

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
13.5 nm west of Ludington MI, 2:30 PM CDT	* Boat damage - collision with a non-competing boat or object,* Equipment failure - NOT related to severe weather [DETAILS:] The rudder snapped completely off @ 2:30 PM CDT Saturday, inducing the boat to veer sideways and lay over at what we've labeled "Oh Shit!" degree of heel (45°+). We don't think we spiked the surface with the lower spreader, but it was close. WE counted noses immediately AFER the boat was on her feet again, all present and accounted for. The kite was fouled and damaged, crew eased main and spin halyards as I ducked into the aft compartment to see if we were taking on water and discern "what happened?". Yep, the rudder snapped, as the upper part was still intact and we were not taking on water. CG was hailed on VHF and provided with all safe and not taking on water status and lat/lon position. mac Committee on the island was informed of our retirement, they very professional and helpful. CG transferred us to Boat US to arrange the tow. initially this was via cell, then communicated by text to the completion. The crew reacted to this calamity with measured focus; not 'as expected', but that's the feel.	No injuries or illness	2' waves, 270°wind 10-12 knots; 'champagne' conditions	No. Ludington MI, Lake Street Marina, home base for Boat US Towboat	[DEPLOYED]: No safety gear deployed, everything stayed with the boat, including crew	Yes, if Ericson HAD NOT chosen to weld (2) 3.5' lengths of 3" stainless steel rudder stock to make a 7' length, with the weld point located at THE WORST possible location, subjected to the most load and hidden 3" beneath the top of the rudder, invisible. The fact this happened when it did falls under "there but for the grace of god" We are NOT 100% we did not hit something, as this happened so fast...	
Approximately 8 miles south of Manistee	* Equipment failure - NOT related to severe weather [DETAILS:] After many hours of heavy upwind sailing, I noticed a loud cracking noise coming from the back of the boat when I was in the cabin. Upon inspection, I came to the conclusion that the noise was related to the lower rudder bearing which was newly installed approximately 5 years ago. The main concern was bearing failure which could potentially lead to rudder failure. I didn't want to put my crew at risk so I decided to withdraw from the race. We heeded South to Ludington. No issues getting to port.		Northerly wind about 20 knots. Seas 6-8 feet	No. Ludington, MI	[DEPLOYED]: None needed	Will not know until inspection is completed.	No
15:15 7/16 15 nm West non Manistee	* Equipment failure - NOT related to severe weather [DETAILS:] Batteries would not a hold charge and we were periodically losing all instruments. We ran our engine every 2 hours to keep them charged but in doing so depleted our fuel supply to unsafe levels. I decided it was not safe to pursue a night rounding of Greys Reef without instrumentation and no fuel in rough seas.		Beating into 10' waves with winds around 20 knots	No, went to Manistee		Yes, pre-race inspection of battery recharge capacity	No
Approximately 5 nm west of Frankfort, MI. Approx. 3 a.m. Sunday.	* Equipment failure - NOT related to severe weather [DETAILS:] Beating to weather in 20-30 kt winds from the north. Double reef with #2 jib. Sailing well at speeds of 14-16 kts. The cars of the main sail failed rendering the mail sail unuseble. The decision was made to retire from the race and not continue under head sail only, as we would be non-competitive. We safely took harbor in Manistee, MI by 6 am. Travel plans were made for the crew and sail repair plans were made as to be ready to compete in the next race. The crew work was excellent, no injuries, no outside assistance needed.		Wind North 20-30. Waves 4-6 feet.	No. We took safe harbor in Manistee, MI		No. It was unforeseeable that the main cars that broke were compromised at all. They were easily replaced and we were able to race the boat the next week. Cost of repairs was less than \$1,000.	The boat and crew preformed very well. Unfortunately, we had a gear failure causing us to retire. In the case of a 60 foot custom built multihull, things break.
South of Little Sable Point 7am. Safety concerns. Battery and engine trouble.	* Equipment failure - NOT related to severe weather [DETAILS:] Engine /battery failure and house One battery failure early in the race. Decision was made to retire because of safety concerns regarding inability to start engine in severe weather. I was concerned if someone went overboard or we sustained damage or injury that we would be unable to render help or motor to safety.		A concern	Muskegon, MI	[DEPLOYED]: None, attempted to notify race committee on channel 16. Instead made changes by act with USCG who stated they would notify Race committee of our withdraw.	No	No
Approximately 1600 July 16th, forestay parted from the main mast, taking down the jib and causing mast instability. Event occurred approximately 15 miles SSW of Frankfort, MI.	* Equipment failure - NOT related to severe weather [DETAILS:] On Sunday at ~ 1600, high northerlies and waves were abating, wave 4-6 feet, winds down to 15 knts, sailing at 7 knots under jib and main (port tack). Without an obvious cause, forestay suddenly parted (at mast head). Jib and forestay were blow leeward off the starboard side. Main was dropped immediately and the two spinnaker halyards were used as a temporary forestay. Both Forestay and jib were retrieved by crew. A 'Pon Pon' call was made to the coast guard. We proceeded under power to Frankfort without further incident. A Coast Guard cutter followed us for approximately 5 miles.	No injuries	Fair skies, 4-6 ft waves, winds down to 15 knots	Frankfort, Michigan (Municipal Dock)		This was NOT preventable and was a failure of the the solid forestay near the mast head.	None
7/15/2017; 0200 Mid-lake ,approx 40 miles SE of Holland Michigan Torn head sail and jammed halyard unable to change head sail due to jammed halyard	* Equipment failure - NOT related to severe weather [DETAILS:] Our jib sail tore beyond the ability to use. subsequently our jib halyard jammed at the mast head and we were not able to change head sails. we rolled up the jib sail and deployed our storm jib. we sailed several hours with he storm jib deployed but we were not able to sail very well upwind:point to weather and our boat speeds were terribly low compared to the rest of our section. At approximately 0200 hours on 7/15 I started our engine and we motored to our home port of Holland Michigan.		18-Knots wind North, 3-4 Foot chop	No Holland, MI	[DEPLOYED]: Storm Jib	Yes, New sail would not have failed	NA
10 AM on Sunday	* Equipment failure - NOT related to severe weather [DETAILS:] Sailing to weather in 15 knots of wind and the main halyard broke. Main came down and we bundled it. Sailed on under genoa.		15 Knots from the north	Went to Ludington to fix halyard and then on to Mac Island.	[DEPLOYED]: Harnesses and jack lines	No	No
6 Miles North of Ludington Michigan.	* Equipment failure - NOT related to severe weather [DETAILS:] We were under full spinnaker and full main sailing NE about 2 miles off shore north of Ludington Michigan. The waves were 6-8 foot and building with SW winds at 15-20 knots when our steering change broke rendering our helm useless. The crew reacted instantly dousing our spinnaker and reducing the main. The emergency tiller was installed quickly by the crew. I was not comfortable sailing into increasingly deteriorating weather with our emergency tiller and 140 miles to go. I felt it was in the best interest of the crews safety to retire from the race. We motored back to Ludington Michigan where we anchored for the evening.		6-8 foot waves with 15 - 20 knot winds	No. Ludington Michigan.	[DEPLOYED]: Emergency tiller was used. [EQUIPMENT DEFICIENCIES]: No.	We did not have our steering chain inspected prior to the race, something we will add to our check list.	Our crew and boat handled the situation efficiently and professionally. I was very proud of their quick action.

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Decided to retire at 5:00am on Sunday while in middle of lake, halfway between Sheboygan and Muskegon	* Equipment failure - NOT related to severe weather,* illness - weather/waves related [DETAILS:] We were having difficulty with our battery and electrical system during the night. Given the continued rough conditions forecast for the next 24 hours and two crew members with motion sickness, we did not deem it safe to race through the following night with a questionable electrical system.	Mild to moderate motion sickness in two crew members	20-25kts out of the north. Waves 4-8 feet.	We retired to Sheboygan.	[DEPLOYED]: No safety gear used. [EQUIPMENT DEFICIENCIES]: No.	Yes. My batteries are only one year old and I assumed them to be in good shape and made the mistake of leaving them off my pre-race equipment inspection checklist. Multiple motion sickness medications were onboard, but to prevent drowsiness, were not taken in sufficient strength.	No.
