference will be a one day event. Attendees will find smaller class sizes, some with double session length. Further info: <http://womenssailing.org/>

LMSRF CLUBS TO HOST SEMINARS

--Herb Philbrick, Michigan City Yacht Club

Some of the Chicago area yacht clubs are putting on seminars for racing and safety. Here are some events that have been announced.

- 🚩 Burnham Park Yacht Club is planning a middle school sailing seminar. Date to be announced.
 - 🚩 2/3/13 Chicago Yacht Club will host a rules seminar by Dick Rose
 - 🚩 2/16/13 Chicago Corinthian Yacht Club will host rules seminar
 - 🚩 2/23/13 Jackson Park Yacht Club will host race management training
 - 🚩 3/16/13 Chicago Corinthian Yacht Club will host a Speed Seminar
 - 🚩 4/6/13 Chicago Yacht Club will host a weather seminar by Chris Bedford
-

NORTH U SEMINARS IN THE GREAT LAKES REGION

North Star Sail Club	Mount Clemens, Mich.	Sunday, March 3rd	Full Day
Macatawa Bay Yacht Club	Macatawa, Mich.	Thursday, March 7th	3hr Evening Seminar
Kenosha Yacht Club	Kenosha, Wis.	Friday, March 8th	3hr Evening Seminar
DePaul University	Chicago, Ill.	Saturday, March 9th	Full Day
University of Wisconsin-Milwaukee	Milwaukee, Wis.	Sunday, March 10th	Full Day

Bill Gladstone will be leading all the Great Lakes region seminars. In addition North U is offering live Webinars led by Dave Perry. The webinars are taught in two 3-hour evening sessions a week apart.

- Wednesdays, February 27 & March 6; 6-9pm Eastern.
- Tuesdays, April 2 & April 9; 6-9pm Eastern.
- Thursdays, April 25 & May 2; 6-9pm Eastern.

To register, visit: <http://northu.northsails.com/>. For questions and further information, contact Bill Gladstone, bill@northu.northsails.com.



JOIN LAKE MICHIGAN SAIL RACING FEDERATION

Individuals--

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

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

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

Yacht Clubs--

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

Thank you for your support!

US Sailing National Championships & Ladder Qualifying Events

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

U.S. Junior Women's Doublehanded Championship Bahia Corinthian Yacht Club, Corona del Mar, CA	June 22- 27, 2013 C420
U.S. Junior Women's Singlehanded Championship Beverly Yacht Club, Marion MA	July 14 - 19, 2013 Laser Radial
US Sailing's Chubb Jr. Championships Houston and Texas Corinthian Yacht Club, LaPorte, TX	August 5-9, 2013 Sonars, C420, Byte CII
U.S. Youth Sailing Championships Corpus Christi Yacht Club, Corpus Christi, TX	August 12 - 16, 2013 C420, I420, 29er, Laser, Radial, RS:X, Formula 16
International Women's Keelboat Championship Eastern Yacht Club, Marblehead, MA	September 2 -7, 2013 J/22
U.S. Multihull Championship Sausalito Yacht Club, Sausalito, CA	September 4 - 7, 2013
U.S. Disabled Sailing Championship Milwaukee Community Sailing Center, Milwaukee, WI	September 5 - 8, 2013
U.S. Singlehanded Championship Manasquan River Yacht Club, Brielle, NJ	September 13 - 15, 2013 Laser, Byte CII
U.S. Match Racing Championship Sail Sheboygan, Sheboygan, WI	September 18 - 22, 2013 Sonars



U.S. Offshore Championship
US Naval Academy, Annapolis, MD

September 26-29, 2013
Navy 44

Championship of Champions
Columbia Sailing Club, Columbia, SC

October 24-27, 2013
Lightnings

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

US Sailing Training and Leadership



RACE OFFICER CERTIFICATION

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

US Sailing Race Management Seminar, hosted by Area III at Jackson Park Yacht Club, John Strassman moderator; February 23, 2013; please use the following link to register.

<http://www1.ussailing.org/enrollment/selectregistrant.aspx?courseid=12971745>

JUDGE CERTIFICATION

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

It is planned to have a US Sailing Judge Certification two day seminar, with the test, on March 9-10, 2013 at Columbia Yacht Club, Chicago, Ill. If you have been judging, you are encouraged to attend the seminar and take the judges test. Bruce Martinson (RAJ Area K) and Allan A. Teske will be the instructors. While the location is firm, the date may change, but hopefully not. We will keep you posted. Please let Bruce or myself know if you plan to attend. If you have any questions pertaining to the seminar or in general, please feel free to call me or email Bruce Martinson, bruce_martinson@yahoo.com; or Allan A. Teske, P 773 239 4440, ateske821@aol.com.

