



Lake Michigan SuRF Newsletter

RIGHT NOW, FORWARD THIS NEWSLETTER TO YOUR ...

- ▲ Skipper
- ▲ Youth Coordinator
- ▲ Fellow Crew
- ▲ Youth Sailors
- ▲ Club Officers
- ▲ Race Committee
- ▲ Club Staff
- ▲ Protest Committee

And invite them to sign up for this newsletter at no-cost by sending an email to lmsrfadministration@lmsrf.org with their first name, last name and email address.

Or, be more direct and send the first name, last name and email address of those who you believe should get these newsletters to lmsrfadministration@lmsrf.org. Everyone gets the "opt out" opportunity each time they receive the newsletter (which we hope they find too much good information and do not opt out). Forward this newsletter now, please! Thank you.—Commodore Glenn McCarthy

LAKE MICHIGAN SAILING HALL OF FAME

Malcolm Vail, Sr., to be Inducted at Ephraim Yacht Club

By Gene T. McCarthy, Chair

On June 16, 2012, at 6:00 p.m. CDT, Malcolm D. Vail, Sr. will join other prominent sailors in the Lake Michigan Sailing Hall of Fame. The induction ceremony will take place at Ephraim Yacht Club, 10071 Water Street North, Ephraim, WI, on the lovely waters of Green Bay. His son and other family members are expected to attend. Although Malcolm passed away in 1976, his remarkable efforts to bring youth into sailing and teach them real sportsmanship have continued to this day. Vail was a member of both Ephraim Yacht Club and Chicago Yacht Club. Members and friends are welcome to attend. A no host celebration will follow the ceremony.



Malcolm D. Vail

Facebook Group Phasing Out—"Like" the LMSRF Facebook "Page!"

Timely news and postings of interest will be made to the LMSRF Facebook "Page." Please click on the link below and "like" our "page" that is replacing the soon-to-be-deactivated LMSRF "group."

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



THE GOAL--BUILDING RACING! THE PROBLEM? IT'S TOO EXPENSIVE, RIGHT?

Wait a Minute, Not So Fast!

By Glenn T. McCarthy

What an excuse. "Sailing is too expensive." Guess what? Sailing has always been expensive and will always be. We need to stop using this as a crutch or an excuse as to why sailing



participation is down. Why? Because when sailing was increasing in participation it was expensive for its time, too. We need to realize who our target market is and attract those people the way we did in times past. Sailing and sailboat racing is for those who can afford the sport. It seems almost that the expectation is that "everyone" who races wants to race on a 100-footer and anything less just doesn't cut it. On an income graph, there are only a few who can afford to play the 100-footer game. However there are many on the income graph who can afford a Laser, Sunfish, Lightning, and other boats in between and up to that 100-footer.

This sport has entry points for all income levels. Crew are sought and commonly just need some sailing gear and transportation. It's a relatively inexpensive game for them. For those who want to run their own boat, they can buy a nearly new Laser or Sunfish for \$5,000, and spend \$1,000 - \$2,500 a year, inclusive, campaigning it. Every one of us has "champagne taste on a beer budget." Small boat racing is where many big boat racers started from. We need



to build small boat sailing and get those who can afford this level to get into their own program. It pays in dividends to big boat racing years later, when many of them find success in business and can afford to grow the sizes of their boats. Need an example? Lindy Thomas (*Goblin*) began his sailing on Lake Geneva, WI, with a Seagull, Snipe, and then a Moth (long before foiling). Then he moved to Wilmette for his sailing on a Flying Scot and Dolphin, then to Chicago with a Yankee 30, PT 32, Tartan Ten, Thomas 35, Tripp 47, Nelson/Marek 50, and now races an Alan Andrews 70 in California, though he still lives here on Lake Michigan.

"Inshore" One-Design fleets are looking for new (to them, can be used) boats and new participants. There is a boat for everyone. Our job is to steer those who want to be in command of their own boat to help them find the boat that they can afford. If they can't afford it, then we need to keep them as crew in a part of the sport they can afford. Sailing can be for everyone in all walks of life. We need to kill the stigma that sailing is only for the rich, that is a falsehood.



Let's put a stop to the "it's too expensive" noise. It's distracting from what can be done. Let's start finding the right boat for the right price for the right people who want to sail and race. That boat may very well be a small One-Design off a beach somewhere, or it may be a keelboat One-Design on a dry mooring pad, and let's not decide that all racing should be done in 100' long boats which would make sure sailing is too expensive for almost everyone.

FEATURED YACHT CLUB OF THE MONTH:

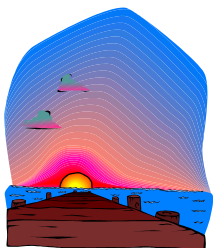
Del Boca Vista Yacht Club

By Gail M. Turluck

The Del Boca Vista Yacht Club is a small group of fun-minded sailors that is growing on Manistee Lake, Manistee, Mich. The club name is a tongue in cheek "Seinfeld" TV show reference, to reflect the groups' casual, disorganized approach. They got started in 2011, have about 10 boats participating, and their purpose is to socialize, share a love of sailing, bring more youth into sailing, and have a "Group Float" one evening a week.



While they will offhandedly call their Tuesday night "Group Float" a race, it bears little resemblance to the ego-flamed high-energy event that the term "yacht race" brings to mind for most. The DBVYC is not registered, does not have assumed name status, has no By-laws, no web page, no Facebook page, and they love it that way. There are no membership requirements, the group is informal, and they have a wide variety of boats from 22-38 feet at this writing. They use email and the telephone.



The “race” starts at 6:30 pm most Tuesdays in the summer, sails a designated course on Lake Michigan off of Manistee, observes the Racing Rules of Sailing <gently>, and goes until the last boat finishes. Early finishers cruise off to the west to enjoy watching the sunset so everyone can return to shore to socialize as a cohesive unit. In their Group Floats, everybody keeps their own time. Their sailors got into a discussion of trying to set up so the slowest boat could start first, 2nd slowest boat start a certain amount of time later, etc., and decided that was getting to be too much work and too formal, and that having everyone get there when they do is just fine! One of the DBVYC’s goals is to maintain no regulation.

In 2012, Group Floats will start June 12th. In extreme weather conditions (storms, no wind, high wind, etc.), there is no “race.” DBVYC is considering making a lake crossing to Kewaunee, Wisconsin this summer, sailing west on Saturday and east on Sunday, just for fun. They have an interest in establishing a sister port relationship with Kewaunee, Wisconsin. Many of their sailors are former serious program racers and are enjoying having their wives and children involved. They look forward to bringing youth into their sailing and are seeking additional crew that would enjoy this laid back “racing.” Manistee will be featured in **Lakeland Boating Ports of Call** in the July 2012 issue. For more information on DBVYC, email Ty Cook, whileaway1@aol.com.



HOLY CATS! YACHT RACING WITH FAMILY FUN AS THE GOAL!



The Inaugural “Scoop the Lake” Race, a benefit for Waukegan Main Street (A Bunch of Nuts-N-Boats), is scheduled for June 2, 2012, with a reverse PHRF/Harbor Start, sponsored by Anchorage Yacht Club, Waukegan Yacht Club, and Waukegan Main Street. All funds raised will be donated to Waukegan Main Street. Waukegan Main Street is a nonprofit organization dedicated to the development and promotion of the Downtown Waukegan area. Their mission is to bring more people and more businesses to downtown Waukegan. Waukegan Main Street makes the downtown a better place to live, work, and play. Supporting WMS means supporting this effort to create a vibrant downtown for everyone. All of us sailing from Waukegan Harbor benefit from their effort. Primary eligibility: If your boat is wind powered and can make it around the course, you can enter. To view the complete, lighthearted Notice of Race, visit:

[http://www.anchorageyachtclub.org/1/media/racing/2012/Scoop the Lake Notice of Race.pdf](http://www.anchorageyachtclub.org/1/media/racing/2012/Scoop%20the%20Lake%20Notice%20of%20Race.pdf)

SAFETY AT SEA vs. SEAMANSHIP

By Glenn T. McCarthy

2012 Newport to Ensenada Race 4 lost. 2012 Full Crewed Farallones Race 5 lost. 2011 Chicago to Mackinac Island Race 2 sailors lost. 1998 Sydney to Hobart Race 6 lost. 1979 Fastnet Race 15 lost. Unfortunately the list goes on.

The US SAILING Safety at Sea Committee has worked for decades to develop a list of onboard safety devices, management and practices to help provide a safer passage for sailboat racers. The safety list varies based on expected course conditions, one being water temperature (hypothermia being a challenge almost everywhere) and the distance boats sail away from professional rescue services. The farther away, the more self-sufficiency is required. Some of the safety list is based on prevention, other items on the list deal with recovering from a problem. Race organizers can choose to use these safety lists in their race by adding it to



their Notice of Race and Sailing Instructions. It is good for the fleet and the race organizers to get together and discuss the importance of this, as it is a commitment to a safe experience, and is a fair investment in the price of equipment. Not only is it valuable to have this equipment and application of practice standards on board each boat in a race, it also equalizes the fleet, providing fairness, in that each boat is carrying roughly the same amount of weight for handicap reasons. How did this list get put together? Almost all items are in reaction to prior experiences of failure on the water. When you read through them, imagine the story that led to each item, and you won't be too far off from the real story. It is available for free online http://offshore.ussailing.org/SAS/ISAF_Special_Regulations/Extracts.htm or by purchase http://store.ussailing.org/search.htm?searchterm=special+regulations&s_category=0&step=2.

