



I-LYA news

Inter-Lake Yachting Association

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COMMODORE'S REPORT



2013 is promising to be an exciting year and I look forward to serving as your Commodore.

I-LYA will be represented at the upcoming Boat Shows in Cleveland and Detroit. Be sure to stop by our booth when you are at the show.

Committees are beginning to prepare for the Spring Meeting which will be held on April 5th -7th at the Holiday Inn in Westlake, Ohio. This week-end offers an overview of the year to come and an opportunity to network and share ideas with other boaters and other clubs. Information on this meeting will be posted on the website in March.

Sailboat races also begin in April and are held at clubs in and around Lake Erie. Schedules and other information on eligibility and registration are available on our website or through our links.

The big event is of course the I-LYA Regattas (Junior Sail, Senior Sail, Junior Power and Senior Power)

held at Put-in-Bay on South Bass Island. Planned in July and August this year, they combine opportunities to socialize, meet new friends, see old ones, take advantage of educational offerings, take part in nationally recognized races, and just plain have fun.

In addition to the I-LYA activities planned, the State of Ohio has a full schedule of water based events celebrating the Bicentennial of the Battle of Lake Erie. Check their website (battleoflakeerie-bicentennial.com) for an opportunity to register your boat as part of the official fleet.

I hope you will use our website as a way to know what is going on in the boating community. You can stay up to date easily by registering on the website to receive the I-LYA electronic newsletter. Please check our website, please use our sponsors and most important please join us in our activities. Looking forward to seeing you!!

BOB LANG, CHAIR POWERBOAT REGATTA

Hi, Captain Bob here. Just wanted to say a few words about the 2013 Powerboat Regatta. The committee chairmen are all lined up and beginning to make plans for the various events and contests. The Regatta is back on the Wednesday through Sunday schedule, all we need is YOU.

For those who are regulars to the Regatta, thanks for your support and as Powerboat Regatta Chairman, I look forward to seeing you. To those clubs and members who have never been to the Powerboat Regatta, well, all I can say is you're missing a great time. There's fun for the whole family, Mom and Dad, the teens and kids alike. There's something for everyone. Visit the I-LYA web site and look at the photo gallery from last year.

This year's schedule includes some of the old favorite events and contests along with some new ones. Like I said, there is something for everyone, so come on down to Put-In-Bay this August and participate. Your participation is what makes this one of the best regattas in country. I promise that you will have a good time.

Let's all help to get the word out to our fellow club members. Don't forget, this year is the Bicentennial for the Battle of Lake Erie. Let's work that theme into our Regatta. Looking forward to seeing you in August.

EYC TEAM IN FINLAND

ILCA YOUTH WORLDS



This past summer three young sailors from Edgewater Yacht Club represented the United States at the International Lightning Class Youth World Championships. USA 3 was helmed by Mike Gemperline, middled by Scott Vining, and forwarded by Stu Wallace.

The team qualified in 2011 Youth North American Championships at North Cape Yacht Club and trained the summer of 2012 with the help of Bill Buckle's boat. The Team arrived in Helsinki, Finland with high hopes of a top five finish among 20 boats representing 13 countries.

The event was a five day regatta with two races per day, located on a small Pymatuning-like lake with all kinds of wind conditions. The dominant wind during the event ran parallel with the long lake and provided mile long legs. The team proved to be extremely fast in the bigger wind and tactically smarter than the field, taking a first on the second race of the first day, Scott's birthday.



The second day came with larger velocity changes ranging from 5knts to 15knts and 20 degree shifts as the team finished the day in fourth. After the third day the team was in fifth, only 2 points out of third, and first only 5 points ahead.

With the help of solid tactics and great team chemistry the team sailed its way into the winnings, moving into third place. The final day of racing provided no racing at all as the thermal failed to fill in and the regatta time limit lapsed.

The podium was dominated by North America: the Canadian team skippered by Adam McDonald took first, USA 15212 skippered by Timmy Crann finished second, and despite an OCS on a second place finish, USA 3 with Mikey Gemperline, Scott Vining and Stu Wallace placed third at the ILCA Youth World Championships. The team learned two basic lessons in sailing, keep your head and do your circles!



MIKE FISHBAUGH

SENIOR SAIL

The I-LYA Senior Sail Committee is well in the planning stages of the 2013 I-LYA Senior Sail Regatta. The Regatta is being held on August 2 - 4, 2013 with Deepwaters on July 31 and August 1. Please look for registration, social packages and event details on the I-LYA website. Registration will be open on February 1, 2013

SPRING SYMPOSIUM

Plan on joining us on April 5 - 6, 2013 for the I-LYA Spring Meeting. **New for 2013**, we will be holding a half day long Sailing and Boating Symposium. Come and join us as we listen to many industry speakers in a number of different tracks.

