

YACHTING

in Chicago 2006



Yachtsperson of the Year
Venetian Night
Race Results

the annual publication of Chicago's affiliated yacht clubs and organizations

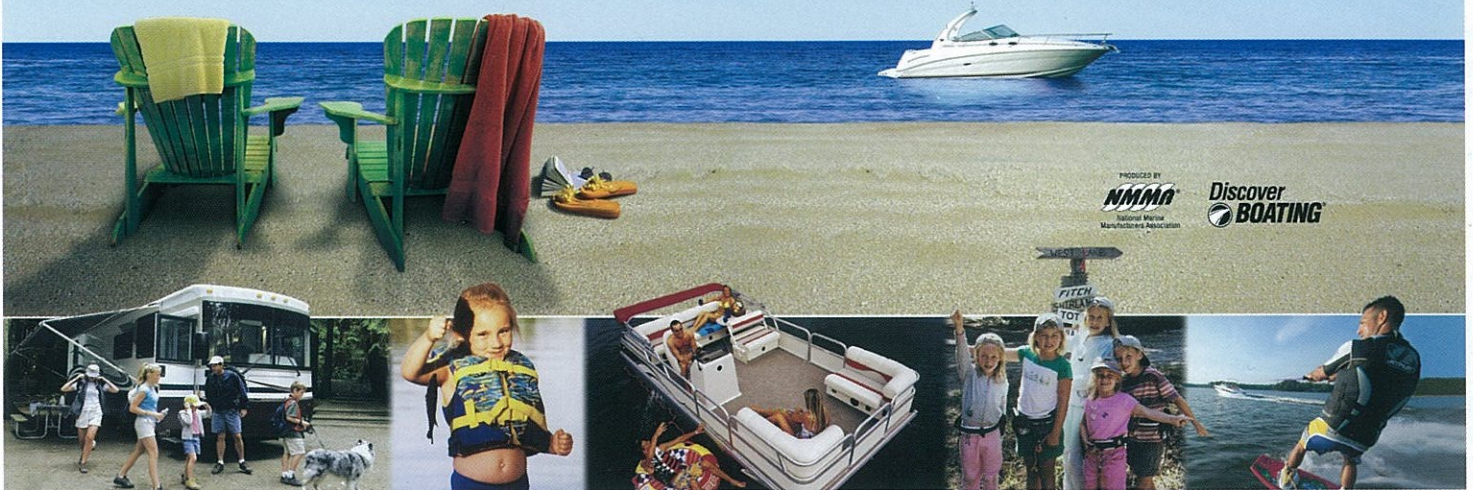
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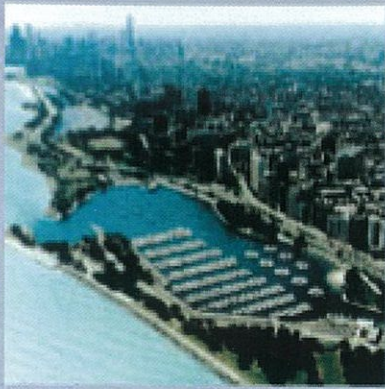
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Belmont Harbor



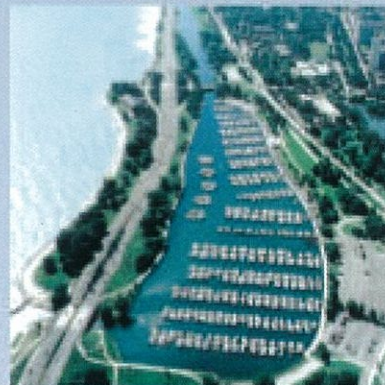
Burnham Harbor



DuSable Harbor



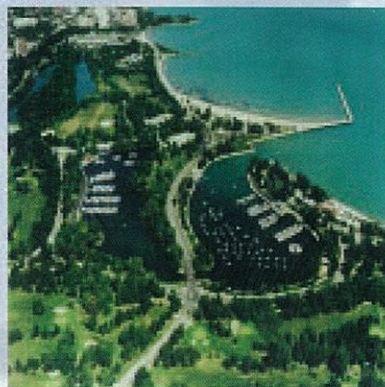
Monroe Harbor



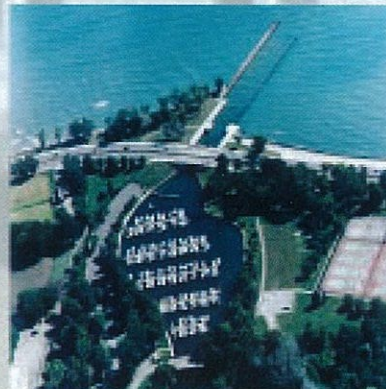
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YACHTING

in Chicago 2006

From the Publisher/ Editor-in-Chief Betty Lerner



History surrounds us
... this evening in the Grand Ballroom of Navy Pier, as we celebrate the year's accomplishments and victories along our beautiful lakefront and beyond.

Our 48th issue of Yachting in Chicago continues the tradition of historically publishing the year's events.

Debuting at our prestigious Chicago Yachting Association Awards Ball, the magazine documents our memories and provides inspiration for future yachting activities.

We're excited to have gathered at the "Pier" and have featured an article sharing her history.

To all who contributed, and to our loyal advertisers – a very special thank you.

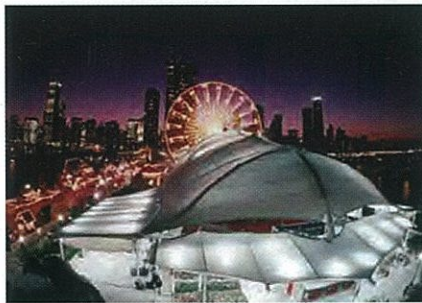
I offer my deepest gratitude to my staff for their tireless, devoted commitment of their time and expertise.

On behalf of the Chicago Yachting Association, I extend our best wishes for a safe and healthy 2007 boating season.

IPC Betty Lerner
Chicago Yachting Association
Publisher/ Editor-in-Chief



*The Yachting In Chicago Magazine Staff:
Christine Scott, Betty Lerner, Jane McMillan,
and Kaye Durham*



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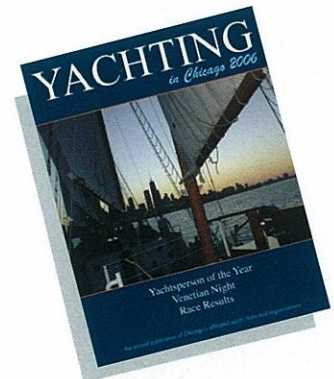
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Cover shot by Betty Lerner

Published for the use of yachtspeople in Chicago and containing the complete and official record of Chicago yacht racing for the 2006 season presented at the Association's 48th annual Yachting Ball and Awards Dinner, at Navy Pier Chicago, November 11th, 2006

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YACHTING

in Chicago 2006

Official Publication of the Chicago Yachting Association
Member of the National Boating Federation

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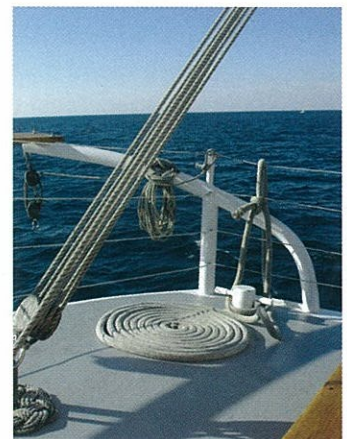


Photo courtesy of Betty Lerner

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A LETTER FROM THE COMMODORE

by Commodore Don Koster



I would like to thank the Board of Directors for the opportunity to serve the Chicago Yachting Association as their 2006 Commodore. I feel the honor is magnified because the men and women on the Board are all Commodores or Past Commodores in their respective member yacht clubs.

The Chicago Yachting Association is comprised of Chicago area yacht clubs, maritime businesses and organizations. Our purpose is to foster greater coordination between the public and private sectors of the community and provide a forum for organizations involved in the marine environment. Our Association discusses and takes action on issues which affect maritime interests in the greater Chicago area.

We began our year by attending Mayor Daley's symposium on the Great Lakes in January. In attendance were many organizations representing various maritime interests. They represented federal, state, and local governments, environmental interest groups, and from the boaters' side, commercial, pleasure and sportsmen (fishing organizations). Subsequently, we invited some of these organizations to our Board Meeting to create a better understanding of their concerns for our marine environment in Chicago and beyond.

In February we staffed a booth for Strictly Sail at Navy Pier. We utilized this opportunity to increase boater awareness of our Association's purpose and of our member organizations. We also had a prominent display of Chicago's Venetian Night and began to sign up participants.

The Chicago Yachting Association has proudly produced Venetian Night since 1958. The summer of 2007 will be our 50th Venetian Night. I would like to thank our Rear Commodore, Jim Wright for chairing and coordinating a successful 2006 Venetian Night, which was presented to 750,000

spectators on our lakefront. There are many others who gave us support in producing this great event. These individuals and organizations are: Mayor's Office of Special Events – Jim Law and Dave Adams, Chicago Police Marine Unit – Lt. Steve Georgas, United States Coast Guard, Chicago Yacht Club, Columbia Yacht Club and our many member clubs who enter boats. For this event, our Bridge is a "hands on" team and works closely with the event chair.

For Venetian Night, those who are most important and deserve all of our thanks and appreciation are the boaters who participate. They give of their boats, time, energy and funds. Their collective efforts present a maritime event to the City of Chicago and its citizens, which is one of the City's most attended gatherings of the year.

The Chicago Yachting Association continues to be proud of our Communities' Support Program. This effort emphasizes cooperation between the Chicago Park District and our member organizations. The CYA continues to be a significant part of various events involving youth and adult groups within our City.

Chicago's Christmas Ship is one of our winter activities. This is a maritime event to bring 1,000 Christmas trees to Chicago for families who would not be able to afford this symbol of Christmas. In conjunction with Chicago boating volunteers, the United States Coast Guard and other maritime organizations, we support Chicago's Christmas Ship financially and with working volunteers.

We are recognized on a national level by our membership in the National Boating Federation. Through the efforts of our Past Commodore, Fred Poppe, who is a director of the NBF, our voices are heard in Congress through lobbyists who work for boating interests.

Further, I would like to recognize Past Commodore Ed Stein and Past Commodore Bill Rossberger for their continued support and participation in CYA. I won't call them centurions, but their history with our organization continues to set a standard for our future.

I want to acknowledge the CYA Bridge—Vice Commodore Tony Cimino, Rear Commodore Jim Wright, Treasurer David Dobbs, Secretary Rich Lauric, Judge Advocate Rich Cosby, Past Commodore Betty Lerner, and the golden thread that holds everything together, our Executive Assistant Kaye Durham. I thank you all for your support. Your dedication and devotion to our Association and the boaters of Chicago have been significant. Your collective effort has made work fun.

The Chicago Yachting Association members' interests are diverse – power, sail and human powered craft, but our Association, through action and by example, actively works to support good citizenship and stewardship of our lakes and rivers for all Chicago boaters. We work to engage meaningful participation and support from all members utilizing and caring for the waters we enjoy. Please remember that our shared love is that we all have a passion for the H₂O.



Photos courtesy of Betty Lerner



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CITY OF CHICAGO

RICHARD M. DALEY
MAYOR

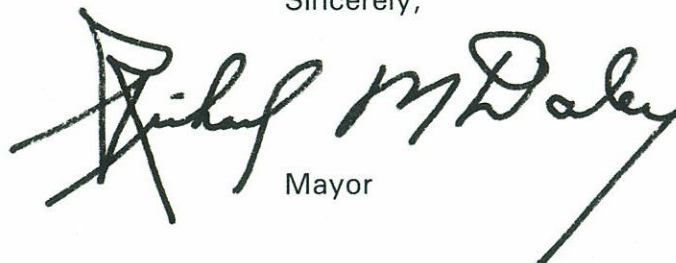
GREETINGS

As Mayor and on behalf of the City of Chicago, it is my pleasure to welcome you to the Chicago Yachting Association's 2006 edition of *Yachting in Chicago*.

The Chicago Yachting Association was formed in 1959 to bring various boating clubs together to establish the first Venetian Night, which gathered more than 200 decorated boats at Monroe Harbor and continues to delight residents and visitors. Through its many events including Yachting Ball and various competitions, the Association has unified and served generations of Chicago yachtsmen, boaters, sailors and families.

Through *Yachting in Chicago*, residents and visitors can find additional information on member clubs, race results, the "Yachtsmen of the Year" and the "Boat of the Year," and discover the highlights of the season.

Sincerely,


Mayor



an effective capacity, with substantial waiting lists for many harbors and a system occupancy rate of nearly 98%. Market analysis suggests that demand could increase by as much as 50% over the next two decades, with boat ownership expanding widely among women and minority populations. There is obvious need for responsible growth of the Chicago Harbor System, and an opportunity to capture the associated physical, social, and economic benefits for surrounding communities.

The Chicago Park District, with assistance of a consulting team led by JJR,

stakeholders. The Harbor Study presents new harbor concepts for some of the most compelling locations examined, including 87th Street at the Calumet River (former USX Steel Manufacturing site), the South Loop at 31st Street, and various options for the downtown area. The number of locations selected for concept development somewhat exceeds the overall growth target established by market analysis to provide flexibility, generate discussion, and serve as a tool for prioritization.

The Park District hopes to build on the success of harbor renovations completed over the last decade. Competitive harbors call for convenient and clean facilities, expanded services, a good balance of public access and security, plenty of transient opportunities, easy access to nearby attractions, and a strong sense of destination. As with previous renovations, new harbor development will afford the opportunity for system-wide improvements.

The boating community consists of some of the most important lakefront stakeholders, whose voices need to be heard in the process of developing the future of the Chicago Harbor System. We would like to thank Yachting in Chicago Magazine for the opportunity to update its readers on our progress, and encourage them to visit the Chicago Park District on line at www.chicagoparkdistrict.com for more information on the Chicago Lakefront Harbor Study. We welcome your comments and questions, which can be sent to rob.rejman@chicagoparkdistrict.com.

CHICAGO HARBOR SYSTEM

THE FUTURE OF CHICAGO'S LAKEFRONT HARBOR SYSTEM

by Rob Rejman,
 Director of Lakefront Construction,
 Chicago Park District

The Chicago Park District owns and operates the largest municipal harbor system in North America, consisting of 9 harbors with over 5100 boat slips and moorings. These public harbors are vital to the character of Chicago's famous shoreline, attracting not only regional and international boaters, but also a larger public drawn to the beauty and activity of boats entering and leaving port. Harbors have appeared prominently in lakefront planning and development since the creation of Burnham and Bennett's plan of 1909. Today's harbor system, while not as extensive as originally envisioned by Chicago's founders, contributes significantly to our economy and our reputation as a world-class waterfront destination.

The growing attraction to Chicago's downtown and an unparalleled setting of historic lakefront parks makes our harbor system one of the most desirable in the nation. The existing harbors have reached

LLC, is nearing completion of a comprehensive planning study for Chicago's municipal harbors. The planning team was asked to assess the existing harbor system, conduct a market analysis, and identify ways to improve and expand the system through an inclusive public planning process. The team took a holistic approach, focusing on the entire Chicago lakefront and considering several options for balanced harbor development that build upon the interconnected nature of the lakefront parks and their harbors. The resulting report provides a flexible vision for growth of the Chicago Harbor System over the next two decades.

Although focusing specifically on harbors, the concepts were considered with the belief that public access to our lakefront should be preserved and expanded, and that harbors should be planned to integrate with and benefit their host parks and surrounding communities. Several locations for potential harbor development were examined, gathered from historical plans, community input, and recommendations of the team. A variety of technical, logistical, social, and financial considerations were assessed and discussed with numerous



Proposed 87th Street Harbor, one of the options presented in the Park District's Harbor Study.



Photo credits courtesy of Charles N. Goes

Vessel Safety Checks, and Search and Rescue, now has greatly increased responsibilities.

The Coast Guard does more than just Search and Rescue and boater education. With the exception of direct law enforcement and military action, the Auxiliary is there, side by side, working with regular and reserve Coast Guard units, every step of the way. We're found in every part of the United States, not just where Recreational Boating is found.

The National Organization is broken down along the lines of the Coast Guard Districts. Some districts are further sub-divided for ease of administration. Districts are then sub-divided into Divisions, with these units further sub-divided into Flotillas. The Flotilla is the mainstay of the Auxiliary, and every member must belong to a Flotilla. Locally, there are 5 Flotillas in the Chicago area, and the Chicago Division has approximately 160 active members who play an important part in on-the-water security.

The Coast Guard Auxiliary is serious about Boating Safely and Boating Safety. We provide public education on a wide-range of boating topics. We have something for everyone, even children!

In addition to being a major team member of the Coast Guard (our numbers exceed the current strength of the USCG), we are a social and fraternal organization. For more information on the US Coast Guard Auxiliary, contact Commodore Elaine Hofer-Hermanson at 847.518.9910.

THE UNITED STATES COAST GUARD AUXILIARY-WHO WE ARE

by Peter Pallis, PDCO



The United States Coast Guard Auxiliary is the civilian component of Coast Guard Forces. Founded in 1939 by an Act of Congress as the US Coast Guard Reserves, the organization was re-designated the Auxiliary in 1941. The 31,000 volunteer members (men and women) donate thousands of hours in support of Coast Guard missions.

On October 19, 1996, Congress greatly

increased the responsibilities and training of the Auxiliary. The intent of Congress was to expand the ability of the Coast Guard to utilize the Coast Guard Auxiliary for missions not contemplated in 1939. The Coast Guard Authorization Act increased the scope of the Auxiliaries' duties to include any role, mission, or operation that the Commandant of the Coast Guard might envision. Thus, the Auxiliary, traditionally known for its Boating Safely Classes,

YACHTSPERSON OF THE YEAR RECIPIENTS

- | | | | | | |
|-------------|-------------------------------------|-------------|-----------------------------------|-------------|-------------------------|
| 1960 | Bill Whalen – JPYC | 1984 | John C. Cutler – CCYC | 1999 | Jerry E. Metzger – BPYC |
| 1961 | George Harvey – CoLYC | 1985 | Eugene M. Kinney – CYC | 2000 | Robert P. Edidin – BYC |
| 1962 | Ted Dunlap – CoLYC | 1986 | Chester Kuttner – CoLYC | 2001 | Grant Crowley – CYC |
| 1965 | Martin H. Roefer | 1987 | Dick Jennings – CYC | 2002 | Fred W. Poppe - BPYC |
| 1966 | Weldon P. Code – CYC | 1988 | William R. Rossberger – CCYC | 2003 | Peter Goldman - JGASF |
| | Marty Friedman – CCYC | 1989 | Edward B. Stein – CoLYC | 2004 | Don Glasell - CYC |
| | Abe Jacobs – BPYC | 1991 | Raoul M. Allesee – BPYC | 2005 | Deane Tank, Sr. - CYC |
| | Barry Offer – CoLYC | 1992 | Bill Pickney – BYC | | |
| | Adrien Walker – JPYC | 1993 | Sumner N. Seiletz – CYC | | |
| 1969 | Raoul M. Allesee – BPYC | 1994 | William W. Parks – CYC | | |
| | Joseph D. Day – ILL Boating Council | 1995 | Robert E. Murphy – CPS | | |
| | Marshall Kissel – CoLYC | 1996 | RAdm Randy K. Preschel – USCG Ret | | |
| 1981 | Harry “Bus” Yourell | 1998 | Shawn Mullane | | |



REPORT FROM COMMANDER COAST GUARD SECTOR LAKE MICHIGAN

by Captain Bruce C. Jones

With hundreds of colorful sailing vessels of all sizes underway on a fine breeze, crossing in every direction before a spectacular, sun-drenched Chicago skyline, the bridge wing of the new Coast Guard icebreaker MACKINAW proved an unbeatable vantage point for observing the start of this year's Mackinac Yacht Race. Only a few months since transferring from New Orleans and assuming my new role as Captain of the Port and Commander, Coast Guard Sector Lake Michigan, I can already see why so many boaters love this truly blessed corner of our nation.

Watching them pass by from MACKINAW, I couldn't help but note that the last time I had seen so many sailboats in one place was in the jumbled ruins of the marinas along Lake Ponchartrain's south shore eleven months earlier. From the cockpit of a Coast Guard HH-65B helicopter just hours after Hurricane Katrina's landfall, the scenes of sailboats and powerboats smashed and piled three and four deep were terrible to behold and gave silent testimony to nature's power.

How fortunate we are to live in an area unthreatened by hurricanes and with little threat from earthquakes or other natural catastrophes. Yet the Chicago area is not without risk. Vast petrochemical and power plants and other industrial facilities line local waterways. An extraordinary volume of all types of cargo passes through by barge and other craft, helping fuel the local and national economies. In partnership with local, state and other federal agencies, the Coast Guard helps ensure the security and safe operation of these facilities through regulatory, law enforcement and inspection processes. Realistic exercises also serve to sharpen our skills and strengthen these interagency partnerships. In June 2007, we will conduct a Spill of National Significance

(SONS) drill, simulating the release of 2 million gallons of fuel from the Great Lakes Naval Station just north of Chicago, and testing – among other things – our communications, planning, and response capabilities.

As one of our nation's greatest cities, Chicago – including its downtown riverfront areas – continues to be an important focal point of the Coast Guard's Homeland Security mission. Along with the dozens of local, state and federal partners with whom we regularly meet and work, we continuously monitor risk and seek to balance the competing needs of safety, security and the free movement of commercial and recreational boating traffic. Of course, the Coast Guard is still primarily recognized for its Search and Rescue and Boating Safety roles, and these traditional missions continue to demand a significant part of our effort. I would like to report that the past year has seen a noticeable downward trend in recreational boating accidents; that, unfortunately, is not the case. As I write this, one of my boat crews is returning from removing the owner and two passengers of a 25 foot sailing vessel which ran too close to shore and bumped along the bottom until damaging its hull and taking on water. The operator was sailing in a very stiff breeze without charts or GPS.

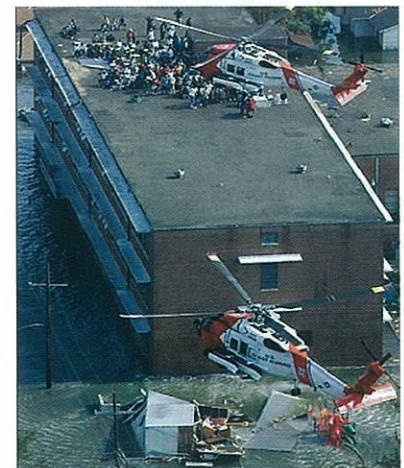
This season has also seen a continued excess of operating vessels under the influence of alcohol. Our goal in watching for and stopping inebriated boaters is to provide a safe and enjoyable boating environment for the vast majority of boaters who operate responsibly and professionally. Unfortunately, a relatively small number of irresponsible operators continue to cause accidents and deaths on our waterways (and on our highways driving home from a night

on the water). Amazingly, our boarding teams often find completely sober adult passengers on boats operated by someone well over the legal limit. Why not just pass the helm to the sober one?

I bring to Lake Michigan from my recent experiences during Hurricanes Katrina and Rita a reinforced belief in the value of our Operational Doctrine, which states in part that "The nature of our operations demands that Coast Guard men and women be given latitude to act quickly and decisively within the scope of their authority, without waiting for direction from higher levels in the chain of command." Our Doctrine is founded on 7 Principles of Operations: the principles of Clear Objective; Effective Presence; Unity of Effort; On-Scene Initiative; Flexibility; Managed Risk; and Restraint. The men and women of Coast Guard Sector Lake Michigan and its 24 subunits, especially those in the greater Chicago area (Station Calumet Harbor; Station (Small) Chicago; Station Wilmette; and Marine Safety Unit Chicago) are guided by these principles as they stand the watch 24X7 to ensure your safety and security on our waterways. Give them a wave when passing them by; they are proud to serve you!



Above: Coast Guard personnel bringing flood survivors to safety in New Orleans following Hurricane Katrina. Below: Coast Guard boats and helicopters rescuing Katrina survivors in New Orleans.



US COAST GUARD CALUMET

The U.S. Coast Guard and Law Enforcement Boardings
by CWO Stephen R. Cabral
Commanding Officer, U.S. Coast Guard Station Calumet Harbor



I was recently asked why the U.S. Coast Guard conducts Law Enforcement boardings and why we don't leave the law enforcement to the Chicago Marine Police. As I gave my response to this question I could tell that my answer came as a surprise. The Coast Guard was established in 1790 as the Revenue Cutter Service. One of our primary duties during this period was to stop the smuggling of goods into the newly formed United States of America from countries trying to avoid having to pay a tax on their merchandise. Hence, the U.S. Coast Guard was conducting law enforcement boarding almost 227 years ago.

So what has changed in that time? Most notable are the different federal laws that we in the Coast Guard are charged to enforce. From commercial fishery to recreational boating safety laws we are tasked with enforcing all violations of federal laws. The Coast Guard gets its law enforcement authority from Section 89 of Title 14 of the United States Code which authorizes the Coast Guard to board vessels subject to the jurisdiction of the U.S., anytime upon the high seas and upon waters over which the United States has jurisdiction, to make inquiries, examinations, inspections, searches, seizures and arrests.

What can you expect if boarded by the Coast Guard? A uniformed Coast Guard boarding team will notify you that they are coming aboard to conduct a Coast Guard boarding. Like other law enforcement officers, they will be armed. Once on board they will conduct an initial safety inspection to identify any obvious safety hazards, and to ensure the sea worthiness of your vessel. The boarding officer will then ask to see the vessel registration or documentation, and proceed to inspect your vessel. The scope of the vessel inspection, during most boardings, is limited to determining the vessel's regulatory status (e.g. commercial, recreational, passenger, cargo, and/or fishing vessel) and checking for compliance with U.S. civil law applicable to vessels of that status. The Coast Guard may also enforce U.S. criminal law. The boarding officer will complete a Coast Guard boarding form, and note any discrepancies. You will get a signed copy before they depart.

What happens at the end of the boarding? When a Coast Guard boarding officer issues you a boarding report, they will either issue a yellow copy, if no discrepancies were noted, or a white copy if there were. A white copy will indicate

a warning or a notice of violation. The Coast Guard boarding officer should explain the procedures to follow in each case. In any event, those procedures are written on the reverse side of the form. If you have any questions ask the Coast Guard boarding officer, or call the U.S. Coast Guard Infoline at 800-368-5647.

Where do Coast Guard Boarding Officers receive their Law Enforcement training? The Coast Guard Maritime Law Enforcement Academy was established in 2004 at the Federal Law Enforcement Training Center in Charleston, South Carolina to provide Coast Guard personnel the necessary skills to conduct their jobs as federal law enforcement officers. As a key member of the Department of Homeland Security, the Coast Guard has been designated as the lead federal agency for maritime law enforcement. The Coast Guard is on the front lines of the nation's layered homeland security strategy and is instrumental in securing our nations maritime domain. The Coast Guard Maritime Law Enforcement (MLE) Academy will ensure our Coast Guard law enforcement officers continue to receive the best training and allow us to train maritime law enforcement officers at all levels of federal, state and local law enforcement.

The Coast Guard is here for your safety. As public servants, we are tasked with educating the boating public to ensure your safety as well as the safety of other boaters on the waters. Our goal is to reduce the number of boating accidents on the waters. We have been achieving this goal over the past few years thanks to all of you who have taken a boating safety course.

As this boating season comes to an end and a new one begins in a few months, please remember that if you are boarded by a Coast Guard Boarding Team, they are there to serve and protect you.



CHICAGO POLICE MARINE AND HELICOPTER UNIT



by Lt. Steve E. Georgas
Commanding Officer

This past year the Chicago Police Marine unit expanded to include aviation. In January of 2006 the Chicago Police Department returned to the sky in a Bell 206 L4 helicopter it received from the Chicago Fire Department. The fire department was only utilizing the helicopter for training and law enforcement missions so it was a perfect start to reinvent the police department's aviation unit. Although the unit will not be equipped to fulfill a mission of search and rescue it will be a valuable tool for both ground and marine units during law enforcement missions. The unit welcomes Helicopter Operations personnel and looks forward to working together to keeping the City and its residents safe.

From the Marine Operations side it was a good year. Unfortunately last year we experienced an unusual number of drowning victims and boating accidents. This year the numbers are drastically lower. This is a testament to the boating community in the Chicagoland area and to their dedication of safety and helping out a fellow boater when they are in need. Kudos to all!

All of the divers assigned to the unit received specialized full face mask training this past season. Whenever one of the Department's Public Safety Divers enters the water, they are now in a full face mask which allows us to communicate with the diver while he/she is on their dangerous mission. A second addition this off season was the renovation of a former Chicago

Board of Education swimming pool. The new training facility is for the sole use of the Chicago Police Department's Marine & Helicopter Unit and the Chicago Fire Department's SCUBA Team. It is a great facility that will allow our personnel to remain physically fit and to continue their training.

Your Marine Operations personnel worked exceptionally hard this year. As of September 30, 2006, the unit responded to a total of 2,241 incidents. While fulfilling their law enforcement duties, the officers issued a total of 242 citations, conducted 694 harbor patrols, completed 6,732 Homeland Security patrols and issued 55 warning notices. The officers arrested a total of three subjects. Arrests varied from BUI to Felony Theft.

The officers assisted boaters by conducting more than 273 vessel inspections. The officers also towed 54 distressed vessels, pumped out six vessels that were filling with water and successfully extinguished six fires. While on patrol the officers discovered 24 boats adrift and were successful in returning them to their

assigned locations.

SCUBA trained officers conducted a total of 536 dives so far this season. Dive assignments varied from training to recovering evidence to searching for a person that entered the water. Please remember that although Lake Michigan may appear calm and gentle it should always be considered dangerous. Some of our most experienced swimmers could find themselves in a dangerous situation. When swimming from a vessel please remember to do so in a safe area. Make sure that the operator of the vessel drops anchor prior to entering the water and always wear an approved life jacket.

The Chicago Police Marine & Helicopter Unit works 24 hours a day, 365 days a year. The unit always monitors Channel 16 on the VHF radio or can be reached by calling (312)-742-3203.



Photo courtesy of City of Chicago, M.O.S.E.

NAVY REGION MIDWEST

by MCC Bruce Moody

FIRST LITTORAL COMBAT SHIP CHRISTENED AT WISCONSIN'S MARINETTE MARINE SHIPYARD

Lake Michigan will be the testing ground for a new U.S. Navy ship. It's the nation's first littoral combat ship, called Freedom (LCS-1). Thousands looked on Sept. 24 as the Navy christened and launched Freedom at Wisconsin's Marinette Marine shipyard.

"Just a little more than three years ago she was just an idea; now Freedom stands before us. And on this morning, we christen her, send her down the ways and get her ready to join the fleet next year," said Adm. Mike Mullen, Chief of Naval Operations. "It comes none too soon, because there are tough challenges out there that only she can handle."

The 377-foot Freedom is capable of

speeds in excess of 40 knots and can operate in water less than 20 feet deep. The ship will act as a platform for launch and recovery of manned and unmanned vehicles. Its modular design will support interchangeable mission packages, allowing the ship to be reconfigured for antisubmarine warfare, mine warfare, or surface warfare missions on an as-needed basis.

