

YACHTING

in Chicago 2007



Years of Venetian Night

**VENETIAN
NIGHT
CELEBRATION**

**YACHTSPERSON
OF THE YEAR
RACE RESULTS**

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

TO OUR ADVERTISERS

The members of the Chicago Yachting Association offer a snappy salute and a grateful thank you to the advertisers below who supported this 49th annual edition of **YACHTING IN CHICAGO**. We hope that your varied enterprises will flourish in the coming year and that we will enjoy the privilege of having you back with us in the 2008 50th anniversary edition. Your advertisements are a welcome addition to our magazine, and we encourage all of our fellow members to remember your support when making future purchasing decisions. For rate and information on the next year's edition, please call Betty Lerner, Publisher, at 847-676-9755.

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Photo Courtesy Karen I. Hirsch

YACHTING 2007



Photos by Karen I. Hirsch

The Story of Venetian Night Then

by William Rossberger,
Past Commodore –
Chicago Yachting Association



Venetian Night, July 28, 2007, marked the 50th anniversary of the Parade of Boats, a spectacle of "Boat Floats!"

In 1958, the late Mayor Richard J. Daley introduced the idea, in his constant effort to celebrate Chicago . . . and the Parade of Boats was born! This 1st Venetian Night was heralded as the "Carnival of the Lakes."

All Chicago celebrates our magnificent lakefront with its breath-taking natural beauty. The annual event now draws upward of three-quarters of a million Chicagoans and visitors who line the shore from Randolph Street to the Adler Planetarium. There are many more who view the spectacle from high rise apartments located in our downtown and lakefront residential communities. Chicago loves to show itself off. In fact, Chicagoans lead the world in expressing enthusiasm for their City, its attributes and activities. It is Chicago's "I will spirit" that has built the fifty year tradition of Venetian Night.

In 1958, the then Mayor Richard J. Daley invited all Chicagoland boaters to participate in the 1st Parade of Boats. The response was overwhelming. The parade was so long that the last boat passed in review well after midnight. Mayor Daley waved and cheered every boat that passed in review.

The Mayor was heard to say, "We will continue this fine event until it is on parity with Pasadena's Tournament of Roses, Miami's Orange Bowl Parade and the Mardi Gras at New Orleans." And so it is!

Through the years, this Chicago tradition has taken many forms of entertainment, always climaxed by the Parade of Boats on Venetian Night. Some of the other activities that have taken place during Venetian Week (yes, the celebration lasted 7 days) include

boat races on the river, square dancing around Buckingham Fountain, bagpipe tattoo music (similar to a dirge) by the Stockyards Kiltie Band, in the water swim and water ski show before the Parade of Boats and a land parade down State Street (or Clark Street when State Street was a Mall) with the Mayor greeting King Neptune who emerged from the river. Then the Mayor and King Neptune would lead the way down the parade route followed by land floats. King Neptune traditionally appears to lead the Parade of Boats on Venetian Night.

Each year some appropriate theme is selected by the City. The boats must follow the theme. The boats are divided into four sections based on length, sail or power. Each section contains an equal number of boats. Prizes are awarded to the winners in each section, as well as an Overall winner.

Judges are selected by the City of Chicago and the Chicago Yachting Association. The real judges, however, are the spectators gathered along the shoreline. This is where the phrase "interactive participation" originated. By the roar of the crowd, applause or shouts of delight, it is easy to determine the winners.

It is interesting, and only seems right that 50 years after Mayor Richard J. Daley began this magnificent spectacle, his son Mayor Richard M. Daley proudly continues our World Class Venetian Night!



Photos in late 1960's when powercraft was not required.



Chicago Venetian Night Now

by James H. Wright, Rear Commodore CYA,
Venetian Night Chairman

The 2007 Venetian Night marked 50 years of Venetian Night activities in Chicago. While the themes and participants have changed over the years, the enthusiasm and dedication from the boaters as well as the spectators has not. It is exciting to see all the hustle and bustle around the docks as the boat crews begin to put the finishing touches on their boats the day of the parade.

Over the years those who have come to Chicago to see the parade have made it an annual event. From early in the morning, they line the grassy areas along Lake Shore Drive from the John G. Shedd Aquarium to Randolph Street to see the magnificent sight of all the brightly lit and uniquely decorated boats. Likewise, the participants in the parade put their hearts, souls, talents and money into Venetian Night, working for months to develop an entry to please the spectators both on land and on the lake.

This year our veteran boaters such as Sales Calls and Corinthian celebrated 25 years in the parade. Perfect Lady, with 15 years, and Whino Too, with 10 years, were back to delight the 750,000 spectators who lined the shores of Monroe Harbor. It was also exciting to have seven first-timers join the ranks this year.

Every boat was decorated with great care, carrying out the theme, "Chicago's Finest Moments." Some moments that were remembered were: the Blues Brothers – Sweet Home Chicago; the Chicago Fire; the Columbian Exposition; the Cows of Chicago – from the stock yards to the cows on parade; Queens Landing; the Chicago Bulls, Cubs, Bears, and Sox; the Medinah Temple's Shrine Circus and the Shriners; Rotary International; Riverview Park; Tribute to Marshall Field's; Chicago – My Kind of Town; and Sailboat Racing in Chicago. All participants in the parade thank Mayor Richard M. Daley for his continued support of Venetian Night and for the generous financial backing that was made available for each participant. Also this year, the Mayor and his Office of Special Events will be awarding the winners a keepsake

Olympic-type medallion at the Chicago Yachting Association's Annual Ball.

Many hours of old-fashioned hard work were shared by Acting Executive Director Megan McDonald-Paulsen and David Adams of the Mayor's Office of Special Events and members of their team; WXRT; Commodore David Daul, Tom Tyrcha, Lloyd Karzen and the staff of Chicago Yacht Club; Commodore Gary Hooper and the staff of Columbia Yacht Club; the Chicago Yachting Association's Bridge Officers - Commodore Don Koster, Vice Commodore Tony Cimino, Secretary Rich Lauric, Treasurer Scott S. Baumgartner and Immediate Past Commodore Betty Lerner; and my staff – John Masser, Photographer, and Kaye Durham, Clerical. Thank you everyone!

Special thanks to our municipal boats provided by the Chicago Police Marine & Helicopter Unit, the Illinois Department of Conservation, and the United States Coast Guard, all of whom not only led the parade and patrolled and protected all who were on the water that night, but spent time in the months leading up to the parade, planning and instructing our boat owners so that the night of the parade would be mishap free. Thanks also to the Coast Guard Auxiliary whose members acted as look-outs and were on hand assisting the City and boaters to keep the parade moving. We also thank Scott Stevenson and Jerry Metzger of Westrec for supplying safety boats and to Superintendent Timothy Mitchell of the Chicago Park District for his assistance.

Our appreciation is extended to our judges whose job becomes more difficult each year. The judges of 2007 were: Commodore Fred W. Poppe, Past Commodore CYA; Commodore Elaine Hofer, Past Commodore U. S. Coast Guard Auxiliary (9WR); Alderman Bob Fioretti, 2nd Ward; and Alderman Brenden Riley, 42nd Ward.

Thank you all – we hope you enjoyed Venetian Night 2007 and are looking forward to next year as much as we are!



*Thank you all – we hope you enjoyed Venetian
Night 2007 and are looking forward to next
year as much as we are!*

Sail Category I



1st Place - Earendil "Rtvervlew"



2st Place - Viking IV "My Kind of Town"



3rd Place - The Verdict "Queens Landing"

Photos Courtesy of Mayor's Office of Special Events and John Masser.

Power Category I



1st Place Aspiration "Tribute to Marshall Field's"



2st Place - Southbound Sotree "Chicago Bulls - 6-peat"



3rd Place - Marylee "Chicago Fres Up"

Sail Category II



1st Place - St. BB "Chicago Cubs"

Power Category II



1st Place - State of Mind "Chicago Fire"



2nd Place - Quinn Mary Too "2005 Chicago White Sox"



2nd Place - Wicket Diversion "Udderly Chi Cow Go"



3rd Place - Charisma "Rotary International in Chicago"



3rd Place - Cooler by the Lake "50 Years of Neptune"

Best Overall



*Best Overall
Whino Too "Blues
Brothers - Sweet
Home Chicago"*



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Sea Scout Ship Neptune #5212 in summer dress whites is sponsored by Jackson Park Yacht Club. Photo courtesy of Richard Snow.



Sea Scout Ship Privateer #5870 proudly assisting with a flag raising ceremony is sponsored by Chicago Yacht Club. Photo Courtesy of Jan Shaw.

Sea Scouting is alive and thriving in Chicago. The pictures say it all!



Sea Scout Ship Cutlass #2007 ready to go sailing is sponsored by Belmont Yacht Club. Photo courtesy of Belmont Yacht Club.



Sea Scout Ship Challenge #5111 in winter dress blues is sponsored by Columbia Yacht Club. Photo courtesy of Bill Luksha.

For further information, please contact Arthur Mathews at 312-421-8800, or visit the Boy Scout Web site at www.chicagobsa.org.

YACHTING

in Chicago 2007

Sweet Home Chicago



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

It is my privilege to present the 2007 issue of YACHTING IN CHICAGO magazine featuring and celebrating 50 wonderful years of Chicago's Venetian Night Boat Parades.

Please enjoy the panorama of old photos that blend in with the new. Venetian Night has long been a family tradition where Chicagoans and visitors from all over the world gather along our beautiful lakefront to cheer each boat as they pass in review, offering a splendor of colorful lights, magical scenery and toe tapping, clap along music.

This is also the time and the place to extend a hearty and most sincere thank you to all of our advertisers for their support. Please take time to visit each as you enjoy your 2007 review of Chicagoland's BOATING SEASON OF ACHIEVEMENTS.

And, to my staff – APPLAUSE, APPLAUSE for your dynamic contribution to make this yet another beautiful publication.

There's no place like our very own SWEET HOME CHICAGO!

Sincerely,



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

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Cover shot by John Masser

Published for the use of yachtspeople in Chicago and containing the complete and official record of Chicago yacht racing for the 2007 season presented at the Chicago Yachting Association's 49th annual Yachting Ball and Awards Dinner, at Navy Pier Chicago, November 10th, 2007

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YACHTING

in Chicago 2007

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

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1966	George K. Dohlin – BPYC
1967	Raoul M. Allessee – BPYC
1968	John C. Cutler – CCYC
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1973	Thomas Jordan – BPYC

1974	Sidney Waller – DYC
1975	Lewis Davidson – BPYC
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1977	Howard L. Beers – Col YC
1978	John O. Duncan – JPYC
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2001	Fred W. Poppe – BPYC
2002-3	Don Hermanson – CCYC
2004-5	Betty Lerner – BYC
2006-7	Don Koster– CalYC



Can you tell where this is?

*Photo courtesy of Betty Lerner
Grand Ballroom
Answer: The ceiling of the Navy Pier*

Yachting in Chicago, the annual publication of the Chicago Yachting Association, is published by the Chicago Yachting Association. It is mailed to members of the 13 Yacht Clubs, affiliate private clubs, used in corporate sponsorship meetings, and further distributed to the surrounding Yacht Clubs on Lake Michigan, outstanding civic leaders and select marine retailers. An electronic version plus the latest yachting news with frequent and useful web links is also available at WWW.yachtinginchicago.com. Comments and submissions accepted at info@yachtinginchicago.com. All submissions are subject to editing. Unsolicited submissions will not be returned. Authors and other information resources are responsible for accuracy of their content. No reproductions allowed without permission. All rights reserved. Copyright 2007.



A LETTER FROM THE COMMODORE

by *Commodore Don Koster*

I feel that the life mission of the Chicago Yachting Association is to provide safety, fun, purpose and health to Chicago boaters, all citizens and visitors.

The Chicago Yachting Association was created many years ago, but we cannot use yesterday's thinking to create solutions. Lifestyle assumptions and calculations based on the past will be incomplete and incorrect.

Your Association has taken steps or acted upon the following in regard to safety, fun and purpose during the year 2007 as sponsor, supporter or participant:

- Participant – Strictly Sail at Navy Pier to increase boaters' awareness of our Association's purpose and our member organizations.
- 8% Slip Fee Increase – Attended Park District meetings and met with the President of Chicago Park District.
- Sponsor - Mandatory Boating Education in the State of Illinois. We oppose licensing.
- Sponsor – Venetian Night. We continue to work with the Mayor's Office of Special Events, Chicago Yacht Club, Columbia Yacht Club and Chicago boaters for this great event.
- Sponsor – Poker Run. Power boaters raise money for the Leukemia and Lymphoma Society. This event is hosted by Columbia Yacht Club.
- Sponsor - Leukemia Cup Regatta. This event is also hosted by Columbia Yacht Club. Chicago boaters raised \$277,000, the largest amount in the U.S.
- Supporter – Chicago Shoreline Marathon - 26 mile kayak race.
- Sponsor – 9/11 Memorial Boat Parade Salute. This is also in remembrance of those in our Armed Forces, Police and Fire personnel.
- Sponsor – Chicago Salmon Classic. This "Big Dollar" Fishing Tournament was anchor sponsored by the Horseshoe Casino, hosted by Columbia Yacht Club, and initiated to promote Lake Michigan conservation and stewardship. Participants came from four states.
- Supporter – Chicago's Christmas Ship. This event provides Christmas trees to thousands of Chicago families.

- Supporter – Chicago Sea Scouts. The Chicago Yachting Association supports fund raisers and scouting programs.
- Supporter – Chicago Rowing Center. This regatta featured teams from four states and took place on November 4th on the Cal-Sag Channel in Blue Island.
- Supporter – 2017 Legacy. The Chicago Yachting Association supports Chicago's bid for the 2016 Olympics.

Before I acknowledge anyone, I have to say thank you to Kaye Durham, our Executive Assistant. It is difficult to put into words my appreciation for her generosity, devotion and time dedicated to the Chicago Yachting Association. My gratitude is also extended to Kaye's husband, Pat, who drives her during times of inclement weather or difficult locations for meetings. "Kaye, the Chicago Yachting Association Bridge and Board are indebted to you."

Our 50th Anniversary of Venetian Night was magnified by the early and ongoing support of Acting Executive Director Megan McDonald-Paulsen and Dave Adams from the Mayor's Office of Special Events. Along with Rear Commodore Jim Wright, Executive Assistant Kaye Durham, Chicago Yachting Association Bridge, Chicago Yacht Club and Columbia Yacht Club, the event was spectacular.

I would like to acknowledge and thank Commodore Gary Hooper, and the Bridge and Board from Columbia Yacht Club, for their valued commitment to the Chicago Yachting Association and for their shared use of Columbia Yacht Club's facility and staff for several of our sponsored programs.

I want to recognize and thank the Chicago Police Marine Unit and their Commanding Officer Lt. Chris Kennedy for their support of our events and attendance at our Board meetings. I also want to express the same appreciation to the United States Coast Guard Sector Lake Michigan CDR Paul Mehler and LCDR Kiley Ross, and the men and women in their command.

A special note of appreciation to our Civic Chairman Frank Gagliano for picking me up when I was down, kicking me to make sure I wasn't dead, motivating me when I was tired, and standing at the finish line saying, "We can do it!" When I would explain to people who know him what he did for me, they would say, "Well, that's Frank."

On a national level through our membership in the National Boating Federation, Chicago Yachting Association Past Commodore Fred Poppe continues to work as a Director in the NBF to make sure our voice is heard. Thank you for your time and energy.

Our Association grew our membership by three in 2007. Two of our new members are Riverdale Marina, at approximately 130th and Halsted, and Sunset Bay Marina, on the Little Calumet River near the O'Brien Locks. Both marinas have been significantly upgraded under the ownership of our new members. Twin Harbors Yacht Club, on the Illinois River in Seneca, is our third new member. Many of their members live in the Chicago area. Welcome to you all.

During our May Board meeting at Jackson Park Yacht Club, we took time to celebrate a man's 90th birthday. As always, he formally introduces himself as the "Temporary" Commodore of the Sea Scouts. Ed Stein took on this "temporary" responsibility many years ago and has been actively looking for his replacement ever since. The current "Temporary" Commodore's qualifications are hard to match: Past Commodore Chicago Yachting Association; Past Commodore Columbia Yacht Club; Chicago Yachting Association Yachtsperson of the Year; and Venetian Night King Neptune. Additional qualifications include: continues to stay vibrant and involved, does not lapse into comfort zones on how things used to be done, great mentor, advisor and supporter based on current opportunities and visions. A replacement who has a love of boating and concern for the future of our youth would be greatly appreciated and mentored by one of the best – Ed Stein.

I want to acknowledge the Chicago Yachting Association Bridge – Vice Commodore Tony Cimino, Rear Commodore Jim Wright, Secretary Rich Lauric, Treasurer Scott Baumgartner, Judge Advocate Rich Cosby, and Past Commodore Betty Lerner. Oh, and did I mention before our Executive Assistant Kaye Durham and her husband Pat? I thank you all for your support. Your dedication and devotion to our Association and the boaters of Chicago have been significant. Your collective efforts have made my 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.



OFFICE OF THE MAYOR
CITY OF CHICAGO

RICHARD M. DALEY
MAYOR

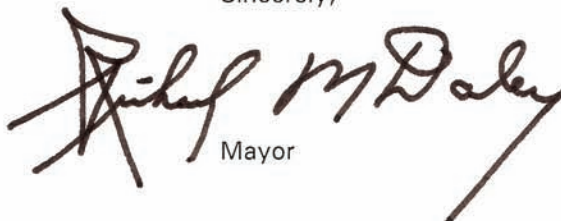
GREETINGS

As Mayor and on behalf of the City of Chicago, it is my pleasure to welcome you to the Chicago Yachting Association's 2007 edition of *Yachting in Chicago*.

The Chicago Yachting Association was formed to bring various boating clubs together to establish the first Venetian Night. This event gathered more than 200 decorated boats at Monroe Harbor. Now in its 50th year it still 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 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



Proposed 31st Street Harbor pictured alongside the proposed 2016 Olympic Village

NEW CHICAGO LAKEFRONT HARBOR FRAMEWORK PLAN WILL GUIDE THE FUTURE OF CHICAGO'S HARBOR SYSTEM

By Rob Rejman, Director of Lakefront Construction, Chicago Park District, and Brad Winick, Project Manager, JJR

The Chicago Park District, with the assistance of a consulting team led by JJR, a land and waterfront planning, design and engineering firm, and guided by a working group consisting of key stakeholder groups including the Chicago Yachting Association, has recently completed the Chicago Lakefront Harbor Framework Plan. The Plan, a flexible 20-year vision for the future of the Chicago harbor system, was developed through an inclusive public planning process that explored the entire lakefront for potential new harbor development opportunities, the market for which was established through the Plan's market analysis component.

The Plan addresses a number of planning and design criteria for new harbors, including financial feasibility, beautification of the host parks, the potential role as economic engines for the host communities, increased public access and new user amenities, universal accessibility, enhanced safety, minimization of traffic and parking impacts, creation of aquatic habitat, preservation of water quality, and use of sustainable building practices. This broad range of goals led to a balanced set of new harbor development proposals that are intended to benefit a wide range of users.

Four significant options in the Plan include: a new transient harbor – currently referred to as Gateway Harbor in acknowledgement of its potential as a new waterside gateway into Chicago – located alongside the dilapidated Dime Pier just south of Navy Pier, DuSable

East Harbor located immediately east of DuSable Harbor, 31st Street Harbor south of Burnham Harbor and McCormick Place, and 87th Street Harbor located alongside the large redevelopment parcel that in years past was the site of the U.S. Steel South Works.

Plans for Gateway Harbor and 31st Street Harbor have recently begun further design development, with an eye towards them being ready to opening within a few years. The DuSable East and 87th Street harbor options will require evaluation and design development after Gateway and 31st Street Harbors are fully occupied and market demand is reassessed.

In addition, the plans for these new harbors will be carefully coordinated with the plans for a potential 2016 Chicago Summer Olympic Games, which would feature Chicago's spectacular lakefront. With the development of the Chicago Lakefront Harbor Framework Plan, the future of the harbor system and the future of the lakefront are clearly aligned for balanced and forward-thinking growth.

Oblique rendering of proposed Gateway Harbor



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WHAT A VIEW!

The view of the city from Columbia Yacht Club. Photo Courtesy of Bill Hanyzewski.





UNITED STATES COAST GUARD SECTOR LAKE MICHIGAN

PARTNERING ON THE CHICAGO WATERFRONT

*by CDR Paul Mehler III,
Commanding Officer Marine
Safety Unit Chicago*



How quickly a year passes! Looking back on my first year as Commanding Officer of Marine Safety Unit Chicago, I am proud of the partnerships we have fostered and the resulting work that has been done. Whether it's high profile marine events, inspections of commercial vessels, environmental response or ensuring the security of our ports and facilities, every time my crew leaves the office, even though we may have a particular job to do, we always have one mission on our minds - security. This mindset is changing the way we do business. No longer do our crews just drive to the shipyard, facility or marina, now we pay particular attention to every bridge we pass, what's moving on the rivers, and who is operating the vessels. It's this situational awareness that will make a difference.

Like any new Commanding Officer, we all come with goals and objectives for our command. One of my first was reaching out to the maritime community and asking them to take an active roll and help prevent our lake, rivers, bridges and ports from becoming the next terrorist target.

The math is simple: with over 95,000 miles of shoreline and 70,000,000 boats in the United States, security needs to

be a team effort. The city of Chicago has over 56,000 registered recreational boats; this boating community is exactly who I needed to reach out to. As a member of the lead Federal Agency responsible for Port Security, I quickly realized an enormous underutilized partner in our boating community. This community is the eyes and ears on the waterfront. They live there, know their neighbors, their boats and, most importantly, what just doesn't seem right. If it appears suspicious to you, the professional boating public, it is just that - suspicious. It's this partnership that I sought out and that I am most grateful for.

So what do you do if you see a vessel under one of Chicago's many bridges with someone taking pictures or video or even sketches of the bridge structure? What do you do when you see divers in an area you have never seen before? What do you do if during dinner out you overhear people talking about the number of police or Coast Guard vessels and capabilities that are out on the water? These are just a few examples of when you can make a difference. First, if you think there might be an immediate danger call 9-1-1 to notify authorities. Do not engage anyone you think is involved in suspicious or unusual activity. You should gather as much information as you can. Make a note of what they appear to be doing, people's physical details (clothes, size, hair color), a name on their boat, hull markings, license plate numbers and any other information you think might be pertinent. Details count! If there does not appear to be an immediate danger but activity still seems suspicious, your next step is to call and report the unusual activity to America's Waterway Watch at 1-877-24-WATCH a 24-hour manned call center run by the National Response Cen-

ter at US Coast Guard Headquarters. Your report will be forwarded to local, state and federal law enforcement and operations centers and will increase our waterfront security. Each and every report matters and is acted upon.

