

Lake Michigan SuRF Newsletter

GET UP AND GO!

by Glenn McCarthy

Sailing Season is here. Get your boat ready, get it launched, make those calls and send those emails to get the crew organized, and get out sailing. We are asking nicely! We have weathered the economic downturn, we now know that “this economy” is the “new economy” and we need to get out and race for our rest, relaxation and fun. Enjoy.

JACK KELLEY ELECTED TO HALL OF FAME



Hall of Fame Chair Gene McCarthy is pleased to announce that Lake Michigan Sail Racing Federation Life Member Jack Kelley has been elected to the Lake Michigan Sailing Hall of Fame. Kelley is a member of and was nominated by the Grand River Sailing Club. His induction ceremony will be held at the Grand River Sailing Club, 219 N. Harbor, Grand Haven, Michigan, on Thursday, May 23, 2013, at 6:00 p.m. LMSRF members and friends are welcome to attend.

WILMETTE HARBOR TO REMAIN OPEN

by Glenn McCarthy

Dateline April 4, 2013: The Metropolitan Water Reclamation District of Greater Chicago (MWRD) votes not to award a lease to any harbor management company for Wilmette Harbor. 300+ boats, including many one-design fleets, are warned that the harbor will probably be closed for the 2013 season.



Wilmette Harbor, looking east from Sheridan Shore Yacht Club. Photo courtesy: wilmette.com

Backing up a little, as owner, the MWRD had put harbor management out to bid at the expiration of the Wilmette Harbor Association’s (WHA) 39-year lease. Two additional bidders offered their bids, each offering to pay MWRD \$70,000 per year, while WHA offered \$68,500 per year. However, the MWRD staff asked for additional financial information which only WHA provided. As a result, the staff of the MWRD considered only the WHA as “financially responsive” and made the recommendation to the Commissioners to provide a new 39-year lease to WHA.

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The stakeholders involved are: The harbor management companies, Sheridan Shore Yacht Club, Sheridan Shore Sailing School (separate entity) with 400 students annually, the Wilmette Mariner Girl Scouts (with 60 students annually), Wilmette Harbor Coast Guard Station, all boat maintenance workers, sailmakers, chandleries, local restaurants, grocery, liquor, and hardware stores--and we probably missed a few. If this were to happen, more than 50 private sector jobs would be lost.



North Branch of Chicago River lock at Wilmette, Illinois, looking east toward Wilmette Harbor. In times of extremely heavy rains, these gates are opened to relieve flooding. Courtesy: Chicago Sun-Times blog.

WHA has been required to dredge the harbor as it fills with sand annually from littoral drift, as this is the settling basin for the North Branch of the Chicago River, with a lock at the West end of the harbor. The material must be removed to allow the locks to be opened in major rain storms to help keep basements in the Chicago area free of water. Without a marina manager in place, it appears that the cost of dredging would be shifted to the taxpayers, with MWRD paying for dredging. It was also suggested that the MWRD may have to hire security to keep a watchful eye on the harbor. This cost was estimated to be between \$500,000-\$750,000 on the annual basis for taxpayers to pick up.

of LMSRF. LMSRF was called by people involved at Wilmette to see what we could offer. We wrote a letter to the MWRD Commissioners and Executive Director imploring the need for Wilmette Harbor to remain open from the aspect of "Safety." As a Harbor of Refuge it left a gap of 30 miles in a highly populated area; moving its Coast Guard Station opened a gap of 36 miles for coverage; the beach patrol boats from Wilmette and Evanston are moored there at no-charge and no one knows how this may impact beach safety; with its fueling operation, the loss would make a 31 mile run between other fueling docks. Next, we described the need of Wilmette Harbor as a "Competition Facility" invoking the Amateur Sports Act that Congress wants the U.S. to put forward the best it has to offer, and "foster the development of amateur athletic facilities for use by amateur athletes." Then for "Training" we described the seminars for adults for rules training and safe boating, along with the aforementioned sailing schools. Lastly, we described the "Hypersensitive Nature of Economics" on the boating industry: the 1990 Luxury Tax caused sales to plummet 42%; the current economic turndown caused a 40% loss of recreational boating jobs at its peak and has not fully recovered; and the loss of more than 50 recreational boating jobs would exacerbate the situation.

Did you ever consider how important your sailing was in the face of the nation? Your sailing is important!

We had called our friends at the National Marine Manufacturers Association (NMMA) in Chicago. They reviewed and confirmed our statistical numbers in our letter. And then they offered their lobbying services from Washington, DC and locally in Chicago. By this time, the MWRD was well underway to coming to a reversal, and while much appreciated by the Wilmette folks, this offer was turned down. As a note, I was duly impressed with the NMMA Washington lobbyist. They have been through similar situations before and not only can they provide lobbyists, they also have strategies on how to deal with elected officials. They can bring great value to the table.

Dateline April 16, 2013: What it takes to overturn the original vote is for one Commissioner that voted "no" to ask for it to be put on the next meeting agenda for re-consideration. This occurred today.

Dateline April 18, 2013: The MWRD Commissioners voted unanimously 9-0 to award a new 39-year lease to the Wilmette Harbor Association with LMSRF in attendance. James Dominik, President of the Wilmette Harbor Association, reports that many MWRD Commissioners commented that LMSRF's letter was one of the more helpful



letters which clarified many of the Commissioners concerns. Dominik also noted that through this process, they had no idea how many friends they have in the public and were amazed. Not only did boaters write the MWRD, many organizations and even non-boaters wrote expressing their concerns from the entire community.

Note to Wilmette Sailors – Brush off any bad feelings quickly, get your boats launched and get out there and enjoy your Pursuit of Happiness afforded you in the Constitution. There’s nothing holding you back now.



GROWTH PLANNED FOR THE BEST ON LAKE MICHIGAN OFFSHORE SERIES FOR 2013 – SIGN UP NOW!

New Offshore Council Chair Bob Harvey is pleased to announce that the Best On Lake Michigan Notice of Series (<http://tinyurl.com/13-BOLM-NOS>) along with the Entry Form (<http://tinyurl.com/13-BOLM-Entry>) have been released. The High Point Scoring System will be used for handicapped boats. That scoring system works the best when dealing with fleets of varying sizes. Give the series a try this year and let us know what you think after the season is over.

The deadline for entries is June 6, 2013. The Notice of Series details the 14 events that participants may use to qualify for the Championship. The LMSRF Board encourages everyone that plans to sail in four or more of the listed events to get their entry submitted right away to have the opportunity to be named the Best on Lake Michigan!

CREW SCHOOLS

Forward these schools to your friends, family, and co-workers who have told you that they would like to learn to sail. These programs provide a very affordable way to make that first step into sailing. This is a bit of a cottage industry. Most sailing schools begin with the presumption that someone is going to be the master and commander of a vessel and teach someone to be a skipper. These “Crew Schools” have a completely different approach. They will take an inexperienced person, teach them the terminology, take them out for hands on experience, and prepare them to become crew. They figured out that most boats need more crew than they do owners.

- 🚩 Chicago Yacht Club “Crew U”
<http://www.chicagoyachtclub.org/Default.aspx?p=DynamicModule&pageid=366940&ssid=278533&vnf=1>
- 🚩 Chicago Corinthian Yacht Club “Crew Development School”
<http://www.corinthian.org/school.php>
- 🚩 Chicago Sailing
<http://www.chicagosailing.com/learning-to-sail/spinnakers-and-speed-422/> and/or
<http://www.chicagosailing.com/learning-to-sail/introduction-to-sailing/>
- 🚩 Columbia Yacht Club “Skipjacks”
<http://www.columbiayachtclub.org/viewCustomPage.aspx?id=73>
- 🚩 3rd Coast Cruising
<https://3rdcoastcruising.com/about.html>
- 🚩 Close Reach Sailing
<http://www.closereachsailing.com/>



AREA RACING SCHEDULES

by Gail M. Turluck

Most of the LMSRF Areas have their major Offshore 2013 event dates set and their racing schedules are available on our web page, www.lmsrf.org. On the right hand column select 'Areas' and then hover over each Area to get further options. Look at the races in other Areas being held in 2013 and consider giving a couple new ones a try! The harbors on Lake Michigan each have their own personalities and the clubs offer much.



New this year: an Inshore One-Design LMSRF Schedule! If your club is hosting a one-design regatta and it's not listed, email your details today to lmsrfadministration@lmsrf.org.

NEW PHRF PORT-TO-PORT RACE ADDED TO AREA III SCHEDULE

by Deirdre Martin, PHRF Fleet Captain

Start a port-to-port race from your home port, have racers compete from the entire Tri-State area and celebrate the camaraderie of the PHRF Fleet like no other race on Lake Michigan.



Since the inception of sail yacht racing, sportsman-like conduct and the honor system have been the forefront of its success. LMSRF Area III has added a new, permanent, annual race to its calendar, starting with the 2013 season, the Larsen Marine PHRFfection Port-to-Port race.

On your honor, with no race committee, cross your starting line outside your home port, take your time, and race! Boats will converge on Michigan City from Waukegan, Chicago, St. Joseph, Michigan, and other ports, all in anticipation of the final scores. Michigan City Yacht Club will sponsor the event on the water and Larsen Marine of Waukegan, Illinois, has agreed to become the permanent sponsor of the PHRFfection PTP.

10-Aug Sat	Larsen Marine PHRFfection PTP	MCYC
11-Aug Sun	Larsen Marine PHRFfection PTP	MCYC

Look for the schedule addition in Area III and the addition to the PHRF Fleet schedule as well.

The PHRFfection PTP has also been added to the PHRF Long Distance Series Championship, Boat of the Year, which is also sponsored solely by Larsen Marine.

For more information, visit: www.portofphrf.com or www.sailtyachtracing.com/a3.

THE TALE OF THREE FLEETS – SUSTAINING THE FLEET FOR THE LONG RUN

by Glenn McCarthy

The latest and hottest boat with huge sales just hit town. The underlying question is, "What will be its longevity?" Fiberglass boats last forever, pretty much. Will this be additional boats on the starting line, or will this just replace the older fleets causing those boats to disburse? How do you keep the older fleets going when a few have jumped over to the new hot boat fleet?



South Sound Sailing Society, Olympia, Washington

Bill Brosius wanted a Star Fleet and knew the demographics of the area, and knew what people were willing to spend on buying a boat and maintaining them annually. So, he started out in 2001 by setting up some rules for his Star Fleet. The first rule was that only boats built before 1980 could join the fleet (this was the year that epoxy resin was first used in boat builds), sails when purchased must be used and at least 1 year old, all boats are wet-moored, and all bottoms must use the same bottom paint and be applied by the same person. Any boat not being used in a race is to be made available for newcomers to come out and try the boat. To show how even things are, nine of the boats in the fleet are wood, and the rest fiberglass. Star Class rules limit sail materials to Dacron. They





even have Star #927, built in 1927, sailing. They sail only on Thursday nights, with races 45 minutes to 1 hour long, and they decide how many to race each evening based on wind conditions. All boats are hauled for the winter.

To build the fleet, Brosius criss-crossed the western part of the country looking for decent old Star boats. He'd buy them and take them to a pole barn he built on his property to work on them. He has re-cored hulls and decks on fiberglass boats and re-planked-including new keelsons-wood boats. He would do whatever work was necessary to make them sailable, and would then get them in the hands of an interested party for only what he paid for the boat and what parts cost him. He doesn't

charge for his labor. One boat wanted to go retro, so he scoured the country for a wooden mast and found one. He paints the bottoms of all of the boats in the fleet.

With 26 boats in the fleet, and taking children into the fleet to sail, they have become known for fleet growth. In a harbor not too far away from Olympia, a group is gathering in 2013 wanting to mimic South Sound Sailing Society's success.

Tartan Ten, Chicago, Illinois

Right in their first rule, this Class declares "low cost of ownership" as their goal. They limit sail purchases to two per year and limit the number of professional sailors onboard. Main sails must be made of Dacron, spinnakers of Nylon, and jibs of either Dacron or Mylar. With boats first being built in 1978, they continue to dominate the numbers of boats on starting lines and have the biggest fleet of boats in the region. Some boats have done complete rigging overhauls and core replacements. The LS-10 (updated version of the Tartan Ten) came to being to help perpetuate the Class by putting some modern updates, including a hard doghouse rather than the canvas doghouse. The LS-10 went through a plethora of tests before the Tartan Ten Fleet accepted them as "one-design" and this has worked out well. With the arms race well contained, one can spend as much or as little as they want and be close to even equipment-wise at the end of the day. Today the Fleet puts on a number of seminars and socials to keep the fun factor high.