"Until now, this vessel has been a part of the shipyard structure -- a mass of steel, cables and electronics. Today Freedom is a maritime vessel. She is on her way to joining our great Navy patrolling the vast oceans of our world," said Delores Etter, Assistant Secretary of the Navy for Research, Development and Acquisition.

Freedom acknowledges the enduring foundation of our nation and honors American communities which bear the name Freedom. States having towns named

Freedom include California, Indiana, Maine, New Hampshire, New York, Oklahoma, Pennsylvania, Wisconsin and Wyoming.

But, as Mullen made clear, Freedom also acknowledges new challenges faced by the Navy in the war on terror and will complement the vision of a global "1,000-ship navy" built upon ad hoc maritime partnerships.

"Freedom will know how to fight, but she can also be a friend," said Mullen. "I am convinced that if we pool resources together, as partners and friends, we can best tackle many of the tough maritime problems we face. The Freedom class will fit perfectly into such partnerships. Her shallow draft and agility will allow her to go, when asked -- deep into green and brown water -- where we, our allies, and emerging partners face some of the most difficult challenges."

The christening ceremony included the traditional smashing of a champagne bottle across the ship's bow, performed by ship's sponsor Birgit Smith. The ship then made a dramatic side-launch into the Menominee River.

Smith is the wife of U.S. Army Sgt. 1st Class Paul Ray Smith, who was posthumously awarded the Medal of Honor for bravery and gallantry above and beyond the call of duty in Operation Iraqi Freedom. Mullen put Birgit Smith's selection as sponsor into perspective for the assembled crowd by referring to a letter her husband wrote home from Iraq. "When I think of his words 'I am prepared to give all that I am' and the way he did exactly that, it reminds me of the true high cost of living in America, the price of freedom," he said. "Paul paid that debt for us. His valor reminds us that we must be ready to defend freedom whenever and wherever it is challenged.

"Ships also really do take on the spirit of their sponsor," he continued. "And I for one will take great comfort that when Freedom's crews sail into harm's way your quiet strength will go with them."

Freedom will be manned by one of two rotational crews, blue and gold, similar to the rotational crews assigned to Trident submarines. The crews will be augmented by one of three mission package crews during focused mission assignments.

The blue crew commanding officer is Cmdr. Donald Gabrielson, who was born in northern Minnesota and graduated from the U.S. Navy Academy in 1989. The gold crew commanding officer is Cmdr. Michael Doran, who was born in Harrisonville, Missouri, and graduated from Villanova University in 1989.

Freedom will continue to undergo outfitting and testing at Marinette Marine. The ship will be commissioned in 2007 and eventually homeported in San Diego, California.



The Nation's First Littoral Combat Ship, Freedom (LCS 1), is the inaugural ship in an entirely new class of U.S. Navy surface warships. Designed and built by a team lead by Lockheed Martin, she will help the U.S. Navy in littoral, or close-to-shore situations. Photo released courtesy of Lockheed Martin.

NATIONAL BOATING FEDERATION

by Fred W. Poppe

The National Boating Federation (NBF) celebrated its 40th Anniversary at its Annual Meeting on April 22, 2006 at the Encinal Yacht Club in Alameda, CA. Formal congratulations were received from both the National Boating Safety Advisory Council (NBSAC) and from the National Association of State Boating Law Administrators (NASBLA).

The Federation is composed of the largest nationwide alliance of recreational boating organizations. The Chicago Yachting Association became a voting member of the NBF in 2001. Our delegate serves on the Federation's Executive Committee as a Director.

NBF's officers and directors are dedicated volunteers. Because the Federation represents no commercial interests nor sells any products, it is free to access and comment on existing and proposed laws and regulations which affect the recreational boating community. Because the organization is widely recognized for its independence from commercial influences, its positions on issues are greatly respected throughout the

regulatory and legislative arenas that impact recreational boating.

The esteem accorded the NBF is the direct result of the wholly volunteer efforts of its officers and its directors. They participate in national meetings and conferences of important organizations such as:

- National Transportation Safety Board (NTSB)
- Boating Safety Advisory Council to the U. S. Coast Guard (BSAC)
- Navigation Safety Advisory Council to the U. S. Coast Guard (NAVSAC)
- National and Regional Associations of State Boating Law Administrators (NASBLA)
- U. S. Power Squadron
- U. S. Coast Guard Auxiliary

In the Washington, D. C. arena, the Legislative Director Earl M. Waesche devotes countless hours in the legislative and regulatory agencies' offices

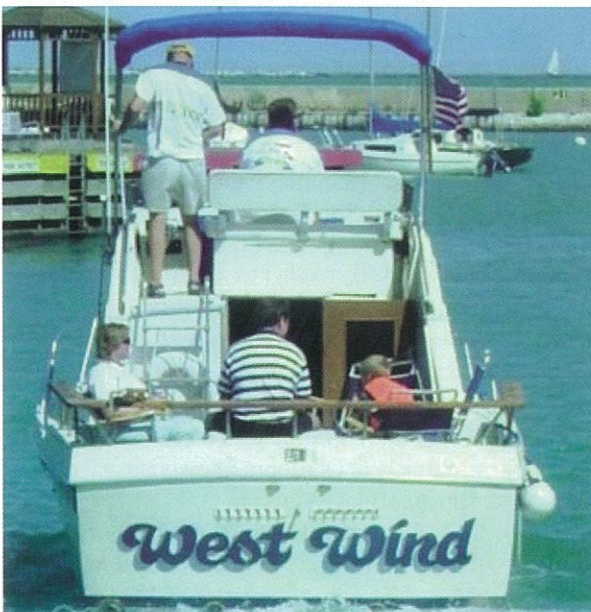


Officers and directors of the National Boating Federation

representing the interests and concerns of the recreational boater. Among these efforts are meetings of the American League of Anglers and Boaters (ALAB). ALAB's major activities involve the continuance and equitable distribution of tax revenue derived from boating and fishing activities. These funds are distributed through the Wallop-Breaux legislation.

A significant issue arose in 2006 with the introduction of legislation by Senator Rick Santorum of PA who wanted to curtail NOAA weather broadcasts and replace them with a private for-fee service. The Federation in concert with the National Marine Manufacturers Association (NMMA) and others continue their efforts to assure that this bill does not resurface.

2006 BOAT NAME GAME CONTEST WINNER CHRISTOPHER CONNOR



My boat is a 1980 Chris Craft Corinthian Sportfisher. It is important that you know why it is named "West Wind." There are a couple of old wives tales, there are both positive and negative ones. The most negative one also helps me explain why I have named my boat. It goes "Fishing is least when the wind is from the East". I am sure you can guess the opposite to that, and where my name came from.

"Fishing is best, when the wind is from the west, which is why you always want to be fishing the West Wind"

Sincerely,

Christopher Connor

Christopher Connor



CHICAGO POWER SQUADRON

by John E. Brazill, Commander

The Chicago Power Squadron's primary function is education for all boaters. Our public safe boating classes are open to all those interested in recreational boating. These classes include state and federal laws, basics of boat handling, navigation, use of safety equipment and many other essentials of competent boat handling.

The "Power" in Chicago Power Squadron does not mean that only power boaters are eligible for these classes. Many of our dedicated instructors are sail boaters, and both power and sail classes are available.

The Chicago Power Squadron offers many advanced classes to its membership, such as

- Seamanship
- Piloting
- Advanced Piloting
- Junior Navigation
- Navigation.

Elective courses include:

- Cruise Planning
- Engine Maintenance
- Instructor Development
- Marine Electronics
- Sail
- Weather

One of the other projects that the Chicago Power Squadron is involved with is chart updating for the National Oceanic Atmospheric Administration (NOAA). Our responsibility is to check on the condition of navigational markers on Chicago's lakefront, offshore and harbor areas. This information is submitted to NOAA for their use in updating navigational charts.

Another of our safety efforts is the Courtesy Vessel Examination. This program is run in conjunction with the United States Coast Guard. Vessel examination decals are awarded to those vessels that meet the safety requirements of federal and state laws. These examinations are voluntary by the boat owner. A plus to having your boat examined is that many insurance companies offer a discount to boaters whose vessels have passed the examination.

For class information visit our web site at www.chicagops.org

NMMA

FIND THE SEASON'S BEST DEALS AT THE CHICAGO BOAT, RV & OUTDOORS SHOW

by Kelly Kaylor

Public Relations Manager for the Chicago Boat, RV & Outdoors Show

Whether it's on land or in water, the Chicago Boat, RV & Outdoors Show is the destination for boating enthusiasts during the winter months. The 2007 show will be held January 17 - 21, 2007, at McCormick Place.

As the largest show in the Midwest, exhibitors occupy more than 350,000 square feet of exhibit space with hundreds of boats, RVs and booths filled with marine accessories, adventure gear and travel outfitters. The annual show is the best place to view, board and buy everything needed for summer fun.

"The Chicago Boat, RV & Outdoors Show provides visitors with the unique opportunity in the middle of winter to

experience all the outdoors has to offer," said Bonnie Schuenemann, show coordinator for the Chicago Boat, RV & Outdoors Show. "Whether you come to buy, browse or have fun, this five-day event showcases hundreds of retailers and manufacturers under one roof offering some of the best bargains of the season."

Hundreds of new and unique products will be featured at the show, providing an opportunity for attendees to shop for some of the best deals on the market. Visitors will also find local boat dealers under one roof for added convenience when looking to comparison shop and make a purchase. Other features include an interactive indoor river area, all-terrain vehicle course and children's learning center.

The 2007 Chicago Boat, RV and Outdoors Show will be held January 17 - 21, 2007 at McCormick Place (North Building, 450 E. 23rd St., Chicago). Show hours are 11:00 a.m. to 9:00 p.m. (Wednesday - Friday), 10:00 a.m. to



9:00 p.m. (Saturday) and 10:00 a.m. to 5:00 p.m. (Sunday).

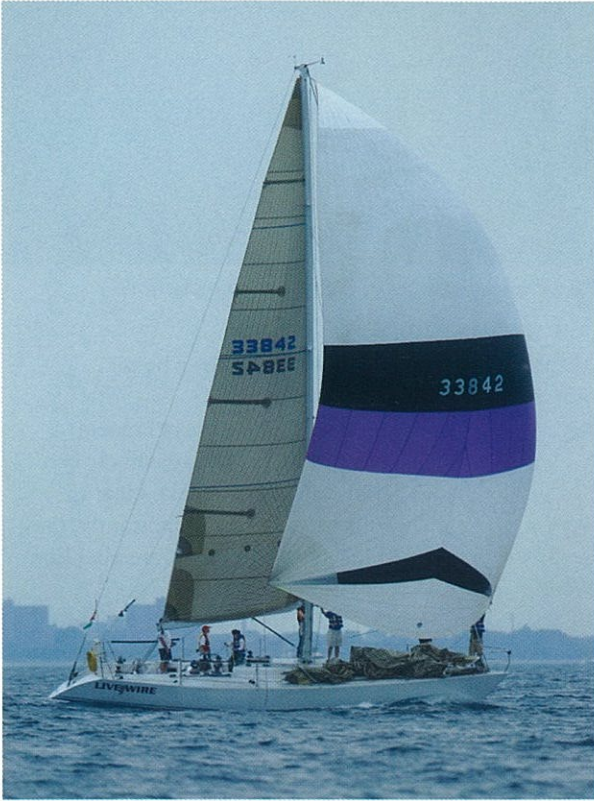
Admission prices are: Adults (16 and over) - \$10, Youth (13 - 15) - \$4 and Children (12 and under) - FREE. Seniors, 65 and older, will receive a \$2 discount on admission when they attend the show on Wednesday, January 17 only.

For more information on the Chicago Boat, RV & Outdoors Show visit ChicagoBoatShow.com.

The Chicago Boat, RV & Outdoors Show is produced by the National Marine Manufacturers Association (NMMA), the world's largest producer of boat shows.

SEA SCOUTS SAIL TO SUCCESS

by Martin Bernstein
Skipper, Ship 5111 Challenge



Sea Scout Vessel Live Wire sailing in the Leukemia Cup Regatta, August 26th, 2006

Sea Scouts in the Chicago Area Council of the BSA continued to grow in participation, knowledge and leadership during the past season. Sea Scouting is a co-educational program open to young women and men between 14 and 20 years of age. Organized into sponsored units called "Ships," they generally number from 5 to 20 youths and often may specialize in a particular maritime activity, such as sailboat racing, power fleet, and scuba diving.

At Chicago Yacht Club's Ship 5870 Privateer, the oldest Ship in the Chicago area, young people sail aboard members' boats including the J-130 Salsa owned by Pete Stott. Other Sea Scout Ships have Council-owned vessels assigned to their programs. While they may be available for use by any qualified unit, the upkeep and primary usage are the responsibility of the Maintenance Unit. In its third season with Ship 5111 Challenge from Columbia Yacht Club, is the sailing ves-

sel Live Wire, a Dobroth 42 racing sloop. Sharing Live Wire with Challenge are Ship 5050 Chicago, sponsored by the Immanuel Lutheran Church on Chicago's north side and Chicago Corinthian Yacht Club's Ship 5924 Finity's End. Built in 1986 for the Admiral's Cup, Live Wire was given a new deck and cockpit paint job this spring by volunteers from the three Ships that sail her regularly. In addition, sound-proofing of the engine compartment has made her more livable, and a smooth bottom and some additional sails have made her more competitive. On that note, she has raced almost every Wednesday night of the season under the leadership of Bill and Viv Fanizzo, former owners/crew members before her donation to the Sea Scouts. She has also continued her winning ways in Venetian Night for the third year in a row, taking Second Place in class.

Ship Challenge was honored this season to have one of its young men, 17 year-old Boatswain Brent Sonin, accepted to sail for one week aboard the U.S. Coast Guard training Barque Eagle. A three-masted 295-foot square rigger, the Eagle is the only active commissioned sailing vessel in the United States maritime services. As one of only four Sea Scouts aboard with 175 cadets, crew and officers, Brent's was a once in a lifetime experience.

Moored at Jackson Park Harbor is the Sea Scout vessel Earendil, a Pearson 36 ketch. Captain Richard Snow has been taking out members of his Ship 5212 Neptune Thursday afternoons this summer. Scouts have learned to hoist sails, steer and dock the boat, as well as rudiments of navigation. Ship Neptune is sponsored by Jackson Park Yacht Club and O'Keefe Elementary

School. Captain Robert Basset takes out members of Ship 5214 on Wednesday afternoons for similar experiences. Ship 5214 is sponsored by the United Church of Hyde Park. Both groups teamed up to participate in Venetian Night, serving as the host boat for King Neptune, played by Don Koster, Commodore of the CYA. The scouts got so enthusiastic they began chanting "Sea Scouts! Sea Scouts!" when they heard the cheers from the crowds on shore.

The big event for Earendil was a 240-mile cruise to Menominee in the upper peninsula of Michigan, where 14 members of Ship Neptune participated in the Bay Jammer Weekend, a Sea Scout competition in its 57th year. Six scouts and three adult leaders sailed Earendil non-stop to Menominee in a little over 2 days. The crew alternated watches day and night, plotted the course, and took turns sleeping in berths below decks. A true test of stamina and determination for this young crew, they were the only boat that sailed up to the competition.

Sea Scouting continues during the winter season with city-wide activities and service projects such as unloading thousands of trees from the USCG Cutter Mackinaw for needy families as part of the Christmas Tree Ship project. They have also provided service to the Chicago Yachting Association, acting as Color Guard and Honor Guard at the annual CYA Ball.

Sea Scouting in Chicago is supported by donations of boats and equipment, as well as the Spring Opener, a dinner dance and auction held each April. The Sea Scouts gratefully acknowledge the generosity of the boating community, the adult volunteers and professionals, and the public who make it possible to continue to serve the area youth and maintain the traditions of citizenship, seamanship, sportsmanship and leadership. For more information on Sea Scouting, please contact Arthur Wielga at 312-421-8800 ext. 215, or visit the website www.chicagobsa.org.



ALLIANCE FOR THE GREAT LAKES

ENSURING A LIVING RESOURCE FOR ALL GENERATIONS

by Cameron Davis, President & CEO

“Lake Michigan tells me I’m home.”
- It’s a natural statement coming from one of the millions of people living around the largest lake wholly within U.S. borders. And Peggy Malecki Irwin has many reasons to celebrate and care for Lake Michigan as the waters of her backyard.

Born and raised in Chicago, graduated from Northwestern University’s lakeside Evanston campus, and now residing along Illinois’ North Shore of Lake Michigan, her life has always been intertwined with the lake.

There’s an additional thing that makes Irwin unique in her love and stewardship of the water: she’s a boater.

It seems counter-intuitive, but boating is not high on the list of ways in which most people use the Greatest Lakes. Surprisingly, according to a recent survey by the Alliance for the Great Lakes on Illinois coastal uses with implications for the region, the thing we love most about the water is the land that surrounds it. Asked how they use Lake Michigan, 74 percent of respondents from coastal communities answered they enjoy walking along its coasts. Observing scenery and wildlife from the land came in at 71 percent, and swimming and bicycling came tied for third place at 34 percent. Boating ranked ninth, with 10 percent saying that’s how they most enjoyed coastal recreation.

But what boaters may lack in numbers, they make up for as a force for bringing the Great Lakes back to health.

Boating on the Great Lakes has its functional appeal, for sure: “You don’t have to deal with salt residue, salt corrosion, or anything,” says Irwin. But it’s not just about the recreation. “The Great Lakes define the whole region,” she observes. “There’s a whole culture that’s built up around the Great Lakes.” Irwin should know. As a past commodore of the North Shore Yacht Club, she and her husband—who served as commodore before her—have made it part of their



Sailors are stepping up to help restore the Great Lakes water that they love.

life’s work to get people out to the water.

She’s not alone. Jackie Sloan, a small business owner in Chicago who does financial analysis work, has clients everywhere. Her job could take her anywhere she wants to go. “But,” she says, “I choose to stay here because of the Great Lakes.” Sloan, also a boater, marvels at her lake virtually every day. “It’s always changing so you don’t get bored...the lake is dynamic and interactive. It’s always been my dream to have a boat and I’ve been fortunate enough to have that dream come true.”

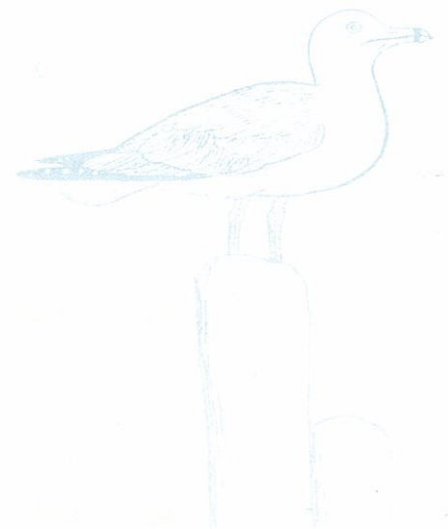
Something that distinguishes Irwin and Sloan is that they’re not content to simply sit back and enjoy the Lakes’ vast blue waters. They’re willing to write lawmakers and speak up to ensure the health of the Great Lakes—an astonishing 20 percent of the Earth’s fresh surface water supply. Fortunately, help is on the way from some heavy hitters. Just as boaters like Irwin and Sloan were making plans for getting their vessels in the water for the season, Congress stepped in and stepped up. In April, champions in Congress and the U.S. Senate introduced the “Great Lakes Collaboration Implementation Act,” H.R. 5100 and S. 2545, respectively. Among the legislation’s priorities are: slamming the door on invasive species, such as Asian carp that threaten to unravel the region’s food web; bringing fish and wildlife habitat back into the fold; and stemming the steady flow of sewage overflows that put drinking water at risk for millions of people. The legislation, if adopted, marks a new federal investment for the next 15 years. It doesn’t hurt that, in the meantime,

all these things make for a better boating experience.

Boaters get it. Sloan says boaters appreciate the lakes in ways others can’t see. “They can keep the lake clear of trash,” she says. “More importantly, they can tell legislators to pay more attention to this great resource.”

For ways boaters can get involved, check http://greatlakes.org/GL_restoration/Boater_facts.asp.

Formed in 1970, the Alliance for the Great Lakes (formerly the Lake Michigan Federation) is the oldest independent Great Lakes citizens’ organization in North America. Its mission is to conserve and restore the world’s largest freshwater resource using policy, education and local efforts, ensuring a healthy Great Lakes and clean water for generations of people and wildlife. More about the Alliance is online at www.greatlakes.org.



YACHTSPERSON OF THE YEAR THANKS FOR THE MEMORIES

by George Morrissey

Sailing has given me some great memories. I would like to share some of my fondest memories with you.

I bought my first boat in 1963 when I graduated from IIT. It was a 30' double-ender built in Yugoslavia. I had it 12 years and sailed it into every harbor in Lake Michigan. The SABATOA was entered in 8 Venetian Nights and won trophies 6 times. Mayor Richard J. Daley and Colonel Riley presented the trophies at a luncheon at the Palmer House.

I joined Columbia Yacht Club in 1966 and served in each of the flag offices. I was Commodore in 1975. It was an exciting time with the straightening of Lake Shore Drive and the moving of the club ship. I also served as Commodore of CYA. I am not sure we fully appreciate the benefits of this organization. It serves as an umbrella for each of its members when we have to deal with the City or the Park District. It has initiated litigation on behalf of its members in the area of property taxes and resolved licensing issues with the City. Each of our Clubs stands in a stronger position because of the presence of CYA.

While working with CYA, I had the opportunity to nominate three individuals for the Yachtspereson of the Year award. Harry Bus Yourell was nominated for getting the Bahamian and the U.S. Governments to reverse their original positions and to acknowledge the death at the hands of drug runners of the skipper of



George and Mary Kay Morrissey

the 41' sloop KALIA III. Ed Stein was nominated for his outstanding work with the Sea Scouts, and Chester Kuttner was nominated for being Chester Kuttner. I consider it an honor to be included with these individuals and the other recipients of this award.

In the early 1970s, Chester and Sis Kuttner bought Kutty's Ark, and shortly thereafter I began sailing with them. All those years have great memories. Before Chester passed away, he asked me and my partner, Joe McGinnis to buy the Ark. We continue to sail in the same tradition.

I am a member of the Island Goat Sailing Society and its Board of Directors and have sailed 31 races to Mackinac Island. Last year's win of the Mackinac Cup will always have great memories. But I think the greatest challenge was the celebration of Chicago Yacht Club's 75th Mac Race and 100th anniversary. The two races commemorating these events were sailed from Port Huron to Chicago, 600 miles. Chester wanted to enter the first one, and I thought it appropriate that we keep the tradition and sail in the second. I believe we were the only boat to enter both races, and 98 hours, 1 minute and 36 seconds later, we finished the second race.

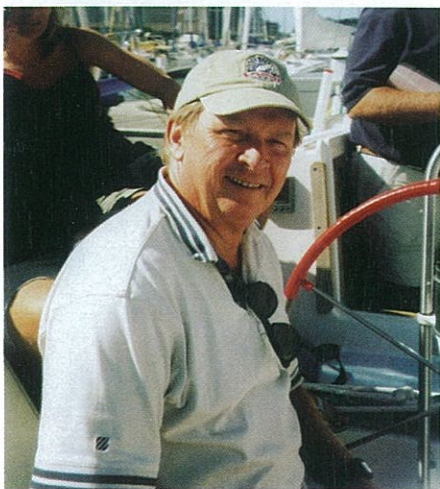
Racing the Ark with Chester and now with my partner, Joe, has been a great experience which is due in no small part to the fact that we have enjoyed a majority of the same crew over

the years. If you have sailed long enough, you know that you start on the fore-deck and eventually work your way into the cockpit. I remember being on the fore-deck when it was blowing stink and seeing the talking heads screaming into the wind. I turned around and did what I had trained for – I changed the sail. Having put in my years on the fore-deck, I'm now told to stay in the cockpit.

My wife Mary Kay and our daughters Meghan and Colleen have cruised with me over the years, and the girls will make an occasional race. But, like their mother, their favorite point of sail is reaching.

I retired as a Circuit Court Judge two years ago. A part of that job was giving something back to the profession. As a sailor, it's important that we give something back to the sport. I try to assist with the Columbia Yacht Club Junior Sailing Program and the Kuttner Foundation in addition to the Judd Goldman Adaptive Sailing Program and the Maritime Museum. All of these organizations insure that the experiences we have enjoyed may be experienced by others.

The honor of being named Yachtspereson of the Year will be a special reminiscence for years to come. Thank you for the newest memory.



George Morrissey on his yacht Kutty's Ark



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The new BYC Sea Scouts Ship, Cutless, enjoys a twilight sail.

BELMONT YACHT CLUB

ONE FANTASTIC YEAR

by *Tim Harrington*

Belmont Yacht Club has had one fantastic year. Our members have enjoyed a beautiful new clubhouse, creative and strongly attended social events, and an almost unbelievable growth in membership of over 26%. All this from the little guys at the North end of Belmont Harbor.

Although we had continued our social calendar throughout the winter months with events like our Super Bowl party, the real season for us began this April with the return of our clubhouse ship from winter storage. After spending most of last season without a clubhouse, we were very fortunate to find and purchase a beautiful 53' former riverboat cruise ship near the end of last season.

The winter months were spent planning the complete refinishing of the vessel, and work began in the early spring. Since spring we have had new windows installed, a new ceiling, new lighting, new walls, and new flooring. We have refinished the bar with a new top and new lighting, have redone the galley, and even spruced up the heads.

Then we turned our attention to member services. The installation of a larger refrigerator to keep things cold, and a theater style popcorn maker to help keep the munchies away made things a

little nicer on board, but what has turned out to be the biggest hits are the installation of a commercial-grade icemaker so our members have free ice, and the installment of free wireless internet access that most of our members can receive in the comfort of their own docks.

When you have all these great attributes, it's hard not to want to brag and show it off, so we did just that. We opened our doors to all comers and had free appetizers every Friday night in May. We received many accolades from the attendees, along with many applications for new membership.

As the '06 boating season officially kicked off, we were kicking up our heels at our post Fleet Review party with close to 80 members and guests. During the party, we officially rechristened our new ship the John B. Mack II named in honor of John Mack who was a Past Commodore of the Belmont Yacht Club and CYA, and was active in the Chicago boating community for years.

Our Independence Day dinner party was followed by a fleet cruise to watch the fireworks off Evanston, followed a week later by the John B Mack Predicted Log contest. July 17 – 20 brought the International Gay Games to Chicago,

and the sailing venue to Belmont Harbor. BYC acted as both race committee and hospitality host to the sailing participants offering refreshments and shelter. We were honored when the Games officials chose our ship as a backdrop for the presentations of the winning metals at the Metals Ceremony. As if we hadn't been flattered enough, the month culminated with a second place finish at Venetian Night with our entry of "The Floating Stones."

In August, Belmont Yacht Club hosted its third annual There & Back Short-Handed Race. The race consisted of one fleet with two sections - single-handed and double-handed. The 47 nm race course was along the beautiful Chicago shoreline with the start and finish at Belmont Harbor. August also marked the official beginnings of a new Sea Scout Ship, sponsored by BYC, with several excited young men and women planning to learn all things nautical. Mid-month we had our annual Fleet Cruise with this year's destination of Hammond selected to bid farewell to the old harbor and to allow some of our members to lighten their pockets in the casino.

As the cool air of September settled upon our harbor, the BYC membership was continuing to have fun with our progressive dinner, where about 25 club members moved around the harbor as a group and were served a different course at members' boats as we chatted and laughed late into the evening. Somehow food always tastes better when it's enjoyed with good friends.

Our harbor social season finished with our ghoulishly fun Halloween Party which was, as you might expect, a howling good time. The trick will be to try to top it next year, but it was our treat to have had such a fun season.

Come and visit Belmont Yacht Club where you'll find a new clubhouse, new members, and a fresh new attitude with the same old commitment to helping our members enjoy all the lake has to offer.

BURNHAM PARK YACHT CLUB



Photo Courtesy of Bob Jendra

About Burnham Park Yacht Club

The Burnham Park Yacht Club represents more than a building, docks and grounds to serve its members, it is a connection between men and women who have worked during the last sixty six years to honor the original Club goals identified in the September 14, 1938 papers of its incorporation. These original goals have been honored and have been broadened as expansion and changes came to the Club facilities and to Burnham Harbor.

The Burnham Park Yacht Club is situated in the newly configured Museum Campus Area of Chicago's lakefront and is located on Northerly Island which forms the Eastern shore of Burnham Harbor, the most sheltered harbor in Chicago. The clubhouse provides views facing the harbor, offering magnificent views of the harbor activity as well as a panoramic vista of Chicago's skyline, said to be the most exquisite view of Chicago. The Commodore presides over an active racing club that features a junior program, predicted log racers in powerboats, leading one-design, and big boat/ocean sailboat racers. **The Burnham Park Yacht Club is one of the most active yacht clubs in the Chicago Area.** Activities involve all facets of recreational boating including sail, power, educational and social. The sail fleet involves a variety of interests from pure racing to casual cruising. The club sponsors five offshore racing regattas each season.

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Joann Murphy
Commodore



Don Waller
Rear Commodore



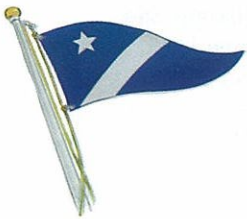
N. Michael Turner
Secretary



Mark Ellis
Treasurer



PC Tom Petkus, aboard Vytis, at the start of his 25th Mac



BURNHAM PARK YACHT CLUB

by Commodore Joann M. Murphy

A new era has approached the Burnham Park Yacht Club. Women, as boat owners or co-owners, are eligible to vote and serve on the Board of Directors. On Saturday, October 29, 2005, a woman was sworn in as the Commodore of the Burnham Park Yacht Club. It is indeed an honor and a privilege to serve our Club as the First Woman Commodore. I do anticipate this to be the first of many.

The annual Fleet Review and Opening Ceremony showcased the Club with a dignified June ceremony, a traditional nautical parade and great food. The Senn High School Color Guard provided their professional and well trained ROTC unit for the flag raising.

In the 2006 fiscal year, we are keeping within the yachting traditions of the Club. The theme of this watch is "It is all about the Club." Growth, improvement and pride are the goals of the Flag Officers and Board of Directors. We are reaching our goals through community service and outreach, through improvements in services and to the physical plant, and through support of great boating and sailing opportunities.

Our dedication to the community is of great importance. We host a variety of

programs for the Chicago Park District, Judd Goldman Adaptive Sailing Program, the Sea Scouts, and a very successful Junior Sailing Program. Some of the Club sponsored yachting activities include the Kathryn Zukasky Regatta for Breast Cancer Awareness and the Kids Day Cruise. Monetary donations have been distributed to the United States Coast Guard Academy and Senn High School's ROTC program.

The Women's Auxiliary is an integral part of our Club. Under the leadership of President Marcella Cimino, the members continually donate tremendous services, club furnishings, and financial donations. The improvements our Women's Auxiliary bring to BPYC are directly responsible for the success of our Club. They are also instrumental in the development of a positive attitude towards our Club.