Here are just a few examples of what to look for:

- Suspicious persons loitering near or asking specific questions about commercial/passenger vessels or waterside activities
- Suspicious persons renting watercraft
- Suspicious persons asking detailed questions about waterfront operations
- Unknown persons inquiring about details of local security measures
- Boats depositing suspicious passengers in non-passenger locations, particularly at night
- Unknown vendors attempting to sell/deliver merchandise not normally seen on the waterfront
- Vessels that circle in and around pilings, particularly near commercial traffic
- Unusual diving or boating activity near dams, or commercial facilities

In a city like Chicago, with its world-class waterfront and marinas, we all need to take an active role in security. We continue to hear success stories like the one of the local electronics store employee who while converting a video tape to a DVD, recognized suspects firing weapons and shouting Jihadist slogans. He took the initiative and reported his concerns. His vigilance resulted in the arrest of the suspects in what we now know as the Fort Dix Terrorist Plot. He made the call and made a difference. Public awareness remains one of the key assets in the war on terror.

I look forward to another great year here in Chicago as we continue partnering while ensuring the safety and security of this beautiful waterfront. Semper Paratus.

US COAST GUARD CALUMET

THE ANATOMY OF A MARINE EVENT

by CWO4 Stephen R. Cabral, Commanding Officer
USCG Station Calumet Harbor/Station Chicago



Coast Guard on Patrol

Each year during the busy boating season along the Chicago waterfront, many boaters have the opportunity to enjoy the numerous marine events that take place. Whether watching the weekly Wednesday or Saturday night Navy Pier fireworks, Taste of Chicago fireworks, Venation Night, or the Chicago Air and Water Show, most of the boating public knows little as to what it takes in order for the Coast Guard, along with our other maritime partners, to ensure the safety of all the boating spectators.

During large marine events the goal of the Coast Guard is clearly defined: provide people with a safe and enjoyable environment. Much of the planning that is done prior to these events is done with multiple agencies such as the Chicago Marine Police, Illinois Conservation Police, and other local, state, and federal law enforcement agencies. Events such as the Chicago Air and Water Show can attract millions of spectators, and the best view for most of these events is from a boat on the water.

To ensure events are safe, the Coast Guard, the Coast Guard Auxiliary, the Chicago Marine Police, and the Illinois Conservation Police enforce what is called a safety zone. These zones are in place to protect the boater from the hazards associated with certain events.

For example, the Chicago Air and Water Show requires that a safety zone be created to have a clear flight zone for the acts that are flying. The zone is enforced by specific air show guidelines in which safe distances for spectators are included and are required by the Federal Aviation Administration. The only vessels permitted to be inside the safety zone are the “crowd center” and the “crowd right” boats. These vessels are used as a reference point for the pilots and provide them with a clear course to fly. At the show’s center point, located on land at North Avenue Beach, is the Air Show’s platform. On this platform are the different agencies assigned to ensure the safety of the air performers and of the boating pub-

lic. For this event, these agencies include the U.S. Coast Guard, Chicago Marine Police, Illinois Conservation Police, Chicago Police Department, Chicago Fire Department, Chicago Park District Lifeguards, Federal Aviation Administration and Air Traffic Controllers from Chicago’s O’Hare International Airport. The primary mission of the Coast Guard, along with these other agencies, is to ensure the integrity of the safety zone along with the safety of the spectator fleet.

Another example of a large event would be the Taste of Chicago fireworks display. This event can attract hundreds of thousands of people on shore and a great number of boats to view the fireworks from the water. Depending on the size of the pyrotechnics used by the fireworks company putting on the display, the Coast Guard will determine how large the safety zone has to be in order to protect the boaters from the sparks of the fireworks.

The biggest challenge for the Coast Guard comes at the conclusion of the fireworks display. If you have been lucky, or should I say un-lucky, to have watched the fireworks from the water, then you know first hand how difficult it can be to try and navigate your vessel back to port with hundreds of boats heading in every direction. Trying to navigate your vessel safely takes on a whole new meaning. In recent years the Coast Guard, along with the Chicago Marine Police, has implemented a “No Wake” zone for up to one hour after the fireworks display ends. This has helped to reduce the number of collisions between boats. In addition we have also placed additional patrol crafts with illumination near the entrance of breakwalls to light up the entrances and to eliminate vessels hitting the walls. This has drastically reduced the number of “breakwall” cases that in the past have caused serious injury and death.

Now that the boating season is over and the boats are covered and stored for the winter, I’d like to say thank you to each and every one of you who have helped make this past year a safe and enjoyable season.



Coast Guard Calumet Harbor performs a rescue. Photos courtesy of USCG



National Boating Federation Rescue 21

Tomorrow's Marine
Communications Here Today!

by Fred W. Poppe, Past Commodore CYA,
Member of the Executive Committee National Boating Federation

Visit WWW.BoatUS.com/mmsi to learn about the new VHF Marine Radios. This web-based learning program is available to you without cost. The tutorial called "Can You Hear Me?" is interactive and explains the use of Marine VHF Radios with DSC (Digital Selective Calling) features - tomorrow's communications system. The 35 minute narrated program covers the basics and allows you to try various radio buttons and sounds simulating how a DSC radio would operate on your boat. Since the tutorial is web-based, no special program is required by your computer.

The tutorial covers topics such as emergency signaling, the advent of Rescue 21 (more on this topic below), Marine VHF Radios, the Digital Selective Calling (DSC) Radios, equipping your boat and installing a VHF-DSC Radio, and emergency or routine VHF-DSC radio operation.

Spend about \$150 for the VHF-DSC US-Class D radio, register it and you will obtain a unique MMSI (Marine Mobile Service Identity) number, and connect your GPS receiver to your new VHF-DSC radio. Registration is free and easy via telephone or on-line at BoatUS. Then, in an emergency, activating your distress call button on your radio once will continuously transmit your distress signal on Channel 70 until your call is answered by the Coast Guard. Your distress signal will transmit your MMSI information which identifies your vessel (assuming you registered your radio) and, if you connected your GPS receiver to your VHF-DSC radio, will also transmit your latitude and longitude. Thus the Coast Guard will know your boat and its location. Once the Coast Guard acknowledges your distress call, your radio will switch to Channel 16 automatically enabling voice communication between the Coast Guard and you.

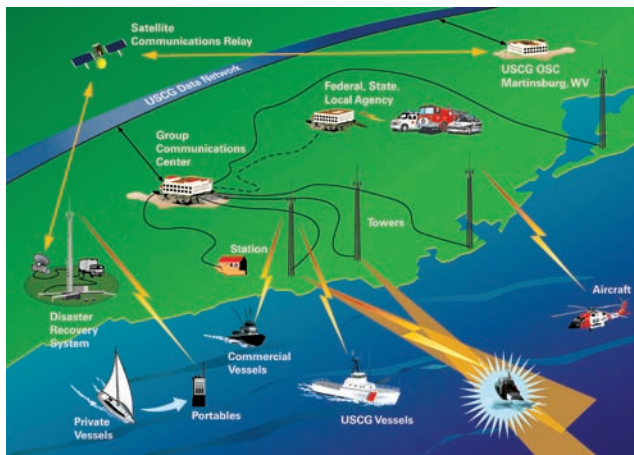


How does Rescue 21 fit into this picture? Rescue 21 is an advanced command, control and communications system that brings the Coast Guard's ability to assist mariners in distress into the 21st Century. First and foremost, the system supports Digital Selective Calling (DSC). It upgrades the recording and playback features of VHF communications. In addition, it enhances the clarity of distress calls and allows simultaneous, multiple channel monitoring. Rescue 21 also reduces gaps in coverage for coastal communications and along navigable rivers and waterways.

Best of all, Rescue 21 monitoring stations provide a line of bearing to your radio call.

If you forgot to connect your GPS receiver to your VHF-DSC radio, or you have not yet upgraded your VHF radio, you will have to tell the Coast Guard your position. Suppose you are not where you think you are, or in your haste you got the lats/longs wrong, the rescue vessel won't find you at your reported position. Here is where the system's capability really shines. Your call was received by more than one monitoring station, each providing a line of bearing. Not having found you where you said you were, the Coast Guard will now determine your approximate position from the multiple lines of bearing and come to your aid. So why doesn't the Coast Guard

RESCUE 21 (CON'TD)



Many new technologies are providing aid to the coast guard in finding boaters in need.

plot multiple lines of bearing right away? My guess is that it is a manpower intensive and time consuming effort. Furthermore, I think that Rescue 21 was designed on the presumption that mariners have a foremost

concern for their own safety and therefore will keep their communications equipment up-to-date by installing VHF-DSC radios and connecting their GPS receivers to their radios, thus providing accurate position information automatically in times of an emergency.

When totally deployed throughout the United States, including Alaska and Hawaii, the system will greatly simplify the Coast Guard's Search and Rescue Mission. Implementation of this system in the Great Lakes Region is scheduled to go on-line between 2008 and 2011. And in the event of coastal emergencies or natural disasters, portable towers mounted on

flatbed trailers provide speedy restoration of shore-based facilities.

Allow me to express my gratitude to Ms. Margaret Podlish, Vice President of Government Affairs at BoatUS; Captain Elizabeth A. Pepper, Deputy Sector Commander, USCG Sector St. Petersburg; and PA 2 Judy L. Silverstein, USCG Rescue 21 Public Affairs, Washington, D. C. I also want to thank General Dynamics C-4 Systems for the graphic images of the Rescue 21 System.



What is Rescue 21?

- ◆ Rescue 21 is an advanced command, control, and communications system that improves the Coast Guard's ability to assist mariners in distress and save lives as well as heighten Homeland Security measurers.
- ◆ The Coast Guard's short-range communications system (VHF).
- ◆ Provides the communications infrastructure for all Coast Guard Missions.
 - ◆ Search and Rescue
 - ◆ Marine Safety
 - ◆ Law Enforcement
 - ◆ Environmental Protection
 - ◆ Homeland Security

What are the Capabilities of Rescue 21?

- ◆ Incorporates direction-finding equipment to improve locating mariners in distress
- ◆ Improves interoperability amongst federal, state and local agencies
- ◆ Enhances clarity of distress calls
- ◆ Allows simultaneous channel monitoring
- ◆ Upgrades playback and recording feature of distress calls
- ◆ Reduces coverage gaps for coastal communications and along navigable rivers and waterways
- ◆ Supports Digital Selective Calling, (DSC) providing Global Positioning System capabilities
- ◆ Portable towers for restoration of communications during emergencies or natural disasters

COAST GUARD AUXILIARY

*The Coast Guard Auxiliary:
Past And Present
by Peter E. Pallis, PDCO (9WR)*

On June 23rd of this year, the United States Coast Guard Auxiliary celebrated the sixty-seventh anniversary of its founding. The Auxiliary, an all volunteer workforce of over 31,000 civilian members, appears to be as valuable and relevant today as it was during its inception. Nearly 1200 Coast Guard Auxiliaries are located in the states that surround Lake Michigan, contributing their personal time and resources in support of the Coast Guard. Auxiliaries play a vital role in every mission area of maritime security, safety and stewardship.

Originally founded on June 23, 1939, by an Act of Congress as the U. S. Coast Guard Reserve, it was renamed the Coast Guard Auxiliary in February of 1941 when a military reserve was created. This civilian Auxiliary volunteer force has donated millions of hours to both the public and the Coast Guard over the past decades in support of the U. S. Coast Guard and its missions.

The United States Coast Guard Auxiliary is the uniformed volunteer component of Team Coast Guard which assists the active duty Coast Guard in all of its varied missions, except for military and direct law enforcement. These men and women can be found on the nation's waterways, in the air, in classrooms, and on the docks performing Maritime Domain Awareness patrols, safety and regatta patrols, search and rescue patrols, vessel safety checks and public education.

During World War II, many Auxiliaries joined the war effort in either active duty branches of the service or as members of the Temporary Reserve. These Reservists watched waterfronts, performed coastal patrols and rescued survivors from sinking ships.

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



Coast Guard Auxiliary on patrol. Photo courtesy of Charles N. Goes

of the Auxiliaries' duties to include any role, mission or operation the Commandant of the Coast Guard might envision. The Auxiliary can assist the Coast Guard in the performance of any function, duty, role, mission or operation authorized by law. The Coast Guard Auxiliary is an integral part of Team Coast Guard.

With the boating season in full swing the Coast Guard Auxiliary reminds America's boaters that if all boaters would wear a life jacket, over 80 per cent of boating fatalities would instead be alive to boat another day.

For more information on the Coast Guard Auxiliary or a summary of its mission statistics for 2006, visit its Web site at WWW.cgaux.org.

YACHTSPERSON OF THE YEAR RECIPIENTS

- | | | |
|-------------------------------------|--|--------------------------------------|
| 1960 Bill Whalen – JPYC | 1986 Chester Kuttner – CoLYC | |
| 1961 George Harvey – CoLYC | 1987 Dick Jennings – CYC | |
| 1962 Ted Dunlap – CoLYC | 1988 William R. Rossberger – CCYC | |
| 1965 Martin H. Roefer | 1989 Edward B. Stein – CoLYC | |
| 1966 Weldon P. Cody – CYC | 1991 Raoul M. Allesee – BPYC | |
| Marty Friedman – CCYC | 1992 Bill Pinkney – BYC | |
| Abe Jacobs – BPYC | 1993 Sumner N. Sollitt – CYC | |
| Barry Oller – CoLYC | 1994 William W. Parks – CYC | |
| Adrien Walker – JPYC | 1995 Robert E. Murphy – CPS | |
| 1969 Raoul M. Allesee – BPYC | 1996 RAdm Rudy K. Preschel – USCG Ret | 2003 Peter Goldman – JGASF |
| Joseph D. Day – IL Boating Council | 1998 Shawn Mullane | 2004 Don Glasell – CYC |
| Marshall Kissel – CoLYC | 1999 Jerry E. Metzger – BPYC | 2005 Deane Tank, Sr. – CYC |
| 1981 Harry “Bus” Yourell | 2000 Robert P. Edidin – BYC | 2006 George Morrissey – CoLYC |
| 1984 John C. Cutler – CCYC | 2001 Grant Crowley – CYC | 2007 Tom W. Neill – CoLYC |
| 1985 Eugene M. Kinney – CYC | 2002 Fred W. Poppe – BPYC | |



Tom W. Neill (center) accepting his Yachtsperson of the Year Award.



The new M-5 is equipped with the newest thermo-imaging and night vision equipment.

First, there are many people that I have met in the boating community, but there are many more that I still look forward to meeting. My name is Chris Kennedy and I replaced Steve Georgas as the Commanding Officer of the Marine and Helicopter Unit upon his promotion to Commander of the 18th Police District in December of 2006. I know that in many ways he left this assignment with a heavy heart. For myself, it has been an eye opening experience, due to the beautiful surroundings, as well as the enormity of maintaining a fleet of seven (7) police boats, two (2) helicopters, and the day to day requirements necessary to run a command of this nature.

As you may already know, and as I alluded to above, the Chicago Police Department took control of its second helicopter in May of this year. Both helicopters carry a regular crew of a pilot-in-charge, co-pilot and tactical flight officer. Each helicopter is equipped with state of the art electronics, including: radiation detection sensors, forward looking infra-red camera systems, video broadcasting downlink systems, mobile mapping systems, starburst illumination, and the ability to operate on over 1,500 communications bands. You will regularly see one or both of our helicopters as they conduct aerial reconnaissance of locations along the lake front, as well as providing additional support during major water events.

CHICAGO POLICE MARINE & HELICOPTER UNIT

by Lt. Christopher Kennedy, Commanding Officer

From the Marine Operations side it was a good year. Drownings and boating accidents continue their decline. As of 15 August 2007, some of the quantifiable activity is as follows: 375 citations, 55 warnings, 3 arrests, 65 boat tows, 6510 Homeland Security Patrols, 261 training dives, 129 scuba dives (searches for evidence/recoveries or other unplanned incidents). Also of significant importance: 5 persons were saved from actual drowning incidents,

61 distressed boaters were towed to safety and 8 vessels were pumped out under emergency conditions to avoid sinking.

Marine Operations has been rejuvenated in two senses - personnel and boats. This spring, due to attrition, we were allowed to take on a group of four new Marine Officers. They underwent an exceptionally rigorous 12 week

of you knows, the knowledge, skill and finesse in handling a boat is a talent that is not learned overnight.

Our newest acquisition, a 31foot Safeboat, which has twin 250 outboards and carries the newest thermo-imaging and night vision equipment, is the new Marine #5 (M5) vessel. It replaces the old M5 boat which was purchased in 1984 and had reached a point of operational longevity for our needs. We are also in the process of purchasing new boats with port security grant funding.

The new M5 continues to perform exemplary, but two incidents, both of which I was fortunate enough to witness, outshine the others. One incident involved the rescue and resuscitation of a woman who had attempted to take her own life. The other was the rescue of two boaters who had capsized their small craft in 6-8 ft waves a mile and a half east of Navy Pier. In each instance, our ability to respond swiftly, coupled with the crews' courage, knowledge and training left me with a feeling of pride and in awe of their abilities.

Our first aid skills continue to progress, and this winter it is hoped that all Marine Officers and Supervisors will be medically rated as "first responders" which will allow greater training and ability in airway management, greater backboard and catastrophic injury management, and re-familiarization and expansion of the AED program as well as allowing restocking of the newest first aid supplies and oxygen administration gear.

The beautiful picture of the Chicago Marine Safety Station with the Ferris wheel and sunset in the background is most fitting in my mind, in that it shows our harbor side docks empty, as they should be. That night and everyday and night, your Chicago Police Marine and Helicopter Unit is out on the "beat," performing their duties, conducting enforcement missions and patrolling with an emphasis on homeland security. Be assured, the men and women assigned here are poised and waiting for your call for help, be it "on-view," via 911, Channel 16 or flare – we are ready to serve and protect.



The Marine Safety Station should always have empty docks with all safety boats out on patrol.

program of conditioning and certification in public safety diving. Their diving skills are now exceptional. They have also been receiving a lot of instruction with our myriad of technology based equipment, including: onboard sonar and GPS systems, sector scan sonar equipment, use of the newly acquired remote operating vehicle, various on-board and handheld night vision and surveillance equipment and on-board weapons systems just to name a few. Finally, their boat handling skills and familiarity with each of our operating platforms is an on-going process. As each

RECREATIONAL BOATING SAFETY EDUCATION MOST WANTED BY THE NTSB

by *Debbie Hersman, National Transportation Safety Board Member*

In 2006, 710 people died in recreational boating accidents, bringing the 10-year fatality total to 7,290 for 1997 to 2006. Of the 710 who died in 2006, 473 (or 89 percent) drowned, according to the U.S. Coast Guard. Of those, 422 were not wearing personal flotation devices. Furthermore, says the Coast Guard, 70 percent of all reported fatalities occurred on boats operated by someone who had not received boating safety instruction.

Unlike general aviation and motor vehicle operations, operators of recreational boats are not always required to demonstrate an understanding of basic boating safety rules or an ability to properly operate a vessel. In conducting a safety study of recreational boating in 1993, the NTSB found that as few as 7 percent and no more than 22 percent of first-time boat operators take some type of voluntary boating safety course. We also found that 85 percent of those who drowned in boating accidents were not wearing life jackets.

In our 1998 study of personal watercraft (PWC) safety, we found that operators of rented PWCs typically had less PWC experience than did the operators of privately owned PWCs. Only one out of three PWC renters included in our sample indicated that the rental agent had required the renter to demonstrate PWC riding ability.

These two studies, coupled with statistics compiled by the Coast Guard, made very clear the importance of addressing the issues of per-

sonal flotation devices and operator training. The NTSB issued two very important Safety Recommendations, one in 1993 and the other in 1998, to address these issues. They were issued to the Governors of the 50 states, the District of Columbia and the territories, and they are both on our Most Wanted List of transportation safety improvements:

- Implement minimum recreational boating safety standards to reduce the number and severity of accidents; consider requirements such as mandatory use of personal flotation devices for children, demonstration of operator knowledge of safe boating rules and skills, and operator licensing.
- Enact or revise your recreational boating laws, as necessary, to require rental businesses to provide safety instruction training to all persons who operate rented personal watercraft; all operators should be required to demonstrate their ability to operate and control personal watercraft.

In response to the recommendation on minimum recreational boating safety standards, 47 states (including Illinois), the District of Columbia and two territories, have passed laws requiring children to wear life jackets. Thirty-five states, the District of Columbia, and two territories have mandatory recreational boating safety education. One state, Alabama, has an operator-licensing requirement. Illinois has some boater education requirements for operators between the ages of 10 and 18 who are not supervised by an adult. Illinois' effort is a good start toward ensuring that recreational boaters are better educated about operating their craft safely, but it remains clear from the current national data from accident investigations that all recreational boat operators should complete a recreational boating safety course.

In response to the recommendation on safety instruction for PWC operators, 35 states, the District of Columbia, and

four territories now require safety instruction training for operators of rented PWC. Illinois has not taken action on this important safety recommendation.

The NTSB's mission is to investigate transportation accidents to determine a probable cause and promote transportation safety by making recommendations to prevent future accidents. To further promote transportation safety, we engage in advocacy efforts with states and other safety groups to promote safety improvements that must be accomplished at the state or local level. Boating safety has long been a concern of the NTSB. It has the advantage of being one of the few areas in transportation in which safety improvements can be accomplished through time-tested, yet relatively inexpensive, methods such as boater education.

Since the NTSB opened its doors in 1967, we have issued more than 12,000 safety recommendations to more than 2,200 recipients in all transportation modes. The NTSB is an independent agency (not part of the Department of Transportation as is often believed), and it has no authority to regulate, fund or direct the transportation industry or its regulators. Our effectiveness depends on our reputation for conducting thorough and accurate investigations and studies, and for producing timely well-considered recommendations to the industry, regulators, safety advocates, and organizations best positioned to effect changes in transportation that will enhance safety. Recommendations, therefore, are the focal point of our efforts to improve transportation safety. Every year, we highlight certain issues, like life jackets and boater education, on our Most Wanted List to place emphasis on those safety improvements we believe have the most immediacy.

In addition to our recommendations, we reach out to transportation organizations, such as the Chicago Yachting Association, who are best positioned to advocate safety improvements among their constituents and the community. The NTSB has been pleased by the Chicago Yachting Association's active support of an Illinois boating safety coalition to strengthen and improve Illinois' boating safety program. We look forward to successful action in the Illinois legislature to strengthen the state's boating safety program.



The picture above and also on the Table of Contents page are courtesy of NASBLA (National Association of State Boating Law Administrators)

ALLIANCE FOR THE GREAT LAKES

ENSURING A LIVING RESOURCE FOR ALL GENERATIONS

*by Susan Campbell, Communications Manager
Alliance for the Great Lakes*

It comes as little surprise that boaters in this region love their Great Lakes. Out of 4.3 million recreational boaters registered in the eight Great Lakes states, nearly 1 million – or one in five – are said to ply the waters of the Great Lakes.