SMALL BOAT INSTRUCTOR CERTIFICATION

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

Small Boat Instructor Level 1 at Chicago Yacht Club

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

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

Contact: Lynn Lynch

Instructors: Lynn Lynch

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

Small Boat Instructor Level 1 at Little Traverse Yacht Club

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

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

Contact: Linda Orlow

Instructors: Margie Graham

Powerboat Instructor at Chicago Yacht Club

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

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

Contact: Lynn Lynch

Instructors: Lynn Lynch

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

Windsurfing Level 1 Instructor

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



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

New Boats to Lake Michigan

Brian Angioletti has acquired a Beneteau 40.7, which he plans to moor at Monroe harbor. He is a member of Columbia Yacht Club. As launch day has yet to dawn, the yacht's name has yet to be disclosed.

Newlyweds

Best wishes to Marian Lambrecht and John Hoskins who were married September 8, 2012, in Menominee, Mich. on the waters of Green Bay. Marian is a yacht surveyor who last year skippered her first big race, The Hook, on the couple's J/30, *Madcap*. John last year completed his fifth solo Chicago-Mackinac challenge and this year will compete in the Newport-Cabo san Lucas and Transpac races on the TP52, *Bodacious IV*. The couple is a member of Anchorage (Waukegan, Ill.) and Marinette & Menominee Yacht Clubs (Menominee, Mich.).



Births

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

Sailed off to a Last Sunset

We have no sailor losses to share this issue.

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

Mark Your Calendars!

Major Championships on Lake Michigan

May 11-12, 2013 ISSA HIGH SCHOOL DOUBLEHANDED CHAMPIONSHIP FOR THE MALLORY TROPHY

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

June 19-23, 2013 ROSE CUP US NATIONAL YOUTH MATCH RACING EVENT, Sail Sheboygan, Sheboygan, Wisconsin. The event is for 16 to 20 year olds and will begin with a one day coached clinic and conclude with a 3-day match race regatta. www.sailsheboygan.org

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

www.chicagomatchrace.com

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

www.sailsheboygan.org

July 26-29, 2013 NORTH AMERICAN CHALLENGE CUP, Chicago Yacht Club, Chicago, Illinois

www.chicagoyachtclub.org

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

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

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

www.sailsheboygan.org



Letters to the Editor

Kudos to Editor Gail Turluck and Commodore Glenn McCarthy for doing a great job of bringing value back to LMSRF membership. Thanks.

--Jeff Alisch

Over the past few months I have read Glenn McCarthy's post and the replies about the loss of the "fun in sailing". I respect Glenn and his commitment to the sport and think he opens up a lot of good conversation.

Having been sailing for close to 40 years I have been heavily involved in many aspects of the sport both competitively and organizationally and having seen the changes Glenn talks about I have tried to figure out the cause and a solution.

All I can really come up with is that the times they are a changing, both for the sport and the athlete. Personally I have two little girls under 5 and the best day of sailing is no match for time spent with them. I even sailed off the course at the Sunfish Nationals to take them to a neighborhood carnival, just when the wind picked up and it would have been my kind of sailing.

It's all about personal choices. The "fun sailing" exists out there; you just have to find it or create it. When I want competitive "ISAF" type sailing I pull the Laser out of the garage; when I want to have fun I bring my 1972 Sunfish down to the beach. I don't know if I'll ever race a boat with a keel again, because that just doesn't fit with my definition of "fun sailing" anymore.

All I really know is sailing has and will always be a fun part of my life, I just don't let the Olympics, the Americas Cup or the media determine what fun is for me.

-- Scott Diamond

I have been catching glimpses of your recent musings on the "Fun Rules of Sailing". I simply want you to know that I share your thinking and that this approach is somewhat alive and well within the junior sailing community here in West Michigan.

I have been serving as the Race Chairman of the West Michigan Youth Sailing Association for several years now(www.westmichiganyouthsailing.org). I have also served as the PRO for countless other junior regattas and served as the Green Fleet PRO at a handful of USODA Championships. At the risk of tooting my own horn, I've sort of become the unofficial cheerleader for and "benevolent scoutmaster" of Youth regattas in West Michigan, and have developed a specific reputation for my "make it fun" attitude towards Green Fleet Opti activities. As a result, I have also been asked and have written a few articles for the USODA OptiNews magazine on this very topic.

While we do have a rather refined set of SI's posted on our WMYSA web site, these are mostly intended for our older kids (Lasers, 420s, etc) to get accustomed to what they are or will experience at high school and larger class regattas they may travel to attend. I have also simultaneously developed a very simplified set of Green Fleet Opti SI's that I have deployed at a handful of USODA regattas with great success.