Ensigns, Menominee, MI

My good friend Mike Derusha wanted a fleet of Ensigns sailing at his club, the Marinette & Menominee Yacht Club, in 1992. He bought one, fixed it up and started taking others out for a sail, convincing them they should own one, too. It worked. Mike began a search for Ensigns—finding them in barns, fields and just about anywhere he could, by networking like mad. He would drive out and drag these boats back to his club, sometimes having to put new tires on the trailers, before hauling them. Mike helped with the sweat equity. The boats would be put back into sailing condition and the fleet grew so well that in 1998 they held the Ensign National Championship. Regularly, they would have 13-14 boats out on the starting line. A few years later, the fleet diminished.



What happened? It appears that the arms race had no containment. Some boats were wet moored, others dry moored. With those in the water, some had their bottoms washed regularly, others not so often. Some were buying new sails regularly, others not so often. Some had their boats sent to professional refinishers who faired and long-boarded the boats to a mirror finish, others were satisfied as-is. The performance on the race course quickly found those who were not investing as much money into their boats became outgunned and they lost interest quickly.



Conclusion

These fleets also used the Class scantlings and Class measurement rules to keep things even. These stories are all about containing the Arms War, keeping it affordable for everyone in the fleet. It gives those with lesser fortunes the opportunity to keep up with those with greater fortunes. What can be learned from this? #1. It takes catalyst, it takes a Bill Brousis, Mike Derusha and the fun factor like the Tartan Tens taking the time in their lives to bring a fleet to success. #2. It takes putting cost containment rules in place from the outset. 3. While not described in the article, it takes social events and those catalysts to continue to bring new people out sailing on their Class boats. #4. Sell, sell, sell!

Little Traverse Bay Weather Buoy

by Linda Orlow

On July 30, 2009, a new weather buoy, station #45022, was placed at the mouth of Little Traverse Bay. It is part of an established system of buoys on the Great Lakes (GLOS – Great Lakes Observing system) which surveys weather and water conditions. This buoy is projected to last 20 years. It provides seasonal, real time weather information updated every 10 minutes. It was manufactured by S-2 Yachts in partnership with the University of Michigan Marine Hydrodynamics Lab, which is a division of the Department of Naval Architecture and Marine Engineering. It is the result of a \$30,000 federal grant and \$1,500 each from the cities of Harbor Springs, Petoskey, Charlevoix, as well as Irish Boat Shop, Walstrom Marine, Bay Harbor Lake Marina, Little Traverse Yacht Club and Bay Harbor Yacht Club. The readings include wind direction, wind speed, wind speed in gusts, air temperature, water temperature, wave heights, etc. You can find readings from this and all other buoys at the NOAA National Data Buoy Center, www.ndbc.noaa.gov.



WHEN “IT” REALLY HIT THE FAN

by Glenn McCarthy

In 1972 and 1973 (age 12 and 13 mind you), I was the PRO for the Star Fleet at Jackson Park Yacht Club. I'd row out in the harbor, pick up the steel committee boat, bring it to shore and load the cooler with the beer just iced down. Before the fleet departed the docks, singlehandedly, I would go out to the Olympic circle, set up a square starting line, put the course board out, get the flags, chronometer and cannon ready for a day of action. When everyone arrived, I'd start the race (chronometer between my feet, flag halyard in one hand, cannon rope in the other). All without a certification telling me I was able to do this.

One hot, southerly, summer day, the fleet took off at the start. On the second beat, a black line squall appeared to the West, and in no time, turned day into night with rain reducing visibility less than the length of the powerboat. The wind was blowing the rain horizontally.

Suspecting that the fleet may need assistance, I fired up the motor, raised anchor and started searching via the compass (not to run aground) and came across Dr. Peter Altner's boat. It was still pouring with visibility about 50' now. Of everyone in the fleet, Altner had the lightest and youngest crew (his daughter, the same age as me) and I figured they needed to be watched more than all of the others that had



two adults onboard. I shadowed them into the harbor and tied up at the dock. The sun was out again, the temperature soared, and the humidity was 100%. But I had become severely hypothermic and was shivering uncontrollably from being wet. I went into the backseat of my Dad's dark brown Ford Galaxie 500, trying to warm up with the windows rolled up and sun beating on the car.



Eventually the fleet came in and were taking their turns hauling their boats out of the water onto their trailers. Then one looked up and said, "Where's Fred (Dr. Fred Hendler)?"

Fred, his boat and his crew were not in the harbor. Some ran up the hill to the point to look out onto the Lake and could not see a boat in the area. My Dad came to the car and said "Come on, we're going out to search for Fred." I said, "I can't, I am shaking and shivering so much that I need to warm up."

It turned out that Hendler's boat had filled with water and sunk. Hendler recalls handing a life jacket to his crew, while he, without a life jacket, swam for the Jackson Park crib. When he got there, a large wave lifted him up onto the crib's dock surface.



A bunch of the Star sailors jumped on the committee boat and on the way out, found a US Coast Guard boat coming in to shore. As they came side by side, Hendler was aboard the Coast Guard Cutter, as they had found him on the crib. They transferred Hendler onto the committee boat and brought him ashore. By then I was thawed out from sitting in that dark oven of a car. I got out of the car as Hendler passed and said, "Where's your boat?" Hendler said, "On the bottom." I said, "Where's your crew?" He said, "With the boat."

We learned that the storm blew the boat over on its side, and the "new-fangled" bull ring boom vang held the boom down to the deck. The boom could not go upwards and let the breeze out of the sail while the boom was hitting the water with the boat flat down. Hendler's boat did not have a skipper-controlled vang release for just such emergencies. Also at that same time, these new-fangled "fiberglass boats" had a nice curve to the deck edge at the cockpit opening for comfort on the backs of legs. However, while mathematically the opening of the cockpit remained the same, technically, when heeled, this comfort enhancement made the cockpit opening larger than the square deck openings of the wooden boats. The combination of these recent inventions helped fill the boat, resulting in its sinking.

There were other contributing factors to the tragedy that I learned from another Star sailor, Houston Stokes. First, Hendler and his crew did not have life jackets on. As the storm came up they did not have time to get them on. The second contributing factor was that Hendler and his crew did not keep the boat pumped out as they were sailing out on port tack up the lake. When they tacked over to starboard near the crib, the water in the hull rushed forward and help heel the boat as the sails were filling out on starboard tack. Hendler's boat had air filled flotation bags that were supposed to be tied into the boat to keep it floating, if it filled. Unfortunately, the bags in the bow were not attached properly, floated out of the boat, and hit the spreader as the boat went down. At first, Hendler and his crew, Ben Gordon, held on to the bag, but this was not a good solution, since the bag had a hole from the spreader and was rapidly leaking air. At the last moment as the boat went down, Hendler had grabbed a life jacket from under the deck, which he later passed to Ben since "he had a wife and child." In this dire moment, Hendler saw his only chance was to swim for his life for the crib. When Hendler passed his life jacket to Gordon, the cold water was already taking its toll. That was the last he saw him alive.



Hendler was an M.D./Ph.D. at the University of Chicago Hospital. His crew, Ben Gordon, was Australian and a Resident at the University of Chicago Hospital. Gordon had an Aussie wife and a newly born son, Mark.

The next day, we went out to recover the Star boat, but the Coast Guard had already found it (easier to find from the air with their helicopter). A Coast Guard diver tied a rope around the base of the mast. When the Coast Guard boat took off, it was an eerie site as the tip of the mast came up first, like a submarine periscope surfacing. We came alongside with the committee boat and I jumped aboard and tried to bail out the water with a bucket. It was futile, as the wavelets kept the water coming in across the deck. The Coast Guard transferred the tow rope to the committee boat which kept the boat at the surface, under tow. The hoist was ready when we came in, with the lifting slings attached. The committee boat slowed and let go of the tow line, I steered into position under



the hoist, quickly hooked the slings onto the hoist, and just made it as the boat started to sink again. We hauled the boat out of the water slowly, allowing it to drain, and put it on its trailer.

After two weeks, Gordon's body surfaced and was recovered by the authorities. It never made sense and we could not understand what happened to the life jacket he had been given. As soon as arrangements were made, the newlywed wife, smitten with love, fled the U.S. with her baby, not to return to this land again.

Zoom forward 30 years later. The son, Mark Gordon, from Melbourne, Australia, is now an adult. He tracked down my Dad on the internet and to say he was coming to the U.S. to see where his Dad spent the last day of his life and learn what happened. He interviewed my Dad and me, separately, with a tape recorder running. Then my Dad took him down to Jackson Park harbor, out to the point, and pointed to the spot where the boat was recovered, where his Dad spent his last moment on earth.

Mark Gordon reported that his Mom did not re-marry, losing the love of her life at a young age was too much to bear. She was happy and content with life otherwise. Gordon, hopefully obvious to you at this point, had turned out well as a young man.

The next leg of his journey was to go to Louisville, Kentucky, to where Dr. Fred Hendler had relocated. Hendler still owned the Star boat and had it kept in his garage, but had not sailed it in many years.



As a result of this event and a few other close calls in that era, the International Star Class Yacht Racing Association made it a requirement that all Star boats must float when filled with water. Today, all Stars have air tanks built into the hulls that also act as longitudinal stiffeners that keep the boats strong and prevent flexing, besides making them float when filled with water. No doubt water causes all of life, but water also can be dangerous and we have to have great respect for the power water possesses.

SEEING CUBA DURING THE 1962 CUBAN MISSILE CRISIS

by Gene McCarthy

During the Cuban Missile Crisis I sailed the St. Petersburg, Florida, to Fort Lauderdale, Florida, Race (a Southern Ocean Racing Conference [SORC] race). At the race briefing, race officials and government officials warned us about the tensions between the U.S. Government and the Cuban Government. The race itself was a typical SORC Race, with winds out of the north. After sailing down the Gulf of Mexico to the Key West area you reach a point where you need to decide whether you are going to sail up right along the side of the Florida Keys or sail out into the Gulf Stream approximately 10 to 15 miles. We elected to sail out to the Gulf Stream, basically pointing at the



Eastern Part of Cuba. It was dark of night and after five or so hours of sailing on port tack, I noticed a freighter approaching us from the east. I was on the helm. I commented to watch mates, "That freighter is fast!"

In about 10 minutes, it was about a mile away from us and I became concerned. We were on a collision course. Well this fast "freighter" was a U.S. Navy Light Cruiser. It pulled up alongside of us to the windward side of our boat. We were flooded with more search lights than the City of New York produces in total light nightly. A Navy Signal Man using a light signal asked "Identify Yourself." We had an ex-Navy Signal Man on our boat and with our signal light signalled, "U.S.A. yacht and sail

number."



That didn't satisfy them. They repeated "Identify Yourself." We replied, "U.S.A. yacht and sail number." This whole matter lasted about 15 minutes when I shouted at the vessel, "Get the hell off of our wind ... you are making us lose the race!"

They turned away and went back in the direction that they came from. Not a mile away they suddenly U-turned and came back at us again and repeated what we had just gone through. I shouted at them again, "Please get off our wind and let us get to Fort Lauderdale."



They pulled away the second time. When all their lights were extinguished we could see the loom of Cuban cities ahead and one radio tower red blinker. The entire crew had been pleading for some time for the Captain to let us tack; he finally agreed. We tacked to starboard and headed to Fort Lauderdale. Dawn came upon us and a few miles ahead of us we saw a light tower. It was the navigation warning of the western tip of Cay Sal Bank. We had to ease off and sail around it, then hardened up again and sailed back across the Gulf Stream. We knew we had laid the biggest bomb in that race that anyone could have. As we closed in to the beach near Fort Lauderdale, we could see one more yacht still in the race, coming up the beach from Miami. We were saved from being pickle boat.

THE CUBAN MISSILE CRISIS

WHEN THE COLD
WAR GOT HOT

In retrospect the crew realized that we had come very close to becoming cannon fodder in the negotiations going on between Russia, the U.S., and Cuba. We speculated that if we had mutinied and forced the Captain to tack earlier, whether or not we would have ended up in American jails or Cuban jails and pawns in an international crisis?

OFFSHORE COUNCIL CHAIR PROFILE - BOB HARVEY

by Glenn McCarthy

Born in 1954 in Grand Rapids, Michigan, Bob Harvey was brought up on and around boats ... mostly power boats. Be careful as you read, his wit always catches you. He started disorganized sailing on a lake in his backyard when he was around 14 years old, on an old, decrepit Butterfly. Then went to Michigan Tech University to study Metallurgical Engineering. While at Michigan Tech, he began racing on a C&C 35 out of Bayfield, Wisconsin.

He left Michigan Tech in 1978, lived on a sailboat in Europe for 16 months and sailed around most of the countries with coasts. Returning to the States in 1979, he went to work at State Heat Treating in Grand Rapids and married his wife, Anita.

Harvey sailed a Tartan Ten out of Monroe Harbor and continued to drive up to Bayfield to race the C&C 35. He's done nine Chicago-Mackinac races on that Tartan Ten and five Trans-Superior races on the C&C 35. He also sailed on a bunch of different boats for a few years; a Baltic 43, two C&C41's, and others. Next he began sailing out of Muskegon Yacht Club on the *Erleichda* boats in 1998, a Nelson/Marek 36, followed by a J/125.

