

The object of the Sandusky Sailing Club shall be the promotion and encouragement of sailing and seamanship, and of a sportsmanlike attitude toward racing and competition. The Club is organized to encourage small boat sailing and racing among those who may not be able to afford large annual dues and assessments.



PO BOX 814
SANDUSKY, OHIO 44871-0814
www.sanduskysailingclub.com
Battery Park, Sandusky, Ohio 44871

November 2025 Cross Bearings

11/04	Tues	SJSI meeting.....	7:00pm
11/05	Wed	SJRT meeting.....	8:00am
11/07	Fri	Fireside Friday.....	6:00pm
11/08	Sat	SSC Awards Banquet at SYC.....	5:00pm
11/10	Mon	Sadler Basin Committee mtg.....	7:00pm
11/11	Tues	SSC Board meeting	7:00pm
11/14	Fri	Fireside Friday.....	6:00pm
11/21	Fri	Fireside Friday.....	6:00pm
11/28	Fri	DF95 Turkey Bowl Regatta	8:00am
11/28	Fri	Fireside Friday.....	6:00pm

For more info, go to www.sanduskysailingclub.com.
Go to "community" then drop down to "event calendar."

From the Helm Comm. John Giordano

November is here. We've readied the club for winter, begun preparing for next season's activities and are fast approaching the change of watch. So, I want to take the opportunity to recap some highlights of the season and give a few thank yous.

On the regatta front, we hosted three national championships:

Interlakes, Thistles, and Jet 14s. Combined they brought approximately 120 boats, crew and support staff to the club. It was great to see all the hustle and bustle during the events. It was also great to speak to all the visitors and hear compliments for our facility, our grounds and our membership.

In addition to the nationals, we hosted two regional qualifier events. First was the DF95 Region 4 Qualifier in May, followed in July by the Area E Sears Cup. For the latter, the SSC team qualified to go to San Francisco to compete in the nationals for the first time since 1953.

Our club-hosted regattas were equally successful.

The Sandusky Islands Race had great wind with everyone making it around Kelleys and back to the club in time for great entertainment and post-race festivities. That was followed by our single-handed Sandusky 45005 Challenge, Funday Race, One Design Regatta and Night Race.

On the new member front, we've taken in 34 new crew/regular members this year!

All the above show that great things are happening at SSC. That wouldn't be possible without you, the membership and your volunteer efforts. All told this year, we had 138 individuals volunteer to assist in activities. And this is only the items we tracked and doesn't include the many of you who take it upon yourselves to trim trees, pull weeds, empty garbage cans and keep the club ship shape. So a hearty thank you to all of you.

I have no doubt that 2026 will be equally successful under our recently elected flag officers and board of trustees. Those being:

Commodore:	Tim Willford
Vice Commodore:	Tim Ujvari
Rear Commodore:.....	Rob Stone
2nd Year Trustee:	Dave Kocias
2nd Year Trustee:	Kathy Knox
2nd Year Trustee: Will Petersilge (finishing Rob Stone's term)	
1st Year Trustee:	Bryan Burgess
1st Year Trustee:	Mark Hutchinson
1st Year Trustee:	Bob Durkin

I'd like to thank our outgoing trustees Maddie Grant, Laura Hayes and Mark Capucini. Your hard work, diligence and partnership over the last two years are much appreciated.

I'd also like to thank VC Tim Willford and RC Tim Ujvari. You've been a great to work with, and I look forward to continuing to work with you, Rob and the new board as Past Commodore.

I'd also like to thank PC Jason Huffman for his guidance and direction over the last two years. Your taking my calls was invaluable. Thanks, too, to the other Past Commodores who took my calls and provided insight, guidance and historical perspective.