Seamanship is a different practice than Safety at Sea. The bibles on Seamanship are "Chapman Piloting & Seamanship" and "The Annapolis Book of Seamanship." They detail boat handling, navigation, charts, rules of the road, weather, anchoring and practically everything else about the operation of a boat.

While the investigation of the Sydney 38 that went up on Farallon Island this year is ongoing, early guesses are that the boat elected to shave time and distance by cutting very close to the shore of the Farallon Islands when rounding them. From a perspective of Seamanship, this put them close on a lee shore. Once a problem occurred, they had no safe distance to react and correct the problem. Seamanship would explain that you never want to be caught on a lee shore (these seamanship books are based on reactions to prior failures on the water also). In the 2012 Newport to Ensenada Race, we may never know what really happened. It appears that the boat was under power (the race allows the cruising division to use their engines at night to keep up with the racing fleet), probably on auto-pilot, in a moonless night and ran straight into the unlit North Coronado Island breaking the boat up into small pieces.



Again, Seamanship is about standing watch, charts, navigating, setting waypoints offshore and not using waypoints that are in water depths less than your boat can operate in. If you don't own either of these books, or haven't ever read these books, we really encourage everyone (crew, too) to get a copy and read them. They are fantastic reads.

To quote Sergeant Phil Esterhaus in "*Hill Street Blues*," "Hey, let's be careful out there."

Glenn McCarthy has been a member of the US SAILING Safety at Sea Committee for the past 17 years.

US SAILING SAFETY AT SEA SEMINAR

The 2012 Chicago Mackinac Safety Regulations have added, "73. Safety at Sea Seminar - It is strongly recommended that at least 30% of the crew (including the skipper) have completed a US Sailing approved Safety at Sea Seminar within the 5 year period preceding the start of the race."



We encourage all sailors, regardless if they race, cruise or day sail to attend these one day sessions. They are chock full of sage advice and focus on all sorts of issues you may have to deal with when you are away from emergency services and need to be self reliant. At this writing there is one more opportunity in the Midwest before this year's Mackinac Races:

6/16/2012 Pikes Bay Marina (Bayfield, WI)

For more information and registration http://offshore.ussailing.org/SAS/Seminars/SAS_Calendar.htm

BOATING SAFETY COURSES

By Glenn T. McCarthy

For 18 years my day job has been in marine insurance, where I insure yacht clubs, sailing schools, shipyards, boat builders, marinas, personal boats and yachts. When an individual is applying for boat or yacht insurance one of the questions asked is, "What boating education does the insured have?" While this plays into having an underwriter understand the applicant's experience and expertise (as there are no driver's licenses, motor vehicle reports, or CLUE reports, like automotive records to get a understanding of experience), they need to understand in writing what makes you tick.



Frankly, a great majority of my clients have not ever taken a boating safety course and learned through "experience." These courses not only show your interest in learning, and a commitment to operating safely, they also provide a discount to your insurance premium.



United States Coast Guard Auxiliary
U.S. Department of Homeland Security

Maybe a savings of about 5% isn't that significant to you now, but when you add up your 40 years of boat ownership, it ends up being a pretty significant amount of money in your pocket.

The more readily accepted boating courses include the United States Coast Guard Auxiliary and the United States Power Squadron. Don't be put off by the name "Power," the Squadron also includes "Sailboats." Get yourself a few certificates to back up your bar talk of experience, then report it to your insurer. Sign up for courses here:

U.S. Power Squadron: http://www.usps.org/e_stuff/ABC.html

U.S. Coast Guard Auxiliary: <http://cgaux.org/boatinged/>

MIDWEST OLYMPIC UPDATE **U.S. Women's Match Racing Finals Conclude**

By Glenn T. McCarthy

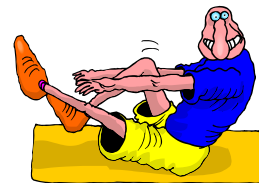
The U.S. Olympic Trials concluded for the position of the Women's Elliot 6m Match Racing. Anna Tunnicliffe (Laser Radial Gold Medalist) with crew Molly Vandemoer and Debbie Capozzi bested our Midwest teams in the cold waters in England at Weymouth Bay and Portland Harbor on May 7, 2012. Our locals, Stephanie Roble, Maggie Shea and Darby Smith were eliminated in the first round. Our other local team of Sally Barkow, Alana O'Reilly and Elizabeth Kratzig Burnham went into the finals against Tunnicliffe's team. The first team to win six races would become members of Team USA, and Tunnicliffe's team won it with the score of 6-3. Congratulations to all! We look forward to the Midwest team's continued growth and success in 2016 at Rio de Janeiro, Brazil. Good luck to Tunnicliffe, Vandemoer and Capozzi in England this summer.



OLYMPIC SAILING TRAINING

How's Your Summer Sailing Training Program Coming Along? Is your workout at this level?

<http://www.nbcolympics.com/video/sailing/u-s-sailing-trains-with-navy-seals.html>



THE APPEAL PROCESS

By Tomas Petkus, LMSRF Appeals Committee Chair

Protest hearings go smoothly when two boats come in and each tell the same story. Judge and protest committee member's jobs are easy when the parties agree on the facts. If the facts are uncontroverted it is relatively straightforward to apply the Racing Rules of Sailing and make a decision. It rarely happens. More frequently there is disagreement about what occurred. Sometimes these differences are not very important. Many times the points of disagreement are critical. A judge's job is most challenging when the parties diametrically differ on material facts. Material facts would be those that are essential to determine the outcome of a protest. It is when parties come in and tell completely different stories (sometimes judges have to stop a hearing and ask each party if the two boats are testifying about the same incident!) it can take hours to resolve them. Multiple witnesses are brought in to testify about what they saw - all from different perspectives. The judges have to pick apart this testimony and that of the principals. Who seems believable and who seems to have been "coached?" Who was in a position to see and who wasn't?



Judges spend a lot of the time in protests determining credibility so they can find the facts. What are the consequences when perspectives are completely different? Both boats believe that they were absolutely right and that the other boat was absolutely wrong. The judges have no ability to make both boats "right" they must assemble the real story from all of the testimony that seems the most believable. Almost always, one boat is going to be found wrong, and that is how 'simple' it is. Judges never toss a coin to decide who is right or wrong, they use time/distance tables and use the testimony, for example: "From this point to this point was about 8 seconds, we were traveling and 5.5 knots, etc." The judges use this information to figure out how many feet the boat traveled in 8 seconds. Then they plot it on paper to see if the description of what occurred matched the math of what occurred. They compare the different versions of the witnesses. Judges are looking for clues and consistency about what a witness says and their ability to observe and recall what they saw to help them find the facts. It is not an easy job. Sometimes after determining what happened in an incident, a Protest Committee will misapply the Racing Rules of Sailing and reach the wrong result. When that occurs you should consider an appeal.

WHEN TO APPEAL

An Appeals committee deals with what is written on the Protest form. The preliminaries about validity, the facts found and the diagram form the 'record' on which the Appeals committee makes a decision. We also consider the comments the parties are entitled to make about an appeal in which they are involved. These comments can be very helpful to lay out what errors the party thinks the Protest Committee may have made. They can also explain their view of the rules and how they were applied, or should have been applied, to the facts of the case. The contents of the Protest form are the result of a process of testimony and cross examination. It is the document that records and relates the findings of the Protest Committee; the trier of the facts. It's too late to add testimony or witness statements when appealing. All evidence must pass through the filter and analysis of the Protest Committee and end up on the written Protest Decision. The Appeals committee can only verify that the written words and diagrams support the outcome noted on the form. An appeal only examines errors of 'law.' That is, an appeal can only decide if the Protest Committee correctly applied the Racing Rules of Sailing (the law) to the facts. The Appeals committee does not take testimony, hear witnesses, receive new evidence or assess credibility. Those tasks are solely the province of the Protest committee.



As you read the protest, diagram, facts found, rules applied and decision they should all follow one another logically. It should relate a complete and consistent story. If the rules applied by the Protest Committee don't make logical sense based on the facts found on the Protest form, and the decision did not follow the Racing Rules of Sailing or misapplied them to what occurred, it is time to appeal.

HOW TO APPEAL

The nuts and bolts of how to appeal is not too complicated. RRS 70 and 71 and Appendix F of the 2009-2012 RRS govern appeals. Everything you need to know can be found on the LMSRF website and the rule book. There are a few things that warrant highlighting about the process.

1. If you object to the composition or procedures of a Protest Committee you must do so during the hearing. Insist that the Protest Committee note your objections in their decision. If there was an improper action by the Protest Committee, you may need to consider a request for Redress.
2. If you intend to appeal a Protest Committee's decision, say so at the conclusion of the hearing when the decision is announced. Request a copy of the written decision. The decision must include the facts found and an official diagram of the incident. The Appeals committee has the authority to order the Protest Committee to supply 'missing' facts or diagrams.
3. You must file your appeal within 15 days of receiving the written decision. Your appeal should be addressed to the Chairman of the LMSRF Appeals Committee but submit it to US Sailing. If you are submitting it by mail, make sure to give a few of those 15 days for the mail to arrive in Portsmouth, RI.



The Appeals Committee meets as needed and will make its decision after receiving all required submissions and comments from the parties.

WHEN NOT TO APPEAL

The judges didn't accept my story; they took the story of the other boat.

The judges didn't rule in my favor.

The judges didn't listen to me (unless you mean that literally - that you were not allowed to testify).

The judges didn't understand me.

The judges did get all of my evidence or hear from all of my witnesses.