Harvey then took the leap and bought an Express 27 that they named *Trim* in 1998. He did all of Muskegon Yacht Club's beer can races and trailered it to the Detroit NOOD for (at least) seven years. Today his tally includes 24 Chicago-Mackinacs, 7 Port Huron-Mackinacs, and 7 Trans-Superior races. He is racing a Melges 24, a Laser, and a JY-15. Harvey is Past Commodore of Muskegon Yacht Club, Past LMSRF Area 4 Vice Commodore, and a long time Muskegon Yacht Club scorer and member of the Race Committee.

As Offshore Council Chair he is organizing the Best on Lake Michigan Series for 2013, with the Notice of Series and Entry Form already released. He is bringing some new ideas on how to provide fleet growth.

We're glad to have you back Bob. You've always been an inspiration to shake the trees and make change.



NEW RACING RULES CHANGES FOR 2013

by Glenn McCarthy

Listening to Dick Rose at a seminar this spring, he said that three rules changes have significance to the game and that pretty much the other 62 are wordsmithing, or making things clearer. So what rules should you bone up on?



1. "About to Round" was clarified in the Definitions, as it was not definable previously and took an additional 25 words to make clear.

2. RRS 24 was added to stop racers from throwing "trash" overboard.

3. RRS 69 cannot be applied to parents or coaches (as long as they are not competitors and not under the jurisdiction of the RRS).



And now for my opinion ...

When it comes to the other 62 rules changes for 2013-2016, they are mainly nits, clarifications, or as Past President of ISAF Paul Henderson explained to me, it is the Professional Sailors and the Professional Coaches who parse every word in the rule book rather than taking them at face value. As I have explained, that with the Billions of dollars in the Olympics and the millions spent on sailing in the Olympics, the tail wags the dog in this sport, the club racing masses worldwide have to accommodate those 300 sailors that race one regatta every four years.

Craig Brown, a sailor and a great guy from San Francisco Bay once explained what the purpose was of a "Court Jester." It wasn't to entertain the King or the Court, it wasn't to tell jokes, the Court Jester was there to act as a "reality check" for the King.

Say the King declares that a subject is to have their head chopped off because the subject slipped on some ice in front of him and startled the King. The Court Jester would say, "Really King? It was clearly an accident, this poor fellow surely didn't expect it nor intended to startle you. Your day wasn't impeded, you continued with your walk and he didn't cause you to slip or fall. And for this, it's 'off with his head!'"



Hopefully the King would relent with this reality check! We "simplified the rules," we change the rules every four years after the Olympics, but reflect on this. The rules are over 100 years old, there have been 25 times to get them right. I have the same concerns with Washington, D.C. For 230+ years we have been sending people there to make new laws, at this point, just how many more new laws do we need? Haven't we covered murder, theft, fraud, etc., not just once, but have layered on law after law on the same topic just to make it look like they are reacting and caring?

Recently, I took the written car drivers test at the Department of Motor Vehicles. The road signs are the same, the right of way rules are the same, nothing happened in the right of way rules that considered any consideration. I didn't bother studying for it. It's been a host of years since I last took the test, and passed it 100% this time around. All of us will march in step and learn the 65 changes to the Racing Rules in 2013. We have to. It is the law of racing sailboats. But most importantly, what is the impact of 65 changes to participation on race courses. Will everyone jump excitedly and say "Yippee, I just learned Sixty-five new rules!?" Will it cause a bunch of people who stopped racing to come back and join again? Will those who never raced say, "This is what I want, a game that does not have a fixed set of rules?"

So I'll be the Court Jester this time, stepping into the US Sailing and ISAF Court. Really King? What is the motivation behind making these changes? Within a week this spring, we had two of nine Racing Rules Committee members descend on Chicago offering rules change seminars charging sailors from \$79 for a 4 hour session, to \$35 for a 7-1/2 hour session (including lunch). Do we really need any or all of these changes? Were the sailors really



lost these past four years and highly confused on our actions around the race course? Did any of these modifications change a dangerous collision potential into something that is now safe? Did we notice that there was a problem that needed fixing, or is this a fixing looking for a problem?

MARITIME DAY 2013

Maritime Day is declared by the President of the United States each year. This year it is May 22, 2013.



SUCCESSION PLANNING

By Glenn McCarthy

In my business, we advise our clients to have an exit strategy for their last day in business. When the day comes for them to retire, die or become disabled, just what will they do? Will they sell it? Leave it to the next generation? Let it become employee owned? Just what is their Succession Plan?

In sailing, almost all of the time, it seems to come down to the luck of the draw in Succession Planning. With so many positions from the Flag Officers through the Committee Chairs, just how do we prepare for the next leaders to succeed?

Case in point. Started in 1972, the Red Lobster Regatta, later renamed the Florida Citrus Sailfest, was a mecca for small boat racing in winter in central Florida. It attracted all of the big name stars in sailing. With 60 more boats being added each year, it reached a crescendo of 754 boats. One of their biggest challenges was trying to figure out how to manage and control the growth. The catalyst that made this event was John Gardiner, Jr. John spent the time to cultivate a winning business model, find the right sponsor, and get the message out. Boats sailed off the



beach and local hotels were reasonable in price. It all just came together just right in the area. The Red Lobster Regatta disappeared from the face of the earth not long after Gardiner had a long bout with cancer and passed away, in 1995. While tons of volunteers helped made the event what it was, there was no "heir apparent" with those same driving skills to take the reins when Gardiner was lost. In 1997, it all ended when the local city shut down the beach by dumping broken concrete to attempt to prevent shore erosion.

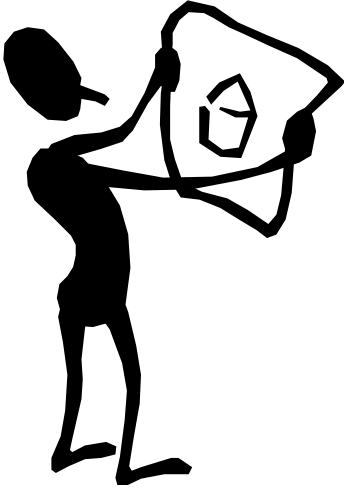
It is no different in all of the volunteer jobs we have in this sport up and down, left and right, back and forth. These gems of motivators come along, become overachievers and create huge things. Only when their interest wanes, they move onto a new position, take up a different activity in their lives, retire and move away, or pass away, there isn't a Succession Plan. There isn't another overachiever standing by to step in.

When it comes to overachievers, we don't have schools that teach how to manage sailing schools, committees, boards, flag officers, or an event manager (race chair). The quality and drive changes dramatically from one volunteer to the next. There is a personal quality of the successful individual that is dramatic, and we don't have the ability to duplicate those traits in the next volunteer.

We have a limited pool of volunteers to choose from in our clubs and associations. Unlike in business, we can't go out and hire a headhunter to find the next overachiever. There are no business degrees, resumes, certifications or work experience for us to pick the next volunteer from. We pick from our friends at our club or association to be the next in line. Many times we are just happy to find someone to say, "Yes."



We are seeing more and more in today's busy society, where the next in line work only to just repeat what was done last year, not rock the boat, and maintain the status quo, or do just the minimum to get by. The sport at all levels needs more than the status quo. We need those overachievers in everything we do.



It is not always easy to identify these people with the overachiever attitude. You might not find their talent until they've been in the job a while. When they come along, put these people in charge, give them few limits, but then give them all of the rope available otherwise. Let them create, build and succeed. While it might last a short or a long time, as long as they are around, it is better than the status quo.

In some cases, "Committees" run things. With a larger group "managing," there is a larger pool of individuals who have gained the experience while attending the meetings and guiding the program for years. Some Committees do have built in Succession Planning, even though they might not realize they have done this. The downside to Committees is that they are slower moving and take longer to try new things. But then again, with Succession Planning, maybe this is the right business model to provide continuity from year to year.

CLUB FEATURE: STURGEON BAY YACHT CLUB

The Sturgeon Bay Yacht Club, established in 1905, is located at the natural end of Sturgeon Bay, near the beginning of the Sturgeon Bay Ship Canal that was built across the remainder of the Door Peninsula in the 1880s, making it accessible from Lake Michigan directly or from Green Bay.

They have an active sailing program. Flying Scot Fleet 199 calls Sturgeon Bay Yacht Club home. It has four club boats and several locally owned Scots. They have Thursday night racing weekly, known as TGIT, starting at 5:30 p.m. They start the season early, in late April, with the Irving J. Phreazemitale Memorial Race, an honored, long-time, traditional kick off to the SBYC sailing season.



The associated Sail Training Foundation has been creating new sailors for over 60 years. STF makes sailing instruction available to the community in a fun and safe way. The STF has a protected water Sailing Center and Launching Lagoon on Sturgeon Bay. The facility also has plenty of indoor space for activities. Youth

sail in Optimist Dinghies and Flying Juniors. Adult classes are taught at the Sturgeon Bay Yacht Club. Adult instruction is given in the Flying Scot. The Sail Training Foundation is a non-profit 501(c)(3) corporation.

The club has an active social calendar, dining service with full bar, outdoor patio, large lawn, transient docking, beautiful views of Sturgeon Bay, community events, a newsletter and more.

UPCOMING SEMINARS

🚩 2013 MIDWEST WOMEN'S SAILING CONFERENCE-will be held May 11 in Milwaukee, Wisconsin. Betsy Alison is the keynote speaker. Alison is a 2011 inductee into the US Sailing Hall of Fame, Five Time Rolex Yachtswoman of the Year, and US Sailing Team Paralympic Coach. Attendees will find smaller class sizes, some with double session length. Further info: <http://womenssailing.org/>

CYC RACE TO MACKINAC SETS UP BOAT FINDER/CREW FINDER

Here's the link, go for it: www.cycracetomackinac.com/the-race/crewing-opportunities/



BUILDING YOUR RACING CREW

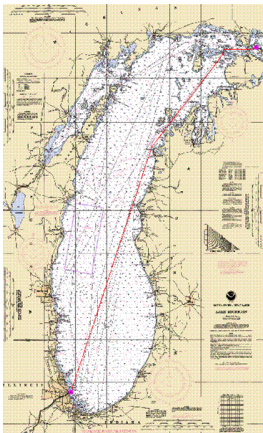
by Gail M. Turluck

It's the time of year that boat owners are building their crew rosters and crews are putting out their feelers, looking for that "fine ride" for the coming sailboat racing season. There's a tenuous dance that is part of the process. Skippers are seeking experience, strength and skill, while assessing the personality fit of potential crew. Crews that are not in a committed team are seeking, perhaps, a step up in equipment, boat size, or skipper skill.



On Lake Michigan, as in many racing communities, there is a prime event annually that is the "elephant in the room" for seeking and positioning of those coveted crew berths on big boats. What is it? The Chicago Yacht Club Race to Mackinac. There. I said it. "Everybody" wants to race "The Mac." With 350 boats now making the race, there are many opportunities to find that spot.

Some of the boat owners are committed to their Area's race calendar and seek crew who will commit to race every weekend of the season. Other boat owners have a partial season calendar and seek committed crew for all planned races. Then there are those owners that have a more flexible attitude and have a rather large potential-crew list and do the best they can.



Most skippers are looking for firm commitments to the season-long calendar and lay that out clearly when extending the invitation to race to their selected crew. Really, who wants a crew that's going to quit showing up after the Chicago-Mackinac race, when there is still over half of the sailing and racing season left? Some owners set their crew plans by email, some by a web site or Facebook, and some by telephone.

Crews anxiously await this time of year as they are trying to balance their family life, work life, and desire to sail, hoping that the desired invitation or invitations will come along.

Owners, if you haven't already, sit down with your crew list from last year. You know who you want to keep and what positions they worked. Write down the task positions on your boat and fill in the names of who fills them. If you find you have some open spots, analyze your crew list and your substitute list. You want to contact the strongest skilled, best personality individuals to fill in the openings on your crew. Start inviting now. You want to get those skilled crew members locked in, so that by the time the Tri-State, the Anchorage Cup, Louie's Last Regatta or the Red Fox Regatta come along, you are still fully crewed.

The critical thing in the process is for skippers and crews to plan ahead and communicate clearly. Crews, when you receive an invitation to join a crew, immediately acknowledge it! If it is on the boat you desire for the races you can sail—SCHWING! You're in. Don't just acknowledge it, make your commitment, write all the dates on your calendar, check your personal sailing gear and replace what needs to be replaced! If you get invited onto a boat that isn't at the top of your list, acknowledge it! Let the skipper know you are (or are not) interested, and ask how soon a decision is needed. If there is a boat you are interested in and you haven't heard from it, give the owner a call or drop a quick email to see if you might be needed. Maybe the owner doesn't realize you're available.



