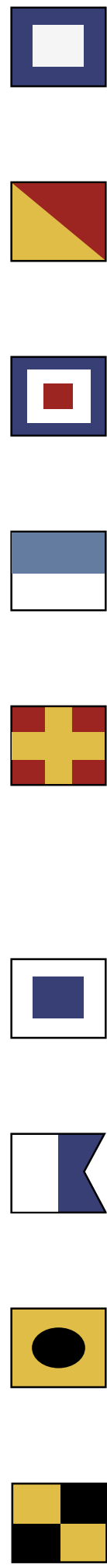
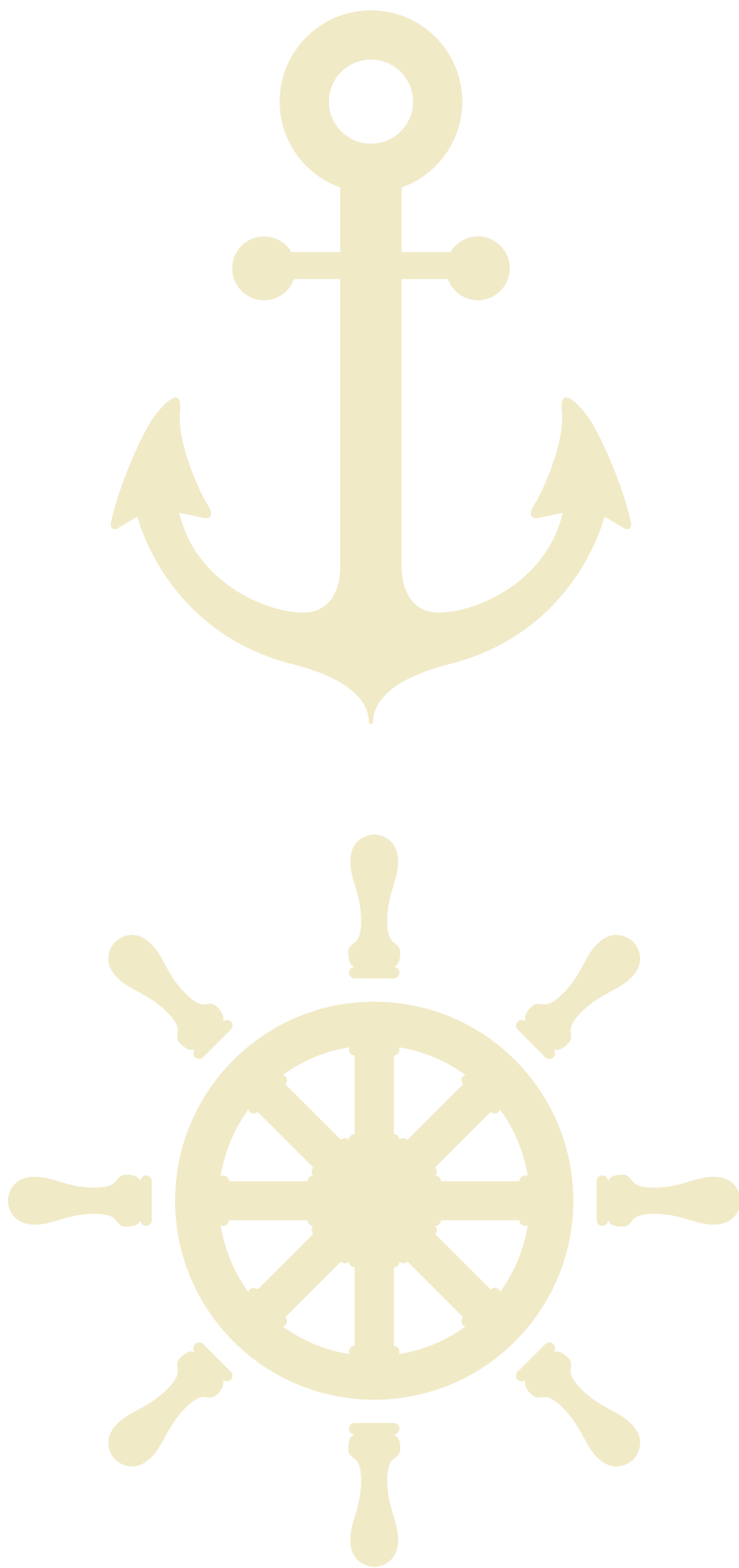


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THE 2010 9/11 REMEMBRANCE PARADE & TRIBUTE



ON SATURDAY, SEPTEMBER 11, 2010,

MEMBERS OF THE CHICAGO YACHTING ASSOCIATION GATHERED TO PAY TRIBUTE TO THOSE WHO LOST SO MUCH ON 9/11/2001. EVEN WITH BAD WEATHER THE EVENT WAS HELD AND *FLOATING INTEREST* WITH THE CHICAGO POLICE MARINE UNIT AS AN ESCORT, TRAVELED TO NAVY PIER WHERE A FLORAL WREATH WAS RELEASED. THE 10TH ANNIVERSARY OF THIS TRAGIC EVENT WILL BE OBSERVED WITH A MEMORIAL CEREMONY PLANNED FOR SUNDAY, SEPTEMBER 11, 2011. PLEASE BE SURE TO MARK YOUR CALENDARS AND PLAN ON PARTICIPATING.

YACHTING *in Chicago*

PUBLISHER/EDITOR-IN-CHIEF

Betty Lerner

EDITORIAL STAFF DESIGN & LAYOUT

Kaye Durham Elaine Hofer Jane McMillan Elizabeth Ashby, Inc.

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A treasure of sunshine. . .

and blue skies preserved just for you - capturing a wonderful 2010 season of the many boating activities on our beautiful Lake, and in our harbors with our magnificent City's backdrop.

Please enjoy our featured articles on the Tall Ship Challenge visit with Karen Hirsch's classic photography heralding their arrival, Glenn Braun's fascinating facts on their journeys; with Karen Randall's diary of the visit.



This issue would never be complete without including a glimpse looking back at the time honored CHICAGO TRADITION of our beloved Venetian Night Parades. We look positively to the future when Venetian Night returns to Chicago's lakefront.

I honor the contributions and am grateful for the support our esteemed yacht clubs, loyal advertisers, valued contributing writers, photographers and organizations have given us. To all the competitors, participants, captains and crews who consistently highlight Chicago in the sail racing world - Congratulations!

To my Staff at YACHTING IN CHICAGO - applause to you for your expertise and generous commitment of your time and heart. Kaye Durham - you are a shining star keeping us all on course! Thank you to Commodore Rich Lauric and the Bridge of the Chicago Yachting Association for the honor of publishing this lovely yachting chronicle.

My warmest wishes to you and your families for a safe and healthy Holiday Season,

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CHICAGO YACHTING ASSOCIATION 2010

By Commodore Richard F. Lauric



It's hard to believe that one year has passed since I was nominated as commodore.

