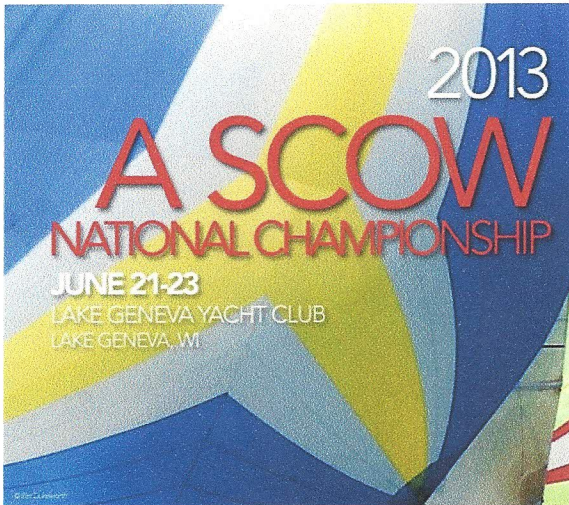


BETWEEN THE POINTS

News from the Lake Geneva Yacht Club

June 2013



Please clear the lower lot.

After racing the week of June 16-20, MC, M24, M17, and E boats should be removed from the lower lot.

A Nationals Coming

Two dozen 38 ft. A Scows are expected to attend the National Championship.

Spectacular racing will begin at 10:30 a.m. on June 21st and continue for three straight days.

On-shore activities include a cocktail reception on Friday evening. The Club upper level will be open for dinner Friday evening and members are welcome to join the A sailors for the regatta dinner Saturday evening.

Volunteers are needed beginning Thursday, June 20th to manage parking and launching. Spectator boats are needed for race days.

Please contact Terry Blanchard or Club manager Mike Moore.



Welcome Aboard

New faces around the Club include:

Regular Members:

Bruce and Karen Cameron from McHenry, IL will be racing I-12 Class C. Their child is **Corin Clare** and **John Marlin** from Chicago are members of Chicago YC and are looking forward to the coming season and would like the opportunity to crew and assist on the Race Committee.

Kevin and Celeste Alcock have homes in Wilmette and Lake Geneva. They are members of Chicago YC and Mackinac Island YC. Their children **Jennifer, Courtney, Chris, and Caroline** have attended GLSS. They plan to race this season.

Associate Members

Rob and Catherine Boettcher from Ingleside, IL will be sailing in class C.

Junior member

Jack Lakowske from Inverness, IL and Fontana attended GLSS and will be racing an MC.



News from the Fleets

The **M17 fleet** has added three boats. Further expansion is anticipated via a boat available for a young LGYC member to charter from the GLSS. In August the fleet will be host to the *2013 National Championship*.

The **E fleet** was host to an outstanding *Spring Regatta*. **Vincent Porter** and team won handily. Race results are posted on the Club website. Fleet members extend their appreciation to the volunteers who made it happen: Race Committee: **Mike Sherin, PRO; Jim Smith, Dave Gallagher, Kristin Gannon** and several others who stepped aboard. Scoring, **Bob Winter**. Judges, **Rod Rieger and Jane Pegel**. Launching, **George Kummer, Ron Schloemer, Terry Blanchard**. Registration, **Julie Navin and Pam Hilton**. Food and Beverage, **Michael Moore** and staff.

Plans are underway for the *E Scow Nationals* in early September. 80 boats are expected to compete. **Peter Strothman** and **Vincent Porter** are co-chairs and are looking volunteers to assist with all aspects of the logistics. Leave them a message with the office staff.

Dana Rolander is chairperson for the Club 420 Nationals in mid July. The Notice of Race is available at yachtscoring.com. Over 100 boats are expected from all over the country.



Back on shore

Coming soon:

June 8 - Members Mingle

June 21, 22 - A Nationals events

July 3 - Independence Day Dinner



Spring chores accomplished. Thanks to all -

Have you noticed the flowers at the Club entrance? Thank you, **Merilee Holst**. Arborvitae have been planted along the road-side of building #1, the efforts of **Don Holst** and the Club staff. Thanks to **Pete Ferris, Rod Rieger, Don Holst** and the Club staff, the piers have a fresh coat of paint. Interior improvements, including painting and cleaning, represent over-the-winter efforts of **Michael Moore**. A wayward MC took out some siding on the south end of the garage. **Bill Barrett** and **Don Holst** did the repairs.

The Flagship and Boat #2 were rigged for racing by a work party consisting of **Bob Pegel, Jim Smith, John Zils, Mike Sherin, Dan Barker, Terry Blanchard, Chris Gannon** and **Michael Moore**

● A belated thank you for your service!

Volunteers, race committees and protest committees, 2012

Race Committee

Dan and Sandy Barker; Terry Blanchard; John DeCarlo; Debbie Doran; Devin Farley; Dot Ferris; Dave Gallagher; Chris and Kristin Gannon; Cathe Hollister; Don and Merilee Holst; Kelly Hutchinson; John Kivlin; George, Bev, and Mike Kummer; Tom, Tom, Jr, and Jack Lothian; Gloria Melges; Jerry and Cathy Millsap; Rich Morris; Kyle Navin; Rae Nichols; Bob, Jane, and Susie Pegel; Jim and Chapman Petersen; Jim Phillip; Charles and Andrea Reynolds; Rod and Pat Rieger; Dennis Schalk; Ron Schloemer; Mike and Diane Sherin; John and Michelle Simms; Jim Smith; Becky Sponholz; Dave and Kathy Williams; Bob and Mary Winter; John Zils.

Protest Committee

Terry Blanchard, Steve Boho, Chris Gannon, Jane Pegel, Rod Rieger, and Bob Winter
Looking forward to seeing you on deck for the 2013 racing season.