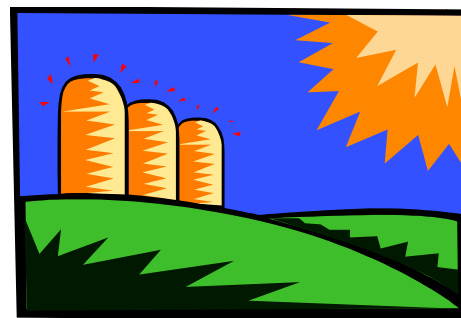
The judges have the "Facts Found" wrong and I want them fixed.

A final thought: Approach the Protest hearing seriously. Be prepared. Know your witnesses. Have your evidence and arguments ready. The Protest Committee's decision about the facts will determine the outcome of the Protest. The Protest Committee will do a better job the better prepared you are and is more likely to be persuaded by a well organized and consistent presentation.

MAJOR EVENTS, ARE WE DOING IT RIGHT?

By Glenn T. McCarthy

I call it the **Silo Effect**. We huddle together at our clubs with our fellow racers, Race Committee personnel, Protest Committee personnel, etc., because we all understand one another and have this common ground (or, better yet, water). We ignore the sailing school kids, the power boaters, the cruisers, and the social members at our clubs when putting together a major event. They huddle in their own silos, too. Running a major event at our club is a huge undertaking, and going through all of the checklists of everything from volunteers, to race committee boats, judges, parties, food, coordinating with the Board, budgets, sponsors, marketing, etc., is one of the most rewarding and underappreciated jobs in the sport.



But should we do more? Should we be inviting the sailing school students to spend a day (or week) seeing the boat preparation, the races out on the water, boat clean up, and to hang with the racers for the evening? Or better yet, should we be offering them as crew or substitutes for the event, or give them a job on the Race Committee? Should we be putting the sailing school students in charge? Maybe have them run the hoist, move trailers around, wash boats, fold sails, and if it makes sense, even assign a student as a "gofer" for each boat? Do you have any idea how memorable your event will be for the students and the competitors (some events have done this and the competitors rave over the experience)?



What if we made an announcement to our fellow club members about this major event (hype it by naming the "Big Names" coming and why they are "Big" (example - if "Big Name" won an Olympic medal, ask the Olympian to bring the medal along and do a half-hour show for the students, power boaters, cruisers and social members)). It is memorable to have "touched" an Olympic medal. Invite the sailing school, cruisers, power boaters, and social members to come spectate the races and come to the parties, too (don't forget to write a little ditty on how to stay off and avoid interfering with the race course). In analysis, shooing away our fellow club members from the club premises for a weekend or a week diminishes their value of membership. Turn your major event into a positive for all involved. Invite them to use the club and join in the festivities of the major event.

How can this be done practically? While the job list is already long for the event chair, go to the captains of the junior, power, and cruising fleets and ask them to organize the invitation. Sure, you will need to coordinate more (more dinners, keeping the race course area clear of the spectators, etc.). But look at the rewards. With bigger crowds, competitors will be surprised at having an audience on the water, spectators blowing their horns for the winners, at the finish line, or at mark roundings, providing excitement. Additionally, the relations with fellow club members should improve and provide for additional support for sailboat racing, because the fellow members will have experienced what we do and better understand what it is the racers are doing. Heck, some might even cross over to the dark side and get into sailboat racing.



If you think this would help make your event better, make fellowship with members better, give it a try and report back to us on how you think it worked out. Send your comments to lakemichigansrf@gmail.com.

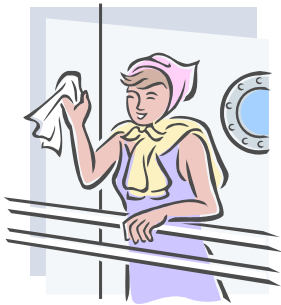
THE STEAM SHIP BADGER

By Glenn T. McCarthy

Having started in service in 1953, the *Steam Ship Badger*, the last coal-fired steamship in the United States, is facing a huge challenge. The 410' ferry is the largest on the Great Lakes and runs from Manitowoc, Wisc., to Ludington, Mich. The *Badger* carries up to 180 vehicles and 600 passengers on a 4-hour, 60 mile cruise. While on board, passengers play *Badger* Bingo, kids have a game room, there are 2 bars for the adults, there is a snack bar, buffet style dining, lounges, a gift shop, on the evening run they have movies, and more. Since starting service, the *Badger* has had a permit to dump the coal ash waste overboard during her passages. The U.S. Environmental Protection Agency has told Lake Michigan Car Ferry, operators of the *S.S. Badger* that 2012 will be the final year to dispose of the coal ash waste in this manner.



S.S. Badger has approached State and Federal politicians looking for government grants to re-power the ship with diesel engines and with the governments in economic straits, no one has come forward with money. The *S.S. Badger* has looked into storing the ash on board (there is no storage space currently), how to move the ash off the boat without having it blowing onto waiting vehicles and people, or having the ash hauled away at both Manitowoc and Ludington. Not only is much of the design of this option difficult, the hauling and dumping is cost prohibitive. The State of Wisconsin in April 2012 awarded *S.S. Badger* a \$75,000 grant to begin engineering work to convert the fuel source from coal to Liquefied Natural Gas (LNG) to run the same steam engines. There is a condition on the grant of ultimate fuel conversion from coal to natural gas for the fuel source. \$75,000 is not near enough to cover the costs of the engineering of the complete conversion and the *S.S. Badger* is covering 30% of the cost which should be completed in June. With time, the *S.S. Badger* could become the "greenest" vessel on the Great Lakes.



If you haven't yet taken a ride on the *S.S. Badger*, this year would be a good time to do so. So far, no one has described where the money may come from to remove the coal fired equipment, install natural gas burners, installing an onboard LNG tank, and how LNG will be piped or delivered to the dock at Manitowoc and Ludington. There are many hurdles ahead to keep this ship running.

The *S.S. Badger* is a sight to behold when sailing up and down Lake Michigan. It is one of those treasures commonly seen during the Chicago to Mackinac race or the return cruise home from the Island. We hope the *S.S. Badger* can carry on.

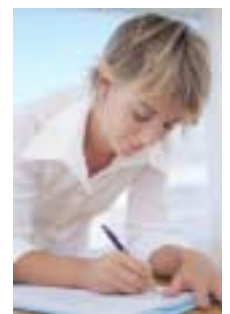
CLUBS, FILE YOUR ANNUAL "APPLICATION FOR APPROVAL OF MARINE EVENT PERMIT" WITH THE UNITED STATES COAST GUARD (USCG)

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

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

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

After receiving permission to run your events, and you need to add more, call:
 414-747-7154 or 414-747-7182 or fax (414)747-7883



We encourage cooperation with the USCG. They are heroes and we need to work closely with them and maintain great relations.

PART 1

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

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

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

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

Submit them to:
John Grobe, Waterways Chief
Prevention Department
United States Coast Guard Sector Lake Michigan
2420 South Lincoln Memorial Drive
Milwaukee, WI 53207



Questions? Call 414-747-7188.

PART 2 PRIVATE AIDS TO NAVIGATION - HOW DOES THE PUBLIC KNOW YOU PUT A BUOY OUT THERE?

Up to about three years ago, the USCG published Class 3 Buoys in the Local Notice to Mariners (Class 1 and 2 are published on charts or in the Light List). As a cost saving measure, the USCG stopped this practice. This used to give all mariners an opportunity to learn that your club has some marks or buoys on the water, where they are located, whether they are lit, and gave the opportunity to mariners to avoid colliding with them. Now there are marks and buoys scattered all over the waterway, and you have no way of knowing they are there ... until you hit one. In 2011, a powerboat ran into a club mark on Lake Erie, causing head injuries to a woman on board. A lawyer was hired by the woman. As a result, LMSRF has written a letter to the Commandant, head of the USCG, Admiral Robert J. Papp in Washington, DC, to request that Private Aids to Navigation be published on the USCG website, with a link from the weekly Local Notice to Mariners. We do not believe this would be very costly, the list is already assembled, and it is just a matter of putting it on a website and putting a link in the Local Notice to Mariners. In the name of safety, and in the name of giving clubs a buffer in liability defense, we believe this is important for the USCG to re-implement. We'll keep you advised on the USCG plan when they reply.



HOW FORTUNATE WE ARE ON LAKE MICHIGAN

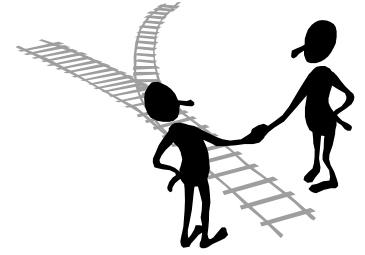
In the upper Northwest corner of the U.S. and in central California, the United States Coast Guard has canceled Marine Event Permits when they believe conditions for racing warrant it. That means the scheduled race is canceled. There have been a few isolated cases on Lake Michigan of the same thing happening, though it has been a rare occurrence. In the case of the Pacific Northwest, the USCG will stop a race from occurring when the weather is inclement. In San Francisco Bay, the USCG pulled all permits for races that left the Bay and went into the ocean for two months beginning on April 26, 2012, after the tragic Farallones Race on April 14, 2012, where five sailors lost their lives on the Sydney 38 *Low Speed Chase* (nee *Big Time*). We must be in constant vigilance that safety needs to be the highest priority in sailboat racing, not only for our personal sake, and fellow sailors', but for the sport in general.



