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2009



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# YACHTING *in Chicago*

PUBLISHER/EDITOR-IN-CHIEF

Betty Lerner

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Elaine Hofer   Jane McMillan   Kaye Durham   Elizabeth Ashby, Inc.

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As you read through this year's "Our **Blue** side is going **Green**" issue we welcome our new contributing writers Erma Tranter, President, Friends of the Parks; Elizabeth Lastenser from the Shedd Aquarium, and Robert Rafson, PE – environmental engineer and member of the Chicago Corinthian Yacht Club.

Thank you to our continuing environmental contributors Susan Campbell – Communications Manager, Alliance for the Great Lakes and Margaret Frisbie, Executive Director, Friends of the Chicago River.

My esteemed staff and I extend our sincere gratitude to all who supported this special environmental issue. Yachting in Chicago is graced with your contribution.

*May you, your families and friends share a beautiful Holiday Season,*

A handwritten signature in black ink, which appears to be "Betty Lerner".

CHICAGO YACHTING ASSOCIATION  
Publisher and Editor in Chief  
YACHTING IN CHICAGO



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# YACHTING *in Chicago*

Official Publication of the Chicago Yachting Association  
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*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](http://WWW.yachtinginchicago.com). Comments and submissions accepted at [info@yachtinginchicago.com](mailto: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 2009.

# CHICAGO YACHTING ASSOCIATION 2009

By Commodore James H. Richter

2009 has been an exciting year for the Chicago Yachting Association. I've been honored to have the leading role as Commodore for the year.

This organization is represented by all the Yacht Clubs in the Chicago area, as well as the Marine Police, Marine Safety Unit, U. S. Coast Guard Homeland Security, the Coast Guard Auxiliary, the Chicago Power Squadron, local boat yards and Friends of the Marine Community.

The Chicago Yachting Association wants to thank WesTrec, The Chicago Park District, and the Marine Safety Units for cooperation and planning for a Lake Front that is safe, clean and enjoyed by everyone.

The Chicago Yachting Association participated in the Strictly Sail Boat Show at Navy Pier, The Maritime Festival, The Sea Scout fundraiser, the 51<sup>st</sup> Annual Venetian Night in Monroe Harbor, the 9-11 Remembrance Parade at Navy Pier, The Salmon Classic Fishing Tournament at Columbia Yacht Club, The 2008 Interclub Frostbite Regatta at Jackson Park Yacht Club, The Christmas Ship at Navy Pier giving away 1500 Christmas Trees to Chicago's needy, and we'll wrap up the year with the 51<sup>st</sup> Annual Yachting Ball at the Hyatt Regency Hotel Crystal Ballroom where trophies will be passed out to the winning sailors for all their races held on Lake Michigan for Chicago's yacht clubs. The Yachtsperson of the Year award will be presented to two outstanding Chicago boaters.

I'd like to personally thank the members of the CYA for their cooperation and efforts to successfully complete all our duties. Every month we travel to a different yacht club to have our CYA meetings.

Credit is due to all our committee chairs that make this organization work. Betty Lerner, Past Commodore of CYA is the publisher of Yachting in Chicago Magazine and the booth at Strictly Sail Show. Gary Hooper, Past Commodore of Columbia Yacht Club is the Civic and Economic Impact Committee Chair. His committees stay on top of all news from the Park District, Olympic meetings and harbor changes. Rear Commodore, Scott Baumgartner, chairman of the Venetian Night committee was in charge of the parade. This is one of Chicago's most exciting lake front activities at Monroe Harbor. We especially want to thank our participants for their time, effort and talent to provide Chicago residents and visiting tourists with a wonderful and colorful evening. Both Chicago Yacht Club and Columbia Yacht Club need our thanks for providing a base to work.



Jenou Olech, Chairman of the 9-11 Remembrance Parade in Monroe Harbor and Navy Pier was well attended with support from Chicago Police Marine Unit and U. S. Coast Guard and hosted by Columbia Yacht Club.



Randy Schmidt, P.C.

Diversey Yacht Club and Treasurer, Frank Gagliano had a successful Salmon Classic Fishing Derby hosted by Columbia Yacht Club. There were 21 boats entered in the tournament this year.

Walter Gibby Vartan, P.C. Chicago Yacht Club chaired the Steering Committee that provided us with expert advice and guidance.

Richard Cosby, P. C. Columbia Yacht Club served as the CYA Judge Advocate, informing us of all legal aspects of our actions.

CYA's special year end event is chaired by Vice Commodore, Rich Lauric. It is the 51<sup>st</sup> Annual Yachting Ball at the Crystal Ball Room of the Hyatt Regency Chicago Hotel. This is the reward time for all sail racers to receive their well earned trophies for the many spectacular challenges they faced on the race course.

I want to thank all the CYA Officers, Rich Lauric, Vice Commodore; Scott Baumgartner, Rear Commodore; Stanley Hill, Secretary; Frank Gagliano, Treasurer and especially Tony Cimino, Immediate Past Commodore who guided me all year long, and to Kaye Durham, our Assistant Secretary, who was the glue that kept us together and reminded us of our duties. It has been a great pleasure and honor to be the 2009 CYA Commodore.

Everyone have a wonderful and safe winter and next spring we'll do this all over again. ⚓



OFFICE OF THE MAYOR  
CITY OF CHICAGO  
2009

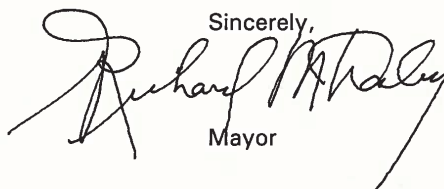
RICHARD M. DALEY  
MAYOR

GREETINGS

As Mayor and on behalf of the City of Chicago, I send my best wishes to the Chicagoland boating community and the Chicago Yachting Association as it launches its *Blue Side is Going Green* campaign.

Few issues facing our society today are more urgent than creating a healthier, more sustainable society for ourselves and our children. I am committed to making Chicago "America's Greenest City" by investing in citywide infrastructure and programs that will ease our demands on the environment, create jobs and promote good health. By acting as informed and responsible stewards of our precious natural resources, those in the boating community can help preserve Lake Michigan and our waterways, do their part for the environment and inspire others to do the same.

I invite you to join us in these endeavors by reducing waste, taking precautions against the spread of invasive species and investing in long-term solutions. Together, we can demonstrate how lakefront cities like Chicago can become more efficient and provide a model for environmentally-responsible living to the world.

Sincerely,  
  
Mayor

# CHICAGO'S CHRISTMAS SHIP

## Ten years of bringing Christmas trees to disadvantaged families

By Captain George Lisner, Chairman



This year marks the tenth annual Chicago's Christmas Ship event. During this time the Committee has raised funds that allowed it to give Christmas trees to over 12,000 disadvantaged families.

The calendar of events will begin with a Chicago River cruise aboard CHICAGO'S FIRST LADY, boarding at 5 00 p.m. Saturday evening, November 21 and capped off with the Magnificent Mile Lights Festival fireworks. Bring your children aboard for this spectacular kickoff in support of Chicago's Christmas Ship. See our website [christmasship.org](http://christmasship.org) for details.

At 8 00 a.m. Friday, December 4 the official welcoming of the "Christmas Ship", aka USCGC MACKINAW WLBB-30 will take place at Navy Pier including a brass band and TV cameras. Later, volunteers from the yachting community assisted by the crew will be decorating the ship. Throughout the day several school groups will visit the ship and have special educational presentations. That evening a 10 Year Reunion Reception is scheduled to include past commanding officers, flag officers, and key supporters of the program.

The following morning, Saturday December 5, will start with the annual Shipmasters' Memorial ceremony at 10 00 a.m., followed by the Christmas tree presentation ceremony where representative families will be formally presented with trees. At the same time trees will be 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 in the form of Christmas trees to over 1,500 disadvantaged families. The ship will be open for public tours that afternoon.

It all started on board the US Coast Guard's icebreaker USCGC MACKINAW WAGB-83 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, the ROUSE SIMMONS. The ship sank in 1912 with the loss of all hands on a voyage bringing Christmas trees to Chicago where they were to be sold on the Chicago River at Clark Street. This evolved into an idea for a way to do something meaningful for the community based on the story and tie it in with regular training exercises for MACKINAW.

Chicago's Christmas Ship Committee was formed by a group of mariners coming from commercial, recreational and military fields who wanted to do something special – give Christmas trees to disadvantaged families who would not otherwise be able to have a Christmas tree. The committee works as an activity of the Navy League of the US.

Money was raised to buy trees that were brought to Navy Pier on board MACKINAW and distributed to disadvantaged families selected by a third party. The event was a huge success and since has quickly become an annual tradition.


On June 10, 2006, in a combined ceremony, the "Old Mac" USCGC MACKINAW WAGB-83 was decommissioned and the "New Mac", USCGC MACKINAW WLBB-30 was commissioned and has carried on

as "Chicago's Christmas Ship" starting in 2006. This will be the fourth year that the new cutter will bring trees to Chicago in conjunction with its aids to navigation tasking in the southern most reaches of Lake Michigan, replacing navigational buoys with winter marks and servicing the associated equipment prior to the icebreaking season.

100 of the donated funds are used to provide Christmas trees to deserving, less fortunate and disadvantaged families through Ada S. McKinley Community Services and other third party, independently selected charities. No other use of these funds is allowed and no participating organization or volunteer receives any compensation or reimbursement from these donations. The Committee receives separate underwriting and in-kind donations to provide festivities for the surrounding events it sponsors.

Your continued support helps to bring smiles to the faces of children of disadvantaged families at Christmas Thank You!

Donations are deductible under provisions of IRS Reg. 501.c.3 and may be sent to Chicago's Christmas Ship, c/o Chicago Council, Navy League of the US, 403 North County Line Road, Hinsdale, IL 60521

To learn more and get the latest information on The Christmas Ship Fireworks Cruise and other events as well as ways you can participate visit our website [www.christmasship.org](http://www.christmasship.org) 



# BLUE GREEN PARTNERS – WORKING TOGETHER TO CLEAN AND GREEN CHICAGO’S LAKE MICHIGAN LAKEFRONT PARKS

By Erma Tranter, President, Friends of the Parks

Friends of the Parks (FOTP), a 34-year-old environmental organization whose mission is to preserve, protect and improve Chicago’s parks, continues to collaborate with the Chicago boating community to improve parks and harbors.

FOTP has recently worked with boaters and community groups to support the construction of two new harbors, Gateway Harbor at Navy Pier and the 31st Street Harbor. FOTP and the Friends of Monroe Harbor worked to maintain Monroe Harbor as a mooring harbor. The Corinthian Yacht Club serves as the “classroom” for our Environmental Education Program. In addition, many harbor groups participate with FOTP each April on an Earth Day Parks Clean Up.

As we look ahead to a new boating season in 2010, Friends of the Parks seeks to partner with the boating community, the recreational yachting community and harbor councils to initiate a Clean Chicago Harbors program with best environmental practices for harbors and the parks in which they are located. To establish a Clean Chicago Harbors program is possible, desirable and essential. Several coastal cities have established best practice programs including Seattle as well as all harbors in California. Many Great Lakes states have been examining ways to minimize their impact on lake environments. Michigan has established a voluntary Clean Marina Program, and, to date, 21 marinas have been designated as clean marinas.



Erma Tranter, President, Friends of the Parks

drums are available to all boaters. In some California harbors, bilge pads are provided free to boaters. Bilge pads prevent spills into Lake Michigan. In addition, boaters should clean up any and all chemical spills and dispose of the cleaning materials in designated bins.

To insure the proper disposal of chemicals and hazardous waste materials, Westrec Marinas should install waste recycling signs and bins for boaters with designated bins. Separate bins should be provided for batteries, hazardous waste, used motor oil and oil filters, oily bilge water and sewage.

## REDUCE POLLUTION FROM PLASTICS AND OTHER LITTER

Plastics are a part of everyday life. But, plastics are also one of the most noticeable and widespread pollution issues facing our nation’s waterbodies, including Lake Michigan. Most plastics often float on the surface where they are broken down by sunlight to become the size and shape of plankton which can be inadvertently eaten by wildlife. Ingested plastics can cause internal injury, intestinal blockage or starvation to marine life. Although most plastics come from land-based uses, plastic bags and other lightweight plastics are blown into Lake Michigan. Boaters can help clean and clear the plastic debris when they come across plastics floating on the lake. Boaters can also make it a policy that NO trash is discarded overboard.

Park and harbor users should conserve plastic use by bringing supplies and picnics in reusable canvas or cloth bags. Boaters can use biodegradable bags to stash trash on board and bring it back to shore.

Park users and boaters should help on the green side by picking up litter. It is particularly important to pick up glass and put it in trash receptacles as broken glass can lead to injuries by children, adults and animal life. It is equally important to pick up plastic litter on the park side, as plastics endanger wildlife.

Park harbor groups and park advisory councils can kick off the boating and park season by helping to green parks on the annual Earth Day Parks Clean Up on April 17, 2010. Working beyond Earth Day, we seek to work together on a strategy to implement a new Clean Chicago Harbors program to further enhance our blue/green lakefront parks for boaters and park users. ⚓

VISIT OUR WEB PAGE AT [WWW.FOTP.ORG](http://WWW.FOTP.ORG).



FOTP and the CYA have a great opportunity to come together in Chicago in 2010 to begin a similar Clean Chicago Harbors program that will make boating and park enjoyment even more pleasurable.

A Clean Chicago Harbors program would include a partnership with boaters, Westrec Marinas, the Chicago Park District, the Chicago Yachting Association and park advisory councils to work toward a cleaner harbor/park system.

Best practices should start to address solutions to chemical discharges as well as from pollution from plastics and litter.

## CHEMICAL DISCHARGES

A Clean Chicago Harbors program should include systems to reduce the discharge of chemicals in Lake Michigan from the spilling of fuel, oil, paints or cleaning solvents.

Bilge water management is crucial. Boaters can use bilge pads to absorb oils and chemicals. In California, bilge pads and disposal



# Museum Shores Yacht Club



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# CHICAGO POLICE DEPARTMENT'S MARINE & HELICOPTER UNIT

Greetings from the Men and Women of the Chicago Police Department's Marine & Helicopter Unit, the ever present Law Enforcement and Homeland Security force present on Chicago's beautiful lakefront!



Although the unit is small in number of personnel we bring forth a vast amount of knowledge, technical and physical skills, and a strong desire to serve and protect our city's vital infrastructure and citizenry.

As the Commanding Officer of the Marine and Helicopter Unit since February of this year I have come to understand the nature of the marine environment present along the lakefront and the importance of Law Enforcement along the critical waterways of the city. In conjunction with the United States Coast Guard and the Illinois Department of Natural Resources, our federal and state law enforcement partners at the Chicago Marine Safety Station, we constantly strive to ensure the safety and security of the city, its mariners, and recreational boaters.

My marine experience began this year with the annual "Polar Plunge" at North Avenue Beach where the Chicago Police Marine Unit Divers provided safety and security for the thousands of brave souls who entered the frigid waters of Lake Michigan in this charitable cause benefiting Special Olympics. Continuing on through the year the Chicago Police Marine and Helicopter Unit provided support and security for numerous events including the annual St. Patrick's Day Parade and the dyeing of the Chicago River, the 101st running of the Mackinac, numerous regattas, Venetian Night, the City Scene "playpen" event and The Chicago Air and Water Show. It was my pleasure to be at so many of the events which enjoyed fortunate weather, good planning, and the benefit of so many skilled and professional boaters and sailors on Chicago's waterways.

Helicopter Operations has continued to grow and interweave further into daily Law Enforcement and Homeland Security operations. The state of the art equipment aboard the helicopters not only significantly increases the safety of our officers in the field, but also for the citizens of Chicago and Cook County as well. For those in the boating community, I am sure PHI and

PH2 are regularly admired as they make daily Homeland Security checks of strategic infrastructure along the lake front and river ways. Their presence at the many lakefront events always provided a higher level of security as well.

The view at the lakefront, both looking east towards the sunrise each morning and west during the sunset, is by far one of the most beautiful views to be found anywhere. It has been an awesome experience to be part of that scene each and every day and the Chicago Police are proud to serve while making sure that the lakefront is safe and secure. During my tenure here at the Marine Unit I have had the pleasure and honor of observing truly professional people doing what they do best. Whether it is handling a 45' steel hulled boat with a boat in tow through heavy seas, providing escorts to the Mackinac sailors as they begin their race, or simply making their presence known to an inexperienced boater, the Marine Officers have been exemplary in their performance. The Marine Unit continues to provide the utmost in service with their expertise and presently fifty percent of the marine officers have successfully completed classes and are certified with United States Coast Guard Captain's Licenses.

Of course there are the regular police related duties to which we must also attend. Countless service calls have been answered, citations issued for safety violations such as wake/speed and personal flotation device non-use were increased and have been emphasized, four physical arrests for burglary to boats were effected, fifty-five tows of vessels, 401 training dives were conducted, along with IIO assigned dives evidence or related recovery, and four documented active drowning rescues. Additionally, a total of 7,500 individual dive or surface visual checks of high risk locations have been made and documented under our Home Land Security protocols. An additional responsibility of dignitary protection was assumed by the unit with the election of our

new President who is a resident of the city of Chicago. Whenever he is in town the unit provides protection both in the air and on the water should the need arise.

This year we congratulated Sergeant Ray Mazzola on his 32<sup>nd</sup> year assigned to the Marine Unit and the continued presence of Marine Officers Paul Zia, John Stajcic and Tom Fahy. We paid a sad farewell to Sergeant Ric Erbacci as he left for greener pastures and was assigned to the 16<sup>th</sup> Police District, but were extremely happy to announce the birth of James Matthew Lotito son of Marine Officer Matt and Marissa Lotito and Kenneth Luis Kaner son of Marine Officer Kurt and Marine Officer Leti Kaner. The remaining marine officers and sergeants continue to train, learn, and serve in their capacities as they continue their service.

We continue to serve with the complement of two 45' Gladdings-Hearns patrol vessels, two 31' SafeBoat Response Boats, two 25' Sea Ark patrol vessels as our primary vessels. Improvements continue to be made with rigging each vessel and dive truck with updated medical gear, AED's, Oxygen and stabilization collars and boards. The week long training which took place in conjunction with receipt of the new equipment, qualified all of the Marine Officers and Sergeants as Medical 1<sup>st</sup> Responders.

The city of Chicago is truly fortunate to have the unified team which includes the United States Coast Guard, the Illinois Department of Natural Resources, and the Chicago Police present on the water 24 hours a day, seven days a week, and 365 days a year based at a central location in DuSable Harbor and adjacent to the Chicago River for an immediate response team.

Be assured, that the Chicago Police Marine and Helicopter Unit is poised and waiting for your call for help, on Channel 16, by phone at 911 or by any communication means we are on the water and in the air for your safety and well being underway or at anchor. ⚓

# THE NATIONAL BOATING FEDERATION & YOU

by Fred Poppe, Chicago Yachtin Association representative to the National Boating Federation and Member of the Executive Committee

Every year many topics of concern to the recreational boating community occupy the agenda of the National Boating Federation (NBF). In this article you will read about some of the issues that the organization considers important to the continued enjoyment of our vessels on the water.

## ETHANOL AND MARINE ENGINES

The National Marine Manufacturers Association (NMMA) formed a coalition in opposition to the efforts of a pro-ethanol lobbying organization called "Growth Energy." This organization formally requested that the Environmental Protection Organization (EPA) increase ethanol blends in gasoline to E-15. It is the position of the marine industry that such increase in the proportion of ethanol should only be considered after independent scientific testing establishes that such ratios are not detrimental to marine engines.

The executive committee of the NBF voted to advocate for the removal of all ethanol from marine fuels and to support NMMA's coalition and its position.

## AUTOMATIC IDENTIFICATION SYSTEMS MAY NOW BE CARRIED ON RECREATIONAL VESSELS

The Federal Communications Commission (FCC) announced that recreational vessels may now carry Class B Automatic Identification Systems (AIS) Transponders which transmit navigational information to other vessels similarly equipped. The information transmitted includes the vessel's Maritime Mobile Service Identity (MMSI) number, course, speed, position and other pertinent information. AIS systems have been in use by the commercial shipping industry, but have only been approved for small vessels in 2009. The AIS transponders will provide a significant improvement to navigational safety since they transmit the vessel's status and receive and process data from other vessels so equipped.

## THE SPORT FISH RESTORATION AND BOATING TRUST FUND

This Federal Trust Fund, formerly known as the Wallop-Breaux Fund, returns the taxes to wildlife preservation and boating safety and boating education agencies. These taxes are levied on marine fuels, marine equipment and supply sales, boat sales, and fishing supply sales. Annually, about 700 Million are involved. Every five years

Congress must reauthorize the return of these tax dollars to the Fishing and Marine Communities and 2009 is one of those years.

To resolve the competing interests of the members of the affected communities, and so that Congress hears only one voice, a twelve member Fishing/Boating Alliance was formed with NBF as one of its members. The congressional funding authority is usually attached to the Federal Highway Bill, where it is a minor item, thus making passage more probable, and by the time you read this article, it should be a done deal.

## MUMBAI ATTACK RESULTS IN A REFOCUS ON SMALL VESSEL SECURITY.

The 2008 terrorist attack in Mumbai, India, added new emphasis to the Department of Homeland Security's (DHS) argument on the threats posed by small recreational vessels. The terrorists entered India's waters via a stolen fishing boat and then launched inflatables to come ashore. This attack caused the DHS to comment on the need to "Counter the threat posed by small boats." While neither this incident nor the attack on the USS Cole occurred in U.S. waters, the concerns of the DHS is that a similar scenario could take place in this country. The U.S. Coast Guard continues to work on formulating legislation for some type of identification/tracking system for recreational vessels.

## PUBLIC ACCESS TO OUR WATERWAYS.

The threat of rising taxes and the increase in local government budget deficits is creating greater pressure on the use of eminent domain declarations to reduce public access to our waterways in many areas. The legislatures in Maryland, Florida, and North Carolina passed legislation this year requiring that waterfront facilities be taxed on their actual use and not on its potential value. The action taken in the above states represents a major step forward in preventing small marinas being taken over to build condominiums. One can only hope that other states will follow the same course. ⚓



Officers and Executive Committee Members, National Boating Federation  
 Left to right, top row: Marlene Barrington, Immediate Past President, Northwest Boating Council; J. Orth, Committee Member, Potomac River Yacht Club Association; Secretary, Recreational Boating Association of Washington; Earl Tucker, Jr., Treasurer, Coast Guard Auxiliary; Robert Williams, Committee Member, Pennsylvania Boating Association

Left to right, bottom row: Fred Poppe, Vice President, Chicago Yachtin Association; Thomas Moran, President, Lake Michigan Yachtin Association; Earl Wachs, Lecturer, Chesapeake Bay Yacht Club Association



Matthew Lonigan, Government Affairs Director, National Association of State Boating Law Administrators, Speaker at the Spring Meeting of the NBF at the Riverside Yacht Club, Essington, PA, and President Thomas Moran



Captain David Scott, Commanding Officer, USCG Sector Delaware Bay, Speaker at the Spring Meeting of the NBF at the Riverside Yacht Club, Essington, PA, and President Thomas Moran

EVENT



# THE UNITED STATES COAST GUARD AUXILIARY

By Peter E. Pallis, P. CO

Seventy years ago on June 23, 1939, Congress chartered the Coast Guard Auxiliary (renamed from the Coast Guard Reserve in 1941) authorizing the US Coast Guard to use civilian volunteers to promote boating safety on our nation's waterways.

SAFETY



Today, some of the same men and women, along with thirty thousand others in the Auxiliary, "America's Volunteer Guardians" continue the long tradition of helping protect the boating public and all Americans.

When America entered World War II, 50,000 Auxiliary members joined the war effort. They guarded waterfronts, carried out coastal picket patrols, rescued survivors from scuttled ships and did anything else they were asked to do. Many of their private vessels were placed into service. After the war, Auxiliarists resumed their recreational boating safety duties. The Auxiliary's four cornerstones - Vessel Examination, Education, Operations and Fellowship - were established and remain today.

The well-known Vessel Safety Check, a free examination available to any recreational boater, helps boaters ensure their craft complies with Federal boating regulations. Boating safety is taught to recreational boaters of all ages. The Auxiliary operates safety and regatta patrols and is an integral part of the Coast Guard Search and Rescue team. Auxiliarists also stand communication watches, assist during mobilization and training exercises, and recruit new people for the Service.

The United States Coast Guard Auxiliary is composed of uniformed, non-military volunteers who assist the Coast Guard in all of its varied missions, except for military and direct law enforcement. These men and women can be found on the nation's waterways, in the air, in classrooms and on



Auxiliary Patrol Boat on Patrol

the docks, performing Maritime Domain Awareness patrols, safety patrols, vessel safety checks and public education.