I would like to thank the Chicago Yachting Association for this great honor. Having served for two years as commodore for the Burnham Park Yacht Club, which is only one

member of this great organization the CYA, I found the pace to be a great deal more hectic.

The Chicago Yachting Association maintains a close relationship with the Chicago Park District, Westrec and a number of organizations involved with the city and especially the marine community. Being on various committees regarding Clean Harbors initiated by The Friends of the Parks and of course the Asian Carp controversy which is still on going as of this date. As in years past we still maintain a booth at the Strictly Sail Show at Navy Pier.

It has been a very unusual year indeed, with the economy slipping and numerous city budget cuts including our long standing Venetian Night Parade of Boats. This ended the City of Chicago's longest-running continuous special event. The Chicago Yachting Association had ideas of doing something special to take over for this family event, to no avail. Hopefully 2011 will be a better year economically and we again can carry on this great tradition.

In 2010 the Chicago Yachting Association was involved with many traditional events: The Maritime Festival, The Sea Scout Fundraiser, (which this year saw the changing of the Commodore, our elder statesmen, Edward B. Stein retiring and Timothy Harrington taking over the reins as Commodore of the Sea Scouts), the Annual Salmon Classic Fishing Tournament, our Annual 9-11 Parade of Remembrance, and the Chicago's Christmas Ship (What a great maritime tradition)

A special thank you to our Past Commodore - Fred Poppe who is on the flag of the National Boating Federation. He has been a guiding light to all of us involved in the CYA.

Also to another Past Commodore - Betty Lerner who does an outstanding job publishing this great annual magazine.

Our sailing family again has had a very exciting season of racing. And as usual thank you Jerry Metzger for again guiding the Area III racing season.

A big thank you to the Bridge and Directors without whom I never could have succeeded in my endeavors. Vice Commodore: Scott Baumgartner, Rear Commodore: Stanley Hill, Secretary: Frank Gagliano, and Treasurer: Gary Hooper, Immediate Past Commodore: James Wright, Past Commodore: Anthony Cimino. Judge Advocate: Richard Cosby,

To my very special individual: Thank you Kaye Durham for your valued time and expertise.

Last but not least the committee chair persons, Awards: Jerry Metzger, By-Laws: Fred Poppe, Civic/Economic: Steve Pittman, CYA Ball: Scott Baumgartner, Finance: Fred Poppe, Interclub Frost Bite: Peter Meissner, Membership: Casey Chelbek, Power Fleet: Chuck Goes, Sail Fleet: Jerry Metzger, Yacht Persons of the year: Tony Cimino. Steering Committee: Walter (Gibby) Vartan, Commodores Cruise: Marshall Fernholz.



The above are the back bone of our great organization. Thank you for your dedication and especially putting up with and support.

Thank you to Chicago's Boating Community who help make the Chicago Yachting Association a growing voice. ⚓



OFFICE OF THE MAYOR
CITY OF CHICAGO
2010

RICHARD M. DALEY
MAYOR

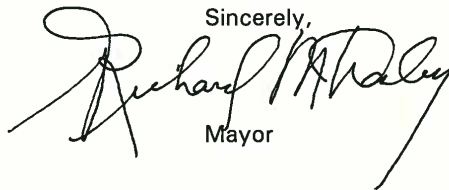
GREETINGS

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.

Beyond providing our citizens with fresh drinking water and recreation, fueling our economy with tourism and trade, and providing a habitat for fish and birds, Lake Michigan defines Chicago in the imaginations of people around the world. This natural wonder provides an amazing venue for recreational boating, exciting races, leisurely cruises and special events such as the annual Tall Ships festival at Navy Pier. As informed and responsible stewards of our precious natural resources, many of those in the boating community do their part for the conservation of Lake Michigan and its waterways.

I wish you all a safe and enjoyable experience on Lake Michigan.

Sincerely,



Mayor

CHICAGO'S CHRISTMAS SHIP BRINGING CHRISTMAS TREES TO DISADVANTAGED FAMILIES

By Captain George Lisner, Chairman 2005-2009

Now in its eleventh year, Chicago's Christmas Ship continues to bring Christmas joy to thousands through Christmas trees.

The organization was founded in 2000 by a group of mariners coming from commercial, recreational and military fields who wanted to do something special – give Christmas trees to disadvantaged families who would not otherwise be able to have a Christmas tree. A committee was formed to do just that, functioning as an activity of the Navy League. 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. During the first 10 years of the project, over 12,000 deserving families have received Christmas trees.

It all started on board the US Coast Guard's icebreaker USCGC MACKINAW during the start of the 2000 Chicago to Mackinac

race when the topic of conversation came to the story of Captain Herman Schueneman's famed Christmas tree ship, 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 missions and training exercises for MACKINAW.

Last year saw the celebration of our tenth year with over 1,500 families receiving trees, the largest number in a single year to date. The trees were again carried onboard USCGC MACKINAW (WLBB-30) departing the home port of Cheboygan, Michigan on Lake Huron traveling through the Straights and down Lake Michigan. During the journey the crew replaced navigational buoys with winter marks, service associated equipment and conducted drills and training. At about 1:00am one night, at the closest point of approach to the wreck site of the ROUSE SIMMONS, a wreath was dropped from the ship in memory of those who died in the wreck bringing trees to Chicago in 1912. A special reception at Pritzker

Military Library recognized many of those key to the accomplishments of the first ten years. Invited donors heard first hand descriptions of how much the program has impacted so many people. By The Hand Club For Kids, a recipient organization, delighted guests with a special choral presentation.



Shipmasters' Memorial ceremony



Happy Christmas tree recipients



Students aboard USCGC MACKINAW

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

TWO NEW HARBORS TO OFFER OVER 1000 NEW BOAT SLIPS AND PUBLIC AMENITIES

By Erma Tranter, President, Friends of the Parks



Erma Tranter, President,
Friends of the Parks

In spring 2010, the Chicago Park District issued \$225,000,000 general obligation alternate bonds to fund the construction of two new harbors - Gateway Harbor on the south side of Navy Pier and 31st Street Harbor in Burnham Park. Friends of the Parks supported the new harbor plans.

31ST STREET HARBOR

Construction has already started on the 31st Street Harbor for between 800 and 1000 new boat slips on the city's near south side. Barges are hauling in stone and fill to create the pier and outer breakwater in Lake Michigan. The public pier is being constructed off of the 31st Street axis extended eastward. The north-south breakwater is C-shaped and will extend nearly a half-mile south of 31st Street creating a new harbor protected from the wave action of Lake Michigan.

The 31st Street Pier, jutting out east into Lake Michigan, will be accessible to the public for walking, enjoying the skyline, picnicking and fishing. Fishing piers are designed to provide new and improved opportunities for fishing for the community.

A unique feature of the plan is the addition of a nearly 2-acre Peninsula Park adjacent to the 31st Street Pier featuring a Lake Michigan overlook. Whether in a boat or walking on the new Peninsula Park and pier, Chicagoans will enjoy spectacular views of Chicago's skyline.