When it comes to the reality of what we practice on the Opti circles at our events, it is very much in line with your "fun rules". My wife and I personally run the Opti circles at all of our WMYSA events and we are constantly tweaking and refining our approach to keep it fun for the youngest of our Juniors. I rarely have less than 50 Optis on the water at each event. It's a total hoot!

Here are just a few random thoughts to throw in your pile of fodder to consider as you refine your fun rules:

Quite often, I will start the last race of the day backwards. Not only does it force the Youth to figure out which side of the line to line up on, it also gives the perpetual stragglers a much better chance of being in the hunt at the first



mark (instead of still floundering at the line when the good Juniors are already at the first mark). The chaos at the first (now downwind) mark is hilarious, very photo worthy and ultimately a great learning experience for all the youth. Our dear friend Peter Blacklock usually starts at least one of our Muskegon Wednesday night races each summer downwind without really announcing it too blatantly. He simply lets the fleet figure it out. The chaos that ensues is usually priceless and makes for tons of good stories at the bar afterwards!

Whenever I am asked by my Juniors, "how many more races?" I always say "A million!" I'm not sure how this would translate to a big boat race, but it is an example of how "fun rules" might empower the RC to handle those idiot questions that some sailors always seem to ask pre-race or during.

I often make all my Opti kids stay on the water until the last sailor has finished – and we all cheer the stragglers across the line. It teaches the Juniors to be good sports and develops camaraderie. Style points for this kind of behavior in big boats could be a fun twist on the rules? Or... maybe the winners get to spray the followers with water guns (or vice versa?) Maybe the winners have to stick around and submit themselves to a good water balloon dousing from all the runners up?

EVERY sailor kid in my part of the world now knows WITHOUT EXCEPTION that the very first thing they do after finishing is thank the race committee. If they don't, they get a bunch of good-hearted but firmly educational ribbing from me. Good manners is the lesson – and one that even the oldest of sailors could benefit from revisiting. Maybe you develop a fun rule that almost encourages flagrant "bribing of the RC" with compliments and other rewards for the time they volunteer to serve as RC?

I not only permit, but I strongly encourage coaching of the back 2/3 of my Opti fleets. I also encourage some of my best sailors to assist or set examples for the strugglers. I haven't yet figured out a way to reward this behavior – but it strikes me that a fun rule could somehow give rewards for "assists" as in other sports.

One last thing I will share is this: at the beginning of every WMYSA season – and also at the start of every major Opti Green Fleet event I PRO – I have the Greenie Youth AND their parents sit down with me and we do a line by line review of my very simplified (less than 2 pages written in terms Juniors understand) SI's. We chalk board our way thru these simplified rules in a fun manner, where I also reiterate the importance of safety, good manners, sportsmanship, etc. I have found that this is a HUGE help to not only the Youth, but also their parents, many of whom are more terrified than their offspring. I'm not sure how this translates to adults and big boats, but I do think there is some value to "teaching" when it comes to the majority of Wednesday night sailors who have never (and probably will never) read the rule book.

Cheers and good on ya for promoting what I feel is a critical ingredient to the survival of the sport! I'll end by saying that my mantra as a Junior sailing leader is that I am NOT creating the next Olympic champion – I am creating "sailors for life." If they don't go home dying to come to the next regatta, I haven't done my job. I am "all in" when it comes to this topic!

-- **Scott Corder**

US Sailing Certified Club Race Officer
West Michigan Youth Sailing Association Race Chairman
Muskegon YC Sailing School & Junior Program Advisory Co-Chair
S2 9.1 Meter North American One Design Class President

I absolutely agree with Glenn McCarthy on the need for a simple set of rules, like him I have sailed and raced for all of my life. It seems to me the two problems are the rules are a one size fits all set and frankly we need separate sets for the windsurfers the team racers the dinghies and small keel boats etc. The other is that the organization and the rules of our sport have become a sport/industry in themselves not for the benefit of the competitors.

--**David Villiers-Child**



Regarding simplifying the racing rules of sailing, here are the ice boat rules...all on one page. Note the top section. These rules are designed to prevent collisions: http://www.iceboat.org/elements/NEIYA_rules_no_club.jpg

--**Joshua Bone**

From Scuttlebutt, the internet sailing newsletter:

RACING RULES - KEEPING IT SIMPLE

I am a lifelong racer and have taught rules seminars to juniors and adults who are new to sailing. I find that most people are overwhelmed and intimidated by the complexity of the rules, which I believe is a barrier to the growth of the sport. Additionally, seasoned sailors know that, due to complexity of the rules, a protest may surprisingly or inadvertently occur, and chances in the protest room sometimes appear to be 50-50.