“Boaters in the region know that the Great Lakes are one of the top boating destinations in the world,” Michigan Lt. Gov. John Cherry, chairman of the Great Lakes Commission, said in issuing a recreational boating report in July. The commission’s report found boaters wield substantial economic clout in the region as well, generating nearly \$16 billion in spending on boats and boating activities in a single year. The report is directed at the importance of dredging and maintaining recreational harbors to accommodate boaters and the economic power they bring to communities around the Great Lakes. But it speaks just as well to the importance of addressing a myriad of other threats to recreational boaters on the Lakes.

The last year in headlines has seen stories about protecting the Great Lakes from becoming the answer to water-thirsty regions in the United States and beyond; efforts to convince Congress to appropriate the necessary funds to ease critical Great Lakes’ health and restoration issues; and worries about new invasives upsetting the Lakes’ delicately balanced ecosystems.

This summer, fuel giant BP’s proposal to expand its Whiting, Indiana, refinery sparked intense opposition because of the increased pollution it would send to Great Lakes’ waters. Indiana’s decision to allow BP to increase its daily discharge to nearly 1,500 pounds of ammonia and 5,000 pounds of suspended solids from treated sludge into Lake Michigan translates into increases of 54 percent and 35

percent, respectively. BP was also given until 2012 to meet strict federal limits for discharging mercury, a dangerous neurotoxin.

A short time after the BP permit was made public, as many as 45,000 people had signed petitions opposing the project. Boycotts were started. The mounting pressure brought a congressional resolution urging Indiana regulators to reconsider the BP permit, and the U.S. EPA convened a summit to hear criticisms from en-



The Alliance’s mission is to conserve the world’s largest fresh water resource.

vironmentalists and lawmakers. The Alliance for the Great Lakes was at the table, as it has been from the start of the BP discharge plan, submitting written comments on the plan in May and appealing the permit in August in an attempt to allow the public to formally weigh in on the matter.

Many of the petitioners and others taking a stand against more Great Lakes pollution have been boaters. Imagine, then, flexing that sort of muscle to protect the Great Lakes against other worthy threats. With the Great Lakes Commission estimating 911,000 registered boaters operating on the Lakes, boaters could make quite an impact.

Harry Chandler, an avid Great Lakes enthusiast, boater and advocate who from 1986-92

championed Great Lakes initiatives as president of the Alliance’s predecessor, the Lake Michigan Federation, has said boaters have a special responsibility to the Lakes. “There are a lot of people who benefit from the Great Lakes who haven’t found a way to make them even better,” he said earlier this year, but the opportunities are many.

Politically, boaters can spearhead efforts with their colleagues to note and communicate changes in lake health to lawmakers. They can encourage their representatives to support issues ranging from invasive species, to restoration, to the Great Lakes Compact (landmark guidelines drafted by regional governors to safeguard and conserve Great Lakes’ waters).

Frances Canonizado, Alliance Chicago outreach coordinator, says boaters interested in more hands-on efforts to help the Lakes should join the Alliance’s September and year-round Adopt-a-Beach cleanups, working especially in places hard to reach by land. “We urge boaters to become stewards of the Great Lakes they love so much,” she said. “There are so many issues affecting the health of the Great Lakes that it makes sense for boaters, who know the Lakes so intimately, to be leaders in protecting them.”

For more about how boaters can get involved, visit WWW.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.

GET TO KNOW TOM W. NEILL

2007 YACHTSPERSON OF THE YEAR



Left Picture: Tom Neill received Yachtsperson of the Year 2007 Award from Commodore Don A. Koster and Vice Commodore Anthony J. Cimino of the Chicago Yachting Association. Left photo courtesy of Bill Hanyzewski. Above photo courtesy of Karen I. Hirsch.

Who is Tom Neill? Ask anyone who knows Tom or has crewed with him, and they all will say, “A great guy, honorable, one of the best racing persons on Lake Michigan and the Southern Ocean. It’s a privilege to associate with him on the water or on the land!” Tom Neill truly embodies the best of those who support and further the sport of yachting.

Tom has been sailing since the 1960s and has been a spirited, savvy racer since the early 1970s. In 1980, Tom bought the first Nitemare. To date there have been a total of eight different Nitemare sail boats which have competed all over the country, representing Chicago Yacht Club, Columbia Yacht Club and Mackinac Island Yacht Club. His credentials on the water are stunning.

Tom’s Nitemare team won first place in the GL70 class during this summer’s Chicago-Mackinac Race. Various earlier Nitemares have earned this distinction a total of ten times. Tom has participated in fifteen Port Huron-Mackinac races and thirty-five Chicago-Mackinac races thereby qualifying him as an “Island Goat.” Incidentally, Tom is on the Board of Directors of the Island Goats Sailing Society.

Over the past twenty-five plus years, the Nitemare team has won most, if not all, the races in Area III, as well as Boat of the Year, Best on the Lake, IMS Season Championships and One Design Season Championships numerous times. His records also show four World Championships, 15 Key West Race Weeks and 12 SORCs. WOW!

Tom is involved in and supports many organizations that further the sport of sailing and that champion the Corinthian spirit in the yachting community. He is well regarded for his service to the Judd Goldman Adaptive Sailing Program and is on their Board of Directors. He is a member of the President’s Club in U.S. Sailing and a medalist donor to the 2008 U. S. Olympic Sailing Team. And there’s more – Tom was on the Board of Dawn Riley’s America’s Cup Campaign, America True, 1998–2000. He has contributed to three individual Olympic campaigns, leading to one Silver Medal, and he is a lifetime member of the Lake Michigan Sail Racing Federation.

Tom is well respected for his work with local Junior Sailing Programs, helping to introduce area youth to sailing and racing. As a personal friend of Gary Jobson, he has helped with fund-raising for the annual Leukemia Cup Regatta. Over the past decade he has personally raised and donated over \$100,000 to benefit the Leukemia and Lymphoma Society.

On land, Tom, a native Chicagoan, is a successful businessman with three grown children. He recently married Amy, who shares his love of the outdoors and enthusiasm for sailing. Tom has an exuberant personality, and he always puts his crew members before himself. He once told his crew, “I’d like to be the worst sailor on this boat. You be the best!” A “been there – done that” kind of person who remains loyal to his friends and family, Tom is humble in his accomplishments. Who is Tom Neill? Now you know!

The Chicago Yachting Association proudly salutes Tom Neill, 2007 Yachtsperson of the Year.

Left photo courtesy of Karen I. Hirsch





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← The second floor awning added additional space for members.

NO GROWING PAINS FOR BELMONT YACHT CLUB



by *Tim Harrington*

Belmont Yacht Club had a fantastic 2007 season. We grew in two important dimensions: first by the addition of 100% more private square footage with the construction of a covered outdoor second deck to our club ship *John B. Mack II*; and second by the growth of over 50% of our membership roll. Did we have growing pains? Not a bit, as our foresighted bridge and board had planned well and expected that once we had our clubhouse remodeling completed, boaters would be rushing to join. The friendly atmosphere promoted by our members augments the attraction.

While having a nice looking facility is part of the benefits afforded our members, the real attractions are the many social events promoting fellowship and enjoyment. Not waiting for the frost to thaw last spring, we offered our members a chance to get wet and experience scuba diving at a local pool, including underwater pictures of all the participants. The month of May saw the return of our very popular Aloha Fridays Happy Hour open to members and non-members alike as a chance to highlight our facilities and also as an informal welcoming of the new boating season. Our "Welcome Back Breakfast" near the end of May was our more formal tip of the hat used to welcome the 2007 season and was strongly attended.

June saw the 60th birthday of our Commodore and was used as a reason to have yet another party. Commodore Goes was toasted and regaled throughout the afternoon, with well wishes from all. Our Fleet Review and Blessing, also in June, brought out 14 member and dignitary boats for our parade and salutes. The following party was highlighted by keynote speaker Lieutenant Commander Melissa Schuermann, Public Affairs Officer, Great Lakes Naval Training Center.

As July rolled around we were in full swing, with members stopping by to fill their ice chests before heading out on the lake, to folks having sun-setters up on our second deck. Members were invited to an Independence Day potluck dinner before boarding boats to head up north to Evanston for their first class fireworks display. The end of the month brought our own display celebration, as our club's entry into the annual CYA Venetian Night parade took third place.

August highlighted the fourth annual Belmont Yacht Club There and Back Short Handed Race which pits solo and two-man sailor crews against each other and the

elements in a 47 nm race that both begins and ends at the Belmont Shoal marker. This year 20 vessels participated and were treated to a fabulous day on the lake with steady breezes, calm temperatures, and a good time. Even our own BYC sponsored Sea Scout Ship *Cutlass* was entered. The after party was filled with smiles and praise for a race well run.

September was a chance for our power squadron to show off their boating skills with the annual John B. Mack Predicted Log contest. The event went off with nary a hitch as several BYC members and others participated in both the on-water contest, and the post contest awards dinner. September also had the club offering support for the Big Team Regatta, a sailing event used to raise funds for Chicago area youth programs. BYC acted as the official host to the sailing participants, offering our club facilities to help support their worthwhile cause.

As the afternoon shadows lengthened in late October, and the evening chill brought frost to our pumpkins, BYC bid farewell to a memorable season with our final harbor event. The Halloween party was a perfect end to a perfect season on the lake. Costumed members shared memories of the season past and drew many down to the harbor for the last time of the year, as their boats were already "on the hard" awaiting another long winter before the spring opens up our harbor again.

We all enjoyed the season and hope you will plan a visit to the friendly little yacht club at the north end of Belmont Harbor. Please call ahead to arrange a personal tour by one of our members where you'll find an expanded clubhouse, many new members, and a fresh new attitude with the same old commitment to helping our members enjoy all the lake has to offer.



Newly remodeled club ship shows many hours of volunteer labor.

Burnham Park Yacht Club



About The 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 Club's history of participation in civic and public service projects is well known. From the early days through the present, The Burnham Park Yacht Club has sponsored educational events and has provided the facility for different boating organizations. The Club has held hundreds of seminars that foster a knowledge of seamanship, rules of the road and yachting etiquette. We provide a junior sailing program that teaches safe sailing to children throughout the area.

The clubhouse windows face the harbor, offering magnificent views of the boating activity as well as a panoramic vista of Chicago's skyline, said to be the most exquisite view in the city.

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**Donald Waller
Commodore**



**Mark Ellis
Rear Commodore**



**Marcella Cimino
Secretary**



**David DeAre
Treasurer**



The Clubhouse anchors the east side of the harbor – a beautiful view while dining.



BURNHAM PARK YACHT CLUB PROMOTES THE ENJOYMENT OF YACHTING

by Commodore Don Waller

Burnham Park Yacht Club has enjoyed a year filled with a variety of activities for all members. Members have enjoyed working, learning, racing, cruising, boating, sailing, and playing together fulfilling the purpose of the club as stated in its charter of 1938: to promote the participation and enjoyment of yachting, both sail and power.

Members enjoy the wonderful view of the harbor, the museum campus and the magnificent Chicago Skyline from the dining room, bar and patio. A new fence around the patio, along with several other improvements to the bar and dining room facilities represent continued improvements to the club in support of our members. The new tender moves members around the harbor, providing easy access to the club and other harbor sites. The planning for major renovations of bathroom and locker facilities are ready, and we look forward to completion of the project prior to the 2008 boating season. All the current and planned improvements make the club an even more desirable venue to meet fellow members, friends and guests with the common bond of boating.

The Commodore's Ball in October was a wonderful event as the new board of directors and flag officers were sworn in for their year of service. It also provided an evening to honor Tom Petkus, Sailor of the Year, and Mike Puffer, Powerboater of the Year, for their contributions to the yachting community and the yacht club.

The Spring season provided several activities for club members. It was an honor to host Gary Jobson as part of the US Sailing's Mount Gay Rum Speaker Series early in the season. He provided a wonderful presentation of his boating experiences and the trials

and tribulations of being involved in the sport of sailing at the highest levels.

Educational lectures with Tom Staadt "The Boat Coach" were also featured, providing important information on current Coast Guard regulation changes, navigation and boat handling issues of interest to everyone.

Opening day ceremonies followed by the fleet review took place with perfect weather to greet the new flag officers and to salute the boats as they passed in review. The Senn High School Naval ROTC unit presented the colors with military precision.

The club rendezvous in Racine was a highlight of the season. The marina activities and the dinners in the evening provided many club members with opportunities to make new friends and discuss their successes and failures during the boating season.

The club continues to frequently provide events to celebrate life including a New Year's Eve celebration, Mardi Gras, Cinco de Mayo, Mother's Day Brunch, Third of July Cookout and the Dock Crawl. A Breast Cancer Awareness fund raiser is held in conjunction with the Katherine A. Zukasky Regatta during August. We also sponsor a boat in the Venetian Night celebrations on the lakefront.

The Burnham Park Yacht Club is involved in several sailing activities during the year. It was victorious in the Inter Yacht Club Frostbite Regatta against the other major yacht clubs and eagerly awaits a chance to defend its title this fall. BPYC continues to sponsor races in the LMSRF Area III Racing schedule beginning with the Abe Jacobs Regatta early in the spring, the Katharine A Zukasky Memorial Regatta and the Angus Horton Regatta during the warm days of August. We also sponsor the Long Distance Classic to provide an opportunity for the racing sailors to have a fun day of long distance racing. Participation in the Beer Can Racing on Wednesday Night remains a popular excuse to get out on the water to race in a less formal setting and to introduce new sailors and friends to racing. An active and very successful Junior Sailing Program provides an opportunity to introduce young sailors to the pleasures of sailing as well. The wind in Chicago is not always the most consistent and once again provided some rather interesting days on the race course.

The women's Auxiliary is an integral part of the club and responsible for many club improvements during the year. Their contributions to the bar and dining room are enjoyed by everyone. We all look forward to their fund raising parties with Jimmy Buffett "Come Monday" in the Spring and the Luau in the Fall. The fire dancers are always a big hit.

The Burnham Park Yacht Club continues to provide welcoming, comfortable facilities and activities to promote the camaraderie of everyone who enjoys the thrill and pleasure of boating.



Above photos. The newly decorated bar, dining room and ship's store. All photos courtesy of Bob Jendra.



Group photo at Belmont Yacht Club

Twenty two participants enjoyed this year's Commodores Cruise. Jim Sanderson from Belmont YC and Don Shatner of Diversey YC were skippers this year. Frank Gagliano, Past Commodore of Diversey provided assistance ensuring parking was easy for all who drove to Diversey for the start of the cruise.

Club events seem never-ending, so finding a date that works for a majority of people can be challenging. We settled on the last Saturday in June. With the idea being to mix and mingle, we asked participants to move from one boat to another as we cruised from harbor to harbor enjoying sun, fun, food and hospitality from the hosting clubs of Belmont, Burnham, Calumet, Columbia, Corinthian, Diversey, Jackson Park, and Southern Shores. The gods were smiling on us as the weather was good, the lake not too rough, and the hospitality, food, and beverages in abundance. A continental breakfast start at Diversey and Belmont was augmented at Corinthian. Some appetites woke up and heartier breakfasts were ordered before we moved on to Calumet. Commodore Al Fattore of Calumet Yacht Club couldn't join the cruise this year. He made certain our welcome was warm and importantly, that our two boats were able to tie up. Water levels are low again this year and our two boats at 32 and 40 feet were large for Calumet's harbor. Jim and Don shoehorned the boats in with nary a scratch. A day visiting the clubs makes one realize just how unique each is, yet each club takes pride in their welcome and introduction of the club to visitors.

Some know and others may ask; just what is the Commodores Cruise? The op-

portunity for camaraderie, a chance to meet fellow yacht club officers from Chicagoland area yacht clubs and have a chance to travel by boat to several harbors. For sailors, the Commodores Cruise offers a chance to enter harbors their masts typically prevent them

2007 CYA COMMODORES CRUISE

*by IPC Marshall Fernholz,
Chicago Corinthian Yacht Club*

them and what works and what doesn't. Some problems like bike path traffic vs. pedestrians, park access, access problems during the many special events taking place, parking issues, and security breaches are universal. These are issues each club works on every year. Other



Group Shot at Calumet YC – Chuck Goes Photography

from entering. It's an opportunity to share issues and explore solutions while enjoying the day on the water. The cruise is open to flag officers and immediate past commodores. It is interesting to realize just how many issues and problems are nearly universally shared by many if not all the clubs. As newer flag officers make that discovery, they become more interested in how others have faced challenges, what approaches have been taken to resolve

problems are harbor specific and many are routinely handled by the Chicago Park District and Westrec.

One problem we've resolved is the date of the Commodores Cruise. The last Saturday in June is a date with few competing events on our calendars. As a bonus, the weather has begun to stabilize and the water is warmer, making for a good time on the lake.



CALUMET YACHT CLUB

by *Commodore Al Fattore*



Looking north from the mouth of Calumet Harbor

From the mouth of the Calumet Harbor looking northerly to the Chicago Skyline, lies Calumet Yacht Club (CYC), chartered in 1950. It may only be 17 miles to Navy Pier and on a calm day it may only take about 30 minutes to arrive; however with wind and waves, this seemingly short trip may take hours. Those who have the stomach for it may make the trip regardless of weather conditions, for those less adventurous, a trip down the Calumet River offers calm waters and warmer temperatures compared to Lake Michigan. Either way, any day on the water is a good one!

At CYC our year typically starts with in-door projects. In 2007 a major rehab of the women's bathroom took place along with some ventila-

tion adjustments and a major clubhouse cleaning. By spring the clubhouse looked great and was ready for our summer events.

Of course before we could enjoy the clubhouse, the Harbor Committee was hard at work preparing equipment and supplies needed to install the harbor. This year the weather was excellent during most of the harbor installation, making the task much easier to complete. Along with the harbor installation, repairs to the ramp were completed to allow boats access to the harbor with the declining water level. With the continued drop in lake level the harbor was again difficult to navigate. Sailboats were having the worst times.

Some of the summer events include a Family

Day sponsored by the Bridge and Board with entertainment for the children and a barbeque for all. CYC also hosted the Commodores Cruise which took place in late June. CYC started to decorate the clubhouse with visiting club burgees; if we don't have one of yours, please send one to hang in our clubhouse. Then we moved on to our monthly Dinner Events which are held the third Saturday of the summer months. The dinners included Rib Eye Steaks, a Ham Bake and a Tail Gate Barbeque with lamb and pig roast. These events begin in the afternoon with hors d'oeuvres. Several sides are served with the entrée, and a dessert table is provided featuring members' homemade favorites. As always, the weather plays an important role with all events, and this year the weather cooperated, for the most part. Some other August events included the Cheeseburger in Paradise Party and the Fishing Club's Annual Fish Boil with fresh salmon straight from Lake Michigan.

In the fall, a Halloween Party is held for children under 12 with activities such as face painting, pumpkin painting, costume contest and scary hay ride around the premises. Winter months we host the Texas Holdem Tournament and Homemade Wine Tasting Contest. Finally, our year ends with a Christmas Party where each child receives a gift from Santa who comes by way of boat, weather permitting. And don't forget our Sunday Bear's Game pot luck dinners and desserts!

In between all these events are many hours and days of work. The movers and shakers of the club keep things going, and we never want to take their labor and support for granted. My gratitude goes out to all those who have gone beyond the call, especially to the Bridge and Board, Committee Chairmen and Sub-chairmen, Committee Members, volunteers and our caretaker. With this kind of teamwork, this has been another successful season. All in all, to be able to enjoy summer activities on the lakefront is a privilege we all enjoy and appreciate. Let's not sweat the little things and keep on enjoying.

Calumet Yacht Club

for 57 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 2006-2007



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- Ray Spanier - Vice Commodore**
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- Dave Raczkowski - Secretary**
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Excalibur and crew the morning of the Mac Race.

Chicago Corinthian Yacht Club is a very active club. We always have boats on the water, with our Vanguard fleet, Laser fleet, Lightnings, Rhodes 19, International 110s, J105s, Offshore fleet, Power fleets, Junior fleet, and during the off months Frostbite fleet.

We have a very beautiful harbor, great access to parking, and wonderful views of the city. As you exit Lake Shore Drive, you feel like you are leaving the noise of the big city behind. The Chicago Corinthian Yacht Club is actively promoting boating and programs to help keep our next generation involved with this great natural resource, Lake Michigan, which we are all so fortunate to have. We offer low cost membership fees for young adults 26 and under. We have a very active Junior Sailing fleet of over 20 children using prams and 420s to learn how to sail while having a great time. In the spring we offer crew school to anyone interested in learning how to crew. Our skippers are really accommodating to the graduates, taking them on as new crew. Once again the CCYC joined hands with the Friends of the Park to allow children from the Chicago Public Schools to participate in a program called "Nature along the Lake." The Chicago Corinthian Yacht Club was awarded the "Good Neighbor" award this year for its continued support;



THE CHICAGO CORINTHIAN YACHT CLUB

LOOKING TO THE FUTURE

by Commodore Charles Moelter

and we are very proud of this award.

We have sponsored several Regattas this year, each one a great success. They are the Hobelman Regatta, Catalina 30 National Regatta, the Rhodes 19 National Regatta and four Area III Races. Our after-parties, with live bands and good food, help get the kinks out after a hard day of racing.

During the 2007 season we enjoyed all our traditional events at the club. To start the summer, we have our Mother's Day brunch, our Memorial Day ceremonies, with the raising of the flags by our Junior fleet, and 4th of July festivities, which had over 11 past Commodores attending our annual brunch. All too soon Labor Day arrived, making it feel like another season was over, but not at CCYC where we keep going throughout the year!

We owe a special note of thanks to Kaye Durham who helps us throughout the year. Her tireless efforts are greatly appreciated as is her help with this magazine!

Our harbor master, Mark Dykla is always a great help, but he and Westrec deserve special recognition for quick action and assistance during the August 23rd microburst that hit Montrose Harbor. A total of five docks were damaged with two of them being completely torn loose from the wall. All the power lines

were actually pulled out of the transformers, the water lines were broken, and F and G docks started heading toward H dock. The south side of Montrose Harbor looked like a disaster area, but Harbor Master Mark, Westrec and their team knew what to do and acted swiftly. Within a few hours and at night, they had secured all docks with heavy lines, and damage to boats was kept to a minimum. Amazingly, Westrec had all but two docks back in order within a day, and all functionality restored to the harbor within a week.

Looking forward to the 2008 season, CCYC will be hosting the T-10 Nationals. This will be the largest event we have had the honor to host. We are expecting a minimum of 50 boats and 400 people. Watch for more information in early 2008.

A club is only as successful as its members, and we can boast great success at the Chicago Corinthian Yacht Club. Chicago Corinthian Yacht Club is an all volunteer club that has a strong commitment by its members to keep it strong and active by honoring its past traditions while looking to its future.



Corinthian has hosted the Lightning Fleet Red Flannels Regatta since 1952.

Navigate Your Way to Chicago Yacht Club

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



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 delicious cuisine in the Club's stunning dining room. The Chicago Yacht Club is one of the few places in the city that offers on the water dining for its patrons. 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.