Waiting until the last minute will often leave you to be that sailor walking down the dock with a duffel bag, asking if someone needs crew, and signing onto a Mac Race crew that eats soggy, 3-day old ham and cheese sandwiches for breakfast, lunch and dinner the whole way to the island.



USCG PROPOSES \$26 ANNUAL RENEWAL FEE FOR DOCUMENTED VESSELS

by Glenn McCarthy

As citizens, we are under constant attack from all forms of government, seeking to take more money from taxpayers. The "It's only \$XX dollars" argument is getting old, as all of these "\$XX dollars" are adding up to significant taxation. Sailing is hypersensitive to cost, we all know that. Stop the government now, the U.S. Coast Guard gets their funding through Congress. That funding has paid for the Vessel Documentation system for decades. Let the Coast Guard live on what Congress gives them, don't let them add additional fees.

The deadline for comment is May 3, 2013 (and the regulators do read all comments). Have your voice heard, register and comment at: <http://www.regulations.gov/#!docketDetail;D=USCG-2010-0990>.



Your Voice in Federal Decision-Making

Advice for preparing your comments – any bad language and general complaints about the Government gets ignored. Explain in your comments why this proposed fee is not a benefit to the citizenry.

SAIL CHICAGO HONORS JOHN LEMON

At Sail Chicago's annual meeting, the organization Lead instructor, John Lemon, reported that this new program was highly successful and virtually doubled the number of students enrolled in basic instruction. John gave special thanks to the many instructors and instructors-in-training for their service and dedication to the program. After John's report, former Sail Chicago Chairman Bob Gerber presented a surprise, and well-deserved, "Lifetime Achievement Award" to John for his many years of service and leadership to Sail Chicago.



John Lemon accepts award at Sail Chicago meeting. Courtesy: Sail Chicago.

YACHT CLUB OPEN HOUSES

🚩 The Sturgeon Bay Yacht Club at 600 Nautical Drive, Sturgeon Bay, Wisconsin, is having a new member open house May 17, 2013, from 5:30 – 8:30 p.m. Their Commodore will have a brief discussion on the merits of the club and activities as well as their dining room. They will have people available to discuss their Thursday night sail races held May 2nd through Oct. 3rd and their keelboat races in the outer bay. They will be promoting their Flying Scot Fleet 199 racing schedule. The Sail Training Foundation is affiliated with the SBYC. They will have committee members available to discuss their sailing lessons. For more information visit www.sturgeonbayyachtclub.com.

LMSRF ADDS NEW SEMINAR TO ITS SPEAKER SERIES – INSHORE SAFETY & SEAMANSHIP SEMINAR

Recently Glenn McCarthy (US Sailing Safety at Sea Committee Member 15+ years) presented the Inshore Safety and Seamanship Seminar to the Marblehead Racing Association, Marblehead, Massachusetts, enlisting his wife, Adriana (RN, MSN, and Nursing Professor at Elmhurst College), along with their son, Joe, to assist. With an audience of 65 present, there were many compliments that it was both entertaining and informative. This two hour seminar is designed for sailors and race management covering a variety of topics from equipment lists, overboard recovery techniques, communications, race support vessels, damage control, fire theory, weather and storm sailing, lightning, helicopter rescue, seamanship, medical advice, and giving assistance to other vessels. If you would like to have this seminar presented at your club, consider enlisting other clubs in your area, too. Call Glenn McCarthy at 630.592.5314 or email glennmccarthy@yahoo.com.



Member IVY Club Endures Record Flood

by Mike Gray

LMSRF member Illinois Valley Yacht & Canoe Club, right on the banks of the Illinois River in Peoria, Illinois, is enduring the worst flood of the club's existence.



The river set a record, about six inches higher than the 1979 flood.

The club has established a flood committee to oversee the cleanup and repair of the club house and grounds. They are meeting this Saturday to begin organizing.

While they are somewhat "old pros" at an annual spring flood, this year is a notable impact.

In spite of the inconvenience, they plan to start racing the middle of May, even while not being sure where the water will be by then.

No, you don't normally sail up to the main door at the IVY Club—April 25, 2013.

FUN TIMES

by Glenn McCarthy

Over the past year, we have written about the need to break down the age barriers set up in this sport and get the youth, sailing school, high school and college sailors on board adult boats. We hope you all are making these connections and have a plan set to do so in 2013. We ask the adults to make the invitations to the young to come join them on the weekend and weeknight races.

We pointed out that there is an absolute need to provide something for the under 21 crowd and non-drinkers when the boats come back to the dock, as the adult beverage scene just isn't their thing and is the only thing offered today. Your LMSRF Board has pulled together a list of ideas. We think each boat should consider taking turns and pull an item from this list and run it for the under 21 crowd. Take a look at the ideas:

<http://lmsrf.org/lmsrf/index.php/fun-rules-of-sailing/fun-times/149-fun-times>

The whole concept is, win or lose on the race course, the kids will have something to do when they get back to shore. More than likely they'll have fun with it, just the way you did when you were a kid. And the important part is that they become ambassadors for sailing. They'll tell their friends about the fun they had and suddenly their friends will want to come. Make it fun, and they will come.



2013 CHICAGO VENETIAN NIGHT THEME ANNOUNCED

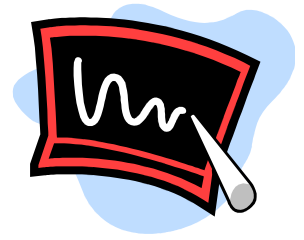
The 2013 Venetian Night theme is "Rockin' in the Harbor." Venetian Night is going to be held in the 31st Street Harbor in Chicago, Illinois, on Saturday, July 27, and is being coordinated by the Chicago Yachting Association. Get the details and the application to participate at: www.chicagoyachtingassociation.org/events/venetian.html. Applications are due July 1, 2013, which still allows time to prepare your decorations and plans.



HAVE YOU HEARD ABOUT CHALK TALK?

by Chris Love

Chalk Talk is on You Tube every Thursday in the spring and fall, bringing you all the news in college sailing, plus in-depth stories you can't find anywhere else. A recent program featured St. Mary's College Head Coach Adam Werblow on the new LaserPerformance 420 they've got on campus. Another took a look at sailing after graduating from Intercollegiate Sailing Association (ICSA), featuring US Sailing Team Sperry Top-Sider members from Team Haeger/Provancha, 2012 Olympian Sarah Lihan from Team GO SAIL, and coach of the Navy Intercollegiate Sailing team & J/70 sailor Brendan Healy. They also recap regattas and give predictions on the upcoming events.



See the St. Mary's episode now at <http://youtu.be/edPo8mttNds> or watch it on their Facebook page at www.facebook.com/collegesailingchalktalk so you can join the discussion. For weekly reminders, sign up for their newsletter at <http://eepurl.com/wI37H>

BOB PEGEL STEPS DOWN

Robert Pegel, of Williams Bay, Wisconsin, has resigned from the LMSRF Appeals Committee after countless years of service to the Federation. Sailors lake wide extend their thanks and wishes for a pleasant retirement.

NAUTICAL AUCTION

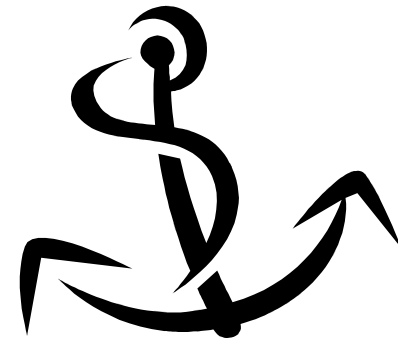
Overwhelmed by Boat Stuff? Relieve yourself of some of it at our Nautical Auction. Bring your old but serviceable items and offer them for auction.

- The old VHF radio (or other electronic item) that works, but isn't as cool as the new one.
- The shackles you changed from because they didn't all match.
- The life preserver from the boat with your old girlfriend's name on it.

You will receive a percent of the winning auction bid & more room in your garage or seek Treasures for your current nautical activity AND benefit two great nautical organizations: Chicago Maritime Festival and Chicago Corinthian Yacht Club Junior Fleet or just come for a good time!

Saturday, May 4, 2013 5:00 pm-???

Chicago Corinthian Yacht Club, 400 W. Montrose, Chicago, IL
5-7pm Check in items, View items, and Have dinner
7 pm Auction Begins



The owner of items will need to be present while their items are part of the auction. No merchandise may be abandoned at the club (there is a dumpster outside!). Once the auction has begun, items may not be removed for private sale until the auction is over.

2013 OPTIMIST DINGHY TEAM TRIALS

Nearly 200 Optimist Dinghy sailors will descend on Pewaukee Yacht Club, Pewaukee, Wisconsin, May 1-5, for the 2013 United States Optimist Dinghy Association's Team Trials. This event is restricted to Team Trials qualified sailors only. About 50 sailors will be assigned to U.S. teams that will travel to Asia, Europe and North America for international Optimist events.



The U.S. National Team is run by the United States Optimist Dinghy Association, but with a different mission. The USODA strives to make children lifelong sailors. The USNT strives to raise the competitiveness of US Optimist sailors to international levels. It is funded by parents of participating sailors and does not impact the USODA budget. The USNT uses the results of Team Trials to select sailors for USNT. Currently the top forty-five (45) sailors, who are age-eligible for the following year, are invited to participate on the US National Team, plus age-outs are invited to join the team until year end and are in addition to the 45 regular members. After the National Team sailors have been selected the next thirty (30) sailors, who are age-eligible for the following year, are invited to participate on the US Development Team. To learn more about the team and qualification, visit www.usoda.org/index.html.



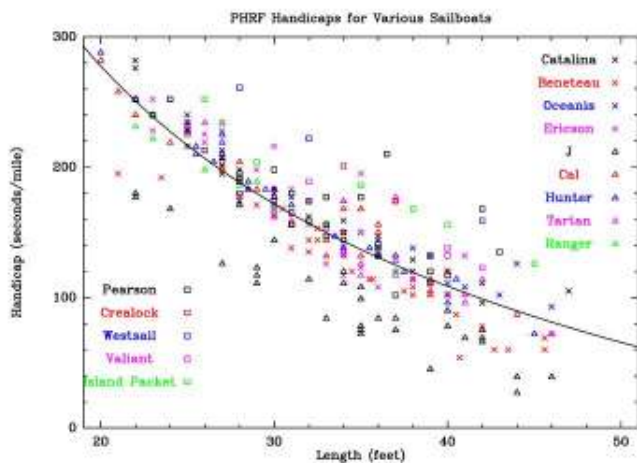
COUNTER-POINT TO GLENN MCCARTHY ON ADJUSTABLE HANDICAPPING

by Jim Schragger

I continue to be amazed at how much fun it is to read the LMSRF monthly newsletter, and greatly enjoy articles by its most prolific and profound writer, Glenn McCarthy. San Francisco has *Latitude 38*, Annapolis has the *Spinn Sheet*, but to have a local sailing publication this good is a rare treat. In Chicago, I go way back to Frank Heyes' *In the Wake of the Fleet* when we anxiously awaited the latest issue to see our results and his commentary. As good as that was, what McCarthy is doing now is better. Why?

Take the article from the navigator on the GL 70 in the Mackinac Race. Absolutely a world-class piece, it could have run in any of the best sailing magazines anywhere. Or the recap of IOR racing madness, written from a person who has been there and done that. Or McCarthy's seven part series on making racing fun. Many wonderful points in this series of articles--and one I simply must, in spite of my unbending admiration of the man, disagree with.

McCarthy proposes a constantly changing handicap to encourage the guy at the back of the fleet to come back once he "wins" a race. It sounds like an interesting idea, and everyone likes bigger fleets. As Race Committee Chairman of the Michigan City Yacht Club fleet for several seasons a few decades ago, we regularly had four competitive sections--and now, just a few. More boats mean more fun. But maybe not if we make winning a lottery.



The joy of the sport is the improvement realized in our own abilities. The knowledge gained. The confidence built, the expertise acquired. This is why we come back for more, spend endless hours in pursuit of winning, and ignore the financial ruin that characterizes most racing sailboats. If you allow the fellow at the back of the fleet to "win," the guy who doesn't know and doesn't care, who doesn't learn the rules, who doesn't carry the right sails for the conditions nor trim the ones he hoists with any skill, what do you do with those of us who do care?

To win due to a "handicap" given those who don't know what they are doing makes winning a lottery. No one needs a boat to waste time and money gambling.

The analogy to golf is often proffered as a model for sailing. Here's why it doesn't work. Golf is an individual sport, where most players have access to the quality implements needed to play the game. You practice your skills, and although golf is plenty hard to play well, racing a big boat offshore is an entirely different pursuit.

In big boat sailing, there are four essential ingredients: the skipper, crew, boat, and the sails. It isn't a one-man--or one-woman--show for most offshore sailors. It's a team onboard a specialized, complex, and often rather unique piece of equipment. In PHRF fleets the selection of the boat itself is a complicated decision, requiring plenty of data



gathering and careful judgment. Beyond the hull, we have the sails and the rig. Both present the team with numerous options as to which sails to carry onboard, what to use when, and how to trim what you've selected. Finally, there is the crew, and their ability to "see ahead" of the skipper and do what is needed. Crews can make or break any boat. I know--I've seen both sides of that coin.