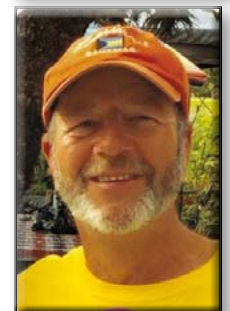
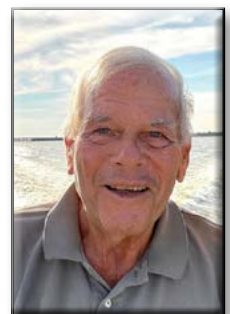
Finally, I'd like to thank Marcia for her support over the last three years and allowing me to take the time to serve the club. I couldn't have done this without you.

In closing, I'd like to share that we've lost two members of our sailing family.

Jim Brinker passed away on Oct. 6 at the age of 84. He was a lifelong sailor and loved sailing the Great Lakes on ***Fine Feather*** and ***Bonji***.

We also lost Don Ingersoll on Oct. 10 at the age of 80. He, too, enjoyed sailing the bay and the Great Lakes onboard ***Gotcha***. Please keep the family and friends of both in your thoughts and prayers.

As always, if you have any questions, suggestions or concerns, please reach out to me until the Change of Watch at the annual banquet. — Commodore John Giordano, 205-903-9257,
Boiler.John85@gmail.com



Vice Commodore'sVC Tim Willford 2025: *The Year We Sailed Strong Together.*

As the season wraps and we shift into winter, I want to take a moment to reflect on the incredible energy that powered our club through 2025.

This year wasn't just about races, regattas, or renovations — it was about momentum. The kind that builds when people show up. When volunteers pitch in without hesitation. When crews, committees, and communities all pull together to make big things happen. That's the heartbeat of SSC — and this year, it was louder than ever.

Week after week, we showed what it means to be a club that thrives on action. We said yes to big ideas. We made space for new sailors, welcomed fresh energy, and kept traditions alive — all while having fun along the way. And while the calendar may be winding down, our momentum isn't. Because everything we've built this year — from camaraderie to culture — is just the launch point for what's ahead.

So here's to the spirit that carried us through 2025: bold, generous, creative, and wildly enthusiastic. I'm already fired up for 2026 — and I hope you are too.

Let's keep this breeze at our backs. — VC Tim Willford

View from the RearRC Tim Ujvari

The leaves are falling, the cool temperatures are upon us, our sailboat is on a heading for the hard and soon to be navigated into winter hibernation. So comes the end of the 2025 sailing season. As we finish our winterization chores and get reintroduced again as landlubbers, it stirs the storytelling of our past sailing season and we begin to have a few thoughts and plans for our next season of sailing. Sue and I both had a memorable season and I hope you did as well.

With that I again make note of the SSC volunteer hosts for our Fireside Fridays during the month of October:

Mary Jane and PC Skip Oliver
Judy and Bill Kellner
Marcia and Commodore John Giordano and
Cinda and PC Andy Davis

Christmas Party - Also, when making your holiday plans include this year's SSC Christmas Party scheduled for Saturday, Dec. 6, with further details to come.

Sadler Sailing BasinChairman- PC Bryan Huntley and Dock Master- Doug Klein

We accomplished a lot in 2026 and came in at budget. Thanks to the Sadler team for all their hard work.

Plans for 2026 include:

- **Dredging** to make way for the new pump-out dock- November 2025 new pump-out dock- Spring of 2026.
- **Water and power** to new transient docks so they can be rented - Spring of 2026
- **Reconfigure many old docks and buy a few new ones** to better utilize our space.

Thanks to everyone who has offered to move to accommodate Doug's new plan for 2026.

2027 and Beyond: We have posted in the clubhouse a rendering of the Long Range plan for our basin. It includes new docks, re-vamping our outer walls, completion of the Southwest wall to include hoists, paving, new restrooms and showers. Our plan is to involve Erie County and the City of Sandusky and to attempt to get grant money for these projects. The Battery Park revitalization proposal has done so, so we should as well. With it, to increase our lease with the city to match that of our neighbors. More info to follow in 2026.

