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YACHTING

in Chicago 2008



REACHING OUT

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

While pondering a worthy message in celebration of our 50th GOLDEN ANNIVERSARY Issue – I am reaching out to express my sincere gratitude to all our advertisers and contributors who have supported us throughout our 50 years.

In my journey of gathering revenue and content – I promise select circulation, timely delivery and superb editorial and professional photography thus maintaining readership value with conveying our advertisers message – but, there is much more. With this publication you have a historical review chronicling the seasons' successes in education and victories in every aspect from learning how to sail, racing the Mac, safely operating your powerboat - to how the Sea Scout organization gives back to our community reaching out to the inner city kids.

It is wonderful to let people know about your product or service – but to insure that this publication of important information happens is vital. Fund raising in support to find the cure for leukemia with the Leukemia Cup, our fishing derby the Salmon Classic, forefront news regarding the health of our beautiful lake and river and how you can be involved . . . by reaching out.

And it goes on with important messages from our USCG the CG Auxiliary and Chicago's elite Marine Police who are always there reaching out and putting their lives on the line to see we are safe.

To everyone who became a part of YACHTING IN CHICAGO for the last 50 years – you are responsible for this success.

Thank you to the esteemed staff of YACHTING IN CHICAGO for allowing me to be at the helm of this beautiful little magazine: Kaye & Pat Durham, Elaine Hofer, Jane McMillan; Chuck Goes, Bob Jendra and Sam Sansome for their beautiful photography; and Christine Sanderson for putting it all together.

May you have a warm and beautiful Holiday Season.



The Yachting In Chicago Magazine Staff: Christine Sanderson, Betty Lerner, Jane McMillan, and Kaye Durham
Not pictured: Elaine Hofer

Publisher/Editor-in-Chief
Betty Lerner

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Kaye Durham
Elaine Hofer
Jane McMillan

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Cover designed by Betty Lerner and Christine Sanderson

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YACHTING

in Chicago 2008

Official Publication of the Chicago Yachting Association

Member of the National Boating Federation

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1999-2000	Robert P. Edidin - BYC
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2006-7	Don Koster - CalYC



Endangered in Illinois, the black-crowned night heron is a frequent sight along the Chicago River. Improvements of the habitat and water quality have helped increase fish and other aquatic life populations on which the heron depends for food. Photo courtesy of Friends of the Chicago River

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 14 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 2008.

A LETTER FROM THE COMMODORE

by Commodore Tony Cimino

Wow! This year seems to have passed before it started. I don't know if that is a sign of aging, being so busy we lost track of time, or is it because we had so much fun? Probably all of the above. The CYA officers and committees have been in constant meetings throughout the year regarding the many ongoing programs and events sponsored by the CYA as well as new areas of involvement. One of the most exciting and talked about events of the year is Chicago's selection as one of the four "finalist" cities to host the 2016 Summer Olympic Games. The Chicago Yachting Association fully supports Chicago's bid to bring the Olympics to our great city and we applaud Mayor Daley and the Chicago 2016 Committee's efforts to bring the games and the world to Chicago. We have had meetings with the Mayor, the Chicago Park District as well as members of Chicago 2016 Committee to discuss the Olympics and the impact on the marine community. We will continue to meet and discuss the Olympics but nothing will be finalized, as we have been told, until after Chicago is selected. Unfortunately for all, that decision will not be made until after the 2009 edition of this fine publication is "put to bed" next October.

While on the subject of this publication, congratulations are in order to Past Commodore Betty Lerner and her dedicated staff for the production of the best, and this is the 50th Anniversary Edition, *Yachting in Chicago* magazine we have seen.

The CYA, once again, participated in Strictly Sail. We were fortunate to attract the attention of the Winthrop Harbor Yacht Club who also exhibited. We recently welcomed Winthrop Harbor YC as the newest member in the Chicago Yachting Association.

Last year PC Don Koster instituted an effort to start a dialog between the boating community and the Chicago Park District. Over the years CPD has been represented at monthly CYA meetings by Westrec and while we value and appreciate their participation there are matters which Westrec must refer to CPD. Jerry Metzger has done an outstanding job representing Westrec at our monthly Board meetings and we look forward to his continuing presence each month. This spring, Chicago Park District General Superintendent Tim Mitchell, formed a City-Wide Harbor Advisory Council which will meet four times each year. Representatives from each Yacht Club, every harbor, fishing groups, park advisory councils (in parks that have harbors) and the CYA, are members of this council. We have only met twice, at the time of this writing a third meeting is being

scheduled, but we feel this is a very good beginning of the dialog that Don Koster tried to start between boaters and Chicago Park District. At the initial meeting I felt that CPD really valued the harbor system and the boaters. We learned that the harbors generated more fees to CPD than all other fee-based revenues combined, including parking! Now while this has not been a secret, for the first time, to my knowledge, we were being given figures. A document circulated by the CPD on Harbor Facts stated that, we, the boaters, generate \$12 million dollars, to the District. A variety of harbor issues were discussed at the meetings, but as these were the initial gatherings of the group, we have to consider this a "work in progress". We enthusiastically look forward to the next meeting. We learned that the new 31st Street harbor has been approved and construction will start in time to open for the 2010 season. The harbor will add 600 to 800 new slips which should almost eliminate the current waiting list for slips. We attended a Town Hall meeting held by 4th Ward Alderman Toni Preckwinkle and the Bronzeville community is definitely in favor of the harbor. The only negative we heard was that the limited free parking now available at the park on 31st street would be eliminated. During a Harbor Council meeting Westrec informed us of a pilot program for floating washroom facilities for boaters will be tested at Montrose Harbor. This barge will fit into a 40 foot slip and have six private "lockers" with toilet and shower as well as one laundry facility. If the test program is successful they plan to put additional barges in other harbors.

The Chicago Yachting Association and the programs and events we sponsor are successful because of the members who volunteer their time and talent. The 51st Annual Venetian Night was a success due to the countless days of commitment by Rear Commodore Rich Lauric and his committee, the fine facilities and staff of Chicago Yacht Club and the tremendous cooperation of Megan McDonald and Dave Adams of the Mayor's Office of Special Events. Thanks also to Columbia Yacht Club for their annual donation of participants gifts and to Bob Jendra for his outstanding photography. The boat parade would not happen without the organization of the U.S Coast Guard, Chicago Police Marine & Helicopter Unit, Westrec Harbor's Staff and TowBoatUS.

The 2nd Annual Salmon Classic, planned on the worst Saturday of the summer, was a success even though the fishing was cancelled (along with a sailing regatta) due to the efforts of PC



Don Koster, Randy Schmidt, Frank Gagliano, Gary Hooper and the host Columbia Yacht Club. Special thanks also to Horseshoe Casino Hammond for their continued support.

Our 9/11 Memorial & Boat Parade again made possible through the efforts of RC Rich Lauric, Frank Gagliano and host Columbia Yacht Club. After refreshments and a brief remembrance ceremony each participating boat was given flowers donated by Maria and Gary Hooper and Burnham Park YC to be placed in the water along with a wreath carried by the U.S. Coast Guard Color Guard.

I want to thank the Columbia Yacht Club for their "open door" for the many committee meetings this year at their Club and to each of our other Club hosts for the monthly CYA meetings.

My appreciation also goes out to some other very important people who have given their time and talents so that this organization can succeed. The 2008 Chicago Yachting Association Bridge Vice Commodore Jim Wright, Rear Commodore Rich Lauric, Secretary Scott Baumgartner, Treasurer Stan Hill, Immediate Past Commodore Don Koster and Past Commodore Betty Lerner. My thanks to Fred Poppe for his never-ending dedication and his position as CYA representative and Board Member of the National Boating Federation, to our Judge Advocate, Richard Cosby for his legal expertise and guidance, Civic Chairman Frank Gagliano for the many meetings he attended on behalf of CYA, Strategic Planning Chair, Gibby Vartan for his invaluable advice and direction, to Ed Stein for another year of dedication to Sea Scouts and to Jerry Metzger for his organization of Area III / Boat of the Year awards. All of the aforementioned are, of course, Past Commodores.

The Chicago Yachting Association deeply appreciates the dedication and support of the Chicago Police Marine & Helicopter Unit and Lt Chris Kennedy's presence and involvement at every meeting and to United States Coast Guard Sector Lake Michigan, CDR Paul Mehler and the men and women of his command, sincere thanks for your service to our Country and your assistance to the CYA.

A very, very special thanks to the Chicago Yachting Association's Executive Assistant, Kaye Durham, without whom there would be no CYA! Without question, she is the organizer behind this organization.

It has been an honor and a privilege to serve as the Chicago Yachting Association Commodore.



OFFICE OF THE MAYOR
CITY OF CHICAGO

RICHARD M. DALEY
MAYOR

GREETINGS

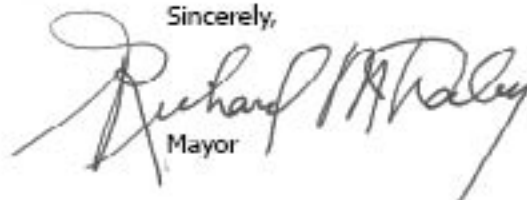
As Mayor and on behalf of the City of Chicago, it is my pleasure to welcome you to the Chicago Yachting Association's 50th Anniversary Edition of *Yachting in Chicago*.

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

I invite everyone to discover the highlights of the boating season in this year's edition of *Yachting in Chicago*. Residents and visitors can find additional information on member clubs, race results, the "Yachtsperson of the Year" and much more.

I wish all of you a joyous holiday season.

Sincerely,



Mayor

THE CHICAGO HARBORS: CHANGES PAST AND FUTURE

by Scott Stevenson, Westrec Marinas



Change. Change is a word we hear a lot during election season. We can apply this word to both the changes that have occurred during the past 12 years that Westrec has run the harbors and also the changes that we expect to see in coming years.

Changes Since 1995. In late 1995, the Chicago Park District privatized the harbors and hired Westrec Marinas to manage the harbors and to oversee the development of new facilities along the lakefront. Since that time, the Chicago Park District, with Westrec as its project manager, has invested more than \$65 million to renovate and modernize harbor facilities. Included in these projects was the construction of 3,500 new floating slips, a new harbor (DuSable), and infrastructure improvements too numerous to mention. The harbors have been vastly improved; although, needed improvements like adequate washroom facilities remain a work in progress.

On the operations side, there have been substantial changes since 1995. Harbor personnel are held to higher standards in the areas of customer service, safety, maintenance and security. Again, there is always room for improvement, but we hope to have moved the bar up substantially over the past 12 years.

Future Changes. As we look to the future, there are more changes on the way. We are working to continue to improve the existing harbors with new harbor facilities. This fall, we will complete the new DuSable Harbor building so it will be ready for the 2009 boating season. Likewise, we are completing the floating washroom at Montrose this fall and will soon tow it into place. We hope that this prototype will facilitate the construction of new floating washrooms for most of the other harbors in the system.

New Harbors. We expect to build two new harbors over the next three years. The first is Gateway Harbor, located at Navy Pier, with about 250 slips and state-of-the-art facilities. We expect that Gateway Harbor will become one of the premier transient locations in the world. Approximately half of the slips will be allocated for use by visiting boaters. Included in the plans for Gateway are hourly tie-ups so that Chicago boaters can visit Navy Pier and enjoy its restaurants and attractions. The harbor will also have washroom facilities and all the amenities of a world-class marina.

The new harbor at 31st Street is located just a mile south of Burnham Harbor, with easy access off the Stevenson Expressway. The

harbor will feature approximately 850 slips, a covered parking lot, a boat ramp, a fuel dock, washrooms, a restaurant and community facilities. The harbor is also slated for a first in the Chicago Harbors - indoor heated storage. We hope to store up to 200 boats annually in the covered parking lot. The planning and permitting work for the new harbors has been ongoing for some time and the Chicago Park District hopes to break ground on the new harbors in 2009 and to open them in 2010 or 2011.

Olympics. Finally, we hope that Chicago will be selected to host the Olympic games in 2016. We know that we will have to work together and adapt to the needs of the Olympic organizers, while at the same time preserving our opportunities to enjoy and use our boats during the Olympic years. We are confident that solutions will be found that will allow our Chicago boaters to continue to use their boats during this period. We hope that we, as a boating community, will play a big part in hosting the world in our harbors in 2016. We look forward to the selection of Chicago during the fall of 2009.

Have a wonderful winter. We look forward to making the 2009 boating season the best ever.



Sincerely,

A handwritten signature in black ink that reads "Scott Stevenson".

Scott Stevenson

GET TO KNOW DON A. KOSTER YACHTSPERSON OF THE YEAR

by Betty J. Koster



And so it all began...

Don Koster was actually born on Labor Day. He arrived a few weeks early, so his family was spending the holiday, as they did most holidays, at a nearby lake in northwest Indiana. Much to his older sister's dismay, they had to leave all of the fun.

Don's boating experiences began at a very young age, as one can see by the picture of Don with his dad. His family always had boats and, during the summer, spent most Wednesday afternoons and Saturdays at their favorite inland lakes.

I did not meet Don until our teenage years. It soon became very apparent to me that if I wanted to see Don and spend any time with him, I had to have the correct piece of sandpaper in my hand and help him work on the hull of the 14-foot runabout that he was building.

Boating and the marine community have been a major focus of Don's life. He has always cherished and made strong effort to educate people on our greatest natural resource – water. As most boaters over the years, Don has suffered from two-foot-itis. I don't think that there is any cure known to mankind for this disease. Currently on our insurance policy we have a kayak, ski boat, pontoon boat, 30-foot express cruiser, and our "Looper" boat – Double Trouble x4, a 46-foot motor yacht.

Don and I got married in November of 1965. He married a farm girl who knew nothing about boating and other water sports. So as our three sons arrived, he made sure that they all became avid swimmers,

Photo Captions: Top Left: Don and Betty Venetian Night 2007, Top Right: Don and Dad, Bottom Right: Double Trouble X4

fishermen, SCUBA divers, and would learn to love and appreciate the water as he did.

During Don's tenure with the Chicago Yachting Association and his membership at Calumet Yacht Club, he has become very involved in many groups concerned with preserving our great Great Lakes. Don is a very humble person and never likes to draw attention to himself. But I would just like to name a few of the many things that he has accomplished:

Don has helped to make a name for the CYA by taking part in Chicago's Christmas Ship; brought CYA support and involvement to the Leukemia Cup and Poker Run; helped to initiate the Chicago Salmon Classic Fishing Contest; strong supporter through the CYA for the 2017 Legacy Committee ("Don't Give Up the Ship") and also the 9/11 event; chaired Chicago's Venetian Night for two years; Past Commodore of the Calumet Yacht Club; Past Commodore of Chicago Yachting Association; etc. All of which were done only for the purpose of memorializing the greater marine community.

In the near future, Don and I hope to begin on a life-long dream – America's



Great Loop Trip, a 6,000 mile odyssey leaving Chicago heading south to the Gulf of Mexico, around Florida, up the east coast, through Canada and back down the Great Lakes to Chicago.

I am privileged and honored to be married to the man named by the Chicago Yachting Association as "2008 Yachtsperson of the Year".

I can sum it all up by saying this. One year I gave Don a tie that was embroidered with the following words: "I love my wife, but oh-h-h-h-that BOAT."



PROTECTING CHICAGO'S LAKEFRONT: A JOINT EFFORT

by *W. L. Ouzts, Jr. Lieutenant, USCG*



training to passenger vessel captains and crews to recognize and report suspicious behavior and objects in the maritime domain to the Chicago Police Department and the USCG National Response Center. This initiative combines local response with Federal investigative activities. Vessel captains and their crews are the strength and the central part of the Trident. They are the first line of defense. We rely on them to "find", recognize and report suspicious activity or suspected terrorist activity. The Chicago Police Department is an outer tine of the trident. Their role is to react to the captain's report with some of the finest anti-terrorism forces in the nation. They "fix" the suspects in place and begin the initial investigation. The third tine of the trident represents the U.S. Coast Guard and other federal agencies. They are brought to the investigation through National Response Center or the USCG/FBI interface of the Joint Terrorism Task Force. They have global anti-terrorism assets that they bring to bear on the incident. These forces "finish" the suspects through arrest and prosecution. The Chicago Trident Initiative is the first of its kind in the nation, it is an initiative where we "Find'em, Fix'em, and Finish'em."

No terrorists have succeeded in attacking the United States directly since 9/11, but that doesn't mean they won't try; the threat to our nation remains real. A potential means of attack is using small boats in and around our harbors, ports, and waterways. Most Americans recall the tragedy of the USS Cole (DDG-67) bombing during which 17 sailors were slain and 39 others were injured. This attack was performed by terrorists using a small boat to pull along side the destroyer. The Cole incident is a dramatic example of the unique risks associated with small boats. A more recent example of the threat terrorists pose to the boating community occurred in April, 2007. This incident involved two men probing the security vulnerabilities of the Washington State Ferry System, the nation's largest ferry system carrying 27 million passengers annually.

Chicago, IL is the nation's third largest city and the Chicago Lakefront welcomes millions of tourists each year. As such, maritime safety and security is of paramount importance to the U. S. Coast Guard and other federal, state, and local agencies dedicated to the success of the city and the nation. With this in mind, USCG Marine Safety Unit (MSU) Chicago spearheaded an effort to analyze the maritime security posture in the Chicago,

IL area. A working group was formed by representatives of MSU Chicago, the Chicago Police Department, and the Passenger Vessel Association (PVA) to address a potential shortcoming in the security posture of the city – namely notification to authorities of "suspicious activity" and subsequent follow-up by law enforcement. Taking the Washington State Ferry incident for example again, there was a failure in the notification process between the people on scene and law enforcement authorities which allowed the suspects to avoid questioning. The motives for their behavior could've been innocent but no one knows because there was no process to get the authorities involved in a timely manner. To avoid a situation such as this occurring in Chicago, the working group evolved into the Chicago Specific Area Maritime Security (CSAMS) Committee and then developed the Chicago Trident Initiative.

The Chicago Trident Initiative is an enhancement of the America's Waterway Watch Program, similar to the Neighborhood Watch Program. Where the Chicago Trident Initiative differs is in its formalized joint effort to provide



CHICAGO BOAT, RV & OUTDOORS SHOW

The Chicago Boat, RV & Outdoors Show is the winter shopping destination for outdoor enthusiasts. The largest show in the Midwest features hundreds of boats, RVs and specialty booths filled with marine accessories and travel destinations.

When: Wednesday through Sunday, January 14 - 18, 2009
Wednesday through Friday: 11:00 a.m. - 9:00 p.m.
Saturday: 10:00 a.m. - 9:00 p.m.
Sunday: 10:00 a.m. - 5:00 p.m.

Where: McCormick Place - North Building
2301 S. Lake Shore Drive
Chicago, IL 60616

Admission: \$10 - Adults
\$4 - Youth 13-15 years
FREE - Children 12 years and under
Senior Day - Wednesday, January 14 ONLY:
Seniors 65 and older receive a \$2.00 discount

E-tickets available online at ChicagoBoatShow.com

Features include:

• **Accessory Center** - This center features the latest marine accessories within nine specified categories, including safety, electrical, navigation, sanitation, maintenance, electronics, anchoring and docking, interior and towing/trailing.

• **Captain Kids' Discovery Point** - This interactive exhibit encourages children to develop interest in water activities through experience in building and racing model boats, knot tying and boater's safety.

• **Discover Boating Center** - This educational area provides unbiased boating experts to answer any boating question before hitting the show floor. Visitors can also log onto www.DiscoverBoating.com for more information.

• **First Mate Patch Program** - Local Boy Scouts, Girl Scouts, Campfire Kids and Y Guides can earn the First Mate Patch by attending the show and completing a series of learning stations, as well as earn FREE admission when arriving in uniform.

• **Huck Finn Trout Pond** - Free fishing for children, 12 and under, in an indoor pond stocked with the largest trout east of the Mississippi River.

• **Miss GEICO Powerboat** - Miss Geico is a catamaran poised for performance and can reach upwards of 185 MPH. The 40-foot, twin 1,500 turbine-powered offshore racer demolished records and awed those unfortunate enough to race against her.

• **Power Boat Docking Challenge** - Race against the clock to win great prizes in this radio-controlled boat docking game.

• **Texas Bass Tank** - Don't miss this 40 ft. aquarium filled with 5,000 gallons of water and stocked with a variety of native fish.

For more information, visit ChicagoBoatShow.com

BOATERS SCORE MAJOR VICTORY WITH PASSAGE OF CLEAN BOATING ACT

On July 29, President George Bush signed the Clean Boating Act of 2008 into law, closing the door on a two-year battle to reinstate a long-standing, commonsense exemption under the Clean Water Act that allows recreational boaters and anglers to operate vessels on America's waterways without special federal and state permits for incidental discharges.

The Chicago-based National Marine Manufacturers Association (NMMA), is the leading association representing the recreational boating industry. NMMA member companies produce more than 80 percent of the boats, engines, trailers, accessories and gear used by boaters in the United States. Working alongside more than 60 partners in the Boat Blue Coalition, together, we led the charge to attain passage of the Clean Boating Act. This legislation has been the top priority for NMMA during the 110th Congress, and NMMA staff and its members—along with Boat U.S., West Marine and dozens of additional organizations—worked diligently and tirelessly to see the Clean Boating Act become equally as important to members of Congress. It was truly a group effort on behalf of the recreational marine industry, and united industry to fight for a very good cause—our boating lifestyle.

Introduced by Senators Bill Nelson (D-Fla.) and Barbara Boxer (D-Calif.) in the

Senate and by Representatives Steve LaTourette (R-Ohio) and Candice Miller (R-Mich.) in the House, the Clean Boating Act of 2008 prevents federal and state permitting of water-based, non-polluting incidental discharges that occur in the normal operation of a recreational boat, such as weather deck run-off and engine coolant water. The Senate and House acted swiftly, and we appreciate their action to protect the recreational marine industry, the American boating public and our natural resources.

If Congress had not acted when it did and successfully passed the Clean Boating Act of 2008, boaters would have been subjected to a burdensome and costly new regulation that was the result of a federal court decision focused on commercial ship ballast water. The unintended consequence of the decision—which would have become law on October 1, 2008—would have required recreational boaters and other vessel operators to follow a multitude of rules and regulations and been exposed to fines (up to \$32,500 per day, per violation) and citizen lawsuits.

This historic victory was won for boaters, by boaters, and it's YOU that deserves much of the credit! Your actions and those of your fellow boaters and anglers demonstrated a united front



for the pastime we all love so much—preventing an onerous and unnecessary regulatory regime on recreational boaters. Without your efforts, NMMA and its coalition partners wouldn't have been able to muster up the momentum to keep pushing Capitol Hill in our direction. It was your letters, calls and e-mails that really demonstrated boaters need this exemption to stand—and you didn't want to be burdened with the additional expense and hassle of filing permits just to hit the lake for a few hours with the family on the weekend. You recognized that scenario was for the birds, and you feverishly did something about it.

This is as much your victory as it is NMMA's. Thank you for being proactive and for caring so deeply and passionately about boating. Whether you realize it or not, YOU truly made a difference this week—give yourself a pat on the back and breathe a big sigh of relief!

THE NATIONAL BOATING FEDERATION AT WORK

by Fred W. Poppe

Chicago Yachting Association Representative to the National Boating Federation and Member of its Executive Committee



National Boating Federation 2008/09 Officers and Executive Committee Members. Left to Right: Jimmie I. Homborg; President Marlene D. Barrington; Robert Williams; President Philip B. Arms, Jr. (deceased); Vice President Thomas M. Dogan; Earl M. Wauscho, Legislative Director; Fred W. Poppe; David J. Kutz, Secretary; and Everette L. Tucker, Jr., Treasurer.