Golf, as an individual sport, doesn't have the vast complexity of offshore sailing. Golfers don't navigate, they don't play in extreme weather conditions, they don't select a single tool (the boat) for at least a few seasons, and they don't equip that tool with a bewildering array of sail options nor confront a multitude of rig tuning issues in the midst of constantly changing wind and water conditions. To make it all work, a golfer doesn't need a crew, but merely rides in a cart and hits the ball. Now look, I am not saying playing great golf is easy! But it's up to the individual golfer. Winning in offshore sailing takes much more than having a good skipper. Don't believe me? Ask any Mackinac race winner.

So how would racing be in this world McCarthy envisions? How would you actually win? By going very slowly, getting a favorable handicap, and then just going slightly faster? Would we have races to see who could sail the slowest so they could come back next week and win?

Today, we race with our two boys and their friends out of St. Joseph, Michigan. When we started, we were dog meat. Our boys had never raced an offshore boat and neither had their friends. Year after year, we worked harder and harder to get better. We made horrible mistakes when we first got the boys going. It was embarrassing--not as much for them, they didn't understand--but for me. Only with time and hard work, did we improve. This is not at all an unusual story, but there are two key points to keep in mind.

First it would have been ridiculous to give us a huge handicap for being lousy sailors! I couldn't receive a flag for winning a race where we did everything wrong. Second, it would be just as bad to allow us, now that we are decent, to be beaten by the guy in the back of the fleet who flew his bagged out #1 in #3 weather, but who is such a lousy sailor that he gets a handicap that allows his unfailingly poor abilities to turn him into a "winner."



We were chasing Gene McCarthy around in his C&C 43 *Esta Es* when we owned the Tartan 41 *Carrera*, formerly Dave Howell's *Decision*. And we followed Gene McCarthy around in our C&C 43 *Night Flight*, formerly Blair Vedder's *Night Train*. We didn't win many races from the very talented Mr. McCarthy in those days and that reality--that he was better than us--is what drove us to improve. To have been handed hollow victories due simply to how bad we were would have taken all the fun out of everything. No, it isn't much fun to lose. But winning without hard work and talent makes winning mean nothing.

Today, as we work hard to be competitive in the St. Joseph fleet, the thought of a "golf-style" handicap taking away both the meaning of winning and the motivation from losing doesn't seem the magic bullet to build our fleets.

It is with great respect for Glenn McCarthy that I challenge his idea about making losers winners and winners losers as a way to grow our fleets.


Jim Schrager, along with his crew, won Boat of the Year in Michigan City, Indiana, with his C&C 35 Mk 2 in 1981. Thirty years later in St. Joseph, Michigan, he won again on his Cayenne 41 crewed by his kids and their friends. He has won numerous trophies through the years in port-to-port races around the Chicago-Michigan City-St. Joseph area. His day job is as a Professor of Strategy at the University of Chicago.

Commodore McCarthy comment – LMSRF has grave concerns that the business model used for the past 30-40 years has resulted in fleets shrinking from 4 Sections down to 2 Sections. Those who continue to race today believe the current system is the system they want because it's the only thing we have known. What happens to this currently aging group when they die? Two Sections



goes down to zero Sections. Remember, the Olympics are available to hundreds of thousands of racers in the U.S. and all but a maximum of 15 people get eliminated by 2016. Olympic racing is not inclusive, it is exclusive.

The whole idea behind the Fun Rules of Sailing is to get more boats out racing. The idea is to help people get up to speed faster (such as the rule that encourages competitors to give performance tips to each other while racing). If your fleet votes to continue the existing 'winning is everything Olympic business model,' please do! If your fleet is looking to go in growth mode, it won't happen by using the Olympic racing model, as history has proven this nationwide. LMSRF is offering a different business model based on fleet growth, fleet building, and working to make competitors friends rather than bitter enemies (in some cases). Maybe some fleets should consider a mix of both traditional Olympic racing and Growth mode racing? Maybe some weekends have Olympic mode and others have Growth mode?




CHICAGO MARITIME MUSEUM
PRESENTS
A PANEL DISCUSSION

LOW WATER LEVELS IN LAKE MICHIGAN

AND WHAT IT MEANS FOR CHICAGO RECREATIONAL
BOATING COMMUNITY'S 2013 SEASON

THURSDAY, MAY 16

6:30 PM 7:00 PM
DOORS OPEN • CASH BAR PANEL DISCUSSION



CHICAGO CORINTHIAN YACHT CLUB,
MONTROSE HARBOR

Moderated by award-winning television journalist
Elizabeth Brackett, producer of the WTTW Chicago Tonight's
segment entitled Great Lakes Hit by Lowest Water Levels in History.

Panelists include:

- Drew Gronewold**, Ph.D, Hydrologist, NOAA (National Oceanic and Atmospheric Association)– Great Lakes Environmental Research Laboratory
- Grant Crowley**, Manager, Crowley's Yacht Yard and CMM Treasurer
- Dave Knight**, Retired Transportation Specialist, Great Lakes Commission

Event is FREE but registration is required as space is limited.
For information call: Kathleen Thomas, 312-720-7245 or Don Glasell, 312-421-9096



YACHT CLUB WEB PAGES

by Gail M. Turluck

A year and a half ago I made a presentation to the LMSRF Board at its Annual Meeting to bid to provide services to the Federation with the goal of building sailing and racing on Lake Michigan. One of the tools I use to learn about what activities are planned on Lake Michigan is yacht club web pages. It is time for clubs all around the lake to tighten up their content!

Maybe your members know that your Puddle Duck Racer* (or whatever one-design you host) regatta is ALWAYS the second weekend in August, and maybe a couple active travelers, away from your club that come to visit, know that, too. Today, few regatta hosts are working with their Class offices to get mailing labels to send out beautiful flyers and invitations. Too often clubs are slapping up a hastily written NOR on the web page just a couple weeks before a regatta and hoping that their same old friends will remember the date and come back. Too many have inconsistently named links, scattered information, or an attempt to have something very generic "serve the purpose" for countless years.



What can we do to help your club have your inshore one-design regatta dates set annually by March 1, the Notices of Race posted on your web site by March 15, and the title, dates, and URL for the Notice of Race emailed to the LMSRF Office by March 30 every year? Every one-design fleet chair should mark this on their calendar, make a notation in their Fleet Captain notebook, and have their Commodore be keyed in on this task, so the fleet chair successor knows this task is part of the "job."

For your club's offshore races, how about having the same deadlines? Have your race organizers mark their calendars, mark the club's calendars, and then send the race title, dates, and URL for the Notice of Race to your appropriate LMSRF Vice Commodore so he or she may prepare the Area Offshore schedule annually?



Your club's web page is its true road sign to your club from the sailing world. Make sure someone (not the webmaster) is assigned to be checking it once a week to find glaring errors, broken links, and to identify material that should be posted but is not. By getting your events and plans organized earlier in the year you will find your group has the time to make the contacts to invite more local people to sail with your fleet and to reach out to other fleets to build participation in your regattas.



The more information you throw my way, the more attention your club and fleets will get. The more attention your club and fleets get, the more likely you are going to draw more sailors and wanna-be sailors to your club! Send those reports to lmsrfadministration@lmsrf.org.

Then be sure to remember to send a *SHORT* post-event regatta report so we can share with the whole world that your club and fleet had an event to remember!

*The Puddle Duck Racer is a developmental one design racing sailboat that is basically a plywood box with a curved bottom, and is the easiest boat in the world to build. The rules are aimed at keeping the lower 10" of all hulls the same, but the rest is up to the builder. A simple hull can be made from 3 sheets of plywood, Titebond II glue, and latex house paint. If you work hard for 2 weekends, you can go sailing on the 3rd weekend. If you are really in a hurry, it is possible to go from lumber to the lake in 5 days. www.pdracer.com



TALL SHIPS CHALLENGE GREAT LAKES 2013

The Challenge is making two Lake Michigan stops this summer: Chicago, Illinois and Green Bay, Wisconsin!

Tall Ships Chicago 2013 at Navy Pier, August 7 – 11, begins with a spectacular Parade of Sail on Wednesday, August 7. Thursday – Sunday, guests will have the opportunity to walk the festival grounds and view these Tall Ships more closely, board and tour participating ships or even take a sail away cruise aboard one of the visiting ships. Admission is required to the festival on August 8-11. No admission is charged on Parade of Sail day. [Click here](#) for more details.



Dockside Boarding Admission (available August 8-11) : Includes one day's entrance to the festival which includes the Chicago Match Cup and match race sailing competition AND access to board and tour participating Tall Ships.

Within the Tall Ships festival grounds, modern match racing will meet maritime history on the east end of Navy Pier with The Chicago Match Cup. This \$100,000 sailing competition and the only U.S. stop on the Alpari World Match Racing Tour features twelve of the world's best teams in match race sailing, a form of head-to-head combat similar to the America's Cup. Live commentary compliments the thrills on the water. For more information, visit www.chicagocup.org

Volunteer for Tall Ships® Chicago 2013 - Love Tall Ships and want to be more involved? We are looking for volunteers! [Click here](#) to fill out our volunteer form and to see the [volunteer job descriptions](#).

Green Bay is celebrating the return of the Baylake Bank Tall Ship Festival, once again expected to be one of the largest outdoor events in Northeast Wisconsin. Green Bay is one of only six American cities selected to host the TALL SHIPS CHALLENGE Great Lakes 2013.



This three-day maritime festival features ship tours and day-sail excursions on eight tall ships. You'll love the food, entertainment, and interactive family activities. It's a fun summer weekend on the waterfront!

Educational Programming: Learn about the rich history behind each ship, life on board, what it takes to be a crew member, and the intricate ecosystem of the Great Lakes.

Family Activities: Partake in interactive games, make your own unique art project, dig for buried treasure, and dance to the music of the shanty men.

Vendor Fair: Stroll through the assortment of vendors and see what hidden gems await you.

Food Court: Enjoy a vast variety of food & beverage items while resting in the shade under a picnic tent by the river.

August 16-18, from 9am-5pm. Riverfront concerts Friday and Saturday, 6pm-9pm. Want more information? Visit: <http://www.tallshipgreenbay.com/>.



DREDGING UPDATE

New Buffalo, Michigan, harbor entrance to be dredged as beneficiary of federal Superstorm Sandy funding; to be performed by Army Corp of Engineers by mid-June.

<http://www.harborcountry-news.com/articles/2013/04/09/news/doc5164e7c5accb843845375.txt>

Yahoo!Group LMSRF Database: Skippers find Crew--Crew find Boats

by Gail M. Turluck

As we get ready for the 2013 sailing season, it's time to remind everyone about the LMSRF Yahoo!Group Database. It's a really powerful tool when it's used properly.

<http://groups.yahoo.com/group/LMSRF/database>

Skippers--Go to the website, log in, click on the proper LMSRF Area that you'll sail in, and enter your complete boat information. The more detail, the better. Be sure to enter the date you write your entry; entries without a date will be deleted!



Crew--Go to the website, log in, click on the proper Crew list by LMSRF Area that you want to sail in, and enter your background. The more detail, the better. Be sure to enter the date you write your entry; entries without a date will be deleted!

Then, visit the page regularly to look for a boat to sail on or to find that one more crew you need to be ready for your next race. Remember that this email list and database are monitored and messages to the email list are screened, making this a fairly safe platform. You must be subscribed to the list to be able to post and/or be listed in the database.

If you have any questions, feel free to contact the Office. Make this the best season yet on Lake Michigan!

THE COLGATE RACING PROGRAM

By Bob Cohen, Colgate 26 Racing Program Committee

On March 20th, Sam Veilleux met with representatives from Columbia Yacht Club to formalize Sail Chicago's participation in the Monroe Harbor Wednesday Night "Beer Can" Racing Program. Members of Sail Chicago will now be invited competitors, along with members of Columbia Yacht Club, Chicago Yacht Club, Burnham Yacht Club, and Midwest Open Racing Fleet (MORF). The Sail Chicago Racing program will enter our four Colgate 26's each Wednesday night for racing throughout the summer. Our members will also be encouraged to participate as Race Committee volunteers. This recognition gives Sail Chicago wider exposure in Chicago's sailing community, and racing in a larger fleet will be even more exciting.

The response to the Colgate 26 racing program has been tremendous. Spots for June were sold out within the first few weeks, and July is almost sold out. The program is designed to race each Colgate 26 with a skipper/racing coach and four crew members. In the course of each session, crew will learn to work the racing positions of helmsman, foredeck crew, jib and spinnaker trimmer, main trimmer, and pitman (working the halyards) and the basics of the racing rules. Special emphasis will be placed on the finer points of sail trim and taking advantage of shifting winds.