As stated in the by-laws, the purpose of the Club is "to promote the participation in and enjoyment of yachting, both sail and power." Speaking of participation and enjoyment of yachting, I would like to recognize the Burnham Park Yacht Club's newest official member of the Island Goats Sailing Society, our Past

Commodore Tom Petkus. Tom completed his 25th Race to Mackinac this year. The name of his boat is Vytis. Competitive sailing has been a long time tradition with our Club, and this year was no exception.

We are proud of our members, and we take pride in the services we offer to the boating and sailing community. Keeping within Club traditions, we offer mast stepping, dock rental and multiple sailing programs. Burnham Park Yacht Club sponsors five Area III Races, sailboat racing for the Leadership Academy, and the Predicted Log Race (in cooperation with the Chicago Yacht Club).

We are active members of many organizations which promote boating in Chicago and throughout the world. We are listed in the Register of American Yacht Clubs, which means our members can use any Yacht Club throughout the sailing waters. We are also members of the Lake Michigan Yachting Association, Lake Michigan Sail Racing Federation, and the Chicago Yachting Association. Many of our members race in the Midwest Open Racing Fleet. Our Club participates in CYA sponsored activities such as the prestigious Venetian Night in Chicago (this year our Club entry "Venetian Carivale," owned by Lynne and Phil Denemark won third place) and the CYA Dinghy Challenge, culminating at the CYA Ball in November at Navy Pier.

Under the leadership of the Flag Officers, the Board of Directors and the Women's Auxiliary, the Club continues to offer quality services. Our General Manager, Mike Gallagher, efficiently directs the staff, and Chef Pablo makes our dining a pleasurable experience. They and their staff are an integral part of the BPYC environment.

The Past Commodores, Flag Officers and Board of Directors over the past years have worked hard to maintain past traditions and yet plan for our growth, improvements and future success. We are a yacht club where "Members Come First." We may be in different boats, but we are all in the same water.



HONEY JUG MARINE SANITATION, INC. TIPS FOR CLEANING AND MAINTENANCE



by Scott S. Baumgartner, President

In this article we would like to share some tips for keeping your boat clean and well maintained through the use of some "home remedy" methods. We will also address some occasional problems and possible solutions for you to consider. So first, a couple of occasional problems:

Odors From Holding Tank - Every so often we get a call from a customer (and non-customers alike) who indicate that they have begun to get a foul odor whenever they flush their head. The first two questions that we ask are: "Does the odor smell like rotten eggs?" and "Are you using any kind of cleaning or deodorant products that contain bleach?"

Almost invariably the answer to both of these questions is "Yes." The culprit here is **bleach**, which interacts with the contents of a holding tank and produces hydrogen sulfide (H_2S) or "rotten egg" smell. Many holding tank deodorant products contain bleach as an active ingredient and should be avoided at all costs. In addition, the simple process of cleaning the head bowl with a product containing bleach can cause problems, so make sure that your toilet cleaner is a non-bleach product. There are also hidden and long-term problems caused through the use of bleach in your sanitation system. Bleach attacks the rubber in the hoses that run between the head and the holding tank, making the rubber brittle and eventually causing the hose to fail. In order to get long life out of your hoses and to avoid unnecessary odors, do not use products containing bleach!

Unclogging Heads and Sinks - The first thought in unclogging a marine head or sink is to break out the drain cleaner, but these kinds of products are harmful to your marine sanitation system. After removing all of the standing water, we suggest that you pour in a half cup of baking soda, followed by flushing with boiling water and repeat if necessary. If this does not work, you may need to resort to disassembling the unit to clear the clog.

Keeping Your Brass Bright and Shiny - Try cutting a lemon in half and dip it in baking soda. After rubbing the lemon juice/baking soda on the surface, you can wipe the surface with a clean dry cloth and you should see amazing results.

Polishing Copper - There are many copper cleaning products on the market, but first try using pickle juice. The acidity in the pickle juice will clean it and make it shine as good as new.

Cleaning Spots From Stainless Steel - We often encounter spots on our stainless that seem impossible to get off. Try using rubbing alcohol or lemon juice on the spot and it may work.

Cleaning Stubborn Bird Droppings - Bird droppings on fiberglass are a constant problem. Try soaking a small piece of clean cloth with cooking oil and place it over the stain and allow it to soak in for a few minutes. Follow up by washing the area clean with soap and water and the stain should be lighter, if not removed. Repeat as necessary.

These are but a few "home remedies" that we have come across and we hope that you will find them useful as you continue to face the many challenges that we fondly refer to as "the boating experience."

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CALUMET YACHT CLUB

by IPC Rich Nore and PC Jim Williams

At the south end of Lake Michigan, where Chicago borders Indiana, lies the Calumet Yacht Club. It's a small blue collar, family oriented boating club.

Chartered in 1950, the original membership consisted mostly of families from Chicago's southeast side. Steel workers, construction tradesmen and their families spent their free time organizing and developing the Club grounds and harbor on property owned by the Falstaff Brewery. In later years, the property was obtained by the Chicago Park District. We began with a boat ramp made from surplus World War II runway decking and have evolved to the current facilities which include a launch ramp, an 85 slip harbor, clubhouse and a beach storage yard.

While the Club is still considered "blue collar," the membership now includes many professional people (who don't mind getting dirty) and still a prominent population of trade journeymen. Virtually all maintenance is performed by the membership, including installation and removal of our docks each spring and fall. The long-term success of the Club is directly attributable to the membership, the continual recruitment of

new members who share our work ethic, the camaraderie and the unselfish giving of time for the good of the Club.

The Club is an active supporter of Community events. Each year Club volunteers work with the 10th Ward Alderman John Pope for Chicago's Clean and Green program, lakefront runs, picnics for the elderly, the Christmas Ship decorations, and other worthwhile neighborhood and City sponsored programs. To promote boating skills and safety awareness, the Club has sponsored USCG Auxiliary Boating Safety Courses and voluntary inspections for its members and any interested persons. In 2006, Calumet participated in the CYA Commodores Cruise by hosting a stop with hors d'oeuvres. The cruise was attended by Past Calumet Commodores Salus and Koster. The event was a success despite the rough water and was attended by many of the organizations on our stretch of Lake Michigan.

The Club hosts four dinner events through the boating season, on the third Saturdays of June, July, August and September. In earlier days, they were "Steak Frys," but

now each event has a theme with a varied menu to compliment the theme. Members of other clubs are always welcome. This year's themes included a Viva Las Vegas Night, complete with an Elvis Presley entertainer, "On The Beach" night with the "Party Time" DJs, Country & Western Night with live music (The Tracylyn Band), and most recently Safari Night, again with live music provided by "Johnny and the Boys."



Family Day at Calumet Yacht Club

Once again, we relied on the services of CYC member Chef Jay Franks, his wife and team members to put together menus that were varied and enjoyable, including 2 steak frys (14-16 ounce rib eyes), a sliced off the bone ham dinner, and boneless butterfly pork chops.

Our annual Jimmy Buffet "Cheeseburgers in Paradise" night and an impromptu St. Patrick's Day celebration, by all accounts and turnouts were a rousing success, where again we enjoyed many fellow boaters from other clubs.

Coming up is the 1st Annual Commodore's Wine Tasting Contest on the afternoon of October 29th, where Club members will enter their own homemade efforts for bragging rights for the year. The winner will be determined from a blind taste test; feel free to join us with your favorite commercial wine or your own homemade brew from the grape or concentrate. Cheese and crackers, of course, will be available.

Within the Club is the other club, the Calumet Harbor Sport Fishermen. It is open to Yacht Club members and non-members alike. The membership promotes ecology, fishing and conservation activities throughout the year. The annual Fish Boil is an event that features the culinary skills of all the fish club members. This annual fundraiser has allowed the Club to assist in sponsoring the Chicago Police Marine Unit and make an annual donation to Chicago's Christmas Ship.

Additionally, the Calumet Harbor Sport Fishermen invite the Illinois and Indiana DNR, USCG and the Chicago Police Marine Unit for Law Enforcement Night. Topics discussed are changing laws, safety enforcement, navigation and, unfortunately, terrorism. The mandate is to be the eyes and ears for these dedicated servants of Lake Michigan and Chicago.

Calumet Yacht Club

for 55 years dedicated to safe, responsible boating and conservation of Chicago's greatest natural resource . . . congratulates our own

Don A. Koster, Commodore of the Chicago Yachting Association 2007

2006 Officers

- Al Fattore - Commodore
- Ray Spanier - Vice Commodore
- Don A. Koster - Rear Commodore
- Dave Raczkowski - Secretary
- James H. Williams - Treasurer



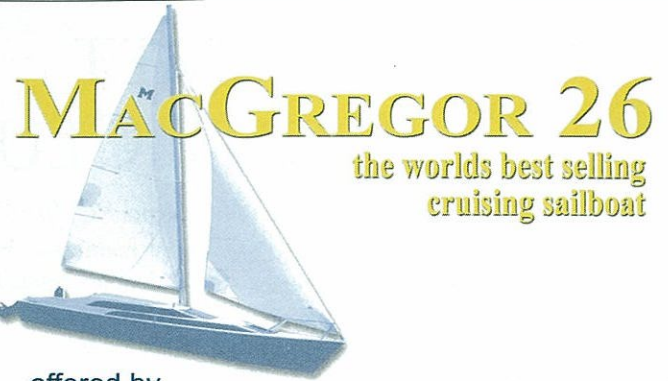
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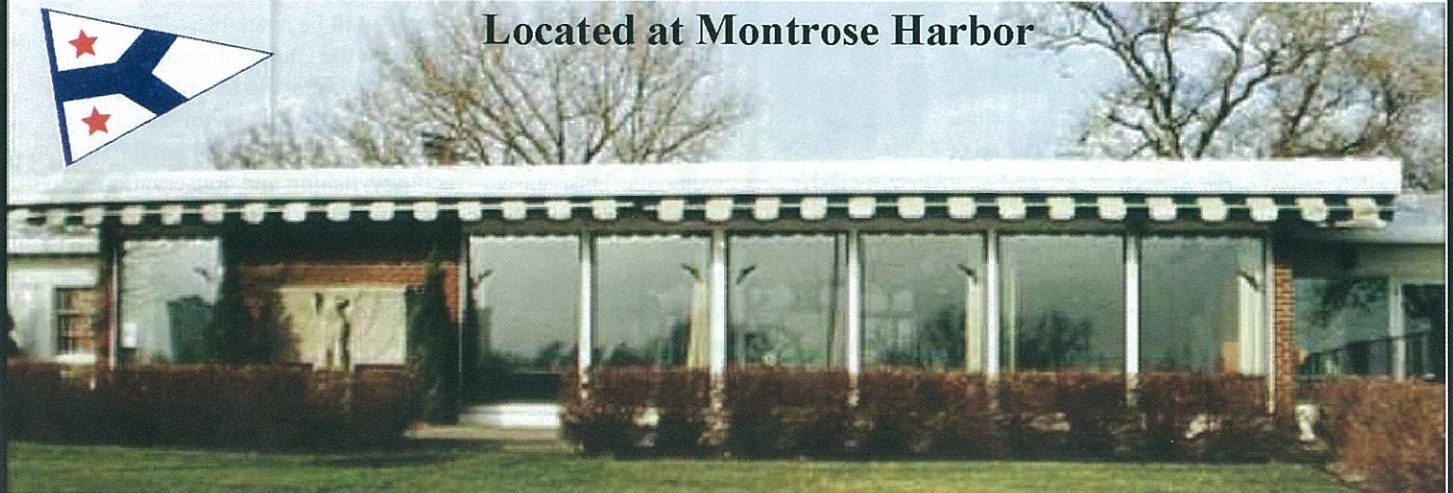
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- ◆ One Design Sailing



CHICAGO CORINTHIAN YACHT CLUB'S SPIRIT OF VOLUNTEERING

by Commodore Jim Pandolfi

Montrose Harbor, Chicago's northernmost, is home to the Chicago Corinthian Yacht Club, which has served boaters in the surrounding community since its founding in 1934. The spirit of volunteering that helped build and has maintained the club continues today as members participate in racing, cruising, social, and community activities.

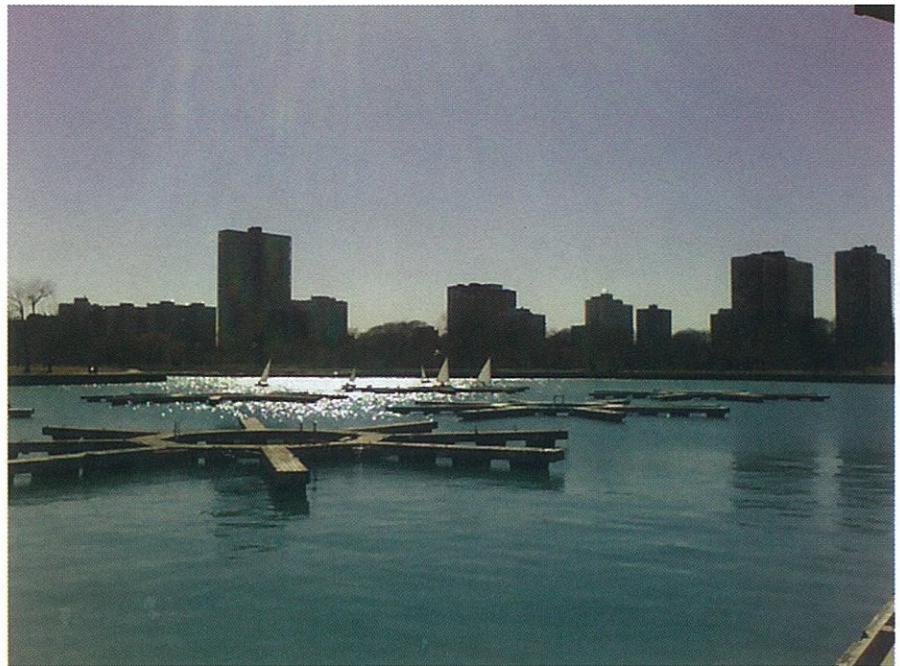
CCYC has always had aggressive and admired offshore and One Design programs, and 2006 was no different. Whether it is the frostbite fleet braving cold weather or the various fleets racing most days of the week during the summer, a Corinthian committee boat seems always to be on station.

This year, CCYC hosted the Vanguard 15 Nationals, which concluded on Labor Day to rave reviews from participants who came from all over the country. All members of the club rose to the occasion and helped support the event. There were twelve races in those three days of racing for the 40 participants. Everyone was exhausted but ecstatic at the end.

Along with hosting the Vanguard 15 Nationals, CCYC also opened its doors to a program sponsored by Friends of the Park called "Nature along the Lake." The program is made available to children in the Chicago Public Schools, many of whom remarkably have not had the opportunity to visit the lake. This year, 64 trips took place and accommodated over 650 students. In addition, we hosted Earth Day for 85 students. They were able to participate in the Earth Day activities and enjoyed a fine lunch to end the event.

CCYC also worked closely with Westrec and the Chicago Park District to host two "Camp Kids" events with other yacht clubs. Each event allowed 60 kids to try their hands at fishing and experience boating on Lake Michigan. CCYC again provided lunch to the kids, who we're sure brought home great memories of a wonderful day.

During 2006, CCYC was the first yacht club in Chicago to offer its members Internet access with the installation of a harbor Wi-Fi system. Although we are in the heart of the city, access is available only through a satellite link, which is a little slower than land-based systems. It worked nonetheless.



Additionally, this link allowed us to install a computer terminal in our building, making real-time weather information available to all of our members.

The club installed an Automated External Defibrillator (AED) and conducted both AED and CPR training. CCYC has trained over 20 members in these important life saving procedures, which we hope we never have the occasion to use.

In 2006, our club also held its traditional events. Starting with Memorial Day, we honored our military, both fallen and currently serving their country. For the first time ever, we had members of the Northwest Indiana Pipers Association march along the embarcadero to the clubhouse where the Memorial Day ceremonies took place. The ceremony closed with a sorrowful solo of "Taps."

The 4th of July celebration also featured the bagpipers and our annual Commodore's breakfast. This is a well-attended event, with many past commodores joining together in their brilliant whites.

In conjunction with the Vanguard 15 Nationals on Labor Day, we recognized the unofficial end of the season, as we had the opening, with an "All-You-Can-Eat" fish fry. This was the first

year for these events and they were a huge success.

The true end-of-season event is the Commodore's Ball, which is traditionally an evening on which we enjoy great food and entertainment as well as celebrate the year of volunteerism, camaraderie, and the ongoing spirit of the Chicago Corinthian Yacht Club.

In 2006, CCYC was pleased once again to have offered the community warm hospitality and to have shown dedication to its neighbors as responsible members of the boating fraternity. We look forward to continuing in these endeavors in the coming years.





CHICAGO YACHT CLUB

A TRADITION OF YACHTING EXCELLENCE

FOUNDED 1875



MONROE: The Monroe Station is adjacent to Chicago's Loop, at the very center of lakefront cultural, educational and sports activities.

Views of Chicago's skyline, Monroe Harbor and Grant Park offer a spectacular bonus for those enjoying haute cuisine in the Club's stunning dining room. Adjacent to the dining area, the casual Captain's Cabin provides a quick omelet or hamburger and a chance to have lunch with other members at the legendary "round table" and swap boating stories.

TWO SPECTACULAR LOCATIONS

The Club occupies two clubhouses in two of the most scenic and convenient locations in Chicago. Both Monroe and Belmont Stations are centers for yachting and other activities from fine dining to winter balls, theater parties and brunches before Bears games. Both stations offer convenient parking, male and female shower and locker facilities and excellent rooms for meetings and other gatherings. Monroe Station and Belmont Station have temporary moorings for members and visiting yachts. In addition, the Club has reciprocity with The Standard Club in Chicago and most other yacht clubs in the United States.

PREMIER YACHTING EVENTS

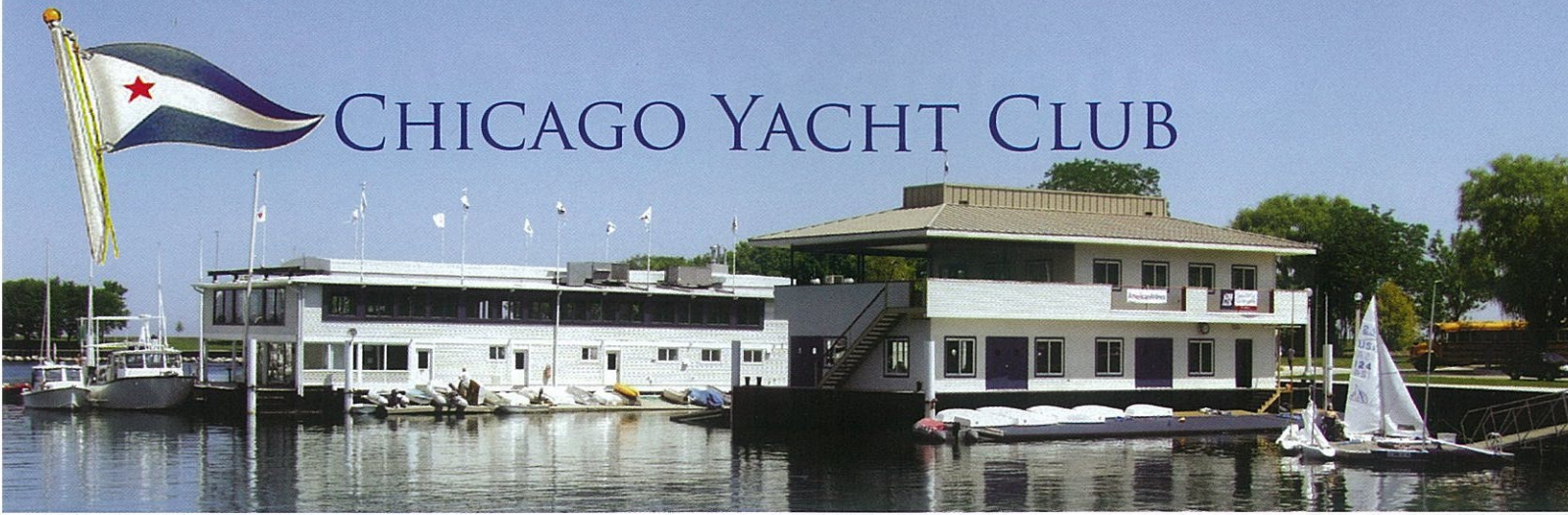
In keeping with the Club's original purpose, it sponsors over 300 races and other yachting activities for the Sailing, Power and Cruising fleets.

For more information about our Club's two extraordinary facilities, please visit our Web site at www.chicagoyachtclub.org, or phone us at (312) 861-7777.

BELMONT: The view of Chicago's lakeshore skyline, historic Lincoln Park and Chicago's most picturesque sailing harbor make even a casual visit worthwhile.

As the Club's one-design sailing headquarters, Belmont is home to our famous junior and adult sailing programs, the Chicago Community Sailing Center, and the early spring/late fall Sunday Frost Bite Races.





CHICAGO YACHT CLUB

Chicago Yacht Club Celebrates a New Addition by Christie Kirchner

2006 marked an important year of expansion and growth for the Chicago Yacht Club, as we continue to work with the lakefront community to advance the sport of sailing. Proud to be in its 131st year in this city, this year the Chicago Yacht Club opened an additional facility, the new Sailing Activities Center which houses our nationally recognized Sailing School program.

If you pass by Belmont Harbor on Lake Shore Drive, you've probably seen the proud new addition to Chicago Yacht Club's Belmont Station. The Sailing Activities Center is a newly constructed barge that floats south of the original Belmont Station barge in Belmont Harbor, on the city's north side. The Chicago Yacht Club actually operates two clubhouses, or "stations," and the other station is located near Chicago Harbor, at the foot of Monroe Street, just east of downtown.

The addition of the Sailing Activities Center provides a premier educational space for our Sailing School activities. The school is considered one of the top teaching facilities in the country, maintaining our national position as one of the nation's top 5 sailing school programs. The new barge is two stories tall, 32 feet high, and weighs 166 tons. The school barge features a main

foyer with staircase; men's & women's restrooms; office; classrooms; workshop; storage utility area; wheel chair lift; large multifunction area; a covered open-air veranda; and 80' of small boat ramps. Both barges of the Belmont Station provide a commanding view of the harbor and of Lake Michigan!

Sailing builds character, and we like being in the character-building business. Both Sailing School programs advance the art of sailing by educating and encouraging 300 people each year into the sport. Our Sailing School is staffed with instructors who are certified by the federally chartered organization, U.S. Sailing, and we offer regular educational programs for those interested in learning about the sailing arts and boating safety. The Sailing School offers programs for all ages and ability levels, and the programs are available to everyone in the Chicagoland area.

The Sailing Activities Center is a fantastic addition to the two existing stations, and these three facilities enable us to sponsor and participate in many different activities through the use of our meeting rooms, dining rooms, and boat storage and rigging facilities. With more than fifteen hundred members, the Club organizes and participates in an array of activities, including over one hundred on-the-water racing events throughout the summer.

The Club's best known event is The Race to Mackinac, the longest freshwater sailing race in the world, which is entirely organized and sponsored by the Chicago

Yacht Club. This year marked the ninety-eighth running of "the Mac," and we are proud it was a safe success in every respect. No less important to the Club are the other prominent regattas: the popular Verve Cup, The National Offshore One-Design Regatta (NOOD), the Timme Angsten Regatta, and the North American Challenge Cup, which is a race for disabled sailors. We also organize numerous one design, dinghy offshore, and even power races which occur each week.

Through its charitable arm, The Chicago Yacht Club Foundation, the Club proudly spends time and energy supporting national and local charitable institutions. Our premier charitable event is hosting the annual Leukemia Cup which raises funds to benefit the Leukemia and Lymphoma Society. Also, our Power Fleet organizes a local event which provides a picnic and a day on the water for disabled people from Misericordia and other local rehabilitation clinics. One key area of support is the Sea Scout Ship, the S.E.S. Privateer. Sea Scouting is part of the advanced Explorer branch of the Boy Scouts, and it helps young people learn boating and water safety practices, while developing traditional scouting values. The Foundation also provides grants to underprivileged youth for participation in the Sailing School, because sailing should be for everybody.

Our Club is especially proud of its long-standing "Tradition of Yachting Excellence." Founded in 1875, the Club remains a valuable resource, not only for its members but for the entire Chicago community. We welcome you to take part in one of our many on-the-water events and experience for yourself what we offer to our members and the lakefront community. We hope to see you soon, "on the water."

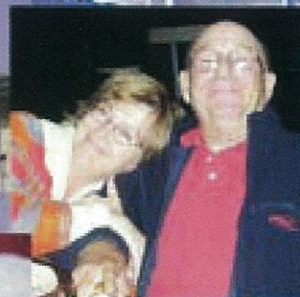
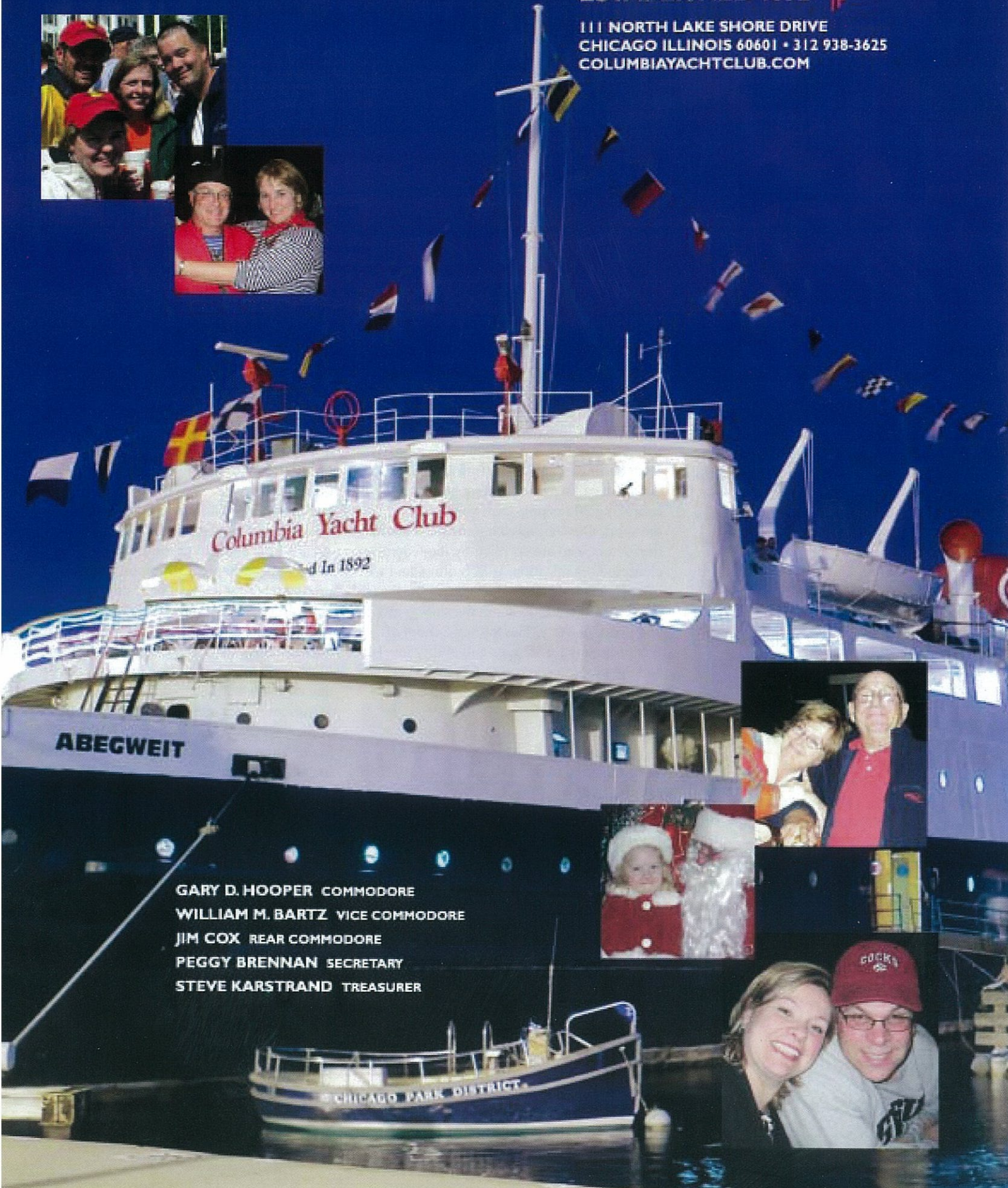
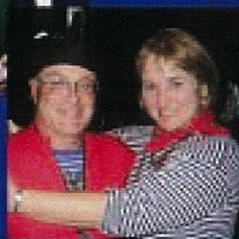
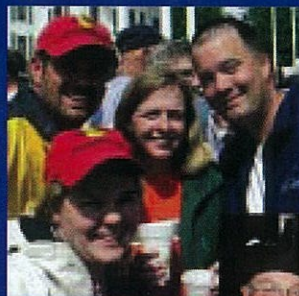


Columbia Yacht Club

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COLUMBIA YACHT CLUB

2006 SEASON

by Marybeth Johnson



Crew from TiTae salute the Commodore and Flag Officers during Columbia's 2006 Fleet review

Wrapping up the 2006 yachting season with impressive race results and an array of parties, the excitement at Columbia Yacht Club reached new heights this year with the installation of the long awaited elevator, providing ease of access to more and more members. With its inaugural run on Mother's Day, the elevator had been little more than a hope until several members offered significant donations which spurred the Long Range Planning Committee to seriously pursue the project.

The committee received bids; however an initial site near the office and dining room was determined to be too disruptive. An alternative site through the original Officers Mess was pursued, and several more generous financial contributions were secured. Necessitating hand building, the installation was an engineering challenge with walls of each deck not fully aligned with the next. In fact, there are no truly vertical lines existing on the Club Ship. Further complicating the project, the elevator had to be gimbaled to accommodate the sways and rolls of its Monroe Harbor mooring.

Persevering against all obstacles, a team of excellent engineers and dedicated members worked on everything from fundraising to installation, including the stone and granite finishing work. A great success, the elevator is enjoyed by members, their families and guests. A formal dedication is planned for autumn 2006.

With respect to the Club's traditional

activities, the 2006 Fleet Review, with more than 30 boats, was the largest since resuming this traditional maritime custom in 1997. It was organized and staged as part of the celebration honoring the Club Ship Abegweit's 50th birthday.

Racing again proved to be notable with a balanced effort in all three classes – Jib and Main, Spinnaker 2 and Spinnaker 1. Columbia's Beer Can racers won the Columbia-Mount Gay Rum Yacht Club Challenge Regatta permanent traveling trophy for the third year in a row. Although the 2006 Michigan City Race was problematic due to shallow waters at this Indiana port, other races hosted by Columbia contributed to a robust season. Columbia opened its racing season with the Commodore's Cup on May 21st, kicked off the July 4th Holiday with the Daley Regatta; two weeks later hosted the Fran Bryne Memorial; and wrapped up the season by hosting the first leg of the Labor Day Tri-State.

The Vanguard 15 fleet ushered in the sailing season with its spring frostbite series. At the end of March, intrepid sailors suited up in dry suits and enjoyed wonderful spring sailing conditions. The Club hosted its annual Hank Davies regatta for Lasers and Vanguard 15s in April with a great turnout of 17 V15s and eight Lasers. Some of the V15 sailors participated in the V15 Nationals, held this year at Corinthian Yacht Club in Montrose Harbor. After challenging themselves against the best in the country, they came back energized for another season of fall frostbiting.