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 Sailing Activities Center, and the early spring/late fall Sunday Frost Bite Races.



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

CHICAGO YACHT CLUB 2007

by Christie Kirchner



The T-10 start of the 2007 Chicago Yacht Club Race to Mackinac. – Lucille O’Neill Photography

Sailing through its 132nd year in this city, Chicago Yacht Club is proud of its leadership in community education and outreach, and its proven track record of attracting world-class events and sailors to Lake Michigan. Evidenced by the success of our Sailing School, aggressive civic outreach by the Chicago Yacht Club Foundation, and the exciting additions to our racing calendar in the upcoming year, Chicago Yacht Club continues to lead the lakefront community in advancing the sport of sailing

Year 2007 marked the second year of operations in our Sailing Activities Center, which houses our Sailing School program in Belmont Harbor. The program continues to see record enrollments, topping 375, maintaining our position as one of the nation’s top five sailing school programs. Sailing School Director Joe Quick explains, “Our sailing school leads the way in sailing education by offering an outstanding experience with first class equipment and with exceptional instruction by our U.S. Sailing certified instructors.” We’re proud of our junior sailors Steph Hudson and Laura McKenna, who finished second in the Doublehanded Junior Championship, and Stuart McSweeney,

Nathan Swift, and Jamie Shepherd, who also sailed extremely well, finishing in fifth place in the Triplehanded Junior Championship. The Sailing School offers programs for all ages and ability levels and the programs are available to everyone in the Chicagoland area. Registration for 2008 begins as early as February 1st. See the Chicago Yacht Club booth at Chicago Strictly Sail to sign up this February. In addition to education through the Sailing School, Chicago Yacht Club also hosted two U.S. Sailing Safety at Sea Seminars in the Spring, which provided over 200 sailors with important on-the-water tools and resources.

Not only is the club attracting new blood to sailing, we’re also giving back. The Chicago Yacht Club Foundation, a 501(c)(3) charitable organization, has an aggressive plan of civic outreach to impart an awareness of its commitment as a foremost yacht club to its community and the national support of its charter purpose: To advance and promote the knowledge, enjoyment, and participation in the nautical arts for individuals of all ages and skill levels in the sport of yachting.

In May of this year, the Chicago Yacht Club Foundation reached out to elementary school students at Smyth School, located at 1019 W. 13th Street, to pass on the Club’s passion of the nautical arts. Teaming up with the Chicago Board of Education’s Real Men Read Project, the Foundation helped author Captain Bill Pinkney, the first African-American to circumnavigate the globe solo, pass on his sailing adventures to 400 Chicago students. “It is our intention to participate in other nautical themed events,” President of the Foundation Gibby Vartan commented. “We also hope to further collaborate with the

Board of Education on this and other events.” To learn more about the Chicago Yacht Club Foundation, see the club website at WWW.chicagoyachtclub.org.

As we finish another great season at the Chicago Yacht Club, we can’t help but look forward to all we have in store for 2008. Next year marks the 100th running of the Chicago Yacht Club Race to Mackinac. Chicago Yacht Club has plans underway for a spectacular series of events marking the historic running of the 333-mile race from Chicago to Mackinac Island, Michigan. The “Race to Mac” is the world’s longest annual fresh water race. World renowned sailor Roy E. Disney will join Chicago Yacht Club as honorary chair of the 100th running, which starts Saturday, July 19, 2008. Disney’s Pyewacket still holds the elapsed time record for monohulls in the Mac at 23 hours, 30 minutes, and 34 seconds, which he set in 2002.

Next year will also bring some prestigious sailing championships to Lake Michigan. Chicago Yacht Club will host the 2008 Etchells World Championship on June 24-28, 2008. Some of the world’s top sailors, including many Olympic and America’s Cup veterans, will participate to claim the Etchells World title - one of the most prestigious in international sailing. Chicago Yacht Club will also host the U.S. Junior Singlehanded, Doublehanded, and Triplehanded National Championships, July 28-August 1, 2008.

Since its founding in 1875, the Club remains a valuable resource for its members and for the Chicago community, and it continues to be one of the preeminent organizers and hosts of regattas, races, and predicted log contests in the United States. We welcome your participation in one or all 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.”



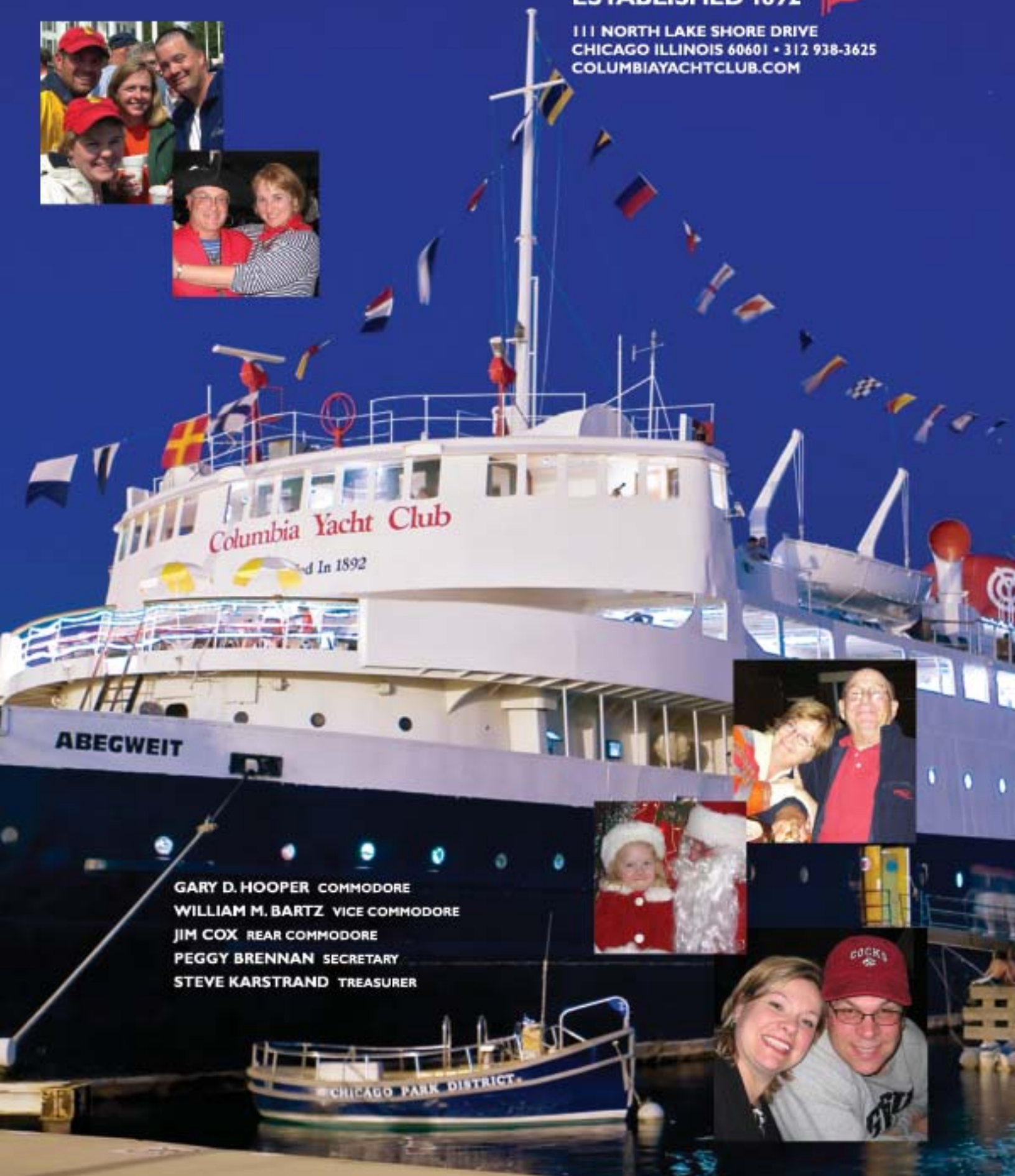
Yacht Club juniors Steph Hudson and Laura McKenna finished second in the 2007 Doublehanded Junior Championship – Lucille O’Neill Photography

Columbia Yacht Club

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CHICAGO PARK DISTRICT

COLUMBIA YACHT CLUB

by Marybeth Johnson



Columbia Yacht Club is unique among yacht clubs. Originally an icebreaker ferryboat, The Abegweit, or “Abby,” spent her first 40 years in Nova Scotia with the Canadian National Railway, sailing between the mainland and Prince Edward Island. In 1983, 45 Columbia Yacht Club members, together with sailors who had worked for years aboard the vessel, sailed her to a permanent mooring at the foot of Randolph Street.

Today the Club boasts a strong membership with diverse interests. Sailors and power boaters, racers and cruisers, Columbia Yacht Club is a welcoming home to all its members, promoting yachting, racing, Corinthian spirit and service to the community. And 2007 was once again a banner year for the Club—featuring a full calendar of activities and events, with something for everyone.

Columbia is committed to supporting the local community and working on events and sponsorships to increase awareness of community activities and raise funds to help support them. A highlight this year



Columbia is the leading fundraiser in the nation for the Leukemia Cup Regattas.

was a very successful Leukemia Cup Regatta and Poker Run. Commodore Gary Hooper welcomed the opportunity to host the Regatta weekend, which included a silent auction dinner and dance, as well as the Regatta where more than 100 boats participated and more than 700 members and guests attended the weekend festivities. The Friday night event was capped off perfectly when CYA Flag Officers announced Columbia member Tom Neill as the 2007 Yachtsman of the Year.

The combined efforts of the Club’s Sail and Power fleets raised more than \$277,000 to benefit the Leukemia and Lymphoma Society - making Columbia the leading LCR fundraiser in the nation. It was truly gratifying to see so many members of the Chicago boating community come together for such a worthwhile cause.

The Club is proud of its training programs, offering lessons at every level, for every age group. Columbia’s Junior Sailing program is always a focal point of the Club in the summer. In March the Club hosted the first “Taste of Columbia,” bringing in several top chefs from throughout the city to share their talents in support of the Club’s top-notch Junior Sailing Program and The Chester Kuttner Foundation. The Program once again enjoyed full enrollment, and sent several young sailors to participate at Nationals in San Diego.

The Sea Scouts launched their Tripp 47 Nautilus this year through gener-

ous member donations. Already a strong unit of 15 young men and women, we were able to recruit additional Chicago area youth with a challenging sail training program. In addition, we train other adult leaders from our unit and from other Sea Scout units around the area to encourage participation and strengthen skills.

We will also take part, as we have in the past, in the annual unloading of Christmas trees from the USCG Cutter Mackinaw for Chicago’s needy families. We hosted over 200 volunteers at Columbia for a party and provided overnight accommodations, thanks to our board, officers, managers and staff.

Boating continues through November at Columbia with the Penguin fleet, for those who brave the elements to get just a little more time on the water. For those who would rather stay inside during our Chicago winters, Columbia continues the camaraderie of the summer with a host of off-season activities. Each month the Club Associate Members host “Rhumblin’” parties, featuring live music in the Club bar. Families gather at the Club for annual events such as the Kid’s Halloween Party, Gingerbread House Decorating, Easter Egg Hunt, Mother’s Day Brunch and Kite Flying Day. Then there is always the holiday “Jingle Bell Rock” party, New Year’s Party, Pirate’s Ball...the list goes on and on.

Columbia is honored to be part of the Chicago boating community and celebrates the past year while looking forward to even bigger and better things in years to come.



Commodore Hooper welcomes Leukemia Cup sailors and guests



Don Hermanson

*In Memoriam to
"I Never Had a Bad Day
in My Life"*

-Don Hermanson

Don Hermanson, Past Commodore of the Chicago Yachting Association (2002 – 2003), passed away on March 7, 2007, at the age of 68.

Don, along with his wife, Elaine, was involved in the maritime community for almost fifty years. He began with a small outboard boat on inland lakes and graduated to the "Big Lake," Lake Michigan, with moorings at Montrose Harbor, Monroe Harbor and a short stint in DuSable Harbor. Preferring to stay with a boat that was trailerable, he organized cruises with boating friends to destinations all around Lake Michigan and down the Illinois River to Peoria and beyond.

Don was Commodore of Chicago Corinthian Yacht Club in 1994 and 1995. He was instrumental in coordinating activities for the Chicagoland and Gary Air & Water Shows, Chicago's Venetian Night, and the annual Chicago Yachting Association Ball. He also participated in activities connected with the Judd Goldman Adaptive Sailing Foundation and Friends of the Park.

Another major aspect of Don's career was 34 years in the Coast Guard Auxiliary, holding various offices on both the regional and district levels. He worked very closely with all Coast Guard units in the Ninth District area, ranging from

the Canadian border, through Michigan, Wisconsin, Illinois and Indiana to Ohio.

Don sponsored the "Visiting Ships" program, an activity he created to welcome the crews of Coast Guard ships visiting Chicago and informing them of sightseeing destinations, transportation, and various other activities available to them. The sailors were also provided with tickets to sporting events, and the Auxiliary hosted a "Welcome to Chicago" party for each crew – endearing these young men and women to the warmth and hospitality of Chicago. For those of you who remember Irv Kupcinec's "Purple Heart" cruises for veterans – yes, Don was involved in that venture also.

Most recently, Don worked on the "Christmas Tree Ship" program whereby several hundred donated Christmas trees were brought to Chicago's Navy Pier on board the USCGC MACKINAW, and distributed to needy families in the Chicago area. He also played Santa Claus for many years for the "Abused Women With Children" and Salvation Army shelters. He looked a little like "Santa" and didn't need much padding!

On the "shore" side, Don worked in the electrical industry for 50 years, starting out as an apprentice electrician,

and reaching his peak as Chairman of the Executive Board of Local 134 of the International Brotherhood of Electrical Workers in Chicago. He was also chairman of "Big Shoulders," an organization which brought together all of the union trades in the Chicago area, as well as members of the marine community, to work on a program to assist local police and fire departments in the event of a disaster or terrorist attack affecting the state of Illinois.

Aside from his interest in all things water related, Don treasured trains since he was a small boy. He loved riding trains and traveled by air only when absolutely necessary! He and his wife joined the 20th Century Railroad Club in the early 1990s and, of course, soon became very active. Both Don and Elaine served as car hosts on charter trains and crossed the U. S. and Canada several times, as well as Australia, by train. Don was elected to the Club's Board of Directors, alternately serving as President or Chairman for many years.

Don was a great story teller, with a remarkable sense of humor. I'm sure those who knew him will always remember – "He never had a bad day in his life." He will be missed.

SEA SCOUTS EXPANDING HORIZONS

by Marty Bernstein, Skipper,
Sea Scout Ship Challenge #5111



The Sea Scout Ship Challenge #5111 in winter dress blues is sponsored by Columbia Yacht Club. Photo courtesy of Bill Luksha.

Sea Scouting in the Chicago area is alive and well and thriving. With active units (called Ships) in Jackson Park, Monroe, Belmont and Montrose Harbors, this coed teen program teaches values of teamwork, leadership and citizenship, while emphasizing fun and, above all, safety.

Dr. Richard Snow, Skipper of Ship *Neptune* #5212, sponsored by Jackson Park Yacht Club, has seen youth and adult leadership growth, along with activities and successes. The unit again traveled to Menominee, Wisconsin, this summer to participate in the BayJammer Weekend, an annual Sea Scout competition, this year hosting 15 Midwest Ships. Log rolling, tug of war, obstacle course, bucket brigade and close order drill were among the activities, as well as dances and bowling. With practice, next year's event should be even better.

Jackson Park Yacht Club members pitched in to help with their Sea Scout Ship Venetian Night entry. Using color, music, lights and movement, the Sea Scouts won in their category. With Riverview Amuse-

ment Park as sailing vessel *Earendil's* entry in the Chicago's Finest Moments competition, the Sea Scouts of Ship *Neptune* easily took 1st Place.

The newest unit in the fleet is Ship *Cutlass* #2006, out of Belmont Yacht Club, under the direction of Skipper Jay Lamble, assisted by Tim Harrington. They have been training on the vessel *Barcarole*, moored in Montrose Harbor. Also training aboard *Barcarole* is Ship #5924, sponsored by Immanuel Lutheran Church in Rogers Park, and headed up by Howard Niemuth.

One of the most active units in the area, and by far the most visible, is Ship *Challenge* #5111, sponsored by Columbia Yacht Club, with Skipper Marty Bernstein at the helm. Through the generosity of Barbara and Lindy Thomas, and with the assistance of Fleet Commodore Ed Stein and Nautical Donation chairs Sally Wolcott and Grant Crowley, the Ship was given stewardship of the formerly named *Goblin*, a 47-foot Tripp racing sloop. Renamed *Nautilus* by its young crew, the high-tech boat is used regularly for Monday training, while more seasoned youth crew members race it on Wednesday nights under the direction of racing skippers Bill & Viviana Fanizzo. In return for a sizable donation to the Chicago Area Council of the BSA, a syndicate of experienced sailors from Detroit, Kentucky and North Carolina sailed the boat to a mid-section finish in this year's Chicago to Mackinac Island race. As a result of this visibility, at least three groups have expressed interest in a similar venture for next year's 100th running of the Mac Race.

What goes up must come down, and a group of Sea Scouts and an adult leader from Ship *Challenge* took part in the de-

livery of *Nautilus* from the island back to Chicago, stopping in harbors along the Michigan coast over five days, with wind conditions from calm to gale force, and beautiful ten-hour spinnaker runs. The boat was also sailed to a 3rd Place finish in the Leukemia Cup Race, with guest helmsman Grant Crowley and his crew from the yacht yard assisted by capable Sea Scouts and leaders. To round off the racing season, *Nautilus* sailed the first leg of the Tri-State Regatta from Chicago to St. Joseph, followed by beach parties and sleep aboard, and a cruise back to Chicago.

Sea Scouting continues over the off-season with training, advancement and service to the community. The annual CYA Ball sees the Sea Scouts in the roll of Honor Guard and Color Guard. Then, Venturers (a coed youth development program for senior scouts organized into crews and ships) and Sea Scouts from all over the region join other youth volunteer organizations to help needy families enjoy the holidays with the USCG Cutter Mackinaw's Christmas Tree Ship Project.

The Chicago Area Council of the BSA is proud to welcome the newest member of its professional family, Mr. Arthur Mathews, District Executive for Sea Scouting. He has already sailed aboard *Nautilus* for a Wednesday night race and has become a believer in this very worthy program. The fundraising activities of the annual Spring Opener, along with donations of boats and equipment from the sailing community and volunteer help from the public, make it possible to continue the maritime traditions of Sea Scouting. For further information, please contact Arthur Mathews at 312-421-8800, or visit the Boy Scout Web site at WWW.chicagobsa.org.



Sea Scout Ship *Cutlass* #2007 ready to go sailing is sponsored by Belmont Yacht Club. Photo courtesy of Belmont Yacht Club.

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NMMA — SECRET TO A STRESS FREE LIFE MAY BE ON THE WATER

by National Marine Manufacturers Association



Statistics show that boaters have better relationships with their children

When you stop to examine the sources of stress Americans encounter each day, it's enough to make you feel, well, stressed out. Fortunately, a recent survey has found that boating brings with it stress relief and overall improvement in both physical and mental well-being.

According to a survey conducted by Discover Boating and Russell Research, boaters turn to the water for peace and relaxation; 93 percent of boaters said their favorite hobby was a source of stress relief. The survey uncovered more good news for boaters, as it seems the calming benefits of time spent on a boat continue while on land. Boaters expressed greater satisfaction with many quality of life aspects, including their physical fitness, health, love lives and performance of their children in school.

According to the survey, boaters outscored their non-boating counterparts in a number of quality of life issues which may help lower one's overall stress level, including:

- Feeling fit and healthy has been shown to reduce one's overall stress level: Boaters stated they were more satisfied with both their physical health and fitness than non-boaters.
- Those fit and healthy feelings also carry over to the kids: Boaters said they were more satisfied with the physical health and fitness of their children than non-boaters.
- Something about being on the water leads to love: Boaters were more satisfied with their romantic lives than non-boaters.
- Children who are active on the water are also active in the classroom: Boaters said they were more satisfied with the grades their children received in school than non-boaters.

Take the stress out of the boat buying process with a visit to DiscoverBoating.com. Whether you're a first-time buyer or seasoned skipper, the site offers something for everyone. Navigate the boat selector to match your needs with the best boat for you, find boat maintenance tips and explore destinations around the U.S.

Both prospective and current boaters can also view, board and buy everything needed for on-the-water adventures at upcoming Chicago area boat shows this winter, including:

- Chicago Boat, RV & Outdoors Show: January 16 - 20, 2008, McCormick Place - North Building, WWW.chicagobootshow.com
- Strictly Sail Chicago: January 31 - February 3, 2008, Navy Pier, WWW.strictlysail.com
- Schaumburg Boat & Sportshow: February 14 - 17, 2008, Schaumburg Convention Center, WWW.schaumburgsportshow.com



93% of boaters say their favorite hobby is a form of stress relief.



← Children riding on a boat need extra protection.

MYTH: A common myth is that butter helps a burn. Applying butter does not help treat any burned skin and may in fact make some burns worse. It should not be used.

Cut and paste the following list and save it for your winter storage procedure. When preparing to store your boat, it's a good time to check your first aid kit and see what was used this past season and what needs to be replenished for next year. This list also comes in handy when preparing to travel. Bring these items along if you will be in a remote area or a less than well stocked hotel.

Recommended Boating Safety Kit

- simple band-aids (to cover minor scrapes and cuts)
- larger sterile gauze pieces (for bleeding control)
- ice/travel "cold packs" for sprains and injuries (reduces swelling)
- ace bandage for strains and injuries (reduces swelling, stabilizes joints)
- topical antibiotic cream (for scrapes, scratches and cuts)
- hydrocortisone cream (for rashes, itches and bites)
- aloe vera based gel (for sunburn)
- anti-itch lotion (calamine or Aveeno for stings and bites)
- sunscreen (PABA free) SPF 15 or greater (for all passengers and crew)
- acetaminophen / ibuprofen / naproxen (for fevers and pain control)
- diphenhydramine or ginger or other herbal remedies (for motion sickness)
- bottled water (for rinsing out dirty wounds)

Dr. John Graneto is an Emergency Physician at Swedish Covenant Hospital in Chicago and Assistant Professor of Emergency Medicine at Northwestern University in Downers Grove.



Sun Safety for Boaters

by Dr. John Graneto, D.O.

While early in the summer boaters sometimes forget that sunburn can occur, the same is true in the fall and even on cold and cloudy days. Lazy summer / partly cloudy days tend to relax even the most experienced boater and we tend to "let our guard down."

Any of the exposed areas are particularly at risk if they have been covered all summer. Not wearing a hat is the big culprit. The top of the head and ears, the exposed face and even the tops of the hands on the steering wheel are particularly at risk for sunburn. Children riding on your boats are prone to sunburned tops of their shoulders and tips of their ears as well as the tops of their feet (even with sandals).