The capstone event for the summer will be the Verve Inshore Regatta, August 24-25, at Belmont Harbor. To get more information on this program, to learn if you qualify for participation, and to sign up for one of the sessions, visit: <http://www.sailchicago.org/>.



MATCH RACING ABOUND ON LAKE MICHIGAN IN 2013

by Gary Hendrickson, LMSRF Delegate to the Yacht Racing Union of the Great Lakes

This is a recap of higher level match racing competition open to Lake Michigan sailors for the 2013 season. Especially noteworthy is that US Sailing's US Match Racing Championship will be run on Lake Michigan this summer, for the first time in many years, if ever. Also, YRUGL's Richardson Trophy Regatta will be run this year in Buffalo in September, a month earlier than usual.

2013 LMSRF MATCH RACING CHAMPIONSHIP

Included as part of CMRC Spring Invitational May 18-19, 2013, at the Chicago Match Race Center, Belmont Harbor, Chicago, Illinois, to be sailed in Tom 28's (very limited slots available by invitation). The top placing team qualifies to represent LMSRF at the 2013 Richardson Trophy at Buffalo Yacht Club, Buffalo, New York, in September. Go here for Notice of Race: <http://chicagomatchrace.com/>. Info contacts: for CMRC: Maggie Shea maggie@chicagomatchrace.com, For LMSRF: Gary Hendrickson gary-hendrickson@att.net 847 800-1380 (M).

US SAILING AREA E/K QUALIFIER FORUS MATCH RACING CHAMPIONSHIP

Sail Sheboygan-Sheboygan, Wisconsin, August 3-4, 2013, Sailed in Sonars, entry by invitation, 8 slots, July 1st entry deadline. Go here for Notice of Race: <http://www.sailsheboygan.org/Area-E-K-Qualifier-2013.php>. Contact: Kathy Lindgren, USMRC Area E/K Delegate, kathy@sailsheboygan.org 920 980-1223 (M).

2013 RICHARDSON TROPHY REGATTA

Buffalo Yacht Club, Buffalo, New York, September 12-15, 2013. Notice of Race will be issued soon here: http://yrugl.org/R_trophy.htm. Sailed in J-22's. Contact: Scott Spaeth, President, YRUGL, coralsunset@aol.com, (651) 291-7430, Event web site: <http://www.yrugl.org/MatchRacing.html>

2013 US MATCH RACING CHAMPIONSHIP FOR THE PRINCE OF WALES BOWL

Sail Sheboygan, Sheboygan, Wisconsin, September 18-22, 2013, Sailed in Sonars. Entry by invitation from USMRC Area qualifiers. Go here for Notice of Race: <http://championships.ussailing.org/Adult/USMRC.htm>. Contact: Kathy Lindgren, Event Chair, kathy@sailsheboygan.org, 920 980-1223 (M)

There are several opportunities for ongoing entry-level and mid-level match race/coaching programs available on Lake Michigan during the sailing season.

- 🚩 Sail Sheboygan runs match race clinics / programs for youth, women, and open from beginners to experts. Contact Executive Director Rich Reichelsdorfer, executivedirector@ussailingcentersheboygan.org.
- 🚩 The Hooper Sailing Club of the University of Wisconsin are planning a new match race program on Lake Mendota for 2013. Contact David Niemann: d.niemann@neurosurgery.wisc.edu.
- 🚩 Columbia Yacht Club often runs low level match races during the season. Contact Columbia YC Race Director at (312) 938-3625.
- 🚩 Chicago Match Race Center in Belmont Harbor runs a most comprehensive match race coaching program, with clinic workshops two evenings each week and numerous regatta opportunities. Contact Maggie Shea maggie@chicagomatchrace.com.

For further information, contact Gary Hendrickson, LMSRF Delegate to the Yacht Racing Union of the Great Lakes, at 847.800.1380.



FUN RACING: YEAR TWO

By Dolores Baron

Last year, we at Sail Chicago had a lot of fun, sharpened our sailing skills, and made new friends. This year will be a bit different. First, we are going to meet SATURDAY MORNING at 8 a.m. at the tender dock in Monroe Harbor. Second, if you have skippered a boat with us before, it will be free. Otherwise, there will be a \$10 fee. Anyone interested in crewing will sign up as usual on the web site. Those who wish to skipper should email me to find out if there is a spot open.



I want to encourage everyone to come. New sailors (who have had at least one class) will find that, besides being fun, it is a great way to sharpen your sailing skills. And we really could use some of our experienced people to rejoin us. I hope you will come and join the fun.

Each Saturday before the race, we'll have a brief review of racing rules (room at the mark, timed start, right of way, etc). Then, we'll rig the boats, set the marks, and start racing! An experienced skipper will be assigned to each boat, and the crew will be varied from week to week. The races will be short, so that everyone has a chance to be at the helm for at least one race. The rest of the crew will trim the jib, work the traveler, and watch for other boats.

FUN RACING will start Saturday, June 1, and continue to August 31. We meet at Monroe Harbor at 8:00 am and finish around noon. We will need to leave the boats not later than 12:30 pm. To register, sign up on-line at the Sail Chicago website. <http://www.sailchicago.org>

US GRAND SLAM SERIES OPEN FOR ENTRIES

by Maggie Shea

Four ISAF Grade 2 events feed winners into the 2014 Alpari World Match Racing Tour and 2014 Congressional Cup. Organizers of the four events comprising the 2013 US Grand Slam Series are pleased to announce they are accepting applications for invitation to each of their ISAF Grade 2 match race regattas being held in August and September. This series is in its third season and is an important breeding ground for teams aspiring to the highest levels of match race sailing found on the Alpari World Match Racing Tour (AWMRT).

The first event will be the Chicago Match Race Center's Chicago Grand Slam, held in TOM 28's alongside the Chicago Air & Water Show for the 2nd year in a row. Twelve teams will be invited to compete, so skippers interested in an invitation should contact Maggie Shea at maggie@chicagomatchrace.com.

The second stop in the Grand Slam is Bayview Yacht Club's Detroit Cup, held in front of the club on the Detroit River in Ultimate 20's over August 22-25. The winner of the Detroit Cup will receive an invitation to the AWMRT's Argo Group Gold Cup in Bermuda in October. Twelve teams will compete, and skippers interested in an invitation should contact thedetroitcup@byc.com.

The third event will be the Manhasset Bay Yacht Club's Knickerbocker Cup, the oldest event in the Grand Slam and held in Manhasset Bay, New York, in Swedish Match 40's over August 29 - September 1. There is a \$19,000 prize money purse, and the winner will receive an invitation to the AWMRT's Argo Group Gold Cup in Bermuda in October 2014. Ten skippers will compete, with invitation inquiries to be made to kcup@manhassetbayyc.org.

The final Grand Slam event is the Oakcliff International, held over September 5-8 just a few miles east of Manhasset Bay in Oyster Bay, New York, on Swedish Match 40's. Oakcliff has a \$10,000 prize money purse, twelve teams will be invited to compete, and invitation inquiries can be made to Bill Simon at bsimon@oakcliffsailing.org.

The overall winning team of the 2013 Grand Slam Series will receive an invitation to the AWMRT's Chicago Match Cup in 2014, as well as to the 2014 Congressional Cup at Long Beach Yacht Club, the oldest ISAF Grade 1 event in the US.



Teams interested in competing will have to move fast: slots are being filled already for some events, as 16 teams from 8 countries have applied for invitations, with all but one being ranked in the top 100 in the world. The field includes the reigning Grand Slam champion from 2012, Taylor Canfield and his Team USOne, who is ranked 8th in the world and is the only North American-based skipper on this year's AWMRT.

Besides applying for invitation to these Grand Slam events, teams can also receive invitations by winning one or more of a dozen Grade 3 qualifying regattas held from May through July at the Grand Slam venues and for the first time the 2013 winner of the USWMRC June 13-16 will receive an invitation to the entire Grand Slam. Consult the Notice of Series for more details at www.usamatchracing.com.

"The Grand Slam has proven to be a fantastic way for teams coming from overseas to pit themselves against the best the US can offer, and has really helped raise the level of match race sailing in the US," says US Match Race Committee Chairman Dave Perry. "The close consecutive timing of the events in the series helps these teams in their travel logistics, but each venue has its own unique style, with different boats and crew numbers used in three of the four events. The overall winning team will therefore have demonstrated tremendous skill in being able to perform across all these venues and platforms."

CHICAGO MATCH RACE CENTER LAUNCHES BLOG: THE DIAL UP

We've been busy this winter thinking of ways to keep our fans happy, and we're confident we hit the nail on the head with this one. Check out the latest addition to Chicago Match Race Center media, *The Dial Up*. This blog was created for you as a source to everything match racers need and want in the Windy City and across the world.

Features will include:

- Racing resources that provide valuable insight on how to become a better match racer
- Using our connections to get the inside scoop on sailors, events, CMRC and other match racing venues
- Match racing news and updates from around the world.



Remember this blog is for you! So tell us your ideas for blog posts, who you want us to interview and what you want to learn about!

Stay connected by subscribing to *The Dial Up* on the homepage, in the box on the upper right hand side of the page! www.TheDialUpBlog.com

ST. JOE'S 2013 RHUMLINE REGATTA A MODEL FOR GREAT LAKES AND OCEAN CONSERVATION AND PROTECTION

Sailors for the Sea, the only ocean conservation nonprofit focused on the sailing and boating community, is proud to announce the St. Joseph River Yacht Club of St. Joseph, Michigan, has taken the Sailors for the Sea Clean Regattas Pledge for Bronze level Clean Regattas certification of the Centennial Year Rhumblin Regatta, June 15, 2013 (www.rhumblineregatta.com).

Clean Regattas certification provides independent, third-party verification that a yacht club, sailing program, or regatta is environmentally responsible, and is doing its utmost to protect and restore the waters upon which people sail. This program is an effort by Sailors for the Sea, in conjunction with committed participants, to reduce our impact on our oceans and coastal waters.

The Rhumblin Regatta was first held in 2005 and has become an early season offshore course attraction for sailors not only from Southwest Michigan, but from Northern Indiana and the Chicago area as well. The race is a



sanctioned LMSRF event. This year the event takes place on Saturday, June 15th, with feeder races overnight on the 14th from the visiting club ports, and is an integral part of SJRYC's Centennial Year Celebration.

St. Joseph River Yacht Club's Board of Directors is committed to further strengthening the Club's efforts in driving a "Clean" footprint. The use of biodegradable, recyclable and reusable materials, upgrades to CFL and LED lighting, are all part of the Club's mission. The 2013 SJRYC Centennial Year Regatta will undertake several efforts in their Clean Regattas campaign, including:

- 🚩 Examples of efforts include use of biodegradable cups, utensils and trash bags
- 🚩 Use of eco-friendly items for Regatta merchandise and awards
- 🚩 Offering re-useable event logo water bottles
- 🚩 Providing water stations to help reduce single-use plastic bottles
- 🚩 On line registration requirements
- 🚩 On-going Club wide conversion to energy efficient lighting

Information on the series, as well as on-line registration forms and the Notice of Race (NOR), is currently available at www.rumblineregatta.com.

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

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

🚩 **Newlyweds**

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

🚩 **Births**

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

🚩 **Sailed off to a Last Sunset**



John C. Cutler, December 19, 1930-March 8, 2013, due to congestive heart failure. Cutler was Commodore of Chicago Corinthian Yacht Club from 1966-1967. A notable accomplishment from this tenure was the installation of a central furnace; previous to that time the club was only heated by a fireplace. Cutler was a founding member of the Frostbite, Lightning and Rhodes 19 fleets. He also served as Commodore of the Chicago Yachting Association, 1968 and was General Chairman of Chicago Venetian Night Parade of Boats, 1973-1998. Graduate of Dartmouth College, was a Lieutenant, USNR, Amphibious Force in the Western Pacific 1953-1956, trained and commissioned at the US Naval Officer Candidate School, Newport, RI,

served during the Korean War, graduated from the Illinois Institute of Technology's Kent College of Law. Practiced corporation, banking, and business law with CNA Financial and First National Bank of Chicago. Cutler is survived by his wife, Marilyn. Services were private. Memorial contributions may be made to the Palliative Care Unit, Evanston Hospital, 2650 Ridge, Evanston, IL 60201 or St. Mark's Episcopal Church, 1509 Ridge Ave, Evanston, IL 60201.

Thomas E. Welch, age 72, of Peoria passed away Wednesday, April 17, 2013, at his residence. He was born Nov. 17, 1940, in Mattoon, Ill., to Fredrick L. and Catherine (Pence) Welch. He married Cathy Schwartz in Peoria on July 23, 1984. She passed away July 3, 2007. He is survived by one daughter, Lindsay Welch, one son, Brandon Welch, and one brother, Fred (Karen) Welch. Tom first worked for the Illinois Department of Transportation and Peoria BMW, retiring in 2005. He was a veteran of the Army National Guard. He was a member of the Illinois Valley Yacht and Canoe Club in Peoria. Services have taken place. Memorials may be made to the Peoria Hebrew Cemetery or the donor's choice.