Following passage of the Coast Guard Authorization Act of 1996, the Auxiliary assists the Coast Guard, as authorized by the Commandant of the Coast Guard, in performance of any Coast Guard function, duty, role, mission or operation authorized by law. ⚓

## YACHTSPERSON OF THE YEAR RECIPIENTS

- 1960 Bill Whalen - JPYC
- 1961 George Harvey - CoLYC
- 1962 Ted Dunlap - CoLYC
- 1965 Martin H. Roefer
- 1966 Weldon P. Cody - CYC
- Marty Friedman - CCYC
- Abe Jacobs - BPYC
- Barry Oller - CoLYC
- Adrien Walker - JPYC
- 1969 Raoul M. Allesee - BPYC
- Joseph D. Day - ILL
- Boating Council
- Marshall Kissel - CoLYC
- 1981 Harry "Bus" Yourell
- 1984 John C. Cutler - CCYC
- 1985 Eugene M. Kinney - 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
- 1995 Robert E. Murphy - CPS
- 1996 RADM Randy K. Preschel - USCG Ret
- 1998 Shawn Mullane
- 1999 Jerry E. Metzger - BPYC
- 2000 Robert P. Edidin - BYC
- 2001 Grant Crowley - CYC
- 2002 Fred W. Poppe - BPYC
- 2003 Peter Goldman - JGASF
- 2004 Don Glasell - CYC
- 2005 Deane Tank, Sr. - CYC
- 2006 George Morrissey - CoLYC
- 2007 Tom W. Neill - Col YC
- 2008 Don A. Koster - CalYC



# UNITED STATES COAST GUARD AUXILIARY FLOTILLA 2 9WR

By Uke Jo and ich, Flotilla Commander

## It's a beautiful Saturday in mid August and we are under orders to work the Air and Water Show.

AT 8:00 a.m. we hook up the trailer and make our way to the Summit boat ramp only a short fifteen minute ride from where our patrol boat, the Admiral Stansbury, is stored. We're in luck - only a short wait for our turn to launch. Once we're in the water, all pre-underway required information is passed on to our order issuing authority Coast Guard Station Calumet Harbor. The information includes our order number, vessel number, crew names, gar model, water temperature, cell phone number and starting point of our patrol.

AT 8:30 a.m. we make way up the Chicago Sanitary and Ship Canal towards Lake Michigan. We come across a damaged dock wall at one of the facilities that transfers hazardous materials. We take digital pictures of the damage and notify the Coast Guard Marine Safety Unit Chicago and continue up river towards Lake Michigan. As we cruise at no-wake speed through downtown Chicago, we are monitoring the commercial vessels to insure that they are in compliance with the no wake zone there.

We enter the Chicago Harbor Locks, with three Chicago police boats and one Illinois DNR police boat, all scheduled to work the Air and Water Show. Leaving the locks, we all proceed to assigned positions. Our position is between the Chicago Harbor Light House and Navy Pier, along with a Chicago police boat and Illinois DNR police boat. Our responsibility is to secure a safety zone north of our assigned area. We will assume this position for the next six hours, stopping every vessel that attempts to enter the safety zone which sometimes is as simple as using the loud hailer to notify the skipper of a particular vessel that access to this area is prohibited. Other times it requires a short pursuit to catch a speeding vessel, stopping it and having it leave the restricted area. Needless to say, it turns out to be a very busy day watching for incoming vessels entering our area - no time to watch the Air and Water Show.

IT'S 4:00 p.m. and all patrol boats are released from their perspective patrol assignments. We wait to enter the locks to return to the Summit boat ramp. We enter the locks with the three Chicago police boats and the Illinois DNR police boat all are returning to our base or boat ramp. Proceeding down river at a no-wake speed, we are again attempting to keep the numerous vessels behind us from taking up the entire river channel.

APPROXIMATELY 4:40 p.m. we are informed that a vessel around Western Avenue had sunk and people were in the water. We respond at full throttle along with three Chicago police boats and a Chicago fire department boat. When we reach the scene of the sunken boat, we come upon a blue runabout about 16 to 18 feet in a sunken vertical position with about 2 to 3 feet of the hull sticking out of the water. The shoreline was buzzing with excitement. Three ambulances, two fire trucks and about five squad cars were at the Western Avenue boat ramp. Our job, at this point, was to secure the area so that one of the Chicago police boats could tow the sunken vessel to the boat ramp preventing any possible collision with the numerous vessels transiting the area.

Once the sunken runabout was safely secured at the boat ramp, we were able to obtain the following information. The blue runabout was waked out to the point that it was filled with water and sank, putting two people in the water. A Good Samaritan picked up the two people from the water and took them to the dock. A white boat that witnessed the incident tried to stop the offending vessel and struck it, throwing one of its passengers into the water. The white boat had to end the pursuit to pick up its passenger from the water and to return to the dock with extensive damage to the vessel. Meanwhile, the offending vessel was able to get away. During the investigation, the operator of the white boat was given a breathalyzer test and cited for BWI. All the while we're on the phone notifying all appropriate Coast Guard units.

Once the Chicago police boats give us the "All Clear" we again proceed towards the Summit boat ramp. When we get to the Summit boat ramp, we can load our boat onto our trailer for the trip back to the boat's storage space. Eleven and hours later, we're finally home. All in a patrol day's work successfully completed. ⚓



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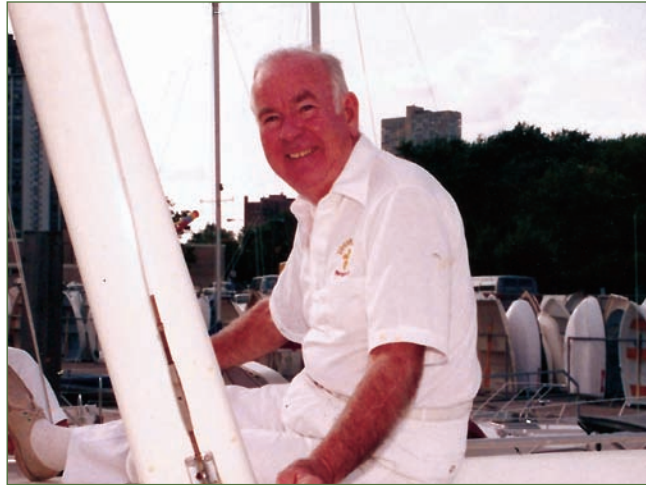
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# Yachtsperson of the Year 2009

## IN SEARCH OF THE PERFECT SPOT

William Templeman got interested in boating when he secured a contract for his electrical construction company in St. Croix, USVI.

Bill and his wife got hooked on boats, and in the late 50s they purchased a 28' Richardson. "I remember looking up at her on the cradle. She looked so big! Then, as she was being lowered into the river, she got smaller and smaller. But we kept the Richardson for 4 years, and had a fine time aboard her. We cruised to Sturgeon Bay and other destinations on Lake Michigan but finally needed a bigger boat. Three boats later, we bought a 57' Chris-Craft which was big enough



to cruise long distances with the whole family." Bill had many friends in Puerto Rico where he had a home and office for his company, and that became their destination.

The wonder of cruising was short lived. Bill's cruising buddy in Puerto Rico suggested Christmas shopping in St. Thomas. They left harbor at 0600 on the morning of December 23<sup>rd</sup>, 1973, with 17 people aboard, family and friends of the Templeman children. At 0900, just off of Luquillo Beach on the north coast of Puerto Rico the boat suddenly burst into flames. A defect in the manufacturing caused the electrical wires to dead short. Bill had 5 minutes to get all 17 people into life vests and off the vessel into the water. A plane saw the flames and the people in the water and went for help.

"All told, we were in the water over 2 hours as we watched the boat burn to the waterline and sink. Thankfully, all passengers and crew were returned safely to Puerto Rico."

The next yacht has lasted a little longer. Empty Pockets her dinghy is Small Change is a 58 foot Hatteras, and Bill has put over 350,000 miles on her. Bill is one of the few people who has cruised all of the Great Lakes. He cruised many rivers including the Tom Bigby Waterway, the Hudson, the Erie Barge Canal, Trent-Severn Waterway, St. Lawrence Seaway, the Okeechobee, and more than 50 trips on the Mississippi. He has cruised the Bay of Fundy, the entire East Coast, the US and British Virgin Islands, Puerto Rico, the Dominican Republic, the Bahamas, Turks and Caicos, Cayman Islands, the Yukatan of Mexico, Isla Mujeres and Belize, and Cuba 6 times.


Early in his boating career, Bill met Nick Giovanni, a strong supporter of Predicted Log competitions for power boats. Bill became a top international competitor and won overall in the 80s in a competition held in the Cape Cod area. Bill has acted as the Commodore of the North American Cruiser Association and was awarded the Gangelman Trophy for Sportsmanship for promoting Predicted Logging in the US.

Through his experiences with Predicted Logs, he got involved with race committee and sail boat racing.

In the early 90s he was honored to be asked to act as the pin boat for the Race to Mackinac. This year he has captained committee boats for both the NOOD and the Verve.

Bill has been an active member of Chicago Yacht Club since 1962, serving as chair of the power fleet and on many committees. He is also a member of St Petersburg Yacht Club, Cangrejos in Cuba, and Club Nautico de San Juan. Bill has been an active supporter of the cruise for visually challenged children, the cruise for children with disabilities, and helped start a cruise for the elderly which was popular for some time but is no longer held. He has participated in Venetian night several times, sponsored a Flamingo group for an early Navy Pier festival, and has been active in the Leukemia Cup and other charity functions.

In his professional life, Bill is credited with coming up with the idea of airlifting materials in the construction of high-rise buildings. The practice started when Bill's company was building facilities in several locations in New Mexico. To save time, they built everything in one spot and then airlifted to the various sites. It worked so well that it was next used to install antennas on Chicago skyscrapers and the lights in Soldier Field for an earlier remodeling. The technique is now widely used around the world.

When asked where in the world he would most like to be, Bill has his response ready. "At the precise spot I am at that precise instant." 

# Yachtsperson of the Year 2009

## YIC PRESENTS VETERAN SAILOR GENE MCCARTHY

At age 10, sailing Columbia Yacht Club dinghies, Gene McCarthy won his first sail boat race. That adventure established a lifetime of taking and giving to the sport of sailboat racing and some cruising.

He was race chairman of the 1959 Pan American Sailing Games for the City of Chicago, regatta chairman of the 1964 Star Class North American Championship, race chairman of the first two National Sea Explorer Championships, and promoter of the Chicago-In-Water Sailboat Shows. He brought the Milwaukee Clipper, a 345' cruise ship to Navy Pier, beginning the return of cruise boats to Navy Pier.

Gene has owned the following boats – an inland scow, a speed boat, 4 Stars Class sailboats, 4 Tartan 10s, a C & C 43', an Ericson 46' and now owns a Great Lakes 70 sled called POROROCA. This name is a Portuguese word meaning God Awful Noise, which comes from the high tide rolling on top of the Amazon River in Brazil.

He has placed in section in 17 of the 55 Chicago Mackinac races he has sailed. He helped establish the Double Goat Trophy recognizing individuals who have sailed 25 Chicago to Mackinac and 25 Port Huron to Mackinac races, and Gene is honored to have his name on that trophy. He won the Hundred Miler in Green Bay and the Queen's Cup and many local races in Area 3. He has been Great Lakes Star Champion twice.

Non-racing activities include Commodore of the Lake Michigan Yachting Association, and founder and first commodore of the Lake Michigan Sail Racing Federation. In those capacities, he and Chester Kuttner worked to establish the Area concept as it is now used by US SAILING all over the United States. He was President of the Yacht Racing Union of the Great Lakes which is an organization of yacht clubs on all of the Great Lakes. The Union sponsors the coveted Richardson Cup Match Race championship.



Gene's business was providing Marine Insurance and Corporate Insurance for individuals and companies across the country. He helped establish the Regatta Liability Insurance Program for US SAILING members in 1980 which was credited with raising the club membership in US SAILING from 350 to over 900. Gene said, "A yacht club located in Long Island lost two sailors in a sponsored sail race and discovered that General Liability Insurance policies were never intended to cover that type of loss. I have been told many times that the Regatta Liability Insurance Program allowed yacht clubs to continue in the business of sponsoring sail races." Gene also created a yacht insurance program for individual members of US SAILING which included coverage for spars and sails when insurance companies were reluctant to do so.

Working in marine insurance, Gene became an authority on admiralty law. Because of extensive knowledge of maritime legal issues, the US SAILING Legal Committee asked Gene to join them as the only non-lawyer on the committee.

Gene was invited to join the US SAILING Safety at Sea Committee by its first 1<sup>st</sup> chairman shortly after it was started in response to the Fastnet Race tragedy in the Irish Sea in 1979.



From that sad event, Gene said a simple lesson was learned. "Always step up to a life raft, never down. In other words, don't abandon ship until the vessel is going under water."

He continues to serve US SAILING on the Safety At Sea Committee

and the Legal Committee and has served as Chairman of the Development Committee and on the Board of Directors. He is a US SAILING Certified Senior Judge. He is also an active member of Jackson Park Yacht Club as well as Chicago Yacht Club.

Gene has an interesting and long association with CYA. He, along with Fran Byne and Marshall Kissel developed the concept of CYA over Friday lunch meetings many years ago. "The expense of going to 5 different trophy dinners for the various yacht clubs was difficult for us as young men. In addition to the cost for the tickets, babysitters had to be arranged and they were costly, too. We spent many long Fridays in discussion and eventually Marshall organized a meeting at Burnham Park Yacht Club where CYA was born. Uniting all of the yacht clubs has provided many more benefits than we had envisioned at our Friday meetings."

When asked "What is memorable in your career," Gene replied, "Winning the Mackinac and helping Bill Templeman take his power boat to and from Florida." ⚓

# GREENER SIDE OF BOATING

by *Robert Rafson*

**Face it...** boaters are already greener than the general population. We have to be. We have limited resources on a boat and use them carefully. That gets us most of the way there. That being said there is often a lot more we can do to “green” our boats.

**G**reen cleaning is easier and easier. There are plenty of products that are biodegradable and work as well as harsher chemicals - eg. soaps that contain phosphates. This is a simple way to protect our waterways and marine life.



Robert Rafson, P.E Full Circle's Vice President Sustainable Engineering has achieved recognition in several fields, including patented innovative soil remediation technology, gaseous emission controls and Brownfield redevelopment. Over the past 27 years, Rob has been involved in the engineering, design and implementation of over 150 environmental improvement projects in the United States and abroad. He has also supervised the redevelopment of 17 contaminated properties including four superfund projects in the Chicago area and authored the authoritative text “Brownfield” - Redeveloping environmentally contaminated properties, published June 1999 with McGraw-Hill.

**RECYCLING** has been around for as long as I have been around. We recycle at home but far too often we have limited room on the boat and therefore don't make the effort to recycle. It's as easy doing it at the harbor as it is at home. Try putting two bags in the same can - one for aluminum and one for everything else. When you're done, put the aluminum outside the garbage bin or in the blue bin and the rest inside. I'm sure that someone will come by and recycle it for you. Aluminum can't breakdown and is one of the most highly recycled materials, therefore better for boating and greener than plastic or glass.

Boaters already reuse pretty much everything. I know people that have storage areas - basements, garages, etc. that are entirely devoted to spare parts. The internet provides an avenue for selling, trading or just getting rid of that “stuff” you just can't part with. I've sold thousands of dollars worth of functioning equipment I replaced with upgraded equipment.

**THE DIESEL ENGINE** was originally designed and run on peanut oil. Modern bio diesel is converted vegetable oil. In many ways it is better fuel than crude oil based diesel. It's cleaner for the engine, non toxic, and carbon neutral. I would expect B5 - 5% bio 95% regular diesel or maybe B20 diesel to be readily available and it acts just like regular diesel.

There are two strategies to going 100% bio diesel or straight vegetable oil - SVO. Bio diesel is so cleansing, it actually will strip all the lubricating characteristics of the regular diesel, however be sure to check with your engine manufacturer before you jump into this. Dual fuel is another strategy. To use dual fuel, start the engine with regular diesel and run until the engine is fully warm, then switch over to SVO.

**ENERGY EFFICIENCY STRATEGIES** reduce deep cycles on the batteries and reduce demand on shore power. You also save fuel by not having to run your engine as hard to generate the power to replenish your batteries. LED - light emitting diodes - are very efficient and last many times longer than incandescent lights. They can replace both the interior and running lights.

Renewable energy is not only a hot topic - it makes good economic and ecological sense. Everything from solar-powered batteries, solar panels to power the boat, to wind turbines and hydro electric generators you can drag behind the boat are options to explore, especially with all the incentives available to purchase and install them.

Ultimately, we must protect the environment we enjoy. Take the time to think about how each of us can make little improvement in our boating and we will all benefit. ⚓



# FRIENDS OF THE CHICAGO RIVER

By Margaret Frisbe, Executive Director, Friends of the Chicago River

Famed naturalist, John Muir, who saved Yosemite from destruction over a century ago, pointed out the “that everything is connected. Business success, quality of life, and a sustainable environment are not in opposition.”

In Chicago that is proving to be true.

In the last 10 years, the City of Chicago has spent 73 million on riverfront improvement including land acquisition and restoration projects that promote public access and habitat restoration. The Chicago Park District has spent another 22 million building trails, public boat launches, and developing riverfront parks.

With 3 billion invested in Deep Tunnel or TARP by the Metropolitan Water Reclamation District of Greater Chicago MWRD, the river is now home to 70 species of fish, 60 species of birds, and beavers, muskrats, minks, and on occasion, river otters. In addition to the public investments, millions more have been spent in the private sector on riverfront developments Downtown like River Bend, Kinzie Park, and 300 N. LaSalle. Outside the city, villages like Northbrook, Glenview, and Blue Island, are investing in a waterfront economy, recognizing the inherent value of a water view and the economic stimulus that a river can provide.

After 150 years of neglect, the Chicago River has been discovered and because of it, new businesses are flourishing, jobs are being created, high school kids are rowing crew for college scholarships, and riverfront property values are on the increase.

Yet this new enthusiasm can't undo all the harm that has been done overnight.

The Chicago River has a historic legacy of use and abuse, and problems that stem from being excavated, straightened and reversed, commandeered as a sewage canal, and treated as the dumping ground for industrial waste.

And there are ongoing issues that the river still confronts. Chief among them are poor water quality from sewage effluent and

stormwater runoff, degraded and fragmented wildlife habitat, limited public access and recreational opportunity, and truthfully the belief by some that the River should still be a sewage canal. Friends of the Chicago River is



A new kayak launch at Clark Park on Chicago's north side makes possible for anyone to access the Chicago River at anytime. Friends of the Chicago River Flotation Classic on the park each fall. October this year and a riverside business, Chicago River Kayak, rents kayaks there daily. Photo courtesy of Friends of the Chicago River.

working to address them all.

Right now, in addition to our ongoing programs that educate students, provide canoeing experiences, or rebuild river banks, Friends has focused its public policy efforts on new water quality standards that are being reviewed by the Illinois Pollution Control Board.

The new standards are the result of a five-year study by the Illinois EPA called a Use Attainability Analysis UAA which looked at the Rivers' use and potential use as part of a triennial process required by the Clean Water Act. From their research, the Illinois EPA determined that the Chicago and Calumet systems are overdue for higher water quality standards that would better support current and future use by people and aquatic life.

article continues on page



Fish Liberation is a chance to catch and learn about the river's ecology on new and beautiful Chicago Riverwalk. The riverwalk, which allows people to walk at river level from the Veterans Plaza to the State and abash all the way, past the Bridgeway Museum, to the lake front, is under development. Plans are underway to connect the trail as far as Lake Street where it meets the art in stream habitat, and much more riverfront public access. Photo courtesy of Friends of the Chicago River.

ENVIRONMENTAL

# FRIENDS OF THE CHICAGO RIVER CONTINUED



Men fishing at River Park are enjoying the benefits of improved water quality. There are now nearly 100 species of fish in the Chicago River system. Up from less than 10 years ago. Photo courtesy of Friends of the Chicago River.

If approved, the new standards will result in the most significant water quality improvements in over 20 years.

The area under review consists of the Chicago River, its North Branch and South Branch, the North Shore Channel, the Cal-Sag Channel, the Calumet river system, the Chicago Sanitary and Ship Canal, Lake Calumet and the tributaries in an area extending from the metropolitan Chicago area to the Lockport vicinity. There are a myriad of improvements recommended by the Illinois EPA, but Friends has been focusing on wastewater disinfection.

Since the Illinois EPA filed their findings with the IPCB, there have been 30 days of hearings on the topic. Thirty-two is the record for any pollution rulemaking before the IPCB in its 39 year history. We will tie in it August 14<sup>th</sup>, which is a dubious distinction at best.

The debate is between the Illinois EPA and the MWRD and other dischargers who have retained dozens of witnesses who have provided evidence against the proposed water quality improvements. Illinois EPA, Friends, the Environmental Law & Policy Center, Natural Resources Defense Council and Openlands have provided, or will provide, witnesses who are in favor. Several hundred nonprofit and community groups, churches, individuals, and elected officials have weighed in in support of the better standards including Prairie Rivers Network, the Sierra Club of Illinois, Governor Pat Quinn, Attorney General Lisa Madigan, and U.S. Representatives Jesse Jackson, Jr., Mark Kirk, and Mike Quigley.


Wastewater disinfection is a standard practice in managing water quality across America. Yet in 2000 a study by Friends, the Civic Federation, and Openlands found that of the 23 major dischargers in the United States all but MWRD disinfects. In the Chicago and Calumet river systems that means that every day over 1.2 billion gallons of bacteria-laden sewage effluent pours into our rivers upstream from parks, public boat launches, and people's backyards.

The three plants that affect the Chicago and Calumet systems are not required to disinfect wastewater now but if the IPCB approves the new standards, they will be. This change will impact our river every day because the rivers, which MWRD says are 70% sewage effluent, flow through so many communities both urban and suburban including families' backyards. People fish in it, wade in it, canoe, kayak and row crew. Kids are even seen swimming. This means we are past the point where it is acceptable to say that bacteria in the water from human sewage are okay.

In June 2009, the Wall Street Journal covered Chicago's 100 year celebration of the 1909 Plan of Chicago. Recalling the drive of business leaders who tied their own commercial interest to the common interest, they wrote "The Burnham Plan announced the importance of

creating a City Beautiful out of the chaotic "center of industry and traffic," called upon Chicago's civic character to realize its construction, and in anticipation of success applauded Chicagoans as people able and willing to act in the public interest.

This call by Burnham must be answered by all of us right now. We must act in the civic interest and invest in our rivers. Just because they were once polluted doesn't mean they should still be.

Write a letter. Make a call. Tell President Obama, Governor Quinn, Mayor Daley, and the commissioners of the MWRD President Terry O'Brien, Frank Avila, Patricia Horton, Gloria Majewski, Barbara McGowan, Kathleen Meany, Cynthia Santos, and Debra Shore that you support Rivers Beautiful that are clean and healthy and accessible to all. 

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# BELMONT YACHT CLUB TRADITIONS

By John Ganeto *ice Commodore*

A seasoned member of any Yacht Club knows that they are full of traditions, some new and some are time-honored.



The Belmont Yacht, in its 36<sup>th</sup> year in existence is full of traditions as well, as this season has shown. The 2009 season included a full slate of fun boating and social events for all members of the Belmont Harbor Community.

## CLASSIC CAR SHOW

Belmont Harbor saw one of the earliest events and in fact the newest tradition as annual classic car show in conjunction with the Lambda Car Club LCC. The LCC- Lake Michigan Region partners with the BYC to show off its members prized possessions. LCC Lake Michigan Region President Eric Schuermann boasts this fun event bringing his members and BYC members together for an afternoon cookout at Belmont Harbor. Car enthusiasts new and old appreciate the detailed machines being shown.

## BELMONT HARBOR WELCOME BACK BRUNCH

A Sunday in May is the perfect time to host a brunch at the Harbor. BYC's 2009 season opened with a "Welcome Back to the Harbor" brunch. A mailing to all boaters in Belmont was sent to announce the event. It was a perfect sunny morning with classical music playing from the upper deck and the champagne was flowing. Current and prospective members of the BYC enjoyed the relaxed atmosphere, met old and new friends, and appreciated the warm weather. Volunteers cooked and prepared foods and served meals for everyone who stopped by.

## FLEET REVIEW

Yacht Club traditions include the annual Blessing of the Fleet and Review of the members' vessels. The coast guard and police marine unit led BYC members in a flotilla past the reviewing stand where the bridge officers saluted the decorated vessels for luck.

The event is capped off by a lovely dinner full of camaraderie and cheer to wish us all well on our journeys for the season. This year's dinner was catered by Gus, whose talents we borrowed from the Diversey Yacht Club.

## VENETIAN NIGHT

The Venetian Night competition is always a fun filled event for members of the entire boating community in Chicago, including the BYC. We have many creative types who help transform our annual entry into the award winning vessel. This year our club sponsored entry won 1st prize in the power boat entry. We look forward to this annual event every year as it brings out the creativity and club spirit for all members to help.