0330 Sunday morning. North of Big Sable	* Equipment failure - NOT related to severe weather,* Other [DETAILS:] headboard car broke and was not able to reef main	no injuries or illness	25 knots winds and northerly direction	Went to home port of Holland MI	[DEPLOYED]: Not required [EQUIPMENT DEFICIENCIES]: no safety gear was needed.	no	no
big sable 10 am	* Equipment failure - NOT related to severe weather,* Other [DETAILS:] hole in main		25kts	ludington		no	no
6 am Sunday Morning 12 miles southwest of Pentwater	* Equipment failure - severe weather related [DETAILS:] #3 Head Sail ripped in half on the back side of a 10 foot wave in 28 knots of wind. Turned on the engine and doused the sail motoring to Pentwater.		Windy & wavy	Docked in Pentwater		Yes...use newer sail.	Not of relevance
Incident time was 2:30am central time. We were 19 miles off of Muskegon, MI. I called the race committee phone number listed in the SI's to notify of our weather damage and retirement of race 6am Eastern time.	* Equipment failure - severe weather related [DETAILS:] 2:30am central time we were going through 40+ knots of wind and our spin sheets and guys got wrapped into the jib sheet with the #3 jib up and tore off our bow pulpit resulting in loosing our main navigational lights (we had back ups), the pulpit and lifelines. Due to safety hazard with no lifelines, I withdrew from the race. We were 19 miles West off of Muskegon, MI and pulled into safe harbor there. There were no injuries. I assessed the damage and we spent an hour+ winching our lifelines and pulpit back down to be able to safely get into a safe harbor. I called the race committee phone number listed in the SI's to notify of our damage and retirement of race 6am Eastern time.		40+ knots wind, pitch black, lightning to our west, waves around 8 feet.	no, Muskegon MI.	[DEPLOYED]: tethers, jack lines, harness, crotch straps, pfd were used as normal. Nothing was deployed.	Uncertain, I believe in everyone checking and rerunning lines all the time. I know the bow guys checked the lines but they obviously got wrapped at some point in the high winds and waves.	n/a
Sunday about 1100	* Equipment failure - severe weather related [DETAILS:] 50 kt wind gust blew out main sail		Gusty	no, Frankfort		no	no
12:00 Sunday in Manistee	* Equipment failure - severe weather related [DETAILS:] Backstay ram stoped working and made it hard to go up wind		20-22 NE sunny	Manistee		No	None
Incident occurred at 2330 7/15/2017 Approx 15nm sw of Penwater, MI.	* Equipment failure - severe weather related [DETAILS:] During weather pressure shift to High, sudden 45kt and 170° shift. Boom preventer failed causing starboard lifelines to collapse. Preventer was rigged outside of lifelines through a genoa car. Genoa car ripped from track, 3 stanchion bases effected, 2 bent, 2 broke (1 completely). Spinnaker destroyed and spinnaker guy lost. Outside genoa track may be damaged. Downhaul destroyed. Post arriving in Pentwater 7/16/2017 @ approx 0800, called CVC RC at tent via phone to report retire. Did not retire for quite a few hours later as continued to sail on port tack towards Pentwater	2 crew members seasick (1 very seasick), 1 crew member slightly hypothermic.	Incident @ 2330hrs. 20kts to 45+kts and 2-4 ft seas building quickly.	No. Pentwater, MI		If preventer line had been rigged inside lifelines, failure would not have taken out life lines. Would likely have still loss spinnaker. Other failures may have occurred as boom tried to gybe!	While monitoring VHF16, MAYDAY heard re MOB and multihull. Very difficult to note lat/long of incidents despite numerous attempt. We may have been 3.8 nm away. Lat/Long needs to be stated slowly and clearly!
6:45 PM Sunday, 3miles West of Portage Hathor entrance.	* Equipment failure - severe weather related [DETAILS:] Failure of mainsail reefpoint resulting in torn leech.		25kt wind, high sea state	No, docked in Frankfort.	[DEPLOYED]: None deployed	Poor sail design, no sail handling errors were made.	No
approx 10 west of Frankfort MI. 1300 hrs Sunday	* Equipment failure - severe weather related [DETAILS:] Gooseneck Pin sheared. Not confident in the temp fix in rough seas. Filter problem with engine. Would not start		20-25 k North breeze	cleared engine problem in Frankfort and motored to St. Ignace		if we had a better fix or replacement pin.	none
Approximately 40 miles east of milwaukee at midnight.	* Equipment failure - severe weather related [DETAILS:] Hit severe wind gust front with 5 minutes of sustained 40-50 knot winds and at least one gust over 60 knots. Severly damaged (tore) our main sail and therefore decided to retire. No other damage to Bost, no crew injured.		No rain. Just a gust front that went from 15-20 knots up to 30-35 in about 30 seconds and then to a sustained 40-50 for about five minutes. We also saw 60 knots on the gauges.	Milwaukee. Home port.	[DEPLOYED]: All crew had life vests on and were tethered before the gust front. [EQUIPMENT DEFICIENCIES]: No safety equipment problems.	We had already taken the spin down in anticipation of the weather. We had the #2 jib up and were well under control send were having no problem reaching with it. Maybe if we would have reefed, but the wind speed came up so fast that I do not feel we would have time.	None.
White Lake, Michigan 0622 CDT Sunday 7/16/2017	* Equipment failure - severe weather related [DETAILS:] Intersection with cold front brought intense southerly winds building in span of seconds from 15 to 50 kts. Crew maintained control of vessel but rigging was severely fouled. After three hours of struggle, it was determined fix could only be done from masthead. Option of running someone up mast in storm was ruled out. Course changed for White Lake, Michigan. Anchored in lake and freed rigging. Inspection of forestay indicated damage to jib track. Decision reached to withdraw at 0622. Text sent to Lobbi at CVC to that effect at that hour. Acknowledged receipt.		Gusty SSW / 50 kts+ Transition to strong N 25+ Waves building to 6 feet+	Yes. After fuel stops at Pentwater and Charlevoix. ETa 7pm EDT Monday 7/17/17.		Anticipating massive inflow to a cell would have been possible had we had weather radar. That said, XM weather didn't show this cell.	No
Near Manistee Michigan. July 16 0:45 hours	* Equipment failure - severe weather related [DETAILS:] Jib shuttle failed due to repeated shock loading. #3 hit mast and rig. Unable to fly any jib. Concerned with potential rig issues. Crew performed wonderfully.		28 kts, 8 foot seas	Put into Manistee, MI	[DEPLOYED]: None deployed	Not preventable	No
1 mile from Frankfort Monday night approx. between 8:30pm 9:30pm	* Equipment failure - severe weather related [DETAILS:] Our mid spreader broke and we were unable to continue to sail and race. It was probably the result of heavy weather condition.		Heavy water conditions (end of this condition)	We went to Frankfort, stayed overnight. We repaired temporarily the damage and using motor we went to Mackinac Island.		n/a	no

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10am 10/16, 18 miles south of Frankfort, MI	* Equipment failure - severe weather related [DETAILS:] Starboard side deck around three track showed signs of damage from extreme wave and wind conditions. Evaluated remainder of race weather and probability that deck damage would spread around chain plates and cause more serious damage and elected to drop sails and motor into Frankfort.	Although several crew members we're dealing with seasickness (including the race committee's ill prepared CNN reporter) that had no bearing in our decision to retire.	At time of retirement, we were enduring our 7th hour of 20 kts wind speed with gusts to 26-28knts. Waves were in the 5-7 foot range with several estimated at 10 feet.	No. Frankfort, MI	[DEPLOYED]: No gear used.	Deck showed signs of failure around the three track from extreme shock loads.	N/A
Approximately 15-17 NM northwest of Ludington.	* Equipment failure - severe weather related [DETAILS:] The wind and wave conditions on July 16 caused the forestay strands to break and the mast fell down. The mast was eventually brought on-board. We motored to Ludington on July 16. Then motored to Torreson Marine, Muskegon, July 17, for replacement of forestay and re-stepping the mast. Recovering the mast was a concerted and valiant effort by all the crew. The MAC Race Committee was notified via VHF of our retirement.	No injuries	North wind, 25-35 knots with higher gusts beginning late on July 15 and persisting for the next 15 hours. Waves, 5- 7 feet.	No. Ludington.	[DEPLOYED]: Safety gear not deployed.	Yes, by retiring earlier like the other 95 odd boats. A contributory factor to the dismasting was the rule (I don't have the rule number) that the rig tension cannot be adjusted during the race. It was too loose.	No additional
Approximately 8 pm Central Time on Sunday, July 16 about mid-way between Manistee, MI and Frankfort, MI along the Michigan shoreline.	* Equipment failure - severe weather related [DETAILS:] We had weathered the worst of the storm, winds were down to 15-18 knots, the sea state had calmed and I would estimate that waves were in the 5 foot range. We had shaken out the reef in our main and were sailing upwind with full main and jib. I heard a twang and after a quick visual inspection we identified that the forestay had failed. The driver veered offwind and the spinnaker halyard was quickly secured to a bow cleat to secure the mast, followed by securing the topping lift to the other bow cleat. We started the motor and lowered the jib and main sails. I reached out to the Coast Guard to notify them of our situation, but was unable to reach them directly at first. Another racer did relay messages between us and I was instructed to contact the CG via cell phone, which I did. After notifying them of our situation and that we were not in any danger, I contacted the CYC Mac RC and notified them of our situation and our intention to retire from the race. We then motored to Manistee, approximately 8 miles away.	One crew member had experienced mild sea sickness during the previous night's storms, but at the time of the incident everyone operating normally.	Wind was from the Northwest in the 15-18 knot range, waves were from the north and estimated in the 5 foot range. Skies were mostly clear with some clouds.	The boat did not proceed to Mackinac Island. The boat motored for Manistee, which was judged to be the closest port which we could travel with the direction of the waves, not wanting to add additional stress to the standing rigging.	[DEPLOYED]: The only safety gear used was the radio and cell phone for communications. No gear was deployed not retrieved. [EQUIPMENT DEFICIENCIES]: As mentioned, the only issue was our inability to initially contact the Coast Guard via the radio and the need to relay messages. During the trip to Manistee I inspected the radio and found it was set to 1 watt transmit, not 25 watt. That was a user error, not a performance deficiency.	I'm not sure how this equipment failure could have been prevented. The standing rigging is inspected visually on an annual basis. We did our best to avoid slamming the boat down the backside of waves, but it was difficult during the storms and we were unsuccessful multiple times.	Quick thinking and reaction by the crew in driving and using the halyards to secure the mast contributed to the successful prevention of the mast falling.