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



MARK YOUR CALENDARS! MAJOR CHAMPIONSHIPS ON LAKE MICHIGAN

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

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

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

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

June 21-23, 2013 MELGES 32 GREAT LAKES CHAMPIONSHIP, Macatawa Bay Yacht Club, Holland, Michigan.
www.mbyc.com

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

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

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

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

August 2-4, 2013 MELGES 32 NORTH AMERICAN CHAMPIONSHIP, Little Traverse Yacht Club; Harbor Springs, Michigan. www.ltyc.org

August 9-11, 2013 INTERNATIONAL CATALINA 30 ASSOCIATION NATIONAL CHAMPIONSHIP, Racine Yacht Club, Racine, Wisconsin. www.racineyachtclub.org/Catalina30Nationals/2013CatalinaNationals.htm

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

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

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

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

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

SAILING SEASON IS HERE—JOIN LMSRF NOW ...

Individuals--

Skippers and Crews—Why should you join LMSRF? Click on this link to learn about all the benefits:

<http://lmsrf.org/lmsrf/index.php/about-us>

PAPER- mail it in with your check: <http://tinyurl.com/LMSRFform>

PLASTIC- apply on line and pay electronically: <http://tinyurl.com/eJoinLMSRF>

Yacht Clubs--

LMSRF 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. If your club joins US Sailing, learn how that membership is deeply discounted by also joining LMSRF! Link to Yacht Club Application: <http://tinyurl.com/2013-LMSRF-YCApp>

Thank you for your support!



US Sailing 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 http://championships.ussailing.org/Youth/USJrWomensDoublehanded.htm	June 22- 27, 2013 C420
U.S. Junior Women's Singlehanded Championship Beverly Yacht Club, Marion MA http://championships.ussailing.org/Youth/USJrWomensSinglehanded.htm	July 14 - 19, 2013 Laser Radial
US Sailing's Chubb Junior Championships Houston and Texas Corinthian Yacht Club, LaPorte, TX http://championships.ussailing.org/Youth/ChubbJrChampionships.htm	August 5-9, 2013 Sonars, C420, Byte CII
U.S. Youth Sailing Championships Corpus Christi Yacht Club, Corpus Christi, TX http://championships.ussailing.org/Youth/US_Youth_Champs.htm	August 12 - 16, 2013 C420, I420, 29er, Laser, Radial, RS:X, Formula 16
US Sailing Adult Championship (co-ed) Rochester Yacht Club, Rochester, NY http://championships.ussailing.org/Adult/USAdult.htm	August 22-25, 2013 J/24
International Women's Keelboat Championship Eastern Yacht Club, Marblehead, MA http://championships.ussailing.org/Adult/IWKC.htm	September 2 -7, 2013 J/22
U.S. Multihull Championship Sausalito Yacht Club, Sausalito, CA http://championships.ussailing.org/Adult/USMHChampionship.htm	September 4 - 7, 2013
U.S. Disabled Sailing Championship Milwaukee Community Sailing Center, Milwaukee, WI http://championships.ussailing.org/Adult/USDisabledChampionship.htm	September 5 - 8, 2013
U.S. Singlehanded Championships – Men and Women Manasquan River Yacht Club, Brielle, NJ http://championships.ussailing.org/Adult/USSinglehandedChampionship.htm	September 13 - 15, 2013 Laser, Byte CII
U.S. Match Racing Championship Sail Sheboygan, Sheboygan, WI http://championships.ussailing.org/Adult/USMRC.htm	September 18 - 22, 2013 Sonars
U.S. Offshore Championship US Naval Academy, Annapolis, MD http://championships.ussailing.org/Adult/USOffshoreChampionship.htm	September 26-29, 2013 Navy 44
Championship of Champions Columbia Sailing Club, Columbia, SC http://championships.ussailing.org/Adult/CofC.htm	October 24-27, 2013 Lightnings

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



US Sailing Training and Leadership

INAUGURAL SAILING LEADERSHIP FORUM SET FOR 2014

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



RACE OFFICER CERTIFICATION

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

US Sailing Race Management Seminar, One Day Race Management Seminar at Little Traverse Yacht Club

5/25/2013, Little Traverse Yacht Club, 345 E Bay St, Harbor Springs, MI 49740, Contact: Debi Schoenherr, debi.sailing@gmail.com

Instructor: Matt Bounds, hcanews@comcast.net

JUDGE CERTIFICATION

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

SMALL BOAT INSTRUCTOR CERTIFICATION

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

SAILING COUNSELOR COURSE

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

POWERBOAT HANDLING COURSE

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

POWERBOAT INSTRUCTOR COURSE

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

SMALL BOAT INSTRUCTOR TRAINER COURSE

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

KEELBOAT CRUISING AND PASSAGE MAKING INSTRUCTOR COURSE

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

WINDSURFING LEVEL 1 INSTRUCTOR

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

Letters to the Editor

The reason for the contact is that I really like LMSRF. Never sailed on the Great Lakes except a couple of Star events in Cleveland and would like to explore it more. Used to be a Regional Race Officer, but spend most of my time as a Mark Boat Operator on major events and doing the PRO thing on club events. Beginning to work on the "dark side" and becoming a Judge. Anyway keep up the great articles and think of me if you need somebody to help with a regatta or crew on passage races.

Jay Tyson *(Ed. Note: contact the office if you'd like to email him.)*

Great job on the newsletter. Lots of good info for both sailors and yacht clubs. However, using my MacBook I wasn't able to access the links. Thought you would like to know.

Alan Silverman *(Ed. Note: We appreciate being notified about technical snafus. We are finding, however, as more and more platforms are launched that the software in play is not able to keep up with all the changes. Suggestions are welcomed.)*

Thanks. Always fun to read the interesting newsletter.

Bill & Sue Bainton

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!)

2013 Inter-Collegiate Sailing Association National Semi-Finals

Old Dominion University Sailing Club and Hampton University Sailing Club, Hampton, Virginia

April 27-28, 2013

Six Midwest teams qualified for semi-finals. Three were assigned to the East fleet and three were assigned to the West fleet. In the West, Wisconsin qualified for finals by finishing 9th, the last qualifying spot. Northwestern and Notre Dame did not make the cut. In the East, Michigan and Minnesota had flashes of brilliance, but in the end did not punch their ticket to finals, to be held at the University of South Florida, St. Petersburg, Florida. Saturday was a day full of great racing with a total of 8 races completed in A division and 6 races completed in B division. Winds started E at 6-8 knots, and built throughout the day as it shifted ESE. There were a total of three protests. Stanford ended the day leading the regatta with Roger Williams in second. Sunday started out light, but the breeze built.

School	Team	A	B	TOT
College Sailing Western Semi-final				
9. University of Wisconsin	Badgers	112	119	231
13. Northwestern University	Wildcats	166	171	337
18. University of Notre Dame	Fighting Irish	214	194	408
College Sailing Eastern Semi-finals				
12. University of Michigan	Wolverines	123	142	265
15. University of Minnesota	Gophers	180	145	325

2013 Melges 32 Virgin Island Series : Event 4

Peter Island Resort & Spa, Road Town, Tortola, British Virgin Islands

April 26 - 28, 2013

Melges 32

2. Delta Dalton DeVos	3-1-5-1-4-[6]-1	15
6. Volpe Ryan DeVos	[6]-6-4-4-6-4-2	26

2013 J/Fest San Francisco

St. Francis Yacht Club, San Francisco, California

April 20-21, 2013

J/120

6. Paka'a D Woodworth/Sickler/Polcyn	Chicago, Illinois	3-6-6-6-3	24
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Midwest Collegiate Sailing Association Women's Championship

Denison University Sailing Club, Granville, OH

April 20, 2013

Six eager teams arrived bright and early Saturday. After a brief delay, racing began at 9:50 (after a snow/hail squall) in generally westerly winds in the 10-18 knot range. Ten races in each division were completed with no protests or breakdowns. Congratulations to Minnesota for winning and securing a berth in the ICSA Women's Championship regatta, with Wisconsin and Michigan finishing 2nd and 3rd and qualifying for Women's Semis. Many thanks for the travelers to come to Columbus, and to our RC who braved the elements all day.

Score summary

School	Team	A	B	TOT
4. Northwestern University	Wildcats	35	52	87

2013 Antigua Classic Yacht Regatta

Antigua Yacht Club, Falmouth Harbour Antigua, West Indies

April 18-23, 2013

Antigua Classics - Spirit of Tradition Racing

CSA Division - Spirit of Tradition A

4. Farfarer	Nigel Irens 57	Frank Blair	Chicago, Illinois	3-DNS-5-3	18
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2013 Sperry Top-Sider Charleston Race Week

Charleston Ocean Racing Association, North Charleston, SC, USA

April 18-21, 2013

CRW 13 Inshore Circle 1 Racing - One Design Division

J/24

20. Mobile Home	Rathbun/Promer	19-15-16-18-[22]-19-17	104.0
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CRW 13 Inshore Circle 2 Racing - One Design Division

J/70

6. Stampede	Loring / Pasquinelli	8-[16]-14-3-5-10-9-9	58.0
14. Torqeedo	Chris Carroll	9-19-16-8-[22]-11-1-21	85.0
29. Tylishan	Richard Stearns	36-29-[DNF]-30-18-19-44-6	182.0



39. Empeiria John Heaton 50-30-[DNF]-31-44-27-51-24 257.0
 47. Eagles Wings John Gottwald 32-46-RDG-RDG-46-43-35-[50] 278.0
Viper 640

28. Preflight Anthony Bowker 27-[DNS]-27-DNF-25-26-23-23 185.0

CRW 13 Inshore Circle 3 Racing - One Design Division

Melges 24

11. Convexity Don Wilson [DNC]-8-10-14-12-11-8-6 69.0
 19. Zig Zag Marty Jensen 22-14-[27]-24-14-13-17-14 118.0
 31. Das Kleine Boot Cate Muller 30-33-32-[DNF]-20-34-25-31 205.0

Melges 20

1. Bacio Michael Kiss 4-5-2-3-6-1-1-1 17.0
 2. Heartbreaker Robert Hughes 5-2-1-DNF-5-5-6-3 27.0
 6. TRUE (C) Mark Bremer 10-11-12-9-19-3-10-2 57.0
 12. Red Sky Paul Reilly 14-7-5-6-7-18-18-18 75.0
 13. Section 16 Richard Davies 20-4-16-DNF-13-13-16-5 87.0
 23. FU Nathan Hollerbach 29-22-22-19-11-22-20-16 132.0

CRW 13 Offshore North Circle 4 Racing - PHRF Division

PHRF B

3. Line Honors Racing -C&C 115 Bob Hillier 2-2-3-5-3-5 15.0

CRW 13 Offshore South Circle 5 Racing - One Design Division

Tartan Ten

2. Norboy Leif Sigmond 3-2-2-1-1-2 8.0
 3. Pegasus Andrea Krasinski 2-5-5-2-3-3 15.0
 5. Silver Surfer Simon Beemsterboer 4-3-4-6-5-4 20.0
 6. Temerity Douglas Baker 6-6-6-5-6-6 29.0

Midwest Collegiate Sailing Association Co-ed National Championship Qualifier/Spring Dinghy Championship

University of Wisconsin Hooper Sailing Club at Columbia Yacht Club, Chicago, Illinois

April 13-14, 2013

The teams arrived on Saturday morning at Columbia Yacht Club to a dusting of snow with limited visibility. Fortunately, the snow passed through as quick as it came in allowing for the sailors to get out on the water around 9:20. Due to a strong westerly, the race committee had difficulty setting the course with frequent shifts coming off of the Chicago skyline. This caused the first horns to blow at 9:42am and thus began an interesting day of sailing. With the breeze being very shifty from the West, the harbor experienced frequent shifts with wind speeds ranging from 5-20 knots. The conditions greatly benefited those who found the breeze. There was one protest filed with the Regatta Chair which was subsequently withdrawn. We ended the day with race 8B and will begin tomorrow with 9A. The teams arrived Sunday morning to a steady breeze coming out of the East at a steady 8-12 knots. With teams weary from a difficult and sometimes frustrating day on the water on Saturday, the consistent breeze was a great relief for many. The race committee quickly set a course and began the first race of the day around 9:40 as the last of the fleet left the docks. We ended up completing the final 6 races of the rotation around 1pm. A huge thank you goes out to Kurt Thomsen from Columbia Yacht Club for helping us organize this regatta on short notice. The Wisconsin Sailing Team would also like to thank our RC and PRO Olof Andersson and his crew for their excellent help with getting races off and setting great courses. We would also like to thank Mike Kasper and his crew of judges for giving us their time. There were no protests or redresses heard however, their help is greatly appreciated.