THE PURPOSE OF AN ASSOCIATION

By Glenn T. McCarthy

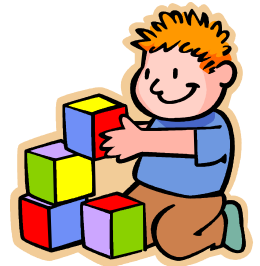
Associations share common interest, relation of ideas, correlation of perception, reasoning, or the like. From that, associations work to standardize, focused on the good, growth, or profitable efforts. How are yacht clubs doing on Lake Michigan? Are they healthy? Do they have active junior, high school, collegiate and adult sailing programs? Are these programs all growing? What is the average age of membership at the clubs? Are they growing younger, older, or holding steady with each passing year? How are membership drives going, are numbers building? What is the average age of the leadership in a club? Has the recent economic downturn hurt any clubs?



Even without doing a survey to learn the health of our clubs, the observations and participation numbers tend to tell the tale. The Lake Michigan Sail Racing Federation is looking for positive things that are causing growth in sailing, bringing in a younger demographic and adding excitement to clubs. We most certainly have no interest in dictating or believing we know all, as we don't. But we can bring those together who are successful with a program, learn from it, and share it to eventually see more boats out racing.

When we grow, we have potential for more growth, we have more people interested in buying our used boats, and more buyers means the price of used boats go up. As fiberglass boats tend not to wear out, there is a mass of used fiberglass boats out there which leads to a need to continue growing sailing to have future buyers.

When you are called upon to contribute your skills and time to the sport, please consider the greater good. All of us volunteer for our not-for-profits and look to be eleemosynary (ed. note: yep, bet you're digging for that dictionary!). In sailing and sailboat racing, we're not working at for-profits where there is cutthroat competition and attempts to stomp the other out. The more any of our clubs grow, the more people in the general public hear about the member's experiences and, in turn, become crusaders for getting more to join the sport. The more that are introduced to sailing, the more they'll tell their friends, who will tell their friends, and the sport then grows through getting more sailors started. Get involved with LMSRF, your association, and your club for helping to grow the sport of sailing and sailboat racing in the Lake Michigan area.



CHICAGO-MACKINAC RACE INITIATES WEEKLY SAFETY ADVISORIES

The May 17, 2012 safety advisory includes the benefits of Digital Selective Calling (DSC) over your VHF radio. If you don't know what this is yet, or haven't hooked it up in your boat, read on:

<http://www.cycracetomackinac.com/the-race/safety/>



SAIL ONBOARD A THREE MASTED LAKE SCHOONER

S/V *Denis Sullivan* at the Wisconsin Maritime Museum

<http://www.wisconsinmaritime.org/index.php>

June 29 - July 1, 2012

Let's connect the dots first - Jerry Sullivan is the owner of the famous Yar & Bristol racing yacht *Bacchant*, the picturesque woody with the beautiful varnished teak topsides that is a powerful reaching machine that won many races on Lake Michigan, and now owns *Merlin* of equal fame as *Bacchant*. His grandfather was Denis Sullivan, a



Great Lakes schooner captain. In 2000, the *S/V Denis Sullivan* was launched as the first schooner built in Wisconsin in over 100 years. At the Wisconsin Maritime Museum at the end of June, you can visit and get a ride on the 137' *Denis Sullivan* during the "River Rendezvous: Help Us Celebrate Life on the Water!" The museum also owns the submarine *USS Cobia* as well as a 60,000 sq. ft. building with many displays.

OLD SCHOOL

Michigan Maritime Museum Classic Wooden Boat Show Festival, South Haven, MI
June 16, 2012

Do you remember the days of caulking wood boat seams, putting 12 coats of varnish on teak and mahogany, or real boat labor-stripping wood to bare and starting from scratch? When Yar and Bristol were words that brought excitement? Some folks still sail wooden boats and take great pride in their work. Come see this era once again.

THE WAR OF 1812 - NAVAL BATTLE FOR THE GREAT LAKES

Door County Maritime Museum,
120 North Madison Avenue, Sturgeon Bay, WI
<http://www.dcm.org/>
July 4 - November 4, 2012



**DOOR COUNTY
MARITIME MUSEUM**

ISAF Selects Kiteboarding For 2016 Olympic Games In Rio de Janeiro

At the 2012 Mid-Year Meeting in Stresa, Italy, the International Sailing Federation (ISAF) confirmed the final event and equipment selections for the Rio 2016 Olympic Sailing Competition. The ISAF Council voted that Kiteboarding will replace windsurfing for the men's and women's board events and confirmed the equipment that will be used for the Women's Skiff and Mixed Multihull Events.

The Mackay FX, referred to as the 49er FX, was selected as the two person women's skiff and the Nacra 17 joins the Olympic equipment family after being selected for the two person mixed multihull event.

The ISAF Windsurfing and Kiteboarding Committee will consider and make further recommendations to Council on the implementation of the inclusion of Kiteboarding at their meeting in November 2012 at the ISAF Annual Conference.



ISAF President Göran Petersson said, "These announcements mark a new era for sailing and we welcome the new classes into the ISAF family. The equipment selections have fulfilled the criteria set out by the Evaluation Panel and we look forward to seeing the boats not only at the Rio 2016 Olympic Games, but the ISAF Sailing World Cup and ISAF Sailing World Championships. "Kiteboarding has proven to us that it is ready to be included into the list of prestigious ISAF Events and it is a fantastic addition to the sailing program for the 2016 Olympic Games."

The events to be contested at the 2016 Olympic Games are confirmed as:

Men's Kiteboarding

Men's One Person Dinghy – Laser

Men's One Person Dinghy (heavy) - Finn

Men's Two Person Dinghy – 470

Men's Skiff - 49er

Mixed Two Person Multihull - Nacra 17

Women's Kiteboarding

Women's One Person Dinghy - Laser Radial

Women's Two Person Dinghy - 470

Women's Skiff - 49er FX

These ten events will be featured in the 2012-2013 ISAF Sailing World Cup, which kicks off in Melbourne in December and will come together in Santander, Spain in 2014 for the ISAF Sailing World Championships.

John Nedeau, Sr. Inducted to Lake Michigan Sailing Hall of Fame

By Gene T. McCarthy, Chair

About 60 members and guests were present at Muskegon Yacht Club on Thursday, May 17, 2012, to witness the induction of John Nedeau, Sr., of North Muskegon, Mich., into the Lake Michigan Sailing Hall of Fame. Commodore Dave Ellens welcomed everyone and introduced Gene McCarthy who gave a heartfelt rendition of Nedeau's induction proclamation and presented him with a recognition plaque. Following the ceremony, attendees shared in a buffet provided by Muskegon Yacht Club in celebration of the significance of Nedeau's accomplishment.

John Nedeau, Sr. was born on April 14, 1931, into a family which had extensive experience with the waters of Lake Michigan. His father, Harvey Nedeau, had been a commercial fisherman for many years on the lake before changing his life to become a real estate broker in Muskegon, Mich. Harvey Nedeau, winner of many events himself, owned a series of boats named *Romahajo* on which John Nedeau crewed until Harvey Nedeau passed away. It was then that John Nedeau began skippering his own boats.

John Nedeau was recognized early in his life that he knew what he was doing on a sailboat. Wally Stenhouse, owner of the S&S 49, *Aura*, had Nedeau crew with him during Stenhouse's campaign to win the World Ocean Racing Championship and Chuck Kirsch, owner of another S&S 49, *Scaramouche*, had Nedeau aboard when Kirsch won the Southern Ocean Racing Circuit. These adventures occurred in the 1960's.

Nedeau bought his first *Windancer*, a C&C 50, in 1973 and has raced a *Windancer* in the Chicago to Mackinac Island race every year since, with the exception of 1981, when *Windancer* was out of commission after losing her mast in a preparatory race. Nedeau has had the fortune of participating in a total of 65 Chicago-Mackinac races. Dick Jennings, the owner of a Great Lakes 70, *Pied Piper*, approached Nedeau about joining the Great Lakes 70 Class Association, if an appropriate boat were to become available. That happened in 1998, with Nedeau's purchase of the Nelson/Marek 68, *Saga*. Renamed *Windancer*, this boat was a Ultra-Light Displacement design, similar to *Pied Piper*, which had won many prizes in the Chicago-Mackinac race. In 1999, *Windancer* took first overall in the Port Huron to Mackinac Island race sponsored by Bayview Yacht Club of Detroit. First place in the Chicago-Mackinac race was still denied.



John Nedeau displays the recognition plaque at Muskegon Yacht Club following the ceremony. Photo by Gail M. Turluck

In 2004, the Nedeau family purchased an existing member of the Great Lakes 70 Class, *Cynosure*, another ULDB designed boat, then owned by Terry Kohler and Peter Reichelsdorfer of Sheboygan, Wisc. This vessel had already won the 2000 Chicago-Mackinac race, so Nedeau had to crank up his crew to a higher level. On July 16, 2011, Nedeau did so in the 103rd running of the fabled Chicago to Mackinac Island race with a first overall. He had reached his pinnacle. Nedeau's crew has always included his children and family members. His 2011 Chicago-Mackinac victory crew was composed of three generations of family members and other close friends.