## FLEET CRUISE

BYC's tradition of an annual fleet cruise was held in July this year. Boaters from BYC met at Hammond Marina for an overnight with a mixture of cookouts, fine dining and a bit of riverboat gambling. A short distance from the city allows both power boaters and sailors alike to join in the festivities.

## SEA SCOUTS

Belmont Yacht Club helps sponsor the Sea Scouts vessel Bretwalda. Our Commodore Tim Harrington helps skipper the vessel and assures the scouts have a great time whenever they go out on the lake. Sea Scouts is a wonderful organization that promotes the fun and excitement of safe boating for today's youth and the BYC is proud to help out

## PROGRESSIVE DINNER

Our members look forward each year to the tradition of a progressive dinner. From dock to dock, our members stroll and find delightfully talented chiefs among our colleagues. Each slip we visit surprises us by displaying tasty treats that members have prepared. Some dock even group together for a theme, this year the spicy Italian dock was a favorite. The club ship is the final venue for the dessert course.

## INSTALLATION DINNER

Our annual Installation Dinner caps of the season. Members gather to honor the newly elected officers. 2009 continues a 2 year tradition of fine dining at Via Vento restaurant. Wishing all the new board members and all CYA members a safe winter and a quick return to spring for next season's adventure. ⚓



# 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.

**1500 South Linn White Drive  
Chicago, IL 60605  
312-427-4664 [www.bpyc.com](http://www.bpyc.com)**



**David DeAre  
Commodore**



**Marcella Cimino  
Vice Commodore**



**Elaine Kurland  
Rear Commodore**



**Breck Grigas  
Secretary**



**Richard Lauric  
Treasurer**





# THE BURNHAM PARK YACHT CLUB

## Celebrating its 71st Anniversary Salutes the Yachting in Chicago Magazine on Going Green.

By Commodore Marcella Inarra Cimino History provided by Frances Mueller and Lynn Ains

The Burnham Park Yacht Club represents more than a building, dock and grounds to serve its members. It is the connection between men and women who have worked during the past 71 years to honor the original club goals identified in the September 14, 1938 articles of incorporation. These original goals have been honored and have been broadened as expansion and changes come to the club's facilities and to Burnham Harbor.

Speaking of changes, this year we accomplished a major renovation of our bathroom facilities.

Under the able guidance of Past Commodores Dave DeAre, Martin Finerty and Thomas McInerney, our bathrooms were completely remodeled, the roof raised over the men's facility, new plumbing installed under the existing ground, new drains placed and newer efficient hot water heaters installed. It took nearly four months to complete this remodeling. When the new facilities finally opened on May 15, 2009 it was to the delight of our members. We now have state of the art suites, and handicapped accessible beautiful bathrooms and showers. We invite you to come down to the club to take a peek.

The club's original objectives were "social pleasure and entertainment of its members; to promote owner construction of one-design boats and to provide racing competition for these crafts; to foster, develop and encourage Corinthian yachting on the Great Lakes and tributaries thereto in the United States of America."

Today, the club's original objectives still hold true. We have a successful junior sailing school and beer can racing program. Under the leadership of President Geri Lauric, the



Women's Auxiliary provides many donations and beautification of the club's facilities. This year the Women's Auxiliary has been instrumental in the design and decor of our newly remodeled bathrooms. Interior designers Lynn Rosenberg and Mary Lou Kalmus contributed significantly of their time and expertise towards this goal. Our program director, Dr. Judi McInerney has been instrumental in initiating novel entertainment and programs for our member's enjoyment. Those programs have included Pirates Night, an evening with Daniel Burnham and Coast Guard boating safety classes. Power Fleet Director, Suzette Hopkins ably organized the annual power fleet rendezvous. This year Hammond was our destination. Charlie Martin, membership director had another successful year in the recruitment of new members to the club. Publicity Director Kurt Lentsch contributed significantly to our advertising, publicity and to our website.

The Burnham Park Yacht Club actually began as the Gage Park Nautical Association. In 1938, the Nautical Association members learned of two "school portables" that they

fashioned together to create their club. These portables had one big hallway, which was decorated by picnic tables inside where the members gathered together. There was no galley in those days; members brought their own food to share. The property belonged to the Park District and they were not supposed to improve anything. But there was a strong feeling that the club was "theirs," and the members wanted to "improve" their club.

Then, as now, the Burnham Park Yacht Club members volunteer of their time to maintain and improve the club's facilities. This year, our "green" improvements include two rain barrels courtesy of the Women's Auxiliary that collect water from our gutters, and an on demand hot water heater installed in the dish room of the galley, as well as an herb garden from which our chef Nick picks spices to season his cooking. The club also has landscaping around the turnaround, sides and front of the club as well as on the patio, which adds natural greenery and flowers. Most of our landscaping is courtesy of the Women's Auxiliary and of Docks and Grounds member, Carl Kinell.

Under the leadership of the Flag Officers, the Board of Directors and the Women's Auxiliary, the Burnham Park Yacht Club continues to offer quality programs and services. As the club moves forward into the next several years, we are proud of our past and looking forward to our future. ⚓

**CONGRATULATIONS TO THE YACHTING IN CHICAGO FOR GOING GREEN!**

# VOLUNTEERING NEVER GOES OUT OF STYLE THOUGH IN TOUGH ECONOMIC TIMES LIKE THESE IT CAN FALL OUT OF FAVOR

By Susan Campbell, Communications Program Manager  
Alliance for the Great Lakes



Photo by Dennis Belors courtesy of Alliance for the Great Lakes

Not so this time around, fortunately. That's the good news from a report this year by the Corporation for National and Community Service.

**THE FEDERAL REPORT**, drawn from U.S. Census Bureau and Bureau of Labor Statistics data, found that that even during the current recession, volunteering has remained steady -- with 61.8 million Americans volunteering in 2008, up 1 million from the previous year.

**THE SPIRIT OF VOLUNTEERISM** is especially strong in the eight Great Lakes states, home to 17 million volunteers -- or one out of every four nationwide.



Photo by Lloyd Egan courtesy of Alliance for the Great Lakes

The Alliance for the Great Lakes is benefiting from that surge in volunteerism. Participants in the Alliance's September Adopt-a-Beach cleanup swelled to more than 6,700 in 2008, up from about 2,400 the previous year.

At a time when non-profits across the country are tightening their belts in the face of dwindling resources, the Alliance more than ever appreciates others' help in safeguarding the Great Lakes.

Indeed, a Johns Hopkins University survey of the recession's impact on 1,400 non-profits found that "more non-profits are relying on and increasing their demand for volunteers." As the report also found volunteers are more than twice as likely to donate to a charity or non-profit than non-volunteers, it speculated that efforts to broaden the volunteer base could also help with an organization's fundraising.

At the federal level, the Obama administration sought to harness the power of volunteerism by launching the "Summer of Service," calling on Americans "to participate in the nation's recovery and renewal by serving in our communities."

In the Alliance's own effort to boost volunteerism, the organization took to the airwaves in August with the first wave of its "This is My Water" campaign to raise awareness about the importance of the Great Lakes, the threats they face and how we all can help.

The central tenet of that campaign is that helping the Great Lakes -- the source of drinking water for some 40 million people in the basin -- is everybody's business.


"People need to know about the many ways they can take action to make the Great Lakes cleaner and healthier," said Joel Brammeier, Alliance acting president and CEO. "Everyone has a role to play."

**HOW CAN YOU HELP? THE ALLIANCE OFFERS A NUMBER OF WAYS FOR PEOPLE TO GET INVOLVED WITH GREAT LAKES STEWARDSHIP:**

- Take part in the world's largest beach cleanup during the one-day Annual September Adopt-a-Beach Event, or join the Alliance's year-round program conducting cleanups, litter monitoring and water quality testing at your favorite Great Lakes beach. See [www.greatlakes.org/adoptabeach](http://www.greatlakes.org/adoptabeach)
- Join the Alliance's volunteer network and attend a public meeting, help with policy or education outreach, assist with event planning, letter-writing or work in the field. See [www.greatlakes.org/volunteer](http://www.greatlakes.org/volunteer).
- Become a business partner with a donation or by providing in-kind services, or learn how the Alliance can help your business "go green for the lakes." See [www.greatlakes.org/businesspartners](http://www.greatlakes.org/businesspartners)

Leading by example is yet another way to give to the Great Lakes. If you're fortunate enough to own shoreline property, or to enjoy the Great Lakes from aboard a yacht or a motorboat, you have a special opportunity to leave the lakes better for this generation and the next.

Before leaving the Alliance to accept a federal appointment overseeing restoration of the Great Lakes, former Alliance President Cameron Davis stressed the importance of stewardship now, not later.

"Now's the time to accelerate your efforts, not delay them," Davis said. "Nothing -- not new congressional funding, not changes in leadership, not policy reform -- will result in lasting change unless you continue to press for it." 

Formed in 1970, the Alliance for the Great Lakes is the oldest independent citizens organization in North America. Its mission is to conserve and restore the world's largest freshwater resource. It is a national organization that works in policy, education and local efforts, ensuring a healthy Great Lakes and clean water for generations of people and wildlife. More about the Alliance for the Great Lakes is online at [www.greatlakes.org](http://www.greatlakes.org)



# CALUMET YACHT CLUB

By Commodore *ay 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.



**W**eather 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.

Our club's heritage comes from our East Side location; founded by men and women who lived and worked in the neighborhood. They loved Lake Michigan and the boating opportunities it gave them. Remaining true to the charter and work ethic of the founding members, 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.

Today, many of our members remain from the Historic East Side neighborhood, and some are into the fourth generation as club members.

Our club within a club is the Calumet Harbor Sport Fishing Club. Membership is open to all members and non-members interested in sport fishing and raising funds to support the conservation of Lake Michigan. Meeting topics, from diverse speakers, range from sport fishing, safety, weather, environment and Lake Michigan in general.

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 into 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, thanks to the US Coast Guard.

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 2010 boating season. ⚓

## Calumet Yacht Club

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

### 2009 Officers

Ray Spanier - Commodore  
Richard Nore - Vice Commodore  
John Zupancic - Rear Commodore  
Dave Raczkowski - Secretary  
Dale O. Roberts - Treasurer



# Chicago Corinthian Yacht Club



One - Design Racing  
Off-Shore Racing  
Power Fleet  
Junior Sailing Program  
Frostbite Racing  
Host to Local, Regional, National Sailing  
Regattas and Championships



Located at Montrose Harbor  
Representing the Boaters for 75 Years!



Club House Amenities:  
Locker Rooms • Showers  
CCYC Restaurant  
Bar  
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In Harbor Wi-Fi

Membership Offers:  
Affordability  
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Active Social Calendar  
Member Volunteers



Specialized Training in  
CPR • Fitness  
Boating Safety  
Crew School  
Nature in the Park for  
the community children

Making a difference for 75 Years - in boating and in the community.

601 West Montrose Drive, Chicago, Illinois 60613

[www.corinthian.org](http://www.corinthian.org)



# THE CHICAGO CORINTHIAN YACHT CLUB

## 2009 Our 75th Anniversary Year

by Tony Campo, Commodore

In reviewing our 75th anniversary year, Chicago Corinthian Yacht Club continues hosting Nature Along the Lake, which is a program that teaches Chicago Public School students about ecology and the natural environment. Last year the program hosted students more than 60 days during the school year.

We started the year with a New Year's Eve party sponsored by the CCYC

Vanguard 15 fleet. The band was great, and the Club was filled with members enjoying the view and Corinthian spirit. Our Valentine's party was a great time, too.

The Corinthian spirit is what keeps us going. We are a volunteer club with our members' involvement in community activities, racing, cruising, and social activities.

The Chicago Corinthian Yacht Club Junior Fleet teaches our young members water safety and sailing in addition to proper care of the environment. Thanks to Past Commodore Ginny Waskel and instructor Bruce Thompson for teaching the children sailing and life skills.

**IN MARCH** we introduced a new galley provider, J & D Catering. Starting with the St. Patrick's Day party everyone is enjoying the fresh, healthy food being served.

Club repairs and kitchen cleaning were begun on March 1st and completed by the end of the month. We installed a new video projector and made it accessible for computer presentations. We also replaced our phone booth with an AV center.

In March we hosted racing rules seminars to help our members keep up to date with the new rules changes.

**APRIL** started with CCYC hosting an USCGAux AED/CPR First Aid seminar. Several of our members either qualified or re-qualified along with the new USCGAux people. Our Crew School began in April and trained about 22 eager sailors.



When the season opened in **MAY**, Corinthians were ready and eager. The Spring Opener Regatta and party were successful and enjoyable. In June we hosted a Sport Boat weekend and later in the month a Vanguard 15 Team Racing Regatta in addition to a Lightning Regional Regatta. We held our second annual Catalina Rally **JULY 11th**. Also in July, Jim Pfeiffer and Donna Lasko, on Wicket Diversion, won the Grand Prize in the Venetian Night parade.

As summer finally arrived in **AUGUST**, Corinthians enjoyed the warm weather boating on Lake Michigan. The "After-the-Air-&-Water-Show" party was an outstanding success with the help of the weather and a 12-piece band.

**SEPTEMBER** brought our fall regattas, the Hobelman and the Red Flannels, that signaled the season was coming to an end.

**OCTOBER 3rd** we celebrated our 75th anniversary with a fleet review, encouraging boaters and the people of the Chicago area to support sportsmanship and the proper stewardship of our natural resources. I want to especially thank all the Corinthians who contributed to and made the celebration a memorable event.

In **NOVEMBER** we hold our "Commodore's Ball" and present our new officers and directors. Then a week later comes the CYA Ball, which signals the start of the holiday season.

### LOOKING BACK ON 2009, IT WAS A GREAT YEAR!

We made many changes and had fun. CCYC is a volunteer club; our members demonstrate the Corinthian spirit and contribute to the fun and camaraderie throughout the year. During my tenure as Commodore, I had the help of many Corinthians, and I want to thank everyone for their contributions. 2010 will bring new challenges and opportunities for CCYC. Our officers, directors, and members will face the challenges and take advantage of the opportunities, making Chicago Corinthian Yacht Club a successful and friendly place on Lake Michigan. ⚓





CHICAGO YACHT CLUB

*Lat. N 40° 52.86' Lon W 87° 36.96'*



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# CHICAGO YACHT CLUB

by *Anela Solomon*

From the strong winds that make for exciting sailing, to the sunny skies that mean an unforgettable day on the boat, to the awe-inspiring beauty of Lake Michigan, it is no doubt that yachting as a sport is deeply connected with nature.

**B**ecause of this, the Chicago Yacht Club is striving to preserve our natural resources as we pledge to follow environmentally conscious and ecologically sound day-to-day practices. We are doing this by reevaluating our menu, choosing more organic and local food; altering our office operations to reduce paper; and rethinking special events like regattas as we try to find more eco-friendly options in everything we do.

**“WE WISH TO FOSTER AN ECO-FRIENDLY ENVIRONMENT FOR OUR MEMBERSHIP,”** **COMMODORE JOHN REGAN** said.

“It is a priority of the Chicago Yacht Club to consider the environment when we make decisions, and small changes can build to a very positive outcome.”

As a club, we have looked at how we conduct our special events and professional office and restaurant operations to curb wastefulness, promote recycling, and “go green” in a variety of ways. We’re reducing the amount of paper we use by switching to e-statements for our member billing. We have adopted on line access to race documents and registration. We e-mail party invitations and Club communications, plus we have a digital sign in our lobby so members can stay up-to-date



without using a single sheet of paper. Our recent revamp of our Club website, [http // www.chicagoyachtclub.org](http://www.chicagoyachtclub.org), has helped make these online only, eco-friendly changes much easier, and oftentimes preferable, for our members.

During our regattas, we only use eco-friendly paper goods. In the restaurant, all of our to-go containers and utensils are made from potato starch products. Around the facilities, the cleaning products we use are environmentally friendly and free of harsh toxins or chemicals. The trucks that deliver to us each week even run on bio-diesel.

Our Executive Chef, Britton Good, has made many improvements in the kitchen that promote sustainable, local, and organic food. He planted an herb garden on the Club’s roof so he can cook with fresh, on-hand ingredients. He also receives much of our produce from locally operated Nichols Farm [http //www.nicholsfarm.com](http://www.nicholsfarm.com) .

This family’s farm fresh vegetables are at the Green City Market each week in Lincoln Park and their produce is all organic and full of wonderful, intense flavor. We work with several local farmers for our meats and are conscious, whenever possible, of serving sustainable fish.

“These alterations in the kitchen make for healthier, fresher, more local meat and produce, and in turn, a healthier planet,” said Good. “They have improved the quality of our food at the Club, and they weren’t difficult things to do.”

From our restaurant, to our regattas, to our day-to-day operations, we are weighing the environmental impact of our actions and will continue to make environmentally-minded decisions. We are driven to make these changes, and this is just beginning of Chicago Yacht Club’s commitment to go green. ⚓



## COLUMBIA YACHT CLUB Traditional Dinner

By Rick C. Philp

*Ahhh...* that sweet summer lakefront breeze, the rustle of racers and cruisers on the dock prepping for a great sail and the sun crests over the lake to send all on to an incredible nautical adventure in downtown Chicago.



*The Lake* is opaque and lightly dancing as the South winds slowly pick up. A scene so familiar in the Chicago Yachting world; the gorgeous gem of Lake Michigan in front and the masterpiece that is the Chicago Skyline behind. No portrait can capture the feel of launching into your day from downtown. The greatest sailing days of all have been had by those heading out of Monroe Harbor. A spectacle beyond words.

*As amazing* a start this great area provides for all boaters, where the boats end the day can make the difference between a wonderful sail or a truly unforgettable day. Upon entering Monroe Harbor, some choose to head north. They set their sights on the Abby. The majestic hulk that is home to the storied Columbia Yacht Club. As the boats pull up to the dock the sailors' noses are in a frenzy due to Chef Breanna's creations. The house-cured bacon only has two more hours in the smoker and local farmers are arriving with day fresh produce for tonight's culinary wonderment. Rare wines



from California, Spain and other worldly destinations are being selected for tonight's perfect pairing. The most difficult part of putting away sails at Columbia is handling the roar of one's belly growl while eagerly awaiting the walk upstairs into the lounge or dining room.

*This* is a different sort of yacht club. Sailing excellence and culinary genius may have been paired before, but not like this. In Columbia's world it goes beyond friends, it is family. Columbia is where taking first in a regatta and putting family first meets. Suits of the business and swimming variety are both welcome. Fundraising for pride, not profit. Columbia Yacht Club members live for the moment. The club lives to create incredible moments everyday.

For any additional information about Columbia Yacht Club please call 312 938-3625 or e-mail membership@colyc.com. ⚓



# COLUMBIA YACHT CLUB

## STEWARD OF THE GREEN AND BLUE

It's only natural that the first priority a world class ship on the shores of the second largest body of water in the Great Lakes, is to help preserve and maintain the environment and the City of Chicago's most important asset.

The partnerships between Columbia Yacht Club and other conservation organizations as well as Great Lakes preservation efforts locally and nationally, will help ensure a cleaner and safer lake for future generations.

**THERE ARE SEVERAL KEY INITIATIVES ENCOMPASSING THE CLUB'S CONSERVATION AND ENVIRONMENT PROGRAMS,** ranging from a partnership with the Alliance for the Great Lakes to supporting local farmers by purchasing sustainable, organic and locally grown produce, meat, poultry and other foods. The organization is also in the beginning stages of developing a comprehensive Green Program, which includes a recycling program for paper, waste, and even corks.

The Alliance for the Great Lakes works to conserve and restore the world's largest freshwater resource through policy, education and local efforts aimed at preserving the Great Lakes region as a national treasure. Columbia supports these efforts through marine education, such as weather seminars

and environmental education forums on rivers and lakes. Next year, Columbia will host their annual meeting, partnering with Shaw's Crab House.

Additional environmental programs brought both the National Oceanic and Atmospheric Administration NOAA and the Shedd Aquarium to educate hundreds of members and guests. Attendees learned about changing weather patterns based on global warming from the NOAA staff and about how to get involved with our Great Lakes.

### SOME OF THE SHEDD'S SUGGESTIONS INCLUDED:

- Signing up for a beach sweep
- Take care when cleaning your boat - don't use products with ammonia
- Remove all visible mud, plants and animals from your boat and completely drain any water
- Wash boats with high pressure rinse before storing or moving to a different body of water
- At home, avoid pesticides and fertilizers which run off into our lakes

**ON THE FOOD FRONT,** Executive Chef Breanna Beike is a strong believer in supporting local farmers and purchases 60% of the club's food that is local, organic and sustainable. Going green takes her to the Green City Market twice a week where she purchases all types of organic food. She buys from Harvest Moon Farms in Wisconsin and Green Acres from Indiana for vegetables. She also purchases free-range eggs and chickens and is especially fond of their heirloom tomato varieties. Mint Creek Farms in Illinois is a favorite for local lamb - all grass fed and locally raised. Another farm she uses for fruit is Mick Klug from St. Joseph, Michigan, especially the peaches.

Dining room guests have noticed a big quality and flavor difference in using locally grown produce as compliments come into Breanna about how great the food tastes! Using local and sustainable farmers ensures a healthy lifestyle as well as supporting organic practices, which is very important.

In terms of keeping up on trends and education in the organic food industry, Breanna has attended local, sustainable seafood events to bring sustainable Great Lakes fish to the menu. These fish are not "over" fished and the fishing procedures are safe and not harmful to other marine life. The Great Lakes has seen a tremendous drop in quantity. By using seafood companies that only focus on sustainable practices ensures the future of Great Lakes fish.

Other green activities in the kitchen include returning egg containers and vegetable boxes to the farmers to re-use, which cuts down on waste and developing a composting system and garden at the club next spring.

Columbia Yacht Club is a leader along the lakefront and is very proud of its efforts to be a steward of the green and blue and continues to look for innovative ways to provide education and outreach to Chicago area residents. ⚓



# GREAT BOATING IN THE GREAT LAKES MAKE THE LITTLE THING COUNT-

By Elizabeth Latenser, Shedd Aquarium

Some speculate that within 20 years, the Great Lakes, with 20 percent of the world's available freshwater, will be the most important natural resource in the world.

The Great Lakes are an invaluable gem to the United States and Canada, and, especially, to the 42 million people within the region who rely on these majestic waters for drinking, livelihood and recreation. The lakes affect our weather, define our economy and improve our quality of life.

The Great Lakes have more than 11,000 miles of shoreline with the largest collection of freshwater dunes in the world! One third of the United States' recreational boats are here, generating more than 2 billion annually. Anglers and hunters spend an additional 6.5 billion in the region. Industries and hobbyists alike rely heavily on a healthy Great Lakes ecosystem.

But the Great Lakes are in trouble and need your help. Climate change is slowly showing negative impacts in the region. Less ice cover means more evaporation during the winter leading to lower lake levels. Water overuse is a common problem, considering the

Great Lakes were a one-time gift from the glaciers. Invasive species throw another wrench into a taxed ecosystem, costing residents more than 5 billion in damage annually! Water quality and ecosystem health can suffer with the added stress of boat sewage, harsh cleaning products, spilled fuel and garbage washed into our waterways.

SO AS BOATERS WHO LOVE THE WATER, WHAT CAN WE DO TO PROTECT OUR MOST PRECIOUS NATURAL RESOURCE? Let's break it down into small steps. In boating, they say "bigger is better," but, when it comes to green boating, it's the little things that count.

**BOATING:** While out on the water, pay attention to where you store your garbage. Make sure that cans, bags and wrappers are weighed down or properly stowed. It's easy for trash to blow into the lakes, endangering wildlife habitats and water quality.

Yellow Perch





Shedd Lake views

When anchored near the shoreline, avoid chopping up vegetation with your propeller. That vegetation provides vital habitat for fish and wildlife. Plus, chopping up weeds helps invasive plants like hydrilla and water hyacinth spread.

**MAINTENANCE:** Just like a car, your boat needs regular maintenance to run smoothly and safely. When checking bilge oil, use drip pans and absorbent pads. Never pour oil or chemicals into the water or down the drain. Recycle or properly dispose of used oil. To find a hazardous waste recycle center near you visit [www.earth911.com](http://www.earth911.com).

Boating is the most common way invasive species or “aquatic hitchhikers” move to inland lakes. When doing routine checks or when moving your boat to another body of water, always drain the bilge and live wells. Pressure wash and dry your boat and anything you used out on the water like life jackets, tackle boxes, rafts, snorkel gear and fishing poles.

**FUELING:** According to the Florida Department of Environmental Protection, one gallon of fuel can contaminate more than one million gallons of water! The cumulative affect of many little oil spills can be devastating to fish, waterfowl and humans swimming at the beach. So use caution when filling your fuel tank. Attend to the nozzle at all times, and listen for a gurgling sound that indicates when your tank is full. If you overfill your tank, wipe excess fuel down with a rag rather than washing it into the lake with a hose. If a fuel spill occurs, notify marina management immediately. Do not try to apply solvents to absorb the spill.