School	Team	A	B	TOT
1. University of Wisconsin	Badgers	18	18	36
2. University of Michigan	Wolverines	39	22	61
3. University of Minnesota	Gophers	43	39	82
4. Northwestern University	Wildcats	55	41	96
5. Michigan State University	Michigan State	75	65	140
6. Purdue University	Boilermakers	60	80	140
7. University of Notre Dame	Fighting Irish	87	61	148
8. University of Illinois-Chicago	Flames	62	109	171
9. Marquette University	Golden Eagles	79	93	172
10. Denison University	Big Red	91	88	179
11. Univ. of Wisconsin-Milwaukee	Panthers	120	110	230

2013 Detroit Country Day High School Team Race Regatta

Crescent Sail Yacht Club, Grosse Pointe Farms, Michigan

April 13-14, 2013

Day one was windy and cold. After brushing off the flurries we got out onto the water just after noon. Thankfully, the NW offshore breeze kept the waves small. We raced late into the day after trying a late start for easy travels. Day two was light and fluky. Around 11:00am the breeze settled in allowing us to finish our round robin. Congratulations to the winning teams, and big thanks to all the sailors, coaches, and volunteers.

1. Loyola Academy High School



2013 Hospice Regattas National Championship

St. Petersburg Yacht Club, St. Petersburg, Florida

April 11-14, 2013

In 2012 a number of yacht clubs held local Hospice Regattas. The winning boat's skipper qualified to attend this year's Hospice Regattas National Championship that was held in St. Petersburg, Florida. There are at least two of these regattas on Lake Michigan, both by LMSRF member clubs: one in St. Joseph, Michigan, hosted by the St. Joseph/Benton Harbor Eagles Yacht Club and another at Muskegon Yacht Club. They sailed Sonars and Ideal 18's in Florida, rotating boats and fleets to make things as fair as possible while benefitting the Hospice organization again. Win-Win-WIN!

Championship Fleet

6. Mitch Padnos Holland, MI 4-3-3-4-2-5-3-4-5-6 39
Tracy Brand, Grant Cheney & Dave Sligh, Jr.

Commodore's Fleet

2. Jeff Alisch St. Joseph MI 4-5-7-2-7-6-7-DNS 44
Matt Alisch, Bob Biddle & David Schuck

2013 Congressional Cup

Long Beach Yacht Club, Long Beach, California

April 9-13, 2013

1. Simone Ferrarese
2. Ed Baird
3. Ian Williams
4. Mathieu Richard
5. Adam Minoprio
6. Taylor Canfield
7. Jordan Reece
8. Laurie Jury
9. Scott Dickson
10. Eric Monnin

Northwestern Invitational Regatta

Northwestern University Sailing Team, Evanston, Illinois

April 6-7, 2013

Skies were overcast and temperatures low to begin the day on Saturday. Winds were strong, but not too strong to get off a good set of races. Throughout the day, constant winds stayed in the range of 10-15 mph, with gusts up to 18 mph later in the day. A division finished four races and B division completed two before winds rose too high to sail. After racing finished, the protest committee heard an extended request for redress featuring a drifting starting mark that affected much of the fleet; the request was eventually denied, but all present gained a much better understanding of the procedure behind redress and the process of the protest committee. Winds started off light and shifty from the west in the morning, but built to a fairly steady 10 mph from the north in the early afternoon. B division got off four races and A division finished two, completing 3 full rotations and a total of 12 races over the course of the regatta. A big thank you goes out to our race committee of Hooman Bahmandeji, Jeffery Cross, and PRO Rick Lillie, and to our protest committee of Bob Roitblat, Dennis Bartley, Erik Schneider, and Chief Judge and alumna Betsy Altman.

	School	Team	A	B	TOT
1.	University of Wisconsin	Badgers	28	17	45
2.	University of Minnesota	Gophers	35	13	48
3.	University of Minnesota	Gophers 2	39	18	57
4.	University of Wisconsin	Badgers 0	42	32	74
5.	University of Illinois	Illini	49	35	84
6.	Univ. of Wisconsin Milwaukee	Panthers	38	56	94
7.	Northwestern University	Wildcats	49	53	102
8.	University of Michigan	Wolverines	66	40	106
9.	University of Wisconsin	Badgers 2	69	39	108
10.	University of Wisconsin	Badgers 1	42	67	109
11.	Marquette University	Golden Eagles	67	45	112
12.	University of Notre Dame	Fighting Irish	67	78	145
13.	University of Michigan	Wolverines 2	68	98	166
14.	Purdue University	Boilermakers	106	85	191
15.	University of Michigan	Wolverines 3	104	93	197
16.	University of Chicago	Flames	110	89	199
17.	Carleton College	Knights	107	112	219

Midwest Inter-Scholastic Sailing Association High School Invite Team Race Regatta

Chicago Yacht Club-Belmont Station, Chicago, Illinois

April 6-7, 2013

Uncertain whether or not the conditions would be sailable on Sunday, the Race Committee got sailing going on Saturday as quickly as possible, and was determined to get at least one complete 11-team round robin in before ending the day. Sailing inside Belmont Harbor with great viewing and easy rotations, the RC was able to power through the rotation, getting 55 races off in light to moderate breeze blowing from the south, with puffs coming from both the SE and SW. The conditions were certainly challenging for the sailors, making it tough to hold a lead but ensuring that a race was never over until the whole team crossed the finish line. The Qualifying Round Robin was completed around 3:30pm, but left three teams in a tie for 4th. Those teams --- St. Ignatius, Minnetonka, and Oconomowoc --- sailed a sail-off from which Minnetonka ended up on top and qualified for the Gold Fleet, while the other two dropped to Silver. By the time those races and one race from the Gold Fleet was completed, it was 5:00pm and the wind was becoming uncooperative. On Sunday, though



high winds and storms threatened, the conditions remained very manageable through the morning, allowing the RC to get off single round robins for the Gold Fleet (top 4), Silver Fleet (5-8), and Bronze (bottom 3), as well as a second Gold Fleet Round Robin for 21 more races. Congrats to Lake Forest High School for finishing in dominating fashion with just one loss the entire event. Minnetonka was able to turn it up on Sunday, and climb into 2nd place winning a head to head tie breaker with New Trier Green who finished third. Loyola Gold rounded out the top 4. Thank you to our volunteers on the Race Committee and safety boats who facilitated a great, smooth regatta.

1. Lake Forest HS
2. Minnetonka
3. New Trier Green
4. Loyola Gold
5. Oconomowoc
6. St. Ignatius
7. Loyola Maroon
8. Wayzata
9. New Trier Blue
10. Detroit Country Day
11. Evanston

2013 BVI Spring Regatta and Sailing Festival

Nanny Cay, Tortola, British Virgin Islands

March 25-31, 2013

CSA Division

Bareboat 1

8. Painkiller Racing/Offline Alice Martin 7-DNS-DNS-7-8-6 48

Spinnaker Racing 2

Tartan 10

1. Windemon Debbie Clasen 3-1-1-1-1-1 9

2013 Easter Regatta

Columbia Sailing Club, Columbia, South Carolina

March 28 - 31, 2013 29 boats

2. John Heaton Mijah 3-[19]-1-5-6-3 18
16. Tim Rathbun Mobile Home 17-11-6-21-[22]-21 76

2013 Midwest Inter-Scholastic High School Association Icebreaker Regatta

Chicago Yacht Club-Belmont Station, Chicago, Illinois

March 23-24, 2013

- 1 New Trier A 3 5 1 4 1 7 3 1 2 0 2 2 1 1 6 1 3 3 46
B 3 3 1 1 6 6 7 10 5 0 9 4 9 3 1 1 1 4 74
6 14 16 21 28 41 51 62 69 69 80 86 96 100 107 109 113 120 120
- 2 Mahtomedi A 6 7 2 1 2 4 1 3 5 0 1 4 3 5 1 2 2 2 51
B 5 6 6 3 2 1 4 7 7 0 2 8 3 8 8 4 4 5 83
11 24 32 36 40 45 50 60 72 72 75 87 93 106 115 121 127 134 134
- 3 Minnetonka White A 7 2 9 5 3 2 7 2 4 0 4 1 5 DSQ 2 3 4 1 75
B 4 7 2 8 4 7 3 4 4 0 5 1 1 1 2 2 2 9 66
11 20 31 44 51 60 70 76 84 84 93 95 101 116 120 125 131 141 141
- 4 Minnetonka Blue A 2 3 6 3 8 1 4 5 3 0 7 5 7 2 5 8 RAF RAF 93
B 1 5 5 4 1 4 1 1 2 0 4 5 2 2 3 3 7 2 52
3 11 22 29 38 43 48 54 59 59 70 80 89 93 101 112 131 145 145
- 5 Lake Forest HS A 1 1 4 7 4 3 5 4 7 0 3 8 2 3 4 5 1 5 67
B 7 2 4 6 7 2 2 6 3 0 3 7 7 9 5 7 3 3 83
8 11 19 32 43 48 55 65 75 75 81 96 105 117 126 138 142 150 150
- 6 Loyola Icebox A 4 6 3 8 7 8 8 8 8 0 5 7 4 7 3 6 7 6 105
B 2 1 3 2 3 3 5 2 1 0 1 3 4 4 4 9 5 1 53
6 13 19 29 39 50 63 73 82 82 88 98 106 117 124 139 151 158 158
- 7 St Ignatius A 8 8 5 2 5 5 2 7 1 0 6 3 6 4 7 4 5 4 82
B 6 4 8 5 5 5 10 3 6 0 6 6 5 6 7 6 8 8 104
14 26 39 46 56 66 78 88 95 95 107 116 127 137 151 161 174 186 186
- 8 Evanston Siberia A 5 4 7 6 6 6 6 9 6 0 8 6 8 8 9 7 6 7 114
B 8 8 7 9 10 10 6 9 10 0 10 9 6 5 9 8 9 7 140
13 25 39 54 70 86 98 116 132 132 150 165 179 192 210 225 240 254 254
- 9 Loyola Glacial A 10 9 10 9 9 9 9 6 9 0 9 10 9 6 8 9 8 8 147
B 9 9 10 7 8 8 8 5 8 0 8 2 8 7 6 5 6 6 120
19 37 57 73 90 107 124 135 152 152 169 181 198 211 225 239 253 267 267
- 10 Loyola JV Frost A 9 10 8 10 10 10 10 DNS 0 10 9 10 9 10 10 9 9 165
B 10 10 9 10 9 9 8 9 0 7 10 10 10 10 10 10 10 160

A division = 17 Races

1. New Trier 46 Will Holz (12)/Jack Dittrich (11), Wilson Blomberg (10)
2. Mahtomedi 51 Will Crary (12)/Maria Markoe (12), Peter Brady (12)
3. Lake Forest HS 67 Malcolm Lamphere (11)/Carter Kenehan (10)



4. Minnetonka White	75	Isabella Loosbrock (10)/Madde Loosbrock (12)
5. Minnetonka Blue	81	Jack Bitney (10)/Kendall Van Horne (10), Ian Solum (12)
6. St. Ignatius	82	Michael Duncan (11)/Will Pollard (11)
7. Loyola Icebox	107	Mitchell Lee (11)/Fin Elliot (10), Clare Perry (10)
8. Evanston Siberia	116	Noah Rosenthal (11)/Irene Dobbs (10), Colleen Wiechant (10)
9. Loyola Glacial	149	James Kinzel (11), Julianna Lee (12)/Julianna Lee (12), Jimmy Moriarity (11)
10. Loyola JV Frost	167	Henry Stuck (10)/Diana Perez (12), Robert Schaupp (10)

B division = 17 Races

1. Minnetonka Blue	52	Ian Solum (12), Jacob Siegal (10)/Amalie Hansen
2. Loyola Icebox	53	RJ Porter (10)/Clare Perry (10), George Ernst (11)
3. Minnetonka White	66	Addy Ferguson (12)/George Usmanov (10), Rachel Price (10), Kendall Van Horne (10)
4. New Trier	74	Jackson Hamilton (11), Colin Richards (10)/W Blomberg (10), Brendan Kaplan (10), J Dittrich
5. Lake Forest HS	83	William Curtiss (9), Alex Woloshyn (12)/Chris Guido (9), Alex Woloshyn (12)
6. Mahtomedi	83	Thor Hsu (10)/Claire Clark (10)
7. St Ignatius	104	Morgan Gaudet (11)/Abby McFadyen (9), Grant Egan (12)
8. Loyola Glacial	120	Pat Griffin (12)/Annie Conway (12), Jimmy Moriarity (11)
9. Evanston Siberia	140	Marc Bouchet (12), Gavin Adams (10)/Colleen Wiechart (10), M Bouchet (12), G Adams
10. Loyola JV Frost	160	Will Flocco (9), Michael Moriarity (10)/Victoria Gambacorta (11), M Moriarity, R Schaupp

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



J DAY

June 29, 2013
Chicago, IL

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