Position at: 16 Jul 2017 15:31 CDT Lat/Lon: 44° 20.77 N, 086° 17.27 W	* Equipment failure - severe weather related [DETAILS:] We noticed excessive play in the steering wheel. Upon investigation we determined that the hub had loosened and was causing damage to the support housing. Once we made the decision to retire I called the Race Committee (Barbara) via cell phone and reported that we had decided to retire.		Severe - 20-25 knots on the nose for over 12 hours	We turned downwind and went into Ludington.		NA	None
Sunday 35:00 PM	* Equipment failure - severe weather related [DETAILS:] We ripped our main, which dramatically reduced our ability to beat into the wind.		High Winds,	Ludington< mi		No	No
The event occurred just North of Milwaukee near the rhumb line at about 11:30 pm on Saturday. I chose to retire about 1 hour later from a position about 7 to 8 nautical miles to the NNE. No GPS lat/lon data were noted.	* Equipment failure - severe weather related [DETAILS:] While starting to take down our spinnaker, we experienced several 35 kt gusts from about 50 to 70 degrees to the right of the prevailing wind. The tack line ran out about 25'. Between frequent wind shifts and our attempt to hide the spinnaker a little behind the main the spinnaker wrapped itself around the top two-thirds of the furled jib. Attempts to unwrap the spinnaker from the deck were unsuccessful. Two halyards were tied up in the wrap and the third and last halyard was on the main. I chose not to drop the main to use that halyard to hoist a crewmember up to clear the wrap because I did not want to take a chance on compromising our steerage in relatively heavy traffic at night. We raced NNE for about an hour looking for a break in the wind. None of our weather data (Predict wind, Written Routed forecast, Sirius XM Satellite Weather on our GPS, VHF weather broadcast and buoy data) showed promise for an easing in the wind. Larger waves were expected. After going NNE with the Spinnaker wrap for the first hour we retired and headed to Muskegon, Michigan. Upon removal of the spinnaker and jib we found a serious kink in the jib furler sections about 10' from the top. We were out of cell range. We used the VHF weather channel to find current buoy reports and current forecast. No communication was made with other boats or the CG. Neither the crew nor the vessel were ever in danger. The crew performed perfectly. Two crew on the bow had life jackets on and were clipped on to the jackline. Their only delay in following my plan was a reluctance to give the effort up and come back to the cockpit. The driver, trimmer and I were all wearing lifejackets and were clipped on to the boat. The furler has been repaired and the sails will be inspected. All crew are fine.		Clear skies above, with a lot of stationary lightning onshore and a thin cloud line approaching from the W, NW. Steady wind of 17 kts from the Southwest with 1 to 2 foot waves, followed by several 35 kt gusts from the West to Northwest and increasing chop.	Retired to Muskegon, Michigan. We chose this port because it was a little downwind and Torresen Marine was there to help us if we needed it.	[DEPLOYED]: Life jackets, harnesses and tethers were used by all crew before and during the event. No gear was lost. [EQUIPMENT DEFICIENCIES]: No performance deficiencies of any safety gear experienced.	A 1/105 has only three halyards - jib, spin and main. If we had a second spin halyard we would have had a better chance of sending crew up to clear the wrap, although I'm not sure I would have chosen that option anyway. I will investigate the class rules regarding a second spin halyard and have already discussed the possibility with several local Fleet members.	The crew on deck was watching for evidence that boats ahead and to our left were heeling over excessively or taking their chutes down. We saw no evidence that the gusts were coming.
Frankfort, MI; 1700 Central time Sunday 7/16/17.	* Equipment failure - severe weather related,* Illness - weather/waves related [DETAILS:] Damaged main sail and #3 jib during early Sunday storm. Continued sailing after temporary mainsail repair. Several crew severely seasick late morning to early afternoon on Sunday. Concerned about dehydration. Motor failure for battery charging early Sunday evening. Troubleshooting indicated water taken through exhaust system into engine cylinders during rough conditions. With sick crew, decided sailing without emergency engine power and/or primary instruments and powerful VHF was not worth risk to crew. Sailed through channel into Frankfort harbor. We're assisted with tow to a slip by another Mac boat that had retired. Once secured, called race committee to report retirement.	Sea sickness: 5 crew minor; 2 crew severe with substantial dehydration.	Moderate seas and 15-20k winds at retirement.	No. Frankfort.		Engine and battery system are well maintained. All who got sick were never seasick before, despite previous rough conditions.	No.

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1 mile SW of Ludington, MI on Sunday, July 16th, at 11:00 AM CDT	* Equipment failure - severe weather related,* Illness - weather/waves related [DETAILS:] During the windward beat of Sunday morning our jib luff zipper began to fail, rendering the jib un-usable. We switched to a storm jib but were making very little upwind headway with this sail. In addition to this, all of the crew were nearing exhaustion and sickness from the intensity of crossing the front the night before and the severity of the waves and pounding of our relatively flat-bottomed hull. We thought given our physical and mental state and given our headway and predicted headway with lessening breeze, we would not be able to sail the rest of the course safely. We pulled into Ludington, docked, and called CYC to report our retirement.	see above	see above	see above		Most likely not.	n
Manistee, sat., 7:45	* Equipment failure - severe weather related,* Illness - weather/waves related [DETAILS:] Electrical system issues caused by water ingress.	Seasickness	20 kts on the nose	No, Manistee.		No	No
Approximately 20 miles east of Milwaukee at 2330 hours	* Equipment failure - severe weather related,* Illness - weather/waves related [DETAILS:] Talented experienced racing crew dealt calmly with shredded spinnaker, torn mainsail stitching.	Several crew members with severe sea sickness needing to be brought ashore before finishing the race	Heavy seas, heavy storm front with lightning, winds went from 25 to 40 +	Retired to Manistee harbor, did not proceed to Mackinaw	[DEPLOYED]: None deployed	No	Storm front predictions
Damage occurred Sunday 0030; decision to retire made 1300 hours, 24 NM off Ludington	* Equipment failure - severe weather related,* Illness - weather/waves related [DETAILS:] We experienced damage to our mainsail track on the mast that would have prevented us from shaking out our reef in all events and caused great uncertainty as to whether we would be able to drop the main. At that point we had 2 crew unable to perform due to sea sickness. Given those circumstances we felt it prudent to retire rather than risk further damage to the mast. in the end we were able to get to somewhat calmer water and drop the main. Seasick crew recovered fully when we got to the dock in Ludington.	See above -- 2 crew temporarily unable to perform but they recovered quickly on land.	43.5 - 60 kt winds at time of damage. 25-35 kts winds on our nose, 9-10 ft seas when we made decision to retire.	no; Ludington	[DEPLOYED]: No safety gear was used directly in incident. All crew in PFDs and tethered when on deck throughout.	Unclear - exact cause of sail track failure is uncertain.	No
8 miles off Pentwater 3. People sea sick on boat roller furler problem	* Equipment failure - severe weather related,* Illness - weather/waves related [DETAILS:] When the third person got sea sick is was time to head in	Sea sick	30 to 50 knots of winds	Went to Pentwater	[DEPLOYED]: No safety gear needed	No	No
We Called in Monday morning July 17th at 7:43 am our position at that time was just past the Green Can marking the north end of Gray's reef Approximately (45° 49.26N 85°07. 21W)	* Equipment failure - severe weather related,* Illness - weather/waves related,* Illness - NOT weather related,* Severe weather,* Lack of wind [DETAILS:] The issues we had were an accumulation of damage due to high winds and rough sea conditions: Blown Spinnaker, torn and patched main sail, Starboard traveler block torn free, Starboard main sheet car block torn loose, Port runner block torn loose. No one was injured and we were able to jury rig work arounds. The long term effect of these conditions on the crew was a combination of exhaustion and sea sickness and this was of greater concern to me. Eventually nearing gray's reef the winds went completely light. Looking at the weather forecast of little wind and the crew not well, a consensus was reached to retire and motor in.	We had several crew members who developed severe sea sickness and couldn't stand watches which led to exhaustion of the remainder. One crew member was also experiencing symptoms of food poisoning or stomach flu. We were concerned that he was in danger of dehydration.	Rough choppy seas, high winds with occasional gusts of 50kn on anemometer, then a long calm.	We proceeded to Mackinac Island		Some of the damage may have been preventable. If the crew had been less exhausted we may have avoided the accidental jibe that caused some of the damage.	If the winds had maintained we would have finished under sail as that would have brought us in more or less the same time as motoring. The members of the team did not take withdrawing lightly and no one was happy about it but everyone was relieved when I called in.
Monday July 17, 9:22 pm Approximate location just south of Beaver Island, Michigan	* Equipment failure - severe weather related,* Illness - weather/waves related,* Lack of time - one or more crew exceeded time commitment,* Other [DETAILS:] We had a series of incidents that led to decision to retire. The boat ripped its headsail that made it irreparable for a good chunk of the race. In addition, there were numerous incidents of seasickness and subsequent dehydration. The dehydration did not require medical attention on the island however and all were safe upon arriving at Mac Island. In addition, a business commitment of one crew member required he be in contact with his office in short order.	Illness was related to dehydration from seasickness that occurred over many hours from Saturday night thru Sunday.	Severe weather caused the headsail to shred earlier in the race. Subsequent illness to crew (including person in charge) and dehydration caused the final decision to retire.	Boat proceeded to Mac Island.	[DEPLOYED]: None. [EQUIPMENT DEFICIENCIES]: No.	I do not know how we could have prevented the sail from shredding. It was a lightly used sail, but still failed.	None.
15 miles SW of Pentwater, MI @ 0800	* Equipment failure - severe weather related,* Illness - weather/waves related,* Severe weather [DETAILS:] 4 of 9 crew looked to be in early stages of hypothermia. The others were wet and cold.Weather outlook was for an additional 12 hours of same type of weather. Numerous crewmember thrown about the boat just barely avoiding injury. Boom vang broke and hanging low in cockpit.	Sea sick Disorientated and shivering	20 to 25 kts @ N Waves 10 to 20 ft	Retired to Pentwater		No, I don't think it was preventable given the conditions	No
Location: Approx N43.147 W87.021 Time: 11:43 pm Saturday, July 15.	* Equipment failure - severe weather related,* Personal Injury - retired from race to seek immediate medical attention [DETAILS:] We had been monitoring storms that were over Wisconsin visually and by VHF radio / NOAA weather radio broadcasts. We noted locations of storms and affected areas in our log book. None of the storms appeared to be a direct threat. As the wind built from 15 knots to 20-25, we decided to reduce sail area. We were sailing under spinnaker and main sail at the time. There was no indication of imminent violent weather; there was no rain, lighting or thunder in our immediate area, and NOAA had not issued a storm warning for the open waters of Lake Michigan. We brought our new No. 3 genoa on deck to replace the spinnaker. The wind rapidly built strength, the boat heeled, and the No. 3 genoa was lost overboard still in its bag. We took the spinnaker down, but it was badly damaged and one of the spinnaker sheets was lost in the process. The wind continued to build strength until the boat was overpowered and tacked involuntarily. The mainsail was temporarily held in place by a preventer. A crew member attempted to release the preventer, but it was fouled. The snatch block for the preventer failed, allowing the preventer to rip up the lifeline stanchions and deck, and also injuring the crew member in the process. The injured crew member then cut the preventer line to free the boom. We were not able to observe wind speed at the time of the event. However, we understand that other boats reported wind speed in the 60-70 knot range. No other vessels were involved. No distress calls were made.	Crew member received a cut to his head when the preventer turning block failed. We provided first aid care to injured crew member and immediately diverted to the nearest port, Muskegon, MI, periodically performing checks for any symptoms of concussion. Since injured crew member was alert, responsive, and in relatively good spirits, we did not request an emergency evacuation. We arrived early in the morning on Sunday, July 16, and took injured crew member to emergency care. He received several staples to close his wound, but otherwise checked out OK.	Noted in paragraph 4 above.	No. We diverted to Muskegon, then returned to Waukegan to begin repairs.	[DEPLOYED]: All crew were wearing PFDs / harnesses at all times. Injured crew member used his personal knife to cut the preventer. We used a compressible foam emergency through-hull plug to fill the hole in the deck and prevent water intrusion to the cabin. [EQUIPMENT DEFICIENCIES]: No.	As far as the overall incident went, no, we had no reason to believe that the wind would spike into the 60-70 knot range. In retrospect, I would have rigged the preventer differently so that a failure of the turning block would not damage the lifelines / stanchions.	No.