The Clean Boating Act of 2008 was passed by Congress and signed into law by President Bush aboard Air Force One on July 29, 2008. One could almost hear the sighs of relief by the recreational boating community and by all who were actively involved in this legislative effort. Approximately 156,000 concerned citizens urged Congress to enact this legislation before the September 1, 2008 deadline imposed by the California court decision. More than 4,000 Illinois residents expressed their support to Congress for passage of legislation that would allow the discharge of waters incidental to the normal operation of recreational vessels without onerous national and state permits. Illinoisans ranked fourth out of all states in expressing their concerns to its representatives and senators on the Hill as measured by the frequency of use of the boatbluecoalition.org website. We thank the National Marine Manufacturers Association, a member of the Chicago Yachting Association, for its initiative, sponsorship,

and its tireless efforts in assuring the passage of this important legislation.

The United States Coast Guard proposed an amendment to its regulations governing the stability of passenger vessels and to the maximum number of passengers that may safely be permitted on board such vessels. The average American weighs significantly more than the average weight assumed in its current regulations. Although the maximum number of passengers permitted to be carried on these vessels is determined by several factors, the assumed average weight of passengers is an important one. Under this proposal, the assumed average weight of passengers would be raised from the current 160 pounds per person to 185 pounds per person. Comments on this proposal closed on November 18, 2008, and by the time this issue of Yachting in Chicago is published, one may safely assume that the new regulation will be in effect.

At the annual meeting of the National Boating Federation, held at the Hyannis

Yacht Club in Hyannis, MA, the following officers for the year 2008/2009 were elected: President - Philip B. Arms, Jr. (International Order of the Blue Gavel); Vice President - Thomas M. Dogan (Lake Michigan Yachting Association); Secretary - David J. Kutz (Recreational Boating Association of Washington); and Treasurer - Everette L. Tucker, Jr. (Coast Guard Auxiliary Association, Inc.).

It was with great sorrow that we learned that President Arms passed away on August 18, 2008 following a brief illness. The Executive Committee of the National Boating Federation asked the Immediate Past President, Marlene Barrington, to assume his duties for the interim and she has agreed to do so.

Dear Friends,

We are all too familiar with the problems regarding today's troubled youth. The very neighborhoods where we moor our boats is plagued with daily shootings, drug deaths and other violence directed at our young people.

Dr. Richard Snow had a scout who lives with her mother in a car. Betty and Reggie have a scout who is head of household (occasionally reporting to a guardian) at 17 years old and now cares for her sister's family because her sister has a broken arm and lost all her possessions in a burglary. Our yacht club sponsors a Sea Scout program by providing funds and member volunteers to run the program.

Dr. Snow, Betty, Reggie, Edmund, Rob and I spend many hours every week working with these children, and only wish we could share with you the smiles on their faces when *forever* catches the wind and all their problems seem to disappear.

I'm writing to ask that those of you who give at work through the United Way direct your donation to the Boy Scouts of America which Sea Scouting is a division of. On your United Way "Pledge Form", please write in your request to, "Donor designate _____% to the Chicago Area Council, Boy Scouts of America" Organization #279493.

Dr. Snow, Betty, Reggie, Edmund, Rob and I thank you along with our Commodore Wanda. Our Sea Scout program has become the most successful program in the Chicago area and beyond. This is due to your continual support and the hard work of the member volunteers.

Captain Johann Hudson, Skip 5212, Jackson Park Yacht Club

Please Help All Our Sea Scouts

For additional information please contact Art Mathews c/o Scout Headquarters at 312-421-8800

THE COAST GUARD AUXILIARY

CELEBRATES 69 YEARS OF
SERVICE TO AMERICA

by Commodore Peter E. Pallis

PDCO 9WR



Auxiliary Patrol Boat TYKJ on patrol.

On June 23, 2008 the Coast Guard Auxiliary celebrated its sixty-ninth year of dedicated service to the U.S. Coast Guard and the American people. The Coast Guard Auxiliary is the uniformed volunteer component of the U.S. Coast Guard and the primary provider of boating safety outreach and education for the Coast Guard. Created by an act of Congress in 1939, the Auxiliary directly supports the Coast Guard in all its missions, except military and law enforcement actions.

The Auxiliary is an integral part of the Coast Guard's philosophy SEMPER PARATUS (Being always ready) against all threats and all hazards. Always being ready to respond as guardians with ability, confidence and competency requires constant training for the Auxiliarists who are all volunteers. On any given day they can be found on our nation's waterways, rivers and lakes conducting training exercises so that when they are called, they

will be ready to respond.

Auxiliarists who serve as boat crew members undergo a comprehensive classroom and on-the-water training program before becoming crew qualified. In order to maintain their crew member status they undergo periodic competency checks. Upon becoming qualified, members conduct safety patrols on local waterways, at special marine events and assist the Coast Guard with homeland security duties. Qualified Auxiliarists also teach boating safety classes, conduct free vessel safety checks for the public, conduct search and rescue missions, marine environmental protection, as well as many other activities, both educational and social.

The Auxiliary cautions boaters and their guests to wear life jackets when on the water.

Statistics for 2007 indicate that ninety percent of all recreational boating drowning fatalities were of boaters who were not wearing a life jacket. (Source: Auxiliary Public Affairs)

All members of the boating community, particularly those new to boating activities, are strongly urged to take a boating safety class. The classes available for power or sail boaters are designed to cover general boat safety, boat handling, rules of the road, aids to navigation, lines and knots, weather, radio techniques and many other subjects. Advanced classes are available covering navigation procedures including GPS. Information on these classes can be found on the Internet at A095.uscgaux.info or BoatUS.org. Join a class – Join the Auxiliary. You will find your boating enjoyment doubled!

YACHTSPERSON OF THE YEAR RECIPIENTS



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

A DAY IN THE LIFE OF A COAST GUARD AUXILIARY RIVER PATROL SKIPPER

by Duke Jovanovich, FC 2-5 (9-WR)



It's 7 A.M. on my assigned patrol day. First I check the weather forecast for the day. If the forecast is within safe established parameters for our 17 foot trailerable patrol boat, I begin making sandwiches and gather an assortment of various types of soda, water and ice, to be placed in our cooler for my boat crew and myself to last the entire day. Our VHF portable radio and digital camera are inspected to insure they are fully operational should the need arise to use them. After removing the boat cover, a visual inspection of our boat, trailer and tow vehicle are next on the agenda. Are the transom straps on tight enough? Is the outboard in the trailering position? Is the tank full to capacity with synthetic oil for our two cycle outboard motor? Is everything secure in the boat for trailering?

It's now about 9 A.M. My crew arrives and we push the boat out from under the carport and hook it up to our tow vehicle. We check the brake lights and turn signals to make sure they are in proper working condition. We also raise our light bar which needs to be stored in a collapsed position under the carport when not in use.

The Coast Guard Marine Safety Office usually determines a specific area that needs our attention, which, in turn, determines where we will be patrolling that day. The area could be anywhere from a 15 to 45 minute trip from our launch ramp on the Chicago Sanitary and Ship Canal, Cal Sag Canal or Des Plaines

River. Once we reach our destination we prepare a float plan and a GAR model (assess the risk factors for this particular patrol) which are then phoned in to the Coast Guard order issuing authority.

Today we are launching at the Worth Launch Ramp on the Cal Sag Canal. We will proceed on the Cal Sag Canal to the Junction at MM 303.5 and from there run on the Chicago Sanitary and Ship Canal (CSSC) towards Lake Michigan. Along the way we will be making sure that the 35 facilities on that waterway which store and/or transfer any hazardous or flammable materials are in compliance with Coast Guard regulations. We have an active duty Coast Guard crewman from the Marine Safety Unit Chicago who has law enforcement authority included on most of our patrols. If we are without an active duty "Coastie" from MSU Chicago, we relay the information regarding environmental violations to either Station Calumet Harbor or MSU Chicago. We also monitor barge traffic, report environmental pollution, perform Search and Rescue missions and monitor thermal pollution.

Today we are without an active duty "Coastie" and have been asked to document the amount of damage from a fire to a facility that transfers flammable materials. We take numerous digital pictures from every angle on the waterway which will be electronically transferred to MSU Chicago after the patrol. Farther down the CSSC we encounter a barge

that has broken loose from its moorings and is now blocking the entire canal. We contact a pusher in the vicinity to help secure the barge to its original moorings. Next we encounter a Chicago Fire Department Boat underway to assist the Lemont Fire Department with a mulch fire on the CSSC. Unfortunately the Chicago Fire Department boat is unable to communicate with the Lemont Fire Department which has a top speed of only 8 knots. We reverse course, running at about 25 knots towards the mulch fire in Lemont, becoming the eyes and ears for the Chicago Fire Department boat. As the fire continues the smoke becomes so thick that it becomes a hazard to navigation. We quickly assess the situation, it becomes evident that the smoke cloud covers almost 1/2 of a mile of the CSSC and all marine traffic is in peril due to visibility of under 50 feet. This information is transmitted to MSU Chicago. We are ordered to close the area to all marine traffic from the locks to a position upwind of the smoke. MSU Chicago has informed us that they are sending LCDR Martin to take charge and to keep the area closed to all marine traffic until he can further assess the situation. Once LCDR Martin arrives, our patrol boat proceeds from one end of the smoke filled area to the other end. He reaffirms our assessment of the situation and orders us to continue to keep the area closed to all marine traffic until the mulch fire is extinguished by the Chicago Fire Department boat and the Lemont Fire Department. The condition lasted over one hour. USCG LCDR Martin now opens the waterway to marine traffic. We return to MSU Chicago and continue our patrol running almost twenty miles back to the Worth Launch Ramp.

Once we reach the boat ramp, our patrol is ended and we load our patrol boat onto the trailer for the 30 minute ride back home. Another successful patrol completed.



U. S. C. G. Auxiliary on patrol.

CHICAGO POLICE MARINE & HELICOPTER UNIT

by LT Christopher Kennedy, Commanding Officer

Greetings from the Men and Women of the Chicago Police Marine & Helicopter Unit. Though we are a relatively small unit within the Chicago Police Department, our contribution is sizable. The knowledge, technical skills, and unbridled passion of our officers are what distinguishes us as an exceptional asset and important force in keeping Chicago safe.

Helicopter Operations continues to grow and interweave further into daily police functions. The state of the art equipment aboard the helicopters significantly increases the safety of our officers in the field, as well as the Citizens of Chicago and Cook County. For those in the boating community, I am sure Police Helicopter #1 and Police Helicopter #2 are regularly admired as they make daily Homeland Security checks of strategic targets along the lake front and river ways.

As for Marine Operations, we have successfully controlled and assisted in a multitude of outstanding maritime related events; some of the most notable are: the Polar Plunge, the St. Patrick's day dyeing of the Chicago River, Etchells World and Nood Races, the 100th running of the Mackinac, Venetian Night, the City Scene "playpen" event, the Chicago Air and Water Show, and numerous regattas. These events were successful due to good planning, fortunate weather, and because of the many skilled and professional boaters and sailors in Chicago harbor system.

Rare is it that a day passes where a person doesn't say to a Marine Officer, "you have the best job in the world; you get to drive around on this boat and enjoy the views, the lake and the City!" To an officer, they smile whole heartedly and agree with that person wishing them well. I too smile, but it is more so in respect of the silent strength and dedication that I know my Sergeants and Marine Officers pos-

sess. I see them when they have been diving in the cold Chicago River, blind from the stirred sediment, moving as directed by their tender, hoping not to become ensnared by the debris, feeling by hand for the lost soul which they know is below. It is dangerous work, and often times, diving conditions are less than ideal, but I know that they want to bring closure to a family. So they dive again. When others are returning safely to harbor, I see marine officers power the 45 ft steel hulls, Marine #1 and Marine #2, outside of the break walls, enduring the heaviest of weather, to bring a boater under tow and into safe harbor. I am reminded of an instance where marine officers forged into 10-12 foot waves and fought a heavy rebound off of the detached break wall of the east side of Calumet Harbor. Then, through the combined efforts of the USCG and Marine Officers, saved a single sailor and recovered a CFD rescue swimmer who was in jeopardy. They also made several valiant, though unsuccessful, attempts at reviving a few people that had tragically perished in a sailing accident. I have proudly observed Marine Officers provide aid to the bleeding; and I have watched them under physical and emotional strain as they perform cycle after cycle of manual ventilation and chest compressions on those that have drowned. Even on the most difficult days, it is our pleasure and privilege to serve you.

Of course there are the regular police related duties to which we must also attend. As of September 1, 2008, 768 marine distress service calls have been answered, 407 citations have been issued, 18 warnings issued, 60 physical arrests, 48 tows of vessels, 373 training dives conducted, 106 assigned dives (evidence or related recovery), 5 pump outs of vessels actively sinking and 8 documented active drowning rescues. Additionally, a total of 7,200 individual dive or surface visual checks of high risk locations have been made and documented under our Home Land Security protocols.

This year we congratulated Marine Officers James Korienk, Joseph Kowalsky, and Eileen

Latkowski on their retirement from the Chicago Police Department. We will miss their 60 years of combined experience on the waters of Chicago. We are fortunate to welcome the newest officers promoted to the unit, Victor Delapasqua, Michael Malaniuk, and Kevin Kelly. They have trained diligently under the tutelage of Dive Instructors/Marine Officers Funchion and Michalik. Their hard work and extra effort shows in their extraordinary abilities.

Marine Operations has also welcomed some new additions. A second 31ft Defender Class safe boat was taken receipt of in the spring of this year. We also improved each vessel and dive truck by rigging them with updated medical gear, AED's, Oxygen, and stabilization collars and boards. A week long training, which took place in conjunction with receipt of the new equipment, qualified half of the Marine Officers and Sergeants as Medical 1st Respond-



ers, with the remaining Officers and Sergeants to be trained in October. This program would not have taken place without the hard work of Marine Officer and Paramedic, Nial Funchion, and the significant support of the Chicago Fire Dept.

We are fortunate to have a unified team that keeps the water ways in Chicago safe. No one entity can go it alone. The joint efforts of the Chicago Police Marine & Helicopter Unit, Chicago Fire Dept. - 687 & Air Sea Rescue, the United States Coast Guard, the Illinois Department of Natural Resources and the Chicago Park District Lifeguards are an unparalleled match when compared to any other City in the nation, for this we should all be proud.

Finally, be assured, that the Marine & Helicopter Unit is poised and waiting for your call for help, be it "on-view", via 911, channel 16 or by flare - we are ready to serve and protect.

Above: Photo of Marine #1 taken by Police Helicopter #1 as they were both en route to pay their respects at the annual St. Jude Parade honoring officers killed in the line of duty.



FRIENDS OF THE CHICAGO RIVER

by Margaret Frisbie, Executive Director, Friends of the Chicago River



The Chicago River glistens in the twilight and reflects Chicago's world famous skyline. Often people are surprised to learn that the river is home to almost 70 species of fish and 60 species of birds.



The view west from Friends' McCormick Tribune Bridgehouse and Chicago River Museum showcases the beauty of the Chicago River. Friends opened the museum in 2006 to promote the river to a broader community.

One of the most under-celebrated stars in the recent Batman film, *The Dark Knight*, wasn't Morgan Freeman or Maggie Gyllenhaal but the Chicago River, a shimmering backdrop that set off Batman, the Joker and the City, itself. Flowing through nearly every scene, the Chicago River gave the movie depth and color, beautifully contrasted against the sinister story and haunting scenes.

Yet the Chicago River wasn't always a shimmering star that drew movie directors to the city. As recently as the 1970s, the Chicago River was a garbage-strewn alleyway that was poorly treated, unheralded and unloved. This treatment was the legacy of over 150 years of abuse because the Chicago River was a tool for commercial success and sacrificed to protect the lake, the source of the city's drinking water.

Fixing the Chicago River's problems has been the mission of Friends of the Chicago River since its founding 1979 as the result of an article in Chicago magazine called "Our Friendless River." Working with government, business, and volunteers together we have transformed the Chicago River from a nasty back alley to a glistening waterfront that is



Each year Friends of the Chicago River invites people to see the Chicago River through the Chicago River Flatwater Classic, our canoe and kayak race. Seeing the river from the water gives paddlers a very different view of the river and helps them see how it has improved.



Each year Friends of the Chicago River takes thousands of school children to the river to study its health. They test water quality, look for wildlife, and write stories and poems about its recovery.

home to almost 70 species of fish, 60 species of birds, turtles, beavers, muskrats, people paddling, rowing, walking, and fishing, and new riverfront homes and restaurants.

Yet, despite all the improvements, there are still serious problems facing the Chicago River.

Of particular concern is the fact that bacteria levels are extreme on most of the river system because of antiquated water quality standards set in the 1970s when fish populations were low and few people used the river. Although improving, the Chicago River also has only limited habitat in and along the river and what is there is fragmented and degraded. Access points for public use are too few and far between. In addition, as an ever growing percentage of the Chicago River watershed (the area that drains to the river) is developed and open green space paved over or built upon, rain falling increasingly rushes off of lawns, streets, and parking lots into the river. The result is extensive runoff pollution from contaminants like fertilizer and motor oil plus flooding and severe erosion along the river's edge.

Looked on as a whole these problems can



In 2008, the Michigan Avenue Fish Hotel moved from its Michigan Avenue address because the city of Chicago is building a new riverwalk there. A floating wetland structure with underwater habitat too, the Fish Hotel is a pilot constructed habitat project designed to provide food and shelter for fish and other aquatic life.

seem insurmountable. One hundred and fifty-six miles of waterway with multiple owners and local, state, and federal jurisdictions can seem complex. Yet we already transformed the Chicago River from a has-been hack into a movie star so can an Oscar...or the Olympics be far behind?

Here's how you can help:

1. Support the Illinois EPA's proposal for improved water quality standards that is before the Illinois Pollution Control Board right now. This will end the practice of releasing undischarged sewage effluent, the river's largest source of bacteria, into the river system from sewage treatment plants and improve aquatic conditions for fish.
2. Get involved in local restoration projects along the Chicago River and in the parks and forest preserves that run along it. Helping restore natural areas is good exercise, prevents run-off, and provides places for wildlife to feed, rest, and nest.
3. Tell your elected officials that you support a continuous Chicago River trail and want to use the river. The Chicago River belongs to everybody and the more we can recreate locally the better it is for our economy and planet.
4. Protect clean storm water and the river by keeping rain water in the ground and out of pipes. Disconnecting downspouts, planting native plants, installing rain barrels, building rain gardens and supporting local ordinances for permeable pavement all increase the amount of water saved.

And finally, let your voice be heard. Tell everybody you know that you support a clean and vibrant Chicago River that is used and loved, cared for and clean, and truly the natural, recreational and economic treasure it deserves to be.

Thank you to Margaret Frisbie, the Executive Director of FRIENDS OF THE CHICAGO RIVER and Osana Balan, the Bridgehouse Museum Manager for the McCormick Tribune Bridgehouse & Chicago River Museum for your collaboration and contribution to Yachting in Chicago. All the photos are courtesy of Friends of the Chicago River.

...explore and care for the River and the great city to which it gave birth

David M. Solzman, *The Chicago River*

CHICAGO RIVER AND WATERWAYS TIMELINE



1673 - French Canadian Louis Joliet and Father Jacques Marquette become the first explorers to pass through the area that would become Chicago

1674 - On December 4, Father Marquette and companions build a shelter near the mouth of the Chicago River; they spend the winter at the present intersection of Damen and the river.

1803 - Fort Dearborn is established.

1812 - Fort Dearborn Massacre.

1816 - The Potawatomi cede a strip of land approximately ten miles wide on either side of the mouth of the Chicago River that extends southwesterly to the headwaters of the Illinois River, giving the U.S. control of the Chicago Portage route.

1822 - Congress authorizes construction of the Illinois and Michigan Canal.

1834 - Chicago's first movable bridge constructed at Dearborn and the river.

1836 - Construction began on the Illinois and Michigan Canal.

1848 - The Illinois and Michigan Canal completed and finally open to traffic.

1849 - Melting ice rushes down river, crushing small boats, destroying several bridges, and killing six people.

1885 - Cholera and typhoid epidemic kills hundreds of Chicagoans when a storm carries sewage into Lake Michigan, the city's source of drinking water.

1889 - The Metropolitan Sanitary District of Greater Chicago is created to secure the safety of drinking water and to find a suitable way to dispose of wastes.

1892 - Sanitary District begins construction of the Sanitary and Ship Canal.

1900 - Sanitary and Ship Canal completed, reversing the flow of the Chicago River and diverting sewage away from Lake Michigan and toward the Mississippi River.

1909 - The City Club of Chicago publishes Daniel Burnham and Edward Bennett's Plan of Chicago, which, among other things, proposes straightening the Chicago River, building a bridge across the river at Michigan Avenue, and protecting the natural resources of the lakefront. North Shore Channel completed.

1911 - Construction begins on the Cal-Sag Channel.

1915 - The Eastland excursion boat, docked near the Clark Street bridge, capsizes in the Chicago River, killing 812 people.

1920 - Michigan Avenue Bridge is completed.

1922 - The Metropolitan Sanitary District succeeds in reversing the flow of the Calumet River as the Cal-Sag Channel is completed.

1928 - Construction begins on September 20 to straighten the Chicago River. Part of the South Branch of the Chicago River is moved a quarter mile west to make room for a railroad terminal and the expansion of downtown Chicago.

1930 - River straightening project completed.

1933 - Cal-Sag Channel is dredged nine feet to become part of the U.S. inland waterway system.

1951 - The Chicago Regional Port District created in June, and construction of port facilities at Lake Calumet started in late September.

1955 - American Society of Civil Engineers selects the Metropolitan Sanitary District of Greater Chicago as one of the seven engineering wonders of the United States.

1956 - Traffic begins at the International Port at Lake Calumet.

1957 - First stage of port construction completed.

1959 - First ocean-going ship reaches the Chicago International Port as Saint Lawrence Seaway is completed.

1962 - Beginning of local tradition of dyeing the Chicago River green on Saint Patrick's Day.

1975 - Tunnel and Reservoir Plan (TARP) begins, a massive project to control stormwater and prevent sewage backup.

1979 - Friends of the Chicago River is founded.

1990 - The City of Chicago and Friends of the Chicago River develop guidelines for urban rivers.

1992 - The Great Chicago Underground Flood creates havoc in downtown Chicago, flooding the old freight tunnels and the basements of many Loop buildings, and producing a transportation nightmare.

1997 - The Chicago City Council approves financing for construction of a 1.25-mile pedestrian walkway along the South Branch of the Chicago River from Van Buren to 18th Street.

Today - The cleaner river is now a locus not only to new housing but for ever increasing recreational use. Now, instead of canal barges filled with grain or three-masted schooners carrying lumber, warm weather brings out sailboats and motorboats along with rowers in their sculls and canoeists and kayakers enjoying views from Chicago's water pathways.

Above: Art work used with permission of Chicago History Museum, Negative WCH121381 - Watercolor of ships at dock from Ryerson collection, creator unknown.



....those damn bridges... When up they go and all traffic stops, you lean against the railing and watch the boats ... You may not feel particularly chesty, yet there's a feeling of Chicago's connection with elsewhere.