● **Extending the racing season.**

While some of us took to the ski slopes or iceboat racing, others continued to sail through the fall, winter, and spring.

Andy Burdick won the *2012 Class E Nationals* **Brian Porter** took 2nd; **Vincent Porter**, 12th; **Frank T. Davenport**, 33rd and top rookie;

Marleigh Belsley (6th) and **Chapman Petersen** (7th) used the *Lake Forest Halloween Spectacular* to tune up for the *Optimist Midwinters*. **Chapman** placed second at the *Optimist Junior Olympics* held at Macatawa, MI. .

Harry Melges IV won two races and finished 7th overall in the Under 13 Division at the *2012 Open Bic Worlds* in Miami. **Parker Michel** placed 9th.

Malcolm Lamphere, RJ Porter, Mitchell Lee, Matt Ripkey and Griffin Rolander have been competing in high school regattas. **Malcolm** won the *High School Nationals* in Laser Radials and was a member of the Lake Forest Team that qualified for the *High School Co-ed and Team Race Nationals*.

In November **Devin Farley** raced his MC in the *Southeast Regional* held on Lake Eustice, FL

In January, **Brian Porter's** M24 team on *Full Throttle* won *Key West Boat of the Year*.

Gordy Lamphere, representing St. Mary College of Maryland, was named to the 2012 Intercollegiate Sailing Assn All Academic Team. In October he placed third in the *2012 U.S. Nationals* for the Olympic Finn class **Gordy** is a member of the U.S. Sailing Olympic Development Team and has been competing on the ISAF circuit, most recently at Medemblik, the Netherlands.

Frank T. Davenport placed 4th in the *2012 Class C Blue Chip* We've got to convince him to put an "I" on his C sail.

Michael Simms has been sailing for Northwestern University, while his sister, **Madeleine** has been sailing at Michigan State.

● **Former Commodore featured in Mini-Series**

In April and May, public television featured an eight-part Masterpiece Classic mini-series called "*Mr. Selfridge*," which told the story of **Harry Gordon Selfridge**, c commodore of the Lake Geneva Yacht Club in 1897 and 1898. You would never know that from the tv shows. The story focused on Mr. Selfridge's life after he moved to London, and it failed to mention the Yacht Club or Lake Geneva. According to the 1895 LGYC yearbook, Harry Selfridge owned a 30-foot launch named *November 11*. He was born in 1857 in Ripon, Wisconsin, and joined the firm of Field, Leiter & Company in Chicago in 1879. The Field was Marshall Field; the Leiter was **L. Z. Leiter**, also a Yacht Club member and donor in 1896 of the ornate Leiter Trophy for sandbaggers, now in Class C. Commodore Selfridge moved to London to build his own department store, which he opened in 1909 on Oxford Street and which is now known as Selfridges & Co. He is credited (as is Marshall Field) with promoting the theory that "*The customer is always right.*"

contributed by Ellen Bentsen



Time to return your trophies.

Please polish and return to the Club the perpetual trophies you won in 2012. Leave with the office staff

Go With the Flow

If you want to improve your race results, pay attention to the flow.

While it's important to get a good start and sail the lifted tack, without good boat speed from the flow of the wind along your sail and the flow of water along the under water fins (keel, bilge boards, centerboard, rudder) you'll have little opportunity to win the boat race.

To promote good wind flow, it is essential to trim your sail at the correct angle to the wind. Focus on the direction of the "apparent wind". It is determined by a combination of the actual wind coming down the lake and the wind that is a function of the movement of your boat. An effective way to learn about what is happening with the wind flowing along your sail is to place yarn tell tales on the sail. Cut them 6 to 8 inches long and apply them to the sail with sticky-back material available from a sail maker (just ask him for some scraps). Place the tell tales at three intervals up the luff, approximately 10" back from the edge. Then place another line of tell takes slightly forward of the center of the sail, and do the same at the back edge of the sail. Now go out on the water. Sail upwind, reaching, and downwind. Watch what happens to the tell tales as you turn your boat and trim and ease the sail. Get the wind flowing along both sides of the sail. As you begin to understand what is happening with the flow, you'll also begin to learn that it is OK to squeeze a little higher into the wind, causing the luff tell tales on the windward side of the sail to lift. Adjusting the sheets is the most effective way to enhance the flow but you'll find that adjusting the boom vang (both upwind and downwind) can change the flow too. Before too long, making adjustments to sail trim and the boat's heading become second nature. You'll be able to remove most of the tell tales so you can concentrate on looking for the wind on the water.

Don't overlook the importance of the flow of the water along the underwater fins. The flow can actually suck the boat to windward (or to leeward when you're headed down wind). The flow is best when the boat is heeled at an angle that allows the fin to be vertical in the water. On a scow the bilge board will be vertical when the leeward deck is just beginning to get wet. If the boat is over heeled, the flow along the board is interrupted (i.e., stalled). Scow sailors should be aware that the bevel on the trailing edge of the bilge board is on the side facing the centerline. The flow of the water past the beveled edge of the board sucks the boat to windward. When you're trying to sail your scow downwind and to leeward with each puff of wind (w/o asymmetrical spinnakers), heel the boat to windward with the windward bilge board lowered partially and the leeward board raised all the way up. The bevel on the trailing edge of the windward board will suck the boat to leeward. If you're having trouble getting the boat to heel to windward, adjusting the vang can induce a "roll to windward" (careful, don't put it into a death roll).

Proper wind flow yields high speed. Higher speed enhances the flow of the water along the fins. The performance of the boat progresses accordingly. Before you know it, you'll be leading the fleet.