The Columbia Yacht Club Sailing Program wrapped up a successful summer season with approximately 95 juniors and

55 adults. The adults drilled on J-22s and honed their keelboat skills while the juniors practiced on 420s, Lasers, Optimists and Prams. The Junior Race Team competed in six local regattas and capped off the season racing in two East Coast regattas.

Sea Scouts in the Chicago Area Council of the BSA continued to grow in participation, knowledge and leadership. This co-educational program is open to young women and men between 14 and 20 years of age and organized into sponsored units called "Ships" which number from five to 20 youths specializing in various maritime activities. In its third season, the Scouts' sailing vessel Live Wire, a Dobroth 42 racing sloop built in 1986 for the Admiral's Cup, was given a new deck and cockpit paint job by volunteers. In addition, soundproofing of the engine compartment has made her more livable, and a smooth bottom and additional sails made her more competitive. Ship Challenge was honored this season to have one of its young men, 17 year-old Boatswain Brent Sonin, accepted to sail for one week aboard the U.S. Coast Guard training Barque Eagle.

While the majority of the Club's on-the-water activities focus on sailing and racing, Columbia's Power Fleet continues to attract greater attention with popular events such as the Pat Gassner Memorial and Feel-the-Power Poker Runs, both designed to raise funds for charitable organizations.

Throughout all activities and events, Columbia is known as a welcoming Club to its members and their guests as well as to visitors from ports around the world. Please visit us at www.columbiayachtclub.com.



Photo Courtesy of Chuck N. Goes



A Brief History of Navy Pier

Navy Pier was originally designed as a shipping and recreational facility and has evolved into a premiere family entertainment center. It also provides state-of-the-art meeting space perfectly suited for small-to-medium sized trade shows. All of these elements combine to make Navy Pier Chicago's number one tourist destination drawing more than 8 million visitors annually.

Detailing its successful rebirth as one of Chicago's most important historical landmarks, the following timeline illustrates the challenges and changes faced by Navy Pier over the years.

1909 - Daniel Burnham creates the "Master Plan of Chicago" which originally envisioned five piers. Eventually, a 1.5 mile long recreational pier with freight and passenger ship docking facilities was commissioned to be built near the mouth of the Chicago River.

1914 - Construction begins under the direction of the nationally known architect Charles Summer Frost. Completed in two years, construction of the Pier costs \$4.5 million.

1916 - The Pier opens to the public. It is the only pier to combine the business of shipping with the pleasure of public entertainment.

1917-1918 - When the U. S. enters World War I, the Pier houses several regiments of soldiers, Red Cross and Home Defense units as well as a barracks for recruits.

1918-1921 - The Pier boasts its own streetcar line, theater, restaurants and an emergency hospital.

1921-1922 - The Pier enters its "golden age" of recreational and cultural activity as Chicago Mayor William H. Thompson's "Pageants of Progress" draws nearly a million visitors during 15 days of events.

1926 - The Chicago Federation of Labor establishes its pioneer radio station and transmission for WCFL, "the voice of labor," in the north tower.

1927 - Municipal Pier is officially renamed Navy Pier as a tribute to Navy personnel who served during World War I.

1930-1940 - Navy Pier's freight and passenger traffic declines, though cultural and recreational use continues despite the onset of the Great Depression.

1942 - With the coming of World War II, the Navy commences pilot training at the Pier, and eventually 15,000 pilots are qualified, including a young airman named George Bush. As many as 200 WWII planes will rest at the bottom of Lake Michigan as a result of accidents during training.

1946 - The Navy moves out and the University of Illinois takes up residence, transforming the facility into a two-year undergraduate branch campus that remains in existence until 1965. The Navy's main mess hall becomes a giant library considered "the largest reading room" in Illinois.

1950-1960 - The Pier handles 12-16 huge trade shows/exhibits and social events annually. Until McCormick Place opens in 1960, all trade shows in Chicago are held either on Navy Pier or at the Union Stockyards Amphitheater.

1959 - The Pier is widened by 100 feet with the construction of the South Dock. At its peak in 1964, Navy Pier is handling 250 overseas vessels annually and is one of the greatest inland ports in the world.

1960 - The city's first Holiday Folk Fest is held at the Pier, featuring food and products from countries represented by Chicago's many ethnic groups.

1965 - The University of Illinois moves from Navy Pier to its new Circle Campus, just west of the city center.

1967 - The original McCormick Place is destroyed by fire and Navy Pier helps keep many conventions and trade shows in Chicago for the four years it takes to rebuild McCormick Place.

1970–1975 - Navy Pier falls into disuse.

1976 - The spectacular Grand Ballroom undergoes a renovation as part of the city's observance of the country's Bicentennial Celebration.

1977 - Navy Pier is designated a Chicago Landmark.

1978–1982 - Navy Pier hosts Chicago Fest, drawing millions of visitors with music, food and entertainment.

1989 - The Metropolitan Pier and Exposition Authority (MPEA) is created by the state legislature to manage and operate both McCormick Place and Navy Pier. The Authority moves swiftly to redesign Navy Pier into one of the most unique exposition and recreation facilities.

1994 - As part of the 150 million dollar Navy Pier redevelopment project, improvements are made to nearly every aspect of the Pier. The 1,500 seat outdoor Skyline Stage opens to the public. It has a 100 foot high vaulted roof structure and is also used as an ice skating rink during the wintertime.



Photo Courtesy of Chuck N. Goes

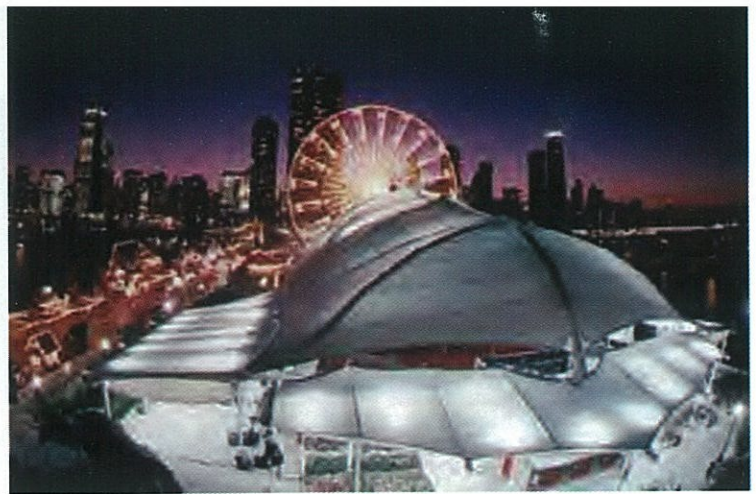


Photo Courtesy of M.P.E.A.

1995 - Navy Pier is reborn, featuring a mix of year-round entertainment, shops, restaurants, attractions and exhibition facilities.

1997 - Navy Pier officials and the Shakespeare Repertory Theater announce plans to build Chicago Shakespeare Theater at Navy Pier. Additionally, construction is completed on a new six-story parking garage, bringing the number of on-site parking spots to 1,740. Navy Pier draws record attendance with an estimated seven million visitors between July 1996 and June 1997.

1998 - Navy Pier hosts the City of Chicago's first-ever Tall Ships Festival.

1999 - Navy Pier opens its newest attraction, Chicago Shakespeare Theater. Modeled after London's Swan Theatre, it features an intimate 525-seat theater with unequalled views of the lakefront, an English style pub, a studio theater, a bookstore, a Teacher's Resource Center and an English Garden.

2000 - The Smith Museum of Stained Glass Windows debuts at Navy Pier. It is the first museum in the United States dedicated solely to stained glass windows.

Navy Pier is home to many more attractions than listed above. Some may vary depending on the season. The most eye-catching is the 148 foot Ferris Wheel. It was modeled after the first Ferris Wheel built for the 1893 World Columbian Exposition. Near the Ferris Wheel is the 44 foot high musical carousel with 36 hand-painted animals. It also has an 18 hole miniature golf course, a funhouse maze, a 40 foot high wave swinger and an IMAX theater.

Navy Pier is also a starting point for many boat trips. There is the Windy and Windy II (Chicago's official tall ships), the Seadogs which reach speeds of up to 25 knots, and the Lunch and Dinner cruise ships. Architecture cruises and water taxis are also available. There is certainly something for everyone at the Pier.

Appreciation for the contents of this article goes to the Staff of the MPEA at Navy Pier.



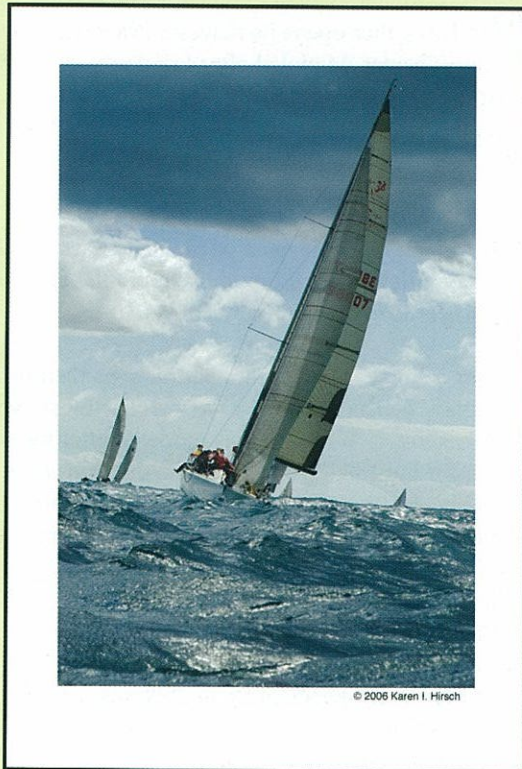
Chicago Maritime Festival Saturday, February 24th

Chicago History Museum
Clark Street & North Avenue



The Chicago Maritime Festival is an international gathering to celebrate Chicago's maritime community. It is an event organized by the Chicago Maritime Society, Chicago History Museum, and Common Times. Since 2003, the Chicago Maritime Festival has presented the most diverse maritime ever staged in the Great Lakes. The seminars, workshops, concerts, and exhibits are presented by a wide variety of individuals and organizations from the maritime communities of Chicago, the Great Lakes, and the world. The festival also offers an outreach program to area schools, libraries, and senior venues, that, in 2006, served over 2,100 people. To become involved as a presenter, sponsor, volunteer, or attendee contact or visit...

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Yachting 2006



Photo Courtesy of Joseph Conrad Yacht Club

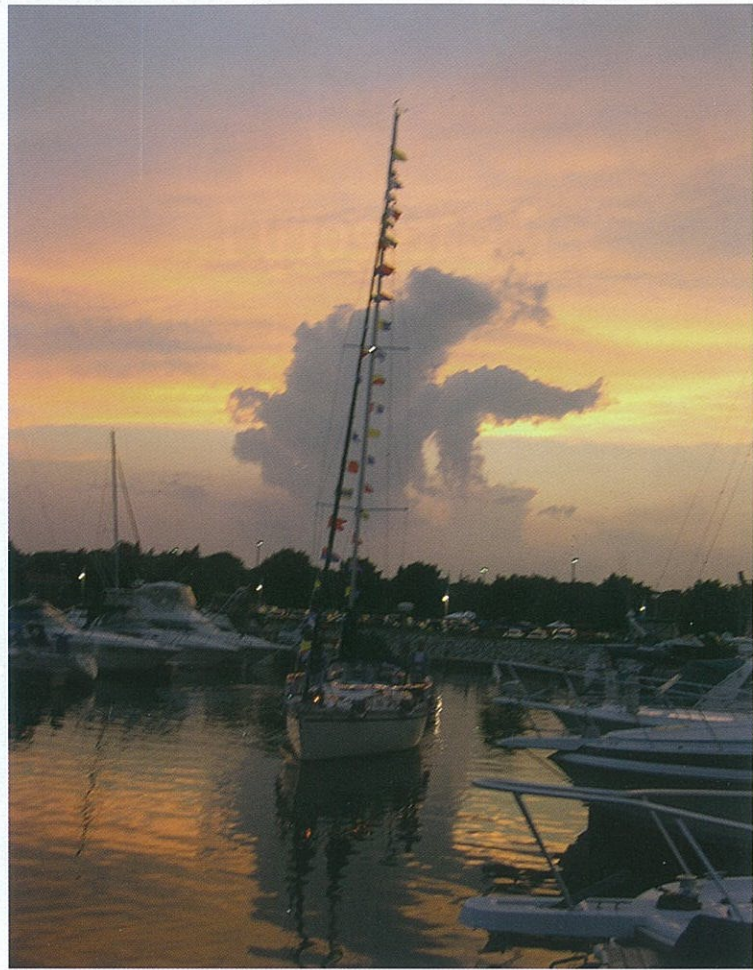


Photo Courtesy of Catalina 21 Fleet



Photo Courtesy of Christine Scott



Photo Courtesy of Karen I. Hirsch



Photo Courtesy of Jackson Park Yacht Club



Photo Courtesy of Karen I. Hirsch



Photo Courtesy of Karen I. Hirsch

Chicago

VENETIAN NIGHT

Rockin' all over the World

costumes and lights, sound systems being tested are all taking place at once. But the results speak for themselves; this was a nice Venetian Night!

To me this is the Chicago boaters saying a huge "Thank You" to Chicago for our wonderful water front. This year's participants were dedicated to making the Venetian Night Parade a huge success, and they did it! They are all winners.

The participants get no compensation to enter the parade, and in fact, all of the lavish decorations, lights and sound are their responsibility. There is a small entry fee that helps to pay for special workshops to help boaters prepare for the parade. Betty Lerner, Don Koster, Don Hermanson and Kaye Durham share their expertise at the workshops to help answer questions and illustrate methods for decoration, lights and audio. The designs and the execution, however, are completely up to the participants and their crews as the uniqueness of this year's entries demonstrates.

Chicago Yacht Club was the glue that bound us together that last day. They provided slips, parking, food and office space. Credit goes to Commodore Dave Daul, CYC Venetian Night Chairman Tom Tyrcha and his wife Pat, and the staff of Chicago Yacht Club for making everything work out smoothly.

We need to give a gratitude of thanks to the Judges and their back-ups. They were Betty Lerner, Immediate Past Commodore, Chicago Yachting Association, CDR Lynn Koepke, United States Coast Guard Retired, Alderman John Pope, 10th Ward, and Alderman Leslie Hairston of the 5th Ward. They performed their duties notably, and picked the final winners. Many of the choices were very close.

We need to thank LT Steve Georgas and the Chicago Marine Police and Helicopter Unit, the Illinois Conservation Police, and CDR Paul Mehler and his crew of the United States Coast Guard for keeping control of the parade.

Thanks to Captain Walter "Sonny" Lisowski for providing his yacht "Mirage" for the Color Guard. This year the Color Guard was made up of four Coast Guard Auxiliary personnel and three Army personnel from the Chicago area. Sonny's boat was the lead boat in the parade.

We hope everyone enjoyed this year's Venetian Night and hope you'll be back for the 50th Parade in 2007. Chicago's Venetian Night has a reputation all through the Midwest. Boaters as far away as St. Louis, Missouri, and Monroe, Michigan, have requested to be in the parade, and we already have one boat signed up for 2007. The golden anniversary year promises to be exemplary!

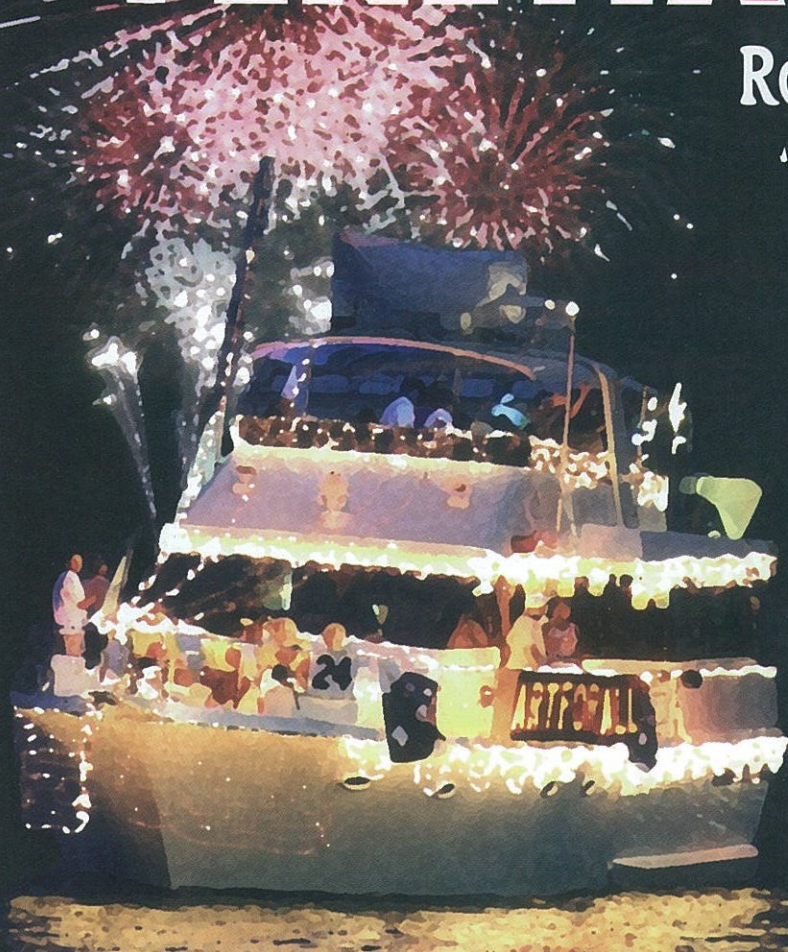


Photo Courtesy of M.O.S.E.

James H. Wright
2006 Venetian Night Chairman

Saturday, July 29th, 2006, brought Chicago the 49th Annual Venetian Night Parade presented by the generosity of the boaters of Chicago who spent a great deal of their time, planning, money and hours of labor to entertain the 750,000 Chicagoans who came to Grant Park that beautiful July evening. There were 29 boats in the parade with four municipal boats. Of those 29, nine were participating in their first Venetian Night while one boat was in her 23rd.

Weeks, and sometimes months, before the Venetian Night is where the real creativity, the idea and concept for the design, takes place. Next comes the planning, gathering of supplies, and preliminary preparations, all culminating on the day of the event. That day is hectic, with the concepts materializing at the dock as the boats are decorated. Construction and painting,

Presented by

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and

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CHICAGO'S FINEST ROCK

Sail Category I

Power Category I

Photo Courtesy of M.O.S.E.



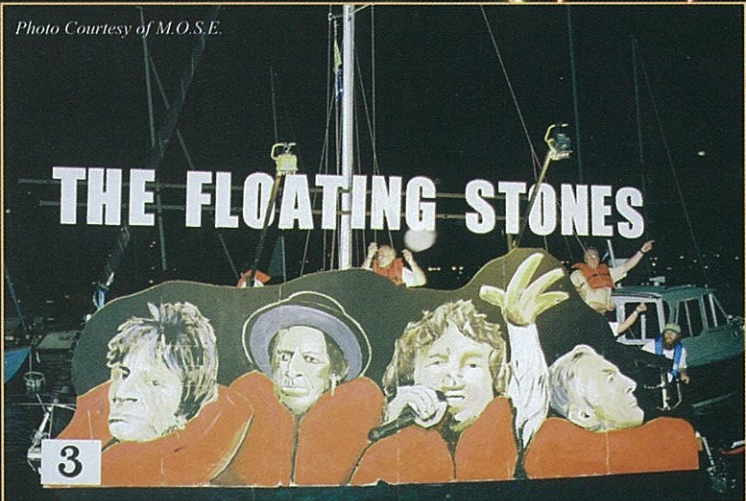
1st Place - St BB "King Tut"

Photo Courtesy of John Masser



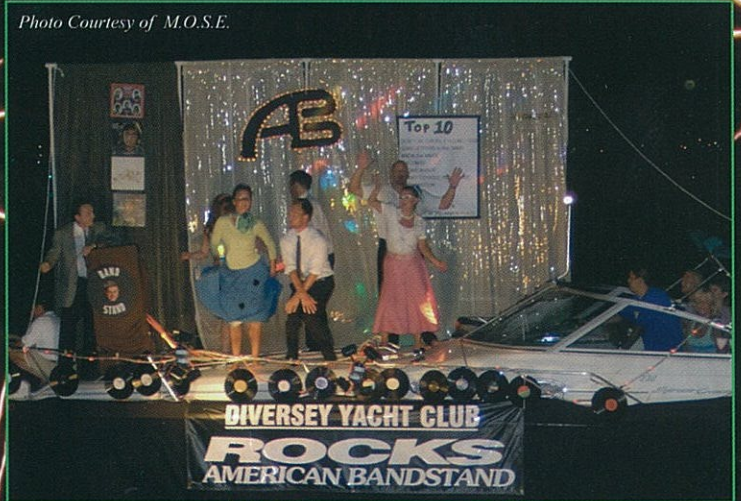
1st Place Wicket Diversion "Moulin Rouge"

Photo Courtesy of M.O.S.E.



2nd Place - Chriselle Mari "The Floating Stones"

Photo Courtesy of M.O.S.E.



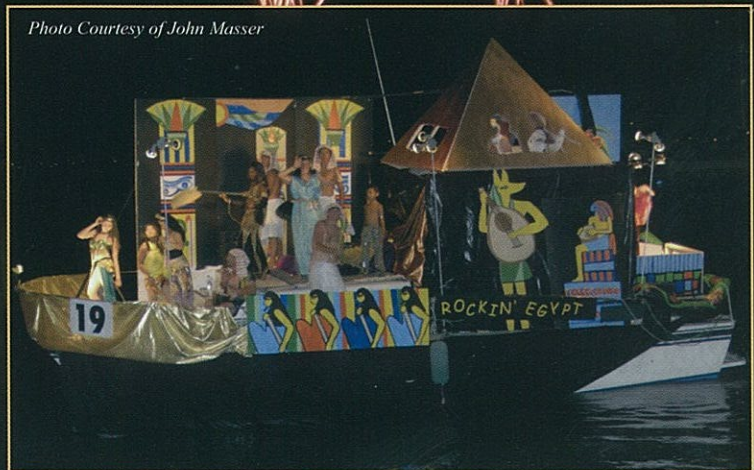
2nd Place - Never Say Never "American Bandstand"

Photo Courtesy of John Masser



3rd Place - Pegasus "Mexico - La Bamba"

Photo Courtesy of John Masser



3rd Place - State of Mind "Egyptian"

Sail Category II

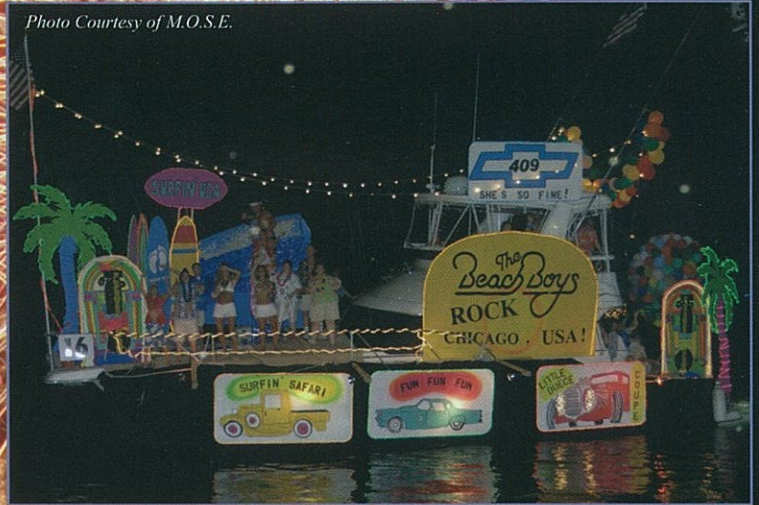
Power Category II

Photo Courtesy of M.O.S.E.



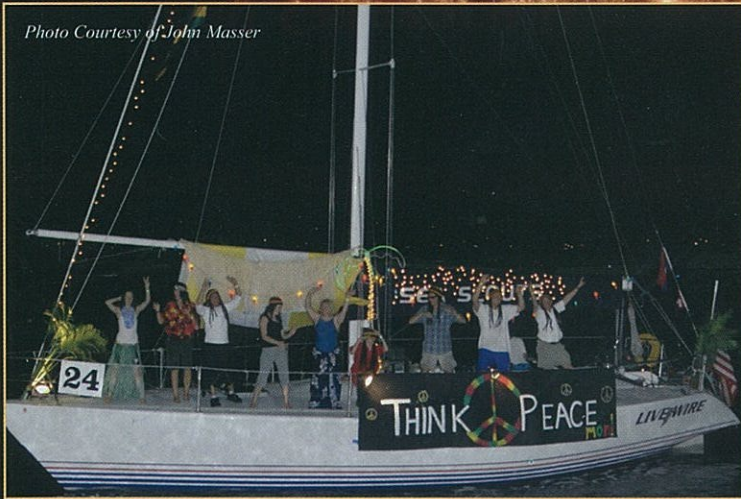
1st Place - S/Y Moonshadow "Rockin' Fairytale Characters"

Photo Courtesy of M.O.S.E.



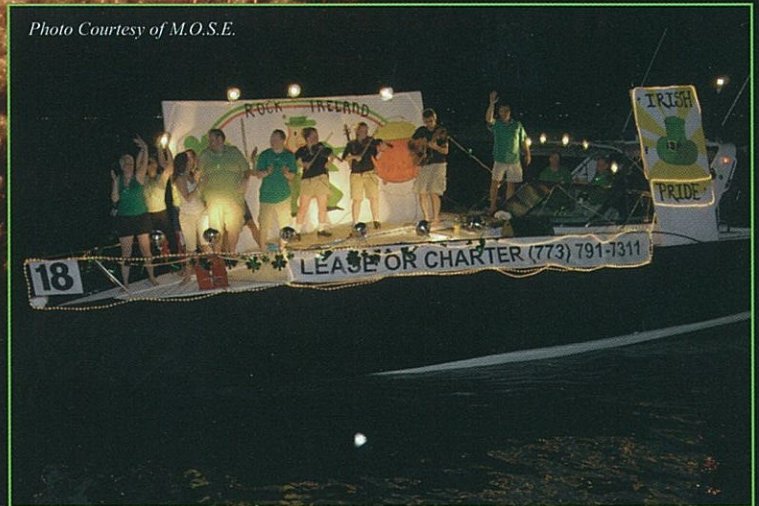
1st Place - Bonnie Lee "Beach Boys Rock the USA"

Photo Courtesy of John Masser



2nd Place - Live Wire "Rockin' to Singing All Over the World"

Photo Courtesy of M.O.S.E.



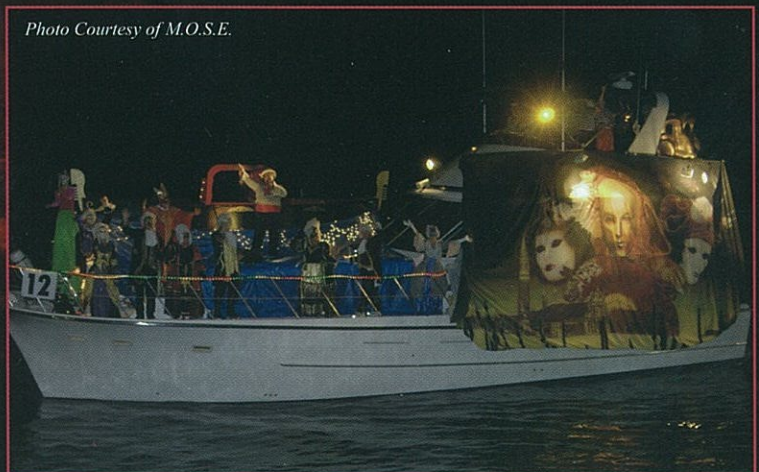
2nd Place - Chicago Watercraft "Rock on with Ireland"

Photo Courtesy of John Masser



3rd Place - Serene "Jamacian Me Crazy"

Photo Courtesy of M.O.S.E.



3rd Place - Floating Interest "Venetian Carnivale"

BEST OVERALL Whino Too "Walk Like an Egyptian"



Photo Courtesy of M.O.S.E.



Photo Courtesy of Karen Hirsch



Photo Courtesy of M.O.S.E.



Photo Courtesy of Jon Buckland



Photo Courtesy of Karen I. Hirsch



Photo Courtesy of Karen I. Hirsch



Photo Courtesy of Christine Scott



Photo Courtesy of Karen I. Hirsch



Photo Courtesy of Charles N. Goes



COMMODORES CRUISE

by IPC Marshall Fernholz,
Chicago Corinthian Yacht Club

The CYA Commodores cruise is an opportunity for each Commodore to get to know their fellow Commodores, talk about common issues and problems, and network. Holding the cruise earlier in the season helps everyone become comfortable with one another. Everyone who has worn the insignia of Commodore knows what a large job it can be. There are meetings to attend, issues to consider, events to arrange, regattas that need special Board attention, and more. This cruise presents an opportunity to visit other harbors, see other clubs, and get new ideas on how to handle club operations. Just getting to visit many of the other clubs by water is a treat. Those of us who sail will never get our boats into Diversey, Jackson Park inner harbor, or 59th Street, and Calumet and Jackson Park outer harbors might present challenges at times, too. The Commodores cruise allows us to visit all of the harbors from the water.

With an eye to enjoying a day on the water with fellow Commodores, we set the date for Saturday, June 10th. The route was chosen and included visits to Diversey, Belmont, Corinthian, Hammond, Calumet, Southern Shore, Jackson Park, Burnham Park and Columbia.

Each of the hosting clubs graciously provided food and drinks for visiting participants. Each club was advised when to expect the group for staffing and food offerings. Chilled shrimp, chicken, fruit,

and cheese, mimosas, bloody marys, champagne, homemade wine and more were popular this year.

Heavy rains hit northeast Illinois early that Saturday with most locations receiving at least an inch. The lake was rough with 4-6 footers and winds out of the northeast at 25 knots. A request to start at Diversey this year was honored and participants were welcomed with a great breakfast to start off the day. We lingered longer than planned at Diversey as we considered our options. We went to Belmont by car.

At Belmont Harbor we were given a tour of Belmont Yacht Club's new club ship, the John B. Mack II. At Corinthian we all watched hopefully as the sun came out and the day turned pleasant. At this point we asked Don Shatner, skippering his boat, to meet us at Montrose, and Marko Lucht went to get the boat Skipper Bud's so generously provided for the day. Pictures were taken; we boarded the boats and continued our cruise south to Hammond.

After 5 years the HYC clubhouse (the building belongs to the park district) will be demolished as part of the casino expansion. A new club is expected to rise, but details were still pretty sketchy. Lots of pictures were taken to help remember the club as it was in 2006. The harbor is expected to lose about 50 slips in total, with some reconfiguration of electric and water as well as a few new larger slips expected to be constructed. Please

welcome the displaced Hammond folks in your clubs in 2007!