US Sailing President Tom Hubbell will be the keynote speaker at the opening Sail Session on Saturday morning. We are excited about this new format and look forward to hearing great speakers at the Spring I-LYA Meeting!

TRADE SHOW

At the Spring I-LYA Meeting, we will be holding our first Marine Trade Show. Come and browse a variety of marine vendors who will be displaying their products and services on Friday and Saturday.

Friday, April 5: 4 - 8 PM
Saturday, April 6: 8 AM—3:30 PM

For information on renting a vendor booth at the Spring Meeting, please contact Bob Sheppard at sailing1@columbus.rr.com or Mike Fishbaugh at mfishbaugh@pathmaker.net

BOB LANG

JUNIOR POWER

Captain Bob here; our annual I-LYA fall meeting is now behind us and we have started making plans for the 2013 Regatta. The Junior Powerboat Schedule is well on its way to finalizing its program of events for the 2013 Regatta. Some of you may recall that FYC swept the Junior Powerboat competition last year. Our top three finishers were all from Ford Yacht Club. Congratulations, but remember if you want to hold on to those bragging rights, you'll need to compete at the 2013 Regatta.

Each year we try to change up the land based navigation course; this year is no different. The course will be even more challenging than years past. As you know, 2013 is the Battle of Lake Erie bicentennial. We're going to work that theme into the contest this year, you may want to review some history regarding the Battle of Lake Erie. The land based navigation course

brings classroom studies to practical use. Remember, we'll be reviewing these requirements during the Junior Power Seminar on Friday.

The Junior Powerboat program is an educational program for juniors interested in powerboats. Juniors 12 through 18 are eligible to participate. The program starts at the club level providing class studies, On-The-Water training and competitive events. Upon completion of the class studies Juniors receive a state approved "Safe Boating Certificate." All juniors are invited to participate at the annual I-LYA Regatta to compete and match their powerboat skills with other juniors. Competitions at the Regatta include both academic and hands on. All Juniors interested in participating at this years Regatta are WELCOME to compete and take part in the activities.

Clubs interested in putting on a "Safe Boating" class at their facility, please contact Captain Bob Lang for information bob@encoeng.com or call 313-938-8414 (cell).

Please help expand this program, talk to your club members and let's get our JUNIORS involved It's a great program, lots of fun, with the opportunity to meet new friends and learn about boat handling and safety. Our Juniors are the future—GET INVOLVED.

Captain Bob and the Junior Powerboat committee are looking forward to a great turnout in 2013.



VC STEVE HARRIS

US SAILING REPORT

This past November, P/C Dan van Heeckeren and I had the opportunity to represent I-LYA at the Annual General Meeting of US Sailing in San Francisco. It was a very busy meeting with a lot of activity going on in US Sailing. As the National Governing Body for the sport, US Sailing is a large and diverse organization serving the needs of sailors from inland to coastal, small boat one-designs to offshore racers, club-level racing to Olympic sailing. Within this structure, I-LYA is very well represented and active.

The new President of US Sailing is Tom Hubbell of Hoover Sailing Club in Westerville, Ohio and the Vice-President is Bruce Burton from Bayview Yacht Club in Detroit – both are members of I-LYA! Additionally, Patty Lawrence was named Secretary. Patty is a member of Cowan Lake Sailing Association (CLSA) who recently applied for membership in I-LYA. In addition to our delegates, several other members of I-LYA clubs are also very active in the organization and were present at the Annual Meeting including Ed Theisen (DYC) who serves as the Area E Director, Jim Fredericks and Deb Schaefer (PIBYC) who are very involved with the multihull committee, and Dave Rosecrans (CLSA), President of the US Sailing Foundation and a Past-President of US Sailing.

Perhaps the most significant action at this year's meeting was the adoption of a reorganization plan. Following several years of realignment efforts in US Sailing, several By-Laws and Regulations

changes were adopted designed to more effectively serve members through streamlined communications between the Board, committees and members. The new structure is less cumbersome and will hopefully simplify the reporting structure, allow for more effective governance and oversight, and strengthen the foundation of the organization – the local and regional sailing associations. Detailed information about these changes can be found on the US Sailing website at http://about.ussailing.org/US_Sailing_Reorganization_2012.htm.

Other highlights from this year's meeting include:

The Safety at Sea Committee is undertaking an effort to simplify and clarify the Offshore Special Regulations governing safety and seaworthiness to make them more useful and, therefore, encourage their use to avoid some of the tragic accidents that have been seen in recent years.