Studs Terkel, Chicago (1985)

There are many Chicago rivers. There is the original stream, the wild river - the river of trees and grasses, of birds and fish and animals. There is the historic river - the river of the Indians, voyageurs, and explorers. There is a river of commerce and industry - of lumber, grain and steel - and the engineered river of locks and docks and dams and canals. There is the recreational river of boating and fishing. Finally, there is the spiritual river-the river of contemplation and meditation. There will always be more to see, more to learn, and more to understand. In the constant flux of inevitable change, a new Chicago River is emerging - the river of the future. This river will, we hope, be cleaner, more inviting, and even more useful than the river of the past. We can help this river to emerge. We can use this river, we can protect this river, we can befriend this river.

From the Forks eastward to the lake, ten bascule bridges span the river's main stem. Their graceful and silent movements alternately delight and dismay pedestrians and motorists rushing along doing the city's business. In the fall and spring, when

flotillas of sailboats pass along the river going into or coming out of winter storage, the lifting bridges rise like arms signaling a touchdown, rising in triumph.

Who in his right mind, could have come to this place two hundred years ago and imagined the metropolis that rose like a dream from a swampy river on the shore of a freshwater sea? Who could have imagined how the resources of seventeen states have been transmuted through the alchemy of human energy, hustle, and imagination into this world city, this city of spirit? Who could have imagined Chicago, the gift of the river?

-With sincere appreciation to David M Soltzman for excerpts and Timeline taken from his wonderful publication - *The Chicago River-An Illustrated History and Guide to the River and Its Waterways- Second Edition - The University of Chicago Press 1998, 2006- Chicago, 60637*



VIEW FROM OLD RUSH STREET BRIDGE

Looking east in 1889. Thousands of barrels made the port of Chicago a regular call. The stevedores wait for replacing the sailing ships. Designs were given most of the river.

Top Right: Photo used with permission of Chicago History Museum, Negative #ICH159604 - Chicago River at Dearborn Bridge looking east - two boats in water at foreground; Chicago, IL, 1979 ; Photographer - John Kinnitch

Bottom Right: Artwork used with permission of Chicago History Museum, Negative #ICH21382 - Etching of view from Old Rush Street bridge, looking east in 1889, creator unknown.

Thinking of a Yachting Vacation?

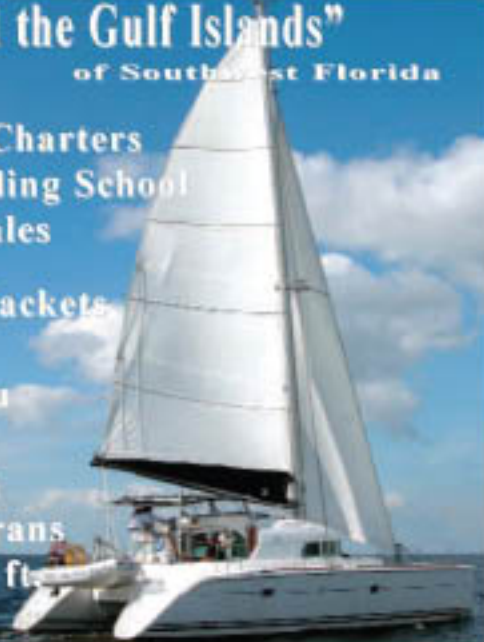
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THIRTY-FIVE YEARS FOR BELMONT YACHT CLUB

by Jane McMillan

Congratulations to "Yachting In Chicago" on a grand fiftieth publication! BYC is honored to be part of the YIC's history of excellence. Although BYC, now in their 35th year, was not around for the inaugural YIC edition, the Yacht Club has played a significant part in the magazine's recent history. BYC Past Commodore Betty Lerner has served as the magazine's Publisher and Editor-in-Chief since 2004. We are especially proud of Betty's achievements on this fiftieth anniversary edition!

PC Betty Lerner also served recently as the Commodore of the Chicago Yachting Association, joining other BYC members in support of the Chicago boating community. Altogether, six BYC members have served as CYA Commodore, including John Mack after whom our club ship is named and Bob Edidin to whom our salon is dedicated. Recently Bob Buckley served as Judge Advocate, and currently BYC Past Commodore Scott Baumgartner is Secretary of CYA.

Throughout the BYC history, many members have brought distinction to the organization. The original founders had the vision to start the gas dock at Belmont Harbor which has benefited many boaters. In the old days, the club didn't have a facility and so they met at the Chicago Park District Archery Center. Stories of those days include restoring the building to usefulness after it had been left unused, of the strange creatures that would appear out of the nature preserve, and of course of the challenges of being a "homeless" yacht club.

BYC's future is in the hands of a new generation of yachts people, men and women who are committed to the Chicago boating experience. Under Commodore Jim Sanderson many new activities have been introduced to the BYC community. Some firsts for 2008 include the Belmont Harbor Car Show, Friday Social Hours, Sunday

Breakfasts, and a BYC raft-up. Jim has been assisted in his efforts by a notable Bridge and Board and members who step up to lead BYC into a new future while maintaining our ongoing activities.

Fleet Review is our oldest annual event. This year, we were honored once again to have Lt. Cmd. Melinda Schuermann from the Great Lakes Naval Training Center as our speaker. While she shared some of her experiences from a recent tour of duty in the Philippines, her message clearly pointed out that the military is not just needed to fight war but for the ongoing safety of us all.

Venetian Night is an annual event for BYC, and through the years BYC has earned

recognition, awards and even a few firsts. The development of friendship and camaraderie that come through shared tasks are additional benefits to BYC. Each year the Club sponsors one or two boats, and all members volunteer to help with the decorations and parade. This year the Piccolo Theatre from Evanston graciously offered to assist BYC's Venetian Night effort with their expertise in construction, costumes, and actors. Under Ken Low's direction, Bob Buckley's boat *The Verdict* was presented as "Lake Shore Drive" and was awarded a second in class.

The gastronomically delightful Progressive Dinner is a favorite annual event. It gives us a chance to slick up our boats and show them off to others while we eat our way from dock to dock. Other annual events include the There and Back Regatta, a long-distance race for one- and two-man teams, and the John B. Mack Predicted Log, a competition for power boaters.

We are particularly proud of our Sea Scout team, known as Ship Cutlass. BYC hosts a fine group of young sailors under the able direction of Vice Commodore Tim Harrington. Highlights for the scouts this year included a trip to Mackinaw Island to return a boat from the big race and entertaining weekend visitors from a Wisconsin Venture team, another teen scouting opportunity similar to Sea Scouts. We are grateful to VC Harrington for his work with the young people and also for his efforts on behalf of the club's communications. His monthly newsletter is always informative and fun to read.

BYC lost an important veteran member this year. We want to remember Nancy Mack who supported our Yacht Club and many other Chicago boating organizations with her time and talents. At one time, Nancy organized and hosted a carnival at Belmont Harbor. It was so popular that traffic police had to be called to relieve road congestion!

As we look to the future, it looks bright. We have many new, active members and hope that they will continue promoting BYC and the further development of the Chicago boating community as has been the tradition at Belmont Yacht Club.



Top: The original John B. Mack
Bottom: John B. Mack II today



The original founders had the vision to start the gas dock at Belmont Harbor which was intended to benefit boaters. The photos show the prep work for the gas tank.

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 seventy 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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THE BURNHAM PARK YACHT CLUB,

CELEBRATING ITS 70TH
ANNIVERSARY SALUTES
THE CHICAGO YACHTING
ASSOCIATION ON ITS
50TH ANNIVERSARY!

by Commodore Dave DeAre
History provided by Lyn Rains

Both the Chicago Yachting Association and the Burnham Park Yacht Club have a rich history of providing service, seminars and regattas to benefit the boating community as well as the general public. We are pleased to celebrate 2008 with the CYA on their 50th anniversary and our 70th anniversary!

The Burnham Park Yacht Club represents more than a building, docks and grounds to serve its members. It is the connection between men and women who have worked during the past 70 years to honor the original Club goals identified in the September 14, 1938 articles 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 original objectives were "Social pleasure and entertainment of its members; to promote owner construction of one-design boats and provide racing competition for these craft; to foster, develop and encourage Corinthian yachting on the Great Lakes and tributaries thereto in the United States of America." Since then our activities have expanded to include promoting ownership of many types of craft and using Club facilities in public service projects.



Burnham Park Yacht Club actually began as the Gage Park Nautical Association when 15 to 20 members built National one-design class B dinghies in the North end of Burnham Harbor at the Gage Park Field House. In 1941 the Nautical Association members learned of a discarded warming house in Burnham that the Park District no longer needed. This building turned out to be two squares which members fastened together into a rectangular building. The inside was pretty well finished by Pearl Harbor Day (December 7, 1941). There was knotty pine dado around the walls, with booths and table tops also of knotty pine. Then as now, Burnham Park Yacht Club members volunteer their time and efforts to maintain and improve the Club facilities.

The promotion and participation of yachting has been at the forefront throughout the Club's history. Since the early days of its formation, BPYC has been very active in sailboat racing

and powerboat events. From the early days of dinghy racing to junior and adult sailing, one design and off shore sponsorship, the Club has been very prominent on the lake front. This was expanded to include many power boat and activities of mutual interest.

Throughout its history the Club facilities are used by organizations that have an association with boating, including the CYA, Park District, Burnham Harbor and charitable organizations. The Club has held many seminars to educate and foster knowledge of seamanship, rules of the road and yachting etiquette.

In 2008 as in 1938, people working together keep the Burnham Park Yacht Club strong and vital as the next days of our history are lived. Enjoy the photos from the BPYC of members working together to build a Club that has provided service for 70 years.

Congratulations to the CYA on its 50th Anniversary!



Burnham Park Yacht Club members working together to build a Club that has provided service for 70 years!

TESTING THE WATERS OF GREAT LAKES STEWARDSHIP

by Susan Campbell, Communications Manager
Alliance for the Great Lakes

Many of you may have heard of Adopt-a-Beach™, a program that takes its cue from the similarly named program that encourages the public to “adopt” a stretch of highway and help keep it clean.

Aware that our Great Lakes are just as deserving -- and far more inspiring -- the Alliance for the Great Lakes launched its first Adopt-a-Beach™ cleanups in Michigan and Illinois in September 1991, coinciding with the Ocean Conservancy's International Coastal Cleanup along coastlines worldwide.

The idea was simple: Invite volunteers to adopt a favorite stretch of shoreline and care for it by clearing away litter one day a year. A bigger goal -- one that anyone who enjoys the Great Lakes can appreciate -- has been to encourage personal investment in these magnificent waters, with the idea that such investment of time and effort generally pays off in greater stewardship and care. Today more than 5,000 volunteers participate in these cleanups each year on four of the five Great Lakes, and Adopt-a-Beach™ has expanded to include a year-round component. The program continues to grow, with volunteers now fanning out from Michigan and Illinois into Wisconsin, Indiana and Ohio.

People tell us they participate in Adopt-a-Beach™ as a way to give back to the Great Lakes. Indeed they do. Last year alone, they cleared nearly 30,000 pounds of trash -- including more than 168,000 cigarette butts -- from 234 miles of Great Lakes shoreline. They fill our bulging database with stats about the litter they find, data that informs our efforts to raise awareness about the importance of leaving beaches as clean -- or cleaner -- than we find them. And, they serve as citizen scientists, measuring water quality at beaches to help us track regional trends.

Unlike similar “adopt-a” programs, however, Adopt-a-Beach™ goes beyond litter pick up to inspire adopters to use their findings to make real-world changes for their beaches.

Through the years, our adopters have responded in ways as varied as the program's participants. They've written letters to the

editors of local papers, produced film clips and created displays for public events. A West Michigan volunteer prompted a Milwaukee Journal Sentinel editorial on the hazards of balloon litter when she sent the paper an envelope stuffed with balloons she'd found along the shoreline. In Chicago, students painted a stunning 15-foot mural memorializing five years of monthly stewardship of a favorite beach.

Some volunteers have been inspired to move beyond the beach and into the boardroom. Frustrated that cigarette litter generally makes up more than 50 percent of the trash collected from beaches, adopters are working with local officials to snuff out cigarette litter at its source.

Adopters in Muskegon, Mich. worked with city leaders last year to designate a portion of Pere Marquette Beach smoke-free. Their success spurred adopters in neighboring Ottawa County to work with community leaders there, resulting in smoke-free beaches at six county beaches. Likewise, Adopt-a-Beach™ data was instrumental in leading the City of Chicago to ban smoking at all the city's beaches.

Clearly, Adopt-a-Beach™ starts with a trash can -- but doesn't end there.

A single beach visit in the spring or fall often leads to multiple visits throughout the year. It leads from merely picking up trash to taking simple year-round water quality measurements. Yet with each litter pickup, every water quality test, our beach adopters do something more -- they test the very waters of Great Lakes stewardship.

Somewhere along the line, they get hooked.

The cycle is clear: Adopt-a-Beach™ is a vehicle for people to personally invest in their beaches; to bring about visible improvements that attract others to the lakefront; and to promote other actions to preserve our Great Lakes' health. Those efforts can start with a trash can and end there. Or they can

transcend that treasured space where sand meets wave, and engage on the less tangible but equally great issues that concern the Great Lakes and all of our communities.

Please join us. adoptabeach@greatlakes.org. 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.



Beach Adopters - Chicago



A volunteer contemplates the Lake



Beach Adopters - Chicago

All of the photographs are courtesy of Lloyd DeGrane

CALUMET YACHT CLUB



by *Commodore Ray Spanier*

The Calumet Yacht Club was founded in 1950. Lying on the Illinois/Indiana border in the protected waters of Calumet Harbor, it is uniquely positioned for many boating and leisure activities despite our ever changing Windy City weather conditions. Weather permitting, a trip to Navy Pier is only 17 miles. Our next-door neighbors to the East are the Hammond Marina and the Horseshoe Casino. A trip down the Calumet River can be made on those foul weather days.

Remaining true to the charter of the founding fathers, the club has remained a working persons club. All club work and maintenance is performed by the membership. During the winter months volunteers work mainly on indoor projects but as the need arises outside projects are completed as well. Our roof is in need of repair and the members have already organized a series of fund raising ventures to mitigate some of the expense.

Calumet Yacht Club holds a number of events in the summer for everyone to enjoy. The first is Family Day, sponsored by the



Bridge and Board with entertainment for the children and food for all. We also feature a themed monthly Dinner Event every third Saturday, June through September. August is especially busy with Jimmy Buffet Night and our Fishing Clubs' Annual Door County style Fish Boil.

As we move in to fall, we sponsor a Halloween Party for children under 12 with a haunted hay ride around the grounds, a costume contest and pumpkin painting. On Sundays, the Bears games along with pot luck dinners and desert are featured. In the winter, we host a Texas Holdem Tournament and a Homemade Wine Tasting Contest. Our year ends with the

Annual Christmas Party. Each child receives a gift from Santa who frequently makes his way to our harbor by boat.

Calumet Yacht Club enjoyed another successful season thanks to the effort, dedication and support of its membership. The teamwork exhibited by the Bridge, Board, Committee Chairs and Sub-Chairmen, Committee Members, volunteers and our caretaker demonstrate a firm commitment to our past traditions while looking forward to our future. It is an honor to be part of our lakefront community and we look forward to an even better 2009 boating season.

Calumet Yacht Club

for 58 years dedicated to safe,
responsible boating and
conservation of Chicago's
greatest natural resource.

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THE CHICAGO CORINTHIAN YACHT CLUB

by Harris Seltzer, Commodore



Camp Kids day at CCYC

The Chicago Corinthian Yacht Club was born on a warm Sunday October afternoon in 1934, coincidentally, the same year the Park District was organized. Montrose Harbor, Chicago's northernmost, was not yet complete when the gaff rigged schooner Gaviota hove-to behind the new breakwater being built. Those on board found steel pilings forming a beautiful kidney shaped basin and sand being pumped out to form the land where our present club house stands. They visualized what a beautiful yacht harbor this was going to be and what a great site for a new yacht club.

The first meeting was at Harry Smyth's tavern on Broadway. Dick Frankenstein was elected our first commodore and Frank Hayes secretary-treasurer. By the spring of 1935, membership had grown and the club's meeting place was changed to the Lake Shore Park field house at Chicago Avenue and Lake Shore Drive.

As the fill at Montrose was nearing completion, permission for a site for a clubhouse was obtained from the Chicago Park Board. One of the early members learned of a portable school building that could be obtained for one dollar, providing they dismantled it and removed it from the Wendell Philips High School property.

One Saturday morning, Charter Member William S. Ahern, the club's fourth commodore, and a couple of his carpenters along with half a dozen members disassembled the building, moved it to Montrose Harbor and erected it all in one day.

That kind of Corinthian Spirit is still what keeps us going. We are still a club of all volunteers. It is our members and member involvement in the many cruising, racing, social and community activities that has made us what I believe is the best club on the lake.

Amongst our community activities, we include the sponsorship of Christmas families during the holidays, support for the newly formed Sea Scout Ship 2008 and our ongoing partnership with the Friends of the Park Nature Along the Lake program. Sixty to eighty times throughout the year school children from all across the city are brought down to Montrose Harbor on field trips to be taught about the environment and ecosystems of the lakefront. We

are proud to offer our club as a classroom for these field trips. We are also proud to support the Park District Camp Kids Day. Groups of children from the city's day camp program are brought to the lakefront. The kids are divided into two groups. One gets to fish while the other goes for a boat ride. We then supply a hot dog lunch for the campers and counselors, and then the groups switch. The boat rides are given on a combination of club and member boats, driven and provided by our volunteer members. We did this year's event in cooperation with Diversey Yacht Club.

This year marks the return of Scouting to Corinthian. For many years now, we have been without a Sea Scout Ship even though there was a scout boat moored in the harbor. As a former Scout myself, it gives me great pleasure to say that I was commodore when Scouting returned. We have a core group of scouts and adults that I hope will grow and flourish in the coming years.

The club was a busy place this year. It started with an informal New Year's get together that was followed by the return of our monthly Sunday Brunches/General Meetings. These are a great way to stay in touch with your boating friends during the off season. February saw our annual Valentines Party along with weekend educational seminars. March naturally brought St. Patrick's Day, corned beef and cabbage to CCYC with a party sponsored by our Power Fleet. In April our Crew School began with our veteran instructor Jim Janik and his band of helpers teaching a class of 33 students. With May came the return of normal life as we boaters know it.

Crew School wrapped up, Mothers Day Brunch and the Spring Opener were both well attended and Wednesday night racing returned. The unofficial beginning of the season, Memorial Day, was honored with a ceremony at the club. The Officers, Directors and Members of the club were joined by members of the First Chicago Chapter of Viet Now acting as honor guard for the members of our Junior Fleet who performed the flag raising.

The first weekend in June we held our annual open house where 28 new members joined the club. Our Junior Fleet transitioned from dry land clinics to on-the-water instruction. Racing kicked into high gear with the Off-Shore Hobelman and the beginning of a new series for this year, the CCYC Invitational.

July started off with a bang with our 4th of July festivities which included a breakfast honoring our Past Commodores and our annual after the fireworks party, followed by the Herb Kaczmarek Off-Shore regatta, the Doris Tschudy Woman's regatta, the Mac and Venetian Night.

August saw racing every weekend. The After the Air Show Party was one of our most successful ever. At the end of August, we hosted the T-10 North American Championship. It was a great event that included 34 boats, 11 races over 4 days, a rib dinner and party on Friday night and a pig roast and live music on Saturday night.

September brings Labor Day, the Tri-State, the Hobelman One Design and Red Flannel Lightning regattas. We sweetened the pot for our members participating in the CYA Salmon Classic this year by holding a contest within a contest with the addition of some cash prizes just for our members.

October brings our annual Halloween Party and the close of the harbors. If reading this it seems that it was a quick season, it was. They never seem to last quite long enough. November will bring our Commodores Ball, the CYA Ball and the beginning of the Holidays, for which we wish all of you, all the best.

As I prepare to hand over the reins, I want to take a moment to thank our many volunteers who have so tirelessly given of themselves to make our club the great success that it is. The time, energy, enthusiasm and will to help is what truly embodies the Corinthian Spirit. I am sure that those that founded this club would be happy with our stewardship.

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.



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.

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.



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 CELEBRATES THE 100TH RUNNING OF THE RACE TO MACKINAC AND MORE FOR THE 2008 SAILING SEASON

by *Christie Kirchner*

For the 100th time since 1898, sailors gathered this past July in Chicago to begin the 333 mile sailing race to Mackinac Island, Mich. The Chicago Yacht Club Race to Mackinac, presented by Lands' End, is one of the oldest and most prestigious freshwater sailing races, and attracts some of the best sailors in the world. The race kicked off on July 19, 2008.

"The Mac," as the race is affectionately known, hosted over 430 boats — a record entrance — with approximately 5,000 sailors competing in this world class sporting event. In addition to the record number of competitor entries and the exciting competition, all boats were tracked by GPS satellite technology this year, the largest offshore sailing fleet on record ever to be tracked. This technology enabled friends, families, and everyone on shore to follow the race as it unfolded on the web.

Despite the unpredictable weather, unbearable flies, and dense fog, the participating boats and crew arrived on Mackinac Island in good spirits and ready to celebrate their finish. This year's Chicago-Mackinac trophy winner was John S. Barbour's North American 40 Veleró III, of Grosse Pointe, Mich. Bill Martin, of Ann Arbor, Mich., won the Mackinac Cup in his Great Lakes 70 Stripes. The Multihull Division first place finish went to Matt Scharl, of Chicago, Ill. and his F-25C Gamera. Finally, John Boyle's Beneteau 42 Mirage, of Aurora, Ill., took top honors in the Cruising Division. Chicago Yacht Club congratulates all the boats who participated and this year's winners.

Though the Mac is the crown jewel of racing at the Chicago Yacht Club, each summer the Club hosts a variety of fantastic races over the sailing season. In 2008, the sailing calendar was particularly full for inshore and offshore racers. Serious sailing started with the Sperry Top Sider NOOD regatta from June 13th-15th. From June 19th-29th, the club hosted the Etchells World Championships. This event featured eighty-four boats from eight countries and brought sailing luminaries such as Jud Smith and Andy Beadsworth to the Chicago area to compete. After the Mac, the Club hosted the 2008 Chubb U.S. Junior Sailing Championships which attracted some of the best youth sailors in the country to Chicago, where they competed for the Bemis Trophy, Smythe Trophy & Sears Trophy. As the calendar turned to August, the Chicago Yacht Club stayed busy with the North American Challenge Cup, a well-respected sailing regatta for the disabled community and the



The Mac Start - Photo courtesy of Lucille O'Neill

Verve Cup Regatta, which took place over two weekends and is the largest regatta in the U.S. in the month of August. As if all of this wasn't enough, from September 3rd-6th, the Beneteau 36.7 North American Championships were held at Belmont, and the Club rounded out the sailing season hosting the Windy City Match Race, Sheldon Clark Regatta, Timme Angsten Memorial Regatta- the prestigious college regatta with a sixty-year history, the Jimmy Talbot Memorial Regatta and the High School Great Lakes Championship in late fall.

So, while the 100th Running of the Mac is clearly the highlight of the summer at the

Chicago Yacht Club, it would be a mistake to think that racing at the Club ends there. The Club hosted four national/international championships in 2008 and we had approximately 1,500 boats to enter Chicago Yacht Club events over the course of the summer and hosted around 9,000 skippers and crew. We are proud to be known as one of the preeminent organizers of regattas, races and predicted-log events in the United States, and it is our goal to continue to offer high quality racing and regattas. To learn more about the Chicago Yacht Club and our racing events, go to www.chicagoyachtclub.org.