Facilities for both boaters and the public include washrooms, showers and bathrooms for boaters, offices for the harbor master and concessions. Part of the proposed parking will be underground with parkland above. The Park District's goal is to maintain parking capacity while reducing the amount of concrete and asphalt surface parking lots by over an acre.

GATEWAY HARBOR

The construction of Gateway Harbor is expected to begin after the completion of the 31st Street Harbor. Gateway Harbor will provide both public and boating amenities adjacent to the state's most visited attraction, Navy Pier. The new Gateway Harbor will have 240 slips with docks running off of Dime Pier tucked between Dime Pier and Navy Pier in Lake Michigan. Of the 240 new slips, two-thirds, or 160 slips will be for transient boats for visiting boaters. The remaining 80 slips will be rented out to provide seasonal mooring opportunities for Chicago-area boaters.

When completed, Gateway Harbor will offer public amenities including a 30-foot-wide public promenade for walking, fishing and experiencing the skyline from a pier that stretches a half-mile into Lake Michigan. Several new acres of public land will be created to connect Dime Pier to Gateway Park. (Dime Pier is not attached to the mainland. It got its name from the fact that the only way to get to the pier was by tender boat which cost a dime.)

A new harbor building and café will be built. The buildings will be LEED certified silver. Both solar panels and geothermal heating and cooling systems are planned. To protect birds on the migratory bird flyway, the Park District proposes to use only bird-friendly glass.

Friends of the Parks supported both harbor plans which added more parkland and public amenities in conjunction with each harbor design. The attractive park setting will attract boaters to Navy Pier and the near South Side and restore and enliven the public areas for all park users. ⚓



2011: A TIME OF UNPRESIDENTED IMPROVMENTS TO THE CHICAGO HARBORS

Back in the 1930's the lakefront saw the construction of much of the harbor infrastructure as we know it.

Montrose, Diversey and Burnham Harbors took shape, funded in large part by money from the WPA. In the late 1990's, the Chicago replaced thousands of star docks and moorings with floating docks. 2011-2012 will see even more changes to the harbor system. 31st Street Harbor is under construction and will open in 2012. Gateway Harbor is in the final stages of planning. Finally, improvements are planned for EVERY existing harbor, with most to be completed by the 2011 boating season. Here is a quick summary of each project:

31ST STREET HARBOR

- 1000 Floating slips, from 35'-70'
- Garage for parking and heated winter storage, landscaped with a green roof
- New playground, harbor store and community room
- Launch ramp

GATEWAY HARBOR

- 300 Floating slips, from 35'-200'
- Seasonal, daily transient and hourly transient slips
- Harbor store and access to Navy Pier
- Public amenities and high level finishes

JACKSON OUTER HARBOR

- New floating wave attenuator
- 40 new slips to replace moorings
- Floating washroom and harbor office
- Major dredging project

JACKSON INNER HARBOR

- 32 floating slips, 45'

59TH STREET HARBOR

- Washroom renovation
- Removal of submerged ramp

BURNHAM HARBOR

- 88 Floating slips, from 50'-80'
- 2 floating washrooms near F and R docks
- Renovation of harbormaster building

MONROE HARBOR

- Replacement of 5 tender boats

DUSABLE HARBOR

- Winter storage fences and equipment

DIVERSEY HARBOR

- 80 floating slips, from 35'-50' replace star docks
- Floating washroom near G dock

BELMONT HARBOR

- 108 floating slips, from 35'-80'
- Floating washroom near F dock
- Reconstruction of pad at harbormaster's office

MONTROSE HARBOR

- Winter storage and parking improvements



Winter Storage



Floating Washrooms

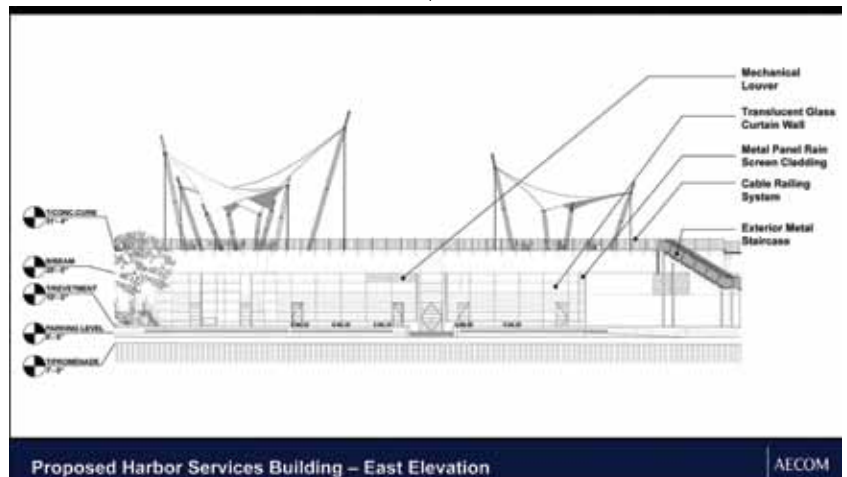


Slips Replace Star Docks

As you can see, 2011 will be an exciting time for the Chicago Harbors. Have a great winter. We look forward to serving you next season!

Sincerely,

Scott Stevenson
Executive Vice President, Westrec Marinas



CHICAGO POLICE DEPARTMENT'S MARINE & HELICOPTER UNIT

I can't believe that another season on our beautiful lake is drawing to a close; it seems as if the pride of the Chicago Police Marine Unit commonly referred to as "M1" was just making her way to her berth in Dusable Harbor to begin patrols!

SAFETY

2010 brought with it many challenges in the form of marine distress calls, boating law and safety enforcement, throughout the waterways on Lake Michigan and also on her tributaries. A court challenge threatened to permanently close the Chicago River and O'Brien Locks as a response to a perceived Asian Carp invasion threat. This challenge was and continues to be addressed with support from the boating community as well as the Chicago Police Marine Unit. Numerous proposals as alternatives to the lock closure were submitted should the court challenge have been successful; thankfully the locks remain open and operating.

The change from a one venue 4th of July Fireworks display centered off of Queen's Landing to a three venue event was initiated, planned and happily, due to a beautiful Chicago summer night, was visible all along the lakefront from Jackson to Montrose Harbor and as such more people were able to enjoy the annual event. Chicago's own WGN TV broadcast the 4th of July event live from the Chicago Marine Safety Station. The Chicago Police Marine and Helicopter Unit was stretched to the limit meeting the responsibilities presented with the three pronged event, but with the cooperation of the United States Coast Guard and the Illinois Department of Resources Police all three locations were safely covered.

Venetian Night was sorely missed this year; the gap that was the annual night of revelry and imagination seemed to leave a fissure in the summer on the lake. Perhaps in the upcoming years this event can be reinstated. In the absence of Venetian Night, the Chicago Police Marine Unit was proud to participate in as many Fleet Review's as possible. It has always been my personal pride and pleasure to be asked to lead as well as participate in these events. I must also add that I look forward to the monthly meetings at the various Yacht Clubs and, of course, the hospitality that these meetings presented.