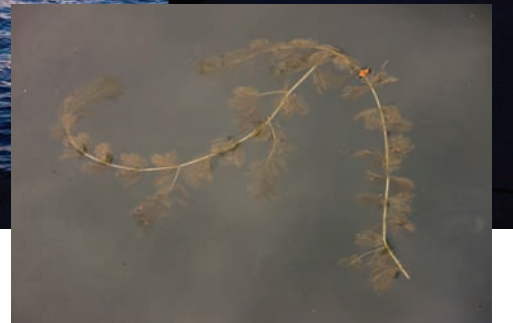


Shedd Lake views

**CLEANING:** Harsh detergents destroy the mucus layer on fish that protects them from bacteria and parasites, leaving them vulnerable to infection. For clean water and to protect fish health, consider using green products when washing your boat in the harbor. Stock your boat with the staples vinegar, baking soda and lemon juice. With a little bit of elbow grease, these natural products are just as effective as other harsh conventional cleaners. Avoid bleach, detergents and drain openers.

**STORING:** If you pack up for the winter, check for storage units that recycle the plastic shrink wrap used to protect your boat. In the spring, the plastic is removed and sent back to the manufacturer. This means less plastic waste in our landfills.

The last and most important step is to enjoy and appreciate the lakes! We have a million reasons to love them but only one chance to preserve these magnificent bodies of water. ⚓



Top Photo: e etation

Middle Photo: alleye

Bottom Photo: Pumpkins in Sun

Photos courtesy of Shedd Aquarium





# SEA SCOUTS

By Mar Bern ein, Sk per, Sh Challen e

With new units developing, experienced ones prospering, and with the growing support and recognition of the yachting community, Sea Scouting in the Chicago area continues to thrive, and make headlines.

EVENT

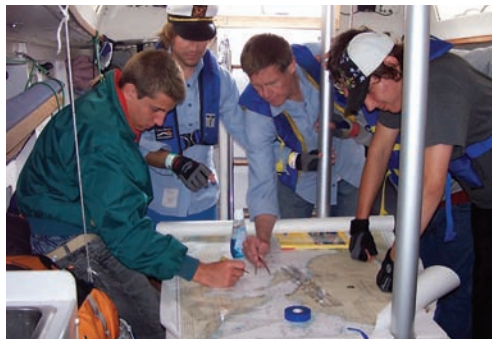
The most visible and active “Ship” like a Boy Scout Troop or Cub Scout Pack in the Chicago Sea Scout fleet is Ship 5111 Challenge, sponsored by Columbia Yacht Club. They have the privilege to race and train aboard the Nautilus, a Tripp 47 Masthead with a winning pedigree, modified for speed and as stiff, sound and fast as they go. She’s proven so this season, as Skipper Marty Bernstein has embarked upon a consistent, mentored racing program on Wednesday nights in the Columbia Beer Can Races, an effort that netted them first place in a very close Jib & Main 1 Section series.

New Scouts Peter Bied, Ed Skodzinski and Erik Falcon-Hardt, have stepped up to fill the shoes of college-bound graduates, under the capable leadership of Boatswain Mike Crenna, a senior at St. Ignatius and three-year big boat racer who crewed aboard Zeitgeist to a 2<sup>nd</sup> in Ben 36.7 Section in this year’s Mac. Mike’s Boatswain Mate, Nick Bernstein, joined him along with Ed and Erik to help deliver the boat back to Chicago for the third straight year, port hopping via Charlevoix, Frankfort and Pentwater.

Columbia YC Junior Racing champ Heidi Rittmeyer joined crewmate Brielle Seitelman to take the honors in 420s at CYC’s annual Thomas R. Smith Sea Scout Regatta, winning 6 out of 7 races and qualifying for next summer’s William Koch International Sea Scout Regatta at the U.S. Coast Guard Academy in New London, CT. Heidi and crewmate Alex Zoiopoulos sailed to a 4<sup>th</sup> out of 40 teams in last year’s regatta at the U.S. Naval Academy in Annapolis.



Commodore Ed Stein, new Scouts at Brid e of Honor Ceremony



Crew chartin course aboard A TIL S on Mac ace retrUn



ew Sea ScoU Peter Bied takes the helm



Jim Ae oiopoulos, Charlene Sm h, Brielle Se elman, Mike Crenna, Mar Bern ein

An equally aggressive adult leader training program has brought five new Mates aboard, along with mentors from this year’s Mac Race donors. Russell Salzman, past Sea Scout Executive and new inductee into the Island Goats Society, put together a tight crew, a baker’s dozen from all over the country, including North Sails’ Bill Gladstone. The result was a respectable 12<sup>th</sup> out of 20 in a fiercely competitive Section 2, great camaraderie and the generous donation of a new sail and equipment in addition to the already sizeable donation for use of the boat .

At Jackson Park Yacht Club, Skipper Richard Snow continues to make waves with his Ship 5212, Neptune as Skipper of both a grade school and a high school crew. For the third year, they have sailed their Pearson 35.5 ketch Earendil to the annual weekend Bayjammer competition in Menominee, Wisconsin, enjoying camping on the beach, log rolling, tug-o-war, log sawing, volleyball and the Saturday night dance. In September, they took an overnight cruise to Michigan City, flying the asymmetrical spinnaker both ways. They and their sister Ships from Corinthian YC, Belmont YC and Ship 5111 Challenge from Columbia, will continue to meet during the winter for service, nautical skills practice, and most of all, fun.

We gratefully acknowledge the generosity of all those in the Chicago area and beyond who donate funds, resources, and most important volunteer time to enhance the lives of these young men and women, helping to make them good citizens and sailors, leaders and teammates through this very unique segment of the Boy Scouts of America. The core values of hard work as its own reward, service to the community, and the principles of the Scout Oath and Scout Law, are the cornerstones of this program and pay rewards far beyond the waters of Lake Michigan. ⚓

# LEUKEMIA CUP REGATTA

by Gary Jobson

Each year I am so heartened to see sailors doing what they love while also doing something important for a great cause: The Leukemia Cup Regatta.

I first came to The Leukemia & Lymphoma Society (LLS) in 1993 with an idea to combine my passion for sailing with a great cause, and since 1994 have been national chairman of The Leukemia Cup Regatta, a series of sailing events which has raised more than 27 million to fight leukemia, lymphoma and myeloma.

My sailing accomplishments and my work on behalf of the sailing community have been well-documented from the drive to open the National Sailing Hall of Fame and Museum in Annapolis, to my work as a sailing analyst on television, to the many races I have won and lost.

But the greatest challenge I've faced, and perhaps the most ironic, is that in 2003, after having led LLS's Regatta campaign for nine years, I myself was diagnosed with lymphoma. I was on a speaking tour in April of 2003 and developed an annoying cough that I couldn't seem to shake, along with blotches on my skin. I was feeling unusually fatigued and started having night sweats. I pressed on with the tour,

seeing four different doctors in the U.S. and New Zealand. Finally, during a presentation in Cleveland I just crumpled.

I returned home to Maryland and had a series of tests at Baltimore Washington Medical Center. Two rounds of chemotherapy failed to get my cancer under control and it became clear that more aggressive therapy was in order. My best option at that point was a harrowing stem-cell transplant to rebuild my immune system.



Travis Wilhite, chairman of the Leukemia Cup Regatta of the LLS Illinois Chapter, addresses the audience at the Friday pre-Regatta dinner.



Gary Jobson

Now, five years later I am cancer free, and proud to say that The Leukemia Cup Regatta is still going strong.


This past August more than 70 boats took part in The Leukemia Cup Regatta of LLS's Illinois Chapter. The campaign raised more than 200,000 for blood cancer research and patient education and support services.

One of the inspirational sailors there was Travis Wilhite, also the chairman of the event. In addressing the participants at the Friday night pre-Regatta party at the Columbia Yacht Club, Wilhite, who has been battling an incurable form of non-Hodgkin's lymphoma, described the ordeal he went through just one year earlier. Exactly one week after last summer's Regatta, Wilhite checked into the hospital to undergo a stem cell transplant. He spent the next 30 days in isolation while his body was blasted with chemotherapy to completely wipe out his immune system so it could be replaced with healthy cells.

"Cancer fears me because it threw everything it could at me and I'm still here," Wilhite told the group of supporters, friends and families at the yacht club. Wilhite said it was the love and support of all the wonderful people who choose to participate in The Leukemia Cup Regatta that helps keep his fear at bay. As Juliette DeCarlo, LLS campaign director, put it "What's great about Travis is that so many people in the sailing community feel connected to him and he has such a presence so it meant a lot to them to see him come back this year after what he went through last year at this time."

The other honored hero of the weekend was Hollis Johanson, a brave young lady of 16, who survived leukemia as a young girl, and was there with her parents to cheer on the sailors on Saturday. Participants also honored the memory of my good friend, Tom Neill, whose love of sailing and heartfelt dedication were instrumental in the early years of The Leukemia Cup Regatta in Chicago. Tom lost his battle with lung cancer on August 20 and he will be sorely missed.

Sailing has been my passion since childhood and I've been able to take that passion and turn it into something that benefits others. I had no personal connection to the cause when I took on The Leukemia Cup Regatta. I just saw it as a way to get sailors involved in a good cause. I never dreamed that 10 years later I would be on the receiving end of the very research I'd been supporting all those years. It was a humbling experience. One thing I've taken away from this experience is that you should take what you love and find a way to use it to give back. You just never know.

Visit [www.leukemicup.org](http://www.leukemicup.org) to learn more about the Regatta, or to learn about other LLS fundraising programs, visit [www.lls.org](http://www.lls.org). 



# 2<sup>ND</sup> CHICAGO VENETIAN NIGHT

By Scott S. Baumgartner, Rear Commodore, Chicago Yachting Association,

Venetian Night Chair

Planning for the 52<sup>nd</sup> Annual Venetian Night event got off to somewhat of a shaky start this year.

The Mayor's Office of Special Events informed the Chicago Yachting Association late last fall that the event had lost its corporate sponsor of the last several years, which meant that there may not be fireworks presented as part of the event and we would lose the financial support that we have provided to the boaters over the last several years. However, the Board of Directors of the CYA decided to proceed with planning the event, since it is the longest-running annual event in Chicago and we felt compelled to carry on this fine nautical tradition. Fortunately, through the concerted efforts of staff in the Mayor's Office, they were able to secure a new corporate sponsor in RED BULL, who more than generously pitched in their support.

Planning for the event began in earnest in late May of this year and I am happy to report that, even with the current economic conditions we have been facing, the boating community of Chicago stepped up and made it possible for yet another wonderful Venetian Night! The various yacht clubs and other boating organizations in the city that make up the Chicago Yachting Association generously donated their boats, financial support, and the sweat equity of their members to create a dazzling display of boats for the parade.

The theme for Venetian Night this year was "Hollywood on the Lake", which provided a wide range of ideas for decorating the boats and boy, did they come through! The boats ranged from a 1936 wooden classic nineteen footer depicting the glamour of Hollywood to a sixty-nine foot powerboat portraying the glitter of the Academy Awards. In between was a wonderful assortment of themes including Harry Potter, the Wizard of Oz, Pirates of the Caribbean, and Ferris Bueller's Day Off. It was very exciting to watch all the activity on the docks as each crew assembled their decorations on the boats under a sunny sky. As dusk approached we began the parade with the Chicago Police Marine Unit leading off the entourage; their lights flashing and the sirens wailing! It was a wonderful sight to see, followed by the spectacular fireworks for the enjoyment of the more than 750,000 spectators along the shore, many of whom had begun to assemble in the early morning hours of the day.

The continued success of Venetian Night can not be possible without the enthusiastic support of many groups and individuals. I would like to thank Mayor Richard M. Daley for his continued support, along with Megan McDonald and in particular, Dave Adams from the

Mayor's Office of Special Events. Without these individuals, we would not be able to present a spectacular event such as Venetian Night. In addition, our highest appreciation goes out to Lt. Peter Piazza and his crew from the Chicago Police Marine and Helicopter Unit. They are always available to help us out where needed, and provide excellent marine safety protection for participants and spectators alike. I would also like to thank the United States Coast Guard and the Coast Guard Auxiliary, who continue to provide safety patrols to ensure that everyone has a safe and enjoyable evening. I can not forget Scott Stevenson and Jerry Metzger from Westrec Marina Management, who have continued to provide safety boats throughout the harbor to monitor the parade for any malfunctions that need immediate assistance. They have saved the day on a number of occasions.

No boat parade would be complete without a Color Guard and I wish to thank the fine young sailors from Great Lakes Naval Training Center who provided our Color Guard this year. They were carried aboard



Floating Interest, owned by Phil and Lynn Denmark who graciously volunteered their boat for the purpose. I would also like to acknowledge Captain Sonny Lisowski, who along with his wife Linda volunteered their boat Mirage to carry our traditional King Neptune, the featured "parade marshal" AKA, Jim Wright, Commodore of the Chicago Yachting Association. In addition, the success of the event would not be possible without the dedicated assistance from the Chicago Yacht Club and the Columbia Yacht Club, both of whom have provided wonderful support over the years. In particular, I would like to thank Commodore John Regan from Chicago Yacht Club, along with Immediate Past Commodore Dave Daul, Tom Tyrcha, Cyndi Pinello, and Ryan McPheeters for all of their hard work and assistance. In addition, the folks from Columbia Yacht Club, including Commodore Bill Bartz and Immediate Past Commodore Gary Hooper gave their all for a successful event.

I would also like to thank the "administrative" side of the team, including Kaye Durham our administrative assistant and Bob Jendra, our staff photographer. Without their excellent help, we would be in trouble! Finally, I wish to express my deepest appreciation to our judges Dr. Geoff Engel, Dr. Mary Lee, Scott Wagner and Kerry Fjelland all of whom volunteered their valuable time to provide an unbiased panel of judges.

I likely have forgotten someone to thank and for that I apologize, but I wish thank you one and all for your assistance, advice, and wisdom to help ensure that we had a successful 52<sup>nd</sup> Venetian Night in 2009. We look forward to next year!



U L Y 2 2 0 0 9

THE BOAT THAT IS BEST OVERALL IS:

# Pirates of the Caribbean - Boat Number 17



## Wicket Diversion



# POWER CATEGORY I

1ST



Who Shot Roger Rabbit  
State of Mind Boat # 8

2ND



Hollywood 1936  
Suzanne Boat #3



Chicago Christmas Ship  
John Joseph Boat # 10

3RD

VENETIAN NIGHT



# POWER CATEGORY II

1ST



Ferris Bueller's Day Off  
Never Say Never Boat # 9

2ND



Thriller  
Whino Too Boat # 15

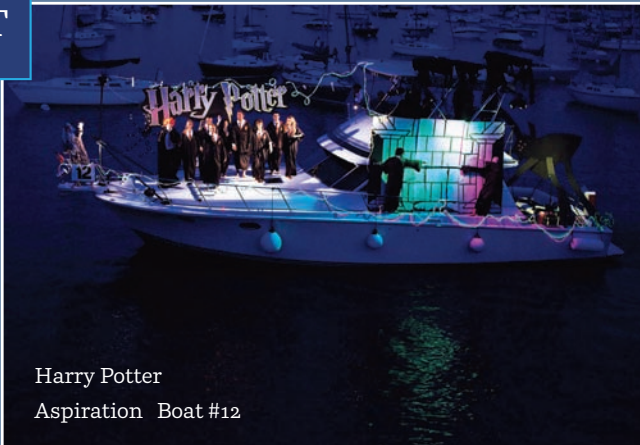


Cooler by the Lake  
Gilligan's Island Boat #7

3RD

# POWER CATEGORY III

1ST



Harry Potter  
Aspiration Boat #12

2ND



Hollywood  
Perfect Lady Boat #14



Grumman's Chinese Theater  
In Recess Boat #16

3RD

VENETIAN NIGHT



# SAIL CATEGORY I

1ST



Wizard of Oz  
Bretwalda Boat #6

2ND



Hollywood Fright Night  
Amalia Boat # 5



The Untouchables  
Dream Boat # 18

3RD

# BALANCING ACT MAINTAINING WATERWAY SAFETY FOR BOATERS WHILE PROTECTING THE MARINE ENVIRONMENT FROM INVASIVE SPECIES

By LT L O'Leary, SCG

The U.S. Army Corps of Engineers USACE, other government agencies and private sector partners have been working for many years to find ways to keep Asian Carp from reaching the Great Lakes. The Corps' primary role has been to construct and operate a series of electric barriers on the Chicago Sanitary and Ship Canal, near Romeoville, IL.

The USACE built a demonstration barrier aka Barrier I, which has been in operation since 2002. The Corps put a second, permanent barrier aka Barrier IIA into full-time operation at 1 volt per inch in April 2009. Since continuous barrier operation began in 2002 and because of serious safety concerns posed by the electrified water in the canal, the U.S. Coast Guard USCG has had both a regulated navigation area and safety zone in place to mitigate safety risks to mariners operating in the vicinity of the Fish Barrier system.

The electrical field produced by the barrier system poses a threat of serious injury or death to someone immersed in the canal water near the barriers. According to the 2008 report from a study conducted by the Navy Experimental Dive Team on behalf of the USACE, at the 1 volt per inch level, "Paralysis of body muscles, difficulty or inability to breathe, and even ventricular fibrillation can result from immersion in water near the fish barriers. These physiological effects due to electric shock could result in death in several minutes, a relatively short time."<sup>1</sup> The danger has been reiterated by Capt. Luann Barndt, Commander of USCG Sector Lake Michigan, in whose area of responsibility the Fish Barrier is located, stating, "The risk of serious injury or death transiting through electrified water is very real. Through our outreach efforts, we are making the public aware of the risks of transiting through the fish barrier and actions they can take to minimize those risks should they choose to transit." There are also risks due to sparking hazards between metal objects, such as, vessels, shore-side structures, and commercial barges, requiring the implementation of safety measures to mitigate those hazards.

Asian Carp, a broad term used to describe several species, which for the purposes of this article primarily refers to Bighead Carp and Silver Carp. Asian Carp are non-native species to the United States and were initially introduced as a means of improving water quality in



fish farming lagoons and at sewage treatment facilities in the 1980's<sup>2</sup>. However, these fish escaped those facilities during a flooding event and have thrived in U.S. waters, establishing themselves as feral populations throughout the Mississippi River Basin. Moreover, through their behavior and actions they were identified "invasive species," as defined in Executive Order 13112. The order describes invasive species as, "...an alien species whose introduction does or is likely to cause economic or environmental harm or harm to human health."

There is significant cause to worry about Asian Carp reaching the Great Lakes. Both Bighead and Silver Carp feed voraciously on plankton utilizing their highly specialized gill rakers<sup>3</sup>; ironically, the very same attribute that made them initially desirable as biological agents for improving water quality. However, since Asian Carp are not native species, the feral populations do not have checks on population growth such as predators and

have a negative impact on the food web due to overlap in primary food source plankton with native species. Not only do Asian Carps pose a threat to native ecologies, but Silver Carp in particular pose a threat to boaters. As a defense mechanism, Silver Carp jump out of the water when startled, a behavior which has caused injury and property damage to recreational boaters<sup>4</sup>. Both Asian Carp species have been designated with a high overall organism risk potential following an environmental risk assessment<sup>5</sup>. Taking these facts into account, the Asian Carp Working Group set as one of several goals, to "...contain and control the expansion of feral populations of Asian Carp in the United States."<sup>6</sup> One of the strategies to meet this goal is to "Develop and implement redundant barrier systems within the Chicago Sanitary and Ship Canal to limit the unrestricted access of Asian Carps to Lake Michigan."<sup>7</sup>

The USACE was congressionally authorized and appropriated to construct an electric fish barrier and is responsible for ensuring invasive species do not migrate over the barrier system. Therefore, the USACE is constructing a redundant system of electric barriers, collectively referred to as the "Fish Barrier," along the Chicago Sanitary and Ship Canal mile marker 296 near Romeoville, IL. In 2002, Barrier I was activated and operated at 1 volt/inch and has since protected Lake Michigan from Asian Carp. Barrier IIA construction was completed in spring 2006 and has the capability of operating at higher voltages. Various startup tests were completed, culminating in a seven-week trial run at 1 volt/inch in September and October 2008.





# UDD GOLDMAN ADAPTIVE SAILING PROGRAM

By Robert Lan

For this learn-to-sail program for the physically disabled, this year may have been the most significant year since the Judd Goldman Adaptive Sailing Program was founded in 1990 in memory of Judd Goldman.

The keynote address at the annual benefit on July 31, 2009 was given by Tim Mitchell, CEO of the Chicago Park District. He said, "I am proud to announce that all Chicago Park District sailing programs will operate under the Judd Goldman Community Sailing name. In addition, we will integrate the program so that people with and without disabilities can learn to sail together." Thus, the "Rainbow Fleet" name will no longer exist. Mr. Mitchell explained that a new, full-time not seasonal position was created by the Park District to manage, for the first time, both the able-bodied and disabled sailing programs. We're proud to announce that Joe Harris, a well-respected veteran of local and national yacht club and community sailing programs, has since been named the Manager of Sailing for the Park District.

The Judd Goldman Adaptive Sailing Program is a unique public/private partnership with the Chicago Park District and Westrec Marinas. Its mission is to provide disabled individuals the opportunity to achieve independence and self-esteem. The fleet consists of specially designed sailboats that allow the participant - no matter what their disability - to enjoy the sport of sailing.

Starting with three boats, the program now has a total of twenty-one boats in three classes. The 21-foot Freedom Independence class consists of eight boats that feature counterweighted seats that provide support while enabling sailors to pivot from one side of the boat to the other. Chest and waist belts have been added to offer more stability and safety. Another feature is that all lines run directly to the crews' seats so no one has to leave the cockpit to raise or adjust the sails.

The program has four 2.4 meter single-handed paralympic class sailboats. All lines

are fed to the cockpit and have an option of controlling the tiller either by hand or by foot depending on the person's disability. The 2.4 meter boat is sailed by both able-bodied and physically disabled.

The 23-foot Sonar, the third class in the fleet, is also a paralympic boat, sailed by the disabled and able-bodied alike. This spring, the Chicago Park District reaffirmed its support of the program and gifted three new Sonars, increasing the fleet to nine boats. Adaptive equipment for these boats include installation of hand rails, crew benches, special seats which mount in the center of the cockpit, and port and starboard arm controls. The paralympic boats are symbolic of Chicago's hopes and dreams of having the privilege to host the 2016 Olympic/ Paralympic Games.

Our season began in May with the 20<sup>th</sup> Annual Open House, a significant event that showcases the program to potential new sailors. Nearly 500 people attended, the largest turnout in the program's history. The highlight was the christening of three Sonars named after JGASF generous supporters. "Rhoda" was named after Mrs. Henry Frank, "Shirley" was named after Mrs. Pat Ryan and "Amy Marie" was named after Mrs. Tom Neill. Following remarks by Tim Mitchell of the Chicago Park District, a family member christened each boat with champagne and then spoke briefly. Tom Neill, a Judd Goldman Director for many years, announced that he and his wife, Amy, would donate a Sonar to be named Nitemare.

The Chicago Yacht Club hosted the 18<sup>th</sup> North American Challenge Cup for Sailors with Disabilities. In addition to 2008 US Paralympians, sailors, including paralympic veterans from Israel, Ireland, Canada and Antigua competed in this world-class event. American Airlines and Hyatt Hotels

sponsored the travel and lodging.

During the summer, the program provided a wide range of activities, including learn-to-sail instruction, racing clinics, regattas and cruises for more than 1,000 individuals. Many groups, including the Rehabilitation Institute of Chicago, Shriner's Hospital and the Wounded Warrior Project take part in this unique program. The Judd Goldman Sailing Foundation also supports the Judd Goldman Junior Sailing Program, teaching sailing to inner-city youth from 8 to 12 years of age. Over 200 enthusiastic children sail in our ten prams at Humboldt and Garfield Park Lagoons during the summer. Like the adaptive sailing program, the goal is to achieve self-esteem and independence.

At the end of the season, George Bowler, Sailing Coordinator, announced his retirement. We will all miss George and thank him for his many years of service. People make the program and our success is due in great part to our excellent, dedicated staff. ⚓



# CROSSING THE GULF –AN OVERNIGHT PASSAGE

By Jane McMillan

The process of getting on a yacht to cross the Gulf of Mexico actually started about ten years ago when I was introduced to a competition for power boats called Predicted Logging.

It is similar to a road rally done on the water, but it requires much more skill than being fast. A typical P-Log race consists of 4 or 5 legs that have to be run with extreme accuracy, both course-wise and time-wise. The captain has to predict exactly how long, to the second, it will take to run each leg. Then, under the watchful eye of a race officer, the course is actually navigated with the aid of only a compass and a tach. In addition to learning a great deal about marine charts, captains who participate in P-Logs learn to understand their vessels, the local currents, wind and wave actions, weight on board, and more.