Those of us with thinning hair need to keep the tops of our heads covered as well. Later in the season, areas forgotten also include the tops of your feet while standing at the helm all day.

These are all areas which should have sunscreen applied, even on cold cloudy days. SPF factor 15 or greater is sufficient for most boating excursions lasting just a few hours. Some companies make a spray on aerosolized (but still good for the ozone layer) SPF 15 and 30 in a spray bottle. This is very helpful when the captain is out for a solo voyage and needs to apply sunscreen without any mates aboard.

Alas, even the most experienced captain will get sunburned. Sunburn first appears as

redness, usually a few hours after the initial exposure. Applying sunscreen at this point is probably too late for the burn that has already occurred. The affected skin reaches a peak of redness and pain at 12 to 24 hours after exposure. Blistering may occur later as the inflammation continues to be present. The soreness persists during this time as well.

Treatment of sunburn is best accomplished by:

• **FIRST**, stop the heat by applying ice or cool water as with any household burn. Cool water actually relieves ongoing heat injury to the skin tissues. Not only does it feel good on burned skin, it helps the healing begin.

• **SECOND**, taking oral medication such as aspirin, naproxen or ibuprofen helps in two ways. It makes you feel better and may contribute to healing due to the anti-inflammatory properties of the medication.

• **THIRD**, some common over the counter topical agents such as benzocaine are used to relieve the pain directly at the nerve pain receptors in the skin. Benzocaine and others are anesthetics that help you feel better without actually helping in the healing. Other topical preparations that contain aloe vera can also help in making the burn feel better as well as possibly helping to heal the damaged skin cells.

Using topical creams such as corticosteroid cream may help relieve inflammation symptoms as well but should be used sparingly.

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Commodore

David Suarez
Vice Commodore

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DIVERSEY YACHT CLUB

by David M. Suarez, Vice-Commodore



Commodore Zdon and Vice Commodore Suarez come to the rescue during the Great Flood of 2007.

The Diversey Yacht Club was founded in 1935 and has a long and storied existence. While officially it is a Yacht Club dedicated to advancing the interests of Power Boaters in and around the Diversey Harbor and Lincoln Park area, it can be summed up in 2 words: **FUN & FROLIC!**

And this year was and is no different! DYC is becoming known as the Harbor to be in the winter months where our members enjoy not only commingling during the weekends for Bears and Bulls games, but our infamous Steak Frys. These are held on the 2nd Tuesday of the month from November through April. You provide the meat and we provide the Fixins! This year, our House Chair Jaime Kost

even came up with a novel way of lighting the 6 foot long grill-*With a Blow Torch!*

This year, our Yacht Club persevered through the "Great Diversey Yacht Club Flood of 2007." Surprising our guest bartenders **Jim and Marlene DeKind**, our sump pump imploded during their watch, pouring tons of SEWAGE into the club. Our Commodore, **Denise Zdon** and Vice-Commodore, **David Suarez** brought out the paddles just in case!

Our Newsletter team of **Kevin Rasoffsky** and **Eileen Mink**, never ones to miss a story, took some pictures and broadcast to the masses our plight. Luckily, we had an able team in **Lonnie and Eric Wachning** to help repair the damage and bring the club into the 21st century with new carpet, walls, patching and painting. Helping keep the club operating on a day to day basis, **Alex Petrovic** leads the charge.

This May, our club hired probably one of the best galley operators in a long time through the help of our long time member, **Joe Curry. Gus Anton**, formerly of the Faber Restaruant group, and his young upstart, **Nick Popolopolous**, have entertained our Club with their Scrumptious Munchies and able management.

Our Welcome Back Kotter Party featured a tribute to the 70s and both our Webmaster, **Jimmy P.**, and his and our favorite, Recorder of Misdeeds, **Ginny Proconiar**, danced the night away.

In June, **Bob Albert**, our Fleet captain, led a group of DYCers out to the Boaters Appreciation Party on the Calumet River. Captain Bob then led our Fleet up north to Racine for another great weekend. The DYC Fishing Challenge was held on July 30th, and **Jaime Kost** won with the most fishes.

For Venetian Night, our Club, through the ingenious ideas of Past Commodore **Jerry Wald** and **Don and Joanne Shatner**, helped the Vice Commodore design our entry into the 50th anniversary of this wonderful event. A special thanks to **Bob & Lee Shur, Dennis Minsky,**

John Hallberg, Jim Proconiar, Jr., and Val and Tony for providing the labor that helped us bring home 2nd place.

Early August brought forth the smiles and laughter of our club's youngsters as DYC held its annual "Kids Party." Kudos to **Nancy Moreno, Denise Zdon, Gary and Linda Fogerty** for a great event.

This year, our Gas Dock Kid **Al Erlach** upped the octane in our boats while his charges, **Shaggy, Rob, VAL, and Mike** kept us in ice through the year. Hoo-Rah!

Our CYA representative, **Frank Gagliano** and his bevy of beauties, including **Kim and Paula**, led us to the CYA Poker Run in August, which was a wonderful time.

A special word has to be spoken about **Kathy Lesser** who, as our membership Chair, signs up new members into our Club, along with **Randy Schmidt**, who safeguards the funds, Judge Advocate **Mario Moreno**, and our Health Advocate, **Gary Bernstein**.

This year, our entertainment dude **Rick Helland** has provided the Club with not only an Elvis Guy for **Lisa Jacobs'** birthday, but a Fabulous Fishhead, a country bumpkin, a Jimmy Buffet warm-up, a Sinatra, Martin, Neil Diamond singer, and the Space Cowboys in one short season! A Diversey thanks to Betty Klym, Tom Drew and Jerry for helping make the event most memorable. Whew!

So if you are in the neighborhood or on the Web, and want to join our Merry Band of Carousers, join us at the Best Yacht Club in the City, **Diversey Yacht Club, 2601 N. Cannon Drive** or **WWW.DiverseyYachtClub.com!**



The infamous Steak Frys are held the 2nd Tuesday from November to April

CHICAGO POWER SQUADRON

Chicago Power Squadron wants to be the educational arm of the Chicago Yachting Association, says 2007 Commander George F. Prescott, Sr. "United States Power Squadrons (USPS) is presently revamping its educational program, opening significant portions to accommodate non-members," he said. Seminars in GPS, Using VHF and VHF/DSC Marine Radio, On-Board Weather Forecasting, and How to Use a Chart may be arranged through Chicago Power Squadron. Each is a two-hour session, and may be taught at any CYA facility.

The revamping, known as USPS University, is an effort to provide membership with certificates of competency. The University will offer four levels of certification. They are designated as: "Inshore," "Coastal," "Advanced Coastal," and "Offshore," each with a selection of useful endorsements such as:

- The "Coastal Certificate" covers skills involved in operating one's own boat in fair weather conditions, sailing in local waters and coastal areas within five miles of shore.

- The "Advanced Coastal Certificate" verifies operating any vessel up to fifty feet in waters within fifty miles of shore in up to three-meter waves.
- The highest level is the "Offshore Certificate" that will certify skill at operating any vessel up to sixty-five feet in most sea conditions.

There are optional endorsements for each certificate that include: Canadian Rules, European Rules, Sail Trim, Paddle Smart, and Kayak and Small Boat Navigation. Each certification's requirements involve the completion of courses, seminars and practical demonstrations of nautical skills. "Access to USPS University and certification was made easier this year when our national organization waived passing the USPS Basic Boating examination as a prerequisite to membership," observed CDR. Prescott.

Chicago Squadron continues to offer its Basic Boating program free to anyone in the Spring and Fall, and also on demand. Owning a boat is not required. Chicago Police Marine and Helicopter Unit, and the Metropolitan

Water and Reclamation District were 2007 participants. Current Basic Boating instructors are Joan L. Eichorst, Senior Navigator; Richard N. Spurr, SN; Dennis R. McNamara, Junior Navigator, and John F. Chenier, Pilot. All are past commanders of CPS except Chenier who is the Squadron's current executive officer.

CDR. Prescott credits his holding of a 100-ton USCG Master's License to Power Squadron classes. He's a 20-year member of Chicago Squadron, and holds the grade of Junior Navigator. He also is a retired Chicago Public School teacher and administrator.

Founded in 1914, USPS is America's largest boating education organization, with more than 50,000 members in over 450 squadrons. Its volunteer members give freely of their time and energies by teaching boating courses and seminars, providing vessel

safety checks, assisting the National Ocean Service in updating nautical charts, and in numerous other ways that make boating safer.

Interested individuals or groups may obtain additional information by contacting CDR. Prescott at LJNLAWOFFICE@aol.com or by visiting the following Web sites: WWW.ChicagoPowerSquadron.org, and WWW.USPS.org.



Commander Prescott –
Photo by Alexis Studios, Chicago

FAIRWIND SAIL CHARTERS

PATIENCE: A SAILOR'S VIRTUE

by Capt. Ben Sells

Few characteristics typify the sailor's mind as much as patience. Perhaps it is the peculiar nature of time onboard a sailboat that does it, slowing the mind to a proper pace so as to match the necessities at hand. Or maybe it is the nature of the tasks that a sailor is called upon to do. Very few things on a sailboat can be rushed without something bad happening. Sailing will not allow any time other than its own. Patience and concentration are the mind's way of bringing things together in common cause, grooving to a mutual beat.

I remember watching one of my teachers sit patiently for an hour carefully picking sealant out of the threads of a screw with a dental tool. When I suggested she just buy a new screw she looked at me with mild disgust. "And why would I do that," she asked, "when there is nothing wrong with this one?" At the time I chalked up this little exchange to excessive frugality, but I have come to appreciate the

wisdom in her ways. For a sailor, conservation and preservation are not ideological stances but realistic imperatives. Everything is conserved – water, food, fuel, or bits of rope that when viewed imaginatively have a hundred uses. Even talk is conserved, saved for those moments when needed most and refined through centuries of practice to a model of precision and clarity. There simply is no room on a sailboat for waste or ambiguity.

And so now I see that my teacher was teaching me something important about the ugliness of waste and the beauty of paying attention and giving time its due. Time was not money, as I had always been taught, and taking time was not the same thing as wasting time. Time, and the attention it makes possible, was what I had to give in service to my vessel, and if that meant sitting in meditative patience to get that last bit of sealant out of the threads of a perfectly good screw then that was what I was

meant to do. It was not frugality alone that drew my teacher's hands to their appointed task, but a kind of patience and concentration that only love makes possible.

Capt. Ben Sells is the owner/operator of Fairwind Sail Charters, an American Sailing Association Certified Sailing School and Chicago's oldest sailing yacht lease share program. Capt. Sells has been named ASA's Instructor of the Year, and is also a lawyer, psychotherapist, author, and international lecturer on the psychological dimensions of everyday life. This article is excerpted from his forthcoming book *Through the Waters: A Psychology of Sailing*. For more information please see WWW.fairwindsail.com.





HAMMOND YACHT CLUB

by Kurt Baker, Vice Commodore

struction of the casino will not be completely finished until later in the year.

Now to the important part, our new Yacht club! The Hammond Port Authority has

agreed to construct a new maintenance facility near the marina guard shack entrance. Details are still underway but the Hammond Yacht Club will lease the second floor of this new facility from the Hammond Port Authority. We expect a much more nautical theme will be built into the entire design of the interior of the club. Our Facilities committee will be working with the Marina Director, the Hammond Port Authority and their Architect on the final details of the new Club.

The only bad news about our new club is that it will probably not be available for us to use until late 2008. In the meantime, the Hammond Yacht Club board will need to determine what to do for our members. One of many options includes the use of some of the marina facili-

ties for band parties and meetings. Whatever happens, we are all excited about our next new club.

The Hammond Yacht Club would like to thank all of the Chicago Yachting Association reciprocating clubs for welcoming our members to enjoy their facilities. As expected, some of our members will remain in their new locations. We will miss them, and we hope they will visit us as we grow into our new space. We look forward to seeing everyone in 2008 for the boating season and late 2008 IN OUR NEW CLUB!



Pictured top left: Hammond Marina under construction last June. Above: The old Hammond Yacht Club demolished.



What a difference a year can make - at least for the Hammond

Yacht Club! The year 2007 was the year we all had to find temporary new marina residences as a result of the Horseshoe Casino expansion. One year later the club has been demolished and the casino construction is well underway. Some of our members have discovered that they prefer their new locations, and they have decided to stay. Most of us, however, have wisely decided to go back home to the Hammond Marina in 2008 even though con-



Chicago Maritime Festival
Saturday, February 23, 2008

at the

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 program 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 2007, served over 4,000 people. To become involved as a presenter, sponsor, volunteer, or attendee contact or visit...

773-774-7216 www.chicagomaritimefestival.org



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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 Captain

Walter "Sonny" Lisowski

Through the years the **F**riends **O**f the **M**arine **C**ommunity have worked with the Mayor's Office, the Chicago Park District, various Aldermen, Lakefront Organizations and Westrec to improve the quality of the Lakefront for everyone, especially the Boaters. As an organization **FOMC** has earned the respect of these officials, offices, Boards and those within. Our commitment to improve and insure a quality of life for all those who moor within the Harbor system of Chicago has been proven time and time again. Throughout the years, **FOMC** has served the Chicago Boating Community.

Not everyone has the time to be where you may need to be to address issues. Nor do you have the recognition as an individual to address the Powers-that-be when issues arise. **FOMC**

has what it takes to be recognized so that we can speak, as a conduit, on your behalf.

Your issues are our issues. The **FOMC** is regularly contacted to review concerns of those who use the Lakefront and Harbor System. Once **FOMC** realizes a valid concern, we bring your issue to the right office to insure that the concern is heard and addressed. Please contact **FOMC** with your concerns by e-mailing us at hotline@fomc.net, and we will get back to you with a response as soon as possible.

The **F**riends **O**f the **M**arine **C**ommunity Web site is a great place to visit. We try to include all we can of interest. You can review old news, past issues or current situations, sea conditions, weather, view the lake from shore side cameras, find retailers, boat services, divers, boat yards, or bulletins on national or local concerns and issues. Lakefront warnings are always posted on our site. Visit WWW.fomc.net today!

Membership is easy. Simply mail in a check for twenty dollars, made out to "**Friends Of the Marine Community**," and send it to: Friends Of the Marine Community, 111 Phin-gsten Rd., Suite 300, Deerfield, Illinois 60015. That is all it takes for a great deal of peace of mind, knowing that someone from **FOMC** is looking out for your best interests.





JACKSON PARK YACHT CLUB

by Jane Leuthold



The Santa Maria lived at JPYC for many years.

Jackson Park Yacht Club, 6400 Promontory Point Drive in Chicago, was organized in 1896, growing out of the ruins of the World's Columbian Exposition of 1893. The south lagoon, dredged out for the Exposition, was well suited for the Yacht Club.

The Club is one of the oldest in Chicago, and it has an interesting history. The Santa Maria (see picture above), the largest of Christopher Columbus's ships, was at Jackson Park during the early part of the twentieth century. There was a member who used the ship as his living quarters for quite some time, including throughout the winter. The Santa Maria later sunk at her mooring and was then used to step masts until it was finally removed by the Park District. Besides the Santa Maria, Jackson Park Yacht Club and its members have hosted a number of famous yachts. Most beloved was Fame, a 40-foot wooden schooner first launched in 1910. JPYC Commodore Ted Dunlap, 1930-31, owned her for about 45 years.

The Club prospered and grew from its original 42 members. At its Members' Meeting this year, the Club celebrated the installation of its first woman Commodore, Wanda Robertson. Also installed were the other members of the Bridge, Vice Commodore Mary Avellone, and Rear Commodore Dennis Hansen

Annual renovations have maintained the Club House charm but have brought it

into the current century. This year, a permanent roof was added to the deck, creating a popular space for Club gatherings.

Jackson Park is also well known for its racing fleets. More recently, Fleet Captain Janet Hansen has been busy organizing Wednesday night Club races and other races hosted by the Club such as the Michigan City to Chicago leg of the Tri State Regatta. Sailors from the Club also participate in the Midwest Open Racing Fleet (MORF) and in races coordinated by Area III of the Lake Michigan Sail Race Federation (LMSRF).

The Jackson Park Yacht Club reaches out to sailors of all ages in various charitable activities. The Club sponsors a Sea Scout Troop under the leadership of Richard Snow and Johann Hudson. Venetian Night 2007, the Sea Scouts took 1st Place in their division, plus there were two other Jackson Park Yacht Club division winners who took a 1st and 2nd place. In addition, the Club sponsors visits of the Judd Goldman Adaptive Sailing Program for disabled sailing and of the patients at La Rabida Children's Hospital, the Club's neighbor on Promontory Point.

Cool music and good food welcome members and guests to Jackson Park Yacht Club several nights during the summer. Blues, Jazz, and Caribbean sounds serenade visiting racers rafted in the harbor, as well as those enjoying the music

from their boats or in chairs on the lawn. Friday nights are also popular with the Club, a time for members to gather to share stories, food, and view current and classic movies. The JPYC social scene also includes Saturday and Sunday morning brunches and Wednesday evening barbeques.

The Jackson Park Yacht Club has changed substantially over its 111 year history. The Club membership encompasses a diverse family of sailors and power boaters, who enjoy and treasure their time together. The Club welcomes members from reciprocal yacht clubs. To learn more about us, visit our Web site at WWW.jacksonparkyachtclub.org.



Above photo: Jackson Park features cool music many nights during the summer. Below photo: The Island Party is one of the many popular events at Jackson Park.





◀ JCYC members help depict the 1893 Columbian Exposition for Venetian Night.

friends enjoyed walks in the woods, mini-regattas, playing ball and singing shanties by the fire.

Joseph Conrad Yacht Club and its members do not limit their activities to club events. A number of Polish skippers and their crews participate in such prestigious regattas as the NOOD, Verve, Leukemia Cup and the Mackinac Race. The Club actively participates in Area III racing and helps with race committees duties.

The sail boat "Moonshadow" owned by Mr. Stanislaw Hryniewicki was a glamorous addition to Venetian Night (see photos) with the motto, "Columbian Exposition in Chicago in 1893." The previous year Moonshadow took first place in its group. The yacht "Julianna" under command of Izydor Ryzak was a committee boat in the Leukemia Cup. In 2005, Julianna took third place in its group in the Mackinac Race.

Joseph Conrad Yacht Club always welcomes young sailing enthusiasts who might not have their own yachts. At the end of June the Club organized a "pleasure cruise" for anybody wanting to experience sailing. The event ended up with a nice picnic at Montrose Harbor. Similar events are planned for next season.

The season ends with the Annual Ball, held this year on October 20th. During the Ball, the JCYC Commodore will present regatta trophies as well as acknowledge sponsors and members for their support and work.

During the off-season, the Club is going to introduce sailing and navigation classes for current, new and future members. When winter is over, they will be able to utilize their newly acquired skills on the water on participating club vessels.

Information about various JCYC events and programs can be found at www.jcyccchicago.com and in the magazine "Polish News." We wish you all the very best boating season in 2008.



JOSEPH CONRAD YACHT CLUB

by Members and Officers of JCYC

Founded in 1969 by Polish sailing enthusiasts, Joseph Conrad Yacht Club has transformed into a vibrant professional sailing organization. The administration of the Club is devoted to preserve the Club's heritage as well as pursue new challenges and expectations. There are several fundraising events including picnics and the annual ball. The proceeds from the events are used to promote sailing in the Polish community including sailing courses and scholarships in literature for the best written essays about man at sea.

At the beginning of 2007, the newly elected Board of Directors and the Commodore, Jarek Fink-Finowicki, presented a challenging agenda for the upcoming events. On January 25th, still under the auspices of Commodore Casey Chlebek, the Club presented awards to high school and college youth who were challenged to write essays with respect to the main character in Joseph Conrad's short story "Amy Foster."

On May 4, 2007, the Club played a crucial part in celebrating Polish Constitution Day, the second constitution in the world after the USA and the first one in Europe. Numerous members of the Club gathered to take part in the annual parade. Thanks to Kris Kaminski, member and director, JCYC's marching unit was followed by the yacht "Lightning" (one time winner of the Mackinac Race).

According to Club tradition, the official opening of the sailing season was inaugurated during the Spring Picnic at the estate of Mr. and Mrs. Tony Czupryna. Surrounded by picturesque and beautiful scenery, 150 members, families and friends had the opportunity to participate in various interesting activities. During the particular day, the mini-regatta for the "Cup of Marengo" took place, and the shanty group "Mlyn" played the best of their repertoire.

Members also organize two major regattas, "The Gold Button of the Commodore" and the "Joseph Conrad Korzeniowski." The results of the races are listed in the Race Results in this magazine. After the competition, the sailors, their friends and families got together at the harbor to share their sailing stories and inspire others to join them for the next regatta. As all the sailors love singing shanties, the shanty group "Mlyn" provided entertainment again. Polish "kielbasa" sponsored by "Rich's Foods and Liquors" were perfectly grilled by Janusz Barsh.

With summer and sailing season passing fast, the Club organized another successful picnic on September 8, 2007. This time, however, the event took place at the estate of Mr. Walter Kotaba. Similar to the earlier mentioned event, the Club members and their





Left photo: A view of downtown from the Kingsbury docks.

Above photo: The Kingsbury docks provide all the amenities.



KINGSBURY YACHT CLUB

by *Giacomina Mazzanti*

Founded in 2003, The Kingsbury Yacht Club is celebrating its 4th birthday. Developed by Centrum Properties, the Kingsbury Yacht Club is located at the old Montgomery Ward Catalogue building at 600 West Chicago Avenue on the North Branch of the Chicago River.

The Kingsbury Yacht Club is located where the Chicago River separates to flow around the eastside of Goose Island. For years, the M/V Florida sat in the channel as a reminder of what happens to neglected boats. Much of the M/V Florida filled with mud and still sits just below the water surface causing parts of the channel to be shallower.

The Kingsbury Yacht Club is one of modern docks providing all amenities and services. There is much to see and explore in the area, and Kingsbury Yacht Club is a great

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.

While taking a stroll on the Riverwalk, you may observe the Chicago Rowing Foundation team formerly known as the Lincoln Park Juniors. If you want

to get into the water but do not have a boat, the Kingsbury Yacht Club is home to Chicago's Wateriders kayak tours. Wateriders, Architectural, and Ghost & Gangsters kayak tours launch at the Kingsbury Yacht Club's dock. You can also enjoy the Fireworks and Moonlight paddle tours. For information on the Wateriders kayak tours, call (312) 953-9287 or stop by the Kingsbury Yacht Club office, and the staff can point you in the right direction.

The Kingsbury Yacht Club members and their guests have use of the restrooms, showers, and refuse facilities. Visiting yachtsmen also receive guest privileges during their stay. During marina hours, staff members are ready to care for you and your vessel's needs. Stop by to check us out, or for more information, contact the Kingsbury Yacht Club at 312.832.0900.