Dock Master Doug's Notes

In-Water Winter Storage- It's not too late!!! Storing boats in the water at SSC this winter has begun. We will be using the docks on Springer's Wharf this year which means we can handle longer boats up to 45'. Pricing is \$1000 per boat. We will require a signed contract and proof of insurance with your payment. If you're interested in our In-Water Winter Storage for this winter, please contact Doug. NOW!

2026 dock contracts were emailed out on Oct. 17.

If you didn't receive yours, please check your spam folder and go through the emails you received that day to be sure you didn't. Then, contact me to request a resend. We need your current email address to ensure it doesn't get lost. We are still working to update our database with email corrections. If you did not receive your contract or I'm working on getting you a new one, you will have 30 days additional to return it with your payment.

Please pay promptly to reserve your dock and avoid late charges. Note the late payment penalties. These are to motivate those late to the starting line to get their payment in on time so we can rent to new members ASAP. We have

Why should every business leader learn to race a sailboat?

What does a winning skipper and crew know that business executives don't?

Can sailing strategies and tactics help a business increase sales and profits?

Read the recently released book,
Puzzle Pieces® by Dave Caracci

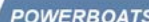
NOW available on Amazon.com
BTW, it's a fun read and will be a COOL PRESENT!



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broberts@manitowoc-marina.com

Bruce Roberts
Sales & Brokerage
Manager



numerous applications for docks and want to bring them into the club. Contracts and first payments are due by Nov. 15.

Please Note! — Contract and insurance forms required for winter and spring dockage. Many members are Dead Last when it comes to sending their completed contracts and proof of insurance forms. This year, we require those forms to be received by the Sadler Board prior to bringing your boat into the marina. There will be a penalty for not complying. This helps protect the club from difficult situations and gives contact information for emergencies. The requirements and penalties will be outlined in the contract form.

Your boat plans - If you are not going to need an SSC dock next year, please let us know right away. If you are considering purchasing a new boat or selling your old one, let us know so we can anticipate your dockage requirements for next year. Just like on the starting line, we can't anticipate everyone's actions so giving us a heads up will be appreciated.

Dock availability - We currently will have 40' slips, 35' slips, 30' slips, and two 26' slips available for rent in 2026. Spread the word about how great SSC is in order to help fill those empty docks. Docks will be filled from the waiting list so get your name on it for your best shot at a new dock.

Please send emails to Doug at: firefotodk@gmail.com

Sandusky Junior Sailors, Inc.....
Suzanne Hartley and Michelle Gilboy

Mother Nature reminds us summer is gone and fall is here. Water levels are down. Wind is up. All the boats are tucked away for the season. Just because the boats are hibernating for the winter doesn't mean you can't take advantage of the presale for 2026 Youth Learn to Sail classes. Shop early for your young sailors for Christmas and secure the presale pricing.



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Each Office is Independently Owned and Operated

Sailing stuff for sale

Two Opti's for sale. Bought them from the club a decade ago when the old boats were being cleared out of the SSC boat barn to make room for new ones. They're old boats but in sail-ready condition. All new running rigging. Contact Jon Muzilla at 216-650-7148.

26 foot Grampian sailboat: Good starter boat! 3 sails, roller furling, spinnaker, 9.8 Evinrude outboard motor, radio, Porta Potty, fully equipped, cradle. Good shape. Asking \$4,000/negotiable. Contact: Douglas F. Foss 440-292-5070 text: Grampian sailboat.