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
41.48 80W, 86 34 259N Sunday approx. 9:30AM CDT	* Equipment failure - severe weather related,* Personal Injury - retired from race to seek immediate medical attention,* Illness - weather/waves related,* Severe weather [DETAILS:] With equipment failures, 3 incapacitated crew and weather forecast predicting at least another 12 hours of rough weather we decided it was no longer safe to continue racing. we used a cell phone to call CYC race committee.	One crew member injured forehead; had swollen closed, black eye. One crew member seasick; completely useless. One crew member injured shoulder; only marginally available	20 to 40 Kts wind speed. 4 - 7 foot waves	Ludington, MI.	[DEPLOYED]: First Aid Kit only.	Perhaps preventable. More practice/preparation in heavy weather sailing with Mac crew.. More anticipation of deteriorating weather conditions.	No.
On Saturday 23:45 at 43deg 45 N, 87 deg 9.04 W we had a roundup and a crew member was injured in the jibe. We decided to retire on assessment of her injury a couple of hours later.	* Equipment failure - severe weather related,* Personal Injury - retired from race to seek immediate medical attention,* Severe weather [DETAILS:] Were sailing with the asymmetrical spinnaker up and had a all crew call up to drop the chute as the wind started to rise suddenly. The spinnaker halyard failed and we rounded up and ended up with the chute in the water. A crew member caught the main sheet when we jibed during the uncontrolled take down. At about 3:00 Am on Sunday we decided to retire and head to Muskegon to get treatment for the injured crew member. When we reached cell range off Muskegon, we called the race committee and told we had retired.	Crew member has a broken left clavicle.	Winds were southwest at 15 and quickly rose to 30+ kn. Sky was clear with ~ 3' waves.	The boat retired to Muskegon, the closest port with fair sailing conditions.	[DEPLOYED]: No safety gear was deployed.	If we had been able to drop the chute before the halyard failed we possibly could have avoided the jibe.	No
Sunday July 16 4 pm.	* Equipment failure - severe weather related,* Severe weather [DETAILS:] Air in fuel intake lines. Unable to run engine reliably to charge instruments and batteries or in case of emergency. After two hours of trying and still daylight we got it running, counted our blessings and headed to the nearest port.		30 plus not winds. Heavy seas.	Ludington Michigan	[DEPLOYED]: None other than we wore our PFDs.	I don't believe so.	No
Little Sable, approx. 8:30 AM.	* Equipment failure - severe weather related,* Severe weather [DETAILS:] Compromised main sheet and port light leaking profusely. Once decision was made phone calls to yacht club, family and friends were made.	No injury	20-30 knots wind from the north with 6-8 ft waves occasional 10 ft.	Muskegon MI	[DEPLOYED]: None deployed	None	No
We were about 10 miles west of Frankfort, Michigan at 2:00 A.M. on July 16, 2017. Damage was detected to our mast from gale force winds and high seas.	* Equipment failure - severe weather related,* Severe weather [DETAILS:] Crew noticed the mast supports were loose on inspection. We immediately went under power to get off the lake and into port at Frankfort, Michigan. After making port we called into the race committee to notify them of our withdrawal.	There were no injuries or illnesses on board.	The weather was gale force winds 30-40 knots and 8-10 foot seas.	No we did not proceed to Mackinac Island. We decided to return to our home port of Holland, Michigan.	[DEPLOYED]: Our entire crew was wearing their life jackets. [EQUIPMENT DEFICIENCIES]: No.	No.	No
35 km east of Milwaukee, 23:30 cdt Sever wind line hit. 55 to 65 knt SW winds hit in a matter of seconds from 18-22 up to the 65	* Equipment failure - severe weather related,* Severe weather [DETAILS:] In the sudden burst of wind the spinnaker wrapped around the head stay and instantly blew to shreds. Within seconds, at the height of the blow (60 knts. according to instruments) the main crash jibed and the boom snapped in half. The crew was alert, in their safety gear and tethered in. They responded immediately to cut free the shredded kite and to safely pull in lines and pieces of the spinnaker. The bow people stowed the pole and began to work on freeing the main from the two pieces of the boom. The main was pinned against the spreaders and attached to the two pieces of the boom until the clew could be cut free. The main remained pinned until the two pieces of the boom were secured so as to not damage the hull. With the boom, pole and kite secured and the wind began to abate enough to drive a little more into the wind we began the process of pulling down the main. We did so, pulling it off of the mast and down into the cabin. While sailing under bare poles we assessed our options. With still a couple of hundred miles to sail, half a boom, a questionable head foil, a forecast that was less than favorable and being that our home port was Milwaukee, we decided to retire and head for home. At no time did we have a need to call for help or set off any emergency signals. We are very thankful that no one was hurt. We all learned from the incident. We are all anxious to race together again. Several boats did acknowledge our difficulties as they sail past while we were cleaning up. It was obvious that we were not the only ones affected.		Wind line from the SW that preceded the front moving across the fleet. 55 - 65 knots of wind. Wind increase from 20 to 50 in a matter of seconds. light rain. Seas rapidly building 6 - 10 until the wind began to clock to the north.	No Because of our decision to retire and the proximity to our home port we went to Milwaukee.	[DEPLOYED]: We did not deploy nor use any safety gear. The bow crew (2 individuals) learned where better to stow their knives on their harness. We also talked about adding a couple of attachment points for tethers besides the jack lines. [EQUIPMENT DEFICIENCIES]: All of our equipment worked as expected.	If we had shortened sail sooner, all would have been prevented. It was a matter of staying aggressive for too long. The watch captain, who was driving at the time and me (the skipper napping below) have talked about how we would do things differently and how much we learned from this incident.	Though it was the most scary incident on the water all of us.....we have never had part of the rig break, we all learned and grew from the experience. We were disappointed to have to withdraw. Everybody was able to remain calm and to help with recovering from the incident and get the boat headed for home. We did follow the CG conversation as they worked with the people on the tri that flipped. And, we were reminded how helpful other boats are with such things happen as we listened to the radio conversations between the boats standing by and the CG aiding the trimaran.
43 5.87 N 087 14.12 W	* Equipment failure - severe weather related,* Severe weather [DETAILS:] Loss of main sail, leaving the boat less than competitive in building seas, and strong wind.		40 kn consistent, 60kn gusts at wall cloud	Muskegon		Yes, spin gear donuts would prevent spin shackles from being 8 crucial minutes of not being able to perform takedown upon approaching wall cloud.	No
OFF MANISTEE MON 1:35 AM	* Equipment failure - severe weather related,* Severe weather [DETAILS:] MASK BRAKING THRU THE DECK		RUFF 6FT SEAS	NO MANISTEE		NO	NO
35 miles west of muskegon approx. 1 Am Sunday morning	* Equipment failure - severe weather related,* Severe weather [DETAILS:] there was an accidental jibe caused by a severe wind shift of over 100 degrees and increase of wind to around thirty(called a heat burst) the top three feet of the main sail track was ripped from the mast, leaving the head board detached from the mast. the sail was lowered ,it was determined that the entire main would have to be removed from the mast, in order to get the head board back on the track. with increasing wind and waves a decision was made for the safety of the crew it was best to retire, and motor to Musgegan radio contact was attempted to race commity with no success	nmone	blowing just over twenty .wind direction steady	no. motored to Muskegan		no	no

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
Center of the lake just north of Milwaukee. 1am Sunday July 16th	* Equipment failure - severe weather related,* Severe weather [DETAILS:] We had been screaming downwind at about 15kts for an hour or so when we were hit by a 30 degree shift that sent us into a wild roundup. We had a preventer on the boom and the boom tip went in the water. The boom was kinked and I deemed it unsafe to support the main. We started the engine and withdrew from the race. I had a crew member radio in our withdrawal but he received no response. when we re-entered cell range near Chicago we called the race committee to withdraw.		50kt gusts from the south	No we sailed home to JPYC	[DEPLOYED]: life jackets worn by everyone on deck	yes. less sail area up and having a man ready to release the preventer in case of a roundup	no
The incident occurred at approx 11:30 CDT when we were just west of the rumb line and abreast of Port Washington, WI. (43 22N, 087 01W).	* Equipment failure - severe weather related,* Severe weather [DETAILS:] We were well aware of the approach of the cold front including the proximity of strong thunderstorms. The cells near us on the course did not appear as strong based on radar returns on the internet, and on the lack of any precipitation or lightning. It was the middle of the night so impossible to see approach of gust fronts or wind on the water. The gust front hit abruptly, with wind velocity rising from 15kts to over 50kts within about 20 seconds. The crew were not able to lower sails fast enough to avoid damage to sails. We were able to maintain course and go really fast. However the sails flogged violently and sustained damage. We sustained damage to three key sails including damage that lead to the total loss of the mainsail and the #3 jib as a result of the storm on Saturday night. We were able to keep sailing through the rest of the night but elected to retire around 7:00 AM Sunday when the rip in the main sail worsened making it impossible to sail further. T	there were no injuries or illnesses	see above	The boat retired and proceeded to Luddington, Mi	[DEPLOYED]: Crew wore PFD's. No gear was "deployed" however [EQUIPMENT DEFICIENCIES]: No deficiencies. More detailed doppler wind observations/forecastes would really help mariners determine locations of gust fronts when there are numerous cells spread across a long front like we encountered	All failures are preventable with more information and early reaction. Our information was not great and therefore we did not react fast enough	no
We decided to exit the race at 945 am cst on Sunday July 16th. At the time we were 20 miles west of Pentwater.	* Equipment failure - severe weather related,* Severe weather,* Lack of time - one or more crew exceeded time commitment [DETAILS:] Crew handled storm with 50knot winds well on saturday night. Damage to jib sustained (ripped, tack bent/damaged, leach line and edge separated) but sailable for some period.	One crew member with mild seasickness. Not a factor in our decision to retire.	Sunday observed winds and forecast: Sustained 25 knot winds from the North. 8-10 foot seas. Unable to make northerly headway given shallow draft of sailboat.	Boat did not proceed to Mac Island. Docked in Luddington. Crew driving to Mac Island.		Yes, Too much jib up at time of storm. Should have reefed/shortened jib sooner.	Our inability to make Northerly headway given sailing capabilities of the hull design (and storm damage to jib) is what led us to retire. We would likely not arrive until Wed/Thursday and crew members/captain had commitments.