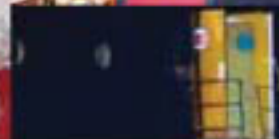
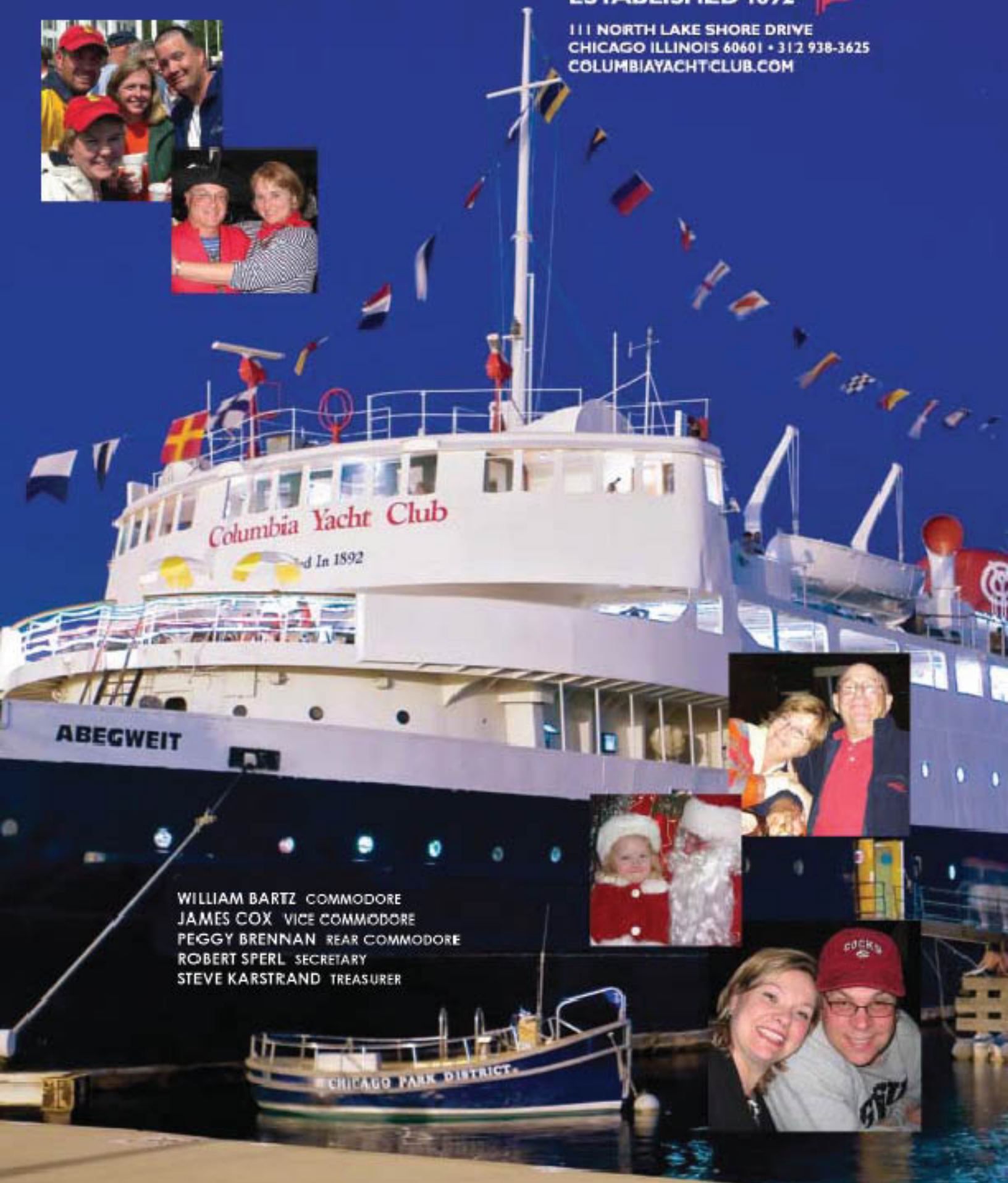
2008 Mackinac Trophy - 1st Veleró III, Photo courtesy of Laura Bluett

Columbia Yacht Club

ESTABLISHED 1892



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WILLIAM BARTZ COMMODORE
JAMES COX VICE COMMODORE
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ROBERT SPERL SECRETARY
STEVE KARSTRAND TREASURER



COLUMBIA YACHT CLUB

OVER 100 YEARS OF
CORINTHIAN SPIRIT

by Nick C. Philp



Through times of adversity and turmoil the members of Columbia Yacht Club have always carried an unwavering pride of their Corinthian spirit. World Wars, The Great Depression and a devastating fire could not stop the tenacious club from pressing forward. Great men and women that have helped mold this country have sailed with the Columbia burgee flying overhead. Whether in politics or bar lore, Columbia Yacht Club and its members have forever made a place in Chicago and yachting history.

In the year 1890 Chicago was on an upswing after the Great Chicago Fire. The city was growing roots. The University of Chicago and the Chicago Symphony Orchestra had just been founded and plans were assembling for the Columbian Exposition World's Fair in 1892. Several yacht clubs had started and folded, and the relatively new Chicago Yacht Club was barely active. The following year, a group of boat owners and friends (known as the "Pretzel Club") who enjoyed gathering at the Division Street bridge tender's house, decided to organize a "progressive" yacht club founded on "liberal principles." The name "Columbia" was chosen. Columbia Yacht Club was chartered by the State of Illinois. The members then assembled a 35' by 18' barge where racing and cruising activities

began immediately. Federal permits granted by the Secretary of War would help ensure the bright future of the Columbia Yacht Club on Chicago's lake front.

The progression of Chicago yachting was now underway. What was believed to be the first fresh water race in the world was also the first Chicago to Michigan City race in 1893. Nine years later, Sir Thomas Lipton signed a deed of gift, donating a silver trophy to Columbia for racing 21-foot class yachts. This created a great public interest in yacht racing and yachting social life. The club and Chicago yachting continued to thrive until the First World War. Even with the young members away at war, financial collapse and the club house being torn down, Columbia members continued to meet in bars and hotels around the city. Their love for sailing kept the Michigan City race alive. The Pere Marquette #4 was purchased by George Orr and a group of members and the members again had a sailing outpost. The revival and survival of the club was the truest testament to the club member's intentions to never back away from their true love of the lake.

Great moments make legends. Since the early days Columbia has had its share. Whether it be losing the Lipton Cup to a bar tab or heroism during rough seas, legendary feats have surrounded this great club. Hank Davies was one of those men that will always be remembered as a hero of both the club and Chicago yachting. In 1911 he rescued a crew of 10 in heavy weather on a reef near Charlevoix during the Mac race. Today legend continues

with the success of our junior and adult sailing programs. In 1999, Patrick Hutchins and Evan Thompson won the Sears-Bemis National Championship in Hawaii. Former Sailing Program Director, Joey Harris, was named Sailing Sportsman of the Year in 1999 while with the Columbia Yacht Club. Joey's Direction also led two teams to the Junior Nationals. When many people discuss great racing yachts of the Great Lakes names of Columbia boats are always mentioned. Virginia, Fleetwood, Rangoon, Kutty's Ark and many others have created legend and provided incredible sailing memories.

Today the club is housed by the Abby. She is a 372' Ice Breaker Ferry that the members lovingly converted into a beautiful club ship. Our club ships have changed over the years, but the Corinthian spirit and pride of Columbia have done nothing but swell. The details of our past are tiny pieces of the truly incredible picture this club and its members have painted for over 100 years. Columbia Yacht Club continues to embrace its city by providing support to many worthy causes. The Leukemia Cup Regatta alone has raised over a half million dollars over the past 2 years for the Leukemia and Lymphoma Society. Whether supporting our fellow man, aiding in environmental causes or simply enjoying this beautiful lakefront, the Columbia Yacht Club will always be a proud and instrumental part of this grand city. To see the Columbia burgee flying high over the waters of Lake Michigan brings a sense of pride for the past and a drive for greatness in the future.



"It's all about passion."

Congratulations to the Publisher,
Chicago Yachting Association
and its member clubs on the
50th anniversary edition of the
"Yachting in Chicago" magazine.

Kris Kaminski,
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SEA SCOUTS

by Marty Bernstein, Skipper
Sea Scout Ship Challenge #5111

Daniel H. Burnham said it best, "Make no little plans; They have no magic to stir men's blood and probably themselves will not be realized." Indeed, since its resurgence beginning in 2000, Sea Scouting in Chicago has aimed high and those investments are now paying dividends.

• Heidi Rittmeyer and Alex Zoiopoulos placed 4th overall out of 40 teams from eight countries and twelve states in this summer's William I. Koch International Sea Scout Cup competition at the U.S. Naval Academy in Annapolis.

• The 100th Mac this year saw four Sea Scouts racing on two boats, while three more helped with the five-day delivery of the Tripp 47, Nautilus back to Chicago.

• Dick Snow's Ship Neptune from Jackson Park again took a prize in this year's Venetian Night competition, sailing Earendil, a Pearson 365 ketch, and sailed up to Green Bay to participate in the Bayjammer Weekend at Menominee for the third straight year.

• Newly formed units in Montrose and Belmont Harbors have begun to make waves as well. Tim Harrington's Ship Cutlass and Bill Luksha's new unit in Montrose Harbor sail aboard the recently donated Bretwalda, whose



Laura Radigan, Marty Bernstein and Seth Klapman drive across the finish line at Mackinac Island aboard Tripp 47, Nautilus

former crew then hired the J35 and sailed her to a First Place in Section 6 of this year's Race to Mackinac. Luksha's Ship is sponsored by CCYC and helped deliver the boat from the island. Many of Bill's new members have been recruited from Rickover Naval Academy at Senn High School.

• Three Sea Scouts from Marty Bernstein's Ship Challenge have been recruited as crew aboard big boats Eagle, Seagoon and Sirocco VI for the 2009 racing season.

Teenage women and men all over the Chicago area have experienced the fun and excitement of Sea Scouting and know that once sailing gets in their blood, there's only one solution. They swarm to the harbors for adventure and camaraderie, the exhilaration of speed on the water, the immediacy of driving or crewing their own private island, the refreshing breezes and cool water. In the process, they learn to take care of each other, to be mindful of safety and sportsmanship, becoming custodians of our resources, and probably to become our future boat owners and yacht club members

These successes are no accident of course. The careful planning and tireless efforts of volunteers and professionals behind the scenes has paid off. The annual Spring Fundraiser,

together with the proceeds realized by the donations of boats and equipment, help defray the cost of mooring, storage and maintenance. With three boats in our fleet, these costs are considerable.

Sea Scout units are smaller than traditional Boy Scout Troops or Venturing Crews, usually from 6 to 15 girls and boys, ages 14 to 20. Some Ships are land-based, taking annual trips to Sea Bases on the coasts. Others concentrate on SCUBA, or power or small boat sailing. The current model in Chicago is the larger keelboat platform. This is augmented by opportunities for dinghy training and competition, and off-season frostbiting, service and volunteer efforts.

In partnership with the National Marine Marketing Association, 15 young people and their leaders from Columbia Yacht Club's Ship Challenge volunteered more than five days at the Chicago Boat Show, teaching grade-school children about the aquatic environment, and earning cash contributions to their Ship's treasury. Other volunteer efforts included repair and maintenance work aboard the club ship, yard work, and Color Guard/Honor Guard at the annual CYA Ball. They also joined Scouts, Scouters and volunteers from all over the Midwest for the Christmas Tree Ship Project.

We invite our friends in the yachting community to get involved in Sea Scouts, either through volunteering time, hosting Sea Scouts on your boats, contributing to our annual fundraiser, or contributing boats and equipment through Nautical Donations, Inc. Sea Scouts are members of the Boy Scouts of America, with a particular emphasis on water-based activities. For further information, please contact Arthur Mathews or Charles Dobbins at the Chicago Area Council - Boy Scouts of America, 312-421-8800. www.chicagobsa.org.



Sea Scouts salute the flags of nine nations at the William I. Koch International Sea Scout Regatta, U. S. Naval Academy, Annapolis, Maryland



Brielle Seitelman and Brant Samin from Columbia Yacht Club Sea Scout Ship Challenge compete in the annual Thomas R. Smith Regatta. (Photo courtesy of Marty Bernstein)



Strictly Sail
CHICAGO

The Midwest's winter rendezvous for sailors welcomes more than 20,000 sailing enthusiasts. Strictly Sail Chicago, an annual tradition for the entire sailing community to jump start the upcoming season, features the latest in sailboats and accessories.

When: Thursday through Sunday, January 29 – February 1, 2009
 Thursday and Friday: 11 a.m. – 8 p.m.
 Saturday: 9 a.m. – 7 p.m.
 Sunday: 9 a.m. – 4 p.m.

Where: Navy Pier, Festival Halls A & B
 600 E. Grand Ave.
 Chicago, IL 60611



Visitors at the pond

Admission: \$12 – Thursday and Friday (Adults)
 \$15 – Saturday and Sunday (Adults)
 \$24 – Two Day Adult Pass
 FREE – Children 15 years and under
 \$25 – Family Pack: Available Online Only
 (2 Adult, 2 Child tickets)
 \$65 – Strictly Sail Yacht Club Membership:
 Available Online Only (4-day pass; exclusive benefits)

Features include:

- **Author's Corner** – Visit the Author's Corner at this year's show to meet your favorite sailing authors. Some of sailing's great adventurers will be on hand to share their experiences.
- **Jack Klang's Sailing Simulator** – Stop by the fan-driven sailing simulator and learn new techniques for improved sailing, boat handling, safety and cruising under sail.
- **Kid's Club** – An activity center where children can build their own sailboat models, draw "sailboats of the future," learn knot tying and race boats in the makeshift "lake" on the show floor.



Visitors at the Strictly Sail Chicago Show

- **Regattas** – Challenge your crew, fellow yacht club member or family and friends to a remote-controlled sailboat race around the indoor sailing pond.
- **Sailing Seminars** – More than 200 educational seminars allow sailing novices to learn the basics, while veteran seafarers can discover new techniques and the latest technologies. For a complete schedule of seminars, visit StrictlySailChicago.com.
- **SAIL Magazine's Innovation Station** – Features the latest products to receive SAIL Magazine's Freeman K. Pittman Innovation Awards, recognizing the newest, most innovative and technically advanced sailing products on the market.

For more information, visit StrictlySailChicago.com

The Chicago Boat, RV & Outdoors Show and Strictly Sail Chicago are produced by the National Marine Manufacturers Association (NMMA), the world's largest producer of boat shows. For more information about the NMMA, visit www.NMMA.org.



A visitor aboard a sail boat

Yachting

2008



Photo by Charles N. Geer



Photo by BoatingShots.com



Photo by BoatingShots.com



Photo by Karen I. Hirsch



Photo by Charles N. Goes



Photo by BoatingShots.com



Photo by BoatingShots.com



Photo by Friends of the Chicago River



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Photo by BoatingShots.com

Chicago Venetian Night

by Rich Lauric, Venetian Night Chairman



Photo by Charles N. Goes

The 2008 Venetian Night marked 51 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 36 years in the parade. Perfect Lady, with 16 years, and Whino Too, with 11 years, were back to delight the over 750,000 spectators who lined

the shores of Monroe Harbor. This year Floating Interest carried the Color Guard from the U.S. Coast Guard and Great Lakes Naval Training Center.

Every boat was decorated with great care, carrying out the theme, "Venetian Night in Summers Favorite City, 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, again 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 work were shared by

Executive Director Megan McDonald and David Adams of the Mayor's Office of Special Events and members of their team; WXRT; Commodore John Regan, David Daul, Tom Tyrcha, Lloyd Karzen and the staff of Chicago Yacht Club; Commodore William Bartz and the staff of Columbia Yacht Club; the Chicago Yachting Association's Bridge Officers - Commodore Tony Cimino, Vice Commodore Jim Wright, Secretary Scott Baumgartner, Treasurer Stanley Hill and Immediate Past Commodore Don Koster, and Past Commodore Betty Lerner, and my staff - Robert Jendra, 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 patrol boats kept the spectator boats on the lake safe. 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 2008 were: Alderman Toni Preckwinkle (Ivory Mitchell), Alderman Leslie Hairston, long time participants Christie Mau (Mr. Magoo) and Donna Lasko (Wicket Diversion).

Thank you all - we hope you enjoyed Venetian Night 2008 and are looking forward to next year (July 25, 2009) as much as we are!

Summer's Favorite City

SAIL



Category I



1st Place - Moonshadow - "Venetian Night Polish Style"



2nd Place - Sales Calls - "Medinah Shrine Mariners"



3rd Place - Hyperion - "Eternal Summer"

POWER



Category I



1st Place - Diamond Lady - "Driving Down Lake Shore Drive"



2nd Place - Irish Wake - "Concerts at Millennium Park"



3rd Place - State of Mind - "Chi-Town People are the Best"

SAIL



Category II



1st Place - Viking IV - "Urbs in Hortos"



2nd Place - The Verdict - "Lake Shore Drive"



3rd Place - Earendil - "A Summer of Culture"

POWER



Category II



1st Place - Marylee - "It's Blooming Daley' in Chicago"



2nd Place - Cooler by the Lake - "Concerts by the Lake"



3rd Place - Mirage - "King Neptune"



Best Overall

Whino Too - Road Construction



Commodore's Award

Horseshoe Legend - Summer on Michigan Avenue

SAFE AND HEALTHY BOATERS

*Dr. John Graneto
Rear Commodore, Belmont Yacht Club*

Safe boating begins with a healthy captain and crew. Each year otherwise healthy men and women should consider time for a checkup with their primary care physician. Screening healthy boaters, like the general public, allows your doctor to identify problems early.

ANNUAL PHYSICAL EXAM

Most healthy adults should have a regular yearly physical examination (or checkup). While some physicians disagree on how often and what age group this applies to, some physicians tend to suggest that a person's birthday should serve as a reminder to schedule the exam. For boaters, that exam should be prior to boating season, to assure that the boater (or crew) and the physician are in agreement with the health recommendations for that season.

HIGH BLOOD PRESSURE

Hypertension and high cholesterol are the most common medical conditions in the general population. This is also true for boaters. The stress of alcohol, smoking and strenuous activities all contribute to fluctuations in blood pressure.

Weekend warriors are athletes that basically do no physical activity during the week and then dramatically increase their physical demands on the weekend with sports, games, lawn mowing or snow shoveling. Boaters are no exception. Hauling heavy equipment, supplies and provisions to and from your vessel or the strain of hoisting a main sail, can contribute to additional stress on your heart.

Even if you don't have hypertension, your blood pressure should be checked at least once a year. If you take medications for high blood pressure or you have changed medications, or even had the dosages adjusted, you may need your blood pressure checked more often.

Swimming in the lake can be more stressful exercise than you may be used to,

especially if a swimming pool is more your speed. Even good swimmers tire easily, especially when swimming in open water. That's one of the reasons why a PFD is suggested for all boaters, especially.

IMMUNIZATIONS

During the off season we hear a lot of attention paid to influenza vaccines and pneumonia immunizations, but the third regular immunization that boaters should be sure to update is their tetanus booster. Boaters are notoriously prone to getting cuts and scrapes on metal objects while under way or just tinkering around their vessel. Having protection against tetanus is an important part of the overall health picture.

ALCOHOL AND BOATING DON'T MIX

It has been suggested that boaters seem to consume more alcohol than the general population. In fact most states report that boating accidents involve alcohol in more than 50% of cases. Operating under the influence places everyone aboard at risk. Remember not only the captain should be sober while operating but that guests that are not intoxicated generally have less accidents aboard. Try offering several non alcoholic beverages to your guests while under way.

IT'S NEVER TOO LATE TO QUIT SMOKING

Fire aboard a boat is never a good thing. Smokers may need to be reminded that a lit cigarette or cigar places the risk for fire hazard higher onboard. If you are thinking about it you are thinking about quitting, remember it is never too late. The average smoker who quits today will not only notice an increase in their ability to smell and taste food within a few weeks, but have a decreased heart attack risk within a few years.

TAKE YOUR MEDICATIONS ALONG

Boaters that take regularly scheduled medications should bring along or store aboard a few extra doses of their medications. Skipping a dose of medication is generally not very good for your overall health. Having skipped a dose of your regular medication may not only be a health hazard but there will be less worry if you have brought some extra along.

Having some additional medications aboard for emergencies may come in handy as well. Aspirin for someone having signs of a heart attack or stroke is best given as early as possible when symptoms occur. Acetaminophen (Tylenol) or ibuprofen (Advil) may help with painful injuries. Other medications that may be helpful would be diphenhydramine (Benadryl) for an allergic reaction or anti-nausea medications or herbal remedies that may help the "seasick" guest.

You will also want to make sure that your first aid kit is stocked with supplies each time you are aboard.

Boating safety begins with a healthy captain, crew and guests aboard. Enjoy the season.

John Graneto, D.O., is Clinical Associate Professor of Emergency Medicine at Midwestern University and an Emergency Physician at Swedish Covenant Hospital in Chicago.



COMMODORES CRUISE 2008

By Marshall Fernholz, Chairperson
PC Chicago Corinthian Yacht Club

Providing an opportunity to get to know one another and foster good working relationships, the 2008 Commodores Cruise was well attended. The cruise provides a relaxing day on the water as guests, and plenty of time to discuss issues common to all who manage yacht clubs and care about our beautiful lake.

The route for this year's trip was very different than in past years. Fuel prices were a factor. In addition, experience from past years seemed to suggest a new approach (we always seemed to be running behind schedule, making for a long day). For 2008, the route was geared to visit the northern clubs in our region. Why north? It shortens the route, saving fuel, the number of clubs visited is reduced – helping us stay on schedule; and finally - Hammond was open this year but the new clubhouse was not. It should be next year when the route will take in the clubs at the south end of the lake.

Again this year the Commodores, Vice Commodores and Past Commodores needed two boats to accommodate the group. Don Shatner, Past Commodore of Diversey, skippered his boat Heatman. Generously stepping

in to meet our need for a second boat was Eric Krueger of Jefferson Beach Yacht Sales with an impressive Viking 52. The Thistle Nationals were being held that weekend, which required some last minute schedule changes to avoid congestion around Belmont harbor as the fleet made their way to the starting line for the first race.

The group had a wonderful day enjoying the sumptuous offerings and the warm welcomes put forth by the hosting clubs. Fabulous weather and camaraderie were enjoyed by all.

We were pleased to have Chicago Yacht Club join the group of hosting clubs this year. Commodore Regan welcomed us and was able to join us for part of the cruise – having to get back in time to present awards to the Thistle regatta winners.

Making this year's event successful, the hosting clubs were:

Diversey Yacht Club
Chicago Corinthian Yacht Club
Belmont Yacht Club
Chicago Yacht Club
Columbia Yacht Club
Burnham Park Yacht Club.

They will get a break from hosting next year when the south end of the lake becomes our playground.

Our designated skippers for the day and boat benefactors:

Don Shatner - of Diversey
Eric Krueger - of Jefferson Beach Yacht Sales,
JBYS.com

We thank you all for making the day another big success!