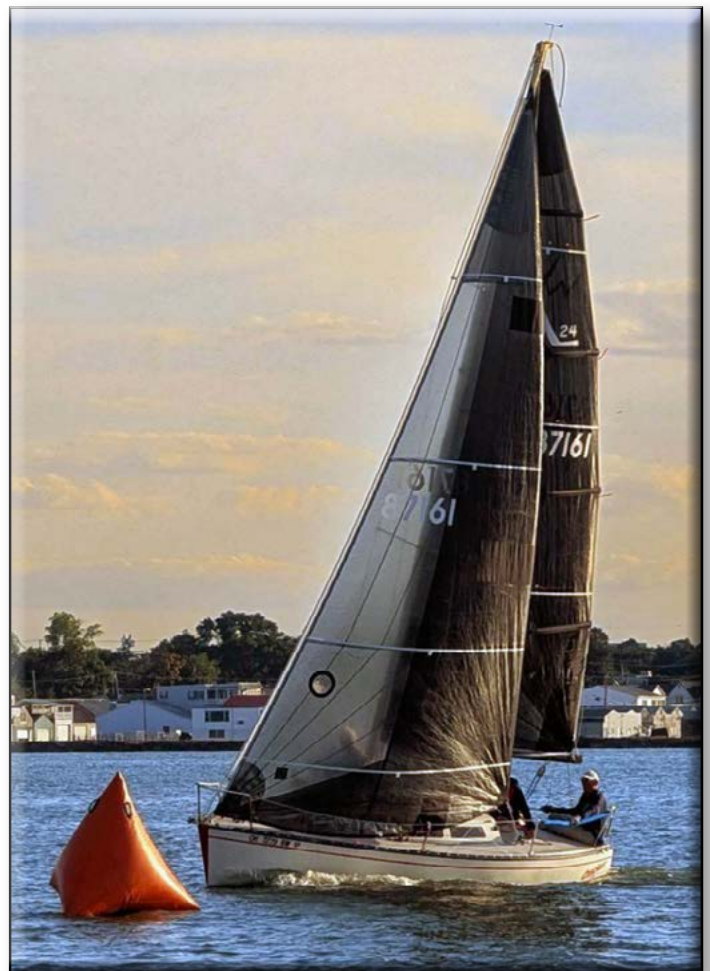
1989 Capital Yachts "Neptune 24" Sloop Rig Cruiser with Trailer. Well maintained, with high quality rigging, and reconditioned sails. Shallow draft (2ft.) ballasted shoal keel with retractable wing keel (3.5 ft. down). Three Sails - Mainsail, 130% Jibsail, and Roller Furling 185% Genoa sail. Digital Depth Finder, Digital Knot Meter, VHF Radio, and Garmin GPS. 8 HP. Johnson Sail Master. Outboard Motor - 6 gallon fuel tank. Asking \$7,900, currently located on Catawba Island. CONTACT: Geoff Mendenhall at 419-341-5699, Email: geoff@nikegeoff.com

Paddle boards and inflatable docks for sale. Contact Larry Knauer at ldknauer@gmail.com for more info.

Harken MK IV unit 1 furler for sale. Brand new. Priced to sell! Brad Balmert at bradb1384@yahoo.com or 440-670-5065

Ariel - 1972 CAL 2-29 Sailboat for sale. Great day sailor. Has been out in 35-40mph blows. Solid boat. 2-29 was an upgrade for the cruiser racer set. Wheel steering. New rudder. Converted to all electric motor. It's great for instant reverse and instant power forward. Proven over the last 8 years. Batteries replaced last year. Four-year-old Bimini, replaced the plastic material with umbrella. New Main. Older genoa 155 on new Harken roller furling. Self Tailing winches. All lines run to the cockpit. Good for single handed sailing. Asking \$5,000. Call Randy Ramhoff @ 419-656-1908, R.Ramjet@gmail.com

Interlake with trailer - Two sets of sails. For info contact Richard Byrd at 216-533-6209 or alphabyrd@gmail.com





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Every Club Needs a Judge

The Whys and Hows of Improving Your Club's Racing Experience



*By Clark Chapin, US Sailing
National Judge.*

Why does every club need a judge? Here are some examples:

Scenario 1

It happens to certified judges all the time. The phone rings on a Wednesday evening. The caller says something like, "Hi, this is John Doe and I'm the chair for the Widget 20 Championship Regatta being held this weekend at Whatsamatta Yacht Club. We need a protest committee for the regatta and I wondered if you are available."