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MUSEUM SHORES YACHT CLUB

by *Commodore Hardy White*

Museum Shores Yacht Club continues to boast a thriving membership. While we are located in a small harbor, we are a big yacht club because most of the boaters in our harbor are members and actively support the club. Scheduled activities take place throughout the season for members and their families, and unscheduled activities often grow into exciting events. While most functions are directly related to boating and water activities, an interesting impromptu jazz evening began taking place on Monday evenings during the season. Musicians would gather and jam on the patio while members would gather on

shore and on their boats to listen to innovative sounds.

The MSYC began the season promoting safe boating and welcoming all new boaters with a day of food and festivities. MYSC, dedicated to community service, sponsored two outings for senior citizens with 5th Ward Alderman Leslie Hairston in attendance. On the evening of August 23rd, MSYC was honored to host the Chicago Yachting Association's monthly meeting.

Our annual fish fry is held in September. This is the time of the year when we celebrate the end of a safe and beautiful

season. The boaters and their families look forward to enjoying this day of fun, which is usually the last major event of the season. This year, however, we have an event planned for October 7 when we will dedicate our kitchen to the memory of Vice Commodore Jackie Bailey. Other memorials are also being planned to honor this wonderful woman and great club member and flag officer.

In Loving Memory of Jackie Bailey

Museum Shores Yacht Club was saddened by the loss of Vice Commodore Jackie Bailey who made her transition on July 23, 2007. Vice Commodore Bailey was instrumental in the many club improvements that have taken place over the years. She will be remembered for the many hours she worked to make her annual Father's Day breakfast a success. In expression of their love for her, the MSYC members wore white at Vice Commodore Bailey's "Home Going" service. She will truly be missed. The MSYC extends their sympathy to the Bailey family and thank them for allowing MYSC to be their extended family.

Jackie was a nurse by profession, and her life was spent in taking care of others and making sure it was done right. During the last Father's Day breakfast, although Jackie did not feel one hundred percent, she insisted on making sure everything was in order. She didn't want our sympathy; she wanted our assistance. In her memory, Museum Shores will continue to "do it right."



MIDWEST OPEN RACING FLEET

by Peter Cooper

Chicago's Midwest Open Racing Fleet (MORF) is a volunteer organization dedicated to yacht racing in many of its forms. MORF runs races from May through September, mostly on the Starting Area 7 racing circle off Burnham Harbor. The MORF fleet ranges from smaller and older racer cruisers and multi-hulls though new sport boats up to about 40 feet. The races are a mix of casual, competitive and long distance races.

MORF is self-organized with its own ratings, based mainly on PHRF. It runs its own races with volunteer committee boats and does its own scoring via email and the web. Membership is by the season and inexpensive. Any MORF boat is welcome in any race, save the fleet championship Commodore's Cup, just by showing up and racing.

The racing season consists of several races and series. There are two 6-race competitive series, the Performance Series on Saturdays in May and June, and the Competition Series



The first 2007 performance race from the MORF committee boat

on Sundays in July and August, leading to the championship Commodore's Cup in September. There are Casual and Ladies Skipper's series, a 4-race Long Distance series including a weekend jaunt to and from Michigan City, and a variety of other races and series during the season including Single-handed, Double-handed, Sprint Regattas, and more.

The Long Distance races have parties. Jackson Park Yacht Club hosts the MORF

Roundup in early July with a raft-up, cookout dinner, and music. There is a party on the beach at Michigan City between the Long Distance races there. MORF holds winter and spring meetings with speakers at Burnham and Jackson Park Yacht Clubs and a banquet and awards dinner in November.

The season ends with the MORF Open, a MORF sponsored Area III race series open to all. MORF runs two races every weekend save NOOD Regatta, Verve Cup, and Mackinac weekends. One third of the MORF fleet did either the Mackinac Island or Hook Races this year; two MORF mono-hulls were in the top ten in their fleet in each race.

MORF has been racing in Chicago for nearly 50 years. The racing has everything from families learning to race together through competitive guys screaming "starboard" while on port tack. There are boats that join just for one race or series; there are boats that come out always once and sometimes twice a weekend. The goal is the same – to have fun racing.

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DESTINATION RIVERDALE MARINA

...A HOP ACROSS THE LAKE...
A NICE JAUNT ON THE LITTLE CALUMET

by Jan Newman, Vice President and Director of Food & Beverages, Customer Relations

Riverdale Marina sets itself apart from others because it is a totally complete marina destination. Riverdale Marina (formerly Triplex Marina) is a full-service facility. The main focus of the property is the unique 65,000SF 4-story heated indoor storage building equipped with sky lights, fiberglass insulation, ultra violet gas heating and ventilating system, sprinklers and a state-of-the-art digital Internet-accessible surveillance security system monitoring and recording the entire marina operation with 67 cameras, 24/7, 365 days a year.

On site/in water repairs are done by qualified personnel in the service department, and they include mechanical servicing, fiberglass repair, and canvas work. There is a parts department

within the service department for the "hands on" boater.

A huge shoreline boasts a gas dock and in-water slips with shore power and water. Eight electric hoist slips are also available. In-Out Valet Service was offered for the first time in the '07 season. Boats are kept in the indoor storage building, out of the elements. After use, each boat is power washed and restacked in the building.

Recently, a landlocked Basa's Marine, Inc., joined Riverdale Marina. With their reputation of being an ethical, customer responsive, quality controlled, well established, family owned boating sales company, they help reinforce Riverdale Marina's customer oriented mission.

The "heart" of the marina is the Cap-

tain's Quarters Restaurant and Bar, complete with outdoor seasonal Deek's Café, adjacent to the Crow's Nest, a waterside bar and grille. Here you'll find entertainment Fridays through Sundays, along with great food and friendly confines. A private banquet room and deck space are available for meetings and parties. Riverdale Marina also touts being located next door to one of the premier golf facilities for the park district: Joe Louis "The Champ" Golf Course...what more could one ask for?

Riverdale Marina is its own little island of nirvana tucked away on the fringes of a sprawling metropolitan area. Check the calendar at WWW.riverdalemarina.com for a list of our many and varied events.

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SOUTHERN SHORE YACHT CLUB

THE TALE OF THE FLAG POLE

by Commodore Sandra D. Smith



The first flag raising in 6 years at SSYC

It has been six years since Southern Shore Yacht Club has been able to actually raise the United States flag, the Illinois State flag and Southern Shore Yacht Club flag during the annual flag raising ceremony on Opening Day. This year I made this a number one priority for the Board of Directors. You see, our flag pole was stuck in the upright position, and the ropes had been cut by the fishermen who love to come into the harbor and fish without having all their supplies. They would cut the ropes and use them to carry their catch. The flag pole was stuck in an upright position, due to the bolts being rusted in the pole, not allowing the pole to be lowered.

We contacted several flag companies to see how much it would cost for them to come out and thread the 'rope pulleys.' All the companies we contacted said it would cost so much per foot, and the flag pole repair would cost twelve hundred dollars. Even though the cost was prohibitive, the wonderful SSYC Board members were determined not to let me down.

I arrived down at the club on Saturday, May 26th, 2007 (Opening Day) at 10:00 am. The Opening Day Ceremonies were due to begin at 1:00 pm. I noticed there were several members at the back of the club, but I couldn't figure out what they were doing. As I walked closer I noticed the flag pole had been lowered, and of course I became excited. What I didn't know was how it was lowered and how it was going to be erected.

As I got closer to the back of the club, I noticed a rope tied around the flag pole. This same rope went through the trees, over a large tree branch, over the wrought iron fence and was tied to the bumper of a white van. Now my first question was, how in the world did this

rope make it over the large tree branch? The answer – Dwayne, our Entertainment Director actually climbed the tree (I guess that would have been entertaining to see) with the rope in hand and hoisted it over the tree branch.

Now it was time for the hard part, raising the flag pole. There were about six members (men I must add) three on each side. The driver of the van slowly pressed the accelerator. The flag pole started to move, but it wasn't moving in the right direction. Instead of moving in an upward motion, it started moving to the right. As the van kept moving forward the members had to keep the flag pole centered. After about twenty minutes the flag pole was finally erected, and at 1:00 pm we were able to have an official flag raising ceremony.

This was on Saturday. The following Tuesday when I arrived at the club, I noticed the United States flag was not flying at the tallest peak, and the Illinois State flag was missing. I immediately went to Dwayne to ask him what happened, and he explain that the 'rope pulley' for the United States flag had broken and there were only two working 'pulleys' on the flag pole. After all that work this year, we will have to start over again next year to have an Official Flag Raising Ceremony. I would like to publicly thank the Flag Pole committee, Dwayne Digby, Kerry Van Isom, Martin Williams, Jessie Adams, Ray Grana, and everyone's favorite supervisor, Roland Wright.

Our Steak Frys continue to be a success, thanks to many of you. This year I kept my promise to our fellow

boaters at Diversey Harbor. It seems that about 9 years ago, the Rear Commodore at the time (Roland) decided to try something new at the steak fry. He ordered pork chops, and our friends at Diversey really enjoyed these pork chops. Every second Tuesday of the month the boaters from Diversey would ask me if we had pork chops. At the July steak fry when they asked the question, I was able to say, "Yes, we have the pork chops, and they were ordered especially for you." Now I am not going to promise we will have them every month, but we will try. I hope you enjoyed them.

Again this has been an exciting and fun-filled year at Southern Shore Yacht Club, and I am already looking forward to the 2008 boating season.



Unfortunately, the repaired flag pole only lasted a few days



SUNSET BAY MARINA

Sunset Bay Marina, located on the Little Calumet River near the O'Brien locks, boasts a full-service mechanic shop, ship's store, and a new and used boat sales department.

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Our newest addition to the marina, coming early September 2007, is 50,000 square feet of indoor heated storage space.

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*Catalina Fleet 21 Members enjoy a peaceful sunrise.
Photo courtesy of Lorelei Lauraitis*

conveniently named to engage four people to sail her without too much “effort.” “Weak Moment,” on the other hand, was originally bought at Chalet Marina in a “weak moment” after days of deliberating on the purchase. Whereas with “Overdue,” the owners felt they were “overdue” in buying a larger boat, after many years. “Cash Flow” proved to be a money factor, having enough money to buy the boat after the initial investment looked good in their portfolio. While on a trip to Greece, where the winds are called “melatemi,” the translation being “Heavens Breath” so as we can see, “Grease is the word.” “Happen Stance” was a chance of being at the right place, at the right time, while our “Sheet Music” was based on many years of a duet singing a cappella for entertainment and fun. “Mabuhay” means “welcome” in the Philippines. “Mission Accomplished” was named after selling off a software system after working out all of the bugs. “Whole Sailor” is the esoteric name to mean the “complete experience.” “Fins” to the right, “fins” to the left is what Jimmy Buffet penned and sings in his song. “Bearoness” was named after collecting teddy bears over the years; that collection turned into a new one - sailing. Now we have “Baysic Necessity,” which was named, while attending a super bowl game, that being the basic necessity in life. “Toucan” was named because “two of us can do it.” The history of the early Vikings, who were noted to be great sailors in their own right, always returned to their “Valhalla” (their resting place) and the same applies to our member as well.

If we only had more time to enjoy the lifestyle that we all love during these brief summer months, one would see more of these diverse names on the shores and at the harbors on Lake Michigan. Thanks to all of our members for their creative graphics and names, allowing us to enjoy the “reason for the season.”

CATALINA FLEET 21

WHAT’S IN A NAME?

*by Lorelei Lauraitis, Past Commodore,
Catalina Fleet 21*

One of the great passions in a given lifetime is sailing sailboats, yachts, cruisers, you name the vessel...what’s in a name, you say? Well, here we go...Chicago was called Checchagou, or “wild onions,” by Native Americans because this plant grew in the marshland along the Lake Michigan shoreline. Visitors often refer to Chicago as “the Windy City,” but to thousands of second, third, and fourth generation immigrants, who came seeking work and stayed to help build one of the nation’s largest cities, it is home to many windy politicians as well.

It is safe to say that transportation shaped Chicago’s destiny. It is situated at the mouth of the Chicago River, near the southern tip of Lake Michigan, the only one of the Great Lakes entirely within the boundaries of the United States.

So, because of this location, in 1973 Catalina Fleet 21 was founded. For 34 years, we’ve listed thousands of names for our sailing vessels - from “Al Viento,” a location of a residence in California to “Yepuda,” which is Korean for “beautiful.” We have a diverse selection of names from “Quiet Island,” which was a favorite vacation spot in the Caribbean, far removed from the hustle, and bustle of tourists to “Team Effort” which is a 36’ vessel owned by two couples, who enjoy sailing together on Lake Michigan. “Team Effort” was bought based on the name shown on the dinnerware and glassware on board and on the stern, so

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In Division 5, the Bowker and Nelson's boat Wings took the first place trophy with 4 points. Just one point behind Wings for the second place trophy was Jerry Miarecki's boat Providence with 5 points.

This year's PHRF Buoy Series Championship again fielded a very exciting fleet with four very competitive divisions. In Division 1, Fine Line owned by Rich Montplaisir took the first place award with a total of 15 points. The Housten / Dowd boat Inferno took the second place

trophy with 17 points, and Stan Bailey and the boat Raven took the third place trophy with a total of 24 points.

In Division 2, Jerry and Sean O'Neill of Eagle fame took the first place trophy with a total of 10 points for Eagle. Following for the second place prize was Eagles Wings owned by John Gottwald with a total of 15 points. The third place prize went to Robin Munden and the boat Serenissima with a total of 19 points.

Division 3 racing was very close with Regardless and Sorcerer tied at the end of the racing season. The Division 3 first place prize was won by Team Regardless, with the boat Regardless winning with a total of 12 points. Sorcerer owned by Draper and Fyksen also had 12 points but took the second place based on the applied tiebreaker.

In Division 4, John Dybas and the boat Jack-A-Roe took the first place trophy with a total of 9 points. The Barnes/Schnieder/Johnson Group's boat Whisper took the second place prize with a total of 19 points.

To win the Overall 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 for those races scored is the winner. It was a very close Championship Series with only two points separating 3 boats. Winning the Overall PHRF Championship with 22 points is Sorcerer. Congratulations to Sorcerer, Draper and Fyksen owners and the crew for a great performance.

With two championship series on the 2007 agenda, the Beneteau 40.7s had another great

2007 BOAT OF THE YEAR

by Jerry E. Metzger

The 2007 Chicago Yachting Association's Boat of the Year competition provided an outstanding fleet with over 171 boats entered in the various series. The Boat of the Year Committee's format provided for a Port-to-Port Championship Series and a Buoy Championship Series for the PHRF, the T-10 fleet and the Beneteau 40.7 fleet. The J-105 fleet, and the Beneteau 36.7 fleet had their own championship series. This year's format once again had an Overall Championship for both the PHRF and T-10 fleets which included a fleet prize for best overall to 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 4 divisions eligible for trophies. In Division 1, the winner was Rich Montplaisir's

boat Fine Line which captured first place with 5 points. Just one point behind for the second place trophy was Jeaninne III owned by Jack Roeser.

Division 2 was hotly contested with just one point separating first, second and third place. The Division 2 winner for the first place with 6 points was Majic owned by Dorsey Ruley. Second place went to John Gottwald's Eagles Wings with 7 points and the third place went to Jahazi owned by Frank Giampoli with 8 points.

More exiting racing took place in Division 3. First place goes to Team Regardless and the boat Regardless with a total of 4 points. Just 2 points behind with 6 points for the second place was Sorcerer owned by Draper and Fyksen.

Port to Port racing series. As the series ended, Das Boot owned by Jay and Cindy Muller won the first place trophy with a total of 12 points. Turning Point owned by Bill Bartz took the second place trophy with a total of 16 points, and Ron Buzil's Vayu took third place with 17 points.

The Beneteau 40.7 Buoy Series was another exciting series. After the racing was finished, Tsunami owned by Don Hayes took the first place trophy with a total of 12 points. Tom and Deb Weber's La Tempete was awarded the second place trophy with a total of 15 points, and Vickery and Jungmann's boat Collaboration 2 took the third place trophy with 18 points.

The J-105 Fleet venue again provided for an exiting series. Once again it was very close

and the boat RedPortLeft with a total of 26 points, and Jim Gignac's boat Dos Aguilas took fourth place with a total of 26 points.

Another very competitive fleet was the Beneteau 36.7 fleet. Taking the first place prize was Tried and True owned by Robert Foley with 13 points. Winning the second place trophy with 15 points was Mark Norris's Split Decision. Taking the third place trophy with 22 points was Agitator owned by Manuel Cordero.

Two series comprised the Boat of the Year competition for the T-10 Fleet, a Port-to-Port Series and a Buoy Series. Racing in this fleet is always exciting and competitive. Taking the first place award in the Port-to-Port Series was Mike and Brian Kaczor's Erica with a total of 15 points. Second place was captured

In the T-10 Buoy Series, more competitive sailing, first place went to Martin and Tina Plonus's Tango which took the trophy with 27 points. Second place went to Steve Knoop with his boat American Flyer with a total of 29 points. Third place went to Nancy and Tim Snyder's Cheap Thrill with 30 points. Fourth place was won by Mutiny owned by John Schellenbach with 32 points. Fifth place was taken by Arvid Eiesland and his boat Wild Norwegian with a total of 39 points.

The lowest combined point scores for the Port to Port and Buoy Championships were used to determine the winner of the T-10 Overall Championship. Repeating in 2007 as they did in 2006, Wild Norwegian owned by Arvid Eiesland was triumphant in winning this honor. Congratulations to Wild Norwegian and crew on a great effort 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; Thomas Spees, Columbia Yacht Club; Stuart Townsend, Jackson Park Yacht Club; and Dorin Candea, Chicago Corinthian Yacht Club. Very special thanks are extended to 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.



racing for the J-105s. When the spray settled, Team Caress with their boat Caress took the first place trophy with a total of 6 points. Following for the second place award was Tomas Petkus and his boat Vytis with 11 points. There was a tie for third place between RedPortLeft and Dos Aguilas. When the tiebreaker was applied, third place went to Martin McKenna

by Leif Sigmond, Jr.'s Norboy with 17 points with Arvid Eiesland's boat Wild Norwegian taking the third place trophy with 23 points. The fourth place trophy with 30 points went to Pegasus owned by Andrea Krasinski. The fifth place award went to Rover owned by Colbert and Dawe with 35 points. There was very close competitive sailing in the Tartan 10 fleet.

**WE LOOK FORWARD
TO SEEING YOU ALL
ON THE RACE
COURSES IN 2008.**

RACE RESULTS 2007



Photo by boatingshots.com

LMSRF AREA III

2006 BOAT OF THE YEAR

OVERALL SERIES

PHRF OVERALL

Sorcerer D. Draper & G. Fyksen

T-10 OVERALL

Wild Norwegian Arvid Eiesland

PORT TO PORT SERIES

Ben 40.7

1st	Das Boot	Muller,Jay + Cindy
2nd	Turning Point	Bartz,Bill
3rd	Vayu	Ron Buzil

PHRF 5

1st	Wings	Bowker / Nelson
2nd	Providence	Miarecki, Jerry & Greg

PHRF 3

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

PHRF 2

1st	Majic	Ruley,Dorsey
2nd	Eagles Wings	John J. Gottwald
3rd	Jahazi	Giampoli, Frank

PHRF 1

1st	Fine Line	Montplaisir, Rich
2nd	Jeannine III	Roeser, Jack

T-10

1st	Erica	Mike & Brian Kaczor
2nd	Norboy	Sigmond, Jr., Leif R.
3rd	Wild Norwegian	Eiesland, Arvid
4th	Pegasus	Krasinski, Andrea
5th	Rover	K. Colbert/ G. Dawe
6th	Water Works	Lillie, Rick + Maryann

BUOY SERIES

Ben 36.7

1st	Tried and True	Foley, Robert
2nd	Split Decision	Norris, Mark
3rd	Agitator	Cordero, Manuel

PHRF 4

1st	Jack-A-Roe	Dybas, John
2nd	Whisper	Barnes/Schnieder/Johnson

PHRF 3

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

PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	Eagles Wings	John J. Gottwald
3rd	Serenissima	Robin Munden

PHRF 1

1st	Fine Line	Montplaisir, Rich
2nd	Inferno	Aaron Houston/Phil Dowd
3rd	Raven	Bailey, Stan

T-10

1st	Tango	Plonus, Martin & Tina
2nd	American Flyer	Knoop, Steve
3rd	Cheap Thrill	Snyder, Nancy + Tim
4th	Mutiny	Schellenbach, John
5th	Wild Norwegian	Eiesland, Arvid
6th	Mikaze	Barch/Beck/Vanderwoude

J/105

1st	Caress	Team Caress
2nd	Vytis	Petkus, Tomas
3rd	RedPortLeft	McKenna, Martin
4th	Dos Aguilas	Gignac, Jim

Ben 40.7

1st	Tsunami	Hayes, Donald
2nd	La Tempete	Weber, Tom
3rd	Collaboration 2	R. Vickery & C. Jungmann

2007 AREA III RACE RESULTS

ABE JACOBS

BURNHAM PARK YACHT CLUB

May 19

T-10

1st	Tango	Plonus, Martin
2nd	Winnebago	Rathburn, Timothy
3rd	Hyperion	Wilson, Robert

PHRF 4

1st	Jack-A-Roe	Dybas, John
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PHRF 3

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

1st	Eagles Wings	John J. Gottwald
2nd	Eagle	Jerry & Shawn O'Neill

PHRF 1

1st	Fine Line	Montplaisir, Rich
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Ben 36.7

1st	Bella Luna	Hyla, Joseph
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CHICAGO CORINTHIAN YACHT CLUB REINHOLTZEN SPRING OPENER

May 26

T-10

1st	Tango	Plonus, Martin & Tina
2nd	Mutiny	Schellenbach, John
3rd	Claddagh	Karstrand, Steve

PHRF 4

1st	Gremlin	Haugen, Richard + Barbara
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PHRF 3

1st	Wanda	Jensen, Christian
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PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	Jason	Cohen, Edward

PHRF 1

1st	Goblin	Thomas, Lindy
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CHICAGO CORINTHIAN YACHT CLUB OLYMPIC CUP

May 27

T-10

1st	Erica	Mike & Brian Kaczor
2nd	Wild Norwegian	Eiesland, Arvid
3rd	Tango	Plonus, Martin & Tina
4th	American Flyer	Knoop, Steve
5th	Claddagh	Karstrand, Steve

COLUMBIA YACHT CLUB CHICAGO - MICHIGAN CITY

June 2

T-10

1st	Temerity	Baker, Doug
2nd	Water Works	Lillie, Rick + Maryann

PHRF 5

1st	Providence	Miarecki, Jerry & Greg
2nd	Cynthia	DeVries, James B.
3rd	Viper	Laslow, F. William

PHRF 4

1st	Jack-A-Roe	Dybas, John
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PHRF 3

1st	Maskwa	Don, Waller
2nd	Geronimo	Philbrick, Herb
3rd	Tried and True	Foley, Robert