Lt. Piazza

Within Helicopter Operations, which is an integral of the protection that the Chicago Police provides, two additional pilots in training were added to the staff. This addition allows our fleet of two Bell Helicopters to fly seven days a week supporting the Department's crime fighting and Homeland Security efforts.

The Marine Operations fleet is due to be bolstered in the upcoming 2011 boating season with the addition of two 45' and one 27' Safe Boat International built vessels. These vessels are being purchased with Port Security Grant monies from the Federal Government and will replace three of our yet to be named vessels that



have become outdated. The 45' boats will be powered by twin 650 horse power diesel engines, will be jet-driven, and will be out-fitted with the latest camera, surveillance, and communication equipment. These vessels will further allow the Chicago Police Department to protect its citizens along the waterways.

As 2010 further draws to a close recognition must be placed upon the men and women of Chicago Police Marine Operations personnel. Specifically, Sergeants Rich Grand, Joe Fitzgerald, Ray Mazzola, Jim Vanvranken, and Bob Fitzsimmons provided the guidance and expertise which allowed Marine Operations to perform flawlessly on the water. These individuals were always "at the helm" and, through their leadership, 2010 was a successful year for the boaters of Chicago and for the Marine Unit as well.



As I look to the future I can assure you that the Chicago Police Marine and Helicopter Unit will always ready to respond and will continue to protect and serve! Enjoy the off season and see you on the water next year! ⚓

THE CASE FOR MANDATORY EDUCATION OF RECREATIONAL BOATERS

by Fred W. Poppe, Vice President, National Boating Federation (NBF)

When you meet me on the water, in a passing or crossing situation, you should be able to assume that I have a minimum knowledge of the Rules of the Road and the required safety equipment.

If I am new to boating, this minimum knowledge is what I would receive through the Basic Boating Course taught by the United States Coast Guard Auxiliary, the United States Power Squadrons, and many of the states' Departments of Natural Resources, many of whom also offer boating safety classes on-line. I should not be allowed to operate a boat without such rudimental knowledge!

Consider the following statistics:

Year	U. S. COMBAT FATALITIES IN IRAQ Lives Lost ¹	U. S. RECREATIONAL BOATING FATALITIES Lives Lost ²
2003	486	703
2004	849	676
2005	846	697
2006	822	710
2007	904	685
2008	314	709
Totals:	4,221	4,180

If I am sent into a combat zone, I know that I am going in harm's way. But when I go boating, I expect to relax, to enjoy myself, to have a good time, and to come home alive. And so do you!

Analysis of recreational boating accidents by the U. S. Coast Guard consistently places lack of boater education into the top five causes of boating accidents, serious injury, and fatalities. Data compiled by its Office of Boating Safety³ from information supplied by the National Association of State Boating Law Administrators (NASBLA), indicates that only seven states and

the District of Columbia have enacted mandatory boating education laws with short-term phase-in requirements. Five states have limited education laws for motor boat operators covering a limited age range and/or personal watercraft (PWC). Nineteen states require education for a limited age range, usually preteens, teens, or young adults only. The remaining five states have enacted no boating education requirements whatsoever.

In a U. S. Coast Guard newsrelease of August 12, 2009, Rear Admiral Kevin Cook, Director of Prevention Policy, stated that only ten percent of boating fatalities occurred on boats where the operator had received boating safety education. He further stated that boaters who have taken a boating safety course are less likely to be involved in an accident. Thus the course for future reduction in accidents, injuries, and fatalities is clear. Every state should enact mandatory boating education for recreational vessel operators, and perhaps also for their crews; education which is not limited to specific age groups. The legislation should incorporate quick phase-in requirements so that the nation need not wait for another twenty years before every boat operator has at least a rudimentary knowledge of the Rules of the Road.

The NBF, its member organizations, and their delegates have been, and continue to be, involved in efforts to pass mandatory boating education laws in their states. Their efforts include the States Of California, Florida, Illinois, Massachusetts, Maryland, Virginia, and Washington. In addition, we participate in, and contribute to, forty-two national, regional, and international maritime organizations through our executive committee members and our member delegates. ⚓

Sources: 1. www.icasualties.org (Iraq Coalition Count), 2. William H. Gossard, National Program Coordinator, Recreational Boating Safety National Transportation Safety Board, 3. Based on Data as of November 12, 2009. This article was first published in the Fall of 2010 in the U. S. Coast Guard's annual magazine PROCEEDINGS, which is circulated primarily to commercial boating and shipping interests.



Mark your calendar for the First Saturday in May 2011 for the Chicago Police Memorial Foundation's "Never Forget Gala" at Columbia Yacht Club.

SAFETY

THE UNITED STATES COAST GUARD AUXILIARY POLICY STATEMENT

By R. J. PAPP, JR., Admiral, U. S. Coast Guard

PDCO Peter E Pallis (9WR) reports that the Coast Guard's new Commandant has issued a new Policy Statement for the United States Coast Guard Auxiliary.

The U. S. Coast Guard Auxiliary is our steadfast volunteer corps. Our auxiliary shipmates assist the Coast Guard with performing our many challenging maritime missions, with boating safety remaining as their core function. Proudly serving alongside our total workforce, Auxiliarists make it possible to more ably accomplish our missions – they are a true force multiplier. Originally formed as the Coast Guard volunteer Reserve on June 23, 1939, the volunteer Reserve was renamed the Auxiliary two years later. The Auxiliary rapidly expanded as the United States entered WWII, and Auxiliarists assisted in many of the Coast Guard's domestic missions, freeing up active duty Coast Guardsmen for wartime operations.

Today's Auxiliary is defined by this same spirit of patriotism and volunteerism. Auxiliarists continue to lend their unique talents to assist with performing a broad range of Coast Guard missions. Their

mission support efforts expand the reach and impact of Coast Guard operations, particularly boating safety initiatives.

THE AUXILIARY SERVICE PRIORITIES INCLUDE:

- Promoting and Improving Recreations Boating Safety;
- Providing trained crews and facilities to augment the Coast Guard and enhance safety and security of our ports, waterways and coastal regions;
- Supporting Coast Guard operational, administrative and logistical requirements.

We must always remember that it is through public spirit, patriotism and an uncommon sense of civic duty that the members of the Auxiliary give their time, facilities and

services – they receive no compensation. Commanders, Commanding Officers, Officers – in – Charge and program managers shall continually strive to enhance Silver and Gold partnerships to further the work of the Coast Guard.