The rest of the particulars run something like this:

- They have no Certified Judge or even JIT (Judge-in-Training) at the Club;
- The Notice of Race has been posted for several months;
- The Sailing Instructions have already been posted on line and were copied from last year with the dates changed, no matter that this is a rule book year;
- There are a couple of members who are regarded as "know the rules pretty well", but they're working on the race committee.
- John is really sorry that he didn't call sooner. Appointing a protest committee "slipped through the cracks."
- Whatsamatta Yacht Club is either 40-60 miles away (just long enough to be a 1+ hour commute each way) or 150 miles away (just short of being a "non-local venue").

Scenario 2

Whatsamatta Yacht Club has been running its Wednesday Night Series since forever. It is the centerpiece of the Club's racing activities and the focus is on the friendly atmosphere and camaraderie among the racers. Protests, everyone agrees, would seriously cut into the after-race festivities, so there is an unwritten rule that protests are frowned upon.

Then one balmy July evening, somebody gets cut off at the last leeward mark and loses several places as a result, which might be enough to affect the outcome of the Series. The protestor hails "Protest!" and, once ashore, digs up a

ten-year-old protest form and fills it out. The protestor has to search a bit to find someone to give it to, since nobody seems to know the procedure.



A protest committee is scraped together composed of three sailors from another class. One of them has a six-year-old rule

book. After the hearing, which takes almost two hours, the protest committee is exhausted and everyone missed dinner. The protestor still isn't satisfied and over the weekend figures out how to appeal and requests a written copy of the decision. There is some delay as the protest committee writes up what they decided. Time goes by and the Appeals Committee, after requesting several additional documents, directs that the hearing be reopened. The whole process takes months and results in some awards being reshuffled. Everyone is disgusted with the entire affair and they all vow to never protest again.

Scenario 3

The Whatsamatta Yacht Club Annual Widget 20 Regatta brings in several entrants from three different states. The Race Committee Chair generates the Notice of Race and Sailing Instructions mostly by changing the dates from the previous year's event.

In the last race with a dying breeze, the Race Committee decides to shorten the course from two laps and a short beat to one lap plus a short beat. To signal the change, they position the mark boat at the leeward rounding mark just before the finish and have them display flag "S".

An out-of-town boat, leading the race and seeing this, finishes between the mark boat and the nearby mark, congratulates his crew on a job well done, drops his sails and motors to the launching area. Looking over his shoulder, he sees the boat behind him, a local, sail to the RC boat and receive a sound signal, which might mean the first boat to finish. Ashore, the out-of-towner discovers that he was scored DNF. He files for redress, but the hastily

Every Club Needs a Judge

assembled protest committee tells him that Whatsamatta Yacht Club has always signaled a shortened course at the mark before the new finish. They deny his request and, having lost a trophy due to the difference in his score, he vows never to return.

What Went Wrong?

If, instead, a Certified Judge (whom we'll call Obiwan Kenobi) was a member of the Whatsamatta Yacht Club things might have turned out differently.

In all three scenarios, the involvement of a Kenobi at an early stage would have prevented the problem:

Scenario 1: If John would have consulted with Obiwan as part of the early event planning, he would have found out where he could look for a judge for the event, including the US

Sailing "Find a Race Official" web page:

<https://www.ussailing.org/competition/rules-officiating/resources/find-a-race-official/>

Scenario 2: An annual review (or, at the very least, at the beginning of a rule book year) of the Notice of Race and Sailing Instructions by one of the Club's certified judges against the requirements of Appendix J would have highlighted the lack of a protest process and allowed the Club to think about how to handle a protest if one is submitted. Judges are trained regarding both Appendix J as well as the World Sailing templates for Notices of Race and Sailing Instructions.