North of Milwaukee, just west of the rum line. 11:30 pm - 12:00 am Saturday the 15th.	* Equipment failure - severe weather related,* Severe weather,* Other [DETAILS:] Significant thunderstorm with 45-50 knots of wind. All hands on deck, and Wahine took the kite down prior to the event, and was preparing to reef the main. The storm looked as though is was not too bad, and we actually had no rain. Could not reef in time. Ran with main alone as the wind built, and then went westerly. Put the hatch boards in. Hit with a major hot wind, then a first blast of 40 knots, with very cold wind, extremely cold. Ran without incidence for a few minutes in 40 to 44 knots and 13 knots of boat speed, pretty stable. Vang blew up (block shattered), and we continued to run ok with building wind at 15-16 knots surfing. Had a series of near knock downs, prior to a major blast of wind, and we were knocked down for roughly 30 seconds. 44 knots seen on the indicator. When we regained control, and due to the loss of the vang, the leach of the main was severely torn. Not serviceable. Crew was tethered in and fine, and all accounted for. We removed the main in large swells, and conferred as a group. We listened to the VHF and could clearly hear the rescue attempts that were being made from Timber Wolf and Dark Horse for the trimaran, and did receive the DCS messages, and decided we were too far away to help, and the CG was already on station with the copter. We did see three flares. We discussed continuing with the number #3, and hoped that as the wind dropped we could use the main again.....after discussing the major wind and waves that were forecast, and knowing that things could get worse for us...not better, we elected to retire, and power to Racine. Crew was fine, power, electronics, radio, everything was working perfectly. many of the crew had taken sea sickness medication prior to leaving Chicago, knowing we had big stuff coming. We repaired the vang with spare parts, and would have continued had the main not been so badly damaged in the knock down.	None really. One large bruise to a crew member on his back, due to slamming into the nav table. He was fine after a bit of rest.	40-50 knots of wind. Thunderstorm.....Cold wind after a hard hot blast. No rain. Waves was in the 3-4 foot and building as the wind increased. Visibility good. Significant lightening, with no rain. Actually looked like it was going to miss us, and was moderating.	Reef Point Marina, Racine, Wisconsin.	[DEPLOYED]: No gear deployed. VHF radio with DSC used to get weather reports, and listen the may day calls from trimaran, rescue discussions from Dark Horse, Timber Wolf as well as the CG. [EQUIPMENT DEFICIENCIES]: NO. None.	Not sure. Difficult question. We could have taken down the main.... Not sure. We could have changed course to try to avoid the storm.... Could have had sat, weather....may have helped us see the portion of the storm that affected us. Main was older....but a new main may have blown up anyway. Hardware seemed in good condition.	The storm was stronger than we anticipated. It just didn't look or seem too bad. It intensified quickly....with wind only.....then a cold wind, and it went on longer than we anticipated shifting to the west....had we not been knocked down and then rounded up, we may have been ok. It moderated quickly. The major lightening was really closer to shore and made it look as though were going to get missed.

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
043 degrees 45.215 minutes 087 degrees 28.612 minutes 7/16/2017 at 0930 hours	* Illness - NOT weather related [DETAILS:] Retired 7/16/2017 at 0930 hours due to illness of one crew member. Retirement called in by cell phone at 1021 hours to RC, Robin Findlay took the call. Called 7/17/2017 at 1042 hours to RC to cancel dockage. Robin Findlay once again took the call.	A veteran crew member, 41 Mac's, experienced mild diarrhea. He advised the owner (the Invited Competitor) and the other crew members of his situation Sunday Morning and that he was optimistic that it would improve. He took the maximum recommended dosage of Imodium contained in the first aid kit, and kept the owner and other crew apprised of his condition. Unfortunately the ill crew member began to experience severe cramping and dehydration symptoms. The ill crew member discussed the situation with the owner and crew and the decision was made to go to the nearest harbor and seek medical attention for the ill crew member. The boat diverted from the race course and headed to Pentwater where the ill crew member sought medical diagnosis and attention. The owner and remaining crew awaited confirmation of the ill crew member's condition and if further assistance would be required. The ill crew member was subsequently taken to the Ludington Hospital ER where food	Wind North at 20+ kts., seas 4-6 ft.	No, docked in Pentwater, Michigan.	[DEPLOYED]: None.	No gear and illness not preventable.	No.
Approximately 3pm 7/16/17 Manistee, MI	* Illness - weather/waves related seasick/dehydrated/hypothermic [DETAILS:] A crew member was	Sea sickness	High winds/big seas	Manistee	[DEPLOYED]: None was deployed	No	No
Sunday, July 16, 2017, 8:00 AM CT, approx. 30 miles due West of Muskegan, MI.	* Illness - weather/waves related [DETAILS:] After 8 hours of sustained 40+ knot winds on the nose, I did not want to subject my crew to wind and weather conditions for the duration as the conditions were expected to continue through the day and into Sunday night.	Seasickness of some of my crew.	Sustained 40+ knot winds with consistent 15 foot seas.	No. Holland, MI	[DEPLOYED]: None was deployed.	No	No
9 miles west, northwest of Ludington, MI at 0700 (central) on Sunday, July 16th	* Illness - weather/waves related [DETAILS:] after over 7 hours of building waves to 8 to 10 feet and winds of 24+ knots on the nose, 3 out of 5 crew were struggling with sea sickness, forecast was for another 8 -10 hours of these conditions. The Skipper made the decision to retire and not risk crew and boat due to diminishing capacity of crew to safely continue in the existing and forecasted conditions.	varies levels of sea sickness by 3 out of 5 crew members	8-10 foot seas, North winds on the nose at 24+ knots sustained	Ludington, Michigan (Harbor View Marina)	[DEPLOYED]: Other than foal weather gear, harnesses, teathers for the crew, we also provisioned SPOT messengers to every crew member to be physically attached at all times. They were all in put in tracking mode. Fortunately, NO MOB event occurred!	Yes, Our proven past methods of minimizing or eliminating sea sickness did not work in the extended severe conditions we experienced in this event. We have done a post review and have come up with (individualized) methods to try in the future.	This basically came down to the skipper accessing the capacity of the crew to safely continue to the race in extreme conditions! The person in charge made the decision!
Around noon on July 16th. 5 of 9 crew were seasick	* Illness - weather/waves related [DETAILS:] Around 0600 Sunday morning while trying to beat north the first crew member became ill. Over the next four hours four more members became ill. We contacted our boat's Doctor via cell phone for recommendations, which did not improve their condition.	Seasick (vomiting and unable to keep fluids or food down)	North wind 20-25 knots, waves to 8 foot.	Pulled into Ludington, proceeded to St. Ignace on the 17th.		Yes, We had suggested to the less experienced crew to take some form of motion sickness medication (which they did not do). We were very surprised when two of the most experienced crew members became ill.	One of the less experienced crew completed the Port Huron-Mac the next week with us. This time he took our advice. We experienced similar conditions and he did not become ill.
1:30 pm off Manistee, MI / Sunday 50% of Eight man crew were sick, wet (unable to change), fatigued, and physically unable to continue at any task needed. Very hard to keep water, Gatorade or anything down them. Other Four were fine but tired from pulling multi shifts with little sleep. Boat was fine ...no damage and moving well!!	* Illness - weather/waves related [DETAILS:] As stated above retirement was totally do to exhausted / sick crew from weather over the past 12-13 hours! No injury or help needed. Just four very seasick sailors!!!	SEASICK	23-32kts N/NE, seas 7-10 feet, slightly overcast...some breaks in cloud cover..	Boat retired to Manistee,MI	[DEPLOYED]: None needed [EQUIPMENT DEFICIENCIES]: None...all safety gear worked well.	Sickness NO...once they front hit and seas kicked up there was no relief for the guys.	Not really..... simple case of Mother Nature winning another round!! My first drop out in 36 starts!! Was ready to continue on had crew not been in such bad shape!!
1530 hrs 9 nm west of Ludington , one crew member with severe sea sickness dehydrated and vomiting.	* Illness - weather/waves related sea conditions [DETAILS:] crew member sick from severe weather related	one member of the crew too ill to function	25k steady gusts to 40k seas 7 to 10 occ 12	no made it to Ludington!		n/a	crew member taken to hospital was given an IV and medical attention for sea sickness and dehydration. returned in 5 to 6 hrs.he was feeling much better.