US Sailing's Government Relations Committee is continuing in its opposition to legislation which would increase the amount of ethanol allowed in marine fuel. Additionally, they are closely following the US Coast Guard's proposal to require life jackets be worn by all persons on all boats 18' and under.

The One-Design Committee continues its efforts in support of one-design classes and sailors. This year's One-Design Sailing

Symposium is being held at Cleveland Yachting Club the weekend of January 12-13.

A complete overhaul of the certification and evaluation process for Regional and National Race Officers is well underway in the hope to streamline the process, update the training, and more effectively judge a candidate's qualifications.

While the Council of Sailing Associations has ceased to exist under the reorganization, it will continue as several committees under the new Sailing Venues Division. The goal of this new division is to better facilitate representation of regional sailing associations and improve communications and strengthen support at the local level. As such, I-LYA will continue to have its voice heard as a part of the new Regional Sailing Association Committee in this new structure.

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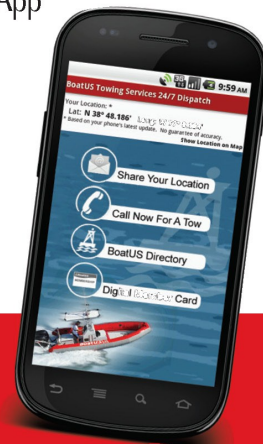
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SANDUSKY YACHT CLUB

HISTORY OF A MEMBER CLUB

For over one hundred years now, the Sandusky Yacht Club has provided its members shelter and comfort when Sandusky Bay waters are not as inviting as the warm fireplace near a friendly tap.



The floating population is an attractive asset to any waterway, and many cities view with envy Sandusky's beautiful land-locked harbor. Our club is the scene of activity for twelve months out of the year. You will find members there knitting their brows, spinning their yarns, mending their friendships, patching new acquaintances, darning whatever, needle pointing, and bending their biceps, Brachii cum Spiritus.

From that date until the erection of the core of the present club house, the members met in various locations. In the years 1934-35, during the terms of Lee Keller and Dr. C.A. Shimanski as Commodores, the erection of a new club house entered the talking stage. From that time on, throughout the terms of Commodores J.W. Harbecht and Earl Seitz, all members and officials of the club worked enthusiastically until the new facility was opened at

our present location on May 13, 1939.

In the six decades since that opening, The Sandusky Yacht Club has been on a steady course to become one of the finest clubs of its kind on the Great Lakes. Since 1988, the greatest changes have occurred, beginning with the dedication of a 180 slip marina; the addition of new offices, restrooms, and a gift shop; and an improved covered entrance. The most recent additions include 50 additional docks, bringing the total to over 250, additional office space, a casual dining area and bar, additional conference and meeting rooms and a covered outdoor dining area.

Sandusky Yacht Club membership now hovers over 1000, Its fleet boasts nearly 600 sail and power boats. Throughout the years, the Sandusky Yacht Club has changed with the times. But many things remain the same, including the value placed on long-standing traditions set forth by our founders. The Sandusky Yacht Club remains a place for people to gather. It's the setting for swapping stories with friends, both old and new. It's a traditional place to share holidays, regattas and good times.

Ted Homberger,
SYC Historical Committee

RIGHT: NAVIGO, Commodore Joseph Harbecht's yacht, became a welcomed sight at SYC as well as I-LYA functions



ABOVE: Just like today, the SYC clubhouse underwent many changes. Here we see the Clubhouse, approximately 1920, minus the rooftop dance floor as well as an open second floor veranda.



ABOVE: Finally a location suitable to our building committee became available on the Kelly Island Lime & Transport Dock in 1937. The Clubhouse that was built (shown here) had steel I-beams running under the foundation in case removal from the site was necessary.



A COMPETITOR'S VIEW BY MIKE FAHLE

THE SANDUSKY STEEPLECHASE

The Sandusky Steeplechase Race is an I-LYA Feeder race for I-LYA Bay Week. It started out with just small boats racing from the starting line placed close to the club, just outside the well protected sailing basin, and then proceeding as directly as possible to the finish line. At some point, when big boats became more affordable and popular to race, there was a need to have another start line provided outside of Sandusky Bay due to the shallow areas making it too risky to race keel boats outside of the channels. So just after the iconic yellow SSC Race Committee boat starts the small boats at 9 A.M. close to the basin, it picks up the starting mark and heads out to the lake to start the big boats at 10 A.M. Not only is this the only feeder race that features small boat one designs racing to the Bay but probably also the only one that has two starts an hour apart and several miles apart.