Calumet Harbor has limitations to the size boat that can be accommodated. Don Shatner has a 40' boat and the picture tells the story. Don's deft hand skillfully tucked us in the slip for our visit. This was a pleasant surprise, as several of us had never visited Calumet by boat.

Our visit to Columbia coincided with their annual Spring Ball. Commodore Hooper greeted us and asked us to accompany him to the upper deck where he introduced us. I think we were all glad to be in our Dress Whites!

One thing becomes apparent on a cruise such as this. Each club is unique in character, in personality, and in physical differences. The shared love of boating and camaraderie transcends affiliation, though. Each of the hosting clubs did a marvelous job making us feel welcome and allowing us to experience the individual flavor and hospitality of their clubs. I think all would agree the cruise met its goal of fostering understanding, building camaraderie, and developing working relationships between clubs.





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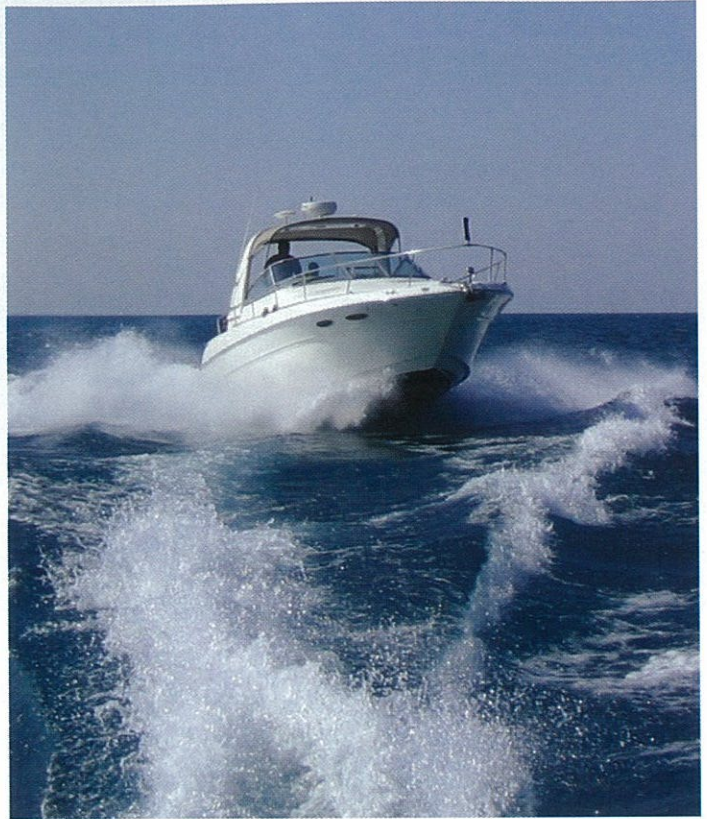


Photo courtesy of Jim Procuniar



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Westrec Marinas, Venetian Night, Chicago Police Department,
Corinthian Yachting events, the City of Chicago and
the Lake Michigan Yachting Association.*

Jerry Wald
Commodore

Denise Zdon
Vice Commodore

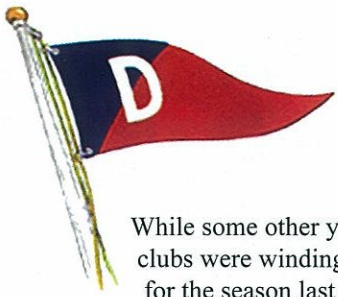
Dave Suarez
Rear Commodore

Ginny Procuniar
Secretary

Randy Schmidt
Treasurer

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DIVERSEY YACHT CLUB

by Vice-Commodore Denise Zdon

While some other yacht clubs were winding down for the season last fall, Diversey Yacht Club was firing things up – literally! Our huge, outdoor grill was and continues to be the epicenter of our annual winter steak fries. The second Tuesday of every month we all gather at our favorite summer spot (the yacht club, of course!) for a wintertime cookout. Rear Commodore Dave Suarez and Board Member Bob Bloom (soon to be Rear Commodore) made sure our grill was prime for grilling.

As we slowly made our way through the winter months, the Board of Directors was hard at work preparing for the upcoming boating season. Our Webmaster, Jim Proconiar, updated and upgraded our website (www.diverseyyachtclub.com). Mark and Betty Klym organized our rockin' summer parties with a little bit of everything, including an interactive Italian-themed dinner party! Take a look at our website to see what other fun events we had as well! Membership Director Kathy Lesser made sure we invited all of our previous members to join us at "the club" for another year, while also working to recruit new members into our family.

As we reached the halfway point of the summer, we all "Rocked Around the

World" on Venetian Night. Diversey Yacht Club rocked the night away with a tribute to Dick Clark and American Bandstand. We are proud to report we won second place. Venetian Night always seems to be the hottest day of the year and this year was no exception, but our dedicated members and friends showed up to help us build our float. THANK YOU!

A special thanks to Chuck Pokonosky for sending out our weekly emails with all of the yacht club news and activities. Our newsletter Editor-in-Chief, Kevin Rasofsky, made sure we all stayed informed of events and boating news. Bob Albert organized our fleet cruises to Racine and South Haven. Al Ehrlich, Scott Upp and Past Commodores Randy Schmidt, Gary Bernstein, Dennis Minsky, Frank Gagliano and Mario Moreno made sure all of our Is were dotted and Ts, crossed. Our Secretary, Ginny Proconiar, helped to keep us all organized. To all of you, ZIGA ZAGA!

A very special thank you goes to my fellow Flag Officers. Commodore Jerry Wald not only oversaw all of the club activities, but diligently worked to put out our yearly roster book and organize the annual Children's Party. We're not sure who had more fun – the kids or the adults! Rear Commodore Dave Suarez made sure the yacht club was operational not only

during the boating season, but during the off-season as well. It's no small task, but it's one of the things that truly makes Diversey Yacht Club unique and our home away from home. For that, thank you!

Last but not least, a toast to our members. Your generosity and support are what make our club so special.

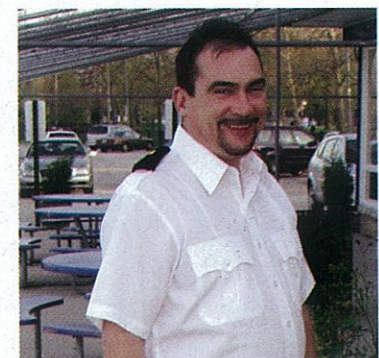
So...as we all store our summer homes for another winter, we look back on all of the good times from this summer and smile. We hope you do too.



Commodore Jerry Wald



Denise Zdon, Vice-Commodore



Rear-Commodore David Suarez



Commodore's Boat Sumtin' to Do

TOOLS TEACH THE HANDS; HANDS TEACH THE MIND

by Captain Ben Sells

Fairwind Sail Charters,
www.fairwindsail.com

(Excerpted from Sells' forthcoming book
Through the Waters: Sailing Lessons for Life)

Sailors love tools. Tools are extensions of our hands, offering new and better ways to connect us with our boats. It is in the nature of tools to teach us about themselves and what they can do, and the ability to learn from tools is a fundamental aspect of a sailor's soul.

If someone hands us a tool that is unknown to us, we can ask what it is and learn its name. We can ask what it does and what it is for and be given answers and explanations. But only when we use the tool does it truly begin to teach. The tool helps the hand to imagine things more fully, feeling how the tool works, how it turns a screw or tightens a nut. And tools also teach that all things have

their limitations. It is unfair to curse a wrench for failing to drive a nail.

A wrench will teach an observant user how to use a wrench. Its shape and design will suggest its purpose and through practice the hand will learn how to hold and maneuver the wrench to best advantage in different applications. But the wrench also teaches about the nature of nuts and bolts, the suitability of joining certain things together in certain ways, the advantages and mathematics of leverage, the limitations of space, and the importance of proper dimensions that suit hand and job.

A stripped head teaches a sailor about tolerance and the relative hardness of different metals. A sheared bolt teaches about torque, stress, and the weak points in things otherwise strong. Skinned knuckles teach about what happens when you move too fast



in the wrench's world, or over-reach, or start too soon, or press too hard. Much finesse is required in tightening and loosening. The wrench lives in a hard world and can teach hard lessons; but it also teaches that there are all kinds of hard. Hard is not an absolute, but rather is full of grades and combinations, hard in some ways and not in others, each hardness having its own peculiar strengths and weaknesses. A sailor's soul embraces such lessons, appreciating that tools teach the hands so that hands may teach the mind.

GOOSE ISLAND BOATYARD

by Marko Lucht

In 2003, Michael Heltzer purchased a four acre parcel of land on the north branch of the Chicago River with the intention of creating a new boatyard in the heart of Chicago. Located on the southwest edge of Goose Island, the logical choice of moniker was Goose Island Boatyard.

Heltzer teamed up with veteran maritime professional Rick Haislip as his general manager and proceeded to arrange for the finest state of the art equipment available, including a thirty ton turret type crane and a tractor/hydraulic trailer combination that does tricks none of us had ever seen before.

Both were shipped from Roodberg, a company in Holland.

With a reputation for doing things the right way plus half again, Heltzer totally redid the sheet piling seawall at the riverfront, including a beautifully landscaped dock replete with shore

stations. Unfortunately, due to waterway restrictions, the yard currently may not be utilized as an operational marina.

Now entering its third winter season, Goose Island Boatyard boasts factory trained service technicians and has established itself as the area's premier storage and service facility, featuring fiberglass repair, survey haul outs, electronics installation, bottom painting, detailing and shrink-wrap, as well as vessel delivery and pickup.

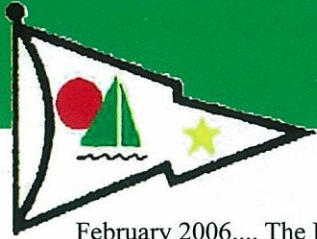
Plans for the future include possible construction of an additional building for heated winter storage.

Goose Island Boatyard is located immediately north of the new Kendall College facility. Turn north on Halsted at Chicago Avenue, take the bridge over the river and take the first easy left onto North Branch Street.



HAMMOND YACHT CLUB

by Vice Commodore Kurt Baker



February 2006.... The Horseshoe casino in Hammond announced that they will expand the casino. As a result, 700+ boats would be evicted from Hammond marina for the 2007 boating season with an early closure in 2006! The suspicion was in the air of something going on with the casino but nothing was certain until everyone found out through an article in the Northwest Indiana Times. August 2006, the Hammond Yacht club officially closed its doors and became a club without a building.

Boating season 2006... It was a fun and memorable season during 2006. We were aware of the inevitable club closure. However, morale remained high with all of the members. The Club provided great entertainment even up to the last weekend of business. Most of the regular members made several toasts of fond memories of their club during the final hours. It was sad to know that a six year old building was going to be demolished.

Following the fun times came the tough part of moving everything into storage. Through the leadership of our Facilities Director Claude Wolcott, as well as many other board members and club members, we got everything moved out. It was a sad experience, but everything was moved into storage for the next year and a half. The marina officially closed in October 2006.

The club will be having off-season events during 2006/2007 and we will keep moving forward. It is our hope that we will be relocated to a newer facility in May of 2008. Several ideas



have been proposed but nothing yet has been approved.

During 2006 folks started to "move out" early in order to secure a new marina home for 2007 leaving the club with 160 remaining members. The Hammond Yacht Club would like to ask for your support while we are "under construction." As our members relocate we ask that you honor the reciprocity privileges of our members. The advantages to you are twofold. First, in the unlikely event that our relocated member does not return in 2008, you have shown our member your facility and its obvious advantages. Second, you will have the business of the member at your club. If the same were to happen to your club, Hammond, without hesitation, would honor the same for your members.

Our hope for 2008 is high. The Port Authority is indicating that there is every intent to have the marina re-opened

with improved amenities in addition to some newer and bigger slips available May of 2008. There are also plans in development for a new boater's facility as well as a yacht club. With luck and commitment from our membership and board and the Hammond Port Authority, we will be back with a new facility in 2008.

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Friends Of the Marine Community Your voice on the lakefront

"Dedicated to the Best Interest of Everyone Who Enjoys
Chicago's Lakefront and Waterways"

by Walter "Sonny" Lisowski

For over twelve years the "Friends of the Marine Community" have been attending meetings on behalf of its members, the boaters of Chicago. We attend these functions to assure the tranquility of the Chicago Harbor System and all who moor there. FOMC is involved in every aspect of Lakefront activity and is always active in boater's issues.

Our presence is always requested, and in many cases required, by the Chicago Park District to be involved to assure that the boaters have a voice. As your Representative, FOMC makes sure that nothing gets by without our review. FOMC is looked to for our input and all we have to offer when attending these many meet-

ings. We bring to the table your requests and state your issues that have been given to us via our web site at hotline@fomc.net by our members.

Our members trust FOMC to be "your voice on the lakefront" and to keep you informed via our web site at www.fomc.net to see what is happening in the harbors and to improve your boating experience. FOMC meets with Westrec each month to voice your concerns.

Don't feel that you have no one to turn to, or that you are the last to know what is going on in your hometown, the Harbor System of Chicago.

JOIN the "Friends of the Marine Community" today. You can get an application on our web site. The dues are only \$20.00 per year. Please make out your check to "Friends of the Marine

Community" and send it along with your application to:

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c/o Robert Rose
111 Pfingsten Road, Suite 300, Deerfield,
Illinois 60015



Here's to the memories ...

Commodore Stanley L. Hill

Modern technology enriches our lives,
From the Internet we surf to the cars we drive.
But material possessions do not fill the void,
The company of friends we cannot avoid.

When you need to clear your head
Of all the junk in there,
It's nice to have a place to go
"Where everybody knows your name
And are always glad you came."

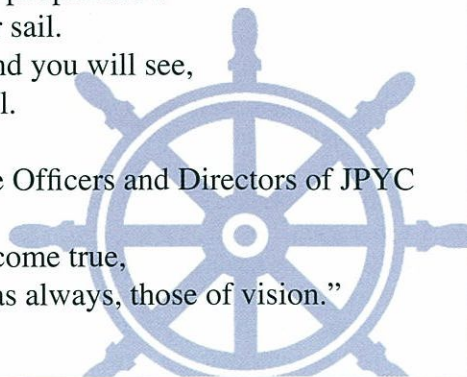
Jackson Park Yacht Club is a place to get away,
Where you can kick off your boat shoes and enjoy
the day.
Whether out on the lake or still in the harbor,
You feel at home when you are near the water.

"The world today takes everything you've got,
A break from your worries sure would help a lot."
Jackson Park Yacht Club is the sort of place
Where it makes no difference about your wealth, religion,
gender, or race.

When you drop anchor there is plenty to do,
Tall tales of adventure told by gallant captains and crew;
Popcorn parties, watching movies and playing cards
Is the routine until the boats must leave for ship yards.

You want to go where people know
Good times will never sail.
Let yourself be free and you will see,
Friendship will prevail.

In the years ahead, the Officers and Directors of JPYC
Join me in saying,
May all your dreams come true,
"The only limits are, as always, those of vision."





JACKSON PARK YACHT CLUB

by *Commodore Stanley L. Hill*

As we celebrate our 110th Anniversary at Jackson Park Yacht Club (JPYC), we are fortunate to continue to thrive as a club that has represented and symbolized so much to so many for so long. Founded in 1896, the club continues in sharing camaraderie, love of sailing, and appreciation of nature and its power at the most welcoming and picturesque harbor on the lakefront.

The spirit at JPYC is: At our club you need no formal introduction. Speak to others as you would have them speak to you, and do it first. The art of making friends is simply to be a friend. The person who is cordial will find hands springing out to meet his.

Because of the leadership of our Officers and Directors, the future of JPYC is bright, and our best days are still ahead of us as we work together to define and redefine the mosaic that is Jackson Park Yacht Club.

Our club's social activities continued this year, starting with the Strictly Sail show at Navy Pier. Our Spring Bash theme was "Let's Come Together." On St. Jude's Day,

we honored the Chicago Police Department by serving breakfast to the fine women and men in blue. We hosted the Chicago Yachting Association meeting. The club's Opening Day ceremonies were held over Memorial Day weekend. The CYA Commodores Cruise made its annual stop at our clubhouse for recreation and refreshments. We held a "Ship Wreck" Party. We celebrated the Blues Fest, and we hosted our annual Jazz Festival. We gathered for the annual Commodore's Cup/Kid's Day celebration. Throughout the season, Friday Night Movies, Saturday Evening Socials and Open Dock Receptions were the standard fare. The season concluded with the Halloween Party, but our camaraderie continues throughout the year.

JPYC's sailboat racing program repeated itself this year. We hosted the second J-105 Match Race Regatta and the MORF Roundup. We held the Raske Race, directed the Judd Goldman Freedom Fleet Regatta, and gathered for the Bennett Cup. In September, we

hosted the third leg of the TriState Regatta from Michigan City back to Chicago. And of course, club races were held each Wednesday evening from June 3rd through September 20th.

We are a club of volunteers and are particularly grateful for our dedicated members who make JPYC the reality that it is for so many people. Special thanks to the numerous members whose grateful contributions add to the serenity and fullness of our lives at JPYC.

As we celebrate our 110th year, 190 members strong, let our hearts beat high with joy. May we always be thankful for the blessings we have known, and remember to say a prayer of thanksgiving, for we are not alone. Let us continue to have a great time, enjoy ourselves and one another, greet old friends and make new ones. You want to be where people know good times will never sail, so let yourself be free and you will see friendship will prevail. "Get in the JPYC mix in 2006." As Commodore I welcome you. Won't you come aboard?

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Treasurer

Yvonne Nelson
Recording Secretary

Dennis Hanson
Membership

Join us!

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JOSEPH CONRAD YACHT CLUB

by *Commodore*
Kazimierz "Casey" Chlebek

Despite the fact that the Joseph Conrad Yacht Club courageously struggles without a lakefront facility, it continues to offer its membership and enthusiasts an impressive array of sailing and social activities. This year the Club's formidable offers included sailing classes in the Lakes of Mazury in Poland, Transatlantic sailing on the sailboat FAZISI, sailing in the fiords of Norway, and sailing in the Mediterranean. Let's look in retrospect.

On November 5, 2005, the JCYC held its Annual Ball where awards were presented to the winners of the Club's two major regattas. Also, \$1000 of the Ball proceeds were used for the JCYC Scholarships for winners of the best essays about Joseph Conrad literature. The awards were presented at the Polish National Alliance on December 4. First prize winner of \$500.00 was Katarzyna Mikrut from Paderewski High School; second prize of \$300 went to Aldona Tarnawski from DePaul University; and the third prize of \$200 was received by Anna Ptasznik from Lincoln Park High School.

In addition to many sailing activities, the Club also observes some traditional Polish events. Each year in January, the membership celebrates a popular social event called "OPLATEK" and in early May the Club participates in the Constitution Day Parade commemorating the signing of the Polish Constitution of 1791, the first constitution in Europe.

The spring picnic was organized this year again at the Czupryna's estate in Marengo. The picnic was an outstanding success. Entire families of sailing enthusiasts gathered to celebrate the opening of the sailing season 2006. The entertainment was provided by the artistic group, "POLONIA," directed by Ania Kryszynski and a solo performer, Andrzej Slabiak. The DJ Mark Mikowski, owner of Entertainment Media, provided premier equipment for the occasion. The event was also marked by a highly popular mini-regatta coined the "Cup of Marengo."

Annually, the JCYC organizes two major regattas. At the beginning of summer the

"The Gold Button of the Commodore" regatta is conducted, and at the end of summer the "Joseph Conrad Regatta," formerly known as "The Cup of the Consul General of Poland," is held. The first regatta was off Montrose Harbor on June 11, and the latter took place at Monroe Harbor on August 13. The results of each regatta are listed in the race results section of this magazine. At each regatta, the former shanty group "Mlynn" provided the entertainment. Several of our sailboats also participated in various races organized annually, such as the NOOD Regatta and the VERVE Cup Regatta. This year's summer picnic was organized at the Buchowski's estate in Libertyville. Mediterranean food and a belly dancer won the hearts of all guests. The entertainment galore was provided by the best shanty group from Poland "Cztery Refy" and again by the young artistic group "POLONIA."

On July 22, a number of sailboats affiliated with the Club participated in the Mackinac Race. JCYC sailboat PLANET RED skippered by John Dabek achieved a huge success by placing 3rd in Section 7, and Isidore Ryzak's Maxi Class JULIANNA also placed 3rd in the Turbo Section.

For the first time in the history of the JCYC, and thanks to the unique decorative theme selected under the guidance of a gifted choreographer, Jerzy Stachijuk, the "MOONSHADOW" skippered by Stanislaw Hryniewicki won first place in Sail Category II in the Venetian Night spectacular.

The JCYC is also involved in charitable activities of the Chicago sailing community. This year the JCYC part-

icipated in the fund-raiser for the Chicago Christmas Ship. In early June, JCYC members sailed on WINDY II with the TV crew of POLSAT2 filming a special documentary. The JCYC charitable efforts also included participation in the Judd Goldman Adaptive Sailing Foundation Benefit, held this year at the Field Museum. In order to promote awareness in the Polish community worldwide about the Judd Goldman program, POLSAT2 aired a special about sailing programs for people with disabilities. Still, the most interesting Club events are yet to come. On October 28, the Club will hold its Annual Ball at Victoria Banquet Halls of Rosemont, and a week later at a location designated by the Polish Consulate General, JCYC will present its scholarship awards for this year's scholarship contest overseen by Jolanta Zablocki. On December 3, 2006, when the Club holds a "Wieczorek Konradowski" ("Joseph Conrad Evening") at the Chopin Theatre in Chicago, the JCYC Scholarship winners will read their essays.

Information pertinent to JCYC events and programs is on the JCYC website at www.jycychicago.com and in the "Polish News" magazine.

**Joseph Conrad
Yacht Club**
FOUNDED 1969

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John Zienda - Vice Commodore
Isidore Ryzak - Rear Commodore
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KINGSBURY YACHT CLUB

by *Giacomina Mazzanti*

Traveling up and down the north branch of the Chicago River reveals an ever-changing landscape of Chicago's true urban heritage. The Montgomery Ward Catalogue Center which sits across from the southern tip of Goose Island is not a stranger to the dynamics of Chicago. Once a thriving wholesale and retail center, it is now home for hundreds of individuals who have chosen to live near the water and yet remain in the downtown area.

The space is notable because it is where the river separates to flow around Goose Island. For years an old barge sat in the channel as a reminder of what happens to neglected boats. That is gone now, filled with mud to sink beyond site in the shallower parts of the channel. The new vision is one of modern docks providing all the amenities and services. Centrum Properties saw the potential of this prime real-estate not only for living on land but also for living on the water. There is much to see and explore in the area and Kingsbury Yacht Club is a great place to start.

The Kingsbury Yacht Club (KYC) is the newest Yacht Club on the scene in Chicago. Developed by Centrum Properties in 2004, the KYC is located at the old



Montgomery Ward Catalogue building at 600 West Chicago Avenue on the North Branch of the Chicago River. The location in River North offers many advantages to visiting boaters all of whom receive membership in KYC during their stay. KYC members and their guests have use of the restrooms, showers, and refuse facilities. KYC also have staff ready to care for you and your vessel's needs.

Kingsbury Yacht Club has much to offer. The property has the beautiful



Riverwalk @ 600 West Chicago Avenue with river homes and restaurants including Japonais and Kitsch'n. Japonais is one of Chicago's trendiest dining destinations, a blend of contemporary Asian and French cuisines that has all Chicago talking. Kitsch'n River North is considerably larger than the original Roscoe location but maintains decor similar to the original, with kitschy furniture, shag carpet, and quirky '70s accents. The location in the former Montgomery Ward building imparts an industrial feel but comes equipped with the hominess of a couch-filled lobby and a large outdoor patio and comfort-food menu items.

The KYC offers transient facilities for visiting yachts and boaters. Stop in by boat or car to check us out, or for more information contact the KYC at 312.832.0900.



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Museum Shores Yacht Club



MSYC

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Rear Commodore:	Gregory Williamson
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MUSEUM SHORES YACHT CLUB A BEAUTIFUL SECRET

by Vice Commodore Jackie Bailey

Museum Shores Yacht Club has some secrets. According to a November 22, 2005, Chicago Tribune article, one of the best is a pristine setting in a gorgeous locale. Museum Shores is located directly behind the Museum of Science and Industry on Chicago's first "Museum Campus." MSYC is a beautiful secret all by itself and has contributed much to improving the harbor. Another beautiful secret at Museum Shores is our phenomenal membership. Over the years the membership has grown. There are currently 127 boaters docked in 59th Street Harbor, and 98 are members of MSYC! We are truly a presence in this beautiful harbor with strong community involvement.

While the club motto promotes safety in boating, MSYC has a real commitment to the community. Annually, the club sponsors a youth day for the kids of the 5th Ward who are treated to boat rides and several other activities. The club hosts at least one annual senior day featuring good hot meals, boat rides, dancing, and music entertain-

ment supplied by our local DJ Jim Hatcher. The club also works with people in recovery and with disaster victims. Because of these and other outreach activities, on September 14th, 2005, Museum Shores Yacht Club was invited to attend the Chicago City Council Meeting, where we were honored with a resolution for our commitment to the community. We attended a photo session and hand shaking with the Mayor of Chicago (see photo).

The MSYC 2006 season started with our annual opening day ceremonies on the 20th of May. In attendance was our 5th Ward Alderman Leslie Hairston who joined in and enjoyed the fine food and dancing. The flag raising ceremony was performed by the officers of the club, and prayer was conducted by our own Chaplin Rev Parker. From there the season began. This year the club hosted several special events including the annual Police Honor Guard Picnic. On August 24th, the club hosted the Chicago Yachting Association where more serious matters were discussed

concerning the conditions of the harbors and safe boating.

Club improvements take place yearly with the help of the membership, the Mayor and the Chicago Park District. When the club started, the building was little more than a tool shed, but great improvements have been made over the years. The building has been refurbished inside and out and has been expanded with a beautiful covered patio. Some of the improvements this year feature retractable sides on the patio, making it a more multi-season space.

On September 30th, our annual fish fry will be held. This will be the time of the year when we will give thanks for a safe and beautiful season. All of the boaters and their families will enjoy a day of fun and festivities. Our annual fish fry is the last major event of the season which is a sad time for all boaters. We only have a few weeks left to enjoy what has been a very good season.

To: Thomas Finely



Best
Wishes,

Maureen
Jackie Bailey



Close start at a MORF race

ON THE WATER WITH MORF

by Carl Stineman

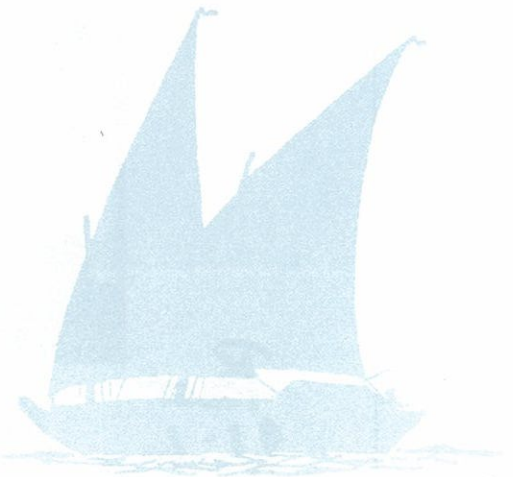
Chicago's Midwest Open Racing Fleet (MORF) is a volunteer on-the-water sailing organization dedicated to providing competitive sailboat racing for smaller racer/cruiser type boats. You can find MORF racing most weekends mid May through September on the Columbia Yacht Club's Beercan circle off Burnham Harbor.

MORF offers its members a variety of racing opportunities. Our regular season events are two six-race series – the Performance Series, running from late May through early July and the Competition Series, from late July through early September. These series use a mix of Olympic, trapezoidal and windward/leeward courses. This year we have had five sections on the starting line, a highly competitive jib and main section, three equally competitive spinnaker sections, and a multihull section. The Competition Series kicks off with a race off Jackson Park followed by the MORF Roundup in Jackson Park Harbor featuring a raft-up, a cookout dinner and music sponsored by JPYC. MORF also

offers a Lady Skipper Series, three two-race Sprint Series - featuring two short windward/leeward races on the same day, casual races, single- and double-handed races, and a Long Distance Series. The highlight of the Long Distance Series is the Michigan City weekend; a Friday over-night race to Michigan City followed by boat and dockside parties as boats arrive early Saturday morning, and the traditional blender party on the beach Saturday afternoon. Skippers and crew surviving the rigors of these events race back to Chicago on Sunday.

In September come two weekend regattas that are the highlights of the MORF season. The first is the Commodore's Cup followed by the MORF Open. The Commodore's Cup is MORF's post-season championship regatta. All qualifying boats race head-to-head in two sections, jib and main, and spinnaker. The winner of the jib and main section takes home the Great Lakes Sailor trophy and the winner of the spinnaker section takes home the Commodore's Cup.

To wrap up the season, MORF welcomes our friends from LMSRF Area III and other yacht clubs to the MORF Open. The Open, held the last weekend of September, is a two day, three race Area III event, the last major event of the Chicago sailing season.





SOUTHERN SHORE YACHT CLUB DRAMA AT SOUTHERN SHORE

by *Commodore Sandra D. Smith*

It started off as a normal Tuesday morning in February. I was at my desk working hard as usual when my cell phone rang. Though I did not recognize the phone number, I decided to answer it anyway. The voice on the other end was none other than Westrec's Jerry Metzger. Normally I enjoy conversations with Jerry, but this time he asked me a question that would unnerve even the most seasoned and composed Commodore - "Did you know your Club was on fire?" "Fire at Southern Shore?" I asked, to which he replied "Yes. The Chicago Fire Department has already been called, but you need to get there as soon as possible."

Well, I immediately started on my way, and of course, all I could imagine was a smoldering pile of rubbish where the Club once stood - just what every freshman Commodore three months into the first year of office needs. As my anxiety increased, I realized that I needed to get someone there right away. While en route I called my husband whose office happens to be minutes away from the Club. I explained the situation, and he tried to assure me that

it probably wasn't as bad as I was thinking. He said he would meet me there, and as he was driving, he was giving me the play by play of what he saw in the air. As he turned onto Hayes Drive and reported, "I see Smoke," my pulse quickened. It didn't return to normal until he pulled into the lot and told me very reassuringly the wonderful news that the Club was still standing! Our Finance Director, Mr. Kerry Van Isom was already there taking control of the situation. Kerry had already arranged for the initial clean up and board up service.

From there started what seemed to be an endless series of estimates, walk throughs and meetings with contactors and adjustors. In the process I have unwittingly become an experienced rehabber. I now understand such terms as demolition, taping and sanding, sheet rock, and duct work.

As you can tell, Southern Shore Yacht Club has gone through many changes this year, but I am happy to say, the Club looks better than ever. The Board of Directors worked very hard to get the Club back in shape for the Opening Day Ceremonies.

Opening Day was held on Saturday, May

27th, 2006. The day started with the raising of the flags while the National Anthem played in the background. It was a very proud moment for me as I, as Commodore, saluted the Officers of Southern Shore. Later that evening we dined on lobster, glazed chicken and all the trimmings. The food was catered by one of our own, Mr. Ken Mason, the owner of Marine Café located across from Jackson Park Outer Harbor.