Chicagoan Bill Templeman is a nationally recognized competitor whom I met on my first P-Log and who shared liberally his knowledge and experience. We became friends through our common love of the sport and of boating. Bill always told wonderful stories about his boat trips down the river and across the Gulf of Mexico to Florida, where he winters Empty Pockets, a fifty-eight foot Hatteras. He had made the trip 30 times or more – and the corresponding spring trip back north – and had invited me to join him more than once. Last November I was finally able to take advantage of Bill's invitation. Below is the story of the overnight passage, the last evening of the three-week adventure.

## CROSSING THE GULF FROM PANAMA CITY TO TAMPA BAY

The ocean is so calm and flat as to be unbelievable. Lake Michigan is seldom like this. It is nice to be able to work and eat in the galley while underway. About 2100 hours I lay down for awhile, only to awake two hours later as the bedside lamp clomps down on my head! It is literally tossed out of its secure position from the motion of the boat. Strong winds and large waves across the beam are rocking and rolling the 40-ton vessel. Just as I get up, the generator blows. I figure it is waves hitting the through-hull, but when I get to the pilot house, the people on duty say they think it might have overheated.

Within a few minutes Bill gets up and seems a little more concerned not only with the generator but also with wind speed and direction. It is impossible to get a weather station for information, and it is too dark to see anything. In fact, there is no distinction between sea and sky; it is all black. About this time, more things start flying around the boat. A cupboard opens in the gallery; dishes break; and everything



starts slipping this way and sliding that way with little hops now and then. Bill dismisses all non-essential personnel from the pilot house. I know without asking that includes me. I go below and try to secure a few of the flying objects while a couple of other crew members go to the engine room and eventually get the generator working again.

Using his multitude of charts and notes from this and previous Gulf crossings, Bill finally figures out where we are – sixty miles away from the closest shelter. He sets a

course for Anclote Key near Tarpon Springs where we can find some protection behind the horseshoe island. It should take about eight hours to get there. Hopefully it will be light by then, and we will be close enough to get a weather report.

We are a long way off shore in the Gulf of Mexico in a bad storm. Although my heart is pounding, it is not from fear. I know that Empty Pockets is a sturdy and seaworthy craft that is captained by a great skipper. It is an uncomfortable night as we are tossed around, but we trust Bill's skills and experience to get us through.

During the rest of that long night with the rollers on our beam, there continues to be no horizon. As the storm abates, the distinction between sea and sky becomes more pronounced, but because of the waves, it looks like there are mountains on the horizon. As the sky clears, a massive star show appears, more massive than I have ever seen, and they appear to be right on the horizon. In fact, as the water pitches, it seems to alternately obliterate and expose different stars. It really is a powerful vision.

By 0500 the seas calm down, and Bill sets a course for Tampa Bay, determining that it is no longer necessary to seek shelter. When land finally appears as a dark band on the eastern horizon, it is hard to tell if it is really there. It should be a calming sight, but it takes second place to our hero who guided us safely through a long, hard night. Captain Bill Templeman's familiarity with Empty Pockets, his knowledge of marine charts, and his years of experience in Gulf waters led us through a very challenging and difficult Gulf passage. ⚓



## MATCH RACE SAILING

Steeped in the tradition of the America's Cup, match race sailing is a fast-paced game that identifies the world's top performers.

Following spectacular growth over the past decade through the World Match Race Tour, match racing was recently adopted as a Women's discipline in the 2012 Olympic Games.

To provide the highest-level training facility for professional and amateur match race sailors in the United States, Don Wilson, an avid racer and CEO of Chicago-based DRW Trading, established the Chicago Match Race Center CMRC in 2009. Along with Match Race World Tour Champion and the Center's training director Bill Hardesty, they combined the best aspects from around the world to set a new benchmark in the sport with this first of its kind facility.

CMRC's base of operations is a 70-foot houseboat moored in Belmont Harbor and it's new purpose-built fleet of eight identical Tom 28 Max class yachts is supported by top-of-the-line umpire and committee boats. As part of its mission, 4 of the Olympic class Elliott 6M yachts will be added in February of 2010 to train teams with these aspirations.

In addition to its twice-weekly advanced match racing practice sessions for its members, CMRC was the host of five regattas in its inaugural year. "We bring the excitement and drama of competition right to the shoreline," says Hardesty. "Our venue is very accessible, and so anyone from the park or the bike path can come and have a look."

Watching the brightly colored boats could not be any easier as the course is positioned immediately adjacent to the northern entrance of Belmont Harbor, where the stadium-like setting allows direct viewing just a few yards away from all the action. Live commentary from America's Cup veterans keeps the viewers in tune with the intense on-the-water duels. Likewise, Twitter updates and live streaming coverage on the Internet brings the battles around the world. In the daily press conferences, open to the public, the skippers explain their perspectives on the day, which are often highly entertaining as the tension from the racing gets diffused through humor and repartee.

To further exposure, CMRC implemented innovations "such as having guests on board the competing boats, and it has proven effective at bringing the game to more people in fun and interesting ways," according to Hardesty.

"We've been very pleased at the response to our regattas and programs," said Wilson. "We have a unique situation as being a center for world-class sailing on the doorstep to a world-class city, so we're pleased to be able to bring the best of both together."

Racing will resume in Chicago just after the May 1 start of the 2010 membership season with an event on May 15-16. Expanding the schedule for its second year, 9 regattas including the Key West Match Race in January are planned as well as weekly Wednesday fleet race and Thursday Tom28 Boat-handling series to its reoccurring Tuesday and Friday evening Advance Match Race training sessions. Visit [www.ChicagoMatchRace.com](http://www.ChicagoMatchRace.com) for information. ⚓



### 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.



Betty Klym  
Commodore

Kathy Lesser  
Vice Commodore

Rick Helland  
Rear Commodore

2601 North Cannon Drive • Chicago, Illinois 60614 • 773-929-8819  
[www.diverseyyachtclub.com](http://www.diverseyyachtclub.com)





# DIVERSEY YACHT CLUB

By 'athy Lesser, ice Commodore

The 2009 season at Diversey Yacht Club has been a very busy one. Although it seemed like summer would never come and stay, we made the best of it and enjoyed every minute when it finally arrived.



During the winter months we had several parties including the Super Bowl Party, St. Patrick's Day and our monthly Steak Frys. It seemed like every weekend we had some type of entertainment going on at our club, thanks to entertainment director Denise Watanabe.

The beginning of April meant that the boats started to arrive and even though the snow was still falling, Diversey boaters made it to the harbor. One of our first activities was a harbor clean-up. On a very cool, almost cold, May morning, we had several divers, the city rescue team and many volunteers from our club and we proceeded to clean up the first few docks of the harbor. You would be amazed at what was pulled out of the water. Thanks to Past Commodore Dave Suarez and Kevin Rasofsky for organizing this project. We hope to continue with more docks next season.

Our annual Children's Party was a huge success. We ID'd over 25 children with the Secure Child Photo System. The children also enjoyed a petting zoo, fishing clinic, slides, hot dogs and chips and some great prizes that our Past Commodore Joan Abdul got for us. We even had a Dunk Tank where our Commodore Betty Klym and others, including our harbor master were good sports and took one for the team. It helped that the temperatures were in the high 90's. I guess next year I'll have to go in!


Venetian Night was a great success and fun for all. We won first place in the Power Boat II category with Ferris Bueller's Day Off. We used my boat Never Say Never, which helped to make it even more fun for me. Special thanks to Daniel Goode for his great artwork and his portrayal of Ferris Bueller and to Mark and Betty Klym for all their help and advice. Thanks to everyone who helped, I couldn't have done it without you. The dancers were great and hopefully will use their costumes again sometime.



A new tradition was started this year, a Tuesday Night Fish Fry. Even on the rainy days we had lots of people dining on the delicious fish. Many folks said it was the best fish they ever tasted. Thanks to our fisherman who would go out days before to catch the fish that would be grilled, fried, boiled and spiced to perfection.

Commodore Betty Klym and her husband, Mark, have done so much for the club this year, words cannot express enough thanks and gratitude to them for a job well done! Thanks also to all the Board members, each job is important and our club would not be what it is today without them.

The year 2010 will be Diversey's 75th anniversary. Plans are underway to have a dinner with all the past commodores and a special 75th anniversary celebration for all members.

Join DYC and help us celebrate! [www.diverseyyachtclub.com](http://www.diverseyyachtclub.com) 

# THE CHICAGO POWER SQUADRON OVER 50 YEARS OLD AND STILL GOING STRONG-

By Commander Gayne Tolberman

The CPS is just as relevant today, maybe even more so, as it was at its inception during the 1940's.

We find ourselves living, working and playing on one of the greatest boating marvels in the world! No other city offers as spectacular a Lakefront, with as developed a public boating community as Chicago!

With all the boats moored, sailing, or just bobbing about for a weekends outing within site of the John Hancock Center, which, by last count exceeds 5000, plus the owners, crewmembers, hands-on regular guests, and last but not least, all the other day sailors out and about, a tremendous civic and self imposed responsibility comes with our prized recreational venue as well in the realization that there is a greater need out there to keep themselves and each other safe and sound when on the water or trafficking to and from.

## ON THE PERSONAL SIDE, THAT MEANS ONE THING....BOATER EDUCATION.

That's where we of the CPS come into the picture. Those boaters in the know, without mincing words, realize the pure economics of the world about them. In these, the worst of economic times, where there's an overwhelming need for them to preserve their homes, and possessions, of which, their boats most definitely top the lists as their most valuable investment in both time and treasure, they inherently recognize the need and value of a proper boater education to do just that and to protect those who go out on them, for years to come.

This growing trend is evidenced in the enrollment numbers for the CPS's newest class offering, the United States Power Squadron's USPS flagship new boater education class, the "Americas Boating Course" ABC, which are topping the charts and filling seats at an amazing rate. This is the old entry level Boat Smart Course updated and lengthened to include many sorely needed boating skills that only came with more advanced courses in the past, all neatly presented in an educational package designed with the new or slightly experienced boater in mind.

During this class, the students, for very possibly, the first time in their lives, are exposed to the first hand environmental cause and effects of careless boating. They are taught by our certified Instructors and Guest Lecturers from the DNR, the boating "rules of the road, and the need to obey them and the speed limits, especially in "no wake" zones, at all times. Through the use of Training Aids and Audio Visual programs, the classes are shown graphic presentations of the resulting damage to the shoreline erosion, and to other boats, moored either in marinas or at private docks, brought about by heavy wake action due



to excessive speed. They are also shown the cost in lives, dollars and cents, and the ever present environmental damage, that can happen to their own boats by groundings, sinking, fires, collisions, or handling mishaps, which can and does often result when these rules are ignored.

Everyone is also taught the importance of proper waste disposal and the damage that the careless discharge of bilge water laden with oil or fuel can have on our fragile ecosystem. As a continuation of this awareness process and their personal desires to directly help the environment, upon graduation, everyone is afforded the opportunity to join the Squadron, and become a certified member of our Coast Guard Approved, Vessel Safety Check program. Every year, Squadron inspectors are invited aboard 125 or more private boats by their owners, to conduct courtesy inspections of their

mechanical, electrical, and waste systems to ensure that the boats are in optimal operating conditions, or to identify glaring deficiencies which could bring harm to themselves guests, or damage to the environment through spills, leaks, or avoidable discharges.

Upon their successful completion of the ABC course, for those graduates so inclined to go beyond educationally, civically, and socially they then have the opportunity to join the squadron as a new member, and take full advantage of any number of social and educational benefits which accompany membership, as presented below.

On the civic support side, in a concerted effort to preserve and support the public boating community, the CPS is part of the nation-wide cooperative effort program between the USPS and the US Coast Guard Auxiliary where specially trained and certified squadron members, upon request of boat owners, conduct non-punitive vessel safety checks to help the requesters identify possible safety deficiencies before they become major problems or life-threatening situations.

Also, as part of the Coop Charting initiative, members have regularly assisted with nautical chart updates by surveying waterways in and around the Chicago region. Our members also stand willing, to take part in any Homeland Security initiative, ready to assist alongside members of the CYA and US Coast Guard Auxiliary if ever called upon! ⚓

The easiest way to become involved with the Chicago Power Squadron is to access our website at [www.chicagoops.org](http://www.chicagoops.org) or for a full listing of classes, events, happenings and informative articles and a dynamic, ever changing calendar



# HAMMOND YACHT CLUB

By Kurt Baker, Vice Commodore

## The Hammond Yacht Club is very much alive, well and going green.

Our new facility is scheduled to be finished by October 31, 2009. The new location of the HYC is being built as an addition to the Hammond Port Authority's Administration building located adjacent to the Ship Store of the Hammond Marina. Our new building will be a 2,700 square foot facility which includes a kitchen, bar, and dining area. This is a new start for the Hammond Yacht Club. Membership has almost doubled since ground breaking began. There is new interest in the HYC with help from the Hammond Port Authority and the Horseshoe Casino. The HYC has continued to hold annual functions such as the Rubber Raft Regatta, St. Patrick's Day parties, and numerous others throughout the years at both the Clipper Room of the Port Authority, and the Lakeview room of the Horseshoe Casino. The Sail Fleet will continue their Wednesday night sail boat races in 2010 as long as there are enough members to participate.



The Hammond Yacht Club is working with the Hammond Marina in its quest to Go Green. The Marina is in the process of applying for a clean marina status by recycling as much as possible. HYC will promote the proper disposal of fish line, clean up after pets, and the use of new facilities for wash down of boats. All these efforts will

help in keeping the environment and our marina green.

The Hammond Yacht Club would like to take this opportunity to thank all the Yacht Clubs that have continued their reciprocity with our membership. We have

been without a facility for the past three years and have continued to maintain a relationship with the boating community. We look forward to opening our doors to the many clubs that have kept their doors open to us. ⚓



## Chicago Maritime Festival Saturday, February 27, 2010

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 2009, reached over 4,300 students, seniors and people with disabilities.

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

**773-576-7245 [www.chicagomaritimefestival.org](http://www.chicagomaritimefestival.org)**

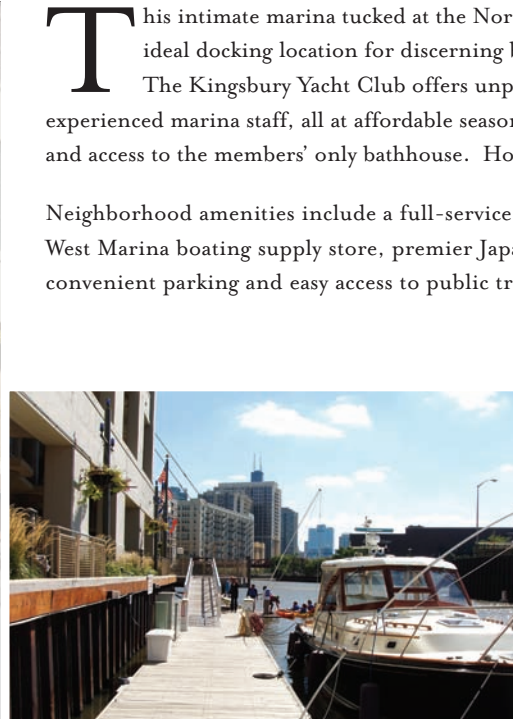


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Neighborhood amenities include a full-service laundry and dry-cleaning facility, access to West Marina boating supply store, premier Japanese dining at Japonais restaurant and lounge, convenient parking and easy access to public transportation. ⚓

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BRIDGE: Commodore Mary Avellone, Vicer Commodore, Dennis Hansen, Rear Commodore Steve Pittman



# JACKSON PARK YACHT CLUB

We at Jackson Park Yacht Club love our little club and harbor.

JPYC faces west overlooking Jackson Park Outer Harbor at the south end of Lake Shore Drive. Join us for a weekend brunch, and let the glorious harbor view from our second story porch make you forget you're in the city! Even better are sunsets over the old Coast Guard Station, silhouetting its widow's walk, wind vane, and cupola. But don't let this serene montage fool you. Our racing program, entertainment, and community service fill the calendar only to be outdone by our spontaneous Corinthian conviviality.

Opening Day for our 113<sup>th</sup> season was officiated by Commodore Mary Avellone HotFlash. Sea Scouts presented Colors, ably coached by Reginald Rush. Our newly installed bridge includes Vice Commodore Dennis Hansen December's Child and Rear Commodore Steve Pittman Blues Doctor. Twelve vessels participated in the fleet review, demonstrating the enthusiasm for the season's start.



Our Flying Junior fleet is ready for the first frostbite series in many years. Brave souls! But not all is racing at JPYC. Despite the cool start of summer and wind always from the wrong direction, Lake Michigan cruisers included Iris and Bill Bestow, Iris Marie, Jane and Harlan Dellsy Panacea, Stan Gratt and family Icarus, and Jane and Ray Leuthold Optimality.



Sea Scout Ship Neptune 5212 skippered by Dick Snow and Johann Hudson Robert Smalls boasts 22 members with 8 leaders. They hosted a spectacular Mother's Day Brunch fundraiser with Scouts serving, cooking, and providing the musical talent. Scouts Daren McCormick and Keith Davis ably serve on the RC. Edmond Gueringer teaches Scouts sailing on the Flying Juniors. We honor Celia Hensey as Scout of the Year, and salute the Ship for earning a 2<sup>nd</sup> place for their Venetian Night entry.

New to us this year are Mario and Lila Gandarilla of Terrace Grill. They provided our famous weekend brunch galley service, great grill nights, and event fare. Deb Farino Two Acres and Igor Pismensky Unbalanced made our galley service work smoothly, as if effortless but we know better!.

Race Committee Chair and Yachtsperson of the Year, Janet Hansen represents JPYC in Area III of the Lake Michigan Sail Race Federation. Janet organized our club race series, the Lutz Regatta, and the return legs of the Tri-State and Bi-State Races. Our starting timer Scott Meyer's Zephyrus signature deep, authoritative, yet avuncular voice makes even a novice Race Committee member perform like a pro. JPYC is blessed with powerboaters who provide RC use of their vessels, including Capt. David Truit Intrigue, Brenda Murzyn Captain & Cook, and Peter Hastings Skylark.

We are proud of our seven competitors on the Tri- and Bi State series with Jerry Lesak Mr. JJ, Frank Wittosch Pepperke 2.0, Ted Graves De Da's Toy, and Jerry and Greg Miarecki Providence bringing home brag flags. Boyd Jarrell Tail's Dragon won a 3<sup>rd</sup> in the Leukemia Cup, his first non-club race. JPYC entrants to the Race to Mackinac included David Ward Unknown Lady, David

Travis Mischief, Paul Thompson III Mise en Place, Jerry and Greg Miarecki Providence, and Gene McCarthy Pocoroco.

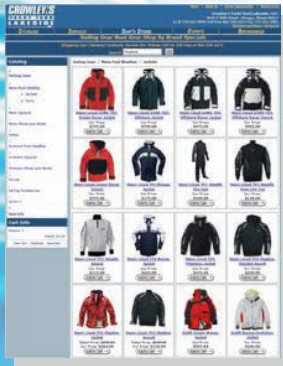
We hosted Judd Goldman fleet for a race day, with three starts for four boats. That was the same Verve Cup afternoon the weather took its toll. Close by, the able Goldman sailors were not rattled by the sudden gusts over 30, and quite safely finished all races and sailed back to Burnham with nary a torn sail.

Ken Harris St. Rita arranged events including in-season monthly parties with terrific talent from de Hurricane, Snatch, and Ray Silkman. Jim Lett Nightwatch makes our fun-filled Kid's Day happen. Cherie Parker Dippy K II coordinates the Saturday Socials. Over 60 members celebrated the 30<sup>th</sup> annual Raske Family Race/Cruise. Pam Rice Purple Reigns and Ted Graves often provide the film for the year-round Friday potluck and movie nights. We also enjoy events and share common concerns with our neighboring Yacht Clubs, Museum Shores and Southern Shore.

These, and other spontaneous gatherings, including bean bag contests and lively debates, demonstrate that though our setting is serene, it is always happen'n at JPYC. Come visit! We are proud of our diversity, our welcoming spirit. ⚓



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**Joseph Conrad  
Yacht Club**

Young Crew Members needed on s/y FAZISI  
for participation in the  
GREAT LAKES  
UNITED TALL SHIPS CHALLENGE 2010

Joseph Conrad Yacht Club is seeking young people, especially inner city youth, between the ages of 15-25, to participate on s/y FAZISI (82 ft. sailing sloop) in this program. Please contact: Isidore Ryzak - 847-922-5627 or at ipryzak@comcast.net.

Great Lakes Port Schedule as of May 1, 2009

Montreal, QUE	June 18 - June 20, 2010
Toronto, ON	June 30 - July 4, 2010
Cleveland, OH	July 7 - July 11, 2010
Bay City, MI	July 15 - July 18, 2010
Duluth, MN	July 29 - August 1, 2010
Green Bay, WI	August 12 - 15, 2010
Chicago, IL	August 24 - 29, 2010

Sponsors wishing to help support this youth program can donate to PYANA, owner of FAZISI, 942 W. Montrose Ave., Chicago, IL 60613. 773-334-2615. Donations are tax-deductible under 501(c)3.



## THE JOSEPH CONRAD YACHT CLUB

The Joseph Conrad Yacht Club celebrates its 40<sup>th</sup> Anniversary in 2009.

Founded in 1969 by a group of young Polish sailing enthusiasts in Chicago, it has spent the past 40 years promoting sailing among Chicago's Polish-American community. Besides the Mackinac and our two JCYC races, "The 40<sup>th</sup> Anniversary Regatta" and the "JCYC Commodore's Cup Race," our main concern and goal in 2010 will be participation in the upcoming Great Lakes United TALL SHIPS CHALLENGE 2010.



We would hope the entire international sailing community, especially in and around the Great Lakes, is enthused about what promises to be a most impressive event with tall ships from around the world. JCYC has participated in three Tall Ships races in 2003 - s/y JULIANNA on the Baltic Sea, in 2007 - s/y FAZISI on the Baltic, and in 2009 - FAZISI on the Atlantic.

The JCYC flagship, s/y FAZISI, after participating in the Tall Ships on the Baltic with a crew of young cadets from the Merchant Marine School in Darlowo, Poland, sailed back to North America.

FAZISI then crossed the Atlantic to participate in the 400<sup>th</sup> year anniversary of the arrival of the first Polish settlers in North America, at Jamestown, Va. in 1608. The FAZISI arrived Oct. 1, 2008, and at a solemn event attended by several Polonia organizations, JCYC members placed a wreath at the commemorative plaque in Jamestown.

IN THE SUMMER OF 2009 we joined the Tall Ship Race at Bermuda from Bermuda to Charleston, under the leadership of Janusz Kedzierski; from Charleston to Boston, Irek Zubko was captain, and FAZISI took first prize in that leg as the fastest boat; from Boston to Halifax, the captain was Isidore Ryzak. We lost the engine along the way and had to enter Halifax Harbor under sail.

From Halifax, FAZISI sailed to Toronto under the command of Walter Matuszewski, where White Sails Club of Toronto and Zawisza Czarny Club of Hamilton enjoyed sailing on her over the summer. Afterwards, she went to Georgian Bay, where she took part in Polonia Week.

On Sept. 21 FAZISI will be put into Winter storage at Holland, Mich. for a well-deserved rest.

During the last Tall Ship Race we were pleased to reach out to the greater American community, and were pleased to take as crew young people from other Chicago yacht clubs, the Jackson Yacht Club of Chicago in particular.

We want to encourage participation in the Tall Ships program, especially

now, when the Tall ships race will be on the Great Lakes. We are in the initial stages of arranging to take inner city children on different legs of the Tall Ships event in 2010. We anticipate seeing many of our fellow sailing enthusiasts from the Chicago sailing community participating in what promises to be an historic event.

Once again we expect to participate in Mayor Daley's program to take inner city children out onto Lake Michigan on the FAZISI to let them experience our beloved sport of sailing.

The past year was also packed with CLUB ACTIVITIES. On May 2, we marched in the Polish Constitution Day Parade.

June 19-21 found us at the Polish Festival in Milwaukee, Wisconsin, which was then combined with the Waukegan-Milwaukee Regatta.

On the 4<sup>th</sup> of July, there was a gathering of Polish yachts on the wall at Monroe Harbor celebrating our Nation's birthday and enjoying the impressive firework display.

JCYC members participated in the Mackinac Race. JCYC s/y DREAM Marcin Chojecki - Jerzy Stachiuk - Andrzej Radzicki won 3<sup>rd</sup> place.

In July JCYC held the 40<sup>th</sup> Anniversary Regatta at Monroe Harbor and in August we held the JCYC Commodore's Cup Race at Montrose Harbor.

THE JOSEPH CONRAD YACHT CLUB'S 40<sup>TH</sup> ANNIVERSARY BALL will be held November 7<sup>th</sup> at the Marriott Schaumburg. It will be a time of celebration, honoring the men and women who made our sailing club possible, those who have kept it going for four decades, and those who helped the club grow from the size of the proverbial mustard seed into a club with limitless possibilities. We are the club, and we extend our hopes and dreams and best wishes outward to all those who share our passion for sailing.