Today's *Windancer*, a Santa Cruz 70, that was sailed to the overall 2011 Chicago-Mackinac win. Photo by Jon Connley

Nedeau is a Master Mariner, so designated by the Island Goat Sailing Society. To become a member of the Island Goat Sailing Society, a very exclusive group, one must have sailed a minimum of 25 Chicago to Mackinac Island races. There are approximately 300 members of this society out of the

thousands who have sailed the Chicago-Mackinac race. When one completes his or her 50th race, he or she becomes a Master Mariner and is so designated in the Island Goat Sailing Society records. Nedeau is also a Double Goat, an individual designation to persons who have sailed a minimum of 25 Chicago to Mackinac races and 25 Port Huron to Mackinac races. This very exclusive group only has 31 members, some of whom have passed on.

Nedeau's sail racing activity has not been exclusively offshore racing. Nedeau has completed and won many trophies in E scows, Tartan Ten's and J-35's. He also has raced ice boats, which almost was his undoing. In his first sail on one, he almost sailed into an open channel created by the *Highway 16*, a freighter which operated year around in and out of Lake Muskegon. Nedeau also has been instrumental in building fleets of various boats in the Muskegon area.

Nedeau's service to the sport of sailing has also been remarkable. He is a past president of the Lake Michigan Yachting Association, a predecessor to the Lake Michigan Sail Racing Federation. He served several years as a Board member of LMYA and Lake Michigan Performance Handicap Racing Fleet, known as PHRF. His journey has found him a member of Chicago Yacht Club, Little Traverse Yacht Club and a member of Muskegon Yacht Club for over 50 years.

In 2004, Nedeau was recognized as a "sailing legend" and inducted into the Muskegon Sports Hall Of Fame. Other notables of this Hall are Gus Cohrs, Sonny Grandelius, Okie Johnson, Earl Morrall, Bennie Osterbaan, Leo Redmond and Sally Sessions. This past year, two-time Olympic luge medalist Mark Grimmette joined Nedeau in the Hall.



Joan and John Nedeau relax following the Hall of Fame induction ceremony at Muskegon Yacht Club. Photo by Gail M. Turluck

Nedeau's six children and their friends, and later their children, have all become crew on the *Windancers*. In fact, four generations of Nedeaus have raced on the seven *Windancers* in the Chicago-Mackinac race. Several have gone on to distinguish themselves in other sailing venues. Most recently, his granddaughter, Maggie Shea, qualified for the US Olympic selection series in Women's Match Race for the 2012 Olympic Games in London, England. In addition to helping train his family members, Nedeau assists in raising money for the Muskegon Yacht Club Junior Racing Program and offers *Windancer* for fund raising efforts to many charitable organizations in the Muskegon area.

Nedeau is a strong advocate for amateur sail racing. He freely gives his advice and consul to competitors prior to and during regattas, raising the

knowledge level of those who wish to best him. He is a sportsman, never having been protested by another competitor or failing an inspection in the many Chicago-Mackinacs and Port Huron-Mackinacs he has sailed. When he recognizes he has made an error under the rules of sailing, he quietly withdraws and this has seldom happened. Nedeau has spent a lifetime embracing the sport of sail racing, training the young, raising funds to further the sport and winning sail races.

ISLAND GOAT SAILING SOCIETY HONORS GENE T. McCARTHY WITH FRESHWATER AWARD

By Gail M. Turluck

Commodore Larry Kwiat of the Island Goat Sailing Society presented Gene T. McCarthy of Chicago, Ill., with the Freshwater Award at its Spring Banquet on May 5, 2012 at Chicago Yacht Club, Belmont Station in Chicago, Ill. One must have competed in a minimum of 25 Chicago-Mackinac races to join the Island Goats. McCarthy has sailed in 57. He was recognized with the IGSS Master Mariner's Award in 2004 for sailing in at least 50 Chicago-Mackinac Races. Only ten sailors have achieved this status. Additionally, McCarthy has sailed in 29 Bayview-Mackinac Races, becoming a member of the Society of Mackinac Island Old Goats of Detroit about 7 years ago and gaining entry into the Double Goat Honor Roll, for sailors who have a minimum of 25 Chicago to Mackinac and 25 Port Huron to Mackinac races. This exclusive group only has 31 members. McCarthy is a member of Chicago Yacht Club, Jackson Park Yacht Club, and Paw Paw Lake Yacht Club.

The Freshwater Award is given by the IGSS to recognize contributions to the sport of sailing, participation in sailing organizations, and attributes of integrity, fairness, personal conduct and encouragement of other sailors.

McCarthy started racing at age 10 in dinghies at Columbia Yacht Club in Chicago. By 1943 he owned a 16' sailboat in Jackson Park Harbor. In the 1950's his adoration for the Star Class sailboat started. He was the Great Lakes Star Championship crew in 1955, and in 1959 won the Great Lakes Star Championship with his boat, *October*, for which he was awarded the Blue Star. He was active in the Jackson Park Star Fleet for over 20 years. He won his second Blue Star in 1974. This level of performance garnered him invitations to sail on bigger boats such as Chuck Kotovic's *Gypsy*, which won Boat of the Year in 1963, Perry Connolly's C&C 40 *Red Jacket*, which won the 1968 Southern Ocean Racing Conference, and Henry, Roy and Clarence Spanjer's Alden 61 yawl *Esbro VI*, upon which he was pulled back aboard in the 1970 Chicago-Mackinac race whole gale, having gone overboard working to recover a genoa that was dropped due to the extreme conditions.

Through his sailing career, McCarthy continues to race Star boats and has enjoyed ownership (and a few partnerships) in a C&C 39, Cal 40, Tartan Ten (well four of them to be precise!), C&C 43, Erickson 46, and for over eight years has been campaigning the Great Lakes 70, a Nelson/Marek 68, *Pororo*. He has won ten section prizes in the Chicago-Mackinac race on owned boats (beginning in 1975). He has won a total of 27 section prizes in 57 Chicago-Mackinac races.

McCarthy is well known for having much of his family as his crew, which brings him great pride.



Gail McCarthy Turluck, Gene McCarthy and Mary McCarthy celebrate Gene's Freshwater Award. Photo by Jack Rickard

His first wife, Barbara, crewed in the Star for him from the mid-1960s until the early 1970s when his son, Glenn, became interested and of physical stature to handle the job. Glenn has been dancing on the front porch of all the big boats since 1975. His daughter, Gail, sailed Stars a little, and has been part of the big boat crew starting with King's Courier and onward. His youngest son, Vincent, enjoys a day sail. Gail's children, Laura Beck and Neal Turluck, and Glenn's children, Christina and Joseph McCarthy (Gene's grandchildren), are regular members of the crew. His wife, Mary, races occasionally and often helps with deliveries.

At the same time, he has given many their start in Star sailing and big boat sailing. He works tirelessly to this day to maintain and build the Star Fleet at Paw Paw Lake Yacht Club in Coloma, Mich.

He has also provided tireless service to the sport of sailing and sailboat racing at the international and national level. Highlights include:

- 1959 - Race Chairman Pan American Sailing Games, Chicago
 - 1964 - Race Chairman North American Star Championship, Chicago
 - 1970 and 1971 - Race Chairman National Sea Explorer's Championship, Chicago
 - 1970 to 1971 - Rear Commodore Jackson Park Yacht Club, Chicago
 - 1976 to 1980 - Promoter of the Chicago-In-Water Sailboat Show
 - 1978 to 1979 - Commodore of Lake Michigan Yachting Association
 - 1979 - Brought first cruise ship to Navy Pier - The Milwaukee Clipper
 - 1980 to 1981 - Founder and Commodore of the Lake Michigan Sail Racing Federation
 - 1980 - Created the US SAILING Regatta Liability Insurance Program, credited with raising US SAILING's membership from 350 clubs to over 900 clubs.
 - 1981 - Appointed to the US SAILING Safety-At-Sea Committee
 - 1982 - President of the Yacht Racing Union of the Great Lakes
 - 1982 - Appointed to the National Offshore Council of US SAILING
 - 1986 - Appointed to the Legal Committee of US SAILING
 - 1988 - Appointed Chairman of the Development Committee of US SAILING
 - 1996 to 2002 - Served on Board of Directors of US SAILING
- Served as Jackson Park Yacht Club Protest Chairman for 20 years

McCarthy remains active and involved in the sport, currently serving as a US SAILING Senior Judge (since 1981), the US SAILING's Legal and Safety at Sea Committee, Paw Paw Lake Star Fleet Secretary, and as a Director in Lake Michigan Sail Racing Federation. He has served or is serving on some of the following committees of Chicago Yacht Club: Race Committee, Protest Committee, Offshore Sailing, Membership, Entertainment, and Special Regattas. In addition to all of this, he sails an average total of 45 races per year.

He regaled the crowd at the banquet with three Mackinac race stories, one about being the first boat to the Island in a 43 footer, the overboard story, and a hilarious post-race story from the early '60s involving Shuff Willman and Nutt Bennett and some legal maneuvering. You ought to stop by *Pororo* sometime and ask him to share the story. Finally, McCarthy shared, "It has been my pleasure to do all these things and I hope to continue."



Also awarded at the banquet were the Fastest Goat to the Island awards to Sam Nedeau (left) of *Windancer*, Mackinac Trophy Division, and Eric Metcalf (right) of *Bozo's Circus*, Mackinac Cup Division, each pictured with Commodore Larry Kwiat.

More info: www.islandgoats.org



Chicago Match Cup at CMRC—Come Watch!

This coming weekend, June 1-3, 2012, the Chicago Match Race Center will be hosting the Chicago Match Cup Qualifier Grade 2 at Navy Pier, Chicago, Ill. On Saturday and Sunday the Center will have the VIP tent open to guests and they invite sailors from around Lake Michigan to attend to enjoy watching action packed racing right off the Pier, free of charge. You must request a pass in advance by email: steph@chicagomatchrace.com.