Scenario 3: Even sailors who have a good grasp of the rules of Part 2 often have limited knowledge of the rules numbered 27 and higher. The US Sailing Basic and Advanced Judge Courses deal with redress when a race committee errs.

In this case, anyone who has a current rule book knows that signaling flag "S" at a rounding mark means that boats finish between the mark

and the staff displaying flag "S". Moreover, signaling at the mark before the finish hasn't been in the rule book in living memory. Even if Kenobi wasn't available to sit on the protest committee, he might have been able to counsel the protest committee on the proper hearing procedure and the requirements for redress.

Other Benefits of Having a Judge

Nearby Venues: A certified judge may well be called to another nearby venue to sit on their

protest committee.

This will allow them to learn about the differences between the clubs practices and lead to some cross-pollination of ideas.

Continuing

Education: A certified judge must re-certify every four years. If nothing else, it requires opening the new rule book and

understanding how the rules evolve – and why.

De-mystifying Protests and Appeals: A good judge will seek to take some of the dread out of protest hearings and be a resource for rules questions outside of the protest room. Someone with recent formal training is generally better suited to imparting current knowledge and rules than someone who hasn't read a current rule book in several years.

Certified Judges are regularly informed by the US Sailing Judges Committee regarding the latest tools and forms.

Better Race Documents: It is often helpful to have a judge review the NoR and Sailing Instructions to look for items missing or potential issues that may cause a request for redress to be filed. Different eyes can often see how a sentence can be read in a several way and improve on it to the intended meaning.

SafeSport: Judges and Race Officers are required to complete training to identify and prevent incidents of hazing, harassment, or



Every Club Needs a Judge

abuse, particularly regarding youths. They form an extra layer of protection for our youngest sailors, who are the future of our sport.

What Does It Take?



To become a US Sailing Certified Judge, first you need a good grasp of the rules of Part 2 When Boats

Meet, Part 3 Conduct of a Race, and Part 5 Protests, Redress, Hearings, Misconduct, and Appeals.

The best way to brush up on all that is NOT to read the rule book itself, but to buy Dave Perry's "Understanding the Racing Rules of Sailing Through 2028."

Then, the steps are:

- Be a member of US Sailing.
- Take the Club Judge Seminar. Find a seminar at:

<https://www.ussailing.org/competition/rules-officiating/resources/find-a-seminar/judge-seminar-calendar/>

Even if you decide not to pursue certification, the lessons will be valuable and you will learn about proper procedures and resources.

- Set up an account on SOARS (Sailing Official Automated Reporting System) to record your judging training and experiences.

<https://www1.ussailing.org/SOARS/MainMenu.aspx>

Even if you decide not to pursue certification, the lessons at the seminar will be valuable and you will learn about proper procedures and resources.

- Take SafeSport Training. Both SafeSport and the background check link are here: <https://www.ussailing.org/competition/rules-officiating/resources/safesport-race-officials/>
- Contact your Regional Administrative Judge and let them know of your interest. They can help line up judging opportunities.

At this point, the Regional Administrative Judge can approve you as a Judge-in-Training and you will be listed on the Find a Race Official list.

- Judge at four events
- Participate in 3 hearings, one of which may be part of Protest Day training.
- Obtain two references from

a Regional or higher judge in the hearings you participate in.

- Take the test and score 80% or better.
- Apply to US Sailing for a background check
- Fill out the application form.

It is a good idea to know who the Regional Administrative Judge (RAJ) in your Area is. In Area E (lower Great Lakes) the RAJ is:



Clark Chapin
ClarkEChapin@Gmail.com
(734) 658-0715.