In December, the Club will celebrate Joseph Conrad's Birthday, which culminates in our handing out of Literary Awards to students for the best essay on Joseph Conrad.

During the off-season, as before, JCYC will be holding sailing and navigation classes for members and others interested in honing their nautical skills. ⚓

Information about various JCYC events and programs can be found at [www.jcycchicago.com](http://www.jcycchicago.com)



# HOW HEALTHY IS YOUR WATER BOTTLE?

By Mehmet Oz and Michael Roizen, YOU Docs Daily



ENVIRONMENTAL



## SHOULD YOU BE UNEASY ABOUT THAT REFILLABLE WATER BOTTLE YOU'VE BEEN USING? MAYBE.

Health-news headlines are yelping about bisphenol A (BPA), a suddenly scary component of plastic that's hiding in plain sight in polycarbonate water bottles, water pitchers, baby bottles -- even liners in canned foods. What's so bad about BPA is that animal studies have linked it with cancer, miscarriage, fertility, obesity, immunity, and sexual-development problems. But that doesn't mean you have to toss half the contents of your kitchen into a toxic-waste dump. Here's our advice on staying safe. And sane.

## HOW TO RECOGNIZE THE REAL THING: BISPHENOL A IS FOUND IN CLEAR, HARD, SHATTERPROOF PLASTICS.

Often, the letters PC for polycarbonate and/or the number 7 will be stamped in the little recycling triangle on or near the bottom of the container. But not every plastic stamped with a 7 contains BPA; your biggest clue is to look for hard, see-through, breakable things. Disposable soft drink and water bottles and liquid-medicine containers like cough syrup bottles are not polycarbonate and do not contain BPA. So while everyone is having a fit about disposable bottles for environmental reasons -- and rightly so -- it's only the rigid refillable kind you need to worry about for health reasons. Make it easy by remembering the numbers: Only drink from those with numbers 4 and 2 in their triangles, or if need be, 5 and 1. In our opinion, you should avoid any with 3, 6 or 7 -- not just for BPA reasons.

## HOW RISKY IS IT, REALLY?

Not everyone agrees, even though low levels are estimated to be in the bodies of 9 out of 10 Americans. The FDA, the plastics industry, and the Harvard Center for Risk Analysis have all concluded that BPA levels are probably too low to be hazardous for adults. But some prominent BPA researchers say harmful effects begin at levels lower than those the government says are safe.

What has people really freaking out is that babies and kids may be at higher risk, according to the U. S. National Toxicology

Program. BPA acts like a hormone in the body, and studies suggest that at the levels young children may be exposed to, there could be a danger of early puberty, hyperactivity, immunosystem changes, and low sperm counts. Moms-to-be can protect their kids even before they're born by not getting any mercury or composite dental fillings during pregnancy -- use gold. Many experts believe these materials release high concentrations of mercury and BPA during application. Read up on all the latest news of BPA with Real Age Smart Search.

## WHAT'S BEING DONE?

Retailers including Wal-Mart, Babies "R" Us, and Toys "R" Us have promised to phase out baby bottles containing BPAs. Canada is set to ban baby bottles containing BPA by late June 2008. For adults, BPA-free water bottles, canned goods, and other products are beginning to show up in stores. Nalgene, maker of popular hard-plastic water bottles, is phasing out BPAs, too.

## WHAT YOU CAN DO RIGHT NOW EVEN IF YOU CAN'T DODGE EXPOSURE TO THIS UBIQUITOUS PLASTIC: THE WAY YOU CAN DODGE A PLAYGROUND BALL, YOU CAN MINIMIZE YOUR CONTACT.

Don't heat anything that might have BPA in it. BPA is in plastics because it makes them lightweight, shatterproof, extremely clear, and heat resistant. But when these plastics are warmed up, BPA leaches out of them 55 times faster than it does at room temperature. Rates stay high even after the contents cool. **So:**

- No microwaving in hard, clear, plastic containers -- use ceramic or glass.
- No heating cans of baked beans or cans of anything on the grill.
- No pouring hot tea into your polycarbonate water bottle.
- No preparing baby formula with hot water directly in a polycarbonate baby bottle.
- Replace your clear, hard, refillable plastic containers.

## Our recommendations:

- Serve hot foods and drinks in glass or ceramic containers.
- Get babies BPA-free plastic bottles -- safer than glass.
- Get older kids and yourself BPA-free plastic water bottles -- more and more are in stores. We also like the stainless steel and aluminum bottles that are now available.
- For now, buy mainly fresh or frozen food. Currently, as many as 80% of cans contain BPA. Some brands are BPA-free, which is good news if you don't have time to make black beans from scratch tonight. But if cans aren't labeled BPA-free, think twice. This is particularly true for the two types of canned foods that leach the most BPAs from their liners
- Fatty foods, such as coconut milk, salmon, creamy soups, and tuna packed in oil
- Acidic foods, such as tomato products and some juices.

Go fresh whenever possible. But that's our advice in general.

[www.RealAge.com](http://www.RealAge.com)

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# MUSEUM SHORES YACHT CLUB

By Commodore Gregory S. Williamson

Hello, does any one know the where our Glorious Sun may be? Many of our long time club members and harbor patrons can't remember a summer like this one quite awhile.

On May 15<sup>th</sup>, the Yacht Club boaters were ready, but Mother Nature had other plans and her plans were to have cold and rainy weather for most of May and June. Mother Nature was very gracious to us, for she gave us a couple of hot days in June that were in the nineties, and, yes, I believe there were only two days.

No matter what the weather may be, we are boaters and water is our universe whether we float in the water, or if it falls on us we love it for without the rain we would not have our rivers, lakes and oceans. As a world and a community we must take care of this big round mass our green Earth and the precious waters that encase it, so we will not create problems. Living Eco-friendly and Green helped guide MSYC twice this season, along with the 150 park district day camp children and supervisors as we participated in a Clean and Green event. In June we all traveled to the 57th street beach and everyone pitched in to help remove debris off the beach. We challenged everyone to work hard at living Eco-friendly and Green, by seeing who could collect the most plastic debris. When our work at the beach was complete, we returned to our club where we all dined together and ate some kid favorite items including, hot dogs, sodas and chips.



Commodore Maynard Welch, the 5<sup>th</sup> ward Alderman Leslie Hairston and seniors at the Senior Outing

The first Clean and Green event was a success and we decided to repeat our efforts in July. The second Clean and Green event took place at the Harbor area outside the harbor gates.



Commodore Williamson who raises the flag at the Opening Ceremony



Commodore Gregory Williamson, Vice Commodore Ted Parker and Children from day camp who helped with Clean and Green

Once again we challenged everyone to work hard and also to see who could collect the most debris and plastic. The hot dogs and chips from the last event were well received, so we had to serve the kids again with their favorite foods.

Our final eco-friendly activity for the day included removing debris from the harbor waters. This activity was very exciting because it involved what we love best, the water! Many members along with one of our members who wore his underwater gear, went to each pier removing any debris that was found.

Throughout the summer, we worked very hard and still had time to relax and enjoy more events, even though it often involved dodging raindrops, we still embraced Mother Nature's beauty. Opening day festivities were enjoyed by all who attended and after we raised the flag we enjoyed a delicious meal catered by Mac Arthur's Restaurant.

The night continued on as our very own "Mr. D.J.", Jim Hatcher, provided the music as we danced well into the evening.

Our popular Monday night Jazz event made

a slight change to Wednesday, but the smooth Jazz and contemporary music was still enjoyed by its loyal listeners, regardless of its new day.

Our club had the privilege of hosting two events along with 5<sup>th</sup> ward Alderman Leslie Hairston this year. Senior citizens from the neighboring communities were invited to our club for food, refreshments, dancing and boat rides and all who participated had a great time.

We also had the esteemed pleasure of hosting the Tuskegee Airmen who shared heroic stories of their time in the military. We received a special surprise when one of the original Tuskegee airmen, who is 90 years old, also shared his stories with us.

In August, our club hosted a "Midnight Cruise" off of Navy pier and before heading to the pier, we had a pre-party which included food, dancing and a champagne toast. As we gathered in the provided transportation to our cruise ship, members and friends laughed and embarked on a night that we would remember at the pier.

Rounding out our season, we started with our annual fish fry and in September, the annual Halloween Party in October and, lastly, our joyous tree trimming party in December.

I would like to thank all Bridge Officers and members who helped out this year and give a special thanks to my Rear Commodore Malissa Randolph. Thank you for going above and beyond the call of duty. Thank you, Malissa. A Special Recognition Award goes to Jim Hatcher, for not only being one of the best DJ's in the city, but for always stepping up first to assist with new projects and improvements to the club. Thank you, Jim. Well, it seems as though spring came and went straight to fall with a little sprinkling of summer mixed in. So I bid you all adieu until next opening season . . .



# CATALINA FLEET 2 – CHICAGO REGION MAC BAY GETAWAY BY THE GROVES

By Tom and Eddy Go e

This year we decided to visit a couple of harbors we had not visited on our C30. With that in mind, we decided to attend our first Mac-Bay Getaway in Holland, MI.



We left Wednesday morning at 4 00 a.m. and sailed/motorsailed due to lack of wind an easy 12 hour trip. If you haven't been to South Haven you should add it to your destination list. Because we were there during the week, there was no issue getting a slip. We have heard that the weekends are busy and you should call ahead. On Thursday morning, we left for Holland and we were able to fly the spinnaker for 1 hours before needing to motorsail the remaining 2 hours, arriving around 2 00 p.m. We hadn't been to Holland before so we dropped our sails outside the harbor entrance and hoisted our Catalina flag and our Fleet 21 battle flag which we received many compliments on. We pulled up to the Macatawa Bay Yacht Club and were instantly directed to our slip for the weekend. Even though the rendezvous didn't start until Friday night we started meeting new friends from the moment we docked and the harbor master even offered his truck should we need to go into town.

After a quick and smooth check in Friday night, the first official function was the Friday night shrimp boil and dock box/bilge sale. We were able to get a new block for our spinnaker tack line at a great price 1.00. We have been to several shrimp boils, but the Friday night feast was truly fit for a king. The evening continued with more great conversation and meeting new friends. A strong storm blew through early Saturday morning but it passed by the time we were getting up for the day; the rest of the weekend brought sunshine and great temperatures.

After a great breakfast Saturday morning we participated in a new event this year, the blindfolded dinghy races. As the blindfolded crew member rowed, the other one gave directions to row out to a mark, round the mark to port and row back to the start. We teamed



up and had a great system, but the oars person decided to serenade the coxswain instead of concentrating on rowing, so we lacked the needed speed and were beat in the first round. For lunch everyone hopped on one of 5 boats and rafted together in Lake Macatawa for a pizza party. We were lucky enough to go out on Rodney and Annie's beautiful 40' boat. After lunch there was a guest speaker, John Otterbacher. We missed his presentation because we were invited by Tom & Connie to go out on the big lake on their 350. They have a beautiful boat that sails great

I think Tom really enjoyed being behind the helm. Saturday concluded with the 50's theme "Happy Daze" party with a fabulous dinner and dancing. One of our own members, Madalyn Duerr, won for the female best costume award. After breakfast on Sunday another new event was held, the Fulbright Challenge, which took the place of the pickle race. This was a challenge to perform 5 sailing skills with each having a set time frame. The required skills were 1 perform a man overboard drill; 2 reef the main sail; 3 heave to; 4 sail backwards; and 5 set and retrieve the anchor while under sail. We took three additional sailors on FINS with us thank you Lisa, Bill & Jeff, and although

this was not a race, it was proclaimed many times that our boat won mostly by our own crew members. Sunday wrapped with a lunch banquet and awards ceremony.

We had a great time, met a lot of new friends, and had the opportunity to tour several boats. We would like to thank Cindy and the Lake Michigan Catalina Association for their hospitality and for making us feel welcome, and the Macatawa Bay Yacht

Club for doing a great job providing the wonderful meals. ⚓

If you're interested in learning more about the weekend, go to [www.lmca.com](http://www.lmca.com)

## CHICAGO MIDWEST OPEN RACING FLEET MORF *by Mark Bouck rt*

Chicago's Midwest Open Racing Fleet (MORF) is an all-volunteer sailboat racing organization whose members donate their time, boats and crew to serve as committee boat during the racing season

**M**ORF members also organize, publish and report the racing and social activities of MORF throughout the year. It's a testament to the viability of MORF, in a difficult economic environment, that in its 51<sup>st</sup> year, on the water participation was up over 33% from the previous year.

There were many "1<sup>st</sup>" that occurred during the 51<sup>st</sup> year of MORF, some achieved on the water, some the product of Member interaction and an important 'First' that exists in cyberspace.

The MORF website [www.racemorf.org](http://www.racemorf.org) was completely overhauled and made new and efficient. Race results are entered on-line, correlating a boat's name, race section and rating with the MORF data base, making entry of race results accurate and easy. Individual Race Results and Series Totals can now be accessed with a click of a button via an internet connection from anywhere, anytime.

The long rumored and proposed Membership Survey was developed, mailed, e-mailed, returned, collated and summarized. The Survey Summary was presented to the Board, the Survey results proved the majority of MORF Members believe MORF provides competitive racing, is a fun organization, provides a good "bang for the buck" it's very inexpensive in comparison to other organizations and affords ample racing options throughout the summer.

Also new in 2009 was the 1<sup>st</sup> 'Vintage Boat Race', held Sunday July 26<sup>th</sup> and open to any vessel including non-MORF members constructed prior to 1990. The concept was to stage a race in July

the weekend after the Race to Mackinaw for those boats, skippers and crew not involved with the Mac. Several names were considered 'Little Mac', 'The Quarter Pounder', but eventually 'The MORF Vintage Boat Race' was selected. An exceptional turnout completed the 'once around' SA-7 Race Circle course, including the 2-masted topsail schooner 'Red Witch'.

The MORF board, acknowledging the previously mentioned survey results, noted the average member boat has gradually become newer with an accompanying lower PHRF rating. This evaluation made the decision to reduce the lower PHRF limit from 67 to 47 relatively easy. This expands the lower boundary and creates another opportunity for those boats and crews looking for other racing options.

The Long Distance Series, comprised of 4 races, witnessed 2 new courses for the running of the Gene Zimmer and Skipper's Club Long Distance Races, 19.3 and 22 miles respectively. The Chicago to Michigan City Race on Friday June 19 experienced a postponement from the scheduled 7 PM start to allow a storm producing 60 knot gusts to blow through. The return race to Chicago on Sunday produced another first, where all racers failed to meet the 9-hour maximum time-limit. No wind and a mirror-flat lake will have this effect.

For over a half-century, MORF has maintained a vibrant and winning combination of member involvement, competition, social and network interactions. Click [www.racemorf.org](http://www.racemorf.org) to see where you can join the tradition. ⚓

## 9 REMEMBRANCE PARADE





## TWIN HARBORS YACHT CLUB

PO Box 100, Seneca, IL 60080, Mile Marker 1.5 on the Illinois River  
By Commodore Steve Hunt

Twin Harbors Yacht Club celebrated their 32nd year of incorporation this year at Spring Brook Marina in Seneca.

Our club was formed 32 years ago at Spring Brook Marina to promote camaraderie among boaters, as well as to teach safety and boating maintenance to all our members. We have now opened our club to Associate Membership from other marinas within our pool on the Illinois River so that we have a larger co-existence within a group. This in turn allows us to hold events with each different marina, to meet and share experiences with other boat owners.

Our Board currently consists of our Commodore, Steve Hunt, Vice Commodore, Bob Ames, Past Commodore, Chuck Kvasnicka, Secretary, Sharon Kvasnicka and Treasurer, Dave Cizek. We currently also have three harbor directors, which help promote our membership and involvement in our planned events.

Our normal functions include a Commodore's Breakfast in May, a Memorial Day Cruise, a 4th of July Cruise, our annual Crab Races and Rib Fest, a Labor Day Cruise, Annual Member's Dinner, a Haul Out Party held in early October, and our Commodore's Ball held in the Winter hosted by the current year's Commodore. We add other functions to our calendar of events to encourage the three integrated harbors to mingle at different times during the summer months.

Every year our yacht club donates part of its membership dues and money raised from various events to local charities or a charity that is located close by, thereby assisting the community and its residents our neighbors. At the member's meeting in September, we install our new officers, nominated prior to the dinner, for the upcoming season, and then celebrate their elections after dinner.

This event is one of our best attended functions and always a good time, fostering many wonderful memories throughout the years past.

Our boating season on the river starts a little earlier. We launch in May, and we end in mid-October after our annual Haul Out Party. This year we are hoping to add one more winter function to stay in touch during the winter with our club members and hasten to bring on the Spring! ⚓



## Southern Shore Yacht Club Celebrating our 97th Year



### 2009 Board of Directors

- Commodore - William A. Ruff IV
- Vice Commodore - Kerry Van Isom
- Rear Commodore - Robert Schumacher
- Treasurer - Anthony Crowe
- Secretary - LaRue Watson
- Membership Director - Kenneth W. Mason
- House Director - Charles Pannell
- Entertainment Director - Marlon Everett
- Finance Director - Dwayne Digby

From Under the Bridge at  
Jackson Park Inner Harbor



# SOUTHERN SHORE YACHT CLUB

By Commodore William A. Ull

After 97 years in operation another summer has come and gone at The Southern Shore Yacht Club! Our club is located at Jackson Park Inner harbor just south of 63<sup>rd</sup> & Hayes off of Lake Shore Drive. We like to think of our Harbor as the diamond in the rough!

It is tucked away across from Jackson Park golf course guarded by beautiful trees and landscaping. We have approximately 140 slips in our harbor. Our Harbor Master, Nancy David and her staff are always on hand to help our members with whatever their needs are, from safety to dock issues.

This was my first year of having the privilege of serving as the Commodore for our club. It was a daunting task to fill the big shoes of our most recent past Commodore, Sandra D. Smith, who did a great job as our Commodore. I served as Secretary, Rear-Commodore and Vice-Commodore before being elected Commodore. All of the positions held have their unique challenges and rewards. Like every other yacht club we had our fair share of challenges stemming from Mother Nature and an aging house. We finished a newly renovated kitchen, made repairs to pipes and infrastructure to add to the beauty of our club. There was an anti-slip surface added in front of our club for the safety of our members and their guests, thanks to Westrec and the Chicago Park District.



Our motto, "Membership has its privileges". We welcome all new members and encourage all of our members to bring new people to our happy family. We have a tight knit family at our club. Everyone is helpful and friendly. On any given weekend during the summer you will find several members barbecuing and everyone is welcome to partake. Every year dock parties being held on each dock, showcasing the boaters cooking talents. We have several functions throughout the season. Our most known event is our Steak Fry. The steak fry's are held the second Tuesday of the month during the boating season. We have an Opening Day Ceremony every year at the end of May. This year we had live music at our opening day along with great food and drinks. Fun was had by all that attended. We acknowledged our oldest living member Harry

Sephua who turned 92 years old this year! We also had a Caribbean Night, Jazz night and hosted our past commodore's Roland Wright's 50<sup>th</sup> wedding anniversary. At the end of our season we had our first annual Taste of SSSYC! This event was held for

the entire Jackson Park Inner Harbor and members of the Southern Shore Yacht Club. Those that participated were asked to provide a dish of their choice for others to taste. Some of the tastings included, Jerk Chicken, Baby Back Ribs, Sweet Roasted Corn, Chili, Enchiladas, Spaghetti, Desserts and Beverages. We also had a dunk tank where the Commodore and a Director fell victim to some strong accurate arms!

Our Board of Directors along with our members worked hard to make our club a place where all can come for R&R! I want to thank our board for all of their hard work and dedication. I also want to thank all of our members for participating in our events and assuring fun was had by all! Remember, "Boating, it's not a hobby, it's a lifestyle". Please visit our website for future club events and happenings, [southernshoreyachtclub.com](http://southernshoreyachtclub.com) . 

CLUB HOUSE AND ANCHORAGE  
JACKSON PARK, INNER HARBOR  
6401 S. RICHARDS DRIVE  
CHICAGO, ILLINOIS 60649  
[WWW.SOUTHERNSHOREYACHTCLUB.COM](http://WWW.SOUTHERNSHOREYACHTCLUB.COM)  
773-752-9686

We are constantly looking for ways to increase membership at our club. We have added over 15 new members this year. Some of these members are new to the harbor and some are associate members. We want to make sure our members feel our



# NATIONAL MARINE MANUFACTURERS ASSOCIATION IT'S EASY BEING GREEN

**Green.** Eco-friendly. Environmental responsibility and stewardship. These are terms no longer on the fringe. The green movement has entered mainstream America, and most Americans do, in fact, consider themselves environmentally-conscious.

The "Green Revolution" is the wave of the future. Industries have embraced it, and boaters and boating enthusiasts like you are a powerful force driving this change. Green strategies are being pursued by companies worldwide in response to growing customer demand, and the boating industry is no exception – demonstrating its commitment to keeping our waters and shores clean by developing a wide swath of products that are in line with this environmentally responsible train of thought.

DISCOVERBOATING.COM  
OFFERS ADVICE TO HELP  
YOU BOAT RESPONSIBLY

Keeping the green theme top of mind, DiscoverBoating.com has a few tips highlighting the best ways to boat green. Choosing to be responsible positively impacts the environment but it

also benefits your wallet. Many of the suggestions listed below help reduce fuel consumption and save boaters time and money on general maintenance costs.

## Green Boating Tips: CLEAN SAFELY

Look for the EPA-Certified "Design for the Environment" DfE label, which quickly identifies cleaning products to help protect the environment, assures products have minimal environmental impact and are safer. While painting and cleaning your boat, use legal bottom paints, biodegradable cleaning agents and enzyme-based cleaners to decrease the impact of greywater on the marine environment. When searching for eco-friendly cleaning products, search the Green Seal's database of 'Green Seal Certified' products at [www.green Seal.org](http://www.green Seal.org).

## MAINTAIN PROPER EQUIPMENT

Use adjustable-pitch propellers and modulators, which help your boat run more efficiently and reduce fuel consumption. Check to ensure your boat engine and propeller blades are in good condition to avoid wasting fuel and minimizing the chances of any oil, gas or other hazardous materials entering the water. You can also switch from a two-stroke to a four-stroke engine, which burns cleaner, reduces noise, fumes, fuel consumption and pollution.

## RECYCLE YOUR WASTE

Dispose of paints, batteries, antifreeze, cleaning products, oil and other hazardous wastes at a collection facility on land. Many marine accessory stores offer a 10 credit on a new battery when you return your used one. Nearby pump-out stations and shore-side facilities

are also available for proper waste disposal. Protect marine life by properly disposing of monofilament fishing line at nearby marine accessories stores and shore-side recycling locations.

## PREVENT SPILLS

Use or install a device to prevent overboard discharges from your tank vent. Such products will provide a warning and work to prevent spills when your tank is reaching its fuel capacity. Fill your tank slowly and leave 10 percent empty to prevent overflow and allow the fuel to expand as it warms. Maintain a clean bilge, avoid accidental discharge of oily water and prevent fuel leaks by using absorbents or oil pads where drips may occur. ⚓

For more information, visit [DiscoverBoating.com](http://DiscoverBoating.com)

## World Class Sailing in a World Class City



The **Chicago Match Race Center** brings more America's Cup and Olympic-style Match Race Competition to Lake Michigan in 2010.

Mark your calendar now to be a part of the exciting action taking place along Belmont Harbor. An international field of competitors will be participating in one-on-one battles on:

May 15-16  
June 3-4 and June 5-6  
July 8-9 and July 10-11  
August 20-22  
Sept 16-17 and Sept 18-19

With stadium-style seating only a few yards away from the intense duels and professional commentary, you will be on the edge of your seat as the participants progress through elimination rounds.



Join this growing sport. Join the **Chicago Match Race Center**.

All avid racers are welcome! Members will benefit from new weekly training sessions during the May 1 to September 30 season led by World Tour Champion Bill Hardesty and other experts.

Fleet Racing (Wednesday)  
Tom 28 Boat-handling Clinics (Thursday)  
Advanced Match Racing (Tuesday and Friday)

Advertise along the lakefront and around the world. See website for sponsorship opportunities.

[www.ChicagoMatchRace.com](http://www.ChicagoMatchRace.com)



# WINTHROP HARBOR YACHT CLUB

Latitude: 42:29:16 North Longitude: 87:47:84 West

By Commodore an SchU“e

Looking for a great marina with something for everyone and a safe environment for the kids Well look no further because you will find all that and more at the North Point Marina and the Winthrop Harbor Yacht Club. Nestled along the western shore of Lake Michigan at the Illinois Wisconsin border is the second largest fresh water marina in the country and the home of the Winthrop Harbor Yacht Club.

A magnificent clubhouse with a million dollar view, the WHYC is host to parties and special events all year round. It boasts a fully stocked bar, affectionately known as the “Canoe Bar” housed in a room completely surrounded by glass, giving it a commanding view of Lake Michigan. Free Internet service is just one of the many extras we offer our members at no additional charge.