I am personally committed to ensuring we maintain an Auxiliary that is robust, well-trained, and always ready. ⚓



YACHTSPERSON OF THE YEAR RECIPIENTS

1960	Bill Whalen – JPYC	1986	Chester Kuttner – ColYC	2002	Fred W. Poppe - BPYC
1961	George Harvey – ColYC	1987	Dick Jennings – CYC	2003	Peter Goldman - JGASF
1962	Ted Dunlap – ColYC	1988	William R. Rossberger – CCYC	2004	Don Glasell - CYC
1965	Martin H. Roefer	1989	Edward B. Stein – ColYC	2005	Deane Tank, Sr. CYC
1966	Weldon P. Cody – CYC	1991	Raoul M. Allesee – BPYC	2006	George Morrissey ColYC
	Marty Friedman – CCYC	1992	Bill Pinkney – BYC	2007	Tom W. Neill – Col YC
	Abe Jacobs – BPYC	1993	Sumner N. Sollitt – CYC	2008	Don A. Koster – CalYC
	Barry Oller – ColYC	1994	William W. Parks – CYC	2009	– Power – William Templeman - CYC
1969	Raoul M. Allesee – BPYC	1995	Robert E. Murphy – CPS	2009	– Sail – Gene McCarthy – CYC & JPYC
	Joseph D. Day – ILL Boating Council	1996	RADM Randy K. Preschel USCG Ret		
	Marshall Kissel – ColYC	1998	Shawn Mullane		
1981	Harry “Bus” Yourell	1999	Jerry E. Metzger – BPYC		
1984	John C. Cutler – CCYC	2000	Robert P. Edidin – BYC		
1985	Eugene M. Kinney – CYC	2001	Grant Crowley – CYC		

UNITED STATES COAST GUARD AUXILIARY – RIVER PATROL

By Duke Jovanovich, USCGAuxiliary (ret)

With all the rain that the Chicago area has experienced this summer, it brings to mind how the excessive rainfall we had experienced lately impacted what has happened on our local river system.



SAFETY

It began with a torrential rainfall that generated a swift current on the Illinois River near Ottawa, Illinois. The area that we are dealing with has an island near a bend in the river channel with numerous buoys to aid in navigation. The current not only moved the buoys off station but also deposited large amounts of silt into the river channel. Numerous barges have gone aground, causing significant problems in the shipping channel. The Army Corps of Engineers were notified of the problem by the Coast Guard and they did a preliminary amount of dredging in the channel.

We trailed our Coast Guard Auxiliary boat about 80 miles to a boat ramp near Ottawa, Illinois. With our luck, we arrived for our patrol in a heavy rain where our mission was to investigate if further dredging is required, by taking soundings on a five mile stretch of the river. By using our GPS we began by assessing how many of the buoys are off station. Our investigation confirmed that a vast majority of them are off station and some of them happened to be in only a couple of feet of water. Needless to say, this proved to be a hazard to commercial navigation. The information was forwarded by the USCG Marine Safety Unit - Chicago to a Coast Guard buoy tender to re-establish the proper positioning of these buoys. Once we identified which buoys needed immediate attention, we proceeded to identify which areas needed a secondary dredging to the primary river channel along a five mile stretch of river. Areas requiring additional dredging were identified and documented with a river chart indicating the mile marker area and GPS location which were forwarded to the Army Corps of Engineers.

After spending about four hours of collecting data in the driving rain, doing soundings and preliminary confirmation of buoy positioning, we concluded our patrol for our 80 mile trek back home to the Chicago area. ⚓

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Yachtsperson of the Year 2010 - POWER

Captain Dave Truitt

“I have had 3 Charlotte Ann(e)s in my life, a 87 foot Schooner, a fifty five foot Ketch, and a 5’6” real Catch. What more could any boater ask for?”

Capt. Dave Truitt is well known for his love of Chicago maritime traditions. When he was elected Commodore of Jackson Park Yacht Club, he organized a volunteer crew of members that restored the club house and grounds to “what we would like to think they originally were: an Andrew Wyeth-style white clapboard clubhouse surrounded by beautiful landscaped grounds.”

During his second year as Commodore, he submitted a plan to the Park District to do the same type of restoration for the dilapidated Coast Guard station across the harbor. The Park District soon completed this project which resulted in Jackson Park Harbor becoming one of Chicago’s most beautiful harbors.

Continuing his pursuit of preserving maritime traditions, Truitt went on to found the Chicago Marine Heritage Society. The CMHS mounted and led the movement to save the downtown Coast Guard station and restore it as the combined-force Marine Safety Center, which is now the envy of marine communities throughout the U.S.

Truitt also founded the Underwater Archeology Society of Chicago, which often operates under the aegis of the State Archeology and Preservation Departments. The Chicago dive community has frequently expressed appreciation to the UASC for saving many historic shipwrecks in Illinois waters from pillaging and other forces of destruction. The UASC is also recognized as a leader among archeology organizations in producing quality films on Chicago’s



under-water historic treasures. Many of these documentaries are premiered at the Shedd Aquarium’s beautiful shore side theater. As a production advisor to Cities of the Underworld (one of the most popular shows on The History Channel), Truitt cast UASC members and master divers to play major roles in filming the Chicago segment. This segment involved a dive on the 201 foot Welles Burt, an 1883 shipwreck discovered and curated by the UASC.

Truitt served as Owner and Captain of the Charlotte Anne, a 135-year-old Chesapeake Bay schooner, during her final years. She was known as Chicago’s tall ship and she often participated in historic events, appeared in TV documentary films, books and nationally circulated magazines.

After the ship was retired Truitt formed the Chicago Marine Officers Honors Unit, a unique unit of Shipmasters that performs honors at annual marine events such as the Propeller Club’s Blessing of the Fleet and the Chicago’s Christmas Ship event. Truitt was elected founding Chairman of the Christmas Tree Ship Committee and has served on its executive committee ever since. Chicago’s Christmas Ship has

grown in size over the last 11 years to be the largest all-volunteer support organization for urban youth in Chicago. This remarkable organization now provides services through twenty-plus community organizations and thousands of volunteers, including kids helping kids such as the Sea Cadets, Sea Scouts, Boy Scouts, Girl Scouts, Young Marines, Venture Scouts and similar organizations in partnership with the Chicago Yachting

Association, the US Coast Guard, the USCG Auxiliary and other major Chicago lakefront organizations.

Truitt is also known for his love of his Hatteras 41, the first model ever produced by Hatteras. This boat has served him and the community well, as a dive boat for the UASC, camera boat for many of the films he has participated in, and as a legendary Coast Guard Auxiliary Facility rescue boat.

During this time, the Great Lakes Naval Training Station requested that the Coast Guard provide the Great Lakes Yacht Club with a race committee and boat for an anniversary Naval Cutlass Race. The Coast Guard gave Flotilla Commander Truitt

article continued on pg. 67

Yachtsperson of the Year 2010 - SAIL

Don Draper

Don's first sailing experience came later in life than many.

Don's first involvement in race management came from seeking clarifications on CYA's BOY series scoring. For a number of years, he provided the BOY committee with proposals that helped clarify the Notice of Race. Somehow, that led to being the PHRF section break chair on Area III's steering committee. When Area III decided they had to reduce the cost of race administration, Don offered to provide them a web-based service for race sign up, scoring, and results publication. For the last couple of years, development of that service's system has taken more of Don's time than a full-time job would have. The service, which is still evolving, hasn't been without startup glitches, including some user friendliness issues. However, this year it has saved Area III many thousands of dollars and improved the timeliness and accuracy of results.