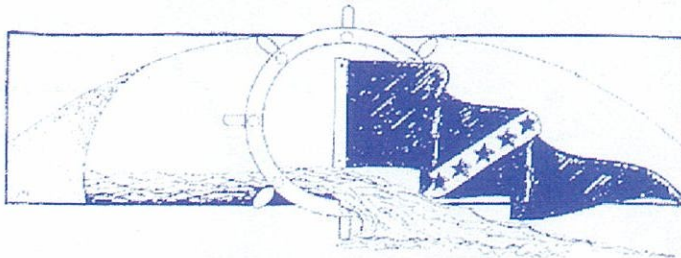
Our monthly Streak Fry is still a big hit with boaters in the Chicagoland area. We have had good attendance under the direction of Rear Commodore Will Ruff, and we are looking forward to continuing this tradition.

I must commend Mr. Keith Jones, Harbor Master for Jackson Park Inner Harbor for a job well done. Keith is always willing to help out when needed, and he and his crew have kept the grounds around the Club and the entrance to the Harbor in superb condition. The flowers planted at the entrance gate make entering the Harbor quite a delightful experience. The security personnel have also done an outstanding job patrolling the harbor.

I have thoroughly enjoyed my first year as Commodore of Southern Shore Yacht Club. This year the members used the Club more than ever. Almost every weekend you would see several members cooking and enjoying each other's company. Some of the Club sponsored events during the year were a Chili Cook-off and Open Harbor Parties. The Chili Cook-off was held on the Sunday of the AFC-NFC Championship Game. This was truly a good time. The chili was delicious and the members had a wonderful time. The plan is to have another Chili Cook-off for next year's AFC-NFC Championship Game. I have asked the Entertainment Director to make plans for events to take place during the off season, the first of which will be a Halloween Party.

We are already looking forward to another rewarding boating season, but hopefully it will be somewhat less dramatic. See you in 2007.

SOUTHERN SHORE YACHT CLUB CELEBRATING OUR 94th YEAR



FROM UNDER THE BRIDGE AT JACKSON PARK INNER HARBOR

Officers for 2006		2006 Board of Directors	
Commodore	Sandra D. Smith	Bob Schumacher	House
Rear Commodore	William Ruff	Jessie Adams	House
Secretary	William Martin	Kerry Van Isom	Finance
Treasurer	Anthony Crowe	Andre Coleman	Membership

2006 Boat of the

by Jerry E. Metzger

The 2006 Chicago Yachting Association's Boat of the Year competition fielded an outstanding fleet with over 172 boats entered. The Boat of the Year format provided for a Port to Port Championship Series and a Buoy Championship Series for the PHRF fleet, the T-10 fleet, the Beneteau 40.7 fleet and Beneteau 36.7 fleet. Additionally, the J-105 fleet had their own championship series. As has been the case over the last several years, this year's format for both the PHRF and T-10 fleets included a fleet prize for best overall for those boats entered in both the PHRF and T-10 Buoy and Port to Port Championships.

This year's PHRF Port to Port Championship had 5 divisions eligible for trophies. In Division 1, the winner was Jack Roeser's Jeannine III with 4 points. Following close behind with 7 points for the second in division was Raven owned and skippered by Stan Bailey.

Division 2 was another close contest. First place goes to the team of Edman/Hoswell and their boat Skye with a total

of 5 points. Second place was hard fought with only 1 point separating second and third place. The second place is awarded to Dorsey Ruley and Majic with 9 points while the third place trophy went to Frank Giampoli's Jahazi with 10 points.

The Division 3 winner for first place with 4 points was Team Regardless and the boat Regardless. Taking the second place trophy was Folie A Deux owned by Team Folie with 6 points for the win.

Division 4 was a very tight series with only 1 point separating the first and second place. Taking the first place prize with 5 points was the yacht Certainly owned by Don Meyer. The second place with 6 points was awarded to Vik Warren's Rockon.

Viper, skippered by Bill Laslow, took the first place prize in Division 5 with a total of 4 points. Following in second place just 2 points behind was the Bowker/Nelson yacht Wings with 6 points.

This year's PHRF Buoy Series Championship was very exciting with four very competitive divisions. In Division 1 after a busy schedule of buoy racing, only two points separated first and second place. Raven, owned by Stan Bailey, took

first place with a total of 19 points. John Gottwald and his boat Eagle's Wings took the second place prize with 21 points, and the third place trophy was won by Lindy Thomas and the boat Goblin with a total of 26 points.

Division 2 was won by Jerry and Shawn O'Neill's Eagle with a total of 15 points. Capturing the second place prize was Robin Munden's Serenissima with 22 points. Taking the third place trophy with 32 points was Painkiller, owned by Alice Martin.

The Division 3 first place prize was won by Sorcerer, owned by Draper/Fyksen with a total of 18 points. Taking the second place prize with 20 points was Team Regardless and the yacht Regardless.

Division 4 featured very close racing with John Dybas's boat Jack-A-Roe winning the first place prize with 22 points. Finishing in second place was Whisper, owned by Barnes/Schnieder/Johnson and Rockon, owned by Vik Warren. When the tie breaker was applied Rockon took second and Whisper came in third.

To qualify for the Over-All PHRF Championship Series, boats must be

entered in both the Port to Port Series and the Buoy Series. In determining the winner, the 3 best eligible Port to Port races and the 10 best eligible Buoy races are scored. The boat with the lowest point total in its division is the winner. There was a tie for the championship between Raven and Regardless, and after the tie breaker was applied, the winner of the Over-All PHRF Championship is Regardless. Congratulations to Regardless and Team Regardless for an outstanding performance.

Once again, this



Photo Courtesy of boatingshots.com

Year

year's Championship

Series for the Beneteau 40.7 fleet consisted of a Port-to-Port Series and a Buoy Series. With 2 championship series on the agenda, the Beneteau 40.7s had great racing. At the end of the series there was a tie between LaTempete and Vayu, each with 14 points. With the tiebreaker applied, Tom and Deb Weber's LaTempete takes the first place prize with Ron Buzil's Vayu taking the second place. Winning the third place prize was Excalibur, owned by David Tarson.

The Beneteau 40.7 Buoy Series was a very competitive series. After the racing was finished, Tom and Deb Weber's LaTempete won the first place trophy with a total of 14 points. Taking the second place silver was Don Hayes and his boat Tsunami with a total of 22 points. Third place in the Buoy Series went to Jay and Cindy Muller's Das Boot with 27 points.

Not to be outdone, the Beneteau 36.7 Fleet also had two series championships, a Port-To-Port Series and a Buoy Series. Winning the Port-to-Port Series was Veloce, owned by Mike Stills with 2 points. Just 1 point behind with 3 points and taking the second was Gravitass, owned by Richard West.

In the Buoy Series for the Beneteau 36.7s Robert Foley's Tried and True took the first place with 17 points. Warren Levin's Program took the second with 31 points, and the third place with 33 points went to Bella Luna owned by Joseph Hylas.

The J-105 Fleet again had one of the most ambitious and strenuous series. When all was said and done, Tom Petkus and crew took the first place trophy with a total of 17 points for a commanding victory. Following for the second place silver was Clark Pellett and the boat Sealark with 42 points. Third place went to the Wong/Logelin/Nieman group with the boat Certare with 49 points, and Martin McKenna's boat RedPortLeft took fourth place with 50 points.

For the ever competitive T-10 Fleet, two series again comprised the Boat of the Year competition, a Port to Port Series and a Buoy Series. Racing in this fleet is always exciting. Capturing the first place in the Port to Port Series was Arvid Eiesland's boat Wild Norwegian with 17 points. Just 5 points behind

with 22 points for the second was Bill Fagerstrom's Amateur II. Taking the third place with 30 points was Leif Sigmond's Top Dog followed for the fourth place by Rick Strilky's Wombat with 36 points. Fifth place with 40 points went to the boat Water Works owned by Rick Lillie.

In the T-10 Buoy Series Championship, Debbie Clasen's Windemon took the first place prize with 25 points. Windemon was followed by Martin Plonus's Tango with 30 points for the second place. Tim Rathbun's Winnebago with 37 points took the third place and Tim and Nancy Snyder's Cheap Thrill took the fourth place prize with 39 points. Fifth place went to Vince Camarda's Yahoo with 45 points.

The lowest combined point scores for the Port to Port and Buoy Championships were used to determine the winner of the T-10 Over-All Championship. For the first time in many years a new competitor stepped up to claim the T-10 Over-All Championship. Congratulations to Arvid Eiesland and crew

of the new champion Wild Norwegian for a great performance and win.

The Chicago Yachting Association's Boat of the Year Committee is chaired by Jerry E. Metzger of the Burnham Park Yacht Club with representatives: Todd Hildwein, Chicago Yacht Club, Tom Spees, Columbia Yacht Club, Stuart Townsend, Jackson Park Yacht Club and Dorin Candea, Chicago Corinthian Yacht Club. A very special thanks to Don Glasell, and the staff at the Area III office for generating the scoring.

The Chicago Yachting Association is pleased to have presented this premier event, the Boat of the Year Series and we want to congratulate not only the winners, but also, every participant in the series. We look forward to seeing you all on the race courses in 2007.



Photo Courtesy of Arvid Eiesland

RACE RESULTS 2006

LMSRF AREA III

2006 Boat of the Year

Overall Series

PHRF Overall

Regardless Team Regardless

T-10 Overall

Wild Norwegian Arvid Eiesland

Port to Port Series

Division=PHRF 1

1st Jeannine III Roeser,Jack
2nd Eagles Wings John J. Gottwald

Division=PHRF 2

1st Skye Edman/Hoswell
2nd Majic Ruley,Dorsey
3rd Jahazi Giampoli, Frank

Division=PHRF 3

1st Regardless Team Regardless
2nd Folie A Deux Team Folie

Division=PHRF 4

1st Certainly Meyer,Donald
2nd Rockon! Warren,Vik

Division=PHRF 5

1st Viper Laslow,F William
2nd Wings Bowker / Nelson

Division=Ben 40.7

1st La Tempete Weber,Tom
2nd Vayu Ron Buzil
3rd Excalibur Tarson,David

Division=Ben 36.7

1st Veloce Stills,Mike
2nd Gravitas West,Richard

Division=T-10

1st Wild Norwegian Eiesland,Arvid
2nd Amateur II Fagerstrom,William
3rd Top Dog Leif Sigmond
4th Wombat Strilky,Rick
5th Water Works Lillie,Rick + Maryann.
6th Pegasus Krasinski,Andrea

Buoy Series

Division=PHRF 1

1st Raven Bailey,Stan
2nd Eagles Wings John J. Gottwald
3rd Goblin Thomas,Lindy

Division=PHRF 2

1st Eagle Jerry & Shawn O'Neill
2nd Serenissima Robin Munden
3rd Painkiller 4 Martin,Alice O.

Division=PHRF 3

1st Sorcerer D. Draper & G. Fyksen
2nd Regardless Team Regardless

Division=PHRF 4

1st Jack-A-Roe Dybas,John
2nd Rockon! Warren,Vik
3rd Whisper Barnes/Schnieder/Johnson

Division=Ben 40.7

1st La Tempete Weber,Tom
2nd Tsunami Hayes,Donald
3rd Das Boot Muller,Jay + Cindy

Division=Ben 36.7

1st Tried and True Foley,Robert
2nd Program Levins,Warren
3rd Bella Luna Hyla,Joseph

Division=J/105

1st Vytis Petkus,Tomas
2nd Sealark Pellett,Clark
3rd Certare Wong, Logelin + Nieman
4th RedPortLeft McKenna,Martin

Division=T-10

1st Windemon Debbie Clasen
2nd Tango Plonus,Martin
3rd Winnebago Rathburn,Timothy
4th Cheap Thrill Snyder,Nancy + Tim
5th Yahoo Camarda,Vince
6th Glider LaMotte,Bruce

2006 Area III Race Results

Abe Jacobs

Burnham Park Yacht Club- May 20

Division=T-10

1st Winnebago Rathburn,Timothy
2nd Windemon Clasen,Dave+Debbie
3rd Mikaze VanderWoude,Polly

Division=PHRF 1

1st Eagles Wings JohnJ.Gottwald

Division=PHRF 3

1st Sorcerer D.Draper&G.Fyksen
2nd Captain Blood Rogers,Douglas

Division=PHRF 2

1st Skye Hoswell,,Jeff+Jane
2nd Eagle Jerry&ShawnO'Neill

Division=J/105

1st Kashmir Donahue,Kevin

Division=Ben 36.7

1st Raptor Anderson,Mike+Jim

Columbia Yacht Club

Commodore's Invitational- May 21

Division=J/105

1st Pronto II Fray,Peter

Division=Ben 36.7

1st Bella Luna Hyla,Joseph

Division=PHRF 4

1st Wings Bowker/Nelson
2nd Assassin Just,Susan

Division=PHRF 3

1st K III Kerbel,Irv
2nd Captain Blood Rogers,Douglas
3rd Sorcerer D.Draper&G.Fyksen

Division=PHRF 2

1st Vayu Buzil,Ron
2nd Serenissima Munden,Robin
3rd Painkiller 4 Martin,AliceO

Division=PHRF 1

1st Inferno AaronHouston/PhilDowd
2nd Goblin Thomas,Lindy
3rd Jeannine III Roeser,Jack

Division=T-10

1st Windemon Clasen,Dave+Debbie
2nd Winnebago Rathburn,Timothy
3rd Terminal Velocity Beemsterboer,Simon

Chicago Corinthian Yacht Club

Reinholtzen Spring Opener- May 27

Division=Ben 40.7

1st Spanker D & J McDonnell

Division=J/105

1st Kashmir Mayer,Michael

Division=PHRF 4

1st Jack-A-Roe Dybas,John

Division=PHRF 3

1st Captain Blood Rogers,Douglas D.
2nd K III Kerbel,Irv

Division=PHRF 2

1st Skye Edman/Hoswell
2nd Eagle Jerry & Shawn O'Neill

Division=PHRF 1

1st Eagles Wings John J. Gottwald

Division=T-10

1st Water Works Lillie,Rick + Maryann
2nd Claddagh Karstrand,Steve
3rd Winnebago Rathburn,Timothy
4th Tango Plonus,Martin

RACE RESULTS 2006

Chicago Corinthian Yacht Club Olympic Cup- May28

Division=PHRF 5

1st	Rockon!	Warren,Vik
2nd	Decoy	Fisher/Rosenthal
3rd	Radiance	White,Ben

Division=PHRF 3

1st	Regardless	Team Regardless
2nd	Captain Blood	Rogers,Douglas D.
3rd	Folie A Deux	TeamFolie

Division=PHRF 2

1st	Skye	Edman/Hoswell
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Serenissima	Robin Munden

Division=PHRF 1

1st	Inferno	Aaron Housten/Phil Dowd
2nd	Goblin	Thomas,Lindy
3rd	Eagles Wings	John J. Gottwald

Division=T-10

1st	Windemon	Debbie Clasen
2nd	Yahoo	Camarda,Vince
3rd	Glider	LaMotte,Bruce
4th	Wild Norwegian	Eiesland,Arvid
5th	Winnebago	Rathburn,Timothy

Division=Ben 36.7

1st	Tried and True	Foley,Robert
2nd	Program	Levins,Warren
3rd	Bella Luna	Hyla,Joseph

Division=Ben 40.7

1st	La Tempete	Weber,Tom
2nd	CanCan Deux	Boltz,Clemens W.
3rd	Collaboration 2	R. Vickery & C Jungmann

Division=J/105

1st	Vytis	Petkus,Tomas
2nd	New World	Smith,Robert
3rd	Certare	Wong, Logelin + Nieman

Columbia Yacht Club

Chicago to Michigan City-June 3

Division=PHRF 5

1st	Viper	Laslow,F William
2nd	Wings	Bowker / Nelson
3rd	Fantome	Martin-Martin

Division=PHRF 4

1st	Rockon!	Warren, Vik
2nd	Jack-A-Roe	Dybas,John
3rd	Certainly	Meyer,Donald

Division=PHRF 3

1st	Folie A Deux	Team Folie
2nd	Michela	Gambetta,Miguel
3rd	Regardless	Team Regardless

Division=PHRF 2

1st	Guaranteed Period	Stearns,Richard
2nd	Prima Donna	Neal,Jon
3rd	Jahazi	Giampoli, Frank

Division=PHRF 1

1st	Nitemare	Neill,Tom
2nd	Jeannine III	Roeser,Jack

Burnham Park Yacht Club

Michigan City to Chicago- June 4

Division=PHRF 4

1st	Rockon!	Warren, Vik
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Division=PHRF 2

1st	Cayouse	TEAM ZOT
2nd	Skye	Edman/Hoswell
3rd	Majic	Ruley,Dorsey

Division=PHRF 5

1st	Wings	Bowker / Nelson
2nd	Viper	Laslow,F William
3rd	Cahoots	Vigil,Thomas

Division=PHRF 3

1st	Regardless	Team Regardless
2nd	Captain Blood	Rogers,Douglas D.
3rd	Sorcerer	D. Draper & G. Fyksen

Division=PHRF 1

1st	Jeannine III	Roeser,Jack
2nd	Eagles Wings	John J. Gottwald

Jackson Park Yacht Club

Lutz Regatta- June 10

Division=Ben 36.7

1st	Tried and True	Foley,Robert
2nd	Program	Levins,Warren
3rd	Gravitas	Thomas,Richard

Division=T-10

1st	Winnebago	Rathburn,Timothy
2nd	Erica	Mike & Brian Kaczor
3rd	Wild Norwegian	Eiesland,Arvid

Division=PHRF 4

1st	Jack-A-Roe	Dybas,John
2nd	Rockon!	Warren,Vik
3rd	Whisper	Barnes/Schnieder/Johnson

Division=PHRF 3

1st	Captain Blood	Rogers,Douglas D.
2nd	Regardless	Team Regardless
3rd	Touch of Grey	Schell,Larry

Division=J/105

1st	Eagles Wings	John J. Gottwald
2nd	New World	Smith,Robert
3rd	Dos Aguilas	Gignac,Jim

Division=Ben 40.7

1st	Collaboration 2	R. Vickery & C Jungmann
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Division=PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	Notorious	Thomas,Christopher
3rd	Serenissima	Robin Munden

Division=PHRF 1

1st	Goblin	Thomas,Lindy
2nd	Mirage	Mirage Syndicate

Waukegan Yacht Club

Chicago to Waukegan- June 24

Division=T-10

1st	Water Works	Lillie,Rick + Maryann
2nd	Wombat	Strilky,Art
3rd	Jump	Graziano,Hank
4th	Wild Norwegian	Eiesland,Arvid

Division=PHRF 4

1st	Certainly	Meyer,Donald
2nd	Jack-A-Roe	Dybas,John
3rd	Celerity	S Dummer/ E Zisook

Division=Ben 40.7

1st	Excalibur	Tarson,David
2nd	Vayu	Ron Buzil
3rd	CanCan Deux	Boltz,Clemens W.

Division=PHRF 2

1st	Skye	Edman/Hoswell
2nd	Chaos	Amedio/Schrooder/Bernbaum
3rd	Salsa	Stott,Pete + Sue
4th	Guaranteed Period	Stearns,Richard

Division=PHRF 5

1st	Wings	Bowker / Nelson
2nd	Cahoots	Vigil,Thomas
3rd	Providence	Miarecki, Jerry & Greg
4th	Blush	Krzaczynski,George

Division=PHRF 3

1st	Regardless	Team Regardless
2nd	Maskwa	Waller,Donald
3rd	Spitfire	Hellquist/Berg
4th	Northstar	Gustman,David

Division=J/105

1st	Pronto II	Peter Fray
2nd	Gigi	Wagner,David
3rd	Phantom	Carpin,Michael

Division=PHRF 1

1st	Jeannine III	Roeser,Jack
2nd	Nitemare	Neill,Tom
3rd	Eagles Wings	John J. Gottwald

RACE RESULTS 2006

Division=Ben 36.7

1st His Wings Sloan,Ron

Division=JAM

1st Phantasm Winiarz,Paul

Great lakes Yacht Club

Waukegan to Chicago- June 25

Division=T-10

1st Wild Norwegian Eiesland,Arvid
 2nd Amateur II Fagerstrom,William
 3rd Water Works Lillie,Rick + Maryann
 4th Jump Graziano,Hank

Division=PHRF 4

1st Assassin Dude Where's Your Boat? Inc
 2nd Radiance White,Ben
 3rd Rockon! Warren,Vik

Division=Ben 40.7

1st Vayu Ron Buzil
 2nd Barracuda Old Racer
 3rd La Tempete Weber,Tom

Division=PHRF 2

1st Majic Ruley,Dorsey
 2nd Jahazi Giampoli,Frank
 3rd Jason Cohen,Edward

Division=PHRF 5

1st Endurance Morris,Jeffrey
 2nd Kutty's Ark J McGinnis/
 G Morrissey
 3rd Wings Bowker / Nelson

Division=PHRF 3

1st Regardless Team Regardless
 2nd Folie A Deux Team Folie
 3rd Maskwa Waller,Donald

Division=J/105

1st Sealark Pellett,Clark
 2nd Intangible Falck,Tom
 3rd Y-Not Waskel,Ginny

Division=PHRF 1

1st Raven Bailey,Stan
 2nd Renegade Papoutsis,Thomas

Division=Ben 36.7

1st His Wings Sloan,Ron

Columbia Yacht Club

Mayor Daley- July 1

Division=T-10

1st Winnebago Rathburn,Timothy
 2nd Terminal Velocity Beemsterboer,Simon
 3rd Tango Plonus,Martin

4th Yahoo
 5th American Flyer

Camarda,Vince
 Knoop,Steve

Division=PHRF 4

1st Jack-A-Roe Dybas,John
 2nd Rockon! Warren,Vik
 3rd Whisper Barnes/Schnieder/
 Johnson

Division=Ben 40.7

1st CanCan Deux Boltz,Clemens W.

Division=PHRF 3

1st Sorcerer D. Draper &
 G. Fyksen
 2nd Folie A Deux Team Folie
 3rd Big Meanie Prendergast,Richard/
 James

Division=PHRF 2

1st Eagle Jerry & Shawn
 O'Neill
 2nd Majic Ruley,Dorsey
 3rd Jahazi Giampoli,Frank

Division=PHRF 1

1st Eagles Wings John J. Gottwald
 2nd Inferno Aaron Houston/
 Phil Dowd

Chicago Corinthian Yacht Club

Hobleman-One Design- July 8

Division=Ben 36.7

1st Tried and True Foley,Robert
 2nd Sapphire Radway,Robert
 3rd Program Levins,Warren

Division=T-10

1st Tango Plonus,Martin
 2nd American Flyer Knoop,Steve
 3rd Cheap Thrill Snyder,Nancy + Tim
 4th Windemon Debbie Clasen
 5th Winnebago Rathburn,Timothy
 6th Glider LaMotte,Bruce

Division=Ben 40.7

1st Das Boot Muller,Jay + Cindy
 2nd Tsunami Hayes,Donald
 3rd La Tempete Weber,Tom

Division=J/105

1st Vytis Petkus,Tomas
 2nd Messy Jessy Candea,Dorin
 3rd New World Smith,Robert
 4th Eagles Wings Gottwald,John J.

Chicago Corinthian Yacht Club

Hobleman-PHRF- July 9

Division=PHRF 4

1st Assassin Dude Where's Your Boat? Inc

2nd Radiance White,Ben
 3rd Wings Bowker / Nelson

Division=PHRF 3

1st Captain Blood Rogers,Douglas D.
 2nd Folie A Deux Team Folie
 3rd Sorcerer D. Draper & G. Fyksen

Division=PHRF 2

1st Serenissima Robin Munden
 2nd Painkiller 4 Martin,Alice O.
 3rd Eagle Jerry & Shawn O'Neill

Division=PHRF 1

1st Raven Bailey,Stan
 2nd Eagles Wings John J. Gottwald
 3rd Seagoon Smirl,Dale

Columbia Yacht Club

Fran Byrne- July 15

Division=T-10

1st Windemon Debbie Clasen
 2nd American Flyer Knoop,Steve
 3rd Erica Mike & Brian Kaczor

Division=PHRF 4

1st J Guy Stearns,Richard
 2nd Free Agent DePaape,Miles
 3rd Whisper Barnes/Schnieder/
 Johnson

Division=Ben 40.7

1st Das Boot Muller,Jay + Cindy
 2nd Vayu Ron Buzil
 3rd CanCan Deux Boltz,Clemens W.

Division=PHRF 3

1st Regardless Team Regardless
 2nd Sorcerer D. Draper & G. Fyksen
 3rd K III Kerbel,Irv

Division=J/105

1st Certare Wong, Logelin +
 Nieman
 2nd Phantom Carpin,Michael
 3rd New World Smith,Robert

Division=PHRF 2

1st Serenissima Robin Munden
 2nd Eagle Jerry & Shawn O'Neill
 3rd Painkiller 4 Martin,Alice O.

Division=PHRF 1

1st Eagles Wings John J. Gottwald
 2nd Goblin Thomas,Lindy

Division=Ben 36.7

1st Findar Darby,Joe

RACE RESULTS 2006

Burnham Park Yacht Club Governors Cup- August 6

Division=T-10

1st	Windemon	Debbie Clasen
2nd	Glider	LaMotte,Bruce
3rd	Yahoo	Camarda,Vince
4th	Top Dog	Leif Sigmond

Division=PHRF 3

1st	Captain Blood	Rogers,Douglas D.
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Division=Ben 40.7

1st	Collaboration 2	R. Vickery & C Jungmann
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Division=PHRF 4

1st	Wings	Bowker / Nelson
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Division=J/105

1st	Pronto II	Peter Fray
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Division=PHRF 2

1st	Tiamo	Pasquinelli,Anthony
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Division=PHRF 1

1st	Sue	Moller,James
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Burnham Park Yacht Club

K.A. Zukasky Memorial Regatta- August 12

Division=Ben 36.7

1st	Program	Levins, Warren
2nd	Tried and True	Foley,Robert
3rd	Taurus	Charles,J.T.

Division=PHRF 4

1st	Rockon!	Warren,Vik
2nd	J/Guy	Stearns,Richard
3rd	Whisper	Barnes/Schnieder/ Johnson

Division=Ben 40.7

1st	La Tempete	Weber,Tom
2nd	Tsunami	Hayes,Donald
3rd	Vayu	Ron Buzil

Division=PHRF 3

1st	Sorcerer	D. Draper & G. Fyksen
2nd	K III	Kerbel,Irv
3rd	Captain Blood	Rogers,Douglas D.

Division=J/105

1st	Caress	Team Caress
2nd	Vytis	Petkus,Tomas
3rd	Conexity	Wilson,Don

Division=PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
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Division=PHRF 1

1st	Nitemare	Neill,Tom
2nd	Raven	Bailey,Stan
3rd	Eagles Wings	John J. Gottwald

Division=T-10

1st	Tango	Plonus,Martin
2nd	Water Works	Lillie,Rick + Maryann
3rd	Wombat	Strilky,Art

Burnham Park Yacht Club Angus Horton- August 13

Division=T-10

1st	Glider	LaMotte,Bruce
2nd	American Flyer	Knoop,Steve
3rd	Erica	Mike & Brian Kaczor

Division=PHRF 4

1st	Cahoorts	Vigil,Thomas
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Division=PHRF 3

1st	Sorcerer	D. Draper & G. Fyksen
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Division=PHRF 2

1st	Cayouse	TEAM ZOT
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Division=Ben 40.7

1st	Collaboration 2	R. Vickery & C Jungmann
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Division=PHRF 1

1st	Sue	Moller,James
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Chicago Corinthian Yacht Club

Herb Kaczmarek/Offshore- August 27

Division=T-10

1st	Cheap Thrill	Snyder,Nancy + Tim
2nd	Tango	Plonus,Martin
3rd	Wild Norwegian	Eiesland,Arvid
4th	Yahoo	Camarda,Vince

Division=Ben 36.7

1st	Taurus	Charles,J.T.
2nd	Gravitas	LaMotte,Bruce

Division=PHRF 3

1st	K III	Kerbel,Irv
2nd	Regardless	Team Regardless

Division=J/105

1st	Eagles Wings	John J. Gottwald
2nd	Vytis	Petkus,Tomas
3rd	Dos Aguilas	Gignac,Jim

Division=PHRF 2

1st	Serenissima	Robin Munden
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Division=PHRF 4

1st	Jack-A-Roe	Dybas,John
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Division=PHRF 1

1st	Jeannine III	Roeser,Jack
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Columbia Yacht Club

Chicago to St. Joseph- September 1

Division=PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	Valkyrie	Moore,John
3rd	Skye	Edman/Hoswell

Division=T-10

1st	Cheap Thrill	Snyder,Nancy + Tim
2nd	Terminal Velocity	Beemsterboer,Simon
3rd	Amateur II	Fagerstrom,William
4th	Yanqui	Whalen,Robert

Division=PHRF 4

1st	Whisper	Barnes/Schnieder/ Johnson
2nd	Certainly	Meyer,Donald
3rd	Zot	Veersma,Jonathan
4th	Rockon!	Warren,Vik

Division=Ben 40.7

1st	La Tempete	Weber,Tom
2nd	Vayu	Ron Buzil
3rd	CanCan Deux	Boltz,Clemens W.

Division=Ben 36.7

1st	Gravitas	West,Richard
2nd	Bella Luna	Hyla,Joseph

Division=PHRF 5

1st	Viper	Laslow,F William
2nd	Wings	Bowker / Nelson
3rd	Kutty's Ark	J McGinnis/ G Morrissey
4th	Cahoorts	Vigil,Thomas
5th	Free Agent	DePaepe,Miles

Division=J/105

1st	Vytis	Petkus,Tomas
2nd	Patriot	Dabrowski,Steve
3rd	Phantom	Carpin,Michael

Division=PHRF 1

1st	Sue	Moller,James
2nd	Eagles Wings	John J. Gottwald
3rd	Raven	Bailey,Stan

Division=PHRF 3

1st	K III	Kerbel,Irv
2nd	Folie A Deux	Team Folie
3rd	Sea Raider	Kruger,Dirk
4th	Sorcerer	D. Draper & G. Fyksen

Division=JAM

1st	Lionheart	Zeman,Bob
2nd	Whitecap	Walsh,William J.

RACE RESULTS 2006

Michigan City Yacht Club

St. Joseph to Michigan City- September 3

Division=PHRF 2

1st	Skye	Edman/Hoswell
2nd	Majic	Ruley,Dorsey
3rd	Painkiller 4	Martin,Alice O.