Billed as “kid friendly” the WHYC appeals to members of all ages by providing events for everyone. A fully stocked ice cream freezer is available in the building for young and old alike and this summer we hosted the first Kidgatta. Similar to a Regatta, the event featured face painting, movies, hot dogs, and crafts and was an all day event for kids. We also host a cardboard boat race where participants build a cardboard boat with materials provided for them and then sail their boat across the channel. This event is always well attended and draws a large crowd.

Our cruising program is second to none and includes sailors and power boaters in its ranks. An aggressive schedule was maintained this summer and included ports from Chicago to Upper Michigan. Traveling as a group is a great way to learn your way around Lake Michigan or if you are an “old salt” enjoy the company of friends as you travel.

As a member of the WHYC you have a year-round list of events and parties you can attend including off-season events such as Super Bowl and Kentucky Derby parties complete with Mint Juleps and hats! The social calendar is chocked full of events that run the gamut from weekly breakfasts to pig roasts and live bands.

And of course we have our annual Founders Cup sail race that was well attended and timed with a crab and corn boil and a night of music made it a hit this year.

Appealing to all boaters, we have a growing fleet of performance boats that dry stack and utilize the WHYC as their base of operations. We are one of the first clubs to create the position of Rear Commodore Performance in addition to the usual Rear Commodore of Power and Rear Commodore of Sail to give our growing group of performance boaters a voice on the board.

I would encourage anyone traveling in the area to stop and be our guest for the day. We have reciprocity with other yacht clubs and our members have utilized other clubs when they travel. ⚓

PLEASE FEEL FREE TO CHECK OUR WEBSITE (WWW.WHYC.COM) FROM TIME TO TIME AND THE EVENT CALENDAR WILL GUIDE YOU THROUGH THE LONG LIST OF UPCOMING EVENTS.



# Boat of the Year by Jerry Mettler

The 2009 Chicago Yachting Association's Boat of the Year competition provided an outstanding fleet with over 144 boats entered in various series.

The Boat of the Year Committee's format provided for a Port-to-Port Championship Series and a Buoy Championship Series for the PHRF, the T-10 fleet and the Beneteau 40.7 fleet. The J-105 fleet and the Beneteau 36.7 fleet had their own championship series.

This year's format once again had an overall Championship for both the PHRF and T-10 fleets which included a fleet prize for best overall to those boats entered in both the PHRF and T-10 Buoy and Port to Port Championships.

This year's PHRF PORT TO PORT CHAMPIONSHIP had 4 divisions eligible for trophies. In Division 1, the winner was decided by a tiebreaker as both Raven and Renegade ended the series with 7 points. When the tiebreaker was applied, Raven owned by Stan Bailey took the first place prize with Renegade owned by Thomas Papoutsis taking the second place prize.

Division 2 was hotly contested with just three points separating first and second. The Division 2 winner for the first place with 5 points was Eagles Wings owned by John Gottwald. Second place went to John Bell's Hiwassee with 8 points.

In Division 3, first place goes to Certainly owned by Don Meyer with a total of 8 points. The second place with 12 points went to Regardless owned by Dan Griggs.

In Division 5, the first place trophy went to Circus owned by John Calto.

This year's PHRF BUOY SERIES CHAMPIONSHIP again fielded a very exciting fleet with three very competitive divisions. In Division 1, Nightmare owned by Tom Neill took the first place silver with a total of 15 points. The second place trophy went to Stan Bailey's Raven with a total of 19.5 points.

In Division 2, Jerry and Shawn O'Neill of Eagle fame took the first place trophy with a total of 12.5 points for Eagle. Following for the second place prize was Eagles Wings owned by John Gottwald with a total of 20.5 points.

Sorcerer owned by Don Draper and Greg Fyksen won the Division 3 first place prize. The point total for Sorcerer in winning the first place was 15 points.

To win the OVER-ALL PHRF CHAMPIONSHIP Series, boats must be entered in both the Port-to-Port Series and the Buoy Series. In determining the winner, the 3 best eligible Port-to-Port races and the 10 best eligible Buoy races are scored. The boat with the lowest point total for those races scored is the winner. It was a very close Championship Series with a tie for the championship between Eagles Wings and Stan Bailey's Raven. After the tiebreaker was applied, winning the Over-All PHRF Championship with 16.5 points is Eagles Wings owned by John Gottwald. Congratulations to Eagles Wings, John Gottwald owner and the entire crew for a great performance, repeating for 2009 what they also did in 2008.

With two championship series on the 2009 agenda, the Beneteau 40.7S had another great Port to Port racing series. As the series ended, Das Boot owned by Jay and Cindy Muller won the first place trophy with a total of 10 points. With just two points of separation, Turning Point owned by Dave Hardy took the second place trophy with a total of 12 points.



Erica, photo courtesy of Boat Shots.com

The Beneteau 40.7 Buoy Series was another exciting series. After the racing was finished, there was a tie for first place between Collaboration 2 and Vayu. After the tiebreaker was applied, Collaboration 2 owned by Bob Vickery, Chris Jungmann and Don McGuire took the first place trophy with a total of 30 points. Ron Buzil's Vayu is awarded the second place trophy with a total of 30 points and Turning Point owned by Dave Hardy takes the third place trophy with 34 points.

The J-105 Fleet venue again provided for an exiting series. When the spray settled, Karl Brummel with his boat Kashmir took the first place trophy with a total of 20 points. Following for the second

2009



Each sailboat in this photo courtesy of [batinshots.com](http://batinshots.com)

place silver was Gargoyle owned by Brian Danaher with 40 points. Just one point behind Gargoyle was Tomas Petkus and his boat Vytis which took the third place prize with 41 points. The fourth place prize was awarded to Lane 4 owned by Sara Weersing and Bill Mathis with 46 points.

Another very competitive fleet was the **Beneteau 36.7 fleet**. Taking the first place prize was Tried and True owned by Robert Foley with 13 points. Winning the second place trophy with 26 points was Steve Pelke's boat Stingray. The third place was hotly contested with As You Wish and Split Decision tied for third place with 33 points each. However, when the tiebreaker was again applied, Sue Hogan and John Heaton with their yacht As You Wish took the third place prize.

Two series comprised the **BOAT OF THE YEAR COMPETITION** for the T-10 Fleet, a Port-to-Port Series and a Buoy Series. Racing in this fleet is always exciting and competitive. Taking the first place silver in the Port-to-Port Series was Mike and Brian Kaczor's Erica with a total of 17 points. Second place was captured by Cheap Thrill owned by Nancy and Tim Snyder with 21 points with Arvid Eiesland's Boat Wild Norwegian taking the third place trophy with 24 points. There was again a tie for the fourth place position and after the tiebreaker, the fourth place trophy with 30 points went to Leif Sigmond Jr's Norboy. The fifth place silver went to Mutiny owned by John Schellenbach with 30 points. Very close competitive sailing in the Tartan 10 fleet.

In the **T-10 Buoy Series**, more competitive sailing, first place went to Martin and Tina Plonus's Tango which took the trophy with 36 points. Just one point behind for the second place went to Mike and Brian Kaczor's Erica with a total of 37 points. Third place went to Leif

Sigmond Jr's Norboy with 38 points. Fourth place was won by Arvid Eiesland's boat Wild Norwegian with 40 points and the fifth place was taken by Cheap Thrill owned by Nancy and Tim Snyder with a total of 42 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. Mike and Brian Kaczor's Erica and crew were triumphant in winning this honor. Congratulations to Erica and crew on a great effort and win.

The Chicago Yachting Association's **BOAT OF THE YEAR COMMITTEE** is chaired by Jerry E. Metzger of the Burnham Park Yacht Club with representatives Todd Hildwein, Chicago Yacht Club, Thomas Spees, Columbia Yacht Club, Stuart Townsend, Jackson Park Yacht Club and Dorin Candea, Chicago Corinthian Yacht Club.

A special thanks to Don Draper for developing the scoring program and for his efforts in scoring the Boat of the Year Series for the Chicago Yachting Association.

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 2010. ⚓

# LMSRF AREA III

## 2009 Boat of the Year

### Overall Series

PHRF Overall	
Eagles Wings	John J. Gottwald
T-10 Overall	
Erica	Brian Kaczor

### Port to Port Series

Ben 40.7	
1st	Das Boot Jay & Cindy Muller
2nd	Turning Point Dave Hardy

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

PHRF 2	
1st	Eagles Wings John J. Gottwald
2nd	Hiwassee John Bell

PHRF 3	
1st	Certainly Donald Meyer
2nd	Regardless Daniel Griggs

PHRF 5	
1st	Circus John Calto

T-10	
1st	Erica Brian Kaczor
2nd	Cheap Thrill Nancy & Tim Snyder
3rd	Wild Norwegian Arvid Eiesland
4th	Norboy Leif R. Sigmond Jr.
5th	Mutiny John Schellenbach

### Buoy Series

Ben 36.7	
1st	Tried and True Robert Foley
2nd	Stingray Steve Pelke
3rd	As You Wish Sue Hogan/John Heaton

Ben 40.7	
1st	Collaboration 2 Robert Vickery, Chris Jungmann & Don McGuire
2nd	Vayu Ron Buzil
3rd	Turning Point Dave Hardy

J/105	
1st	Kashmir Karl Brummel
2nd	Gargoyle Brian Danaher
3rd	Vytis Tomas Petkus
4th	Lane 4 Sarah Weersing/ William Mathis

PHRF 1	
1st	Nitemare Tom Neill
2nd	Raven Stan Bailey

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

PHRF 3	
1st	Sorcerer Don Draper & Greg Fyksen

T-10	
1st	Tango Martin & Tina Plonus
2nd	Erica Brian Kaczor
3rd	Norboy Leif R. Sigmond Jr.
4th	Wild Norwegian Arvid Eiesland
5th	Cheap Thrill Nancy & Tim Snyder



## 2009 Area III Race Results

### Burnham Park Yacht Club Abe Jacobs Day 1 May 16

Ben 36.7	
1st	Tried and True Robert Foley
2nd	Agitator Manuel Cordero
3rd	Stingray Steve Pelke
PHRF 2	
1st	Eagle Jerry & Shawn O'Neill
PHRF 3	
1st	Sorcerer Don Draper & Greg Fyksen
T-10	
1st	Winnebago Timothy Rathbun

### Burnham Park Yacht Club Abe Jacobs Day 2 May 17

PHRF 1	
1st	Nitemare Tom Neill
PHRF 2	
1st	Eagles Wings John J. Gottwald
PHRF 3	
1st	Full Tilt Roy Stewart & Pete Priede
T-10	
1st	Cheap Thrill Nancy & Tim Snyder
2nd	Lightning Steve Karstrand

### Chicago Corinthian Yacht Club Edwin Reinholtzen Spring Opener May 23

Ben 40.7	
1st	Vayu Ron Buzil
2nd	Turning Point Dave Hardy
PHRF 2	
1st	Eagle Jerry & Shawn O'Neill
PHRF 3	
1st	Wanda Christian Jensen
PHRF 4	
1st	Y-Not Ginny Waskel
T-10	
1st	Tango Martin & Tina Plonus
2nd	Lightning Steve Karstrand
3rd	Terminal Velocity Simon Beemsterboer

### Chicago Corinthian Yacht Club Olympic Cup May 24

Ben 36.7	
1st	Stingray Steve Pelke
2nd	Fog Charles Wurtzebach
3rd	As You Wish Sue Hogan
Ben 40.7	
1st	Turning Point Dave Hardy
2nd	Vayu Ron Buzil
3rd	LaTempete Tom Weber
J/105	
1st	The Asylum Jon Weglarz
2nd	Pronto II Peter Fray
3rd	Redcoat Graham Ellis
PHRF 1	
1st	Nitemare Tom Neill
2nd	Inferno Aaron Houston
PHRF 2	
1st	Serenissima Robin Munden
2nd	Eagle Jerry & Shawn O'Neill
PHRF 3	
1st	Sorcerer Don Draper & Greg Fyksen
2nd	K III Irv Kerbel
PHRF 4	
1st	Exeter John Notch
T-10	
1st	Cheap Thrill Nancy & Tim Snyder
2nd	Norboy Leif R. Sigmond Jr.
3rd	Tango Martin & Tina Plonus
4th	Erica Brian Kaczor

### Columbia Yacht Club Chicago to Michigan City May 30

PHRF 1	
1st	Goblin Lindy Thomas
2nd	Renegade Thomas Papoutsis
PHRF 2	
1st	Eagles Wings John J. Gottwald
2nd	Hiwassee John Bell
3rd	Salsa Pete & Sue Stott

# Race Results 2009

**PHRF 3**

1st	Full Tilt	Roy Stewart & Pete Priede
2nd	Certainly	Donald Meyer
3rd	Michela	Miguel Gambetta

**PHRF 4**

1st	Radiance	Ben White
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**PHRF 5**

1st	Providence	Greg & Gerald Miarecki
2nd	Kutty's Ark	Joseph McGinnis & George Morrissey

## Burnham Park Yacht Club Long Distance Classic May 31

**PHRF 1**

1st	Niteware	Tom Neill
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**PHRF 2**

1st	Eagles Wings	John J. Gottwald
2nd	Hiwassee	John Bell
3rd	Jahazi	Frank Giampoli

**PHRF 3**

1st	Regardless	Daniel Griggs
2nd	Zeph II	Gary Lauger
3rd	Certainly	Donald Meyer

**PHRF 4**

1st	Radiance	Ben White
2nd	On Edge	Steve Dorfman

**PHRF 5**

1st	Providence	Greg & Gerald Miarecki
2nd	Circus	John Calto

**T-10**

1st	American Flyer	Steve Knoop
2nd	Cheap Thrill	Nancy & Tim Snyder
3rd	Wild Norwegian	Arvid Eiesland

## Chicago Corinthian Yacht Club Hobelman One Design June 7

**Ben 36.7**

1st	Tried and True	Robert Foley
2nd	Split Decision	Mark Norris
3rd	As You Wish	Sue Hogan

**Ben 40.7**

1st	Collaboration 2	Robert Vickery
2nd	Tsunami	Donald Hayes
3rd	LaTempete	Tom Weber

**J/105**

1st	Pronto II	Peter Fray
2nd	Certare	Arthur Wong
3rd	Kashmir	Karl Brummel

**PHRF 1**

1st	Mirage	William Dooley
2nd	Raven	Stan Bailey

**PHRF 2**

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

**PHRF 3**

1st	K III	Irv Kerbel
2nd	Full Tilt	Roy Stewart & Pete Priede

**PHRF 4**

1st	Radiance	Ben White
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**T-10**

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

## Waukegan Yacht Club Chicago to Waukegan June 27

**Ben 36.7**

1st	Wishes	George Quinlan
2nd	Veloce	Michael Stills

**Ben 40.7**

1st	Das Boot	Jay & Cindy Muller
2nd	Turning Point	Dave Hardy

**J/105**

1st	Striking	J. Blane Shea
2nd	Phantom	Michael Carpin
3rd	Pronto II	Peter Fray

**PHRF 1**

1st	Renegade	Thomas Papoutsis
2nd	Niteware	Tom Neill

**PHRF 2**

1st	Jahazi	Frank Giampoli
2nd	Eagles Wings	John J. Gottwald
3rd	Graffiti Train	Chris Berger

**PHRF 3**

1st	Certainly	Donald Meyer
2nd	Northstar	David Gustman
3rd	Sorcerer	Don Draper & Greg Fyksen

**PHRF 4**

1st	Nana	William & Alan McCaffrey
2nd	On Edge	Steve Dorfman
3rd	Assassin	Susan Just

**PHRF 5**

1st	Knot Home	Bill Strzelewicz
2nd	Ariel	Kevin Cullnan
3rd	Providence	Greg & Gerald Miarecki
4th	Blush	George Krzaczyński

**T-10**

1st	Wild Norwegian	Arvid Eiesland
2nd	American Flyer	Steve Knoop
3rd	Mutiny	John Schellenbach
4th	Bushido	George Witaszek

## Great Lakes Yacht Club Waukegan to Chicago June 28

**Ben 36.7**

1st	Wishes	George Quinlan
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**Ben 40.7**

1st	Rhumb Runner	Katie Goldman
2nd	Vayu	Ron Buzil

**J/105**

1st	Sealark	Clark Pellett
2nd	Phantom	Michael Carpin

**PHRF 1**

1st	Raven	Stan Bailey
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**PHRF 2**

1st	Graffiti Train	Chris Berger
2nd	Hiwassee	John Bell
3rd	Salsa	Pete & Sue Stott

**PHRF 3**

1st	Michela	Miguel Gambetta
2nd	Northstar	David Gustman
3rd	Certainly	Donald Meyer

**PHRF 4**

1st	Radiance	Ben White
2nd	Most Wanted	James Janik
3rd	Assassin	Susan Just



## Columbia Yacht Club Commodores Invitational August 1

### Ben 36.7

1st	Tried and True	Robert Foley
2nd	Split Decision	Mark Norris

### T-10

1st	Tango	Martin & Tina Plonus
2nd	Albion	Trevor Smith

## Columbia Yacht Club Fran Byrne August 2

### J/105

1st	Kashmir	Karl Brummel
2nd	Lane 4	Sarah Weersing
3rd	Gargoyle	Brian Danaher

### PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
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### PHRF 3

1st	Sorcerer	Don Draper & Greg Fyksen
2nd	Full Tilt	Roy Stewart & Pete Priede

### PHRF 4

1st	True North	Dan Arntzen
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### T-10

1st	Erica	Brian Kaczor
2nd	Wild Norwegian	Arvid Eiesland
3rd	Winnebago	Timothy Rathbun
4th	Norboy	Leif R. Sigmond Jr.
5th	American Flyer	Steve Knoop

## Burnham Park Yacht Club Kathy Zukasky Memorial Regatta August 8

### Ben 36.7

1st	Tried and True	Robert Foley
2nd	Stingray	Steve Pelke
3rd	As You Wish	Sue Hogan

### Ben 40.7

1st	Turning Point	Dave Hardy
2nd	Vayu	Ron Buzil
3rd	LaTempete	Tom Weber

### J/105

1st	Redcoat	Graham Ellis
2nd	Kashmir	Karl Brummel
3rd	Gargoyle	Brian Danaher

### J/109

1st	Certainly	Donald Meyer
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### PHRF 1

1st	Nitemare	Tom Neill
2nd	Raven	Stan Bailey

### PHRF 2

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

### PHRF 3

1st	Sorcerer	Don Draper & Greg Fyksen
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### PHRF 4

1st	Relentless	Peter Fray
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### T-10

1st	Tango	Martin & Tina Plonus
2nd	Wombat	Art Strilky
3rd	Lightning	Steve Karstrand

## Chicago Corinthian Yacht Club Kaczmarek Cup August 23

### T-10

1st	Norboy	Leif R. Sigmond Jr.
2nd	Cheap Thrill	Nancy & Tim Snyder
3rd	American Flyer	Steve Knoop
4th	Lightning	Steve Karstrand

## Chicago Yacht Club Commodore's Cup August 30

### PHRF 1

1st	Nitemare	Tom Neill
2nd	Goblin	Lindy Thomas

### PHRF 2

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

### PHRF 3

1st	Sorcerer	Don Draper & Greg Fyksen
2nd	Free Agent	Miles DePaepe

### T-10

1st	Wild Norwegian	Arvid Eiesland
2nd	Norboy	Leif R. Sigmond Jr.
3rd	Winnebago	Timothy Rathbun
4th	Tango	Martin & Tina Plonus

## Columbia Yacht Club Chicago to St. Joseph September 4

### Ben 36.7

1st	Sail Monkey	William McGuinn
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### Ben 40.7

1st	Excalibur	David Tarson
2nd	Turning Point	Dave Hardy
3rd	CanCan Deux	Clemens W. Boltz

### J/105

1st	Sealark	Clark Pellett
2nd	Y-Not	Ginny Waskel
3rd	Dos Aguilas	Jim Gignac

### JAM

1st	Fox	Ruth & George Pecherek
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### ORR

1st	Jahazi	Frank Giampoli
2nd	Fox	Ruth & George Pecherek

### PHRF 1

1st	Goblin	Lindy Thomas
2nd	Jeannine III	Jack Roeser
3rd	Renegade	Thomas Papoutsis

### PHRF 2

1st	Eagles Wings	John J. Gottwald
2nd	Eagle	Jerry & Shawn O'Neill
3rd	Jahazi	Frank Giampoli

### PHRF 5

1st	Circus	John Calto
2nd	True North	Dan Arntzen
3rd	Providence	Greg & Gerald Miarecki

### T-10

1st	Norboy	Leif R. Sigmond Jr.
2nd	Temerity	Doug Baker
3rd	Erica	Brian Kaczor
4th	Wild Norwegian	Arvid Eiesland

## Jackson Park Yacht Club Lutz Regatta July 11

### Ben 40.7

1st	Mojo	Gary Powell
2nd	Excalibur	David Tarson
3rd	Vayu	Ron Buzil

### J/105

1st	Kashmir	Karl Brummel
2nd	Vytis	Tomas Petkus
3rd	Sealark	Clark Pellett

### PHRF 1

1st	Inferno	Aaron Houston
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### PHRF 2

1st	Eagle	Jerry & Shawn O'Neill
2nd	Eagles Wings	John J. Gottwald
3rd	KOKO LOKO	Tomek Kokocinski

### PHRF 3

1st	Sorcerer	Don Draper & Greg Fyksen
2nd	Certainly	Donald Meyer

### T-10

1st	Erica	Brian Kaczor
2nd	American Flyer	Steve Knoop
3rd	Tango	Martin & Tina Plonus
4th	Water Works	Rick & Maryann Lillie

PHRF 3

1st	Maskwa	Donald Waller
2nd	Valor	Paul Stahlberg
3rd	Momentus	Kevin Saedi
4th	Certainly	Donald Meyer
5th	Spitfire	James K Hellquist & Larry Warter

PHRF 4

1st	Zot	Jonathan Veersma
2nd	Pepperke 2.0	Frank & Cynnne Wittosch
3rd	Relentless	Peter Fray
4th	Blue Heaven	John & Priscilla Simons

PHRF 5

1st	MR. JJ	Gerald Lesak
2nd	Providence	Greg & Gerald Miarecki
3rd	Madcap	John Hoskins
4th	Circus	John Calto

T-10

1st	Erica	Brian Kaczor
2nd	Wombat	Art Strilky
3rd	Cheap Thrill	Nancy & Tim Snyder
4th	Mutiny	John Schellenbach
5th	Temerity	Doug Baker

Michigan City Yacht Club  
St. Joseph to Michigan City  
September 6

Ben 36.7

1st	Veloce	Michael Stills
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JAM

1st	Dobiehouse	Kevin Lynch
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ORR

1st	SNAFU	Mitchell Weisman
2nd	Thirsty Tiger	Bert D'Ottavio

PHRF 1

1st	Raven	Stan Bailey
2nd	Renegade	Thomas Papoutsis
3rd	Thirsty Tiger	Bert D'Ottavio

PHRF 2

1st	Wellenreiter	Ronald Schults
2nd	Graffiti Train	Chris Berger
3rd	Jahazi	Frank Giampoli

PHRF 3

1st	Regardless	Daniel Griggs
2nd	Valor	Paul Stahlberg
3rd	Northstar	David Gustman
4th	Runaway	Tom Gorey

PHRF 4

1st	SNAFU	Mitchell Weisman
2nd	Blue Heaven	John & Priscilla Simons
3rd	Whamo	Jon Neal
4th	Moody Blue	William Barton
5th	Zot	Jonathan Veersma

PHRF 5

1st	Kutty's Ark	Joseph McGinnis & George Morrissey
2nd	Celestial	Thomas Mullen
3rd	Cynthia	James B. DeVries
4th	Providence	Greg & Gerald Miarecki

T-10

1st	Temerity	Doug Baker
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Jackson Park Yacht Club  
Michigan City to Chicago  
September 7

Ben 36.7

1st	Free Radical	Robert Nelson
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ORR

1st	Thirsty Tiger	Bert D'Ottavio
2nd	Jahazi	Frank Giampoli

PHRF 1

1st	Thirsty Tiger	Bert D'Ottavio
2nd	Renegade	Thomas Papoutsis
3rd	Raven	Stan Bailey

PHRF 2

1st	Valkyrie	John Moore
2nd	Hiwassee	John Bell
3rd	Jahazi	Frank Giampoli

PHRF 3

1st	Valor	Paul Stahlberg
2nd	Certainly	Donald Meyer
3rd	Spitfire	James K Hellquist & Larry Warter

PHRF 4

1st	Scheherazade	Jamal Alwattar
2nd	Tenacity	Suzanne Philbrick
3rd	Retriever	Matthew Beer

PHRF 5

1st	Madcap	John Hoskins
2nd	De Da's Toy	Theodore L. Graves
3rd	Circus	John Calto

Columbia Yacht Club  
Mayor Daley  
September 19

Ben 40.7

1st	Mojo	Gary Powell
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J/105

1st	Kashmir	Karl Brummel
2nd	Gargoyle	Brian Danaher
3rd	Dos Aguilas	Jim Gignac

PHRF 1

1st	Niteware	Tom Neill
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PHRF 2

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

PHRF 3

1st	Regardless	Daniel Griggs
2nd	Northstar	David Gustman
3rd	Sorcerer	Don Draper & Greg Fyksen

PHRF 4

1st	Relentless	Peter Fray
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T-10

1st	Wild Norwegian	Arvid Eiesland
2nd	Cheap Thrill	Nancy & Tim Snyder
3rd	Tango	Martin & Tina Plonus
4th	Lightning	Steve Karstrand

Midwest Open Racing Fleet  
Goose Island Open #1  
September 26

J9	1st	Final Draft	Ed Tammiga
S0	1st	Lightning	Steve Karstrand
	2nd	Temerity	Doug Baker
S4	1st	Wanda	Christian Jensen
	2nd	Momentus	Kevin Saedi
	3rd	Collaboration 2	Robert Vickery
S5	1st	Whisper	Tom Barnes & Janet Holden
	2nd	Orion	Marty Finerty
S6	1st	Kahuna	Loren Thompson

Midwest Open Racing Fleet  
Goose Island Open #2  
September 26

J9	1st	Tempest	Hank Kalmus
S0	1st	Winnebago	Timothy Rathbun
	2nd	Erica	Kaczor/Knoepke
S4	1st	Graffiti Train	Chris Berger
	2nd	Wanda	Christian Jensen
	3rd	Collaboration 2	Robert Vickery
S5	1st	Orion	Marty Finerty
	2nd	Whisper	Tom Barnes & Janet Holden
S6	1st	Warp Drive	Carl Stineman

Midwest Open Racing Fleet  
Goose Island Open #3  
September 27

J9	1st	Tempest	Hank Kalmus
S0	1st	Erica	Kaczor/Knoepke
S4	1st	Collaboration 2	Robert Vickery
	2nd	Graffiti Train	Chris Berger
	3rd	Relentless	Peter Fray
S5	1st	Whisper	Tom Barnes & Janet Holden
S6	1st	Warp Drive	Carl Stineman
S7	1st	Whisper	Whisper Associates, Inc.