Don's first sailing experience came later in life than many. He was thirty when a friend took him out for a Wednesday night race on tiny Lake Opeka by O'Hare Airport. The jet planes flying right overhead must not have been that much of a distraction, because Don bought a boat the next day. He didn't race much but cruised his 16' Rebel primarily on Lake Geneva.

Later he met a co-worker that had sailed his 31' Western across the Atlantic. He introduced Don to big boat sailing with "One Hour of Sanding gets you One Hour of Sailing". The boat needed a lot of work, so Don got a lot of sailing time, which was mostly weekend lake crossings but included some racing and provided Don's first MAC rides. Doing the MAC on the slowest boat in the race gave them enough sailing time to get their money's worth.



Socerer

In 1995, the Lake Opeka friend bought Sorcerer, a Schock 35, and racing took center stage in Don's life. Don believes that the most important, and hardest, part of campaigning a boat is crew recruitment and development. Six years of being crew boss led to the development of www.CrewSignUp.com, a free system that sailboat racers can use to schedule their crew. He is fortunate to

have crew members that love racing every race and enjoy being together. They make the winning difference especially in the Buoy races where sail and boat handling rule. The team is why Sorcerer has won her section's CYA BOY Buoy section several times and took a first place in their section's NOOD. Port-to-Port races provide other challenges, but they did manage a fourth in section in the MAC once and a second in the Super MAC. The coveted PHRF Overall BOY prize has been within reach a few times but it still eludes them.

Partnership in Sorcerer for the last decade has filled Don's retirement. Racing every Area III race, the MAC, and other regattas occupy his weekends. Sorcerer also does the

Wednesday night beercans. But just as important, every nice to semi-nice weekday finds Susanne and he cruising the lake front, sometimes with the grandkids. ⚓

Unfortunately, this has all been on hold the last couple of months after losing Sorcerer's rig in the MAC race.



FRIENDS OF THE CHICAGO RIVER MAKING CONNECTIONS

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

Until the middle of the 19th century, most commerce in North America moved by water.

There was no network of roads, no web of interconnected rail lines. The most efficient way to travel was by boat. On the southwest side of what is now Chicago, there was a natural portage where the waterways of the Great Lakes and Mississippi came together. Starting roughly at Western Avenue and 31st Street, a swampy area known as Mud Lake served as a link between the Des Plaines and the Chicago rivers. That connection made it possible to navigate from the Great Lakes to the Mississippi on the water and move tremendous amounts of goods.

Discovering it thousands of years ago, local Native Americans shared the route with French fur traders and more famously with Pêre Jacques Marquette and Louis Jolliet, French emissaries who recognized the value of the connection as early as 1673. It was the connection that opened up America and laid the foundation for a water-based economy that would make Chicago the great American city it is today... and wreak environmental havoc resulting in the latest test. What do we do about Asian carp?

From the beginning, the Chicago River was treated like a second class natural resource. Unlike Lake Michigan, which has been the subject of our collective care for over 125 years, the Chicago River has been deepened, straightened, and treated as the sewer for the city. As early as 1803 when the soldiers at Fort Dearborn started rerouting it in an attempt to create a harbor, we manipulated the river to do the dirty work of receiving sewage, industrial waste, and carcasses from the stockyards. Then by reversing it, we sent our region's sewage downstream, opened an easy access route for aquatic invasives, and provided a path for other water pollution which today makes us one of the largest contributors to the Dead Zone in the Gulf of Mexico. None of this should make us proud.

Yet, at the time we dug the Chicago Sanitary and Ship Canal (CSSC), local leadership thought that they were doing the right thing.



Chicago River Day – Courtesy Friends of the Chicago River



Courtesy Friends of the Chicago River

They clearly recognized the negative impact on cities like St Louis, yet felt the greater good was in protecting Lake Michigan—a similar impulse articulated by those who would sacrifice the Chicago and Calumet rivers through intermittent lock closures and poison.

Most recently on the aquatic invasives front, five Great Lakes states filed a lawsuit in federal court in an attempt to close the Lake Michigan locks which would damage the Chicago area's economy. The Great Lakes and

St Lawrence Cities Initiative just started an 18 month project to develop options that protect both the Mississippi and the Great Lakes basins and significantly advancing water quality, flood control, transportation, and the

economy—a project that will result in good for all. Jeff Alexander's book entitled Pandora's Locks highlights the terrible consequences from the over 150 aquatic invasive species which have already colonized the lakes through the Welland Canal and must be dealt with as well.

Unlike when we blew through the dike in the dark on night in 1900 to illicitly open the CSSC, today we know what we have in our waterways: fish, birds, boats, people and opportunity. Opportunity, that means as we decide how to go forward we must protect and improve the health of our region and the health of our rivers.

Finding a solution to the complex issue of invasive species will be a difficult challenge and success lies in a regional approach based on communication, transparency, and shared values based in sound science, good public policy and that follow that laws of our nation. We need to make the human connection like we made the hydrological one. ⚓





ABOUT FRIENDS
 Founded in 1979, Friends of the Chicago is nonprofit organization whose mission to preserve, protect and foster the vitality of the Chicago River for the animals, plants, and people that share our watershed. Core to our vision is that the Chicago River can be catalyst for economic development and serve as a commercial, recreational, and natural waterway. The last 30 years has proved vision to be true.

As a regional environmental group dedicated to conservation of our natural resources, Friends shares the desire to prevent Asian carp from establishing a presence in the Great Lakes while at the same time we believe that it is imperative to protect the aquatic life in the CAWS as well as the human uses established in recent decades and, in particular, the last 10 years.

Photo Courtesy Cyrano's Café and Wine Bar

Friends of the Chicago River can support occasional location-specific targeted removal of Asian carp from the CAWS using rotenone poison but cautions against employing poisons on a widespread or ongoing basis because of the devastating effect it would have on the CAWS and the people, wildlife, and businesses that rely on it.

The collateral damage for killing the fish in the CAWS on a regular and ongoing basis includes but is not limited to:

- Reduced river-edge property values and property tax income. Studies show that river-edge properties went from below city averages in value to above in the last 30 years. Poisoning the river would depress land values.
- Lost tourism dollars. The investments made to build the Chicago Riverwalk, which opened last summer will be lost as will our emerging reputation as a world class city. Who will eat lunch next to a dead river even if it is poisoned just a few days a week?
- The future of the rest of the Chicago Riverwalk. The City of Chicago is reviewing proposals for the design phase of the \$100 million Riverwalk Phase Two. The intent is new entertainment district for tourists, businesses, and the people who live and work in the region. That plan was a new destination like Millennium Park which has seen the land value surrounding it increase by \$1.4 billion and related

tourism expected to bring in another \$2.6 billion in 10 years. Its potential will be lost.