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
near Pentwater, MI about 10 am July 16th	* Illness - weather/waves related [DETAILS:] Dealing with storm on Sat night with two of 7 crew sick, resulted in remaining crew missing their scheduled sleep shifts. Sunday morning, one of the two sick crew seemed to be getting even worse, all the crew was tired, and the forecast was for 24 more hours of pounding into high waves. So we decided to retire.	Two crew members were sea sick, one seemed to be getting worst with dehydration, etc.	Winds 16 to 22 on the nose, 6 foot waves	We went into Ludington.		Should have had 9 crew vs 7.	no
Ludington MI 14:00	* Illness - weather/waves related [DETAILS:] Great MAC start on Saturday. Saturday night N-wind and waves kicked in and persisted into Sunday. Crew was on set schedule and worked well. 2 crew started getting seasick and dehydrated. Decided to retire around 14:00 Sunday.	2 crew got seasick and dehydrated.	NNE winds 20-15 kts - 8 ft waves,	Ludington MI	[DEPLOYED]: All required safety gear used at all times. [EQUIPMENT DEFICIENCIES]: No, everything worked well.	No, not really.	N.A
Sunday, July 16, 2017 0900. Approximately 14 miles south of Pentwater, MI, 5 miles offshore	* Illness - weather/waves related [DETAILS:] On July 16, 2017 Sunday at approximately 0800, I assessed the physical condition of all crew onboard Liberty. Five of my seven crew members were experiencing mild to severe nausea related to the heavy sea-state. One crew member had mild hypothermia and was unable to get warm, even after changing into dry clothing. I ordered the hypothermic crew member to remain below decks in his bunk and to stay in his sleeping bag. Another crew member had severe nausea and was unable to stabilize. I became concerned about dehydration as he was unable to keep water down with out vomiting. He was also not urinating. And another crew member was mildly nauseated but also was showing signs of stress and an inability to cope with the heavy sea-state. These three crew members were unable to perform their watch duties. I structured a four-person watch system to optimize boat handling, physical rest, and to maintain hydration and nourishment for all crew. I then instructed my navigator to give me options for the closest safe harbor in the event that we would retire. Pentwater was approximately 14 miles to the north of our current position (point-to-point). At approximately 0845 I held a brief meeting with my two Watch Captains to discuss our options. We all agreed that the safety and condition of our crew was our first priority. At 0900 I then made the final decision to make for Pentwater, MI marina and attend to our ailing crew members. We short tacked up the Michigan coast to gain some relief from the sea-state until we reached safe harbor in Pentwater. We officially retired from the 2017 Chicago To Mackinac Island Race at 13:54 as I placed a phone call to Chicago Yacht Club Race Committee and spoke directly with Mary McCarthy to report our situation and inform of our retirement. I would note for the record that my team is in excellent physical condition and kept the boat under complete control during the entire race, including during the storm front that hit us on Saturday night. We were simply worn down by the constant heavy sea-state and could not physically recover.	As stated above: Moderate to Severe Nausea caused by the heavy sea-state. Dehydration. Hypothermia.	North Winds 20-30 knots sustained, with gusts to 35 knots. Waves 6-8 feet with occasional 10-12 feet. Overcast skies. Air temperature 68F. Water temperature 70F.	Pentwater, MI	[DEPLOYED]: Dramamine was administered to two crew members. No safety gear was deployed. [EQUIPMENT DEFICIENCIES]: No deficiencies experienced. ....	Yes. The nausea may have been prevented by administering Dramamine on Saturday night prior to the low pressure system and storm front hitting us. The hypothermia may have been prevented by ensuring that my crew member had the appropriate foul weather gear fully on prior to the sea-state conditions building. There was a period where he was not wearing his bibs and opted for wearing spray pants. ....	No.
July 16, 2017 5 miles east of Pentwater Harbor around 5 AM	* Illness - weather/waves related [DETAILS:] Starting around 11 PM Saturday night four of my seven crew members started to get seasick. By 3 AM Sunday two of the four seasick crew members were very sick and laying in their berths. I did not think that they were going to recover from their sickness. We were going to be beating into a high sea state for the next 12-18 hours and I did not want to put them through the misery of being very sick in those conditions so I decided to retire from the race and proceeded to Ludington Harbor.	Four seasick crew members.	4-7 foot seas and 16-35 knot winds on the nose.	Sailed to Ludington Harbor and then returned to Chicago from their several days later.	[DEPLOYED]: No safety gear was deployed. [EQUIPMENT DEFICIENCIES]: There was no performance deficiencies.	I don't think the illness was preventable as the crew are experienced distance sailors.	No.
Retired Sunday afternoon at approximately 1400 EST when just E of Ludington, MI Harbor due two crew members being ill. One seasick (vomiting routinely) and the other being very cold and wet.	* Illness - weather/waves related [DETAILS:] The boat and all equipment performed flawlessly. As did 5 of the 7 crew members. Two of the seven crew members were ill. One seasick (vomiting routinely) and the other being very cold and wet. Once the decision was made to retire, I as invited competitor, skipper, owner made a VHF call to secure a slip at Ludington, MI Municipal Marina.	Seasickness accompanied by routine vomiting and dehydration risk by one crew member. Cold and wet of another crew member due to constant spray/water over the bow from the wave size and pattern.	Winds were N 22-29. Waves were 6-10 feet and very irregular. There was no pattern hence driving the waves was difficult.	The boat went into Ludington, MI Municipal Marina.	[DEPLOYED]: Other than wearing of PFDs, no other safety gear was deployed. [EQUIPMENT DEFICIENCIES]: No, no deficiencies experienced.	There was no accident nor gear failure.	All information has been provided.
Approximately 10:00 CDT Sunday, July 16 off of Pentwater, MI	* Illness - weather/waves related [DETAILS:] Two to three sick crew members with weather forecasting another 10 + hours of high winds in 30 - 35 + knots with gusts to 40 and 8-10 foot waves.	Sea sickness	30 to 35 knots of wind with gusts to 40+, 8 to 10 foot waves	Boat went to Pentwater, MI	[DEPLOYED]: All crew were in PFD's with crotch straps and tethered to the boat. Boat mainsail was reefed. [EQUIPMENT DEFICIENCIES]: No safety gear failure	No, given the weather conditions, crew had prepared by taking drugs to combat sea sickness.	No other information to report
Pentwater Michigan Sunday July 16th at 7:00 am	* Illness - weather/waves related [DETAILS:] We had three crew members that were ill and we were worried about their health with regards to dehydration. With the forecast for continued waves we decided to retire from the race and get the crew to solid ground	seasickness	high winds and 10 foot waves	No we went to Pentwater Michigan and the boat went back to Chicago the next day.		No	none
Approximately noon Sunday	* Illness - weather/waves related [DETAILS:] With five of six crew members sea sick and vomiting two of which showing signs of dehydration the decision was made to retire based on health risks and ability to continue safely. Reported withdrawal to the designated CYC telephone number as well as a text message as directed	Sea sickness, vomiting a dehydration	30 plus knots out of the North with very high sea conditions.	Boat retired to Ludington MI.		No	N/A
Off of Ludington	* Illness - weather/waves related,* Lack of wind,* Lack of time - one or more crew exceeded time commitment,* Business emergency ashore [DETAILS:] One crew member had an engagement rin for his girl friend who was waiting on the island and two others had businesses commitments		Big storm that lasted a long time with high wind and 10 foot waves.	We motored to the Island	[DEPLOYED]: Epirb accidentally triggered p [EQUIPMENT DEFICIENCIES]: No. boat held very well despite the constant pounding	No it was not preventable. Most of the crew got sea sick including the skipper.	No



Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
Approximately 35 mile south of Ludington MI at approximately 07:35	* Illness - weather/waves related,* Severe weather [DETAILS:] At approximately 23:50 on Saturday night, we experienced a Chinese gybe and broach. During that time as we were attempting to get the chute down, our foredeck crew experienced significant immersion in the water as the bow would continue to dig into the water due to the trailing waves. We successfully got our chute down, but by this time, the foredeck crew were drenched. We got our no 3 up and settled down and sent them below to remove their gear and wrap up and get warm. Th only damage occurred during the broach, we tore a fitting at the outboard end of the boom that holds a double block that is part of the mainsheet system. We were able to make a repair and continued on. No communications were necessary during or after this event	The following morning, two of the foredeck crew exhibited symptoms of hypothermia. Four others, including myself, were exhibiting symptom of seasickness	Wind from the north, 20-30 knts, waves 4-6' with occasional 8-12 feet	Ludington Michigan		No, we felt given the forecast, the sea state, and the condition of our crew, the safest option for us and the boat was to retire	None that I can think of
12NM W of Pentwater; approx 7:00am Sunday, July 16	* Illness - weather/waves related,* Severe weather [DETAILS:] Crew illness and fatigue	2 of 6 crew disabled by severe seasickness. 2 more crew unable to helm boat due to coldness, wetness and fatigue. At time, conditions were expected to (and did) persist for next 12-16 hours, so decision was made that it was not safe to continue with state of crew at that time.	N winds to 30 kts, waves 4-8 feet.	No - Pentwater		One of seasick crew had a Skop patch, which was ineffectual. Anti-exposure suits would have been helpful.	No
Location: 16 miles west of Whitehall, MI Time: 0700, Sunday, July 16	* Illness - weather/waves related,* Severe weather [DETAILS:] It was decided by all members of the crew to retire from the race due to weather conditions. With the pounding that the boat and crew were taking, it was decided to not continue before damage to boat or crew occurred. The crew performed well, handling all events, including a knockdown, as needed. There was no communication because the decision did not have to do with damage or a MOB.	no injuries, one crew member sick	Strong winds from the north and building seas. Waves were in the 6-8ft range.	No, boat went to Whitehall, MI	[DEPLOYED]: No safety gear needed to be used	no	no
off pentwater 9am sun jul 16, 2017	* Illness - weather/waves related,* Severe weather [DETAILS:] skipper had food poisoning and was seasick. there was also a diesel leak. concern about dehydration made dropping out easier. no comms during decision.	just sea sickness.	wind 20-30 north waves 4-6	put into ludington had deep water entrance.		no	n/a
we assisted with the High Priority 2 capsized, lost about 3 hours for that standby, we proceeded back racing and when we reached the Michigan shore, we had minor breakage, sea sickness, and other issues, we were so far behind, exhausted that we decided it was prudent to retire to Ludington	* Illness - weather/waves related,* Severe weather [DETAILS:] we were hit by a 50 knot squall just before midnight, after getting the boat under control we saw a flare off to port, so we got on the radio, heard from Dark Horse that there was a capsized tri, with people atop, they could not get their engine started and asked for some assistance, we motored over being about 4 miles away, and stood by with spot lights on the overturned boat until the coast guard arrived. once all were aboard the CG small boat we continued racing.	most of the crew were sea sick, some that never had been before	N -NE 20-30mph seas 12 with a few that could have been higher	no, Ludington, MI	[DEPLOYED]: none except use of spotlights for the capsized incident	no there was no gear failure except I fell and broke the tiller extension during a tack, but happily had a spare	I will send a complete summary of the event
At 0859 Sunday July 16, 2017, MISTY was located at N 43°59.4 W 87°29.5 SE of Manitowoc, WI withdrew from the race.	* Illness - weather/waves related,* Severe weather,* Other [DETAILS:] At 0800 located at N43°53.0 W87°24.8, a crewmember discovered water above the floorboards in the forepeak. We used a dinghy pump to pump the water into a bucket, then we discovered more water under starboard settee berth which we pumped out before it covered the battery boxes. We tried to find the source of the water leak to no avail, and then we decided to retire.	One crew member was sea sick, and another crew member had early signs of hypothermia. Both improved upon reaching shore.	Wind: 20-30 kts @ 006, 10-12 ft very steep waves causing the boat to become airborne about every 6 to 10 waves.	No, MISTY retired to Manitowoc, WI.	[DEPLOYED]: Two gallon bucket.	No	If I did not have that portable dinghy pump, we could have been in real trouble. Still trying to determine where the water was coming from, but suspect the anchor locker was filling with water and getting by the water tight seal on the sprit when bow was submerged in the waves.