Diversey Yacht Club



*Proudly representing Diversey Harbor since 1935 as its voice in the Marine Community:
Chicago Yachting Association, Chicago Park District, community and civic events, Friends
of the Marine Community, United States Coast Guard Auxiliary, Westrec Marinas,
Venetian Night, Chicago Police Department, Corinthian Yachting events,
the City of Chicago and the Lake Michigan Yachting Association.*

David Suarez
Commodore

Betty Klym
Vice Commodore

Kathy Lesser
Rear Commodore

2601 North Cannon Drive, Chicago, Illinois 60614 • 773-929-8819 • www.diverseyyachtclub.com



DIVERSEY YACHT CLUB

by Betty Klym, Vice Commodore

Diversey Yacht Club salutes CYA Yachting in Chicago Magazine as it celebrates its 50th anniversary. We are proud to be a continuing member and participant. The harbors change over the years, but one element remains a constant since 1935 when DYC was first established: our passion for boating.

The 2008 season was eagerly anticipated after enduring the frosty winter that preceded it. Winter events heated up our club with the traditional steak fries that occur the second Tuesday of each month, November through March. Karaoke parties were introduced and we discovered that many of our members love to sing. Talent is optional, but it's all for fun. The annual Superbowl Party took place with 100+ members and friends in attendance. Participants enjoyed a scrumptious buffet while watching the game on two donated 70 inch plasma TV's. Other winter parties included the Leap Year Party and St. Patrick's Day dinner followed by the highly anticipated Early Bird Party. Everybody knows that Diversey Yacht Club members are anxious to get back on the lake and they arrived in parkas and boots only days after the ice melted in the harbor.

Much gratitude must be placed with our 2008 Commodore, David Suarez. Dave spends countless hours working to improve the infrastructure and appearance of our club. It is the diligence of Dave and so many other members who keep us up and running. A huge THANK YOU goes out to the entire Board of Directors, past and present. Many of these members have served tirelessly for multiple years and have made huge contributions to the club on an ongoing basis. We truly appreciate all of their efforts. Without the hard work and dedication of the board and flag officers, our club would not seamlessly operate from year to year.

Diversey Yacht Club kept up its reputation for lively entertainment in 2008. We try to keep the parties interesting by catering to different age groups, tastes and styles. This kept Entertainment Chairperson, Rick Helland, very



busy booking events throughout the year and not just during the summer months. More thanks extended to his devoted decorating committee.

The season kicked off to a start with the Welcome Back Party and cruised through spring and summer to the sounds of cover bands by the Beatles, Frank Sinatra, Jimmy Buffet, Rolling Stones, Elvis and many other original and talented artists. The annual Kids Party was a huge success equipped with petting zoo, water slide and dunk tank to "Dunk the Commodore". This provided amusement and unanticipated revenue to our club. Our fisherman conducted a fishing clinic to teach young members the technique of handling a rod and reel. Any fish that were caught ended up unmercifully in the dunk tank with Dave. Thank you, Jerry Wald for organizing that important event. The kids had a great time, too.

Venetian Night was a big success for DYC this year delivering a first place finish in Power Category I. Thanks once again to the Gagliano's for donating use of the Diamond Lady. The crews worked day and night for weeks designing, painting and building our float. It was a great accomplishment by everyone involved and encouraged camaraderie among members of the club. A good time was had by all, especially the ladies who danced

in the little cars on the boat.

As time goes by, people come and go, but they are never forgotten in our hearts. This year we lost Past Commodore from 1987 and good friend, Bob Schur. Bob would've been celebrating his 50th year as a member of DYC. His contributions to boating will be greatly missed. As Captain Jamie would say from the circle of love, "Bob is still monitoring on all channels". Diversey Yacht Club pays tribute to all of our fallen members from years past.

Looking to the future, the question of the Olympics will be a challenge for us and other yacht clubs until it is decided in 2009. The only constant is change and we at DYC are committed to endure and adapt. Come visit us at 2601 Cannon Drive in Lincoln Park. Check our website for information and hours of operation www.Diverseyyachtclub.com.





Photos:
Left- CDR
Wayne Toberman

Right- Chicago
Boat Show

CHICAGO POWER SQUADRON

The Chicago Power Squadron, the local unit of the United States Power Squadrons (USPS), the founding organization of USPS University and the premier national pleasure boating educational and fraternal organization, represents the civilian side of the two major boater education resources in our fair city.

This past year has seen many changes affecting all boaters, either directly or indirectly, in Chicago, our state, and nation as well. These changes include new legislations passed, near record levels of boaters and accompanying congestion along the lakefront, as well as a spate of tragic accidents.

Together, these events have once again highlighted the critical need for a local source of current information and education, of interest and specifically capable of addressing the needs of the boating public.

Which our organization can provide!

With an unparalleled array of instructors, the Chicago Power Squadron offers a vast array of classes offering either free for the boating public, as in the case of the Basic Boating program or at minimal expense for advanced courses, for squadron members. These classes are held at very convenient locations from multiple sites in the Near West suburbs to Calumet Harbor in the South and at multiple CYA facilities along the Lakefront. Most core and seminar style courses are offered throughout the year, with the Basic Boating program held primarily in the Spring and Fall.

Never before has knowledge, awareness, and education been more important to

the safe and enjoyable undertaking of pleasure boating. The proposed courses referenced in last year's *Yachting in Chicago 2007* magazine are now a reality.

This season three, of our "USPS University" seminars Sail Trim and Rig Training, Using the GPS, and Knots, Bends, and Hitches, are part of a dozen offerings available to the boating public. They may be scheduled by any CYA member.

The Chicago Power Squadron is also a fraternal organization comprised of family members who all enjoy the water, the fun, and the enjoyment of a great party or social event.

What better way to usher in the formal boating season than at the venerable Fitting Out event. This year's event was no exception! In the spirit of competition, we made the effort to go one extra nautical mile over last year's and with the help of Chef Didier Durand, of *Cyrano's Bistro*, launched the year in a very big way with a sold out luncheon at his wells Street location. The social momentum didn't stop there but carried over into the summer months with an equally successful patio party at the Southern Shore Yacht Club and a USPS District 20 Cruise and Rendezvous in Racine, WI.

CDR Toberman, a lifelong resident of Chicago land, is a relative newcomer to the current Chicago boating scene in comparison to past Chicago Power Squadron Commanders, due to military service commitments. He is now a retired Army officer with 27 years of service, many of

which were spent in assignments requiring close coordination with other services and foreign government representatives. As a past operations and training officer he immediately recognized the non-negotiable need for proper boating education and a solid support base for both himself and his entire family, before ever launching his retirement Bayliner, Panama Jack. As a media consultant, commercial photography studio owner, member of the International Press Club of Chicago and a member of the Advisory Board of the Central Asian Productivity Research Center, he has constantly sought new ways to promote the squadron's activities to the public in the name of safety and fraternity and education.

Membership in the Chicago Power Squadron is open to anyone interested in boating. So if you're interested in either becoming a member, or taking a class, simply contact the squadron secretary, Past Commander Ray Grana at (630) 910-0189 or go directly to the squadron Web Sites at WWW.ChicagoPowerSquadron.org or www.Chicagops.org.



Dick Spur teaching Boat Smart Class

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PHOTO FUN

*Great Blue Heron Rides on KEN BROWN'S Shoulder.
Photo by BoatingShots.com*



Chicago Maritime Festival
Saturday, February 28, 2009

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 2008, reached over 5,200 students, seniors and people with disabilities.

To become involved as a presenter, sponsor, volunteer, or attendee contact or visit...

773-774-7216 www.chicagomaritimefestival.org



by Captain Walter "Sonny" Lisowski

Through the years the Friends Of the Marine Community unlike other Organizations have worked to support ALL the Boaters and those who use the Lakefront Harbors and its waterways. No matter who you are affiliated with, whether it is Racing or Cruising, Sailing, a Yacht Club Member or have no affiliation at all, you need to belong to FOMC. We are dedicated to all those who love and use the waterways in and around Chicago. We have worked with the Mayors 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 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-to-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 e-mail HOTLINE 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 from your home or office and we will get back to you with a response as soon as possible.



The Friends Of the Marine Community web site is a great place to visit. We try to include all we can of interest. You can review old news, past issues to current situations, sea conditions, weather, view the lake from shore based cameras, find retailers, Boat Services, Divers, Boat Yards, bulletins from National to local concerns or issues, and Lakefront warnings are all 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 Phingsten Rd., Suite 300, Deerfield, Illinois 60015. That is all it takes for peace of mind knowing that someone from FOMC is looking out for your best interests.



Jackson Park Yacht Club

Sail in and enjoy our view!

JPYC a great place to be!



During season —

join us for Saturday & Sunday breakfast...

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Commodore Wanda Robertson, Vice Commodore Mary Avelone, Rear Commodore Dennis Hansen



JACKSON PARK YACHT CLUB

by Jane Leuthold (Optimality)



Match Race Regatta

Jackson Park Yacht Club, located in Jackson Park Harbor, 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. Boaters took advantage of the sheltered waters, but they had to contend with the submerged relics of the Exposition hidden below the surface.

The club house was a small houseboat, 10 by 14 feet, containing one room. In order to get to the harbor, members had to follow a tortuous path through the burned out remains of the Exposition. The replica of the Santa Maria, constructed and sailed across the Atlantic for the Exposition, was moored at the JPYC Club House for many years, later sinking, its mast used by the Club as its gin pole for raising masts.

The Club, one of the oldest in Chicago, prospered and grew from its original 42 members. At its Members' Meeting last 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, Rear Commodore Dennis Hansen, and Treasurer David Ward.

The small houseboat that served as the Club House was expanded, but in 1940 it

sank in a Chicago winter storm. The building was moved to shore and a lower floor was added. Annual renovations have maintained the Club House charm but have brought it into the current century. Recently, 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. Fleet Captain Janet Hansen has been busy organizing Wednesday night Club races, as well as two Area III events coordinated through Lake Michigan Sail Race Federation (LMSRF), the third leg of the Tri State Regatta and the Lutz Race, and the J-105 Match Race Regatta. In addition, this year the Club is the Organizing Authority for the Bi-State race from St. Joe to Chicago and are hosts for the Chicago Yachting Association Frostbite Regatta.

Sailors from the Club also participate in the Midwest Open Racing Fleet (MORF) and in other LMSRF races. This year, five JPYC yachts participated in the Race to Mackinac, De Da's Toy (Ted Graves), Mischief (David Travis), Providence (Gerald Miarceki), Unknown Lady (David Ward), and Witchcraft (James Webb).

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. In addition, the Club sponsors visits of the Judd Goldman Adaptive Sailing Program for disabled sailors. This year, five Freedom 20s participated in a series of four races. After racing, the sailors returned to JPYC for a buffet lunch and tactical discussions.

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 pre-race hot sandwiches.

The Jackson Park Yacht Club has changed substantially over its 112 year history. The Club membership encompasses a diverse family of sailors and power boaters, racers, cruisers, and day-sailors, who enjoy and treasure their time together. The Club welcomes members from reciprocal yacht clubs. Learn more about us at our website www.jacksonparkyachtclub.org.



Match Race Regatta



Janet Hansen, Fleet Captain



Judd Goldman Adaptive Sailing Program for disabled sailors visited JPYC for a series of races

All photos courtesy of Steve Pittman.

JOSEPH CONRAD YACHT CLUB

IT'S ALL ABOUT PURSUIT OF HAPPINESS, PASSION AND DARING DREAMS!

by Kazimierz "Casey" Chlebek, Past Commodore

When on the Christmas Eve of 1968 two great Polish admirers of President John F. Kennedy, identical twin bothers Peter and Michael Ejsmont finally reached the shores of the United States on their 22-ft sailboat named "JOHN". They became a source of fascination, pride and inspiration to the many Polish communities they visited. To express their admiration for President Kennedy, the Ejsmont brothers presented their sailboat's red and white banner with the inscribed name "JOHN", to Sen. Edward Kennedy in his Washington office.

Upon the visit of the Ejsmont brothers to Chicago in 1969, among the many attendees of the meeting with the Ejsmonts, was a group of young aspiring Polish sailing enthusiasts, notably; Albert Lada, Ireneusz Geblewicz, Isidore Ryzak, Henry Luber and Mark Sokolowski with his future wife, Anna. They all emerged from the meeting with an idea to form a local Polish sailing club. When finally the Joseph Conrad Yacht Club foundations were laid on November 2, 1969, not only was the first Polish sailing Club in the United States born, but also the first one outside of Poland.

Equally fascinating story is also behind the club's name, Joseph Conrad YC. The JCYC is named after the Polish born and the world's best novelist of English literature, Joseph Conrad Korzeniowski. It is interesting to note that Joseph Conrad mastered English as his fourth language when he was 20 years old. Joseph Conrad spent nearly 20 years at sea as a British merchant mariner. His numerous voyages to the many exotic destinations were the source for his novels. Joseph Conrad literature left a profound impression on many future writers, Ernest Hemingway among others, and filmmakers (Film "APOCALYPSE NOW" drew from Conrad's "Heart of Darkness")

The initial fleet included sailboats such as "KORMORAN", "AEOLUS", "STAR", "FREJA", "KAROLINKA", "VELA", "RASCAL", and "SEAHAWK" which everyone remembers well to this day. The young club eagerly projected itself into the public view by organizing the first yachting



A time to realize a dream... The Club's newest addition, a hatch "DREAM" skippered by Marcin Chojacki



A time to donate to the needy... The JCYC members before boarding "WINDY II" for the Chicago Christmas Tree Ship Fundraising Sail



A time to award the talented... Awarding the winner of the Joseph Conrad Competition at the Polish Museum



A time to celebrate the victory... Crew of the "MOONSHADOW" Winners of Venetian Night 2005



A time to recruit the next generation... Young Polish sailing cadets on the deck of "Juliana" Gdynia at the final farewell to the 2006 Cutty Sark Regatta (Tall Ship Races)

ball in the spring of 1970, and by participating with the sailboat "STAR" in the Polish Constitution Day parade on May 3, 1970. In the early days of the JCYC existence many charters were organized, namely around Florida, Hawaii and in the Caribbean.

When in 1986 Andrzej Piotrowski on his sloop "SOLIDARITY" completed his first Transatlantic crossing and reached Chicago via the Great Lakes, the Club quickly became a vibrant sailing community. Starting with "SOLIDARITY" in 1988, the Club began to participate in the MAC Race. In the ensuing years, the JCYC became a center stage where you could meet the most famous and accomplished Polish circumnavigators such as Richard Konkolski, Henryk Jaskula, Ludomir Maczka, Ryszard Rewucki, Jurek Wasowicz, Andrzej Sochaj and other sailing celebrities including Jerzy Jablonski, Roman Paszke, Krzysztof Baranowski.

To fast forward a bit, early this year Club members welcomed Natasha Coban, one of three Polish females currently sailing around the world to become the next circumnavigator.

In 1991 Andrzej Piotrowski together with Jerzy Knabe from Polish Yacht Club in London, England organized the first World Polonia Sailing Jamboree in Poland. Two sailboats from the United States sailed to Poland for this event: "SOLIDARITY" and "FREE POLAND" skippered by Ryszard Rewucki. The Jamboree was organized to commemorate the 200th anniversary of the Polish Constitution, first in Europe and the second in the world after the United States.

Another notable year for the Club was 1994, when the Polish and American sailing community had a unique opportunity to view two Polish Tall Ships "POGORIA" and the legendary "ZAWISZA CZARNY" on the Chicago's lakefront. The same year, the Club organized its first regatta: "Regatta for the Gold Button of the Commodore". From mid 90's until this day, the sailboat "PINBALL WIZARD" skippered by Leszek Ziolkowski continues to race and win in the MAC, Verve, Tri State and the JCYC regattas. "LIGHTNING" skippered by Kris Kaminski has achieved many successes as well. Since winning the first place

in the MAC Race in 2003, the spotlight remains also on this high performance sailboat. In 2005 "LIGHTNING" raced also in the International Key West Regatta.

The year 2000 initiated a totally new chapter in the life of the JCYC Club by joining the Chicago Yachting Association(CYA), the JCYC became the 12th official member of the CYA sailing community.

Annually, the Club organizes two major regattas. In the early summer, the Regatta for the Gold Button of the Commodore at Montrose Harbor and in the late summer a Joseph Conrad Regatta at Monroe Harbor. Also, traditionally each year in spring, the Club organizes a picnic combined with a mini regatta for kids. For many years the Club organized or sponsored a Shanty Festival where, in addition to the local group "MLYN" and many famous shanty groups from North America and Poland, performed. The last Club event of the year is the Yachting Ball where the winners of the Club regattas are recognized. The Yachting Ball normally draws a crowd of several hundred sailing enthusiasts and many celebrities.

Over the years the Club consistently made many strides to engage in the numerous social and charitable causes of the local sailing community such as the Chicago Christmas Tree Ship, Judd Goldman Adaptive Sailing Foundation, Mayor's Camp Kids Program for inner city kids. The JCYC visibly participates also in the annual Venetian Night Parade. Twice, in 2006 and in 2008, the sailboat "MOONSHADOW", skippered by Stanislaw Hryniewicki took the first place in its class.

A few years ago, the JCYC started a tradition of the Joseph Conrad Scholarship Contests where high school students compete for the three best essays based on literature of Joseph Conrad. At the conclusion of the contest, awards funded by the Club and the Polish Consulate in Chicago, are presented to the winners. The Club also makes every effort to serve training needs of the steadily growing population of aspiring Polish sailing community. The class instructions are always provided at the Club. Our own members usually conduct sailing courses but until recently the Coast Guard Auxiliary was the main provider of in-house classes on a



A time to meet the next famous... Natasha Coban visits her Club admirers during her circumnavigating voyage.



A time for fun and games... The Club pirates posing during the spring picnic at the Cypriyas's Estate in Marengo.



A time for the parade... JCYC members are jovially posing before the Polish Constitution Day parade begins.



A time to experiment it all... the youngsters trying out water activities at the JCYC picnic.

variety of sailing topics.

The Club members regularly participate in all major regattas organized by the Chicago sailing community. The Club even participates in the major international races such as Tall Ship Regatta in the European waters and the Heineken Regatta in the Caribbean. In 2005, a maxi class sailboat "JULIANNA" skippered by Isidore Ryzak raced in the Tall Ships Regatta in the Baltic Sea. The crew of "JULIANNA" consisted solely of young Polish sailing cadets. In the summer of 2007, another maxi sloop "FAZISI" also raced in the Tall Ships Regatta in the Baltic. Earlier in March of 2007 "FAZISI" raced in the Heineken Regatta. This year on October 2, "FAZISI" will participate in the 400th anniversary celebrating the arrival of the first Poles to the Jamestown colony in 1608. The presence of Polish settlers at the colony had an important historic significance since they were the first ones in North America to stage a labor strike in 1619 ("No vote, No work") and win voting rights for themselves from the British.

In addition to the membership in the Chicago Yachting Association (CYA), the Club holds a membership in the Lake Michigan Sail Racing Federation (LMSRF Area III). JCYC is also a member of the Polish Yachting Association of North America (PYANA), which currently is comprised of five Polish sailing clubs from US and Canada.

Today, the Club can boast of several hundred sailing enthusiasts and several dozen sailboats. Unfortunately though, the JCYC activities are severely restricted and hampered by the lack of a suitable marina facility. After nearly 40 years, a lakefront marina is still an unfulfilled dream. How fittingly therefore, the newest sailboat in the JCYC fleet is called "DREAM". While still waiting for the dream to come true, the Club would like to express its sincere appreciation to Isidore Ryzak, who is kind enough to donate his commercial facilities at 942 W. Montrose Ave. for the Club.

And finally, with great fondness, the officers and membership of the JCYC would like to express our thanks and congratulations to the Publisher Betty Lerner and her dedicated staff on the 50th anniversary edition of the "Yachting in Chicago" magazine. Ahoy!



A time to teach the young... Youngsters receive their first sailing instructions at the JCYC spring picnic.



A time to race for the place... Andrzej Stanislawski's "ABSOLUTELY NOT" is watching the progress of the JCYC Race.



A time to cheer life... Celebrating a successful sailing season at the Kotaba's Estate in Mettawa.



KINGSBURY YACHT CLUB

by

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MIDWEST OPEN RACING FLEET

by Mark Bouckaert

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 main 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 contains two 6 race competitive series, The Performance Series on Saturdays in May and June, and the Competition Series on Sundays in July and August, leading to the championship Commodore's Cup in



The first 2007 Performance race from the MORF committee boat. Photo Courtesy of Peter Cooper.

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; Single-handed, Double-handed, Sprint Regattas, etc.

MORF sponsors several social events throughout the season in conjunction with some of our sponsors. Jackson Park Yacht Club hosts the MORF Roundup in early July with a raft-up, cookout dinner, and music. 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 except the NOOD Regatta, Verve Cup, and Mackinac weekends. One third of the MORF fleet did either the Mackinac Island or Hook Races this year, two or more MORF mono-hull and multi-hull boats consistently place in the top ten in fleet in each race.

MORF has been racing in Chicago for 50 years. Racing brings together everyone 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 for a series; there are boats that come out once or twice every weekend. The goal is the same - to have fun racing.

CHICAGO YACHTING ASSOCIATION'S SALMON CLASSIC

by Don Koster and Randall Schmidt



In 2007, the Chicago Yachting Association organized Chicago's only major salmon fishing tournament, "The Chicago Salmon Classic." The tournament is hosted by the Columbia Yacht Club and primarily sponsored by the Horseshoe Casino in Hammond. The Chicago Salmon Classic is intended to be a big dollar tournament with a potential 1st place prize of \$8,000 based

on 60 registered boats. There is also an optional "Big Fish" contest with a \$500 1st place prize (assuming 60 participants). Additionally, the tournament is intended to raise money to support efforts to preserve and improve Lake Michigan fishery.

The first CYA Salmon Classic was held on September 29, 2007. Approximately 120 fishermen on nineteen boats participated in the inaugural contest. At the end of the day, almost 100 fish, weighing almost 450 pounds, had been caught. After the catches were weighed and the results tallied, the overall winner was Captain John Messina (Nail Bender Too). Prizes ranging from \$2500 for first place to \$150 for 8th place were awarded. In addition, the largest fish caught, a 12.5 pound lake trout, earned the fisherman who caught it (also John Messina of Nail Bender Too) \$250.

In 2008, the Salmon Classic was again hosted by Columbia Yacht Club and sponsored by the Horseshoe Casino. Unfortunately, the weather did not cooperate and because of steady downpours and tornado watches, the tournament was cancelled. Despite this, the participants enjoyed an early lunch and raffle at the Columbia Yacht

Club. Moreover, the event raised enough money to allow CYA to donate \$250 to the Illinois Salmon Unlimited Conservation Fund for its use in stocking fish in Lake Michigan.

Plans are already underway for the 2009 Salmon Classic, which will be held at the Columbia Yacht Club on September 12, 2009.

Special thanks go out to the Tournament Committee, consisting of CYA Past Commodore Don Koster, Randall Schmidt (Past Commodore Diversey), Gary Hooper (Past Commodore Columbia), Frank Gagliano (Past Commodore Diversey), Kevin Bachner, Jim Boemmel, Mike Ratter, Jeff Sadula, and Bill Tagliere for all of their hard work in organizing the tournament. Additionally, CYA and the Tournament Committee thank all of the various companies and individuals who help sponsor the tournament, including Columbia Yacht Club (Commodore William Bartz and the rest of Columbia Yacht Club's officers and directors), West Marine, Westrec, Henry's Sports, Fish Tech, and too many others to list. For a complete list of the sponsors and the 2007 results and pictures, go to the Salmon Classic website. www.chicagoyachtingassociation.org/events/salmonclassic.html.