PHRF 2

1st	Elusive	Vargish, Thomas
2nd	Jahazi	Giampoli, Frank
3rd	Valkyrie	Moore, John

PHRF 1

1st	St. Francis	Cruz, Jhiro + Maria
2nd	Jeannine III	Roeser, Jack

RACE RESULTS 2007

COLUMBIA YACHT CLUB CHICAGO LONG DISTANCE CLASSIC

June 3

T-10

1st	Norboy	Sigmond, Jr., Leif R.
2nd	Wild Norwegian	Eiesland, Arvid
3rd	American Flyer	Knoop, Steve

PHRF 5

1st	Providence	Miarecki, Jerry & Greg
2nd	Wings	Bowker / Nelson

PHRF 4

1st	Certainly	Meyer, Donald
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PHRF 3

1st	Northstar	Gustman, David
2nd	Sorcerer	D. Draper & G. Fyksen

PHRF 2

1st	Eagles Wings	John J. Gottwald
2nd	Flying Tiger	Petkovic, George
3rd	Jahazi	Giampoli, Frank

PHRF 1

1st	Jeannine III	Roeser, Jack
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WAUKEGAN YACHT CLUB CHICAGO - WAUKEGAN

June 23

Ben 40.7

1st	Das Boot	Muller, Jay + Cindy
2nd	Turning Point	Bartz, Bill
3rd	Barracuda	Old Racer

Ben 36.7

1st	His Wings	Sloan, Ron
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PHRF 1

1st	Pororoca	McCarthy, Gene T.
2nd	Mirage	Mirage Syndicate
3rd	Jeannine III	Roeser, Jack

PHRF 2

1st	Flying Tiger	Petkovic, George
2nd	Salsa	Stott, Pete + Sue
3rd	Valkyrie	Moore, John
4th	Sirocco 2	Klairmont, Robert

PHRF 3

1st	Northstar	Gustman, David
2nd	Tallgrass	Lowry, Miles
3rd	Sorcerer	D. Draper & G. Fyksen

PHRF 4

1st	Nana	Baske/McCaffrey
2nd	Exeter	Notch/Branco
3rd	Blue Heaven	Chapman, Richard

PHRF 5

1st	Knot Home	Strzelewicz, Bill
2nd	Providence	Miarecki, Jerry & Greg
3rd	Ariel	Cullnan, Kevin
4th	Rogue	Valentor, Steve
5th	Kutty's Ark	J. McGinnis / G. Morrissey

J/105

1st	Y-Not	Waskel, Ginny
2nd	Certare	Wong, Logelin + Nieman
	Dos Aguilas	Gignac, Jim

T-10

1st	Erica	Mike & Brian Kaczor
2nd	Pegasus	Krasinski, Andrea
3rd	Talisman	Mehaffey, Stan
4th	Let the Good Times Croll	Croll, Mark

JAM

1st	Royal Wave	Sedlack, Jeff
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GREAT LAKES YACHT CLUB NAVY CUTLASS RACE WAUKEGAN - CHICAGO

June 24

Ben 40.7

1st	Spanker	McDonnell, D. & J.
2nd	Das Boot	Muller, Jay + Cindy
3rd	Vayu	Ron Buzil

PHRF 1

1st	Fine Line	Montplaisir, Rich
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PHRF 2

1st	Majic	Ruley, Dorsey
2nd	Spirit Walker	McCain, Vern
3rd	Eagles Wings	John J. Gottwald
4th	Sirocco VI	Fanizzo, Bill & Viviana

PHRF 3

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

PHRF 4

1st	Assassin	Dude Where's Your Boat? Inc
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PHRF 5

1st	Wings	Bowker / Nelson
2nd	Providence	Miarecki, Jerry & Greg

J/105

1st	Tuxedo	Barth, Griffin, Jander
2nd	Y-Not	Waskel, Ginny
3rd	Phantom	Carpin, Michael

T-10

1st	Water Works	Lillie, Rick + Maryann
2nd	Wild Norwegian	Eiesland, Arvid
3rd	Norboy	Sigmond, Jr., Leif R.
4th	American Flyer	Knoop, Steve

CHICAGO CORINTHIAN YACHT CLUB HOBELMAN REGATTA

June 30

T-10

1st	Tango	Plonus, Martin
2nd	Wild Norwegian	Eiesland, Arvid
3rd	Mutiny	Schellenbach, John
4th	Cheap Thrill	Snyder, Nancy + Tim
5th	American Flyer	Knoop, Steve
6th	Erica	Mike & Brian Kaczor

J/105

1st	Kashmir	Mayer, Michael
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PHRF 4

1st	Jack-A-Roe	Dybas, John
2nd	Assassin	Dude Where's Your Boat? Inc
3rd	Free Agent	DePaepe, Miles

PHRF 3

1st	Regardless	Team Regardless
2nd	Full Tilt	Priede/Stewart
3rd	Sorcerer	D. Draper & G. Fyksen

PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	7	Petkovic, George
3rd	Eagles Wings	John J. Gottwald

PHRF 1

1st	Inferno	Aaron Hosten/Phil Dowd
2nd	Fine Line	Montplaisir, Rich

Ben 36.7

1st	Agitator	Cordero, Manuel
2nd	Split Decision	Norris, Mark
3rd	Tried and True	Foley, Robert

COLUMBIA YACHT CLUB MAYOR DALEY

July 7

T-10

1st	Winnebago	Rathburn, Timothy
2nd	Claddagh	Karstrand, Steve
3rd	Erica	Mike & Brian Kaczor
4th	Mutiny	Schellenbach, John
5th	American Flyer	Knoop, Steve

J/105

1st	Caress	Team Caress
2nd	New World	Smith, Bob
3rd	Vytis	Petkus, Tomas

PHRF 4

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

PHRF 3

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

PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	Eagles Wings	John J. Gottwald
3rd	Serenissima	Robin Munden

PHRF 1

1st	Mirage	Mirage Syndicate
2nd	Inferno	Aaron Hosten/Phil Dowd
3rd	Fine Line	Montplaisir, Rich

Ben 40.7

1st	Tsunami	Hayes, Donald
2nd	Collaboration 2	R. Vickery & C. Jungmann
3rd	La Tempe	Weber, Tom

RACE RESULTS 2007

JACKSON PARK YACHT CLUB LUTZ REGATTA

July 29

T-10

1st	Tango	Plonus,Martin & Tina
2nd	American Flyer	Knoop,Steve
3rd	Cheap Thrill	Snyder,Nancy + Tim
4th	Mutiny	Schellenbach,John
5th	Wombat	Strilky,Rick

J/105

1st	Kashmir	Mayer,Michael
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PHRF 4

1st	Jack-A-Roe	Dybas,John
2nd	Whisper	Barnes/Schnieder/Johnson
3rd	Wings	Bowker / Nelson

PHRF 3

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

1st	7	Petkovic,George
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Eagles Wings	John J. Gottwald

PHRF 1

1st	Inferno	Aaron Houston/Phil Dowd
2nd	Fine Line	Montplaisir,Rich

Ben 36.7

1st	Tried and True	Foley,Robert
2nd	Bella Luna	Hyla,Joseph
3rd	Split Decision	Norris,Mark

COLUMBIA YACHT CLUB COMMODORE'S INVITATIONAL

August 4

T-10

1st	Cheap Thrill	Snyder,Nancy + Tim
2nd	American Flyer	Knoop,Steve
3rd	Tango	Plonus,Martin & Tina
4th	Mutiny	Schellenbach,John
5th	Mikaze	Barch/Beck/Vanderwoude

J/105

1st	Pronto II	Fray,Peter
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PHRF 4

1st	Jack-A-Roe	Dybas,John
2nd	Measure for Measure	Tobin,Brian

PHRF 3

1st	Regardless	Team Regardless
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PHRF 2

1st	Serenissima	Munden,Robin
2nd	Jason	Cohen,Edward
3rd	Sirocco IV	Fanizzo,Bill & Viviana

COLUMBIA YACHT CLUB FRAN BYRNE

August 5

T-10

1st	Winnebago	Rathburn,Timothy
2nd	Temerity	Baker,Doug
3rd	Out of the Blue	Cross,Jeffery

J/105

1st	Pronto II	Peter Fray
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PHRF 4

1st	Wings	Bowker / Nelson
2nd	Whisper	Barnes/Schnieder/Johnson
3rd	Exeter	Notch,John

PHRF 3

1st	Regardless	Team Regardless
2nd	Sorcerer	D. Draper & G. Fyksen
3rd	Folie A Deux	Team Folie

PHRF 2

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

PHRF 1

1st	Nitemare	Neill,Tom
2nd	Sue	Moller,James
3rd	Fine Line	Montplaisir,Rich

Ben 40.7

1st	Collaboration 2	R. Vickery & C. Jungmann
2nd	Das Boot	Muller,Jay + Cindy
3rd	Turning Point	Bartz,Bill

BURNHAM PARK YACHT CLUB K.A. ZUKASKY

MEMORIAL REGATTA

August 11

T-10

1st	Claddagh	Karstrand,Steve
2nd	Tango	Plonus,Martin & Tina
3rd	Temerity	Baker,Doug
4th	Wombat	Strilky,Art

J/105

1st	Caress	Team Caress
2nd	Vytis	Petkus,Tomas
3rd	Phantom	Carpin,Michael

PHRF 4

1st	Jack-A-Roe	Dybas,John
2nd	Whisper	Barnes/Schnieder/Johnson

PHRF 3

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

PHRF 2

1st	Jason	Cohen,Edward
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Serenissima	Robin Munden

PHRF 1

1st	Fine Line	Montplaisir,Rich
2nd	Nitemare	Neill,Tom
3rd	Raven	Bailey,Stan

Ben 36.7

1st	As You Wish	Sue Hogan / Grace Tsiang
2nd	Taurus	Charles,J.T.
3rd	Agitator	Cordero,Manuel

Ben 40.7

1st	La Tempete	Weber,Tom
2nd	Turning Point	Bartz,Bill
3rd	Excalibur	Tarson,David

BURNHAM PARK YACHT CLUB ANGUS HORTON

August 12

T-10

1st	Tango	Plonus,Martin & Tina
2nd	Wild Norwegian	Eiesland,Arvid
3rd	Winnebago	Rathburn,Timothy

PHRF 3

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

PHRF 2

1st	Serenissima	Robin Munden
2nd	Flying Tiger	George,Petkovic

CHICAGO CORINTHIAN YACHT CLUB HERB KACZMAREK/OFFSHORE

August 26

T-10

1st	Mikaze	Barch/Beck/Vanderwoude
2nd	Mutiny	Schellenbach,John
3rd	American Flyer	Knoop,Steve
4th	Cheap Thrill	Snyder,Nancy + Tim

J/105

1st	Caress	Team Caress
2nd	Vytis	Petkus,Tomas
3rd	Eagles Wings	John J. Gottwald

PHRF 3

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

1st	Cayouse	TEAM ZOT
2nd	Serenissima	Robin Munden

PHRF 1

1st	Fine Line	Montplaisir,Rich
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Ben 36.7

1st	Split Decision	Norris,Mark
2nd	Tried and True	Foley,Robert
3rd	Veloce	Stills,Michael

Ben 40.7

1st	Tsunami	Hayes,Donald
2nd	Excalibur	Tarson,David
3rd	Turning Point	Bartz,Bill

COLUMBIA YACHT CLUB CHICAGO - ST. JOSEPH

August 31

PHRF 2

1st	Majic	Ruley,Dorsey
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Serenissima	Robin Munden
4th	Eagles Wings	John J. Gottwald

Ben 36.7

1st	Bella Luna	Hyla,Joseph
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PHRF 4

1st	Pepperke 2.0	Wittosch,Frank
2nd	Assassin	Dude Where's Your Boat? Inc
3rd	Jack-A-Roe	Dybas,John

RACE RESULTS 2007

T-10

1st	Mikaze	Barch/Beck/Vanderwoude
2nd	Norboy	Sigmond, Jr.,Leif R.
3rd	Wombat	Strilky,Rick
4th	Wild Norwegian	Eiesland,Arvid

PHRF 5

1st	Wings	Bowker / Nelson
2nd	Cahoote	Vigil,Thomas
3rd	Cynthia	DeVries,James B.

Ben 40.7

1st	Excalibur	Tarson,David
2nd	Vayu	Ron Buzil
3rd	Turning Point	Bartz,Bill

J/105

1st	Vytis	Petkus,Tomas
2nd	Sealark	Pellet,Clark
3rd	Phantom	Carpin,Michael

PHRF 3

1st	Spitfire	Hellquist/Berg
2nd	Sea Raider	Kruger,Dirk
3rd	Northstar	Gustman,David
4th	Full Tilt	Priede/Stewart

JAM

1st	Lionheart	Zeman,Bob
2nd	Medusa	Hyszczak,Roman
3rd	Deja Bleu	Hoff,David

PHRF 1

1st	Goblin	Thomas,Lindy
2nd	Mirage	Mirage Syndicate
3rd	Nitemare	Neill,Tom

MICHIGAN CITY YACHT CLUB ST. JOSEPH - MICHIGAN CITY

September 2

PHRF 2

1st	Jason	Cohen,Edward
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Cayouse	TEAM ZOT
4th	Jahazi	Giampoli,Frank

Ben 36.7

1st	Agitator	Cordero,Manuel
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PHRF 4

1st	Whamo	Little Yellow Bus Syndicate
2nd	Pepperke 2.0	Wittosch,Frank
3rd	Jack-A-Roe	Dybas,John

PHRF 5

1st	Wings	Bowker / Nelson
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PHRF 1

1st	Thirsty Tiger	D'Ottavio,Bert
2nd	Wooton	Smith,W. Harris
3rd	Fine Line	Montplaisir,Rich

Ben 40.7

1st	La Tempete	Weber,Tom
2nd	Turning Point	Bartz,Bill
3rd	Tsunami	Hayes,Donald

PHRF 3

1st	Zeitgeist	Zerban,Rob & Cornelia
2nd	Spitfire	Hellquist/Berg
3rd	Northstar	Gustman,David
4th	Sea Raider	Kruger,Dirk

J/105

1st	Vytis	Petkus,Tomas
2nd	Pronto II	Peter Fray
3rd	Sea-U	Baron,Peter L.

T-10

1st	Mikaze	Barch/Beck/Vanderwoude
2nd	Rover	K. Colbert/ G. Dawe

Americap

1st	Zeitgeist	Zerban,Rob & Cornelia
2nd	Wooton	Smith,W. Harris
3rd	Whamo	Little Yellow Bus Syndicate

JACKSON PARK YACHT CLUB MICHIGAN CITY - CHICAGO

September 3

T-10

1st	Erica	Mike & Brian Kaczor
2nd	Wild Norwegian	Eiesland,Arvid
3rd	Jump	Graziano,Hank

J/105

1st	Vytis	Petkus,Tomas
2nd	Sealark	Pellet,Clark

PHRF 5

1st	Wings	Bowker / Nelson
2nd	Kutty's Ark	J.McGinnis/ G.Morrissey

PHRF 4

1st	Jack-A-Roe	Dybas,John
2nd	Tenacity	O'Connell,Richard

PHRF 3

1st	Regardless	Team Regardless
2nd	Sorcerer	D. Draper & G. Fyksen
3rd	Fandango	Luken III, M.D.,Martin G.

PHRF 2

1st	Jason	Cohen,Edward
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Cayouse	TEAM ZOT
4th	Eagles Wings	John J. Gottwald

PHRF 1

1st	Thirsty Tiger	D'Ottavio,Bert
2nd	Nitemare	Neill,Tom
3rd	Fine Line	Montplaisir,Rich

Ben 36.7

1st	Bella Luna	Hyla,Joseph
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Ben 40.7

1st	Vayu	Ron Buzil
2nd	La Tempete	Weber,Tom
3rd	Das Boot	Muller,Jay + Cindy

JAM

1st	Retriever	Beer,Matthew
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CHICAGO YACHT CLUB COMMODORE'S CUP

September 9

PHRF 2

1st	Eagles Wings	John J. Gottwald
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Serenissima	Robin Munden

T-10

1st	Wombat	Strilky,Rick
2nd	Wild Norwegian	Eiesland,Arvid
3rd	Cheap Thrill	Snyder,Nancy + Tim
4th	Mutiny	Schellenbach,John
5th	Mikaze	Barch/Beck/Vanderwoude

PHRF 4

1st	Jack-A-Roe	Dybas,John
2nd	Wings	Bowker / Nelson
3rd	Free Agent	DePaepe,Miles

Ben 40.7

1st	La Tempete	Weber,Tom
2nd	Tsunami	Hayes,Donald

J/105

1st	Caress	Team Caress
2nd	Certare	Wong, Logelin + Nieman
3rd	Vytis	Petkus,Tomas

PHRF 3

1st	Certainly	Meyer,Donald
2nd	Regardless	Team Regardless

Ben 36.7

1st	Erizo de Mar	Antoni Czupryna
-----	--------------	-----------------

PHRF 1

1st	Nitemare	Neill,Tom
2nd	TomRaven	Bailey,Stan
3rd	Goblin	Thomas,Lindy

Americap

1st	Wombat	Strilky,Rick
2nd	Wild Norwegian	Eiesland,Arvid
3rd	Winnebago	Rathburn,Timothy

MIDWEST OPEN RACING FLEET MORF OPEN

September 23-24

F1

1st	Cheeky Monkey
-----	---------------

J9

1st	Tempest
2nd	Dickens
3rd	Dionysus

S3 - S7

1st	Fine Line
2nd	Jack-A-Roe
3rd	Sorcerer
4th	Full Tilt
5th	Serenissima

CHICAGO YACHT CLUB

CHICAGO NOOD

June 15-17

FARR 40

1st	Heartbreaker	Robert L. Hughes
2nd	Pendragon	Brian Jackman
3rd	Virago	Stuart Townsend

GL70

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

RACE RESULTS 2007

Melges 32

1st	Star	Jeff Ecklund
2nd	RED	Joe Woods
3rd	Nitemare	Mrs. Neill's Racing Team

PHRF 1

1st	Tyrant	Don M. Thinschmidt
2nd	Seagoon	Dale L. Smirl
3rd	Goblin	Lindy Thomas

PHRF 2

1st	Pisco Sour	Juan Mauri
2nd	Eagle	Jerry & Shawn O'Neill
3rd	USA 007	Team Flying Tiger

BEN 36.7

1st	Split Decision	Mark Norris
2nd	Bella Luna	Joe Hyla
3rd	Grizzly	Charles Bayer

BEN 40.7

1st	Barracuda	Steven Pelke
2nd	Tsunami	Donald Hayes
3rd	Collaboration 2	Robert Vickery

Great Lakes 36

1st	Surface Tension	Jeffrey Schaefer
2nd	Rogue	Peter Engel
3rd	Impetuous	Adam Berger

J/109

1st	Zeitgeist	Rob & Cornelia Zerban
2nd	Realt Na Mara	Joe Londrigan
3rd	Lucky Dubie 2	Len Siegal

J/35

1st	Irish Rover	Geary R. Finn
2nd	Aftershock	William Newman
3rd	Bozos Circus	Chris Metcalf

PHRF 3

1st	Obsession	Albert MacDonald
2nd	Wanda	Christian Jensen
3rd	Regardless	Team Regardless

J/105

1st	Messy Jessy	Dorin Canda
2nd	RedPortLeft	Martin McKenna
3rd	Gigi	David Wagner

PHRF 4

1st	Flags	Bob Sample
2nd	Measure for Measure	Brian Tobin
3rd	Jack-A-Roe	John Dybas

T-10

1st	Wombat	Rick Strilky
2nd	American Flyer	Steve Knoop
3rd	Tango	Martin Plonus

ETCHELS

1st	Untouchable	Justin Palm
2nd	Mischief	Elizabeth Altman
3rd	USA 1296	Jeffrey Siegal

S2.7.9

1st	U2	Doug & Jeff Padnos
2nd	'OI Blue Eyes	Peter M. Schwarz
3rd	DASH	Jeff Bonvallet

S2.9.1

1st	Spectra	Gregory Young
2nd	Paradox	George Darrell
3rd	Desperado	Dave Timmer

THOMAS R. SMITH SEA SCOUT REGATTA

July 8

1st	Emilie Shields & Nathan Shields
2nd	Ross Young & Chelsea Baker
3rd	Doug Kramer & Jennifer Pierce

RACE TO MACKINAC

July 14

Chicago-Mackinac Trophy

1st	Windquest	Doug DeVos
2nd	Zeitgeist	Zerban, Rob
3rd	Guaranteed Period	D. Randy Adolphs

Mackinac Cup

1st	Vytis	Tom Petkus
2nd	Sealark	Clark Pellett
3rd	Certainly	Donald E Meyer

Multihull

1st	Gamera	Matt Scharl
2nd	Nice Pair	Bruce Geffen
3rd	High Priority 2	David Shneider

Cruising Division

1st	Mist	Daniel Koules
2nd	Free at Last	Allen Smith
3rd	Tomorrow's Sunshine	John G West

Beneteau 36.7

1st	Grizzly
2nd	Padawan2
3rd	Tried & True
4th	Program

Beneteau 40.7

1st	Spanker
2nd	Collaboration 2
3rd	Excalibur

GL70

1st	Nitemare
2nd	Evolution
3rd	Pororoca

J/105

1st	Vytis
2nd	Sealark
3rd	Pronto II
4th	Certare

J/109

1st	Zeitgeist
2nd	Guaranteed Period
3rd	Vanda III

J/120

1st	Perseverance
2nd	Elusive
3rd	Jay Hawker

Multihull 1

1st	Gamera
2nd	Nice Pair
3rd	High Priority 2

ORR Cruising

1st	Mist
2nd	Free at Last
3rd	Tomorrow's Sunshine
4th	Sail La Vie

Section 1

1st	Windquest
2nd	Main Street
3rd	Goblin
4th	Twister

Section 2

1st	Natalie J.
2nd	Fine Line
3rd	Saturn
4th	Eagles Wings

Section 3

1st	Surprise
2nd	Mosquito
3rd	Zoom
4th	Midnight Express
5th	Jason

Section 4

1st	Timberwolf
2nd	Serenissima
3rd	Eagle
4th	Painkiller 4

Section 5

1st	Regardless
2nd	Bravo
3rd	Bramble
4th	Liberty

Section 6

1st	Bozos Circus
2nd	Titan
3rd	Tallgrass
4th	Challenge
5th	Retriever

Section 7

1st	Certainly
2nd	Jubilee
3rd	Rush
4th	Etagé

Section 8

1st	Nana
2nd	Dandelion
3rd	Hiawatha
4th	Viper
5th	Cynthia

Section 9

1st	Providence
2nd	Encore
3rd	Wings
4th	Souvenir

T-10

1st	Wild Norwegian
2nd	Pegasus
3rd	Talisman
4th	American Flyer
5th	M*A*S*H
6th	Temerity