Division=T-10

1st	Cheap Thrill	Snyder,Nancy + Tim
2nd	Pegasus	Krasinski,Andrea

Division=PHRF 4

1st	Whamo	Little Yellow Bus Syndicate
2nd	Certainly	Meyer,Donald

Division=Ben 40.7

1st	La Tempete	Weber,Tom
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Division=Ben 36.7

1st	Veloce	Stills,Mike
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Division=PHRF 5

1st	Cynthia	DeVries,James B.
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Division=J/105

1st	Vytis	Petkus,Tomas
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Division=PHRF 1

1st	Thirsty Tiger	D'Ottavio,Bert
2nd	Seagoon	Smirl,Dale

Division=PHRF 3

1st	Sea Raider	Kruger,Dirk
2nd	Geronimo	Philbrick,Herb
3rd	Maskwa	Waller,Donald

Jackson Park Yacht Club

Michigan City to Chicago- September 4

Division=PHRF 2

1st	Jahazi	Giampoli,Frank
2nd	Skye	Edman/Hoswell
3rd	Jason	Cohen,Edward

Division=T-10

1st	Temerity	Baker,Doug
2nd	Wild Norwegian	Eiesland,Arvid
3rd	Amateur II	Fagerstrom,William
4th	Rainbows End	Fink,Steven

Division=PHRF 4

1st	Jack-A-Roe	Dybas,John
2nd	Certainly	Meyer,Donald
3rd	Rockon!	Warren, Vik

Division=Ben 40.7

1st	La Tempete	Weber,Tom
2nd	Excalibur	Tarson,David
3rd	Tsunami	Hayes,Donald

Division=Ben 36.7

1st	Veloce	Stills,Mike
2nd	Gravitas	West,Richard

Division=PHRF 5

1st	Providence	Miarecki, Jerry & Greg
2nd	Viper	Laslow,F William
3rd	Kutty's Ark	J McGinnis/ G Morrissey

Division=J/105

1st	Vytis	Petkus,Tomas
2nd	Gigi	Wagner,David

Division=PHRF 1

1st	Sue	Moller,James
2nd	Jeannine III	Roeser,Jack
3rd	Eagles Wings	John J. Gottwald

Division=PHRF 3

1st	Northstar	Gustman,David
2nd	Spitfire	Hellquist/Berg
3rd	Full Tilt	Full Tilt

Division=JAM

1st	Unknown Lady	Ward,David
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Chicago Yacht Club

Frank Heyes- September 10

Division=T-10

1st	Tango	Plonus,Martin
2nd	Cheap Thrill	Snyder,Nancy + Tim
3rd	Winnebago	Rathburn,Timothy

Division=Ben 36.7

1st	Tried and True	Foley,Robert
2nd	As You Wish	Sue Hogan / Grace Tsiang

Division=PHRF 4

1st	Radiance	White,Ben
2nd	Whisper	Barnes/Schnieder/ Johnson
3rd	Wings	Bowker / Nelson

Division=Ben 40.7

1st	Tsunami	Hayes,Donald
2nd	La Tempete	Weber,Tom
3rd	CanCan Deux	Boltz,Clemens W.

Division=PHRF 3

1st	Captain Blood	Rogers,Douglas D.
2nd	Sorcerer	D. Draper & G. Fyksen
3rd	Regardless	Team Regardless

Division=J/105

1st	Dos Aguilas	Gignac,Jim
2nd	Pronto II	Peter Fray
3rd	Sealark	Pellett,Clark

Division=PHRF 2

1st	Serenissima	Robin Munden
2nd	Eagle	Jerry & Shawn O'Neill

Division=PHRF 1

1st	Raven	Bailey,Stan
2nd	Inferno	Aaron Housten/Phil Dowd

Chicago Yacht Club

Sheldon Clark- September 16

Division=T-10

1st	Windemon	Debbie Clasen
2nd	Claddagh	Karstrand,Steve
3rd	Tango	Plonus,Martin
4th	Erica	Mike & Brian Kaczor
5th	Wild Norwegian	Eiesland,Arvid

Division=Ben 36.7

1st	Program	Levins,Warren
2nd	Tried and True	Foley,Robert
3rd	Bella Luna	Hyla,Joseph

Division=PHRF 4

1st	Whisper	Barnes/Schnieder/ Johnson
2nd	Jack-A-Roe	Dybas,John
3rd	Measure for Measure	Tobin,Brian

Division=Ben 40.7

1st	La Tempete	Weber,Tom
2nd	Tsunami	Hayes,Donald
3rd	Das Boot	Muller,Jay + Cindy

Division=PHRF 3

1st	Sorcerer	D. Draper & G. Fyksen
2nd	Regardless	Team Regardless
3rd	K III	Kerbel,Irv

Division=J/105

1st	Sealark	Pellett,Clark
2nd	Vytis	Petkus,Tomas
3rd	RedPortLeft	McKenna,Martin

Division=PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	Serenissima	Robin Munden
3rd	Majic	Ruley,Dorsey

Division=PHRF 1

1st	Nitemare	Neill,Tom
2nd	Goblin	Thomas,Lindy
3rd	Inferno	Aaron Housten/ Phil Dowd

Midwest Open Racing Fleet MORF Open- September 23-24

F1

1st	Caliente
1st	Emma

RACE RESULTS 2006

J9

1st La Otra Vida

S3

1st Inferno
1st t Serenissima
1st Skye

S4

1st Captain Blood
2nd Sorcerer

S5

1st Whisper
2nd Tenacity

S6

1st Paradox
2nd Planxty
3rd Claddagh

S7

1st Whisper

CHICAGO YACHT CLUB

Chicago NOOD- June 16-18

FARR 40

1st Inferno Phillip Dowd
2nd ISKRA Borys Jarymowycz

GL 70

1st Pied Piper Jack Jennings
2nd Evolution Pete Reichelsdorfer
3rd Nitemare Thomas Neill

Melges 32

1st New Wave Michael Carroll
2nd STAR Jeff Ecklund
3rd Saturn Wallace Tsuha

PHRF 1

1st Wildhorses Rick K Hennig
2nd Goblin Lindy Thomas
3rd Scout Jamie Hummert

PHRF 2

1st Majic Dorsey Ruley
2nd Eagle Shawn & Jerry O'Neill
3rd TIAMO Anthony Pasquinelli
4th Serenissima Robin Munden

BEN 36.7

1st Program Warren Levins
2nd Tried & True Robert Foley
3rd As You Wish Sue Hogan

BEN 40.7

1st La Tempete Tom Weber
2nd TSUNAMI Donald Hayes
3rd Finesse Alan McMillan

FARR 395

1st CHAOS Bernbaum/Amedio/
Schroeder
2nd Skye Edman/ Hoswell
3rd Jason Edward Cohen

J/105

1st Katana John Huhn
2nd Caress Jon Weglarz
3rd New World Robert Smith
4th Twisted Lizard Mike Lathrope
5th Messy Jessy Dorin Candea

PHRF 3

1st Blue Dog Daniel F. Gourash
2nd Outrageous Jeff Comeaux
3rd L.A. Woman Robert Locke
4th Folie A Deox Larry T. Kwiat

J/109

1st Lucky Dubie 2 Len Siegal
2nd React na Mara Joe Londrigan
3rd Zeitgeist Robert T. Zerban

J/35

1st Aftershock William Newman
2nd Sociable Bob Arzbaecher

PHRF 4

1st Planxty Dennis Bartley
2nd Circus Bird Wurtzebach
3rd J Guy Richard Stearns
4th Flags Bob Sample

S2 9.1

1st Entropy Richard Daniels
2nd Paradox George Darrell
3rd Kahuna Loren Thompson

T-10

1st Convergence Donald Wilson
2nd Strait Jacket Preston Wake
3rd Winnebago Tim Rathbun
4th Cheap Thrill Nancy & Tim Snyder
5th Windemon Debbie Clasen
6th Wild Norweigan Arvid Eiesland

CORSAIR

1st CONDOR Peter Freudenberg
2nd Gamera Matt Schari

ETCHELS

1st Gone Glenn Burton
2nd Kick 'Em Jenny David Stix
3rd Mischief Elizabeth Altman

S2 7.9

1st Island Flyer Denny Manrique
2nd Second Wind Don Bergman
3rd Instigator Michael Elliott

SHIELDS

1st Yankee Girl Kevin Teborek
2nd Red Feather Steven Schwartz

Area K Bemis/Smythe Semi-Finals- July 13-14

LASER

1st Josh Garber Minnetonka YC
2nd Maggie Shea Chicago YC
3rd Eric Bowers Minnetonka YC
4th Gordon Lamphere Lake Geneva YC
5th Clifford Porter Lake Geneva YC

420

1st Ned Turney Chicago YC
2nd Will Haeger Lake Beulah YC
3rd Steph Hudson Chicago YC
4th Stuart McSweeney Chicago YC
5th Mike Whitford Chicago YC
6th Nathan Swift Chicago YC

Race to Mackinac- July 16

Chicago-Mackinac Trophy

1st Smokum Too
2nd Temerity
3rd Cheap Thrill
4th Wild Norwegian
5th Sociable
6th Yellow Mellow

Mackinac Cup

1st Eagle
2nd Bounder
3rd Collaboration 2
4th Spirit Walker
5th Guaranteed Period
6th Midnight Express

Multihull

1st Gamera
2nd Nice Pair
3rd Flight Simulator

Beneteau 36.7

1st Karma
2nd Program
3rd Northern Light
4th Rally

Beneteau 40.7

1st Collaboration 2
2nd Finesse
3rd Excalibur
4th Spanker

GL 70

1st Nitemare
2nd Mirage
3rd Chance

RACE RESULTS 2006

J105

1st Junto
2nd Buzz
3rd Gigi
4th Vytis
5th Banshee

J109

1st Realt Na Mara
2nd K III
3rd Zeitgeist

J120

1st Carinthia
2nd Hot Ticket
3rd Night Moves

Multihull 1

1st Gamera
2nd Nice Pair
3rd Flight Simulator

Section 1

1st Sea Note
2nd Bandit
3rd The Cone of Silence
4th Goblin
5th Hot Lips

Section 2

1st Spirit Walker
2nd Guaranteed Period
3rd Scout
4th Edge

Section 3

1st Eagle
2nd Midnight Express
3rd Margaret Rintoul IV
4th Chaos

Section 4

1st Bounder
2nd Epic
3rd Geronimo
4th Graffiti Train
5th Ticklish

Section 5

1st Thunderbolt
2nd Bravo
3rd Captain Blood
4th Sorcerer
5th Twisted

Section 6

1st Smokum Too
2nd Sociable
3rd Jubilee
4th Shorthanded
5th J/Guy

Section 7

1st Zot
2nd Rock On!
3rd Planet Red
4th Ozymandias IV

Section 8

1st Viper
2nd Cynthia
3rd Decoy
4th Toscana
5th Dandelion

Section 9

1st Wings
2nd Encore
3rd Providence
4th Kutty's Ark

T-10

1st Temerity
2nd Cheap Thrill
3rd Wild Norwegian
4th Yellow Mellow
5th Rainbows End
6th Water Works

Turbo

1st Stripes
2nd Trader
3rd Julianna

Verve Cup Junior- August 2-4

Green Fleet

1st Madison Radway Chicago YC
2nd Sam Lapp Chicago YC
3rd Colin Richards Sheridan Shores

420

1st Nik Wronka Sheridan Shores
2nd Will Starshak Columbia YC
3rd Paul Gogola South Shore YC

Optimist Class

1st Max Joyce Lake Forest Sailing
2nd Adam Voortman Chicago YC
3rd Alison Kent South Shore YC

Radial Class

1st Will Howard Lake Forest Sailing
2nd Whitney Kent South Shore YC
3rd Mark Gargula Sheridan Shore YC

Independence Cup/North American Challenge Cup- August 4-7

Freedom Independence Class

1st Karen Mitchell / Michael Grimm
2nd Tim Flynn / Paul Choquette Ashaway
3rd Mike Jaffe / Dan Daniher

2.4mR Class

1st Roger Cleworth
2nd John Ruf
3rd Mark Le Blanc

Verve One Design-August 12-13

Luders 16

1st William Simpson Clipper
2nd Mike Cvengros Away

Shields

1st Kevin Teborek Yankee Girl
2nd Gary Ropski Insidious
3rd Thomas Kennedy Robin

Vanguard 15

1st Martin Johnsson Tre Kronor
2nd Andy Graff Crazy Train
3rd August Hernandez Fiesta

Rhodes 19

1st Robert Jensen Rhubarb
2nd Marc Culler Zephyr
3rd Peter Kovats Scholar
4th James Condon Sundancer

Etechells

1st Houston/ Somers Firebolt
2nd Betsy Altman Mischief
3rd Jack Bernhardt Kick-em-Jenny

Verve Cup Offshore- August 18-20

GL70

1st Evolution
2nd Nitemare
3rd Mirage

FARR 40

1st Inferno
2nd Iskra
3rd Sea Note

PHRF 1

1st Trader
2nd Pinball Wizard
3rd Natalie J

PHRF 2

1st Scout
2nd Sue
3rd Raven

PHRF 3

1st Eagle
2nd Majic
3rd Spirit Walker

Beneteau 40.7

1st Finesse
2nd Vayu
3rd La Tempete

RACE RESULTS 2006

J 109

1st Zeitgeist
2nd Lucky Dubie
3rd Northstar

Beneteau 36.7

1st Bella Luna 3rd Program
2nd Tried&True 4th Rally

J 105

1st Convexity 3rd Messy Jessy
2nd Vytis 4th Gigi

PHRF 4

1st Skye 3rd Jason
2nd Chaos

PHRF 5

1st Bozo's Circus 3rd Aftershock
2nd Regardless

J 30

1st Planxty 3rd Hallel
2nd Circus

T-10

1st Tango 4th Notorious
2nd Cheap Thrill 5th Glider
3rd American Flyer 6th Wild Norwegian

PHRF 6

1st Hot Lips 3rd Sorcerer
2nd Captain Blood

PHRF 7

1st J/Guy 3rd Orion
2nd Rampage

PHRF 8

1st Jack-A-Roe 3rd Kahuna
2nd Decoy

Saturday Distance Race - PHRF A

1st Adios

Saturday Distance Race - PHRF B

1st Rock On!

Leukemia Cup- August 26

Division=Ben 36.7

1st Bella Luna Hyla,Joseph

Division=T-10

1st Winnebago Rathburn,Timothy
2nd Top Dog Sigmond,Leif

Division=Catalina

1st Karizmaddie Reynolds,Patrick
2nd Basic Necessity Green,David

Division=J/105

1st Katana Bernstein,Rick

Division=PHRF 2

1st K III Kerbel,Irv

Division=PHRF 1

1st Nitemare Neill,Tom
2nd Nitemare II Neill,Tom
3rd Zoom Drehe,Peter

Division=JAM 3

1st Kuty's Ark Mcginnis/Morrissey

Division=JAM 2

1st Dream Catcher Huson,James
2nd Exeter Notch/Branco

Division=JAM 1

1st Cookie Monster Goldman,Peter
2nd Betty Jean Mielke,Craig
3rd Barracuda Pelke,Steve

CHICAGO CORINTHIAN YACHT CLUB

Vanguard 15 Nationals- September 2-4

1st Higgins, Charles/Hughes, Katie
2nd Johnsson, Martin/Pagel, Carolyn
3rd Finkelstein, Alon/Steiner, Elyse
4th Levy, Mel/O'Neil, Sue
5th Feeny, Richard/Hoyle, Jenn
6th Baxter, John/Baxter, Molly

JOSEPH CONRAD YACHT CLUB

Gold Button of The Commodore Regatta

June 11

1st Yellow Mellow Waldemar Emmerich
2nd Pinball Wizard Les Ziolkowski
3rd Temptation Bogdan Stojkowski

Joseph Conrad Regatta- August 13

Group I

1st Temptation Bogdan Stojkowski
2nd Yellow Mellow Waldemar Emmerich
3rd Pinball Wizard JPrDLZ

Group II

1st Glass Slipper Marek Bakowski
2nd Integrity Leszek Groman
3rd Katania Leszek Kubiak

BELMONT YACHT CLUB

There & Back Short Handed Regatta

August 5

Single Handed

1st Cyclone John Madey
2nd Mirage John Boyle
3rd Isolde II Skip Davis
4th Inflexible Mark Richardson

Double Handed

1st Whaat's Up Paul & Susan Herer
2nd Scoundrel Walter Egebergh
3rd Equinox Tim Hoffman
4th Rogue Steve Valentor
5th Hull Raiser Fred Grenning

PREDICTED LOG

2006 POWER BOAT OF THE YEAR FINAL STANDINGS

1st Rip Rap John & Peg Vignocchi
2nd Harbor Dog Steve & Cindy Hopkins
3rd Poppyseed Ben Bienduga
4th West Wind Chris Connor

2006 Predicted Log Results

Chicago YC Tune Up

1st Poppyseed Ben Bienduga
2nd Harbor Dog Steve & Cindy Hopkins
3rd Rip Rap John & Peg Vignocchi

Chicago YC Northbound Turn Around

1st Rip Rap John & Peg Vignocchi
2nd Harbor Dog Steve & Cindy Hopkins
3rd Poppyseed Ben Bienduga

Chicago Power Squadron Commanders Cup

1st Rip Rap John & Peg Vignocchi
2nd Harbor Dog Steve & Cindy Hopkins
3rd John Brazill NEM

Chicago YC Belmont Waltz

1st Rip Rap John & Peg Vignocchi
2nd Poppyseed Ben Bienduga
3rd Mickey Ray Grana

Columbia YC Pat Gasner Memorial

1st Rip Rap John & Peg Vignocchi
2nd Poppyseed Ben Bienduga
3rd West Wind Chris Connor

Chicago YC Ray Cohen Memorial

1st Rip Rap John & Peg Vignocchi
2nd Harbor Dog Steve & Cindy Hopkins
3rd Poppyseed Ben Bienduga

Belmont YC John B. Mack Memorial

1st Harbor Dog Steve & Cindy Hopkins
2nd Poppyseed Ben Bienduga
3rd Independence Jane McMillan

Chicago YC Crib Challenge

1st Harbor Dog Steve & Cindy Hopkins
2nd Rip Rap John & Peg Vignocchi
3rd West Wind Chris Connor

Chicago YC Return Engagement

1st Harbor Dog Steve & Cindy Hopkins
2nd Rip Rap John & Peg Vignocchi
3rd Rip Rap II Kevin Vignocchi

Chicago YC Leukemia Cup Yo Yo

1st Rip Rap II Kevin Vignocchi
2nd Harbor Dog Steve & Cindy Hopkins
3rd Rip Rap John & Peg Vignocchi



Photo Courtesy of Peter Goldman

JUDD GOLDMAN ADAPTIVE SAILING PROGRAM

by George Bowler

Chicago is very fortunate to have an accessible sailing program available to those with physical disabilities. For seventeen years the Judd Goldman Adaptive Sailing Program (JGASP) has provided a learn to sail program with both classroom and on the water sailing instruction for the disabled community. Sailing allows people with disabilities a way to gain new skills, overcome obstacles and build self-confidence. Named in memory of Judd Goldman, a Chicago disabled sailor, the program has established a unique public/private partnership with Westrec Marinas and the Chicago Park District (CPD). The program provides boats, instructor salaries and operating expenses, while Westrec and the CPD provide the infrastructure, including docks and management.

This nationally recognized program would not exist without a dedicated staff under the leadership of Sailing Coordinator George Bowler. In May the staff began to prepare the boats and Sailing Center for the Annual June Open House and Barbecue. The volunteers contributed their time and energy for a wonderful day for the participants and their families.

Every Saturday we had a racing clinic taught by veteran instructor Mike Jaffe and other experienced local racers. The highlight of the summer was the opportunity to learn tactics at the JGASP sponsored three-day clinic lead by a former paralympian. Racers and non-racers alike

enjoyed our volunteer coordinated social cruises to such locales as Jackson Park Yacht Club and Chicago Yacht Club Belmont Station.

The major racing event was the national sailing championship for people with disabilities, the Independence Cup/North American Challenge Cup (IC/NACC), held each year in Chicago. This regatta is unusual in that it is the only US Sailing sanctioned regatta where racers are provided food, lodging and transportation. Qualifying races for the Regatta are held in seven cities across the US. We are grateful to Chicago Yacht Club, which annually hosts the event. Other sponsors include American Airlines, Hyatt Hotels, Chicago School Transit, Blue Cross, and USG.

In August we held our annual benefit dinner in conjunction with the IC/NACC races. A record 570 JGASP supporters joined race participants at The Field Museum for a private showing of the King Tut exhibit. There was a raffle and silent auction with fantastic prizes, including trips to Ireland, the British West Indies, Florida Gulf Coast, Bahamas, Palm Springs and much, much more. It was great fun as well as a successful fundraiser.

The winners of the seventeenth Goldman Cup were again Christy Walker and Bridget Bodo. Mike Jaffe and Maurice Daniher won the Season Championship with second place going to Christy and Bridget, and third place winners were Peter Johnson and Bette Plass. Several of our racers have been

active on the national level, competing in out of town regattas with the financial support of the Judd Goldman Adaptive Sailing Foundation.

JGASP suffered a loss this spring when Carol Tibus, one of our most active participants, passed away suddenly. Not only was she a competitive racer who traveled to other regattas, she was a foundation director and chairman of the participants' monthly winter meetings. In recognition of her contributions, the Carol Tibus Sportsmanship Trophy was named after her and the members of the Columbia, Burnham and Chicago Yacht Clubs dedicated a Wednesday night Beer Can race to her memory.

In 2001 we established the Judd Goldman Junior Sailing Program (JGJSP) in order to teach sailing to inner city youth 8-12 years old at the renovated Humboldt and Garfield Park Lagoons. This unique six-week program, coordinated by Jean Capper and overseen by Board members Jerry Thomas and Don Glasell, brings the program to the neighborhood rather than the neighborhood to the program. The goal of the junior program is identical to the disabled sailing program - helping people achieve self-esteem and independence.

The Volunteer Appreciation Party at the end of the season thanked all for their tireless work on behalf of the program. Volunteers really make the difference, from those who assist with the boats and facilities to those who help serve food at special events or assist in other ways to make the summer better for our participants.

Reviewing the year, we're proud to report that over 1,000 people used our fleet of 24 sailboats in both programs. Some of the organizations that benefit from our programs are the Rehabilitation Institute of Chicago, Shriners' Hospital, Christ Hospital and the Mayor's Office for People with Disabilities. Next season we hope to introduce even more people, both disabled and at-risk youth, to the freedom of sailing.



Photo provided by Charles N. Goes

2005 CYA INTER YACHT CLUB FROSTBITE REGATTA

by *Bernie Kucharski,*
BPYC Sail Fleet Director

The 2005 CYA Inter Yacht Club Frostbite Regatta was hosted by Chicago Corinthian Yacht Club on Sunday, October 21st, 2005. The NOAA forecast that morning was for small craft advisories, 20-25 kts from the NW, rain, and 50 degree temperatures. Sounds like a great day to race dinghies. Arriving at Corinthian, Bruce Thompson had coffee and donuts ready for a fleet of hungry sailors.

This year only three yacht clubs were represented: Burnham, Columbia and Chicago Corinthian. Burnham sent Sue O'Neil, Bernie Kucharski, and the daughter/father team of Megan and Dennis Bartley. Columbia had a cast of thousands; from the Serenissima crew Karen Utterbach and Sandy Stone, Robert Sansome, John Thomas, and more. Corinthian was represented by Bruce Thompson, Catherine and Stephen Long. Racing was done in Vanguard 420s, two person dingies with jib and main. The format was to be two round robins, rotating boats between each race. If more than four races were sailed, then one throw out was allowed. The teams went to rig the boats in a light drizzle. The temperature was in the mid 50s with only a gentle breeze from the NW, contrary to the forecast.

For the first two races, the course was a triangle windward/leeward. Both Burnham and Columbia were hailed over early at the start of the first race. In the light air, persistence prevailed, and up the second beat, Burnham stayed in the middle of the course, covering Columbia, while the home team took a flyer off to the right. Perhaps it was years of sailing in Montrose that gave Corinthian an edge. At the windward mark it was Corinthian with a clear lead, with Burnham in 2nd, and Columbia in 3rd. That's the way that race finished.

For Race #2, Burnham got a late start at the right end of the line, and immediately

tacked to the right. Both Corinthian and Columbia stayed to the middle of the beat to the first mark. Unfortunately, this time right didn't work quite as well as it had for Corinthian earlier, and Burnham just barely rounded inside of Corinthian. Burnham managed to remain ahead at the gybe mark. Because the breeze was so light, the race committee shortened the course at the leeward mark, with Burnham taking a 1st, Corinthian 2nd, and Columbia 3rd.

Due to the light winds it was decided to take a lunch break and enjoy chili supplied by Corinthian and cold beer from a contestant's cooler. The wind promised by the weather forecast didn't happen prompting some discussion after lunch if the regatta should be called. Everybody agreed it would be better to continue racing, even in frustratingly light wind.

After adjusting the course to windward/leeward, Race #3 was on. Burnham was a bit late at the start and never managed to recover. First went to Corinthian, 2nd Columbia, and Burnham took 3rd. In Race #4, BPYC got a fair start, and went on to win, with Corinthian in 2nd, and Columbia in 3rd. In Race #5 BPYC was stuffed at the right end of the line. Again, persistence paid off, and BPYC came back to 2nd place from starting last. The final race left Burnham with a small window of opportunity. If BPYC took 1st, and Corinthian 3rd, then both clubs would be tied on points (even with a throw out), and BPYC would win on the tie-breaker. Leading the fleet down the starting line, BPYC managed to get a fine start. BPYC

was leading up the beat, with Columbia in 2nd, and Corinthian back in 3rd. All good things come to an end unfortunately. The wind went forward on the run, and Corinthian was the first to recognize it. Corinthian sailed around both Burnham and Columbia to grab the lead, and win the regatta.

Many thanks go to Bruce Thompson who organized the entire event, Bonnie Rossberger on Race Committee and Chicago Corinthian Yacht Club for hosting the event.



CHICAGO'S CHRISTMAS SHIP

BRINGING CHRISTMAS TREES TO DISADVANTAGED FAMILIES

by Captain George Lisner, Chairman



Decorated (Old) MACKINAW serves as Chicago's Christmas Ship for sixth and last time

Chicago's Christmas Ship was founded in 2000 by a group of mariners coming from commercial, recreational and military fields who wanted to do something special – give Christmas trees to disadvantaged families who would not otherwise be able to have a Christmas tree. The project was undertaken under the umbrella of the Chicago Council of the Navy League of the United States. During the six years of the project the Committee has raised funds that allowed it to give away over 6,000 trees in the Chicago area.

It all started on board the US Coast Guard's icebreaker MACKINAW during the start of the 2000 Chicago to Mackinac race when the topic of conversation came to the story of Captain Herman Schuene-man's famed Christmas tree ship ROUSE SIMMONS. The ship sank in 1912 with the loss of all hands on a voyage bringing Christmas trees to Chicago where they were to be sold on the Chicago River at Clark Street. A children's book related a true story of a girl waiting on the dock for the ship's arrival. When it became obvious that the ship was not going to come, her father insisted that they leave. The distraught little girl was quoted as saying "Without a Christmas tree there is no Christmas." This evolved into an idea for a way to do something meaningful for the community based on the story and tie it in with regular training exercises for MACKINAW. Chicago's Christmas Ship Committee would be formed to raise money to pay for the trees. Trees would be brought to Navy Pier on board MACKINAW and distributed to disadvantage families selected by a third party. The event was a huge success and since has quickly become an annual tradition.

The CYA and its members have made significant contributions of cash, in-kind donations, and volunteer efforts. Dave Truitt, Past Commodore of Jackson Park YC, was founding Chairman (2000-2001); Fred Poppe, Past Commodore of Burnham Harbor YC and Past Commodore of the CYA, was Chairman (2002); Sonny Lisowski, Past Commodore of Burnham Park YC and previous Secretary of the CYA, was Chairman (2003-2004); George Lisner, Past Commodore of Chicago Corinthian YC and Past Commodore of the CYA, is the current Chairman (2005-2006); Don Koster, Past Commodore Calumet YC and Commodore of the CYA, has coordinated ship decoration every year. The influence of these leaders has been ever-present in the direction of the organization.



Christmas tree presentation

USCGC MACKINAW (WAGB 83) was designated "Chicago's Christmas Ship" in 2000 and continued to carry that mantle and accomplish the task annually through 2005. However 2005 was the last time the venerable ship, built in 1944, would carry that title and the last time it would ever be in Chicago. It has been replaced by the "new" USCGC MACKINAW (WLBB 30) in a combined Decommissioning/Commissioning Ceremony on June 10th this year. The new ship has expanded mission capability and also replaced the buoy tender USCGC ACACIA decom-

missioned earlier. The "new" MACKINAW will bring the trees to Chicago this year.

The tentative schedule includes festivities beginning with the official arrival at 8:00 am Friday, December 1. MACKINAW will be landing on the west wall immediately south of the main entrance to Navy Pier near the "Captain At The Helm" statue. During the day the ship will be decorated with trees and lights while selected school group presentations are conducted onboard including a tour of the ship, discussion of the ROUSE SIMMONS and maritime history as well as the Coast Guard's Sea Partners program on marine environmental concerns. On Saturday, December 2, tree distribution begins at 10:00 am with a ceremonial program, followed by songs, story telling, and carolers. Public tours of the ship are planned for Saturday, December 2, and Sunday, December 3, from 1:30 – 5:00 pm. Visitors can also enjoy the decorations from the dock both day and night and even get a distant glimpse from Lake Shore Drive.

Once again this year the Salvation Army is our partner, working with various client agencies to select tree recipients – disadvantaged families with children who would not otherwise be able to have a Christmas tree.

The Chicago Christmas Ship Committee is an all volunteer group serving with no compensation. 100% of every dollar donated goes directly to buy trees. In association with the Chicago Council, Navy League of the United States, all contributions are tax deductible under provisions of IRS Reg. 501.c.3. For more information about Chicago's Christmas Ship, the Christmas tree ship ROUSE SIMMONS and how you can donate to this worthy cause, please visit www.christmasship.com.

POWER BOAT OF THE YEAR PREDICTED LOGGING 2006

by John Vignocchi

I was reflecting the other day as to why I compete in predicted log. Is it the people I meet? Is it the opportunity to compete in different parts of the country? Is it the excitement of seeing exactly how my boat performs in different circumstances? Is it simply a good excuse to get out and do something with my boat? For me, the answer to all these questions is, "Yes!"

The boaters I meet in Chicago, Boston, St. Petersburg, Los Angeles, Vancouver and Seattle are certainly a great reason to compete. They share my fascination for boats and welcome the opportunity to discuss the handling characteristics of various vessels in a variety of water conditions. The stories I hear all keep me listening. Who has tried the latest electronics? Is Maptech or Compass Rose the best and easiest software to use? Many times I have to eat humble pie and admit the salesman got me with stuff that doesn't work like it did at the boat show. For example, that plotting board with pretty multicolored water-soluble markers was not that neat when, during a wet-weather crossing, all my plots ran down the page like a Monet painting. Of course not every experience is negative, and it's equally valuable to talk about what worked especially well.

I enjoy sharing stories about where I've traveled by boat. Stories about traveling up the coast of Canada to Alaska, through the 1100 islands making up the Alexander Archipelago, are enough to make anyone green with envy. Anchoring in a small cove, with the smell of pine trees in the air and the sound of loons calling to each other, sounds idyllic. The wonder of whales gliding effortlessly through the water near your boat as they migrate north almost defies expression in words. Traveling down the Mississippi to New Orleans and other destinations further south, that Huck Finn feeling you have when you cook steaks and sip wine on the back deck while anchored behind no-name islands, watching industrial America deliver her goods via aircraft carrier-sized "tows"—all make me want to break harbor as soon

as possible. I yearn to see once again the dolphins jumping our wake near Sanibel Island and all the way to Fort Meyers, Marco Island or Key West.