BELMONT YACHT CLUB

There and Back  
Shorthanded Regatta  
August 1

Single-Handed

1st	Inflexible	Mark Richardson
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Double-Handed

1st	Whaats Up	Susan & Paul Herer
2nd	Rover	Ken Colbert
3rd	Endeavor	Robert Miller

## CHICAGO CORINTHIAN YACHT CLUB

### Windy City Team Race June 27-28

1st	Fair and Balanced	
	<i>Skipper</i>	<i>Crew</i>
	Craig Thompson	James Shepherd
	JB Turney	Megan Bartley
	Ned Turney	Coleen Cozzens
2nd	Team Laser Performance	
	<i>Skipper</i>	<i>Crew</i>
	Taylor Canfield	Sandy Williams
	Matt Clark	Rachel Barch
	Andrew Keane	Maddie Thompson
3rd	Happy Factor	
	<i>Skipper</i>	<i>Crew</i>
	Martin Johnson	Flavia Marcucci
	Josh Henrich	Kelsey Cramer
	Augi Hernandez	Christina Zachariassen
3rd	The Montrose Saloon	
	<i>Skipper</i>	<i>Crew</i>
	Andy Graff	Tina Webber
	Hunter Ratliff	Geoff Pedrick
	Ben Marden	Sue O'Neil
5th	Dream Team	
	<i>Skipper</i>	<i>Crew</i>
	Lu Han	Kim Yessian
	Joey Harris	Michael-Ann Ashford
	Jacob Karlin	Kermin Chok
6th	The Wet Willies	
	<i>Skipper</i>	<i>Crew</i>
	Tod Reynolds	Maija Mikkila
	Jim Costakis	Amanda Snyder
	Tommy Holmberg	Chris Lynch
7th	Guys from the Kent	
	<i>Skipper</i>	<i>Crew</i>
	Mike Schroff	Taylor Cirmaldite
	Stewart Hall	Ciara McHugh
	Jack Jennings	Katey Alleilo
8th	MIA	
	<i>Skipper</i>	<i>Crew</i>
	Mel Levy	Marty Bruccker
	Michael Anderson	Scotty Hallman
	Chris Williams	Dedee Alexiadis

### Red Flannels Regatta September 26-27

1st	Faude, Bill	Chicago
2nd	Stix, David	CCYC, Chicago
3rd	Orlebecki, Pete	Fond du Lac, WI
4th	Wagnon, Brad	Wawasee, IN
5th	Schmahl, Jeff	Wawasee, IN
6th	Gibson, William	CCYC, Chicago
7th	Adamski, Steve	Green Bay, WI
8th	Ehrenberg, Jeanne	CCYC, Chicago
9th	Burke, Dennis	CCYC, Chicago
10th	Considine, Pat	Chicago
11th	Steffenson, Doug	CCYC, Chicago

## CHICAGO YACHT CLUB

### 2009 Spring Frostbite

#### Laser Class Series

1st	Plutenko
2nd	Woodworth
3rd	Strilky

#### 420 Class Series

1st	O'Neill
2nd	Veilleux
3rd	Kwasinski

#### V15 Class Series

1st	Schellenbach
2nd	Kaiser
3rd	Phelps

### High School Ice Breaker Regatta March 29-30

1st	Loyola Gold
2nd	Lake Forest
3rd	New Trier 2

### High School Invitational April 4-5

#### Laser Class Series

1st	Loyola
2nd	Walter Payton/Whitney Young
3rd	Gross Point South

### Chicago NOOD June 19-21

#### FARR 40

1st	Hot Lips	J. Christopher Whitford
2nd	Inferno	Phillip Dowd
3rd	Pendragon	Brian Jackman

#### Flying Tiger

1st	007	Team Flying Tiger/ George Petkovic
2nd	Koko Loko	Tomek Kokocinski
3rd	Gung Ho	Sam Kashy

#### GL 70

1st	Stripes	William Martin
2nd	Evolution	Pete Reichelsdorfer/Terry Kohler
3rd	Nitemare	Tom Neill

#### PHRF 1

1st	Vincitore	Jim Mitchell
2nd	Talisman	Bruce Aikens
3rd	Promo	John Kuber

#### PHRF 2

1st	Delta	Dalton DeVos
2nd	Eagle	Shawn & Jerry O'Neill
3rd	Drumbeat	Ted Etheridge

#### Ben 36.7

1st	Tried & True	Robert Foley
2nd	Maggie Mae	Peter and Dan Wright
3rd	Stingray	Steve Pelke

#### Ben 40.7

1st	Spanker	Jim McDonnell
2nd	La Tempete	Tom Weber
3rd	Turning Point	Dave Hardy

#### Great Lakes 36

1st	Impetuous	Adam Berger
2nd	Surface Tension	Jeffrey Schaefer
3rd	Mrs. Jones	Eric Jones

#### J/109

1st	Zeitgeist	Robert Zerban
2nd	Surprise	Jim Bradley
3rd	Lucky Dubie 2	Len Siegal

#### PHRF 3

1st	Redrum	Scott Bruesewitz
2nd	Regardless	Dan Griggs
3rd	Spitfire	James K. Hellquist & Larry Warter

#### T-10

1st	Convergence	Donald Wilson
2nd	Winnebago	Timothy Rathbun
3rd	Tango	Martin Plonus

#### J/105

1st	Vytis	Tomas Petkus
2nd	Messy Jessy	Dorin Candea
3rd	Gargoyle	Brian Danaher

#### J/35

1st	Desperado	Dave Timmer
2nd	Aftershock	William Newman
3rd	Irish Rover	Geary R. Finn

#### PHRF 4

1st	Remedy	Daniel Pesch
2nd	Whisper	Thomas Barnes
3rd	Measure for Measure	Brian Tobin

#### ETCHELLS

1st	Mischief	Elizabeth Altman
2nd	Untouchable	Justin Palm
3rd	Mr. Wilson	Sam Padnos

#### S2 7.9

1st	U2	Jeff & Doug Padnos
2nd	Robyn	Doug Frye
3rd	'Ol Blue Eyes	Peter Schwarz

#### S2 9.1

1st	Paradox	George Darrell
2nd	Kahuna	Loren Thompson
3rd	Saucy	Johnston/Lewis

### Thomas R. Smith Sea Scouts Regatta July 12

1st	Brielle Seitelman and Heidi Kitimeyer
2nd	Taylor Forsyth and Jack Landwehr
3rd	Nathan Shields and Ross Young

### Chicago Race to Mackinac July 17-18

#### Chicago-Mackinac Trophy

1st	Zoom	George Miz, Peter Dreher, Michael Newman
2nd	Spirit Walker	Vern McCain
3rd	Scout	Jamie Hummert

#### Mackinac Cup

1st	The Asylum	Jon Weglarz
2nd	Bushido	George Witaszek
3rd	Norboy	Leif Sigmond

#### Multihull

1st	Nice Pair	Bruce Geffen, Gary Hall, Bart Hall, Brad Glance
2nd	Lucretia	Fred Ball
3rd	Janet C	Meade Gougeon

### Cruising Division

1st	Intangible	Tom Falck
2nd	Mirage	John Boyle
3rd	DogDayz	Dan VandenBossche

### Doublehanded Division

1st	Skye	Bill Zeiler & Rich Stearns
2nd	Chas	Jeff Roney
3rd	TFWB Relentless	George Petritz

### Ben 36.7

1st	Tried & True
2nd	Free Radical
3rd	Karma
4th	Maggie Mae
5th	Grizzly

### Ben 40.7

1st	Mojo
2nd	Collaboration 2
3rd	Rhumb Runner

### Cruising 1

1st	Intangible
2nd	DogDayz
3rd	Tomorrow's Sunshine

### Cruising 2

1st	Free at Last
2nd	Intuition
3rd	Blue Chip
4th	Journey

### Doublehanded

1st	Skye
2nd	Chas
3rd	TFWB Relentless
4th	Eleuthera

### GL 70

1st	Stripes
2nd	Details
3rd	Evolution

### J/105

1st	The Asylum
2nd	Sealark
3rd	Pronto II
4th	Banshee

### J/109

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

### Multihull

1st	Nice Pair
2nd	Lucretia
3rd	Janet C

### Section 1

1st	Natalie J.
2nd	Tyrant
3rd	Fine Line
4th	Main Street

### Section 2

1st	Spirit Walker
2nd	Scout
3rd	Willie J
4th	Raven
5th	Flash Gordon 5

### Section 3

1st	Zoom
2nd	Heartbreaker
3rd	Wellenreiter
4th	Hiwassee

### Section 4

1st	Surface Tension
2nd	Timberwolf
3rd	Graffiti Train
4th	Mrs. Jones

### Section 5

1st	Nighthawk
2nd	Geronimo
3rd	Obsession
4th	Quick Silver

### Section 6

1st	ZippyR
2nd	Twisted Fish
3rd	Thunderbolt
4th	Free Agent

### Section 7

1st	Challenge
2nd	Rush
3rd	Bozos Circus
4th	Lady K

### Section 8

1st	Whisper
2nd	Measure for Measure
3rd	Cheep N Deep
4th	Tenacity

### Section 9

1st	Siochail
2nd	Mystery
3rd	Falcon
4th	Cynthia

### Section 10

1st	Souvenir
2nd	Celestial
3rd	Providence

### T-10

1st	Bushido
2nd	Norboy
3rd	Erica
4th	Wild Norwegian
5th	American Flyer
6th	Terminal Velocity

### Turbo

1st	Vincitore
2nd	Runaway
3rd	Defiance

## North American Challenge Cup July 31-August 3

### Freedom 20

1st	Karen Mitchell/Bob E. Jones
2nd	Mike Jaffe/Maurice Daniher
3rd	Mike Strahle/Donna DeMarest

### 2.4MR

1st	David Trude
2nd	Nancy Graver
3rd	Kristi Walker

### Sonar

1st	Simon Benyakov/Moshe Zehavi/ Josef Barda
2nd	Rick Doerr/Hugh Freund/Brad Kendell
3rd	Ken Kelly/Don Terlson/Marc Shaw

## Verve Cup Inshore Regatta August 8-9

### Etchells

1st	Dixie II	Fred Joosten
2nd	Leverage	Zach Egan
3rd	La Tormenta	Shannon W. Bush

### Shields

1st	Peanut	Kristian Martincic
2nd	Dauntless	Mark Passis
3rd	Sapphire	Michael Schwartz

### Melges 24

1st	Convexity	Jennifer Wilson
2nd	High Voltage	August Hernandez
3rd	Cujo	Greg McCliment

### Luders 16

1st	Gypsy	Richard Winters
2nd	Amiga	Herald Hering

### Rhodes 19

1st	Peter Pan	Peter Kovats
2nd	YaHoo	Andy & Vince Camarda
3rd	Uno Mas	Gary Scott

## Verve Cup Offshore Regatta August 13-16

### GL70

1st	Stripes	William Martin
2nd	Nitemare	Thomas Neill
3rd	Details	Lance Smotherman

### PHRF 1

1st	Mirage	William Dooley
2nd	Pinball Wizard	Les Ziolkowski
3rd	Twister	Preston Wake

### FARR 40

1st	Convexity	Donald Wilson
2nd	Flash Gordon 5	Helmut Jahn
3rd	Heartbreaker	Robert Hughes

### PHRF 2

1st	Raven	Stan Bailey
2nd	Spirit Walker	Vern McCain
3rd	Scout	Jamie Hummert

### PHRF 3

1st	Alpha One	Ryan DeVos
2nd	Delta	Dalton & Doug DeVos
3rd	007	George Petkovic

### Ben 40.7

1st	Spanker	Jim McDonnell
2nd	Collaboration 2	Robert Vickery
3rd	Das Boot	Jay Muller

### J/109

1st	Storm	Rick Lyall
2nd	Surprise/Team	
3rd	Surprise	Albrecht Goethe
3rd	Zeitgeist	Robert and Cornelia Zerban

## CHICAGO YACHT CLUB (CONTINUED)

<b>PHRF 4</b>		
1st	Obsession	MacDonald/Bocskay/ MacDonald
2nd	Surface Tension	Jeffrey Schaefer
3rd	Gauntlet	Guy Hiestand

<b>Ben 36.7</b>		
1st	Maggie Mae	Peter & Dan Wright
2nd	Tried & True	Robert Foley
3rd	Stingray	Steve Pelke
4th	As You Wish	Hogan/Heaton/Tsiang

<b>J/105</b>		
1st	Vytis	Tomas Petkus
2nd	The Asylum	Jon Weglarz
3rd	Gigi	David Wagner

<b>T-10</b>		
1st	Skidmarks	Lou Jacob
2nd	Wombat	Art Strilky
3rd	Tango	Martin Plonus
4th	Winnebago	Tim Rathbun
5th	Lightning	Karstrand/Warnecke

<b>PHRF 5</b>		
1st	Falcon	Ed Bayer
2nd	Aftershock	William Newman
3rd	Maskwa	Don Waller

<b>PHRF 6</b>		
1st	Twisted Fish	Rolland Cohee
2nd	Remedy	Daniel Pesch
3rd	Measure for Measure	Brian Tobin

<b>PHRF 7</b>		
1st	Awesome	Bill & Vivian Smith
2nd	Whisper	Thomas Barnes
3rd	Orion	Martin J. Finerty

### Sheldon Clark Offshore September 12-13

<b>Ben 40.7</b>		
1st	Mojo	Gary Powell/ Jeff Comeaux/ Scot Ruhlender
2nd	Excalibur	David Tarson
3rd	Collaboration 2	Robert Vickery

<b>J/105</b>		
1st	Striking	Blane Shea
2nd	Sealark	Clark Pellett
3rd	Kashmir	Mike Mayer, Steve Henderson, Karl Brummel

<b>Ben 36.7</b>		
1st	Tried & True	Robert Foley
2nd	Wishes	George Quinlan
3rd	Split Decision	Mark Norris

<b>T-10</b>		
1st	Erica	Brian Kaczor
2nd	Wombat	Art Strilky
3rd	Tango	Martin Plonus

<b>ORR 1</b>		
1st	First Light	FK Day
2nd	Goblin	Lindy Thomas
3rd	Inferno	Phillip Dowd

<b>ORR 2</b>		
1st	Eagle	Shawn & Jerry O'Neill
2nd	Eagles Wings	John Gottwald
3rd	Serenissima	Robin Munden

### Shields Nationals September 17-19

1st	Mermaid	HL Devore
2nd	Yankee Girl	Kevin Teborek
3rd	Diversio	Robin Monk

### Windy City Match Race September 21-23

1st	Team Flash Gordon
2nd	Team Heartbreaker
3rd	Team Convexity
4th	Team Spaceman Spiff

### Farr 40 North American Championship September 24-27

1st	Flash Gordon	Helmut Jahn
2nd	Heartbreaker	Bob Hughes
3rd	Convexity	Don Wilson

## COLUMBIA YACHT CLUB

### Leukemia Cup August 24

<b>Catalina</b>		
1st	Baysic Necessity	David S. Green
2nd	Little Miss Magic	Raymond Kalinsky
3rd	FINS	Tom Grove

<b>JAM 1</b>		
1st	Hiwassee	John Bell
2nd	Cookie Monster	Peter Goldman
3rd	Broderi	Robert Brooke & Josh Kolar

<b>JAM 2</b>		
1st	Songline	Michael & Tammi Abbey
2nd	Accord	Woody Hansmann
3rd	Gadzooks	Steve Kall

<b>JAM 3</b>		
1st	Rascal	Bob Amos
2nd	Scitvate	Mike Turner

<b>PHRF 1</b>		
1st	Das Boot	Jay & Cindy Muller
2nd	Nitemare	Tom Neill
3rd	Serenissima	Robin Munden

<b>PHRF 2</b>		
1st	Gargoyle	Brian Danaher
2nd	Striking	Blane Shea
3rd	Relentless	Peter Fray

<b>PHRF 3</b>		
1st	Whisper	Tom Barnes
2nd	Tenacity	Dick O'Connell
3rd	SNAFU	Mitch Weisman

<b>T-10</b>		
1st	Lightning	Steve Karstrand

## JACKSON PARK YACHT CLUB

### St. Joseph to Chicago Bi-State Regatta September 6

<b>T-10</b>		
1st	Cheap Thrill	Nancy and Tim Snyder
2nd	Norboy	Leif Sigmond
3rd	Albion	Trevor Smith and Melissa Wikman

<b>J/105</b>		
1st	Sealark	Clark Pellett
2nd	Fast Forward	Bruce Whiteway
3rd	Vytis	Tom Petkus

<b>PHRF</b>		
1st	Momentus	Kevin Saedi
2nd	Wanda	Christian Jenson
3rd	Radiance	Benjamin White

<b>Ben 40.7</b>		
1st	Das Boot	Jay Muller
2nd	Turning Point	David Hardy
3rd	Vayu	Ron Buzil

<b>ORR</b>		
1st	Norboy	Leif Sigmond
2nd	Bushido	George Witaszek
3rd	Goblin	Lindy Thomas

## JOSEPH CONRAD YACHT CLUB

### 40th Anniversary Regatta July 12

<b>Group 1</b>		
1st	Mirage	Kazimierz Potocki
2nd	Karolinka	Andrzej Suchodolski
3rd	Dove Tail	Zenon Miklowicz
4th	Niunia	Jan Kostiuk
5th	Olenka	Marek Wojda
6th	Sabina	Jerry Palagiewicz

<b>Group 2</b>		
1st	Yellow Mellow	Waldemar Emmerich
2nd	Lightning	Krzysztof Kaminski
3rd	Temptation	Bogdan Stojkowski
4th	ErizoDeMar	Krzysztof/Rzeszutko/ Tony Czupryna
5th	Grytviken	Piotr Madrzyk
6th	Intension 2	Jozef Czerwien

### Commodore's Cup Regatta August 30

<b>Group I</b>		
1st	Yellow Mellow	Waldemar Emmerich
2nd	Erizo de Mar	Tony Czupryna
3rd	Grytviken	Jan Barteczko
4th	Starchaser	Bogdan Musialkiewicz
5th	Dream	Andrzej Radzicki
6th	Ullnas	Jerzy Ocytko
7th	Olenka	Marek Wojda
8th	Nareja	Miroslaw Niedzinski

<b>Group II</b>		
1st	Mirage	Kazimierz Potocki
2nd	Karolinka	Andrzej Suchodolski
3rd	Dove Tail	Janusz Jedruch
4th	Niunia	Jan Kostiuk

# PROJECTS AT CROWLEY'S

It has been a busy year at Crowley's. This will be the 5<sup>th</sup> season since moving to our new location on the Calumet River.

We have come a long way - transforming a shuttered freight terminal into a world class boat yard. This summer we launched a forklift in-out service and continue to make improvements to the facilities. Crowley's currently stores 1000 boats on 25 acres with over 200,000 sf of indoor storage. Our Ship's Store and our on-line store offer a full line of gear and boating accessories. Over the last several months, we have worked on a number of unique projects that are noteworthy.

This spring Crowley's coordinated the commissioning of a one of a kind custom sailboat built by Baltic Yachts in Finland. The project was the brainchild of one of our customers who wanted to combine the comfort of a gentleman's day sailor with the performance of a BOC 50. At first blush, this seems like an unlikely combination, however both styles of boats have more in common than one would think; large cockpits; rigging led aft and arranged for ease of use; Spartan cabins and excellent performance. The owner enlisted Reichel-Pugh Yacht Design to transform his vision into reality. The resulting boat is a masterpiece of high technology and old world craftsmanship. It is constructed with a state of the art carbon laminate and features PBO rigging, a self bailing water ballast system, a carbon Hall spar, teak decks and even

a custom carbon fiber toilet. The boat arrived just days before it competed in the single handed Mac. We worked with a representative from Baltic in Sweden and a crew from Hall Spars to commission the boat from truck to water-including a new bottom-in just 3 days.



You may have noticed a brightly colored fleet of matching Thom 28 sailboats off Belmont Harbor this summer. Don Wilson created the Chicago Match Race Center to promote and coordinate the sport of sailboat match racing. We worked with the team from CMRC and representatives from the builder in Spain to offload the fleet of 10 28' boats from shipping containers and assemble them. The boats were packed two to a container. Crowley's did the heavy lifting while the crew from Spain and CMRC took care of the details.

This fall Chicago played host to the Farr 40 North American Championship. Crowley's is proud to have supported the event by providing logistical support for the fleet. We provided storage and yard services for the out of town boats as well as giving the local boats a place to prep their boats prior to this prestigious event.

Our paint shop was booked all season turning out Awl Grip paint jobs. Notably, we stripped and refinished the deck and topsides of an aluminum Alden 54 --restoring the boat to her original glory. Crowley's paint shop is the first boat yard in North America to apply the Permaguard system. We coated a Hinckley 36 Picnic boat with spectacular results. Permaguard is a polymer coating system utilized on Jets and Megayachts. It is widely used in Europe and the Middle East and provides a deep luster and eliminates the need to wax.

This is really just a sampling of the work that we do here. Life at the yard is always interesting. Projects like these keep it that way. ⚓



## 200 CYA FROSTBITE REGATTA

By a id obb Tardis , JPYC PC

November 16<sup>th</sup> was a notch above freezing and mostly cloudy with 15 knot plus winds shifting between west and northwest. The good news was that meant flat water in Jackson Park Outer Harbor. Just the thing for a small boat regatta.

There were 4 teams entered – Belmont Y.C., Burnham Park Y.C., Columbia Y.C. and the event host, Jackson Park Y.C. The regatta was sailed in FJ Club boats, 14 foot centerboard dinghies, provided by JPYC. The regatta got under way just after 11am. During the practice time, Belmont team decided that the wind was a little beyond what they were comfortable with and retired.

The first race was a learning experience with the teams getting a feel for the boats and wind conditions. After that it was trying to sail fast without going over. Only one boat went over and the three teams were sailing fast. I had never seen a sailing dingy leave a wake, but they did!

Time was called for lunch and the racers and thirty or so spectators headed inside to warm up. The JPYC catering volunteers provided a buffet feast of chili, brats, hot dogs, salads, soup, and more. This was after they had provided coffee, Danish and such for breakfast.

Back on the racecourse after lunch, Burnham and Columbia were tied, and Jackson Park was within striking distance for a big comeback. Didn't happen. As gracious hosts do, we let our guests win. Columbia was first, Burnham second and Jackson Park third.

Now, if you believe that any racing sailor would let another win, I have a bridge over the Chicago River I'd like to sell you.

Jackson Park YC really enjoyed hosting the Frostbite Regatta, and we look forward to our next turn. In the meantime, we hope members of other Chicago area yacht clubs will use your reciprocity privileges and come on down. Check out [www.jacksonparkyachtclub.com](http://www.jacksonparkyachtclub.com) for weekend breakfast buffet, parties and events. ⚓



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For rate and information on the next year's edition, please call Betty Lerner, Publisher, at 847-676-9755.

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