RACE RESULTS 2007

NORTH AMERICAN CHALLENGE CUP/ INDEPENDENCE CUP

August 3-6

Freedom 21

1st	Karen Mitchell
2nd	Mike Strahle
3rd	Mike Jaffe

2.4MR

1st	Mark LeBlanc
2nd	John Ruf
3rd	Charles Rosenfield

Sonar

1st	Albert Foster
2nd	Paul Callahan
3rd	Ken Kelly

VERVE ONE DESIGN

August 10-12

Lasers

1st	Carlos Abisambra
2nd	Roman Plutenko
3rd	Nikita Mazin

Luders 16

1st	Clipper	William Simpson
2nd	Away	Mike Cvengros
3rd	Gypsy	Richard Winters

Rhodes 19

1st	Scholar	Peter Kovats
2nd	Ms. Julie	John Vonnegnt
3rd	Nirvana	Wagner/Hamman/Batania

Shields

1st	Sapphire	Jonathan Schwartz
2nd	Dauntless	Mark Passis
3rd	Insidious	Gary Ropski

Soling

1st	Typhoon	David Crysdale
2nd	Freja	Steve Bobo
3rd	Katherine	Steve Dolan

Vanguard 15

1st	Andy Graff
2nd	Ben Mardin
3rd	Martin Johnsson

Etchells

1st	Erik/Justin Garr/Pelm
2nd	Bruce Burton
3rd	Fiam Golison

VERVE CUP OFFSHORE

August 17-19

GL70

1st	Pied Piper	Jack Jennings
2nd	Mirage	Mirage Group
3rd	Nitemare	Tom Neill

FARR 40

1st	Convexity	Donald Wilson
2nd	Virago	Stuart Townsend
3rd	Heartbreaker	Robert Hughes

PHRF 1

1st	Fine Line	Rich Montplaisir
2nd	Pinball Wizard	Les Ziolkowski
3rd	Goblin	Lindy Thomas

PHRF 2

1st	Sue	James Moller
2nd	Raven	Stan Bailey
3rd	Scout	Jamie Hummert

PHRF 3

1st	Eagle	Jerry & Shawn O'Neill
2nd	Serenissima	Robin Munden
3rd	Jason	Edward Cohen

Beneteau 36.7

1st	Rally	Paul Stscherban
2nd	Program	Warren Levins
3rd	Joie De Vie	James Clouser

Beneteau 40.7

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

J/105

1st	Messy Jessy	Dorin Candea
2nd	Gigi	David Wagner
3rd	Vytis	Tom Petkus

PHRF 4

1st	Impetuous	Adam Berger
2nd	Surface Tension	Jeffrey Schaefer
3rd	007	Team Flying Tiger

PHRF 5

1st	Aftershock	William Newman
2nd	Bozos Circus	Bruce Metcalf
3rd	Ticklish	Eric Landman

J/109

1st	Zeitgeist	Rob & Cornelia Zerban
2nd	Lucky Dubie 2	Len Siegal
3rd	K III	Irv Kerbel

T-10

1st	Cheap Thrill	Tim & Nancy Snyder
2nd	Convergence	Hans Pusch
3rd	American Flyer	Steve Knoop

J/30

1st	Circus	Charlie Wurtzebach
2nd	Riochet	Bobby Cox
3rd	Planxty	Dennis Bartley

PHRF 6

1st	Measure for Measure	Brian Tobin
2nd	Assassin	Susan Just
3rd	Rampage	Bill Richardson

PHRF 7

1st	Jack-A-Roe	John Dybas
2nd	Flags	Bob & Cathy Sample
3rd	Decoy	Fisher/Rosenthal

CHICAGO CORRINTHIAN YACHT CLUB

RHODES 19 NATIONALS

August 14-17

1st	Peter Sladovich
2nd	Paul Adam
3rd	Doug Trees
4th	Bob Jensen

COLUMBIA YACHT CLUB

LEUKEMIA CUP

August 25

PHRF 1

1st	Seagoon	Swiril,Dale
-----	---------	-------------

Ben 36.7

1st	Veloce	Stills,Mile
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T-10

1st	Temerity	Baker,Doug
2nd	Atra	Wollen,Mike
3rd	Claddagh	Karstrand,Steve

J/105

1st	Striking	Shea,Blane
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PHRF 3

1st	Sorcerer	D. Draper & G. Fyksen
2nd	Maskwa	Waller,Don

PHRF 4

1st	Measure for Measure	Tobin, Brian
2nd	Jack-A-Roe	Mohr,Beverly
3rd	Whisper	Barnes, Tom



Photo by
boatingshots.com

RACE RESULTS 2007

C&C 110

1st Adrenaline UhI,Paul

PHRF 2

1st AirWaves Kleinpaste,Paul
2nd Eagles Wings Gottwald,John

Catalina

1st Karizmaddie Reynolds,Patrick
2nd Baysic Necessity Green,David
3rd Little Miss Magic Kalinsky,Ray

JAM 3

1st Polynya MacAyeal,Doug
2nd Scituate

JAM 2

1st Tempest Kalmus,Hank
2nd Accord Hansmann,Woody

JAM 1

1st Rocking Horse Curtiss,Sandy
2nd Exeter Notch,John
3rd Cookie Monster Goldman,Peter

JOSEPH CONRAD YACHT CLUB

GOLD BUTTON OF THE COMMODORE REGATTA

July 1

Group I

1st Temptation Bogdan Stojkowski
2nd Fitikoko Janusz Zienda
3rd Yellow Mellow Waldemar Emmerich
4th Grytviken Piotr Madrzyk
5th Erizo de Mar Antoni Czupryna
6th Lightning Krzysztof Kaminski

Group II

1st Mirage Kazimerz Potocki
2nd Karolinka Andrzej Suchodolski
3rd Intergrity Leszek Groman

JOSEPH CONRAD KORZENIOWSKI REGATTA

August 26

Group I

1st Koko Loko Tomek Kokocinski
2nd Erizo de Mar Antoni Czupryna
3rd Temptation Bogdan Stojkowski
4th Fitikoko Janusz Zienda

5th Yellow Mellow Waldemar Emmerich
6th Grytviken Piotr Madrzyk

Group II

1st Mirage Kazimerz Potocki
2nd Karolinka Andrzej Suchodolski

BELMONT YACHT CLUB THERE & BACK SHORT HANDED REGATTA

August 5

Single Handed

1st Mirage John Boyle

Double Handed

1st Sue James Moller
2nd Rover Ken Colbert
3rd Rogue Steve Valentor
4th Eagles Wings John Gottwald

JOHN B. MACK MEMORIAL PREDICTED LOG

September 15

1st Life's Too Short Harris Seltzer
2nd Empty Pockets Bill Templeman
3rd Independence Jane McMillan
4th In Recess Lisa Gaston



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YACHTING 2007

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WINTHROP HARBOR YACHT CLUB

by Commodore Scott De Soto



As we bring the 2007 boating season to a close, we believe it will be remembered as both "The Year of Change" and "The Year of Getting Back to Basics."

Our club house may have only been 7 years old, but it was in need of both a face lift and a revamped "Go to Member Plan."

It was decided to reform our club into a combination Starbucks, Caribou Coffee, Internet lounge, friendly neighborhood "Cheers" like bar, and a yacht club entirely focused on the needs of our power fleet, sail fleet and our new go-fast fleet.

To support this effort, our 2007 marketing campaign was "WHYC.... not your grandfather's yacht club."

As a club, we embraced the values of traditional yacht clubs but also recognized that our club is not in an urban area such as Chicago or Milwaukee. Therefore, we needed to offer a different product to our members. Based on input from our members, we redecorated and added some new toys to our club. The addition of a 150 inch DLP entertainment screen and a new 50 inch plasma were just the start. We implemented a member bicycle program. Our members could check out bikes anytime for use at the marina. We implemented an honor system on our soda and ice cream.

This has proven to be very successful. New additions also included a pool table, foosball table, dart board and free wireless Internet for our members. These changes along with the board's philosophy have proven to help our club draw in new members and retain them.

As a result of our change of attitude and "Go to Member Plan" our membership enjoyed a record setting 60 new members and our membership has hit our highest membership level in four years.

WHYC members have also enjoyed several fantastic social events including BBQ In The Snow, WHYC Wine Night, WHYC's Annual Pig Roast, Go-Fast Fun Run, Progressive Dock Dinner, Greek Night, Commodore's Ball and our Beer Can Chicken and Chili Party. All of our events were sold out with average attendance over 200. Our member hosted (and prepared) Sunday breakfast series produced breakfast offerings that most 5 star hotels would envy.

The WHYC cruising season exceeded all expectations. Our club enjoyed cruising to Racine, Saugatuck, Milwaukee, Chicago, Muskegon, Pentwater, Ludington, Sheboygan and Port Washington. This year every one of our cruises was sold out due to unprecedented interest and participation.

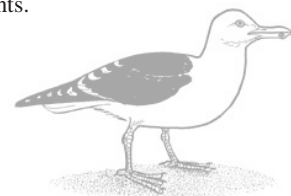
The formation of the North Shore Race Association (Winthrop Harbor Yacht Club, Waukegan Yacht Club, Racine Yacht Club, Kenosha Yacht Club and Anchorage Yacht Club) concluded with the WHYC Founder's Cup and State Line Boat of the Year Series

hosted at WHYC and sponsored by UK-Halsey. We would like to extend a word of thanks to all our surrounding clubs for making this event a FUN event for our members and participants.

We would like to extend recognition to all the surrounding clubs who had an opportunity to enjoy reciprocity at WHYC and likewise extended reciprocity to our members. We were really pleased to host events for Anchorage Yacht Club, North West Sail Association and the annual LMSS Double Handed Race.

In addition to the social activities, WHYC continues to offer programs to educate its members. The continuing boating education program included a "Women at the Helm" seminar that was sold out in two weeks. The program will most likely change who sits at our members' helms and who hangs the fenders in the future. Our main stream seminars included: chart reading, basic navigation, advanced navigation, basic rules of the road, basic sail handling, advanced sail trim and handling, basic boating safety, mastering your GPS, and charting in the Caribbean.

In conclusion, on behalf of the board, I would like to thank all of our members for a GREAT season, and we look forward to seeing all of our members at our winter events.



JUDD GOLDMAN ADAPTIVE SAILING PROGRAM

by Karen Utterback

"I've never met so many nice people, and I have countless good memories of everyone – the sailors, the volunteers, and the staff. The courage of all the participants is just phenomenal; they will do things that ordinary people would never consider doing." That comment from one volunteer at the Judd Goldman Adaptive Sailing Program sums up the feelings of anyone ever connected with the program.

For the past 18 years, the Judd Goldman Adaptive Sailing Foundation has provided an accessible sailing program for those with physical disabilities. The program's mission is to provide disabled individuals with opportunities for independence and enhanced self-confidence and self-esteem through sailing. The Judd Goldman Adaptive Sailing Program has specially equipped sailboats that allow the disabled – no matter what their disability – to enjoy the sport of sailing. The program also has adaptive equipment, such as the "transfer box" (see photo above) and the pneumatic lift to facilitate sailors moving from the dock into the boat.

The adaptive program fleet includes eight 21-foot Freedom sailboats, which have special seats and seat restraints, much like seat belts. The seats also have head rests which can be used for certain other accessibility needs. In addition, all the lines run directly to the crews' seats, so no one has to leave the cockpit to raise or adjust the sails. Depending on the disability of the helmsman, different tillers are also available.

The fleet also includes four single-handed 2.4 meter boats. All lines are fed to the cockpit, and you have an option of controlling the tiller either by hand or by foot, depending on the person's disability.

One other type of boat in the Goldman fleet - the Sonar - is where the adaptive equipment really starts to become innovative. Some of the modifications include the installation



A "transfer box" facilitates sailors with disabilities moving from the dock to the boat.

of hand rails, transfer benches, special seats which mount in the center of the cockpit, and port and starboard arm controls.

On both the Freedom and Sonar boats, the program has installed enlarged and brightly colored telltales to assist sailors with visual impairments with sail trim.

This summer the program provided a wide range of activities, including learn-to-sail instruction, racing clinics, regattas, and cruises for more than 1,000 individuals. Many groups, including the Rehabilitation Institute of Chicago, Shriner's Hospital, and the Mayor's Office for People with Disabilities, take part in this unique program. Once introduced to sailing, many individuals continue in the program, taking part in Wednesday

program. This program is unique because it brings the program to the neighborhood rather than the neighborhood to the program. Like the adaptive sailing program, the goal is to foster self-esteem and independence for the at-risk students.

Both Judd Goldman Sailing Programs are unique public-private partnerships with the Chicago Park District and Westrec Marinas. This year, the Chicago Park District presented the program with three new Sonar boats complete with sails. Tim Mitchell, general superintendent and CEO of the Chicago Park District, said, "The Judd Goldman experience builds self-confidence, independence, and self-esteem. A number of participants over the years have moved on to competitive sailboat racing on the national and international level. Looking ahead to the 2016 Olympics and Paralympics, it is the hope that the three new Sonars will enhance that opportunity for Chicago youth and adults with disabilities who aspire to become Paralympians."

The program is supported through its annual benefit held each summer at the start of the U.S. Sailing Independence Cup/North American Challenge Cup championship races, hosted by the Chicago Yacht Club. This year's event, held at the Shedd Aquarium, featured a jazz quartet, speaker Lieut. Governor Pat Quinn, and master of ceremonies WLS-TV Ron Magers.

The program also depends on volunteer support. Volunteers act as able-bodied support on the boats as well as performing many other duties such as helping with the annual Open House and Barbecue in the beginning of the season.

As another volunteer said, "You can just see the excitement on their faces, and the lights in their eyes when they hear about the program and when they have a chance to go sailing. Every year it gets better, and I always walk out with a smile."



18th Annual June Open House at the JGASP Sailing Center in Burnham Harbor.

night races and/or weekend cruises between harbors. The Foundation also supports the Judd Goldman Junior Sailing Program, teaching sailing to inner-city youth from 8 to 12 years of age. Over 200 enthusiastic children sail in prams at Humboldt and Garfield Park Lagoons during an eight-week summer



Captain George Lisner and CYA Commodore Don Koster with grateful Christmas tree recipients.

CHICAGO'S CHRISTMAS TREE SHIP

BRINGING CHRISTMAS TREES TO DISADVANTAGED FAMILIES

by Captain George Lisner, Chicago Christmas Ship Committee Chairman

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. A committee was formed to do just that, acting as an activity of the Navy League. The Committee has raised funds that allowed it to give away a total of over 8,000 trees during the first seven years of the project. Now in its eighth year, it is hoped that as many as 1,500 trees will be able to be given away this Christmas season.

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 Schueneman'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. 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 was formed to raise money to pay for the trees. Trees were brought to Navy Pier on board MACKINAW and distributed to disadvantaged 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 (2005-2007); Don Koster, Past Commodore of Calumet YC and Commodore of the CYA, has coordinated ship decoration every year. Their influence has been ever-present in the direction of the organization.

USCGC MACKINAW (WAGB-83) was designated "Chicago's Christmas Ship" in 2000 and continued to carry that mantle and accomplish the task annually through the 2005 event. That was the last time for the venerable ship, built in 1944, as the "Old

buses were not operating and for the first time students were not able to come for the Friday educational program. Committee member visits to the schools help fill the gap for the students. Saturday was very cold but clear, and the ceremonies and tree distribution went on, bringing the spirit of the season to over 1,000 disadvantaged families in the form of a Christmas tree.

This year festivities will begin with the official arrival at 8:00 am Friday, November 30. 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 special 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 1, 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 1, 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.



USCGC Mackinaw decorated as Chicago's Christmas Ship.

Mac" was decommissioned in June of 2006. In a joint ceremony the "New Mac," USCGC MACKINAW (WLBB-30) was commissioned and has carried on as "Chicago's Christmas Ship" starting in 2006.

Last year the forecast of heavy weather caused the ship to advance their schedule and arrive early. More than high winds were to be encountered, as a severe snow storm and bitter cold struck Thursday night and lasted into Friday. None the less, the Friday morning arrival ceremony took place in an abbreviated format. CYA volunteers led by Commodore Don Koster and assisted by the crew managed to decorate the ship enduring the brutal weather. With such conditions, school

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. One hundred percent 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.org.



Sailors from five CYA member organizations participated in the Frostbite.

INTER YACHT CLUB FROSTBITE REGATTA

by Lloyd Karzen

The tradition of a little friendly local competition continued in 2006, as Chicago Yacht Club hosted the CYA Inter Yacht Club Fall Frostbite Regatta. Hosted out of the Chicago Yacht Club's Belmont Station, on Sunday, November 5, 2006, five Chicago Yachting Association member teams representing Belmont Yacht Club, Burnham Park Yacht Club, Calumet Yacht Club, Chicago Corinthian Yacht Club, and Chicago Yacht Club came out for good sailing and great company.

All sailed on Chicago Yacht Club's new Vanguard 420s, two person dinghies with a jib and main. The boats were all pre-tuned and ready to sail. With winds at 16-18 knots southwest in the harbor, the sailors raced a modified Olympic Course (triangle windward/leeward). The Race Committee of Ken Nordine and PRO Lloyd Karzen faced challenges of shifting winds; nevertheless five races were well run, and the teams each had a great time.

The BPYC team was the first on the course to investigate the tricky winds in the harbor. A southwest wind arrived at the harbor after bending around the buildings which line Lake Shore Drive, creating oscillating rivers of wind. These challenging conditions made for an interesting day of racing. The start of the first race saw BPYC and the CYC teams leading the pack as BPYC headed to the right side of the course, a strategy they would repeat for all the races. CYC was close by as boat speed became essential to gaining the

lead. BPYC was first to the windward mark, a position they would not give up for the first four races at any of the mark roundings, but CYC was always close on their transom throughout the day.

The following three races were repeats of the first. Some serious déjà vu must have played with the minds of the racers as the races continued and the sun disappeared behind the clouds. The marks were moved to adjust to the fickle winds filtering into the

harbor as lighter winds became even more difficult to find and as pools of stagnant air trapped the boats on their way to the marks.

The final race began with some excitement as the battle for the best starting position resulted in the X flag and BPYC being called over early. Despite the return trip to the starting line they worked their way up the fleet and eventually ended up second, about 2 boat lengths behind the race leader, CYC. CYC finally had a first place finish after four consecutive 2nds.

"The racing was really competitive," Chicago Yacht Club member Suzy Phelps recalled. Phelps raced with Chris Williams in tight competition against Dan Litchfield and Bernie Kucharski of Burnham Park Yacht Club. In the end, moving up two places from last year's inter club challenge, Burnham Park Yacht Club took 1st place over host Chicago Yacht Club. Rounding out the top three was Chicago Corinthian Yacht Club. Taking 4th and 5th were Belmont Yacht Club and Calumet Yacht Club respectively.

For Don Koster, CYA Commodore, the regatta was his first experience racing sailboats. "What does that horn mean?" asked Don at the start of the race. "And why are all those boats going in a different direction than us?" Obviously, sail racing is a little more complex than one might think at first, particularly with a modified Olympic course which can even confuse experienced sailors.

"We had two teams that rotated," Jane McMillan of Belmont Yacht Club said. "We even had the youngest competitor, Emily Harrington at 14, who we thought was going to be our ringer! It was still a lot of fun even if we didn't win."



The fall leaves and Lincoln Park provide a nice setting for the Interclub event.



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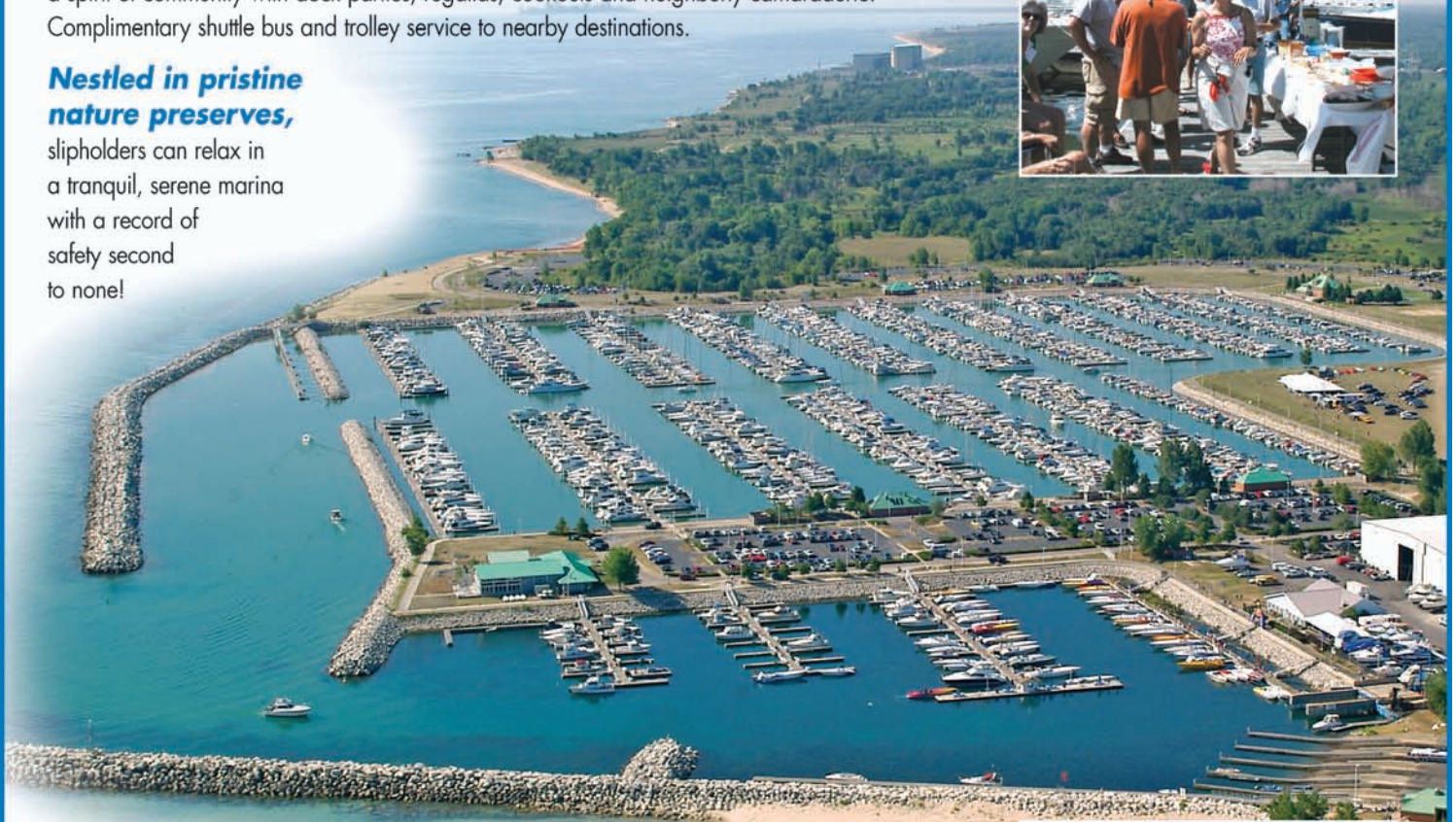
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