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Museum Shores Yacht Club



MSYC

6911 Street Harbor

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773-667-9538

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Former and Present Flag & Bridge

Museum Shores Yacht Club members, along with other boaters who dock at 59th street harbor, waited with great anticipation for the official day when the harbor would open. After a long and hard winter, opening day provided us with what brings us all together, the love of water. Our club celebrated opening day with the annual hoisting of the flags. Members and their guests enjoyed refreshments and celebrated with music and dancing.

Our club boasts a memory filled history with over 37 years as a chartered club. Many of the clubs long term members will tell you that the original club building was little more than a steel tool shed. "We have come along way baby", our longest active member Maynard Welch often says. One of the founding members of the club, Maynard has been at 59th street harbor since 1965. He has held positions as both Commodore and Harbor Master. Who can ever forget when Maynard landed his Karen decorated as the "Space Shuttle" at Venetian night several years ago. He took home the prize of overall winner that night. On warm days you can often find Maynard knee boarding or water skiing on the lake he loves.

I must give a special thanks to one of our members, Julie Irvin or "Rooster" as we all affectionately call her. Each year on Father's Day Julie gives all the dad's a gift basket. We are always thankful for this gesture of appreciation and recognition-thanks Julie! MSYC is the little club with a big heart, and our club believes in giving back to our neighbors in the community. Twice during the season we hosted over 130 children from neighboring day camps to a day of refreshments, games, and information on boating and water safety. On August 7th our club along with Jackson Park Yacht Club and Southern Shore Yacht Club, hosted over 60 children from Mayor Daley's Fish and Fun program. Refreshments, boat rides and fishing were the activities that kept the children delighted all day. A special thank you to Captains Ted Parker, Sullivan Crossley, Maynard Welch, and the Police Marine unit for providing the children thrilling rides in three to four foot waves. MSYC, along with 5th Ward Alderman Leslie

Hairston's office, hosted events twice during the season for our neighboring senior citizens. Refreshments, music and dancing kept the seniors entertained all day.

While on the topic of giving back, next January MYSC will have the esteemed pleasure of helping sponsor a local student's trip to participate in the Presidential Inauguration for the 44th President and Vice President of the United States. Morgan Brock a scholar at Gwendolyn Brooks College Prep was selected to attend this historic event because of her scholastic accolades and accomplishments. While in Washington she will participate in five days of activities and events commemorating the presidential inauguration. And she will be present on the morning of January 20, 2009 when our new President is sworn in and will attend a Black Tie gala Inaugural Ball to celebrate the event. How exciting! Congrats Morgan!

The sound of Smooth Jazz could be heard every Monday coming from the harbor. MYSC along with Musicians Network hosted live jazz sets weekly, top name musicians and singers provided great entertainment. The jazz event was featured on WTTW channel eleven which caused many visitors to join us; you had to arrive early as seats went quickly. On September 20th we held our annual fish fry which was our last major event of the season. Great food, music and dancing kept members and guests smiling into the night. Although we have started to prepare our boats for the winter storage, we still have some exciting events for the remainder of the year, in October and December we will celebrate with our annual Halloween and Christmas Holiday Party respectively.

On a somber note our club experienced the loss of another Bridge Officer with the passing of our Treasurer Thomas Finley. Our beloved "Finley" as we all called him, made his transition less than three months after the passing of our Vice Commodore Jackie Bailey. Finley had a motto, "If you don't want it done don't ask me". Thomas Finley was a doer. Finley

MUSEUM SHORES YACHT CLUB

by Commodore Gregory Williamson



Commodore Gregory Williamson and John White, Treasurer



Mayor Daley's Fish and Fun Day



Thomas Finley

was directly involved in many of the recent improvements to our club. At the opening of the Monday Jazz events on May 17th MSYC along with Musicians Network honored Captain Finley with a plaque and a large portrait. The portrait was presented to his wife, Shirley, and our club's patio deck was dedicated in his honor. Fair winds and following seas dear "Finley".



RIVERDALE MARINA

by Marko Lucht

Wow! Summer sure went by fast. The sun is already at that equinox angle in the south sky where it gets in your eyes out on the lake, you need to go up to the attic to get something warm to wear today, the lonely cicada broadcasts his last droning love songs as though to say I've been warning you for months this summer's going to end.

Here at Riverdale Marina, it was like a five month spring break, except we're all older than that. You don't remember a lot of things in particular, just a general endorphin-packed mood like Brian Wilson's *All Summer Long*. Live bands (blues, jazz, rock), great company, wonderful food and drink, a consistently packed house, lazy evenings at the tiki bar watching long sunsets down the Cal-Sag, and cool breezes wafting through the giant willow tree.

Oh. That's right. And there's *boats*. A lot more dock parties this year, and shorter trips

- thanks to the price per barrel factor. But on the Little Calumet River, you don't have to go far to have fun. There are little bars and restaurants all the way up and down between the O'Brien Locks and the Cal-Sag. Sometimes an enjoyable day boating doesn't even involve untying your mooring lines. Riverdale Marina sits like an island, with the river to the north, forest preserves to the west and south, and a half mile long private driveway heading east to Halsted Street. Occasionally you will see the resident blue heron wading in the shallow water looking for lunch to swim by.

Riverdale Marina features the largest heated storage barn in the Chicago area, four negative drop lift trucks including a huge Taylor with a thirteen ton capacity, rack storage for boats up to thirty-six feet long, and two TravelLifts capable of hauling out boats over fifty five feet long and up to forty tons. Also a complete marine service center, including a canvas shop and fiberglass repair.

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The Crow's Nest Tiki Bar overlooks the Little Calumet River at Riverdale Marina



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**From Under the Bridge at
Jackson Park Inner Harbor**



SOUTHERN SHORE YACHT CLUB

by *Commodore Sandra D. Smith*



I started this journey in 1997. A gentleman by the name of Roland Wright, who we purchased our boat from, came to me and said the Board of Directors of Southern Shore Yacht Club was in need of a secretary. I asked him why are you telling me this and he said because he thought I would be a good fit for the job. Well, I took the job and I have been working for the club ever since. I've served the board as Secretary, Rear Commodore, Vice Commodore and Commodore. Each position brought its own challenges. Secretary, trying to take notes while everyone is talking at once, Rear Commodore, making sure our famous Steak Fry's went on without incidents,

Vice Commodore, there were so many issues here I can not name them all, and finally Commodore.....The Commodore at Southern Shore Yacht Club works, there's no sitting back and delegating. I've had to clear tables during steak fry's, wash dishes after hosting CYA meetings, bartend, just to give a few examples of the duties of the Commodore.

As many of you may already know during the first four months the top floor of the club caught on fire. My first article as Commodore in this publication was entitled "The Fire". I learned so much about rehabbing during that year. If you ever have questions about

dry wall, taping, painting, let me know I will be happy to share my knowledge.

The second year, there was a problem with our Flag Pole. My second article in this publication was entitled "The Flag Pole". After all the work the members did to make sure the flag pole was ready for opening day, two days later, the pulleys broke again, oh well.

My third/final year..... has been simply wonderful.

The other members of the board have stuck with me through thick and thin. What ever I asked of them they did. However I must say it was not always that easy. During some of our Board meetings I actually had to keep a stick next to me to keep them under control. Can you imagine a woman telling eight men what to do and them actually getting it done?

To MY board, I am not going to name names, but each of you knows what you did to make my three years as Commodore successful. I wish you nothing but the best in the coming years. I am going to miss coming to meetings on the third Monday, what will I do with myself. We've had each others back at all times. Thank you, thank you, thank you.

To William Ruff, Commodore, Kerry Isom, Vice Commodore, Martin William, Rear Commodore, the three of you are our leaders - remember the members are looking to you to keep our club growing.

Finally, I have enjoyed serving this wonderful club and unlike some of the past commodores, I am not leaving the harbor. See you next year as a Past Commodore.





TWIN HARBORS YACHT CLUB

P.O. BOX 238
SENECA, ILL 61360

MILE 251.8 ON THE ILLINOIS WATERWAY

Twin Harbors Yacht Club was incorporated in 1977, at Spring Brook Marina, mile 251.8 on the Illinois Waterway, for the purpose of encouraging the sport of yachting, promoting the science of seamanship and navigation, promoting sociability and developing a friendly spirit among pleasure boat owners, fostering a wider knowledge of and better compliance with the laws and rules and regulations governing the operating of pleasure boats, and providing and maintaining a suitable clubhouse for its members.

Our bridge for 2009 assumed the quarterdeck on September 13th. Our officers include Commodore Steve Hunt, Vice-Commodore Bob Ames, Past Commodore Chuck Kvasnicka, Secretary Sharon Kvasnicka, Treasurer Dave Cizek and our Harbor Directors.

We sponsor Memorial Day and Labor Day weekend cruises each year to various marinas along the Illinois Waterway, as well as several open cruises during the season to give non-members a chance to go through the locks and around the towboats under the supervision of our experienced members. We also hold a variety of events in the marina such as crab races, a pig roast, a wine tasting, and our annual haul-out party. Our big fundraiser is our annual raffle, which is held during Springbrook Marina's annual Customer Appreciation Day. A percentage of the proceeds from our raffle is set aside each year to benefit local charities around the Seneca-Marseilles area. We also have our Commodore's Ball in the winter, usually at a Chicago waterfront venue if possible.

Our Season starts with our annual members' breakfast in May, followed by vessel safety exams given by the Chicago Power Squadron. It ends in October after the election of new officers for the upcoming season, followed by a members' dinner at a local restaurant. Our club's fiscal year is from October 1st until September 30th.



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T10 Boat of the Year, Cheap Thrill – 32319, stays on top of the fleet

2008 BOAT OF THE YEAR

by Jerry Metzger

The 2008 Chicago Yachting Association's Boat of the Year competition fielded an outstanding fleet with over 157 boats entered. The Boat of the Year format provided for a Port to Port Championship Series and a Buoy Championship Series for the PHRF fleet, the T-10 fleet, and Beneteau 40.7 fleet. Additionally, the J-105 and Beneteau 36.7 fleets had their own championship series. As has been the case over the last several years, this year's format for both the PHRF and T-10 fleets included a fleet prize for best overall for those boats entered in both the PHRF and T-10 Buoy and Port to Port Championships.

This year's PHRF Port to Port Championship had 4 divisions eligible for trophies. In Division 1, the winner was Dorsey Rulley's Scout with 4 points. Following close behind with 9 points for the second in division was Goblin owned by Lindy Thomas. The third place was tied between Fine Line and Seagoon with 11 points each, however, after the tie breaker was applied the third place prize was awarded to Seagoon owned by Eric Rahmel and Dale Smirl.

Division 2 was a very close contest with just 1 point each separating first and second. First place goes to John Gottwald and his boat

Eagles Wings with a total of 5 points. The second place is awarded to Robin Munden and Serenissima with 6 points.

The Division 3 winner for first place with 4 points was Certainly owned by Donald Meyer. Taking the second place trophy was Regardless owned by Team Regardless with 7 points for the win.

Division 5 was a very tight series with only 1 point separating the first place and the rest of the division. Taking the first place prize with 5 points was the yacht Viper owned by William Laslow.

This year's PHRF Buoy Series Championship was very exciting with four very competitive divisions. In Division 1 after a busy schedule of buoy racing, Goblin, owned and skippered by Lindy Thomas took the first place silver with a total of 17 points. Fine Line, owned by Rich Montplaisir took the second place prize with 30 points and the third place trophy was won by Stan Bailey and the boat Raven with a total of 34 points.

The Division 2 silver was won by John Gottwald and his boat Eagles Wings with a total of 15 points. With just 2 points of separation and capturing the second place prize was Jerry and Shawn O'Neill's Eagle with 17 points.

The Division 3 first place was tied at the end of the racing season. When the tie breaker was applied, the first place prize was won by Sorcerer, owned by Draper/Fykseen with a total of 24 points. Taking the second place prize after the tie breaker was applied, also

with 24 points was Donald Meyer and his yacht Certainly.

The first place prize for Division 4 went to the yacht Whisper owned by the Barnes/Schneider/Johnson Group. Congratulations to Whisper and crew.

To qualify for the Over-All PHRF Championship Series, boats must be entered in both the Port to Port Series and the Buoy Series. In determining the winner, the three best eligible Port to Port races and the ten best eligible Buoy races are scored. The boat with the lowest point total of its division scores is the winner. Capturing the Over-All PHRF Championship with an outstanding performance by winning with eleven firsts and two seconds was John Gottwald and his yacht Eagles Wings. Congratulations to Eagles Wings and crew for a great win.

Once again, this year's Championship Series for the Beneteau 40.7 fleet consisted of a Port-to-Port Series and a Buoy Series. With two 2 championship series on the agenda, the Beneteau 40.7s had great racing. At the end of the Port to Port series the first place trophy was won by Turning Point owned by Peter Heinz-Schmidt with 10 points. Taking the second place trophy is Das Boot owned by Jay and Cindy Muller with 16 points. Just 1 point behind was David Tarson's Excalibur taking the third place prize with 17 points.

The Beneteau 40.7 Buoy Series was also a very competitive series. After the racing was finished, Collaboration 2, owned by R. Vickery and C. Jungmann, won the first place trophy with a total of 14.5 points. Taking the

second place silver was Tom and Deb Weber's LaTempete with a total of 20 points. Third place in the Buoy Series went to Peter Heinz-Schmidt's boat Turning Point with 22 points.

In the Buoy Series for the Beneteau 36.7s, Robert Foley's Tried and True took the first place prize with 13 points. Split Decision owned by Mark Norris took the second place trophy with 24 points and the third place trophy went to Sue Hogan, Grace Tsiang and John Heaton with their yacht As You Wish with a total of 26 points.

The J-105 Fleet again had a very ambitious and strenuous series. When all was said and done, Team Caress and crew of the yacht Caress took the first place trophy with a total of 21 points for the victory. Following for the second place silver was Jim Gignac and the yacht Dos Aguilas with 28 points. Third place went to Tomas Petkus and the yacht Vytis with 30 points and Peter Fray's yacht Pronto II took the fourth place prize with 35 points.

For the ever competitive T-10 Fleet, two series again comprised the Boat of the Year competition, a Port to Port Series and a Buoy Series. Racing in this fleet is always exciting. Capturing the first place in the Port to Port Series was Andrea Krasinski's yacht Pegasus with 20 points. Just 1 point behind with 21 points for the second was Water Works owned by Rick and Maryann Lillie. Taking the third place with 24 points was Rick Strilky's Wombat. Arvid Eiesland's Wild Norwegian took the fourth place trophy with 33 points followed by Rover, owned by K. Colbert and G. Dawe, taking the fifth place trophy with 37 points.

In the T-10 Buoy Series Championship, Martin and Tina Plonus's yacht Tango took the first place prize with 23 points. Tango was followed by Tim and Nancy Snyder's Cheap Thrill with 41 points for the second place prize. Tim Rathbun's Winnebago with 42 points took the third place trophy. Wild Norwegian owned by Arvid Eiesland took the fourth place prize with 55 points and fifth place went to Lightning owned by Karstrand/Warnecke with 59 points.

The lowest combined point scores for the Port to Port and Buoy Championships were used to determine the winner of the T-10 Over-All Championship. We are pleased to announce the T-10 Over-All Champion. Congratulations to Tim and Nancy Snyder and crew of the new champion Cheap Thrill for a great performance and win.

The Chicago Yachting Association's Boat of the Year Committee is chaired by Jerry E. Metzger of the Burnham Park Yacht Club with representatives: Todd Hildwein, Chicago Yacht Club, Tom Spees, Columbian Yacht Club, Stuart Townsend, Jackson Park Yacht Club and Dorin Candea, Chicago Corinthian Yacht Club.

The Chicago Yachting Association is pleased to have presented this premier event, the Boat of the Year Series, and we want to congratulate not only the winners but also every participant in the series. We look forward to seeing you all on the race course in 2009.



John Gottwald's Eagles Wings finally snatches the Overall PHRF Boat of the Year



RACE RESULTS 2008

LMSRF AREA III

2008 BOAT OF THE YEAR

OVERALL SERIES

PHRF Overall

Eagles Wings John J. Gottwald

T-10 Overall

Cheap Thrill Snyder, Nancy + Tim

PORT TO PORT SERIES

Division=PHRF 3

1st Certainly Donald Meyer
2nd Regardless Team Regardless

Division=PHRF 2

1st Eagles Wings John J. Gottwald
2nd Serenissima Robin Munden

Division=PHRF 1

1st Scout Raley, Dorsey
2nd Goblin Thomas, Lindy
3rd Seagoon Eric Rahmel/Dave Smid

Division=PHRF 5

1st Viper Lanfow, F William

Division=Ben 40.7

1st Turning Point Heinz-Schmidt, Peter
2nd Das Boot Muller, Jay + Cindy
3rd Excalibur Tarson, David

Division=T-10

1st Pegasus Krasinski, Andrea
2nd Water Works Lillie, Rick + Maryann
3rd Wombat Strilky, Rick
4th Wild Norwegian Eiesland, Arvid
5th Rover K. Colbert/ G. Dawe

BUOY SERIES

Division=PHRF 4

1st Whiper Barnes/Schneider/Johnson

Division=PHRF 3

1st Sorcerer D. Draper & G. Fyksen
2nd Certainly Donald Meyer

Division=PHRF 2

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

Division=PHRF 1

1st Goblin Thomas, Lindy
2nd Fine Line Montplaisir, Rich
3rd Raven Bailey, Stan

Division=Ben 40.7

1st Collaboration 2 R. Vickery & C Jungmann
2nd La Tempete Weber, Tom
3rd Turning Point Heinz-Schmidt, Peter

Division=Ben 36.7

1st Tried and True Foley, Robert
2nd Split Decision Norris, Mark
3rd As You Wish S. Hogan/G. Thiang/J. Heaton

Division=J/105

1st Cress Team Cress
2nd Dos Aguilas Gignac, Jim
3rd Vytis Peikus, Tomas
4th Pronto II Peter Fray

Division=T-10

1st Tango Pionis, Martin & Tina
2nd Cheap Thrill Snyder, Nancy + Tim
3rd Winnebago Rathbus, Timothy
4th Wild Norwegian Eiesland, Arvid
5th Lightning Karstrand/Warnecke

2008 AREA III RACE RESULTS

ABE JACOBS DAY 1 BURNHAM PARK YACHT CLUB MAY 17

Division=T-10

1st Winnebago Rathbus, Timothy

Division=PHRF 3

1st Sorcerer D. Draper & G. Fyksen

Division=PHRF 2

1st Eagles Wings John J. Gottwald
2nd Serenissima Robin Munden

Division=PHRF 1

1st Scout Raley, Dorsey

Division=Ben 36.7

1st As You Wish Sue Hogan / Grace Thiang
2nd Veloce Shea, J. Blane
3rd Split Decision Norris, Mark

CHICAGO CORINTHIAN YACHT CLUB EDWIN REINHOLTZEN SPRING OPENER MAY 24

Division=T-10

1st Terminal Velocity Beemsterboer, Simon
2nd Wild Norwegian Eiesland, Arvid
3rd Wombat Strilky, Art
4th Albion Smith/ Wikman

Division=PHRF 4

1st Anasain Dude Where's Your Boat? Inc

Division=PHRF 3

1st Sorcerer D. Draper & G. Fyksen
2nd Wanda Jensen, Christian

Division=PHRF 2

1st Eagle Jerry & Shawn O'Neill

Division=PHRF 1

1st Goblin Thomas, Lindy
2nd Mirage Mirage Syndicate

Division=Ben 40.7

1st Turning Point Hardy, Dave
2nd Vayu Ron Buzil

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CHICAGO CORINTHIAN YACHT CLUB OLYMPIC CUP MAY 25

Division=T-10

1st	Tango	Ploetz, Martin & Tina
2nd	Lightning	Karstend/Wamecke
3rd	Winnebago	Rathbun, Timothy
4th	Mikaze	Barch/Beck/Vanderwoode

Division=J/105

1st	Vytis	Petkus, Tomas
2nd	Dos Aguilas	Gignac, Jim
3rd	Striking	Shea, J. Blane

Division=PHRF 4

1st	Whisper	Barnes/Schneider/Johnson
-----	---------	--------------------------

Division=PHRF 3

1st	Full Tilt	Priede/Stewart
2nd	Regardless	Team Regardless
3rd	Certainly	Donald Meyer

Division=PHRF 2

1st	Eagles Wings	John J. Gottwald
2nd	Painkiller 4	Martin, Alice O.
3rd	Serenissima	Robin Munden

Division=PHRF 1

1st	Nitmare	Neill, Tom
2nd	Scout	Ruley, Dorsey
3rd	Goblin	Thomas, Lindy

Division=Ben 36.7

1st	Tried and True	Foley, Robert
2nd	Fog	Wurtzbach, Charles
3rd	Split Decision	Nooris, Mark

Division=Ben 40.7

1st	Collaboration 2	R. Vickery & C Jungmann
2nd	La Tempete	Weber, Tom
3rd	Das Boot	Muller, Jay + Cindy

COLUMBIA YACHT CLUB CHICAGO TO MICHIGAN CITY MAY 31

Division=T-10

1st	Wombat	Strilky, Art
2nd	Temerity	Baker, Doug

Division=PHRF 3

1st	Certainly	Donald Meyer
2nd	Regardless	Team Regardless
3rd	Full Tilt	Priede/Stewart

Division=PHRF 2

1st	Tiamo	Pasquinelli, Anthony
2nd	Eagles Wings	John J. Gottwald
3rd	Serenissima	Robin Munden

Division=PHRF 1

1st	Scout	Ruley, Dorsey
2nd	Seagoon	Eric Rahmel/Dave Smid
3rd	Raven	Bailey, Stan

Division=PHRF 5

1st	Viper	Lastow, F William
2nd	Kutty's Ark	J McGinnis/ G Morrissey

BURNHAM PARK YACHT CLUB LONG DISTANCE CLASSIC MICHIGAN CITY TO CHICAGO JUNE 1

Division=T-10

1st	Cheap Thrill	Snyder, Nancy + Tim
2nd	Wild Norwegian	Eiesland, Arvid
3rd	Tango	Ploetz, Martin & Tina
4th	Temerity	Baker, Doug

Division=PHRF 5

1st	Providence	Miarecki, Jerry & Greg
2nd	Viper	Lastow, F William
3rd	Free Agent	DePaep, Miles

Division=PHRF 3

1st	Regardless	Team Regardless
2nd	Wanda	Jensen, Christian
3rd	Certainly	Donald Meyer

Division=PHRF 2

1st	Jahazi	Giampoli, Frank
2nd	Eagles Wings	John J. Gottwald
3rd	Evasive	Vargish, Thomas

Division=PHRF 1

1st	Nitmare	Neill, Tom
2nd	Scout	Ruley, Dorsey
3rd	Renegade	Papoutsis, Thomas

WAUKEGAN YACHT CLUB CHICAGO TO WAUKEGAN JUNE 21

Division=T-10

1st	Water Works	Lillie, Rick + Maryann
2nd	Siege	Gordon, Glen
3rd	Bushido	Witaszek, George
4th	Pegasus	Krasinski, Andrea

Division=J/105

1st	Y-Not	Waskel, Ginny
2nd	Sea-U	Baron, Peter L.
3rd	Pronto II	Peter Fray

Division=PHRF 4

1st	Flags	Sample, Bob
2nd	Peeking Duck	Graham, Gordon
3rd	Assassin	Dude Where's Your Boat? Inc

Division=PHRF 3

1st	Spitfire	Hellquist/Warter
2nd	Irish Rover	Finn, Geary
3rd	Certainly	Donald Meyer
4th	Wanda	Jensen, Christian