The race has been going on for so long that all of the veteran sailors I interviewed for background information including retired Toledo sail maker John Greiner and long time beach cat promoter Rick White could provide only limited details. John thought that the big boats started racing around the early 60s when fiberglass construction started and produced affordable boats in production line style and similarity. He researched when the Steeplechase results were first reported in the I-LYA Yearbook (1965) but he knows the race is older than that because he remembers competing with the Rhodes Bantams well before then. Rick reports that he raced Shark

catamarans with the rest of the Sandusky Sailing Club's fleet in the mid 60s which was started by his father-in-law, Bill Wells. Rick remembers that he next started racing the Olympic Tornado catamaran and that the SSC promoted class development with their annual Spirit regattas and they raced in the Steeplechase in the early 70s. Rick has sailed the race in at least 9 different classes of cats from 20' to the 13' Hobie Wave.

Tom Tannert was a Prindle and Hobie catamaran dealer in NE Ohio who raced many years in the Steeplechase. Here is his input: "I started doing the Steeplechase in the late 70s. At that time it was a free-for-all. The first boat to finish was the winner. Period. I could hear some grumbling from some of the sailors in the slower, smaller boats that they didn't have a chance to win. It seemed to be everyone's goal to promote this race for everyone to participate, regardless of boat. I felt we needed to even the playing field. So I had a local artist make the sand blasted trophy for the first on corrected time. Initially, the scoring committee resisted. They didn't want to have to calculate the results. So we did the results for them and the trophy for corrected time was established. I decided to name it after Bill Wells. He was one of the first in NE Ohio to buy



and race a cat. Bill was a great guy and an avid promoter of catamarans." With Tom's donation of the beautiful "Sailing Spirit" trophy, smaller, well sailed, boats were encouraged to compete and that has been expanded to offering keeper awards for first through third on corrected time.

Incidentally, my first Steeplechase in the small boat race was with Tom and my wife, Carol, on his Hobie 21. It was one of the years that the finish line was on the west side of the island so it was a little shorter. It was a breezy race so it was wet and wild with several breakdowns and calamities but we kept going and finished first by a lot. This was 1988 and I was hooked on this race!

The other perpetual trophy is also striking; here is what Rick White says about it: "I had Ed Cutchall of California hand carve a replica of Perry's Monument, had it mounted on a large base

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A COMPETITOR'S VIEW BY MIKE FAHLE

THE SANDUSKY STEEPLECHASE

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for first to finish. I vainly named it after myself: Rick White Perpetual Trophy." While we missed winning the corrected time first to finish trophy due to a ripped mainsail (we were second), we were able to win both trophies in 2010 and 2012.



Mike Fahle (helm), Commodore John Stewart and Skip Kaub (owner, crew) after 2010 race

About the same time that catamarans became more popular and started competing in larger numbers in the race, the traditional one-designs such as Rhodes Bantams, Highlanders, Thistles, Interlakes, etc. were competing in quickly diminishing numbers. This is probably due to the same shift occurring at Bay Week where big boats were becoming more numerous and the one-designs that used to be the majority of racing boats were not competing, so the Steeplechase Race was not needed or used to transport the boats to the Bay.

I started participating in 1976 as a crew of JEB, a Cal 29. I would see the small boats go racing by us as they sailed out of the bay. After I got a Hobie 18 in 1980 I was really keen to compete with the one-designs. By 1988 when I finally sailed with the small boats the only one-designs competing besides the beach cats were a handful of Interlakes. Ron and Kay Soka were the last holdouts in the Interlake class, but now only the beach cats compete on the one-design side. Carol and I raced our Hobie 18 in 1989 and in 1990 we used a mast head reacher that I had made with John Greiner. It was made with the latest lightweight Mylar material and had stitching only on the corners with cloth loops replacing traditional hardware. It was light, fast, and brand new to cat sailing in this area. Unknown to us before the race, Rick White sailing with his wife, Mary Wells, had fitted a traditional symmetrical spinnaker with pole to their Hobie 18 (which were the biggest boats in the race that year) and we led the fleet out of the bay with our headsails flying. Our reacher was

noticeably faster than the spinnaker and we could jibe many times faster so we just covered Rick from ahead. Unfortunately it became quite foggy and we sailed too far east, jibing just in time to clear Kelley's Island when we heard the waves breaking on the rocky shore just before it loomed out of the mist (way before pocket GPSs). That became another feature of this race: it was one of the rare events that allowed experimenting with rigs and sails at a time when so much development was happening to make the speedy beach cats much quicker and better sailing.

While the number of entrants has fallen over the years, many racers have done this race for many years and in many different boats so obviously this race has a draw that keeps people coming back. There is a strong effort each year to be first to finish but I have found it as intriguing doing the race solo on my 14' Mystere 4.3 as on the bigger boats. Each year also brings new entrants to the race - usually those who recognize its unique features and want to have that experience. Often one race hooks them for many more. We hope you will be there.