2025 SSC BRIDGE

Commodore: John Giordano
Vice Commodore: Tim Willford
Rear Commodore: Tim Ujvari
Immediate Past Commodore: Jason Huffman

2025 SSC BOARD OF TRUSTEES

Mark Capucini, Maddie Grant,
Laura Hayes, Dave Kocias,
Kathy Knox, Robbie Stone

SADLER BASIN COMMITTEE

PC Bryan Huntley - President,
PC Dean Riedy, PC Bruce Roberts,
Doug Klein, Dave Caracci
VC Tim Willford - SSC rep.
Dockage: VC Tim Willford

Weather Sayings of the old Sailors



DEW INDICATES A GOOD DAY AHEAD: A DRY MORNING IS SIGN OF SHOWERS.



DISTANT SHORES LOOM UP NEARER BEFORE RAIN BECAUSE OF THINNING OF THE AIR.



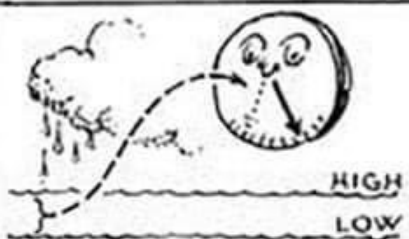
LARGE HALO AROUND THE MOON INDICATES CIRRUS CLOUDFORM & WARM FRONT RAIN.



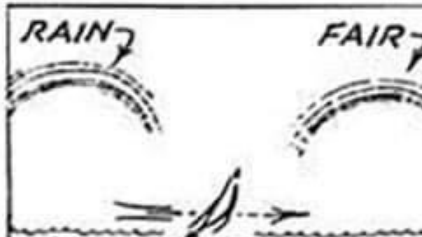
A VEERING WIND IS SIGN OF FAIR WEATHER: BACKING WIND MEANS RAIN.



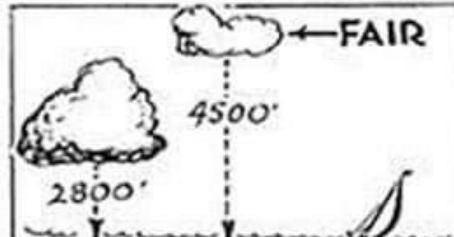
FALLING BAROMETER INDICATES NEARING "LOW" AREA, WITH WINDS AND RAIN.



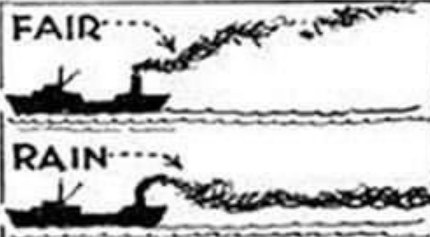
RAIN IS MOST FREQUENT AT THE TURN OF THE TIDE (IF AIR IS HUMID)



RAINBOW TO WINDWARD, RAIN AHEAD. RAINBOW TO LEEWARD, RAINS END.



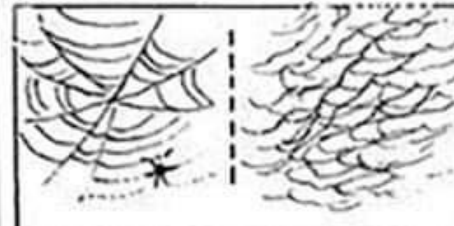
HIGHER THE CLOUDS, FINER THE WEATHER. LOWERING CEILINGS FORETELL A RAIN.



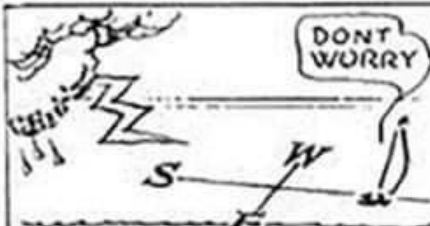
SMOKE THAT CURLS DOWNWARD AND LINGERS, MEANS A NEARING STORM.



THINNING AIR IS HARDER TO FLY IN. BIRDS "SIT IT OUT" BEFORE A STORM



SKY FULL OF WEBBY CIRRUS FORETELLS DISTURBANCE AND RAINS ON ITS WAY



LIGHTNING FROM THE W. OR N.W. WILL REACH YOU; FROM S. OR S.E. WILL PASS