New Chicago In-Water Boat Show

By Glenn T. McCarthy

The Chicago In-Water Boat Show is being held June 7-10, 2012, at the new 31st Street Marina in Chicago. It's owned and run by the National Marine Manufacturer's Association, the same folks who own and run Strictly Sail Chicago.

They've been reaching out to organizations and yacht clubs seeking ideas on how to make it interesting.

Check for updates: <http://www.chicagoinwaterboatshow.com/>. Get info on hands-on workshops included with admission and sign up today:

<http://hd.nmma.org/read/archive?id=9183&e>. One of the show days doesn't interfere with the Chicago National Offshore One-Design Regatta (being run the same weekend).



INSHORE ONE-DESIGN SAILING - Where Are YOU Doing It?

By Gail M. Turluck

Sailors smitten by the racing bug often are involved in sailing different boats and different sized boats, not always the big boats on Lake Michigan and beyond. An "Inshore One-Design" is a sailboat that does not have a head or a galley or is commonly known as a day sailor. This includes boats like the Etchells, Optimist Dinghy, J-24, Arrow, Sunfish, and anything else in between. Colloquially, many call this dinghy sailing (though many are keelboats), and due to ease of rigging, smaller crew, and proximity to sailing site, many do their racing on weeknights and sailing on these types of boats and at different venues than their big boat program.

Please send an email to lakemichigansrf@gmail.com with the type of Inshore One-Design boat(s) you sail and where you sail it (does not have to be on Lake Michigan). We are developing a locator to help other sailors find these opportunities to sail.

Summer Sailstice Less Than a Month Away—Sign Up Today

It's for racers, cruisers, big boats, dinghies ... SAILORS!

June 23rd is just a month away so it's time to sign up and/or update your 2012 Summer Sailstice sailing plans. You definitely want to make sure the winter tarp is off, the bottom painted and the boat launched so you can start your summer sailing on Summer Sailstice--or sooner. Summer Sailstice is a

worldwide celebration of the beginning of the sailing season that coincides with the summer solstice. You are encouraged to take out some friends that day (or soon) that have never sailed. Introduce more people to the fun of sailing. With under a month to go, they'll be sending a weekly email with updates and reminders--after that, the emails fade away, and like you, we go summer sailing! Register or update here: <http://www.summersailstice.com/users/signup/> They're giving away lots of prizes!



US Sailing Training

RACE OFFICER CERTIFICATION

At this time there are no Race Officer seminars set up for the Lake Michigan area. Visit [http://raceadmin.ussailing.org/Race Officers/CertificationTraining/Race Officer Seminars/Seminar Calendar.htm](http://raceadmin.ussailing.org/Race%20Officers/CertificationTraining/Race%20Officer%20Seminars/Seminar%20Calendar.htm) for the up to date schedule.

JUDGE CERTIFICATION

At this time there are no Judge seminars set up for the Lake Michigan area. Visit [http://raceadmin.ussailing.org/Judges/Seminar Calendar.htm](http://raceadmin.ussailing.org/Judges/Seminar%20Calendar.htm) for the up to date schedule.

UMPIRE CERTIFICATION

At this time there are no Umpire seminars set up for the Lake Michigan area. Visit <http://www.ussailing.org/Calendar/results.asp?categoryid=502&Groups=All&Class=&FROM=&WEEK=OFF&TO=&KEYWORD=&byOA=Search> for the up to date schedule.

SMALL BOAT INSTRUCTOR CERTIFICATION

6/4-5/12-Small Boat Coach Level 2, at Chicago Park District Judd Goldman Sailing Program, Chicago, IL , Coordinator: Joseph Harris, joseph.harris@chicagoparkdistrict.com

6/6-9/12-Small Boat Instructor Level 1, at Macatawa Bay Yacht Club, Macatawa, MI, Coordinator: Marie Mell, marie.mell@yahoo.com

6/7-8/12-Small Boat Coach Level 2, at Pewaukee Yacht Club, Pewaukee, WI, Coordinator: Jon Just, justkidding15@sbcglobal.net

6/12-13/12-Sailing Counselor Course, at Windjammers Sailing Club, Suamico, WI, Coordinator: Bob Synder, robertsynderdds@gmail.com

6/14-16/12-Basic Keelboat Instructor, at Culver Educational Foundation/Summer Camps, Culver, IN, Coordinator: Karen Davidson, karendavidson@ussailing.org, 401.683.0800

6/15-18/12-Small Boat Instructor Level 1, Kenosha Community Sailing Center, Kenosha, WI, Coordinator: Jim Buck, jbuck1@wi.rr.com-- **FULL**

6/21-24/12-Small Boat Instructor Level 1, at Little Traverse Yacht Club, Harbor Springs, MI, Coordinator: Linda Orlow, orlowlg@hotmail.com-- **FULL**

6/26-29/12-Small Boat Instructor Level 1, Crooked Lake Yacht Club, Oden, MI, Coordinator: Margie Graham, magra1@charter.net

To discover other Small Boat Instructor certification opportunities, not necessarily on Lake Michigan, visit:

[http://training.ussailing.org/Course Calendars.htm](http://training.ussailing.org/Course%20Calendars.htm)

Windsurfing Level 1 Instructor

At this time there are no Windsurfing seminars set up for the Lake Michigan area. Visit <http://www.ussailing.org/training/calendar/windsurfingcal.asp> for the up to date schedule.

Small Boat Instructor Trainer

At this time there are no Small Boat Instructor Trainer seminars set up. Visit http://www.ussailing.org/training/calendar/it_calendar.asp for the up to date schedule.

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 organizes "ladder events" at which you may sail to qualify for the US Sailing National Championships (a win at the local qualifying event lets you proceed up the ladder to an Area event, and then on to the finals). The dates for the events have been previously published, so we invite you to visit the US Sailing Championships web page for further information: <http://championships.ussailing.org/>.

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

New Boats to Lake Michigan

Who do you know who got a new-to-them boat this season? Email lmsrfadministration@lmsrf.org with the details!

Births

Proud mamas and papas, share your good news! Tell us about your young 'un that uses your old trapeze harness as a teething ring! We're looking to share the good news of new sailors being brought into the sport.

Sailed off to a Last Sunset

Ephraim Yacht Club member Luke Sheets went home to be with the Lord on Friday, May 11, 2012. Luke and four friends from Oral Roberts University were on their way to an "Acquire the Fire" event when their plane went down in Kansas. People who knew Luke liked him. Words like ... spiritual, Godly, intelligent, kind, and humble only start to describe the kind of man he was. He graduated from Oral Roberts University on May 5 and was pursuing his love of flying. Please remember his parents Craig and Debra and his brother Blake. More information:

<http://www.newson6.com/story/18363608/tulsa-man-killed-in-kansas>

Western Michigan Yachting Association Lifetime Member Tom Getz passed away on Sunday, January 15, 2012. Tom was an avid sailor and past Commodore of White Lake Yacht Club in Whitehall, Mich. More information:

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

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

Mark Your Calendars!

Major Championships on Lake Michigan

June 23-24 THISTLE LAKE MICHIGAN AND MID-AMERICA DISTRICTS, Island Bay Yacht Club, Springfield, IL, Contact: Contact: Kevin Arrow, 314-753-3993, kzarrow@gmail.com

June 27-28 OPTIMIST GREAT LAKES CHAMPIONSHIP, US Sailing Center of Sheboygan, Sheboygan, Wisconsin. More info: http://sailsheboygan.org/documents/NOR/2012/2012_Great_Lakes_Championship_NOR_2-27-12.pdf

July 28-29 MELGES 20 MIDWEST CHAMPIONSHIP, Macatawa Bay Yacht Club, Macatawa, MI, Contact: www.mbyc.com

July 10-15 CHICAGO MATCH CUP, Chicago Match Race Center, Chicago, IL, Contact: Contact: Maggie Shea, www.cmrc.org

July 30- August 1 YOUTH SUNFISH NORTH AMERICANS, Waukegan Yacht Club, Waukegan, IL, Contact: Holly Hanselman, Regatta Chairman, 847.373.2037, www.lakebluffyachtclub.org/na2012.

August 2-4 SUNFISH NORTH AMERICANS, Waukegan Yacht Club, Waukegan, IL, Contact: Holly Hanselman, Regatta Chairman, 847.373.2037. www.lakebluffyachtclub.org/na2012

August 3-6 2.4mR NORTH AMERICAN CHALLENGE CUP, Chicago Yacht Club, Chicago, IL, for more information on the North American Challenge Cup, go to www.chicagoyachtclub.org/nacc.

August 11-12 LASER GREAT LAKES CHAMPIONSHIP, Racine Yacht Club, Racine, WI, Standard, Radial and 4.7 rigs. Contact: www.racineyachtclub.org.

August 16-17 PENGUIN INTERNATIONALS, Sheridan Shore Yacht Club, Wilmette, IL, <http://www.sheridanshore.com/>

September 17-23 SOLING WORLD CHAMPIONSHIP, Milwaukee Yacht Club, Contact: John Kennedy, 847.642.6501, <http://www.solingworlds.com/worlds/2012/>

September 17-20 FARR 40 WORLD CHAMPIONSHIP, Chicago Yacht Club, Chicago, IL, www.chicagoyachtclub.org/viewCustomPage.aspx?id=7

October 12-14, 2012 FINN US NATIONAL CHAMPIONSHIP, Sail Sheboygan, Sheboygan, Wisconsin

TRANSFORMATIVE MOMENT

By Indigo Leslie

[Ed. Note: The following is a recently submitted National Honor Society Essay that the writer's father, Ed Leslie, suggested be submitted to *Lake Michigan SuRF to be shared with Youth sailors and families around Lake Michigan. We hope you and your youth enjoy it as much as we have.*]

Sailing has always been a major part of my life. However, it was not until the summer of 2010 when I began to develop a deep adoration for the sport. I was headed to Chicago with my dad for the Verve Cup Regatta. We drove down and parked in the parking garage underneath Millennium Park. As we walked through the city towards the Monroe Street Harbor I saw sailors emerging from every direction. This was my transformative moment.