- The investments already made throughout the system. Tens of millions have been spent on private and public development with access to or orientation toward the river. In just 10 years the Chicago Park District and the City spent \$100 million on riverfront projects and new parks not including private investment by developers and homeowners or the Chicago Riverwalk.
- The river as an attraction for corporate America. Boeing and NAVTEQ moved to riverfront locations, 300 N. LaSalle and Trump celebrate the river.
- Closed paddling rentals.
- Closed or less popular river-edge restaurants.
- Dead native fish in the river. The December rotenone treatment established that the fish populations in the CAWS are healthier than previous understood. Not only would be killing thousands of native fish the process would result in the river being full of dead fish on a regular basis.
- The loss or severe depletion of food sources for fish-eating birds and animals.

2010 CYA Salmon Classic Results

EVENT

PLACE	BOAT NAME	CAPTAIN	NO. OF FISH	TOTAL WEIGHT		POINTS
				POUNDS	OZS	
1	Salukis Pride	Ian Stewart	15	70	15.0	1285.00
2	Diazepam	John Oberman	15	68	14.0	1252.00
3	Jawzon	Jim Stepp	8	51	8.0	904.00
4	Leprechaun III	Bill Kelly	11	46	9.5	855.50
5	Lola	Charles Wahtola	5	49	5.5	839.50
6	The Minnow III	Terry Paris	15	37	7.5	749.50
7	C2-Team	Ed Lally	12	36	10.5	706.50
8	Full Circle	Dave Fors	7	33	7.5	605.50
	Faster Horses	Tim Frey	7	27	15.0	517.00
	Kingfisherman	Jamie Kost	5	26	13.5	479.50
	Tracei Ann	Lon Wachsning	7	25	6.5	476.50
	Simon Sez	Bruce Kalonwski	6	25	1.5	461.50
	High Tech Redneck	Brian Gentile	4	14	0.5	264.50
	Many Times	Al Skalecke	2	6	7.5	123.50
	Ups & Downes	Dan Downes	2	5	7.5	107.50
	Bayliner Capri Classic	Anton Sahattchiev	1	1	13.0	39.00
16 Entrants						

Big Fish Results

PLACE	BOAT NAME	CAPTAIN	BIG FISH	
			LBS	OZS
1	Lola	Charles Wahtola	18	1.5
2	Diazepam	John Oberman	17	13.0
3	Salukis Pride	Ian Stewart	16	0.0
4	Jawzon	Jim Stepp	14	11.5
5	Kingfisherman	Jamie Kost	14	0.0
6	Simon Sez	Bruce Kalonwski	13	0.0
7	Full Circle	Dave Fors	11	0.0
	Leprechaun III	Bill Kelly	9	0.5
	Tracei Ann	Lon Wachsning	7	15.5
	Faster Horses	Tim Frey	6	15.0
	The Minnow III	Terry Paris	5	11.5
	Many Times	Al Skalecke	4	12.5
	C2-Team	Ed Lally	4	0.0
	Ups & Downes	Dan Downes	2	14.0
	Bayliner Capri Classic	Anton Sahattchiev	1	13.0
15 Entrants				

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BELMONT YACHT CLUB - THE SUMMER OF 2010

By John Graneto, 2010 Commodore Belmont Yacht Club

The warmest summer in 15 years says one local weatherman. It must have been the heat that got us all excited this year and many boating events.

Looking back over the season brings a mix of emotions. As we re-cap the year's events, it reminds us of the early season excitement, followed by the warming of the weather. Was it just me or did it seem sunnier? Was it just me or did it seem hotter? The BYC carried on in its usual informal fashion with social gatherings and educational events.

One of the first events of the boating season was our Belmont Yacht Club partnership with the Lambda Car Club's Lake Michigan Region's chapter. This event brings out both the land and sea enthusiasts in all of us. It was the third year in a row for this annual event and surely will continue to be one of the highlights of the spring.

Our Membership welcomed back to the harbor this year the Memorial Day weekend with a "Jazzy Brunch". New and potential members were welcomed as guests from the harbor were invited aboard to view our facility. It's always exciting in the spring to think plan ahead and imagine the wonderful boating events that will take place which include the camaraderie of a club.

Like many Yacht Clubs, the season is not "blessed" until the annual Fleet Review. This event sends good luck to the sailors beginning their journeys on the waters. This year's June event was held the same weekend as Father's Day, allowing for many members and guests to have an out of town visitor aboard their ship for the parade of boats.

The mid-season was spattered with a new concept which is individual member sponsored events. These allow individual members to host a small event of their own



choosing and showcase some of their own talents. A lovely wine tasting, held one Friday evening, was the first such gatherings. We hope this becomes an annual event for us as well. Additional social mixers included themed happy hours and cookouts.

The first weekend in August marks the annual There and Back Race coordinated by the loyal members of the BYC. Sailors gather for this small but enthusiastic competition.

Many members like to bring their guests on our rooftop deck to view the weekly fireworks. The addition of the rooftop deck several years ago has provided a great location countless relaxing evenings.

This year our newly formed Education Committee looked into partnering with several speakers for events that would help educate boaters and the community at large on many issues. The most successful of those ideas resulted in

a safety class partnered with Coast Guard Auxiliary. We hope next year brings us more opportunities to provide service back to our boating and non-boating neighbors.

One of the most fun events for the BYC has traditionally been the progressive dinner. Members and their guests stroll from dock to dock, sampling each hosts treats throughout the evening, culminating in a dessert at the club ship.


Boating season this year was one of the more memorable ones in recent history.

The statistics show the 2010 summer averaged 75 degrees -- 6-degrees warmer than 2009 and 4 degrees above normal. Perhaps the winter will be a few degrees warmer as well, as we look forward to the return of our vessels into the harbors in 2011. ⚓

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Rear Commodore	Daniel Waters	Brian Egger	James Sanderson, PC
Secretary	Eric Schuermann	Timothy Harrington, IPC	Fred Van Dorpe
Treasurer	Charles N. Goes, PC		

2010 Staff Officers
Fleet Captain - Fred Van Dorpe • Fleet Surgeon - John Williams, MD • JudgeAdvocate - Barry Lewis, JD
Club Historian - Jane McMillan, PC • Information & Publications - Timothy Harrington, IPC

*After aging for over seventy years,
there has never been a better time to enjoy.*



Some things get better with time. Burnham Park Yacht Club is no exception. Founded in great people and great times, we remain a highlight of entertainment for Chicago's yachting community, as we have for the past seventy four years. While we have seen change, we always make sure the glasses stay full. That much will always stay the same.

Burnham Park Yacht Club

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THE BURNHAM PARK YACHT CLUB

By Breck Grigas, Commodore

It is no secret that Burnham Park Yacht Club has captured the essence of the yachting community in Chicago.

As you sit on our patio breathing in the beauty of the spectacular view of the city skyline, you realize that Burnham Park Yacht Club represents one of Chicago's most beloved hidden treasures.