I'm also fortunate that my wife enjoys "logging" as much as I do. She has turned "calling the mark" into an art form. I steer the boat on course while she keeps me on course. Predicted logging brings us closer together, except when I go off the wrong side of the mark. Usually it's only a temporary set back that's corrected by my superior "hammering" of the throttles, to get those additional 15 turns necessary to make up for the 10 mph headwind.

This year my wife Peg and I had the opportunity to compete in the National Competition in Tacoma/Seattle, Washington. Before the event, we spent countless hours huddled together in a hotel room, making final strategy plans and tweaking our "set and drift calculation." The contest began outside Gig Harbor Yacht Club (named by Captain James Cook of H.M.S. Discovery when he explored the Pacific Northwest in

1778). The course continued for 36.5 NM through the Tacoma Narrows and in and out of the surrounding bays and inlets, an area famous for 9-foot tides, sharp winds (Galloping Gurty), raging 5 kt currents and sub-eddies. When you're counting seconds with a set of tachometers connected to a pair of trusty Ford Lehmans, 5 kt and 3 kt counter eddies can be a real challenge. To our utter amazement and despite the fact that we competed against twelve club champions from across the country, Peg and I brought home a Third Place for Chicago and our club. Each and every moment was truly quality time for both of us.

This year the Columbia Yacht Club became formally associated with the Chicago predicted logging scene. They have sent their application to NACA and soon will be recognized as the other club contender in Chicago. We at the Chicago Yacht Club welcome them and look forward to next year's competition. The question for all of us is not "Why log?" but rather "Why not?!"



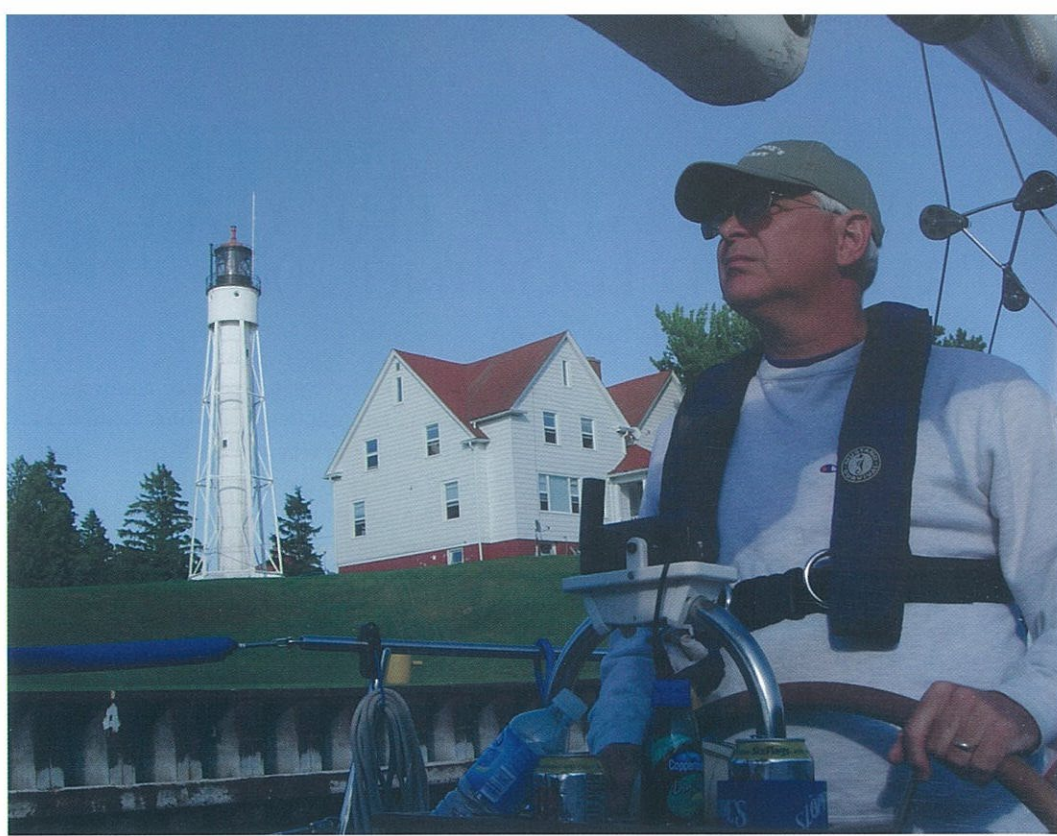
John and Peg Vignocchi's Rip Rap, Power Boat of the Year

CATALINA FLEET 21 THE COMPASS ROSE

by Lorelei Lauraitis,
Past Commodore of Catalina Fleet 21
Chicago Region

THE COMPASS ROSE - has appeared on charts and maps since the 1300s when the charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower. Catalina Fleet 21 use their Ritchie compasses to sail the waters of the world. Getting "there" becomes the utmost goal, breaking barriers to experience the adventure of sailing.

This leads back to the Compass Rose which several of our members have been using to cross different bodies of water.



IPC Terry Ries at the helm. "The worst passage, the more welcome the port" -Thomas Fuller

For the last three years, Dan and Pat Harrington are sailing a 34' Catalina named "Weal Sea" from Hammond Marina covering ports from the northeast coast and southeast to Grenada. Their long distance phone calls mean keeping in touch with us here up north (talk about shiver me timbers) only to hear them say, "It is a gorgeous crimson, tropical sunset casting iridescent light beams onto the beach." They will return in 2007 with exciting tales of their adventures. Scott and Sue Welty sailing on "Eneé Marie" have been on the water since June, 2005, winding their way from haunts of old fishing outposts that are now pricey restaurants/bars.

Door County was the July destination for eight Fleet 21 boats. These eight boats sailed north on Saturday, July 1st, all bearing the names of a stellar journey, racking-up nautical miles and capturing scenic ports and harbors along the way with a yarn such as this ~ I'll see you, you "Whole Sailor" yes, you - even with your deep "Parrot Eyes" and heaving "Heaven's Breath" while watching the "Wind Dancer" under "Ultimate Therapy" forging ahead to the matchless "Quiet Island" of "Xanzamar" only to land ashore stating ahhh ~ "Mission Accomplished" once again. All of these wide-eyed sailors visited ports, towns and marinas along the Lake Michigan shoreline.

To coin a phrase, "there's no place like home," but with more nautical knowledge under our belts, we can overcome the doldrums of a breezeless day with assurance that the "Southerlies" will kick-in later. All we have to do is turn 180 or 360 degrees from the Chicago Lighthouse to enjoy predictable gusts and sigh "just another day in paradise!"



"A relic of the times past" -Shelley



The Captain, the Commodore, and the Gypsy



A Modest Voyage of Three Friends

by Malcolm C. Young,
Executive Director of the John Howard Association

The Captain had sailed her for no more than two hours and the Commodore had never before been on the open Atlantic when on 30 June 2006 they topped Gypsy's tank with diesel and headed east from the West River, rounded the corner, and pointed her bow to the northeast end of the Chesapeake Bay. Soon she passed Thomas Point Light and the Chesapeake Bay Bridge, frequent turn around point for a day sail and now the starting point of a journey. Gypsy was moving to Fairhaven, Massachusetts, some 400 miles distant. In a previous life she had been in New Jersey waters for at least a dozen years, and Florida and the Chesapeake before that. True to her name, she was now wandering to new waters, on the whim of a Captain who had last sailed them in his youth.

The Commodore was a fresh water sailor from Lake Michigan, familiar with sharp winds and rugged seas but not tides, currents and the Atlantic swell. He also brought a fascination with electronic navigational aids and several devices including a mapping GPS that outclassed the Captain's older, smaller model.

Gypsy passed under the two spans of the sweeping Chesapeake Bay Bridge as the sun set. The channels diverged, to the left toward Baltimore, to the right toward the Chesapeake Bay Delaware River Canal, the Gypsy's first destination. With darkness, the Captain discovered a chart missing. How then to choose the buoys and pick the channel? Out came the Commodore's GPS. The little triangle that represented the Gypsy and the mapped outline of the Bay was enough of a guide for the Captain. This first night Gypsy anchored just outside the entrance to the canal.

Morning of the second day, the Captain discovered a belt wheel on the 20 hp Yanmar engine that was cutting a water hose, and handily repaired it. Delayed but confident, Gypsy entered the canal. "Perhaps," offered the Commodore, "We should stop for fuel at one of these marinas." The Captain, not wanting to lose the current and aware of a falling wind, opined to wait, and pressed on. Miles of canal with no marinas in sight slipped by at a good clip. The wind did fall. How much fuel was on board? Gypsy had no fuel gauge. The Captain and the Commodore determined, by their calculations that they were almost out of fuel. A mid-canal restaurant and marina showed. Circling



around, Gypsy learned from the shore it had closed a year ago. The next marina with fuel was seven mile's distant. They pressed on. Then, disaster! To save fuel, the Captain impatiently hoisted sail. The main caught in the lazy jack fittings and tore itself along three sides of a panel almost two feet on the longest side.

Under jib and power, Gypsy made the marina. Disaster again! Wanting to bypass a long queue of powerboats waiting for fuel, Gypsy borrowed an empty slip. During maneuvers, her transmission cable snapped with a metallic ping. She was locked in forward. It was Saturday afternoon on the weekend preceding July 4th and the chance of getting a mechanic or parts didn't look good.

Neither Captain nor Commodore was long daunted. The Gypsy came with myriad pieces and parts. The Captain added oil and fashioned a link to the shifter out of a mop handle and hose clamps. The Commodore, experienced with sail thread and needles, stitched along the tear in the main for hours.

The sun was low when Gypsy reentered the canal. With her main hoisted she looked as if she had undergone open heart surgery. To shift gears, the Captain pulled on the end of a mop handle sticking out of the starboard lazarette. It all seemed possible again.

Darkness settled once again. The Gypsy, finding no easy anchorage, passed quite suddenly into the Delaware River. Her Captain read the charts, finding the course to join the shipping channel. No problem, Gypsy was in it, crossing in fact only a hundred yards in front of the first of many deep draft barges. The warning was taken: from hereon out, in the Delaware, a sharp eye and respectful distance from ship, barges and cruise ships.

Wide as the Delaware River, shoals run like fingers from north

to south, some shallow enough to ground out the Gypsy even though they lie but a hundred dark water yards from a channel that will take a tanker drawing 45 feet. In other places, fish weirs or traps foul the water for small boats. So open water sailing isn't possible. The strategy this night was to parallel the shipping channel on the deeper side, running just outside so as to avoid the large ships' paths, but close enough to miss the other perils and keep close track, buoy by buoy by light, of the Gypsy's path. A good strategy, with the good fortune of unclouded visibility, but complicated by several kinds of lights that neither the Captain nor the Commodore recognized: fishermen perhaps, appearing here and there, sometimes closing and then mysteriously fading.

The Captain and the Commodore needed rest after 30 hours of wakefulness, much of it in strenuous, hot labor. The Captain had found one potential anchorage on the northeast side of the river. But as the wind and seas increased, he realized he needed to be in the shelter of the southwestern shoreline. There were few places that were not shoal for as much as a mile from shore. He settled on a shallow leeward cove with enough depth to allow Gypsy to anchor as close as half a mile from the beach.

It was midnight. Gypsy was moving southeast just outside the northeast side of the channel. She continued another half hour, and came to the point at which she would turn to the right and cross the channel. But crossing the Delaware River channel now meant cutting across two lanes of an endless procession of container ships, sea-going barges and cruise liners moving up at several times the Gypsy's top speed. Captain and Commodore peered up and down the channel, and as one set of lights passed by, two more could be seen behind them and another would emerge. The intervals between the ships were hardly as long as the time it would take the Gypsy to reach the other side of the channel. The Captain was cautious: what if, after all, the engine failed? What if they misread a ship's lights or miscalculated the other side of the channel? Only after forty five minutes of tossing around could Gypsy take her course to sprint to the other side of the highway.

For two hours after leaving the channel, Gypsy drove through seas that seemed to come from three sides. The Captain was pensive: would his chosen anchorage prove rough and unprotected? Moreover, some low-lying form and series of bright shore lights that he could not identify on his chart appeared in the distance. Now it was simply feeling the way, watching the relative movement of a dark mass in the water on the starboard, the movement of car lights where the chart showed water, two small lighted buoys ahead, and the depth of the water under Gypsy's keel. The seas finally abated somewhat. The Captain dropped the anchor, and they fell into a sound sleep just as eastern sky was lightening.

The Captain awoke in full light to the sound of the depth alarm. What he saw gave pause. Forty minutes in advance of the time he estimated to be low tide the fathometer showed between zero and four-tenths of a foot under the

keel. Crab pot markers bobbed all around. The southwest wind was matched by a current out of the northeast, so that instead of pulling at her anchor, Gypsy and each of the dozen or so crab markers were swirling around, their anchoring lines tending first up and down, then pulling one way, then another. In this dance, one of the crab pot markers appeared as if the Gypsy's partner. When Gypsy swung away, the pot marker pulled against the current and closer. The Captain knew what this meant, reached for the boat hook, and called to the Commodore. As he did so, he realized that what had appeared as a dark uncharted mass last night was some kind of pier, a road and a pipeline on it, a barge and tug secured across the end. The darkened land mass Gypsy had avoided the night before had been the unlit barge. But now, it was clear that if for any reason Gypsy drifted with the wind and current, she could quite likely fetch up on the pier.

Captain and Commodore confirmed with the boathook that the line from the crab pot was indeed caught in the propeller. The current continued strong at three knots, far from the slack the Captain expected at the turn of the tide. Pulling up the anchor would let the Gypsy drift to deeper waters, but closer to the pier. Starting the engine would, of course, likely bind the



crab pot line tightly around the propeller shaft. Sailing would work, but make the operation far more cumbersome. There was a correlation between the dance of the crab pot and the depth under the

keel. The gauge showed zero when Gypsy

swung over the area toward which the crab pot line appeared to tend. Possibly, then, the zero marked the top of the crab pot or a stronger return signal from a metal pot. Allowing for that possibility, the Captain decided not to move Gypsy.

The boathook would catch the crab pot line, but not free it. The Captain slipped into his swimming trunks, dropped a float line, marked Gypsy's GPS coordinates, set the VHF radio to channel 16, and went down the swimming ladder and into the turgid water. The Captain followed the crab pot line under Gypsy and found but one turn around the propeller, easily removed. The minuet with the Gypsy ended; the pot marker floated free.

Before getting underway, the Captain discovered that the transmission failed totally to shift. It was stuck in forward and there it would remain.

The wind was off the beam and the waves no more than a foot as the Gypsy sailed down the Delaware River Channel with fair visibility. At the south end of the channel, she swung to the east toward Cape May. Thunderclouds formed but went elsewhere. The wind was from the stern and dropping, so with Gypsy under power, the Commodore and Captain found their way past a swinging railroad bridge to an anchorage on the southeast edge of the channel.

It was time for ice, and fuel. The Captain picked a marina, brought the anchor on deck, and proceeded to cut the corner off an unmarked channel. Gypsy kissed the mud at low tide. A slight pull in reverse would have pulled her off, but with the transmission stuck in forward, the Captain waited instead for the tide. When it started to lift, he kedged off from the bow with

a line from the spare anchor dropped off the stern.

Two hours later, a bare eight gallons of diesel to top off, ice, and batteries for the Commodore's GPS, the Gypsy entered the Atlantic Ocean at Cape May, New Jersey. With light following winds, a prediction of only occasional thunderstorms, and a nasty encounter with some of the flies said to swarm the inland waterway, the Captain and the Commodore elected to go "outside."

The Captain set course to run within ten miles of the New Jersey Coast, passing a few sea buoys but generally inside the New York shipping lanes. Her companions were off shore charter fishermen, very few sails, and an occasional small fishing boat with a couple of guys and a couple of lines. The Commodore watched these small boats disappear, then reappear, as they and Gypsy rose and fell with a light ocean. "Feel the power!" he said. The Captain, of course, nodded sagely.

Night settled in. There was apprehension as thunderheads built up. The swells increased ever so slightly. It could be a beautiful night, or all hell could break loose. The weather reports were ambivalent. The Captain and the Commodore traded watches. The Captain's turn to rest came after he set the next course, a ten mile run toward a red buoy off of Barnegat Inlet, an easy to make harbor, just in case. The ETA was 0215 hours. The Captain left night steaming orders: "If you don't see the buoy light by two, call me."

At 0210 the Commodore called down: "The buoy! I think I see the buoy!" Its light, however, was out. The Captain plotted their

longitude. Gypsy under the Commodore's helm had stayed so close to her track that she nearly fetched up on her mark, close enough to pick up a buoy in the dark.

It was a good thing, the Captain thought, that he hadn't trashed the Commodore's helmsmanship. But having followed the

desired track almost exactly provided little comfort to what Gypsy now faced. Lightning

flashed with increasing intensity; what had been distant and undefined now was proximate and sharp. Both wind and sea were rising. The Commodore voted for setting course for Barnegat Inlet. The Captain went to read the charts. He didn't like what he saw. The harbor entrance was narrow, marked by unlit buoys, and a note on the chart reported that the buoys were unreliable. The entrance was S-shaped, and vast areas of water inside the entrance were charted at less than 5 feet. Still, in the dark, with deteriorating conditions, Barnegat Inlet seemed an option to a dangerous night at sea. To hedge bets, the Captain slowed Gypsy to bring her close to the entrance at first light.

The Commodore spotted Barnegat's entrance lights just as light broke. The wind and seas calmed, however, and Gypsy turned back to her northeast course with the Captain at her helm. At 7 am, exhausted, the Captain furled the jib, let the main go slack, and in a near-flat wind and sea fell asleep. Hours later the Commodore awoke, to find Gypsy's sails slack, her captain asleep in the cockpit.

From Barnegat Bay, Gypsy motored north by northeast under bright skies, almost exactly with the wind, almost exactly at the speed of the wind. By mid afternoon, her course brought her close into the Jersey Shore, and for perhaps an hour, Gypsy sailed

under a light coastal breeze.

As she neared the southern end of New York's outer harbor, Gypsy stuck close to the beach to avoid shipping lanes and a parade of container and tanker ships. She rounded Sandy Hook, heading west in a deep draft channel, then turned to the right up the Lower Bay. To her right, a line of container ships filed up the well-defined approach channels to New York Harbor headed, like Gypsy, for the dangling span of the Verrazano-Narrows Bridge. "Piece of cake," thought the Captain.

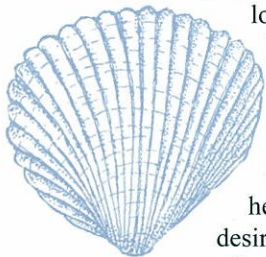
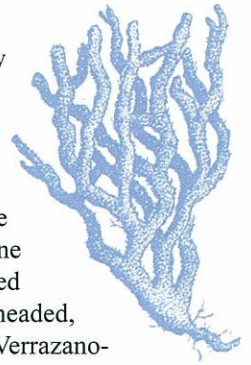
And then the weather went south. A smoky haze turned yellow-gray and dark-bottomed cumulous clouds roiled across Manhattan and onto Brooklyn, dragging bright jagged flashes with them. Gypsy found a gap in the shipping and crossed to the right of the channel. As lightning danced around, Gypsy entered New York Harbor dodging ferries and charter boats out for the Fourth of July fireworks. A similar-sized sail boat crossed her bow. The Commodore hailed her: "Where do we find a marina?"

"Straight ahead and then take a left." Which is exactly what Gypsy did, finding Liberty Island Marina, home to 700 boats, purveyors of diesel, keys to showers, and ice.

The beer had been flowing when Gypsy tied up. Nearly every boat at the marina was a party. Christmas lights, flags and national banners flew in rigging, and charcoal filled the air. It wasn't long before neighbors brought pizza, beer, and drinks. Most of them, it seemed, used their boats at the pier more than at sea. Some lived on them, an easy commute and cheaper by far than living in Manhattan. So people around the Gypsy were suitably impressed with Gypsy's voyage, the more so when they learned her destination.

The Captain and the Commodore were exhausted, and New York's spectacular fireworks held them for just a few minutes before sleep took over.

Gypsy left Liberty Park Marina on July the 5th in a hurry. Her Captain and the Commodore visited the Captain's daughter and granddaughter in Hoboken. Toward the end of the visit, the Captain realized he'd misread the time, and now they had to push to make the current in Hell's Gate. Gypsy's engine pushed her out of the marina, across the Hudson, round the Battery, and right up the East River, dodging a yellow ferry driving, said the Commodore, just like New York cabs. So far, so good. A two knot current pushed Gypsy past the South Sea Port Museum, under the Brooklyn Bridge, past Roosevelt Island and the United Nations. The day was humid and hazy, which might have explained the light traffic. The Captain adjusted course for the sweeping current, measured the flow of the current by its pull on the buoys and bridge pilings, and checked the chart for Hell's Gate. He had forgotten a run between two small islands and a sharp right turn. A tug with barge came against the current from the opposite direction. To adjust for the current, it headed across the channel directly in front of Gypsy. Just as it seemed they might cross, the barge swung to its right with the current pushing the barge's bow sharply around, as the tug's captain



knew it would, leaving the channel completely free for Gypsy. The Captain felt good to have read the current and the tugboat captain's intentions correctly. It was a Samuel Clemons / Mark Twain moment on the river.

The current started to turn just as Gypsy passed Throg's Neck Bridge, the last of seven over the East River, and entered Long Island Sound. The Captain saw a Coast Guard station to the left and watched Kings Point Merchant Marine Academy pass to the right. He felt they were now in northern waters.

There was a qualitative difference to sailing. For one thing, the rules on aids to navigation change. Whereas in the Chesapeake and Delaware, buoys and lights mark the favored edge of a channel, and one tends to pass close by, in Long Island and to the north, buoys and lights as often mark rocks and obstructions. Unless you know with certainty where the clear water is, you better stand clear. Even the names are grim: "Executioner's Reef."

Another difference, the Captain assured the Commodore, was that now there were friendly harbors every few miles, sheltered coves easy to enter. No more hours of approach to a shallow, barely protected anchorage as in the Delaware River. To prove the point, he picked a likely looking harbor on the north side of the Sound. Now under sail, Gypsy followed a couple of lighted buoys into an outer harbor, turned in front of a light at a point determined by a compass bearing to a second mark, and entered a narrow, unlit channel that ran into Long Cove. Anchor down and sails in, Captain and Commodore were soon fast asleep.

The next morning, Gypsy was underway early. Long Island Sound stretches from New York to the other end of Connecticut. It's a day's trip up in good sailing weather, or under power on a calm day, and even then you fetch up at the mouth of the Connecticut River. That night, in darkness and with the perennial fear of lack of fuel, Gypsy worked her way against the river's three knot current. The Commodore's night eyes spotted the edge of an anchorage, and pretty much as at Cape May, Gypsy dropped her hook just outside the channel.

In the light of the morning, Gypsy easily made a marina and topped off with another paltry five gallons. The Captain's anxiety notwithstanding, she hadn't once gone below half a tank.

This was one of the earlier starts. It was now July 7, and Gypsy's new home port was remarkably close --- a day and a half perhaps, through familiar waters. First there was the Race at the end of Long Island Sound. Gypsy hit at the right time and moved easily, though still under power, into new waters. Long Island, her companion to the south for three days, was slipping away.

In the distance was what the Captain thought to be a ship driven by a very dirty diesel engine poured a rich black column of smoke into the sky. "Was it coming toward them?" he wondered. Channel 16 crackled with "Tag, tag, tag," the modern "less-than-Mayday" distress call. "Boat on fire."

With VHF radio, the sailor gets to be a voyeur into someone else's troubles. Gypsy was too far and too slow to help in any

way, but the Coast Guard she had passed at Throg's Neck Bridge wasn't. Not very long after the first call, an extremely fast rescue boat skimmed along the top of the water toward the column of smoke. The boat was a total loss, burned to the waterline, but all aboard were safe.

On, then, into Rhode Island waters, with the bridge over Narraganset Bay caught in the setting sun. The trip was almost done. The Captain set course for the entrance to Buzzard's Bay, once again under power in the light wind. Then suddenly, on the approach to New Bedford, the engine sounded off. The rpms rose and then fell unaccountably. The Captain shut down the motor. He didn't want to risk damage even though they were now only miles away. But it was a windless number of miles, and Gypsy was making slow headway. After two hours of bare drifting, now after midnight, the Captain threw caution to the wind. They went in under power, but slowly.

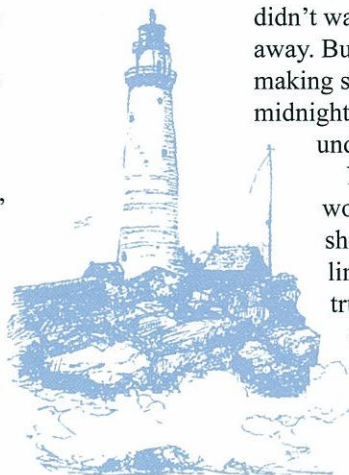
Now in total darkness, the Captain plotted a track that would take Gypsy clear of West Island and then to the left as she headed in toward Widemarsh Beach. In places the shoreline was virtually indistinct from the water, but the Captain trusted his luck and dropped anchor. The morning showed Gypsy was only a few hundred yards from where the Captain wanted to be. Yet he felt badly: he had wanted, after all, to drop Gypsy's anchor in exactly the spot he envisioned. The Commodore, in his optimistic way, would have none of it. Gypsy had come home, and they

had brought her there. They were, as one friend said, "Alive and uninjured. For a cruise that long, with guys like you, that's all that counts."

A voyage with its own share of uncertain moments, a voyage from which, the Commodore told the Captain, "You really got to know your boat," was over. In the rising sun, Gypsy looked over a rocky beach from a bay littered with large rocks and small islands. Across the way was Woods Hole, through which she might go to Martha's Vineyard or Nantucket, and down the way the Forbes' family-owned Elizabeth Islands. Take a left and Gypsy could enter Cape Cod Canal, and be on her way down to Maine. It was, the Captain thought, a good place for a gypsy to be.

About the Author:

Malcolm C. Young spent summers as a youth on Sconticut Neck Road in Fairhaven, MA, learning to sail at David Ward's Camp Sea Space. He learned piloting on the Tabor Boy, at Tabor Academy in Marion, MA, and added to his experience with three years active duty in the United States Naval Reserve. He practiced criminal defense in Chicago from 1974 - 1980 at which time he moved to Washington, D.C. A gift from his wife made it possible to own and sail a Catalina 25 in the Chesapeake Bay for his last five years in Washington while he directed The Sentencing Project, a nationally-known criminal justice reform organization. In October, 2005, he moved to Chicago to direct the John Howard Association, a prison reform organization, joining the Jackson Park Yacht Club where he sails under the command of Commodore Stanley L. Hill.



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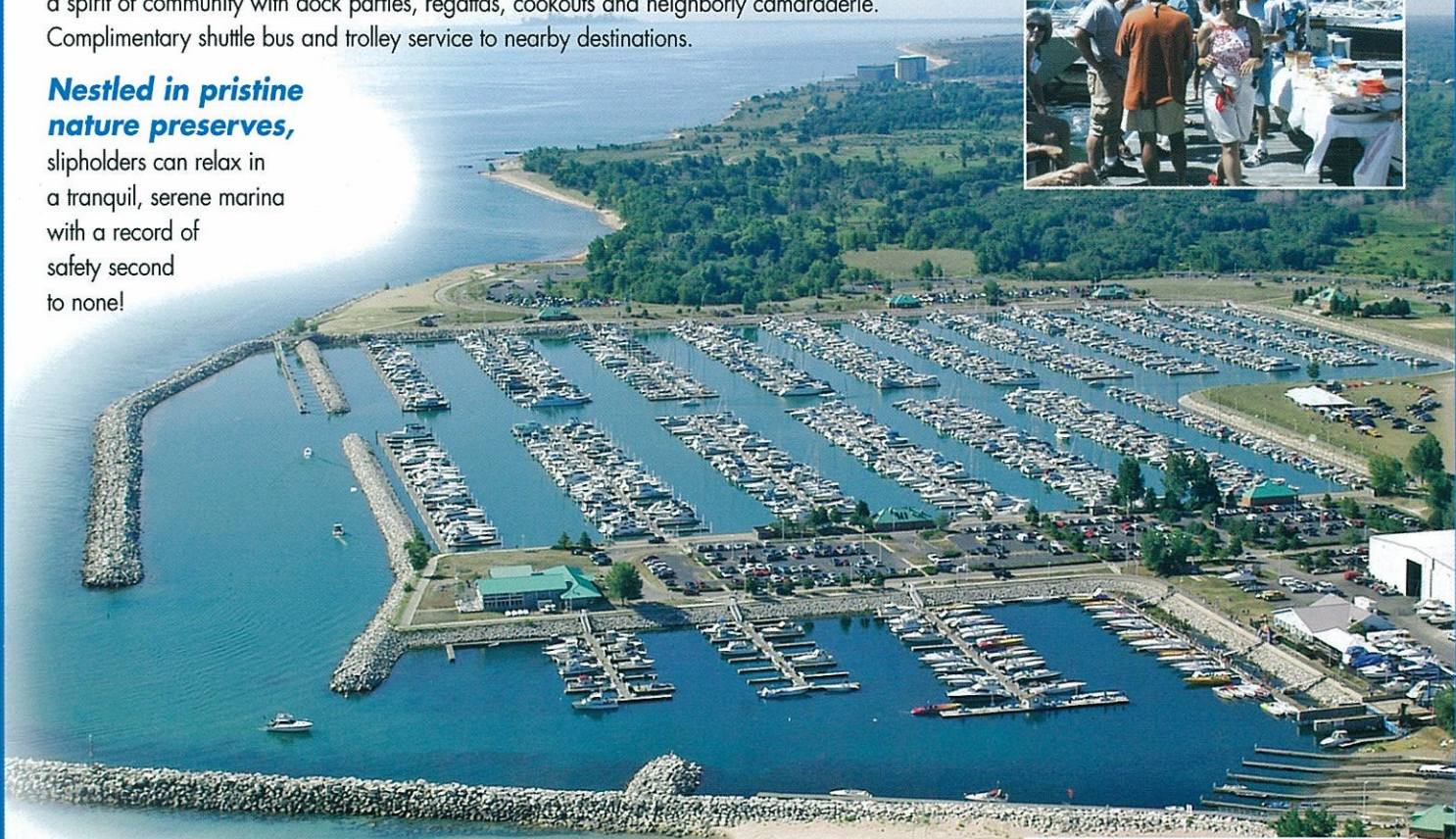
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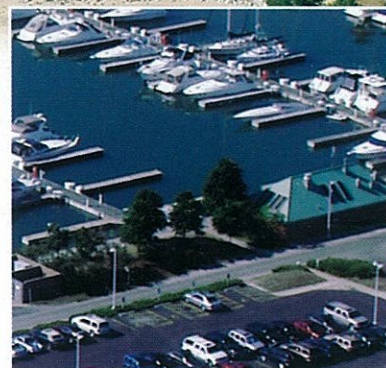
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**NAPLETON
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815-933-2100
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