Seeing everyone come together in that moment was unbelievable and gave me a sense of belonging and community. Taking that walk along with all these sailors I have never met before inspired me to become better at sailing. Being more than half their age, I decided that this was something I wanted to do for the rest of my life, and I only wanted to improve my skills. After the day of racing most of the participants came together to relax and socialize. I found it amazing that after a day full of competition everyone was friendly. My dad and I walked around and he introduced me to his lifelong friends he made through sailing.

My family has always been a source of encouragement throughout my sailing development. I grew up with my dad and grandpa as my main inspiration and I am the third generation of sailors in my family. After a day on the water my dad would always talk with my on what I can improve on. Lately both my parents have been extremely supportive. I have recently joined a sailing team in Chicago that meets on a weekly basis. Having my Mom's and Dad's support allows me to travel into the city and sail. They both have given me many opportunities and encouragement throughout my life.

My optimism for the future is very bright. I am taking all the right steps to furthering my skills in the sailing world. I have many aspirations for the future and am going to continue sailing throughout my entire life. Being close to water has become a value and almost a standard of living for me. I plan to attend college in Rhode Island that is currently ranked the number one sailing college in the nation. Sailing has transformed my life; it has given me a sense of community, a knowledgeable skill, and above all a respect for nature.

JOIN LAKE MICHIGAN SAIL RACING FEDERATION

We've made it really easy for individuals and families to join LMSRF! You can choose between printing an application, writing a check and mailing it in or providing your information in on an on line form and paying electronically!

Link to Paper Form: <http://www.bobalong.net/lmsrf/2012IndividualAppl-Intracvtv.pdf>

Link to On Line Application: <http://www.formstack.com/forms/?1181165-wdFl1gSgbl>

Also, Yacht Clubs can take care of their annual memberships by clicking this link, completing the form, and sending it in with their check payment. We're sorry, but electronic payments are not yet available for Yacht Club memberships. Please make sure to clearly indicate who your Yacht Club's LMSRF representative will be for 2012 if it is not the Commodore.

Link to Yacht Club Applications: http://www.bobalong.net/lmsrf/2012_YC_Application-Intracvtv.pdf

Thank you for your support!

Letters to the Editor

Thank you LMSRF Board for your efforts towards helping to promote PHRF Racing. The LMSRF Area III PHRF Fleet thanks you for the donation towards the brag flags for the 2012 Season Championship and will seek further donations to make up the difference. We are tremendously grateful for the donation of the perpetual trophy for the benefit of all PHRF Racers for the Long Distance Series in LMSRF Area III. The overall annual winner of the series will be named on the new traveling trophy.

Thank you for the opportunities that you have provided and please know how much we appreciate your consideration.

Deirdre Martin
LMSRF Area III PHRF Fleet Captain

Sheboygan Youth Sailing Club Open House

The annual SYSC Open House is scheduled for Thursday, June 7, 2012, from 4:00 to 7:00 pm. Come on down to 619 Broughton Drive, Sheboygan, WI, and meet the Instructors and enjoy a few refreshments. If the weather is good, you may be able to talk them into a boat ride! Hope to you there!

What Happened ...

(Regatta stories and results will be considered 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!)

Team RSS Olympic Trials Wrap Up

As we're sure many of you have heard by now, Team Tunncliffe won the U.S. Olympic Trials. Team RSS would like to congratulate this extraordinary team in their success. We know they will go on to bring home the Gold Medal for the United States in Weymouth this summer.

It is bittersweet to be writing this final update as our 2012 Olympic dream has ended. The last 7 weeks have been an absolutely incredible experience for the three of us. It was only a small taste of the Olympic Circuit, but it was amazing to experience first-hand the effort and tenacity that is required for a successful campaign. Our goal for all of the training was to expand our "toolbox" as much as possible so that we could have all the necessary tools while going up against such a strong opponent.



Shea, Roble and Smith "in the fridge" on day 2 of US Match Race Olympic Trials.

Going into the Trials we felt fully ready and confident in ourselves. Our strategy for Team Tunncliffe was to keep it simple, capitalize on their mistakes, be in the moment and have fun. Both days, we hit the water super focused, knowing that we had to give every single second in the race our absolute best. We definitely had our shining moments and unfortunately the results don't show our improvement. Looking back, we would not have been able to put up a fight like that during the initial Trials in October. Walking away from this series of events we all know that we are better, more educated sailors and have learned many valuable lessons about being on a team along the way. We are very proud of the determination we exemplified during this journey and are extremely grateful for this entire opportunity. THANK YOU!!!!

There are many thank you's that we would like to extend ...

First of all, a HUGE thank you to our families for being our number one supporters in chasing our dreams. Thank you to everyone who contributed to our campaign. Whether it was a donation, housing us at a regatta, loaning us a coach boat, sending a supportive email or simply reading our updates, YOU are the ones who made the last 8 months possible for our team. It is people like you that keep this sport growing and make Olympic dreams possible. We hope that you will continue to support the sport of sailing, especially for women.

We would like to extend a special thank you to the Chicago Match Race Center & its membership, the Inland Lake Yachting Association (ILYA), Sail Sheboygan, Lake Michigan Sail Race Federation (LMSRF), New England Sailing Foundation (NESF), Eastern Sailing Foundation and Team Dave.

Thank you to coach Dayne Sharp for putting his best into our campaign and putting up with us. He is an exceptional coach and we feel honored to have worked with him this spring. We would also like to thank Taylor Canfield and Charles Higgins for coaching us and helping bring us to the level we are now. Lastly, thank you to our competitors, Teams Barkow, Tulloch and Tunncliffe, for being a pleasure to compete against. We feel honored to be a part of the Olympic journey for the United States.

Team RSS--Stephanie Roble, Maggie Shea & Darby Smith

LAKE MICHIGAN SAIL RACING FEDERATION 2012 LAKE MICHIGAN MATCH RACING CHAMPIONSHIP

Congratulations to Don Wilson and his team for his second consecutive Lake Michigan Match Racing Championship. LMSRF hereby extends the invitation to Wilson and also to runner-up Hans Pusch to compete at the 2012 Yacht Racing Union of the Great Lakes Richardson Trophy (Match Racing Championship of the Great Lakes) at the Chicago Match Racing Center to represent LMSRF, competing October 12-14, 2012. LMSRF and the other 5 Great Lakes (you didn't know that there were 6 Great Lakes did you? For the YRUGL purposes, Lake St. Clair is a Great Lake too) each send two teams to the Richardson Trophy Finals for a total of 12 teams.



The Richardson Trophy. Courtesy: Yacht Racing Union of the Great Lakes

WILSON WINS CMRC SPRING INVITATIONAL

Don Wilson and Hans Pusch will advance to the Richardson Trophy in October. Wilson and his team of Nathan Hollerbach, Mark Strube and Sam Rogers have won the Chicago Match Race Center's Grade 3 Spring Invitational in a final intense day of match racing in windy and shifty conditions in which no lead was safe.



Team Wilson celebrates at the end of the Invitational. Courtesy: Chicago Match Race Center

"I was very happy with his weekend and how the team performed," Wilson said. "Coming into the event we felt pressure because we knew we couldn't lose to [co-worker] Hans Pusch and [CMRC sailing director] Tod Reynolds. Also, this is the team we will be sailing with all summer, and our biggest lesson from the weekend was communication and how important it is."

Wilson and team started the day strong, defeating Ben Marden 2-0 in the first-to-two point Quarter-Final round, but then ran into problems early in the first-to-three point Semi-Final round against Alex Curtiss. The young representative from Chicago YC was on fire this weekend with his team of all junior sailors: they upset 2nd-placed finisher in the

Round Robin Jack Jennings decisively 2-0 in the Quarter-Finals. They then proceeded to take the first win against Wilson in the Semi-Final when Wilson hit the RC boat upon entry, and after not entering and receiving outside assistance was given a black flag penalty to forfeit the match to Curtiss.

But Wilson then went on to win the next three to advance to the Final, and Curtiss said regardless he was very proud of his 4th place finish because he had "no expectations" coming into the day.

In the Final, Wilson met the Round Robin winner Pusch in the first-to-two point series and took the win in two, but not without a fight in the second match that featured multiple lead changes and offsetting penalties. Unranked coming into this event, Pusch was very excited about his runner-up finish. "I credit a lot of my success to my teammates and how they gave me all the tools to be in the right spots and to execute [the moves]."

In winning the event, Wilson receives an invitation to the Richardson Trophy, the Great Lakes region match racing championship held at CMRC in October, as well as to the US Match Racing Championship held in Boston in September. As runner-up, Pusch will also receive an invitation to the Richardson.