Division=PHRF 2

1st	Skye	Zeiler, Bill
2nd	Serenissima	Robin Munden
3rd	Eagles Wings	John J. Gottwald

Division=PHRF 1

1st	Goblin	Thomas, Lindy
2nd	Porosoa	McCarthy, Gene T.
3rd	Scout	Ruley, Dorsey

Division=Ben 36.7

1st	Wishes	Quindan, George
2nd	His Wings	Sloan, Ron

Division=Ben 40.7

1st	Can/Can Deux	Boltz, Clemens W.
2nd	La Tempete	Weber, Tom
3rd	Turning Point	Bartz, Bill

Division=PHRF 5

1st	Cynthia	DeVries, James B.
2nd	Blush	Krzyszowski, George
3rd	Fantome	Deirdre Martin
4th	Saifu	Weisman, Mitchell

GREAT LAKES YACHT CLUB WAUKEGAN TO CHICAGO JUNE 22

Division=T-10

1st	Water Works	Lillie, Rick + Maryann
2nd	Wombat	Strilky, Rick
3rd	Pegasus	Krasinski, Andrea

Division=J/105

1st	Tuxedo	Barth/Griffin
2nd	Y-Not	Waskel, Ginny

Division=PHRF 5

1st	Kutty's Ark	J McGinnis/ G Morrissey
2nd	Free Agent	DePaep, Miles

Division=PHRF 3

1st	Michela	Gambetta, Miguel
2nd	Sorcerer	D. Draper & G. Fyksen
3rd	Siren Song	Mayer, William

Division=PHRF 2

1st	Serenissima	Robin Munden
2nd	Eagles Wings	John J. Gottwald
3rd	Sonador	Kleinpaste, Paul

Division=PHRF 1

1st	Scout	Ruley, Dorsey
2nd	Seagoon	Eric Rahmel/Dave Smid
3rd	Goblin	Thomas, Lindy

Division=Ben 40.7

1st	Collaboration 2	R. Vickery & C Jungmann
2nd	Turning Point	Bartz, Bill
3rd	Excalibur	Tanson, David

CHICAGO CORINTHIAN YACHT CLUB HOBELMAN ONE DESIGN JUNE 28

Division=T-10

1st	Cheap Thrill	Snyder, Nancy + Tim
2nd	Wild Norwegian	Eiesland, Arvid
3rd	Winnebago	Rathbun, Timothy
4th	Terminal Velocity	Beemsterboer, Simon
5th	Temerity	Baker, Doug

RACE RESULTS 2008

Division=J/105

- | | | |
|-----|-----------|---------------------|
| 1st | Caress | Team Caress |
| 2nd | Certare | Wong/Nichols/Nieman |
| 3rd | Pronto II | Peter Fray |

Division=PHRY 4

- | | | |
|-----|----------|-----------------------------|
| 1st | Whisper | Barnes/Schneider/Johnson |
| 2nd | Assassin | Dade Where's Your Boat? Inc |

Division=PHRY 3

- | | | |
|-----|-----------|-----------------------|
| 1st | Sorcerer | D. Draper & G. Fyksen |
| 2nd | Certainly | Donald Meyer |

Division=PHRY 2

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

Division=PHRY 1

- | | | |
|-----|-----------|-------------------|
| 1st | Nitmare | Neill, Tom |
| 2nd | Goblin | Thomas, Lindy |
| 3rd | Fine Line | Montplaisir, Rich |

Division=Ben 36.7

- | | | |
|-----|----------------|-----------------------------|
| 1st | As You Wish | S. Hogan/G. Tsang/J. Henton |
| 2nd | Split Decision | Norris, Mark |

CHICAGO CORINTHIAN YACHT CLUB HERB KACZMAREK REGATTA JULY 5

Division=T-10

- | | | |
|-----|--------------|------------------------|
| 1st | Tango | Pionus, Martin & Tina |
| 2nd | Cheap Thrill | Snyder, Nancy + Tim |
| 3rd | Wombat | Strilky, Rick |
| 4th | Albion | Smith/ Wikman |
| 5th | Water Works | Lillie, Rick + Maryann |

Division=PHRY 4

- | | | |
|-----|----------|-----------------------------|
| 1st | Assassin | Dade Where's Your Boat? Inc |
|-----|----------|-----------------------------|

Division=PHRY 2

- | | | |
|-----|-------|-----------------------|
| 1st | 007 | FT10M-Team 007 |
| 2nd | Eagle | Jerry & Shawn O'Neill |

COLUMBIA YACHT CLUB MAYOR DALEY JULY 6

Division=T-10

- | | | |
|-----|-----------|-----------------------|
| 1st | Tango | Pionus, Martin & Tina |
| 2nd | Winnabago | Rathbun, Timothy |
| 3rd | Albion | Smith/ Wikman |

Division=PHRY 4

- | | | |
|-----|---------------------|--------------------------|
| 1st | Exeter | Notch/Branco |
| 2nd | Whisper | Barnes/Schneider/Johnson |
| 3rd | Measure for Measure | Tobin, Brian |

Division=PHRY 3

- | | | |
|-----|------------|-----------------------|
| 1st | Certainly | Donald Meyer |
| 2nd | Regardless | Team Regardless |
| 3rd | Sorcerer | D. Draper & G. Fyksen |

Division=PHRY 2

- | | | |
|-----|--------------|-----------------------|
| 1st | Skye | Zeiler, Bill Z. |
| 2nd | Eagles Wings | John J. Gottwald |
| 3rd | Eagle | Jerry & Shawn O'Neill |

Division=PHRY 1

- | | | |
|-----|-------------|---------------|
| 1st | Goblin | Thomas, Lindy |
| 2nd | Scout | Ruley, Dorsey |
| 3rd | Big Country | Scott, Ike |

Division=Ben 40.7

- | | | |
|-----|-----------------|-------------------------|
| 1st | Collaboration 2 | R. Vickery & C Jungmann |
| 2nd | La Tempete | Weber, Tom |
| 3rd | Vayu | Ron Buzil |

JACKSON PARK YACHT CLUB LUTZ REGATTA JULY 12

Division=T-10

- | | | |
|-----|--------------|---------------------|
| 1st | Winnabago | Rathbun, Timothy |
| 2nd | Cheap Thrill | Snyder, Nancy + Tim |
| 3rd | Erica | Mike & Brian Kaczor |
| 4th | Lightning | Karstrand/Wamecke |

Division=J/105

- | | | |
|-----|-------------|----------------|
| 1st | Des Aguilas | Gignac, Jim |
| 2nd | Gargoyle | Dansher, Brian |
| 3rd | Pronto II | Peter Fray |

Division=PHRY 4

- | | | |
|-----|---------|--------------------------|
| 1st | Exeter | Notch/Branco |
| 2nd | Whisper | Barnes/Schneider/Johnson |

Division=PHRY 3

- | | | |
|-----|----------|-----------------------|
| 1st | Sorcerer | D. Draper & G. Fyksen |
|-----|----------|-----------------------|

Division=PHRY 2

- | | | |
|-----|--------------|-----------------------|
| 1st | Eagle | Jerry & Shawn O'Neill |
| 2nd | Eagles Wings | John J. Gottwald |
| 3rd | Skye | Zeiler, Bill |

Division=PHRY 1

- | | | |
|-----|-------------|---------------|
| 1st | Goblin | Thomas, Lindy |
| 2nd | Big Country | Scott, Ike |
| 3rd | Scout | Ruley, Dorsey |

COLUMBIA YACHT CLUB COMMODORE'S INVITATIONAL AUGUST 2

Division=T-10

- | | | |
|-----|--------------|----------------------------|
| 1st | Tango | Pionus, Martin & Tina |
| 2nd | Erica | Mike & Brian Kaczor |
| 3rd | Cheap Thrill | Snyder, Nancy + Tim |
| 4th | Noeboy | Leif Sigmond & Chis Thomas |

Division=PHRY 2

- | | | |
|-----|-------|-----------------------|
| 1st | Eagle | Jerry & Shawn O'Neill |
| 2nd | 007 | FT10M-Team 007 |

Division=Ben 36.7

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

Division=Ben 40.7

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

COLUMBIA YACHT CLUB FRAN BYRNE AUGUST 3

Division=T-10

- | | | |
|-----|-----------|-----------------------|
| 1st | Tango | Pionus, Martin & Tina |
| 2nd | Winnabago | Rathbun, Timothy |
| 3rd | Wombat | Strilky, Rick |

Division=J/105

- | | | |
|-----|-----------|---------------------|
| 1st | Caress | Team Caress |
| 2nd | Certare | Wong/Nichols/Nieman |
| 3rd | Pronto II | Peter Fray |

Division=PHRY 4

- | | | |
|-----|---------------------|--------------------------|
| 1st | Whisper | Barnes/Schneider/Johnson |
| 2nd | Measure for Measure | Tobin, Brian |
| 3rd | Exeter | Notch/Branco |

Division=PHRY 3

- | | | |
|-----|----------|-----------------------|
| 1st | Sorcerer | D. Draper & G. Fyksen |
|-----|----------|-----------------------|

Division=PHRY 2

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

Division=PHRY 1

- | | | |
|-----|--------|------------------|
| 1st | Mirage | Mirage Syndicate |
| 2nd | Goblin | Thomas, Lindy |

BURNHAM PARK YACHT CLUB KATHY ZUKASKY MEMORIAL REGATTA AUGUST 9

Division=T-10

- | | | |
|-----|----------------|-----------------------|
| 1st | Tango | Pionus, Martin & Tina |
| 2nd | Cheap Thrill | Snyder, Nancy + Tim |
| 3rd | Mutiny | Schellenbach, John |
| 4th | Winnabago | Rathbun, Timothy |
| 5th | Wild Norwegian | Eiesland, Arvid |

Division=J/105

- | | | |
|-----|-------------|----------------|
| 1st | Vytis | Petkus, Tomas |
| 2nd | Gargoyle | Dansher, Brian |
| 3rd | Des Aguilas | Gignac, Jim |

Division=PHRY 4

- | | | |
|-----|---------|--------------------------|
| 1st | Whisper | Barnes/Schneider/Johnson |
| 2nd | Exeter | Notch/Branco |

Division=PHRY 3

- | | | |
|-----|------------|-----------------|
| 1st | Full Tilt | Priede/Stewart |
| 2nd | Regardless | Team Regardless |
| 3rd | Certainly | Donald Meyer |

Division=PHRY 2

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



Division=PHRY 1

- 1st Nitemare Neill, Tom
- 2nd Scout Ruley, Dorsey
- 3rd Goblin Thomas, Lindy

Division=Ben 36.7

- 1st Tried and True Foley, Robert
- 2nd Agitator Cordero, Manuel
- 3rd Veloce Wilhite, Travis

Division=Ben 40.7

- 1st Collaboration 2 R. Vickery & C Jungmann
- 2nd La Tempete Weber, Tom
- 3rd Turning Point Heinz-Schmidt, Peter

**COLUMBIA YACHT CLUB
CHICAGO TO ST. JOSEPH
AUGUST 29**

Division=T-10

- 1st Albion Smith/ Wikman
- 2nd Pegasus Krasinski, Andrea
- 3rd Cheap Thrill Snyder, Nancy + Tim

Division=J/105

- 1st Vytis Petkus, Tomas
- 2nd Pronto II Peter Fray

Division=PHRY 4

- 1st Tenacity O'Connell, Richard

Division=PHRY 3

- 1st Northstar Gutman, David
- 2nd Spitfire Hellquist/Warter
- 3rd Certainly Donald Meyer

Division=PHRY 2

- 1st Graffiti Train Berger, Chris
- 2nd Eagles Wings John J. Gottwald
- 3rd Eagle Jerry & Shawn O'Neill

Division=PHRY 1

- 1st Goblin Thomas, Lindy
- 2nd Mirage Mirage Syndicate
- 3rd Fine Line Montplaisir, Rich

Division=PHRY 5

- 1st Free Agent DePaape, Miles

Division=Ben 40.7

- 1st Turning Point Heinz-Schmidt, Peter
- 2nd Mojo Powell, Gary
- 3rd Tsunami Hayes, Donald

**MICHIGAN CITY YACHT CLUB
ST. JOSEPH TO MICHIGAN CITY
AUGUST 31**

Division=PHRY 4

- 1st Whamo Little Yellow Bus Syndicate
- 2nd Assassin Dude Where's Your Boat? Inc

Division=PHRY 3

- 1st Sea Raider Kruger, Dick
- 2nd Certainly Donald Meyer
- 3rd Scheherazade Alwattar, Jamal
- 4th Rush Alisch, Jeff
- 5th Regardless Team Regardless

Division=PHRY 2

- 1st Wellenreiter Scults/Carolla
- 2nd HIWASSEE Bell, John
- 3rd Eagles Wings John J. Gottwald

Division=PHRY 1

- 1st Virgo Townsend, Stuart
- 2nd J. Swift Nolan, Ron
- 3rd Scout Ruley, Dorsey

Division=PHRY 5

- 1st Cynthia DeVries, James B.
- 2nd Katty's Ark J McGinnis/ G Morrissey
- 3rd Providence Miarocki, Jerry & Greg

Division=JAM

- 1st De Da's Toy Graves, Theodore L.
- 2nd Unknown Lady Ward, David

**JACKSON PARK YACHT CLUB
MICHIGAN CITY TO CHICAGO
SEPTEMBER 1**

Division=JAM

- 1st Mise En Place Thompson, Paul

Division=PHRY 5

- 1st Viper Laslow, F William
- 2nd Katty's Ark J McGinnis/ G Morrissey

Division=PHRY 4

- 1st Tenacity O'Connell, Richard

Division=PHRY 3

- 1st Fandango Luken III, M.D., Martin G.
- 2nd Maskwa Waller, Donald
- 3rd Spitfire Hellquist/Warter

Division=PHRY 2

- 1st Jahnzi Gampoli, Frank
- 2nd HIWASSEE Bell, John
- 3rd Graffiti Train Berger, Chris

Division=PHRY 1

- 1st Jeannine III Rosser, Jack
- 2nd Wooton Smith, W. Harris
- 3rd Scout Ruley, Dorsey

Division=Americap

- 1st Fandango Luken III, M.D., Martin G.
- 2nd Wooton Smith, W. Harris
- 3rd Painkiller 4 Martin, Alice O.

**CHICAGO YACHT CLUB
COMMODORE'S CUP
SEPTEMBER 7**

Division=T-10

- 1st Norboy Leif Sigmond & Chris Thomas
- 2nd Wisnebago Rathbun, Timothy
- 3rd Tango Ploens, Martin & Tina
- 4th Wild Norwegian Eiesland, Arvid

Division=J/105

- 1st Tylishan Stearns, Richard
- 2nd Vytis Petkus, Tomas
- 3rd Dos Aguilas Gignac, Jim

Division=PHRY 4

- 1st Whisper Barnes/Schnieder/Johnson
- 2nd Measure for Measure Tobin, Brian

Division=PHRY 3

- 1st Full Tilt Priede/Stewart
- 2nd Northstar Gutman, David
- 3rd Soccerer D. Draper & G. Fyksen

Division=PHRY 2

- 1st Eagle Jerry & Shawn O'Neill
- 2nd Painkiller 4 Martin, Alice O.
- 3rd Graffiti Train Berger, Chris

Division=PHRY 1

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

Division=Ben 40.7

- 1st Vayu Ron Buzil
- 2nd Turning Point Heinz-Schmidt, Peter
- 3rd Collaboration 2 R. Vickery & C Jungmann

**MIDWEST OPEN RACING FLEET
MORF OPEN
SEPTEMBER 20-21**

F1

- 1st Rush Hour Bob Lang

J9

- 1st Tempest Hank Kalmas
- 2nd Final Draft Ed Tammings
- 3rd Dickens D & S Newman

SB-S7

- 1st Wanda C Jensen
- 2nd Fine Line R Montplaisir
- 3rd Collaboration 2 R Vickery
- 4th 007 Team 007
- 5th Paradox George Darrell
- 6th Full Tilt Priede/Stewart



RACE RESULTS 2008

CHICAGO CORINTHIAN YACHT CLUB

T-10 NORTH AMERICAN CHAMPIONSHIP AUGUST 22-25

1st	Portable Fun Box	Sampson / Smith
2nd	Team Iball	Scott / Skip Irwin / Dieball
3rd	Demon Rum	Mike / Beth Ekstein
4th	Strait Jacket	Scott Brusewitz / Tom Pense
5th	Tango	Martin Pionus
6th	Wombat	Rick Strilky

GIM HOBELMAN REGATTA SEPTEMBER 13-14

Rhede19 Class

1st	John Darak
2nd	Andy Camarda
3rd	Patrick Crosby

V-15 Class

1st	Lu Han
-----	--------

RED FLANNELS REGATTA SEPTEMBER 20-21

1st	Wake
2nd	Stix
3rd	Probst
4th	Conside

CHICAGO YACHT CLUB

CHICAGO NOOD JUNE 13-15

FAER 40

1st	Flash Gordon 5	Helmut Jahn
2nd	Gravitas	Richard West
3rd	Inferno	Phillip Dowd

GL 70

1st	Nitemare	Thomas Neill
2nd	Pied Piper	Jack Jennings
3rd	Details	Lance Smotherman

PHRF 1

1st	Wild Horses	Rick Hennig
2nd	Big Country	Gregory Scott
3rd	Fine Line	Rich Montplaisir

PHRF 2

1st	Eagle	Shawn & Jerry O'Neill
2nd	Serenissima	Robin Manden
3rd	Scout	Hummer / Ruley

BEN 36.7

1st	Blackbird	Peter Wenzler
2nd	Program	Warren Levin
3rd	Split Decision	Mark Noeris

BEN 40.7

1st	Turning Point	Dave Hardy
2nd	La Tempete	Tom Weber
3rd	Das Boot	Jay Muller

Great Lakes 36

1st	Mrs. Jones	Eric Jones
2nd	Impetuous	Craig Griffith
3rd	Timberwolf	Terence McMahon

J/109

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

PHRF 3

1st	Boulder	David Hudge
2nd	Aftershock	William Newman
3rd	Bozos Circus	Bruce Metzalf

TT

1st	007	George Petkovic
2nd	Viper	Roger Pollack
3rd	Toy Tiger	Kent Picknell

J/105

1st	Invisible	Jeff Janov
2nd	Gigi	David Wagner
3rd	Messy Jessy	Dorin Candea

PHRF 4

1st	Flags	Bob Sample
2nd	Guaranteed Period	D. Randy Adolph
3rd	Measure for Measure	Brian Tobin

S2 9.1

1st	Desperado	Dave Timmer
2nd	Saucy	Johnston/Lewis
3rd	Paradox	George Darrell

T-10

1st	Convergence	Donald Wilson
2nd	Wombat	Rick Strilky
3rd	Tango	Martin Pionus

ETCHELLS

1st	Dr. Evil	Jake Gunther
2nd	Marmosco	Andy Beadsworth
3rd	Keep Smiling	Marvin Beckmann

THOMAS R. SMITH SEA SCOUTS REGATTA JULY 13

1st	Phil Shaw and James Shepard
2nd	Brent Sosin and Beielle Seitelman

ETCHELLS WORLD CHAMPIONSHIP JUNE 23-28

1st	Bill Hardesty, Erik Shampain, Steve Hunt, Jennifer Wilson
2nd	Chris Busch, Chad Hough, Chuck Sinks, Peter Burton
3rd	Judson Smith, Henry Frazer, James Porter
4th	Peter Duncan, Thomas Blackwell, William Burton
5th	Dave Dwyer, Andy Beadsworth, Simon Fry



Photo Courtesy of BoatingShots.com



CHICAGO RACE TO MACKINAC JULY 19

Chicago-Mackinac Trophy

- 1st Veler VII John S. Barbour
 2nd Smokum Too Pete Mather
 3rd Karma Lou Sandoval, Martin Sandoval, Jack Buozio

Mackinac Cup

- 1st Stripes Bill Martin
 2nd Evolution Terry Kohler & Pete Reichelsdorfer
 3rd Zeigeist Robert & Cornelia Zerban

Multihull

- 1st Gamera Matt Scharl
 2nd Nice Pair Bruce Geffen
 3rd Exodus Larry Woods

Cruising Division

- 1st Mirage John Boyle
 2nd Windara Glenn & Elsa Gustafson
 3rd Free at Last Allen Smith

Beneteau 36.7

- 1st Karma
 2nd Program
 3rd Grizzly
 4th Critical
 5th Tried & True

Beneteau 40.7

- 1st Spanker
 2nd La Tempete
 3rd Collaboration 2

Cruising 1

- 1st Mirage
 2nd Windara
 3rd Summer's Dream
 4th Lugnuts
 5th Final Diversion

Cruising 2

- 1st Free at Last
 2nd Sainte
 3rd Journey
 4th White Knuckles

Farr 395

- 1st Zoom
 2nd Mosquito
 3rd Chippewa

GL 70

- 1st Stripes
 2nd Evolution
 3rd Nitmare

J/105

- 1st Pronto II
 2nd C-JEM (Donkey Jack)
 3rd Juno
 4th Tuxedo
 5th Caress
 6th Buzz

J/109

- 1st Zeigeist
 2nd Certainly
 3rd Realt Na Maa

J/120

- 1st Carinthia
 2nd Perseverance
 3rd Hot Ticket

Multihull 1

- 1st Nice Pair
 2nd Lei Loe
 3rd Caliente

Multihull 2

- 1st Gamera
 2nd Exodus
 3rd Zingam

Section 1

- 1st Natalie J.
 2nd Rampage
 3rd Fine Line
 4th Tyrant
 5th Copernicus

Section 2

- 1st Scout
 2nd Renegade
 3rd Hot Water
 4th Saturn
 5th Gaucho
 6th Chewbacca

Section 3

- 1st Skye
 2nd Sufficient Reason
 3rd Pterodactyl
 4th Margaret Rintoul IV
 5th Edge

Section 4

- 1st Power Tripp
 2nd Eagle
 3rd Mrs. Jones
 4th Relentless
 5th Serenissima

Section 5

- 1st Boulder
 2nd Spitfire
 3rd Michela
 4th Bravo
 5th Regardless

Section 6

- 1st Beetwilda
 2nd Aftershock
 3rd Bozos Circus
 4th Archimedes II
 5th Touch of Grey

Section 7

- 1st Veler VII
 2nd Smokum Too
 3rd Jubilee
 4th Cheep N Deep
 5th Celesty

Section 8

- 1st Nana
 2nd Hiswatha
 3rd Decoy
 4th Tenacity
 5th Whisper

Section 9

- 1st Mystery
 2nd Siochail
 3rd Cynthia
 4th Mariah
 5th Free Agent

Section 10

- 1st Souvenir
 2nd Kutty's Ark
 3rd Providence
 4th Falcon

T-10

- 1st Wombat
 2nd American Flyer
 3rd Amateur II
 4th Cheap Thrill
 5th Talisman
 6th Water Works
 7th Wild Norwegian

Turbo

- 1st Equation
 2nd Vincitore
 3rd Windquest

CHUBB U.S. JUNIOR SAILING CHAMPIONSHIP JULY 27-31

Laser

- 1st E.J. O'Mara
 2nd Timothy Zacher
 3rd Drew Shea

420

- 1st Korbin Kirk/Haley Kirk
 2nd Kaye Siemens/Hilary Kenyon
 3rd Brady Stagg/Courtney Alexander

Lightning

- 1st Will Stooke/Max Famiglietti/Jon Dowd
 2nd Andy Gunkler/Nick Gilmore/Sydney Rush
 3rd Luke Adams/Dylan Vogel/Sam Hollowell