Location: 10 Miles SW of Greys Reef Approx Time: 3:30 PM Monday July 17	* Lack of supplies,* Business emergency ashore [DETAILS:] The calculation of finish time, supplies and business commitments were the reason we elected to retire.	DNA	Calm	Yes, Mackinac Island, Thanking Dock control to allow us to off load crew and stay in the G zone to prep boat to move to Straits Marine for Monday night and delivery back to Holland, MI. Tuesday Morning.	[DEPLOYED]: DNA	DNA	We all thought race was great.

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
Retired a few miles before Gray's Reef at 1845 EDT on Monday, July 17.	* Lack of wind,* Lack of supplies,* Lack of time - one or more crew exceeded time commitment [DETAILS:] At least 3 senior crew felt that (when the wind died again), staying in the race was futile and an unnecessary burden. After consultation with all crew members, we called the Chicago Yacht RC and retired.		After heavy weather all weekend, the wind died on Monday.	We proceeded to Mackinac Island.		Not applicable.	After performing well all day Saturday, we wrapped a spinnaker around the headstay around Midnight. We had to send a crew up in rough conditions to prevent a disaster to the headstay. Doing all of this safely, cost us over an hour out of the race and took us out of competitiveness. Nonetheless, we continued to race until the retirement.
Near fox island. Monday July 17, 9:00	* Lack of wind,* Lack of time - one or more crew exceeded time commitment [DETAILS:] Crew consensus was to retire. We phoned the race committee with our decision.		No wind. Clear skies.	Yes		N/A	No
Just north of South Manitou Island around 8:00pm	* Lack of wind,* Lack of time - one or more crew exceeded time commitment [DETAILS:] We sat with no air all day just north of the Manitou Passage. With no wind in the forecast, the decision was made to retire so the boat can make it to Port Huron in time for the Bayview race.		Calm	We proceeded to Mackinac Island to let crew off and headed for Port Huron.		NA	This decision was made because the owner was battling Cancer. We wanted to have the boat in Port Huron so he could be involved in the pre-race festivities and spend time with his crew.
630 am 16 July	* Other [DETAILS:] Damage to mainsail furling system and wrapped prop		30 kts, t-8 foot seas	Frankfort MI		No	No
5-10 miles off Milwaukee 23:50 July 15, 2017	* Other [DETAILS:] Listening to the NOAA weather forecast for the passing of a very quick moving cold front, it seemed prudent to be near a bail out port for refuge with the idea of re-entering the race when conditions permitted. In my strategy that point seemed better in Wisconsin than Michigan. If the full forecast were to be proved accurate in its extremes, I would be facing a prolonged stressful situation that my cardiologists have been urging me to avoid. Recent examinations directly before the start of the race allowed me to participate with they agreement, even though we had not discovered the cause of a new but small increase in the number of slight atrial fibrillations. Thus, their caution: "Current fast heart rate episodes could be related with some new health condition or triggers. This could be anything from stress to dehydration or changing cardiac pumping function, exercise, thyroid disease, electrolytes or any other number of triggers." After nearing Milwaukee and battling 42 knot winds and a 180 degree wind direction change in under 10 minutes, I decided that if I were to face a whole day of battling head winds and high seas my cardio condition might become a factor and a liability for the crew's safety, and we might have to seek medical attention from the middle of the lake. The crew handled the reefing and steering during the wind challenge perfectly and no equipment damage occurred. Fortunately, I had no change in my cardio condition.		High winds (42 knots) and mounting seas.	Milwaukee (South Shore)	[DEPLOYED]: Reefing gear, life harnesses, tethers, head lamps, jack lines	No	No
1130 PM Saturday July 15th	* Other [DETAILS:] MOB at approx 1130 PM July 15th. Events recounted to Chicago Mackinac PR onshore Monday July 17th at Mackinac Island Race Headquarters. Navigator Mark Wheeler went over at above stated time. Meridian crew douses spinnaker, and proceeds to begin hailing fleet and Coast Guard over VHF mayday for MOB. Meridian proceeds on reciprocal course in a search pattern and locates Mark approx 1230AM, about an hour after going over side. Mark is slightly hypothermic, but unharmed. Meridian retires and proceeds to Muskegon, notifying race headquarters of our retirement as soon as we are in phone range.		Squally	No, proceeded to Muskegon. Crew then drove to Mackinac.	[DEPLOYED]: Pfd, MOB button, spotlight, VHF, lifelines. All retrieved. [EQUIPMENT DEFICIENCIES]: ACR C-Light failure in pfd.	Yes, more emphasis on clipping into jacklines.	N/A
7/16/17 12:22 am N43 18.8' W87 02.3'	* Other [DETAILS:] While participating in the race, the navigator aboard Split Decision heard a man overboard call on CH16. After plotting the coordinate of the call, it was determined that the man overboard was less than 1/4 mile from Split Decision. The skipper aboard Split Decision made the decision to drop the sails and assist with the search for the man overboard. The crew aboard Split Decision grabbed flashlights and our searchlight and went to their man overboard positions. In the search, the crew aboard Split Decision found that the searchlight on board would not reach the bow when plugged into the 12V outlet. This made the search for the man overboard much more difficult as flashlights had to be used on the bow instead of the searchlight. Split Decision continued the search for the man overboard until it was confirmed on CH16 that the crew member was safely recovered. At that time, Split Decision continued along with the race.		SSW winds at 30+ knots, 3-6 foot seas, close to pitch black.	We proceeded racing to Mackinac Island one the man overboard was recovered.	[DEPLOYED]: Searchlight, flashlights, VHF. [EQUIPMENT DEFICIENCIES]: Yes - the searchlight that we used was a 12V plug in type which had a coil-cord. When plugged in at the nav station, the searchlight would not reach the bow of the boat. It would only reach about 3/4 of the way to the bow. This hindered our ability to effectively search using the searchlight and forced us to use regular flashlights as the main light source for searching.	N/A - accident happened on another boat.	Split Decision was only providing assistance - we did not experience any injury, illness, or failure. I just wanted to log this incident to note the deficiency of the searchlight that we were using and to recommend that a change to the CMSR be made for 2018 which requires that the searchlight be able to reach both the bow and stern of the boat.

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
Approximately location of 44 16.00n 086 45.76w and at 9am on 7-16-17 the incident occurred. The decision to retire was activated approximately 30mins later and some 5km further north.	* Personal Injury - retired from race to seek immediate medical attention [DETAILS:] A crew member was tending the running back system during a tack. This individual slipped and fell impacting his leg on a foot support in the cockpit floor. The individual was assisted by two other crew and was laid out across the rear cockpit floor. A visual inspection of the injury site was made and questions as to location and level of pain. Minimal pain while stationary but no ability to stand with out pain. The option of doing a USCG removal was discussed and determined no. The closest harbor Skye can get into was assessed and Franfort MI. was chosen. The boat was sailed to that location. Phone calls were placed to a family member and arrangements were made for a pickup.	Diagnosis was a fractured fibula.	Wind 15-20kts N. Wave height 5-10ft.	No did not proceed to MAC. Boat was given a slip in Frankfort MI.	[DEPLOYED]: No gear deployed.	No	No
sunday late afternoon	* Personal Injury - retired from race to seek immediate medical attention [DETAILS:] A crew member got thrown from the galley to the starboard side of the boat and concurred a concussion which required seeing a doctor in Ludington mi	head concussion	heavy seas from the north over 10 feet	Pentwater mi	[DEPLOYED]: first aid kit	no	we are adding additional hand rails to ceiling of boat
1 nm from Ludington at 9 am	* Personal Injury - retired from race to seek immediate medical attention,* Illness - weather/waves related [DETAILS:] Crew member slipped and hit his head on the nav station 1 hr from Ludington. Not a major injury but thought it should be checked out so we retired and went to port. MRI showed no issue.	Three members got Sea sick.	6-8' waves with 20-30 knot winds.	Ludington		Not preventable.	No
Approx 15 nm WSW of Ludington at approx. 0700 7/16/17.	* Personal Injury - retired from race to seek immediate medical attention,* Illness - weather/waves related,* Illness - NOT weather related [DETAILS:] Boat was heavily heeled and close hauled into 7-10 foot seas. Watch captain B was below deck and reported that he had fallen approximately 8 feet across cabin when boat hit bottom of a wave. He fell into head area banging his forehead into medicine cabinet. At time, three other crew (including watch captain A) were incapacitated by seasickness and one additional crew was partially effective due to same. Remaining crew continued to sail boat NNW (toward Ludington) and performed well while I evaluated watch captain B. He showed significant swelling in left side of forehead and said that he could not continue to contribute to sailing boat. He denied losing consciousness, but a crew member reported that he had initially said he blacked out. He also exhibited mild confusion and complained about seeing stars. About an hour after I decided to retire from race, watch captain B claimed to be "feeling better" but he continue to exhibit mild confusion. I later changed decision to sail to Ludington and instead diverted to Pentwater. Watch captain B received medical treatment in Pentwater.	Likely concussion.	26-30 kts. from NNW, 7-10 foot seas with occasional to 12 foot.	No. Pentwater.	[DEPLOYED]: Used ice pack from Med kit. No safety gear deployed.	Unclear.	No.