Final Results, Grade 3 Spring Invitational:

1. Don Wilson, Chicago, IL, USA
2. Hans Pusch, Chicago, IL, USA
3. Chris Nesbitt, Corona del Mar, CA, USA
4. Alex Curtiss, Chicago, IL, USA
5. Ben Marden, Chicago, IL, USA
6. Jack Jennings, Chicago, IL, USA
7. Tod Reynolds, Chicago, IL, USA
8. Lars Hansen, Wayzata, MN, USA
9. Mark Johnson, Neenah, WI, USA
10. Mauricio Gallardo, San Salvador, El Salvador

All reports, photos, results, etc. <http://chicagomatchrace.com/regatta/2012.asp?id=10091>

CHICAGO MATCH RACE CENTER US SAILING AREA K PRINCE OF WALES QUALIFIER

Ten teams headed by Jack Jennings, Hans Pusch, Mauricio Gallardo, Tod Reynolds, Mark Johnson, Ben Marden, Chris Nesbitt, Donald Wilson, Lars Hansen, Alex Curtiss vied for this spring match racing opener. Don Wilson's team won, with Hans Pusch second, Chris Nesbitt third and Alex Curtiss fourth. Having won, Don Wilson qualifies to represent US SAILING Area K at the U.S. Match Racing Championship for the Prince of Wales Bowl, September 20-23, 2012, at Boston Yacht Club.



Prince of Wales Bowl.
Courtesy: US SAILING

All reports, photos, results, etc. <http://chicagomatchrace.com/regatta/2012.asp?id=10091>

May 18-19—2012 MELGES 24 MIDWEST CHAMPIONSHIP, Muskegon Yacht Club, Muskegon, MI

Sailed: 8, Discards: 0, To count: 8, Entries: 17, Scoring system: Appendix A

Rank	Boat	HelmName	R1	R2	R3	R4	R5	R6	R7	R8	Total
1st	West Marine/New England Ropes	Bora Gulari	1	1	3	1	3	1	1	1	12.0
2nd	Flying Toaster	Mike Dow	5	2	1	4	1	6	5	2	26.0
3rd	I'm with Stupid	Shane Vowels	6	4	2	3	6	3	3	4	31.0
4th	Djinn	Gray/Sagan	10	5	5	2	2	4	8	7	43.0
5th	Diminished 5th	Jim Beebe	2	3	6	7	4	16	2	5	45.0
6th	High Voltage	Augie Hernandez	15	8	4	6	5	2	4	3	47.0
7th	Funtech Racing	Chuck Hess	4	6	8	5	7	5	10	6	51.0
8th	Rustler	Fred Rozelle	8	15	10	9	10	9	6	10	77.0
9th	Tramp Stamp	Scott Miller	3	11	9	16	13	7	7	16	82.0
10th	BBS	Frisinger/Ledsworth	7	10	13	8	14	8	9	13	82.0
11th	Mojo	Mike Hesler	11	9	11	10	9	13	11	8	82.0
12th	Impulsive	Laurie Poppen	12	7	7	14	8	DNF	16	9	91.0
13th	Sisu	Harvey/Petty	9	12	15	15	12	11	17	11	102.0
14th	Balogney Blowout	Nate Duer	14	13	12	11	11	15	15	12	103.0
15th	Rush	Gozzard/Graham	13	14	14	13	17	12	13	14	110.0
16th	Gnarley Ruca	Curt Jazwiecki	DNF	17	16	12	15	10	12	15	115.0
17th	Vapour Trail	Marc Steyn	16	16	17	17	16	14	14	17	127.0

May 18-19—2012 Melges 17 MIDWEST CHAMPIONSHIP, Muskegon Yacht Club, Muskegon, MI

Sailed: 7, Discards: 0, To count: 7, Entries: 14, Scoring system: Appendix A

Rank	Boat	HelmName	R1	R2	R3	R4	R5	R6	R7	Total
1st	USA 11	Tom Munroe, Sr.	1	1	2	4	2	3	1	14.0
2nd	Thrill Seeker	Rob Terry	3	4	1	1	4	2	2	17.0
3rd	USA 3	Chad Coberly	4	8	5	3	1	1	3	25.0
4th	Bacetto Duo	Mitchell Kiss	5	6	8	11	3	5	4	42.0
5th	T\$	Tom Munroe Jr.	7	3	OCS	8	5	4	5	47.0
6th	USA 191	Aaron Scott	8	7	6	7	11	6	6	51.0
7th	Bacetto Uno	Mike Kiss	2	2	3	2	DNF	DNF	DNS	54.0
8th	Hell if I Know	Bob Heathcote	6	5	4	5	6	DNS	DNS	56.0
9th	Turbo	Jeff MacKeigan	10	9	10	9	7	7	7	59.0
10th	Jaytu Beetu	Brad Schottke	9	10	9	10	8	9	9	64.0
11th	Solution	Tracy Brand	13	DNF	7	6	9	8	DNF	73.0
12th	Goat Rodeo	Steve Sikkenga	11	11	11	13	10	10	11	77.0
13th	Don't Panic	Brian Poppert	DNF	12	12	12	DNS	12	10	88.0
14th	Matros II	Tom Bryant	12	DNF	13	DNS	DNF	11	8	89.0

Staff at the Yacht Club reports this group went through a noticeable amount of rum and kept them so busy they didn't have time to notice what happened on the water.

Lake Michigan Sail Racing Federation Offshore Championship Series

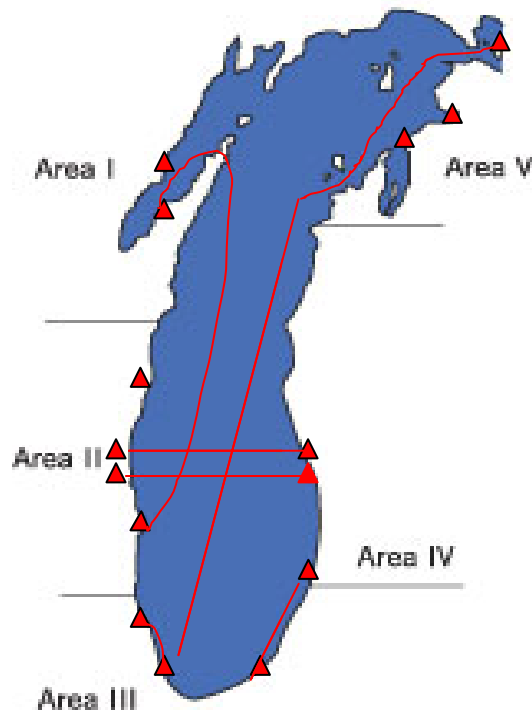


BE THE BEST ON LAKE MICHIGAN!

Add an Affordable New Dimension to Your Racing Season

Enter the 2012 Offshore Championship Series for PHRF Handicapped Boats!

Lake Michigan Sail Racing Federation



5/26	Governor's Cup	Sheboygan YC
6/4-6/5	UK Halsey PHRF/OD Regatta	(WYC)
6/8-6/10	Chi NOOD (all races)	CYC/Sailing World
	Milwaukee Bay Challenge	MilwYC
6/23	Chicago - Waukegan	WYC
6/30	Queen's Cup	SSYC
7/21	Chi Mac	CYC
7/21	Hook Race	RYC
7/28	M&M 100 Miler	(M&M YC)
7/27-7/28	Harbor Springs	LTYC
	Racine YC Regatta	RYC
8/2	St. Joe to Mich. City	MCYC
8/10-8/12	Verve Cup (all races sailed)	CYC
9/1-9/2	Governor's Cup	MuskYC
9/1-9/2	Red Fox Regatta	CharlYC

Race Events: 16 Throw-outs: 12

This offshore championship series features races all over Lake Michigan. Plenty of throw-outs! Sail the races nearest to you and take your throw-outs for the others! This series is designed to allow you to compete against PHRF fleet boats racing in all areas of Lake Michigan!

Watch <http://www.lmsrf.org/> for online season scoring in 2011. Brag flag awards will be presented at the conclusion of the season. As series champion, your boat name will be engraved on the permanent trophy for this series, the **USS Constitution** on display at your yacht club.

Pick out your series races now, and watch for Notice of Race at <http://www.lmsrf.org/>

For further information contact:
Andy Camarda 847.507.1179
avc234@gmail.com

Lake Michigan SuRF Newsletter

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

Sign up to get our e-newsletter: send an email message to lmsrfadministration@lmsrf.org with your name and email address. You will receive the next edition. Should you choose someday to not want it anymore (we hope not), there is a simple one-click unsubscribe button at the end of every issue.

Share our newsletter with your crew and friends. Invite them to subscribe, too!

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

Send your sailing organization's news to the *Lake Michigan SuRF* newsletter.

Deadline: 20th of the month.

Email to: lmsrfadministration@lmsrf.org Telephone: 312.857.6640. FAX if you must to: 786.358.3605.

Snail it to:

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

Advertise HERE!

LMSRF's new e-newsletter will be making advertising space available in this newsletter. To receive a details, send your contact information to lmsrfadministration@lmsrf.org.

LMSRF's INTERNET COMMUNICATIONS INFO ...

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

LMSRF is Linked in (click here and join):

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

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

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

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

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

Join LMSRF's Yahoo!Group! Sign up for this email list and posting board at <http://groups.yahoo.com/group/LMSRF/>. It's free, safe and secure. It is moderated so you can be confident spam will not get through. Email over 800 Lake Michigan sailing fans at once! Lots of potential crew members and skippers are on this list.

For instructions on using the Yahoo!Group, visit: <http://tinyurl.com/LMSRF-Yahoo-Group-how-to>

DONATE TO LMSRF

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

LMSRF

Your sailing and sailboat racing leadership association to develop sailing education, leadership, events and opportunities in the Lake Michigan area by charitable works. Share this with your friends! Invite them to join you to go for a sail this summer!