NORTH AMERICAN CHALLENGE CUP AUGUST 1-4

Freedom 20

- 1st Mike Jaffe
- 2nd Karen Mitchell
- 3rd John McRoberts

2.4MR

- 1st John Ruf
- 2nd Kristi Walker
- 3rd Night Legesse Sewnnet

Sonar

- 1st Ken Kelly/Don Terlon/Marc Shaw
- 2nd Albert Foster/Jimmie Thweatt/David Burdette
- 3rd Julia Dossert/Brenda Hopkin/Neil Mehlis

VERVE CUP INSHORE REGATTA AUGUST 9-10

Lazer

- 1st Roman Plutenko
- 2nd Matt Woodworth
- 3rd Ned Turney

Vanguard 15

- 1st Ben Marden
- 2nd Lu Han
- 3rd Mike Mooney

Erchells

- | | |
|------------|----------------|
| 1st Julia | Rick Kaiser |
| 2nd Dixie | Fred Joosten |
| 3rd Pyrate | Donald Maxwell |

Shields

- | | |
|-----------------|--------------------|
| 1st Peanut | Kristian Martincio |
| 2nd Yankee Girl | Kevin Teborek |
| 3rd Dauntless | Mark Passis |

Melges 24

- | | |
|---------------------|------------------|
| 1st I'm with Stupid | Shane Vowels |
| 2nd High Voltage | August Hernandez |
| 3rd Das Kleine Boot | Cate Muller |

Luders 16

- | | |
|-------------|-----------------|
| 1st Clipper | William Simpson |
| 2nd Amiga | Herald Hering |
| 3rd Etude | Richard Winters |

Rhodes 19

- | | |
|---------------|---------------|
| 1st Ms. Julie | John Vonnegut |
| 2nd Scholar | Peter Kovats |
| 3rd Rosebud | Richard Dunne |

VERVE CUP OFFSHORE REGATTA AUGUST 15-17

GL70

- | | |
|---------------|-----------------------|
| 1st Stripes | William Martin |
| 2nd Evolution | Kohlen/Reichelsdorfer |
| 3rd Nightmare | Thomas Neill |

FARR 40

- | | |
|--------------------|---------------|
| 1st Flash Gordon 5 | Helmut Jahn |
| 2nd Heartbreaker | Robert Hughes |
| 3rd Gravitas | Richard West |

Beneteau 40.7

- | | |
|---------------------|----------------|
| 1st Collaboration 2 | Robert Vickery |
| 2nd Tsunami | Donald Hayes |
| 3rd Vayu | Ronald Buzil |

PHRY 1

- | | |
|-------------|---------------|
| 1st Lucky | Bryon Ehrhart |
| 2nd Seagoon | Rahmel/Smirl |
| 3rd Twister | Preston Wake |

PHRY 2

- | | |
|---------------|---------------|
| 1st Raven | Stan Bailey |
| 2nd Scout | Ruley/Hummert |
| 3rd Alpha One | Ryan DeVos |

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PHRF 3

- 1st 007 George Pejkovic
- 2nd Mosquito Laughlin/Radtke
- 3rd Jason Edward Cohen

Beneteau 36.7

- 1st Tried & True Robert Foley
- 2nd Blackbird Peter Wenzler
- 3rd Critical Claudio Martin
- 4th Rally Paul Stscherban

J/105

- 1st Tylishan Richard Stearns
- 2nd Gigi David Wagner
- 3rd Vytis Tomas Petkus
- 4th Messy Jessy Dorin Candea

PHRF 4

- 1st Bounder David Hudge
- 2nd Surface Tension Jeffrey Schaefer
- 3rd Jahazi Frank Giampoli

PHRF 5

- 1st Aftershock William Newman
- 2nd Bozos Circus Bruce Metcalf
- 3rd Syrens Nicholas Hayes

T-10

- 1st Tango Martin Florus
- 2nd Winnebago Tim Rathbun
- 3rd Lightning Karstrand/Warnecke
- 4th Skidmarks Lou Jacob
- 5th Wild Norwegian Arvid Eiesland

J/109

- 1st Zeiteist Robert & Cornelia Zerban
- 2nd Lucky Dubie 2 Len Siegal
- 3rd Pull Tilt Priede/Stewart

PHRF 6

- 1st Whisper Thomas Barnes
- 2nd Measure for Measure Brian Tobin
- 3rd Madcap Guy Hiestand

PHRF 7

- 1st Flaga Bob/Cathy Sample
- 2nd Awesome Bill & Vivian Smith
- 3rd Decoy Marc Rosenthal/Ian Fisher

BENETEAU FIRST 36.7 NORTH AMERICAN CHAMPIONSHIP SEPTEMBER 3-6

- 1st Legend David/Dan Shriner
- 2nd Blackbird Peter Wenzler
- 3rd Zingara Richard Reid
- 4th Type A John Fromen
- 5th Tried & True Robert Foley

Corinthian Award

- 1st Ken Chick & Alexis Pyle
- 2nd Split Decision Mark Norris
- 3rd Free Radical Robert Nelson

COLUMBIA YACHT CLUB

LEUKEMIA CUP AUGUST 23

JAM 3

- 1st Soituate Turner, Mike
- 2nd Wild Goose Lindo, Toby

JAM 2

- 1st Kutty's Ark McGinnis, Joe
- 2nd Songline Abbey, Mike & Tam

JAM 1

- 1st Cookie Monster Goldman, Peter
- 2nd Mirage Boyle, John
- 3rd Accord Hansmann, Woody

Catalina

- 1st Fins Grove, Thomas
- 2nd Bayaic Necessity Green, David
- 3rd Lite House Mattern, Matt

T-10

- 1st Tenacity Baker, Doug

J/105

- 1st Striking Shea, Blane

PHRF 3

- 1st On Edge Dorfman, Steve
- 2nd KII Kerbel, Irv

PHRF 2

- 1st Maskwa Waller, Don
- 2nd Jahazi Giampoli, Frank

PHRF 1

- 1st Nitemare Neill, Tom
- 2nd Sonador Kleingaste, Paul
- 3rd Serenissima Munden, Robin

PHRF 4

- 1st Kahuna Thompson, Loren

JACKSON PARK YACHT CLUB

ST. JOSEPH TO CHICAGO BI-STATE REGATTA AUGUST 31

Division=T-10

- 1st Cheap Thrill Snyder, Nancy + Tim
- 2nd Albion Smith/ Wikman
- 3rd Pegasus Krasinski, Andrea

Division=J/105

- 1st Vytis Petkus, Tomas
- 2nd Fronto II Peter Fray
- 3rd Lane 4 Mathis, William

Division=Ben 40.7

- 1st Das Boot Muller, Jay + Cindy
- 2nd Collaboration 2 R. Vickory & C Jungmann
- 3rd La Tempete Weber, Tom

Division=PHRF

- 1st Nordstar Gustman, David

OKR Result:

- 1st Vytis Petkus, Tomas
- 2nd Lane 4 Mathis, William
- 3rd Goblin Thomas, Lindy

JOSEPH CONRAD YACHT CLUB

GOLD BUTTON OF THE COMMODORE REGATTA JULY 13

Group 1

- 1st Yellow Mellow
- 2nd Grytviiken
- 3rd Temptation
- 4th Koko Loko
- 5th Pinball Wizard

Group 2

- 1st Mirage

JOSEPH CONRAD KORZENIOWSKI REGATTA AUGUST 24

Group 1

- 1st Eliza De Mar
- 2nd Karolinka
- 3rd Mirage

Winthrop Harbor Yacht Club

By Scott DeSoto
WHYC Commodore



In 2008, the WHYC board unanimously voted to join the Chicago Yachting Association to show our club support of the CYA mission to support maritime interests in Metropolitan Chicago. It goes without saying that many of our members over the years have benefited and enjoyed the hospitality of the clubs within the CYA and have absolutely benefited from the efforts of planning Venetian night and championing the needs of mariners. In the end...WHYC felt we are part of the surrounding community of clubs in the CYA and we decided we needed to get some "Skin in the Game"!!

My name is Scott DeSoto and I am the Commodore / President of Winthrop Harbor Yacht Club. As we close our 2008 season we are pleased to share we are 225 member families strong and enjoyed one of our best years ever!! Currently WHYC is made of almost 50% power boat fleet and 50% sail boat fleet. In 2008, WHYC formally recognized a growing power performance fleet by adding a Rear Commodore of Power Performance for 2009.

To briefly summarize WHYC, the best phrase may be: WHYC...Not Your Grandfather's Yacht Club. For our membership, this sums it up pretty well. We consider our yacht club to be an extension / enhancement of the boating lifestyle and as a club board, we focus our efforts around the concept of providing a best of class resort type of atmosphere. WHYC is all about friends, family, socialization, education, cruising and the camaraderie of a boating lifestyle. As a core value and driving force behind how we navigate our club, we have really tried to take the "Yaanaaacht Club" out of our "Yacht Club". We honor the traditional

values of most yacht clubs but try not to be held back by out-of-date philosophies that would not attract newer or younger members.

WHYC is a probably a little different than most of the CYA member clubs as we are not in a large metro segment like most CYA member clubs. Almost 90% of our members live 40 plus miles away and slip their boats at NorthPoint Marina on the Illinois and Wisconsin boarder. The 4,160-acre park offers ample opportunities for swimming, boating, picnicking, hiking, fishing, camping and just appreciating nature.

WHYC enjoys full and professional bar service April 15th through October 15th and benefits from an outstanding catering partner for meals at our club every Saturday night throughout the boating season and special events. As a club, we are pleased to have found a club model that supports our needs during the season but does not hamper our members with minimum spends during the off season.

We were very excited to have offered our club as a cruise destination for the Chicago Yacht Club sail cruise fleet in June along with the Columbia Yacht Club cruise fleet in August. Our goal is to extend reciprocity to as many clubs as possible and be known as the friendliest yacht club on the lake. We would like to extend an invitation to every CYA member club to cruise to our club, you will not be disappointed.

WHYC offers all the benefits of a great yacht club lifestyle, we grill, we socialize, we share a few drinks and enjoy the common bond of all boaters. As part of enhanced club and boating lifestyle, we also offer best-of-class boating education courses and semi-

nars, GREAT structured cruises, [over 1200 miles of club cruises in 2008] and social events that are second to none. Add to this a club house with the best view on Lake Michigan, free wireless, four star Sunday breakfasts Memorial Day through Labor Day, free member bikes, free use of member golf carts, campfires, plasma TV's, pool table, darts and so much more.

As a club, we have matured to a point that we know our strengths and our weaknesses. I am passionate that WHYC is by far one of the best yacht clubs and boating organizations on the lake. Ironically, as a yacht club, we are hardly known as a strong sail race club, although we are very pleased that one of our member boats "The Betti", participated in the 100th running of the Mac Race. I am also very proud to say while we have many VERY talented sail racers, we may be known for our sail instruction seminars and classes, youth sailing program, and sail cruise programs. While we may not have our own sail race program we have a solid friendship and respect for NPSRA (North Point Sail Race Association) and we have many members who participate in both clubs and programs.

In closing, we are excited and proud to join the family of yacht clubs and maritime organizations to support the CYA and all it represents to the Chicago marine community, we look forward to having you visit our club and enjoy our hospitality, camaraderie and fun.



JUDD GOLDMAN ADAPTIVE SAILING PROGRAM

by Karen Utterback



Mayor Richard M. Daley, Peter Goldman, Maggie Daley

The Judd Goldman Adaptive Sailing Program hosted a couple of special guests this past June. Mayor Richard M. Daley and his wife Maggie became a part of the Judd Goldman Adaptive Sailing Foundation's family when they came to the sailing center at Burnham Harbor to christen the JGASP's three new Sonar boats. The mayor's wife broke a bottle of champagne over one of the new boats, which was named Maggie in her honor. She took the opportunity to go sailing with a JGASP participant and saw first hand what people with disabilities experience by sailing in the foundation's boats.

Wearing a JGASP hat, Mayor Daley said "it's people like the Goldman family that really put their effort, financial support, and love, affection, and passion for people with disabilities to work and give them the same opportunities as everyone else – especially on the lake. Many people never before had access to the lakefront, never had access to boats or to the experience of sailing. These are the good things that happen with the Chicago Park District and Goldman family and others that really work together to provide access and opportunities for people with disabilities."

The mayor also thanked all the volunteers

that work on behalf of people with disabilities in the JGASP. Maggie said, "I hope that people in our community who may not be familiar with this program will come over and look into it, because it's truly, truly extraordinary."

The new Sonars were a gift to the foundation from the Chicago Park District. The Judd Goldman Adaptive Sailing Program is a unique public-private partnership with the Chicago Park District and Westrec Marinas. The three-person Sonars are used in the Paralympics and the new boats will enhance the opportunity for Chicago youth and adults with disabilities who aspire to become Paralympians.

For the past 19 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 program's fleet now consists of eight 21-foot Freedom sailboats, which have special seats and seat restraints, much like seat belts; four 2.4 meter boats, which are single-handed racing boats with all its lines fed to the cockpit with the option of controlling the tiller either by hand or by foot; and six Sonars, including the newly christened boats (Maggie, Amy, and Lily).

The Judd Goldman Junior Sailing Program offers learn-to-sail classes to more than 200 enthusiastic inner-city youth from 8 to 12 years of age at Humboldt and Garfield Park Lagoons during an eight-week summer program. The junior program's goal is to help at-risk kids learn self-esteem and independence.

Dr. Henry Betts, an honorary member of JGASF and past CEO of Chicago's Rehabilitation Institute, was the featured speaker at the foundation's annual benefit, which is also a kickoff for the annual North American Challenge Cup (NACC). The regatta welcomes disabled sailors from around the country for the competition. JGASP's own Mike Jaffe won the NACC trophy this year—the first time a Chicago sailor has won the event.

A former winner of the NACC, former Paralympic bronze medal winner in sailing and friend of the program, Roger Cleworth, came to town in June to coach the 2008 JGASP Racing Clinic. Cleworth said of the participants at the clinic, "They are all like sponges. Each person learned something different that could help improve their level of sailing." Some of his coaching paid off as racing for JGASP participants expanded this year when the Goldman Cup vetted two sections – one for Freedoms and a new section for single-handed 2.4s.

This summer JGASP 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, enjoyed an outing on the Judd Goldman boats under the careful instruction and watchful eyes of the staff. Many individuals continue in the program once introduced to sailing, taking part in races and/or weekend cruises between harbors.

Long-time Program Director George Bowler was absent from the sailing center part of the summer due to illness. All participants, volunteers, staff, and friends wish him a full recovery and look forward to seeing him at the harbor next summer.



CHICAGO'S CHRISTMAS TREE SHIP

BRINGING CHRISTMAS TREES TO
DISADVANTAGED FAMILIES

by Captain George Lisner, 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 9,000 trees during the first eight years of the project. Now in its ninth 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 would be formed to raise money to pay for the trees. Trees would be 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 dona-

tions, 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 (2005-2008); Don Koster, Past Commodore Calumet YC and Past Commodore of the CYA, has coordinated ship decoration every year. Their influence has been ever-present in the direction of the organization.

USCG 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 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 in conjunction with its aids to navigation tasking prior to the icebreaking season.

Last year as MACKINAW carried over 1,000 trees on the fantail from Cheboygan Michigan to Chicago, the crew went about their training and Aids to Navigation mission. Following a stop at St. Ignace, the ship transited the Straights of Mackinac and traveled to the southern most reaches of Lake Michigan replacing navigational buoys with winter marks and servicing the associated equipment. The work is hard and was

done in bitterly cold and difficult conditions. Yet when that was finished, crew members, laughing and singing Christmas songs, moved the trees to the buoy deck for easier unloading. On Friday, November 30 the official welcoming at Navy



Big smiles from grateful Christmas tree recipients.



Captain of MACKINAW, CDR John Little, welcomes school group.

Pier included a brass band and TV cameras. CYA volunteers led by Commodore Don Koster and Lloyd Karzen were assisted by the crew in decorating the ship. Several school groups visited the ship and had special educational presentations. The following morning, Saturday December 1, started with the annual Shipmasters' Memorial ceremony, followed by the Christmas tree presentation ceremony where three representative families were formally presented with trees. At the same time trees were being unloaded from the ship by youth group volunteers and loaded onto trucks to be delivered by various service organizations, 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, December 5. 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 6 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 6 from 1:30 – 5:00 pm. Visitors can also enjoy the decorations from the dock both day and night and even get a distant glimpse from Lake Shore Drive.

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

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



Volunteers ready to move trees from the ship into trucks for distribution.



Going to great heights to decorate the Christmas ship MACKINAW

THE BOAT IS ON FIRE

by Tim Harrington

The idea of a fire aboard your boat is such a scary thought that most boaters block it from their minds, but sticking your head in the sand doesn't make the threat go away. Going over your boat at the start of the season is a sensible and prudent act that can afford some peace of mind, and peace of mind and spirit is why many of us are drawn to the water, isn't it?

Fact is, not every fire on a boat is preventable, but routine maintenance and good seamanship can significantly reduce fire risks. It can't be overemphasized that fire on a boat is a serious problem, but at the risk of stating the obvious, the best protection is avoiding fires to begin with. So let's take a look at some of the most obvious causes of a ship-board fire.

The most common starting point of an onboard fire is the galley, according to the insurance companies. Grease fires and other burning food is an obvious hazard that can be addressed with a small fire blanket. But more insidious are the stove-fuel leaks that may go undetected. Propane is a heavy gas that flows like a liquid across the floor and into the bilge. Picture a small hose of water running behind your stove and you get the idea, but you can see the water flowing, unlike a gas. Learning how to pressure check your system and doing it often could save your boat and your life.

Almost as common as galley fires are electrical fires. The biggest challenge with electrical fires is that they often start under or behind hidden areas, and are not discovered until they have already ignited surrounding material. Because high resistance in the form of a loose or corroded connections or broken strands is often the cause of electrical fires, here's the action plan. At least once a year, grab a flashlight and go on a visual hunt to try and find every electrical connection on your boat. With all the power turned off, check the connections for any signs of corrosion, and disassemble and clean those that have it. Next, disconnect any shore power and turn every 12 volt doodad you have on. This time around hunt by feel, laying your fingertip on every connection and open wire you can find. Warm wires point to a problem of either broken strands within the covering, or wire not designed to carry the load given. Now plug her back in to shore power and turn on all the high power toys. Check the wiring by feel, but be very careful around connectors.



WARNING: any 110v connections should be covered but finding one by accident that is uncovered with your finger can kill you. If any of the wires are warm, discontinue using that gizmo until a professional can address the problem. As long as you are crawling around in the nether regions of your vessel, make sure you remove any loose paper or other possible ignition sources that come in contact with any wiring. The biggest contributor to electrical fires is the absence of a fuse in the circuit. If you find any wire, including the starter cable or automatic bilge pump, connected to the battery without a protective fuse, have one installed.

What is onboard your boat in a hot, confined space, is hidden out of sight, and uses flammable liquids? It's the engine of course. Gasoline-fueled powerboats regularly experience catastrophic engine-room fires. These are mostly preventable with properly installed tanks and fuel lines, and with the installation of bilge blowers. Of course meticulous engine maintenance, including cleaning to prevent a oily buildup, in addition to careful fueling and starting practices will also help you avoid engine fires. Diesel engines rarely start a fire, and when this does happen, a worn fuel line is usually the problem. Gas or diesel, make sure fuel line runs are clear and not at risk of rubbing against anything.

Prevention didn't work, now what? Almost all fires begin small and if you react quickly you can contain and eventually

extinguish them. The first step is to keep the fire in a confined space. If the fire is electrical, and not near the battery compartment, take a moment to disconnect the batteries. Naturally this is a prudent move in any fire. Attempt to put out the flames with a fire extinguisher, you do have them as required equipment, but do you check them? In addition to checking the pressure gauge, they should be removed from their brackets and tipped upside down. If you can't feel the dry chemical inside moving, it may be caked together and the extinguisher should be replaced. By the way, fighting a fire on a boat is not the best time to learn to use an extinguisher. Buy a few cheap extinguishers and set them off. It is rather shocking to see how little agent they actually contain and how quickly they spend it. A small hand-held extinguisher will be spent in about 10 seconds.

Not all fires can be prevented, but a dutiful check of your vessel can eliminate most of the common sources of ignition giving you the peace of mind you need to truly enjoy that beautiful Chicago sunset.



CATALINA 21

ONTARIO'S BOATING PARADISE – THE NORTH CHANNEL

*With the Crew from Team Effort & Nan-Diana
By Lorelei Lauraitis, Past Commodore Catalina Fleet 21*

Cruising with a view has always been our idea of a good day on the water. Heading out into any large body of water especially the Great Lakes, is always an adventure. Having sheltered water for day and evening sails on Lake Michigan makes one yearns for more ambitious cruises. We decided to sign-up for a stint on a chartered sailboat, a spacious 2-cabin Hunter 37' with all the expected equipment - Chartplotter, lexan dodger, bimini, windlass, refrigeration and XM satellite radio. A Catalina 309 and her crew of two joined us on our seven day journey of Canadian waters.

We picked-up our boat at Discovery Yacht Charters in Little Current, Manitoulin Island, Canada. From a well-stocked galley, including all spices, a toaster, pots and pans to hand towels, washcloths and sheets, all were included in the package. The Galley was outfitted with everything you could imagine, the only things we brought were provisions to eat and drink for a week.

There is outstanding scenery and protected anchorages both east and west of Little Current, so we went both ways to see what we could see. Charts were important along with the chartplotter to travel the byways of the Wabanou Channel, et al. We all had our eyes peeled for jutting rocks of granite, logs, abandoned tree limbs, etc. while using the

designated charts #2205, #2286, #2252. These charts enabled us to safely sail in and out of the Islands.

Day 1 - we headed east of the swing bridge past the northern tip of Strawberry Island to Browning Cove. Day 2 - plotted to Baie Fine where we anchored at Mary Ann Cove and hiked-up to Topaz Lake (a 60 degree algae-free freshwater lake, where you can see as far as your eyes will limit your vision. We met other sailors who were willing to show us the way to the wild-blueberry patch and to a view of our boats anchored below. Day 3 - a town, Killarney, a marina and people! . . . boy, we were so excited to see the action in town. Lunchtime brought us to Mr. Perch, the best fried fish around. Currency was also interesting. Looneys and twoneys were always in our pockets. Unfamiliar currency is easy once you've gone shopping once or twice. We walked the town, bought ice cream and, of course, a famous blueberry pie. Day 4 - returned to Little Current for a pump-out and water fill-up. Next we headed west then north through the Wabauno Channel where we caught about 45 knots of wind. We



Photo Courtesy of Lorelei Lauraitis

then headed to Bell Cove for refuge the wind howled and howled all night long. Morning was a long time in coming . . . The coffee and pancakes sure tasted good. Sunshine, cool winds and clearer skies made the day for sailing much more inviting. Days 5 & 6 - traveled west to the South Benjamins Islands. Again, the scenery was magnificent and the sunset cast pastel pink coloring onto the granite rocks. Some of us took a hike and look-see at the Whalesback Channel on the other side of the granite rocks. The rocks lying below the waterline looked like giant manatees. Day 7 - returned to Little Current and Spyder Bay Marina to release our charter. How was the sailing? We don't remember, we were too busy watching the islands go by and charting our course.

This was a trip of a lifetime. If you haven't been there, put this one in your future cruising plans.



Photo by Karen I. Hirsch

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