As a means to expedite the learning process, and to eliminate or minimize ambiguous or difficult to interpret terms and concepts, I have developed a set of simplified rules. While these proposed simplified rules eliminate many provisions, I don't expect the behavior on most racing events to look much different than with today's rules.

Below is a 10 rule simplified version of the Racing Rules of Sailing:

1. Port-tack boat shall keep clear of starboard-tack boat.
2. Windward boat shall keep clear of leeward boat.
3. Boat clear astern shall keep clear of boat clear ahead (both boats on same tack).
4. A boat tacking shall keep clear of all other boats.
5. A boat shall endeavor to avoid contact even when having right-of-way.
6. When a boat acquires right-of-way or changes course, she shall initially give other boats room to keep clear.
7. After the starting signal, a leeward boat shall not sail above close hauled if her bow is behind the windward boat's bow.
8. At marks (other than start marks) and obstructions, when an inside boat's bow is closer to the mark or obstruction than the outside boat's stern, the outside boat shall give room. This rule takes precedent over rules 1 through 4.
9. If a boat uses rules 1 through 4 to force the give-way boat to pass on the wrong side of a mark or to a given side of an obstruction, then the right-of-way boat shall also pass on that same side of the mark or obstruction.
10. If a boat knowingly breaks a rule or has been found to have broken a rule by another boat hailing "protest", then the boat may exonerate herself by performing two turns (i.e. two tacks and two jibes) or one turn if the infraction is contacting a mark.

I like the idea of simplified rules, but the current RRS exist in their present state because of the loopholes that exist in simplified rules. However, if people agree to keep it simple, then simple is good. - Craig Leweck, Scuttlebutt

--**Tommy Heausler**

Kansas City, Missouri

I concur with Glenn McCarthy in his article "Race Committee Radio announcements that having a personality behind the mic on the RC boat is a great way to gather attention and get a few laughs.

I have sailed in quite a few smaller communities and yacht clubs over the years and I always remember the RC spokesman/mic holder at this one national event. He would never give the appropriate course, tell you we are waiting for the wind to fill in when it is blowing 15 knots, and finish early so sailors could get their first drink before the sun sets. My kind of RC.

Note: he would always state after the end of his comedic flashes on the mic, "...but don't believe me and I hope you read the SI's or the course board" ... just in case some sailors participating were confused!

--**Mike Brown**

Chicago, Ill.



I couldn't agree more that maybe it's time that race officers understand that dialogue and not monologue is the only way to communicate with competitors - in dinghy racing as well and particularly these days when the SI's for multiple classes or groups are for more than one per course and demand ALL boats to pass by the RC stern to find out will it be inner or outer and how many laps. Won't it ease the tension and make life better if RC will communicate its intentions by voice and not only by signs?

--Zvi Ziblat
Israel

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

What Happened ...

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

David Cattle, owner of the J/27 **BLACKADDER** in San Diego, California, loses to **FAME!**

Seriously. "**FAME**". The man, the boat, the designer, the legends. This time it was in the form of Dennis Conner (Mr. America's Cup and J/105 owner) on a completely revitalized and gorgeously re-built schooner, called "**FAME**." She's from "turn of the century days"- back in 1910 when gorgeous J/Class yachts of 130+ feet were racing for the America's Cup!

Conner picked up the 40-foot B.B. Crowninshield-designed gaff schooner **FAME** in 2009. The yacht was the winner of many Great Lakes races, but she had seen better days. Conner bought **FAME** for \$17,000 and had her sailing the summer of 2010, her centenary year. **FAME** is a 1910 Long Island Sound gaff-rigged schooner that was designed and built by B.B. Crowninshield for his personal use. He wanted to create "the largest and fastest boat he could handle and take care of alone."

David commented on his experience of being beaten by two legends, "It was a fun day, though it got colder and we were forced to put jeans on at the end of the race. We had Dennis for two-thirds of the race, then he made a great tactical move, avoided current and got a great shift and angle to the leeward mark. And with his waterline and a long reach leg back into the finish, he got us!



FAME is gorgeous. Look at the difference in size in the picture here. My crew was complaining she has two spinnakers to our one, each of hers are bigger than ours! DC was about 300 yards away from us in this photo." We wish you "Good Luck" next time, DC's a hard man to beat in his home waters!

FAME has an extensive history on Lake Michigan and in Chicago, described in this article from the Chicago Tribune: http://articles.chicagotribune.com/1998-07-07/features/9807070276_1_sailing-city-s-maritime-history-yachtsman



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