7/16/2017 10:30 am retired from race 10 miles west Ludington	* Severe weather [DETAILS:] 3 people sea sick and unable to participate 1 person with beginning hypothermic symptoms exhaustion on other crew	beginning hypothermic symptoms	25 to 30 knot winds sustained for 10 hrs and at least 12 hours to go. wind direction causing aggressive beat	Ludington		yes found out later hypothermic person did not layer under foul weather gear and then could not get below to add clothes	NA
Sunday evening midnight. 6 to 10nm south of Frankfort	* Severe weather [DETAILS:] 6 to 10 nm south of Frankfort bumping sounds were coming from the keel box. We retired as a matter of caution. The boat was performing fine.		6 ft waves. 15 kt head wind	the boat moored in Frankfort for three days. We motored to St. Joe without incident on Thursday and Friday.	[DEPLOYED]: none deployed. All crew were wearing pfd	yes. I could have spent a week on the keel just as I am now spending on the keel. However, the bumping noise in previous years was not very noticable.	none
Around 8am CST on Sunday, No incident.	* Severe weather [DETAILS:] Looking at conditions (25 knots of wind, 10 ft seas), and the weather forecast for the next 8 hours, I determined that it was time to retire from the race. No boat equipment issues or crew injuries, and wanted to keep it that way. We also lost 3hours of sailing time helping with the search and rescue efforts of high priority 2 the previous evening, which given Sociable's involvement with 2011 wingnuts was an emotional charged 3 hours.	Some crew seasickness due to waves	20 knots gusting to 25-30. North winds created huge sea state.	No, turned southeast to Muskegon MI	[DEPLOYED]: Used spotlight and VHF radio during SAR of High Priority 2	Not applicable.	No.
Manistee River, Michigan. Sunday, noon.	* Severe weather [DETAILS:] Multihull, catamaran, clearly not designed for extended beating into 5-10' waves. Started to see stress cracks around cross-tube connections. Decided to retire before severe, life threatening damage occurred. Result of retirement - No structural damage occurred.		5-10' waves on the bow, 30-35 kt sustained winds, gusts to 55 kts.	Proceeded to Mackinaw Island in cruising mode, made for harbors at night.	[DEPLOYED]: None used/needed	Preventable by choosing not to proceed into extreme weather conditions.	None
5 Nautical miles south of Manistee	* Severe weather [DETAILS:] Our bow sprit began to allow water to enter the cabin starting at approximately 2200 hours Saturday. By 0600 hours Sunday the water in our cabin was high enough to make me worry about water contacting our battery switch and other equipment despite our efforts to bail by hand(we were beating into 6-8 foot waves all night) and with our boat heeled so far the bilge pump didn't help unless we stopped heeling so we bailed by hand. With 5 of my crew a suffering from sea sickness we felt retiring from the race was a good choice.	Sea sickness	20-20 knots wind from north 6 8 foot sea overcast sky	We went to Ludington but we may go to Mackinac Island soon		We have not yet determined the cause of the water ingress. Bilge pump systems that have multiple supply locations would be a better way to go.	No
12nm west of Ludington at 0900 on Sunday 7/16	* Severe weather [DETAILS:] Rough seas were keeping us quite wet, and taking a toll on the sails. With the PH Mackinac coming up, which is our primary focus, we did not want to risk crew injury or gear failure. The boat held together fine and the crew remained engaged. We saw that Ludington was directly abeam and decided to reach off for a smoother ride. We called Ludington Municipal Marina via cell phone and made a reservation for the evening, once docked we called CYC to notify them of our withdrawal.	minor sea sickness, but nothing unmanageable.	31 knots out of the north sustained and waves 7-9 feet with occasionally 10 feet.	We retired to Ludington and then delivered to PH	[DEPLOYED]: We deployed buckets to remove excess water from the cabin.	Yes, preventable by heeding the weather forecast before leaving the dock in Chicago. Should have left Friday to get to Port Huron instead and skipped the race.	It sucked.

Location	Incident	Injuries	Weather	Proceeded to Port	Safety Gear	Was Incident Preventable	Other Relevant Information
Decision to retire made Sunday, July 16th, about 0900. Location about 15 miles west of Muskegon, MI	* Severe weather [DETAILS:] Severe weather Saturday night and increasing conditions Sunday morning, was prudent to retire and make for safe harbor. Phone call, to RC, upon arrival to Whitehall, to notify of retirement.	No injury or illness	Winds 15-25, waves 6-10 feet and confused seas.	Safe harbored in Whitehall Marina	[DEPLOYED]: No safety gear deployed. Normal personal gear utilized, while sailing. [EQUIPMENT DEFICIENCIES]: No deficiencies experienced	No gear failure, injury or illness.	None. Decision to retire was based solely on weather conditions and the sea state made our boat feel very small.
Saturday Night about 12:15 Am about 30 miles east of Milwaukee and slightly north.	* Severe weather [DETAILS:] Sudden windshift (Gust Front) 180 degrees at about 40 kts blew spin through foretriangle to opposite side of boat. Could not release spin as was tangled in headstay and boat capsized. Trimaran inverted with center hull about 4-5 feet above water. All crew quickly climbed onto hull, I was in water about 30 seconds before climbing up. Emergency compartment accessed, Parachute flares deployed and were seen by others. Portable radio Maydays relayed to USCG by others. Several boats responded but all were dealing with wind and waves themselves. USCG arrived about 90 min later and we were transferred by inflatable to cutter. Boat drifted 15 miles south and west and was recovered on Tuesday towed to Milwaukee. Boat righted on Wednesday and placed on trailer for return to Michigan.		Strong northerly winds and waves.	No, see above	[DEPLOYED]: Parachute flares, hand flares, portable radio, hand held gps. All safety gear intact.	Yes, better anticipation of severe weather change coming. Difficult to do at night. Spin pulled boat over. If daylight, gust front would have been seen. We had passed the storm and had just a few rain drops. If spin had been down, we would not have inverted but would have had some trouble gaining control of the situation.	Dark Horse, Abbie Normal and two other boats responded and stayed near until USCG arrived. Dark Horse provided radio relay to USCG. USCG was fantastic, recovery was difficult due to wind and waves. Hospitality was outstanding. I can't say enough about the Captain, XO and crew.
Sunday morning 30 miles west of Muskegon	* Severe weather [DETAILS:] We had just furled, lowered and secured the spinnaker and were reefing the main preparing for the predicted weather front when it hit with a vengeance. We decided to lower the main and secure it. We were able to lower all but the square top portion (about 6 square feet). The GPS now showed boat speed at 16 mph. The crew performance was excellent under these extreme conditions and the situation was more chaotic than I can describe. After the extreme gusts passed we raised the small jib and headed 90 degrees (the best we could do with the wind and wave conditions. After 9 hours of this with no change in site the best decision was to get the crew and Firefly in the safety of a harbor. We decided to retire from the race Sunday morning and entered Grand Haven harbor.	None N/A	Extreme wind 50+ gusts and steady 30 to 40mph for 10 hours from the north Extreme waves 10 to 12 ft	Grand Haven	[DEPLOYED]: None N/A [EQUIPMENT DEFICIENCIES]: None N/A	None N/A	VHF information was extremely helpful
Retired from Race at Portage Lake Michigan Approximately 4:35 PM Sunday, July 16, 2017 Left phone message with CYC Regatamanager and our boat inspector approximately one hour later.	* Severe weather,* Lack of time - one or more crew exceeded time commitment [DETAILS:] After several hours of heavy wind and beating conditions, crew fatigue and eventual time constraints going forward with continued heavy wind and sea conditions and then prediction of no wind lead to the decision to discontinue racing.		North / North East winds at 25 to 30 mph with 6 to 8 foot seas.	No Boat did not proceed to Mackinac Island. Boat is in Onekama Michigan Portage Lake, MI.		There was no accident or gear failure involved in our decision to retire from racing.	NA
38 miles north of Ludington, heavy air and waves from the north	* Severe weather,* Lack of wind [DETAILS:] After the wind shifted to the north and started to build increasing the wave state and after looking at the lake of wind forecasted for Monday we decided to retire		Heavy air and big waves from the north	No we docked in Ludington		N/A	No
10 miles off of Ludington. Roughly 7:30 CDT	* Severe weather,* Other [DETAILS:] Mentally exhausted from responding to flares in the middle of the night. Crew was tired from beating on the waves.	Old age	Severe, rough waves, high winds.	Returned to home harbor in Muskegon	[DEPLOYED]: N/A. We assisted the coast guard but did not deploy our safety gear per request of High Priority 2 [EQUIPMENT DEFICIENCIES]: Spot light worked great, model old.	Not in the dark.	Please see notes from Race judges.