Over the course of the past 72 years, the club has gone through radical changes, all the while continuing to maintain the same goals: to promote social pleasure and entertainment to its members and to foster, develop and encourage yachting on the Great Lakes. We have not only met and achieved these goals, but we have surpassed them. We have done this by expanding our ideals to include promoting ownership of all types of sail crafts and utilizing the clubhouse in public service projects and events. This has been accomplished by the strong leadership skills, hard work, and the dedication of past commodores, flag officers, and loyal members of the club.

The promotion and participation of yachting as a sport has always been at the forefront of the Club's history. Today, as in the early days of the Club's formation in 1938, we are very active in sailboat racing and powerboat excursions.

In addition to weekend offshore racing, our Sailboat Fleet sponsors a weekly Wednesday night Beer Can Regatta. This is a series of fifteen informal races for sailors, which encourages the family, friends and crew of our members to come out and enjoy the art of sailing. The night is ended here at the club with a special Beer Can Buffet, where the sailors anxiously await the results of the race. In addition to Beer Can Wednesdays, Burnham Park Yacht Club runs three annual races, two buoy races and one long distance race each season.

Each year our Powerboat Fleet plans and organizes a rendezvous for members to actively participate in. The destination changes each year, with Racine being our stop this season. It is a weekend of cruising along the Lake while enjoying the summer with fellow members outside of Burnham Harbor.

Aside from our two fleets, the club offers a Junior Sailing Educational Program for young students between the ages of eight and eighteen. The mission of this program is to provide a safe, fun, and empowering learning environment designed to develop the skills required for



sailing, to promote personal growth and independence within the sport of sailing, and to develop strong decision making skills while encouraging sportsmanship, leadership, and team work.

The Women's Auxiliary at Burnham Park has been an integral part of the success at the club through the years. They continue to donate tremendous services, furnishings, and financial donations, which have been instrumental in the development of the day-to-day operations of the club.

Under the leadership and direction of our Flag Officers and Board of Directors, the Club decided to make a change this past season by hiring a new executive chef and general manager. Our new team brings fresh new energy and excitement to the club with the intentions of providing an enjoyable dining experience and environment for each of its members and guests. As the club continues to move forward into the horizon of a new tomorrow, we encourage you to join us on our voyage into the lively future of Burnham Park Yacht Club. ⚓



ALLIANCE FOR THE GREAT LAKES

By Susan Campbell, Communications Manager
Alliance for the Great Lakes

Folks fortunate enough to gather along the Chicago shoreline in late August were treated to a vision of majestic tall ships rolling in along the curling waves of Lake Michigan.

At around the same time, at numerous points long the west Michigan shoreline, folks were lining up to confront a very different sort of armada being carried in on Lake Michigan's waves: Food wrappers, cigar tips, tampons, syringes, woody debris and more were washing up on west Michigan shores.

It was a repeat of the summer of 2008 when tons of "mystery trash" fouled shorelines there, and volunteer beach adopters with the Alliance for the Great Lakes were once again working with other locals to pick up the debris as it washed ashore.

Though it's not yet clear exactly who's to blame for Michigan's latest trash problem, one thing is clear: It's disgusting. It's also unacceptable, coming 40 years after passage of the federal Clean Water Act.

The wash up followed torrential rains that struck in late July, prompting some 8.5 billion gallons of sewage mixed with stormwater and the street litter it ferries to be flushed into Lake Michigan – more than 2 billion gallons from Milwaukee topped by another 6.5 billion gallons from Chicago.

It's not a new problem, nor is it just a local problem, as was detailed in a report this summer from the Healing Our Waters-Great Lakes Coalition – an umbrella coalition representing the Alliance for the Great Lakes along with more than 100 other environmental, conservation and recreation groups, zoos and museums. Analyzing government data from five Great Lakes cities – Detroit, Cleveland, Buffalo, Milwaukee and Gary, Ind. – the coalition found that together

the cities discharged some 41 billion gallons of untreated sewage and stormwater into the lakes from January 2009 through January 2010.

Combined sewer overflows, or CSOs – as they are known – are one of the most serious pollution problems facing the Great Lakes. Such discharges contain pathogens and viruses that can sicken people as well as wildlife, and force beach closures and health advisories that in turn can hinder tourism.

"The Great Lakes are under siege from sewage overflows," the report's authors stated, yet emphasized there are solutions available to keep beaches open, people healthy and the economy growing.

The main culprit behind these overflows: combined sewer systems that collect and treat both stormwater and sanitary sewage, and that are often overwhelmed by heavy rains. Communities in the Great Lakes basin face a \$23.3 billion tab to modernize and fix wastewater and storm water systems, according to the H.O.W. report. Help may be on the way. A comprehensive Great Lakes restoration strategy, endorsed by the region's mayors, governors, environmentalists and business and industry leaders, recommends a federal investment of more than \$20 billion to restore the lakes – including \$14 billion to upgrade wastewater infrastructure within the Great Lakes basin.

Solving the problem requires a combination of investments in gray infrastructure, such as Milwaukee's and Chicago's Deep Tunnel projects, and green infrastructure – parks, trees, rain gardens, wetlands and green roofs – to capture and cleanse stormwater.

Here in Chicago, where many homeowners experienced basement sewage backups after the August flooding, Alliance President and CEO Joel Brammeier notes the recent flooding was but another reminder of the failure of the Metropolitan Water Reclamation District of Greater Chicago to complete reservoirs designed as part of the Deep Tunnel project decades ago. Although the




Thornton Composite Reservoir and Stage 1 of the McCook Reservoir could be finished within the next five years, the state and USEPA continue to allow the district to stall.

Completion of the reservoirs would help with another Great Lakes problem the Alliance is working hard to combat: the invading Asian carp, which have made their way up the Mississippi River and into the Chicago Area Waterways System – an artificial connection joining the Mississippi and Great Lakes basins for the purpose of sending Chicago's sewage downstream.

"The century-old status quo of using the Great Lakes as sewage backup protection has created a superhighway for invasive species like the Asian carp," Brammeier says. "Reducing the threat of floods is key to any vision for waterways that evolve into an asset rather than a liability."

With climate change predicted to deliver rain to the region in more frequent flooding downpours, the Great Lakes need an equal measure of carrot and stick: dollars to deliver climate-ready, 21st century sewage solutions and regulators willing to enforce those solutions if communities don't step up.

In the meantime, west Michigan is left to wonder how many more times it may be left cleaning up after someone else's problem.

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



CALUMET YACHT CLUB

By Rich Nore

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

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



Club volunteer's work with the 10th Ward Alderman (John Pope) for Chicago's Clean and Green program, lakefront runs, picnic's for the elderly, the Christmas Ship decorations and other worthwhile neighborhood and City sponsored programs. To promote boating skills and safety awareness, the Club has sponsored USCG Auxiliary Boating Safety Courses and voluntary inspections for its members and any interested persons.

While the Club is still considered "blue collar", the membership now includes many professional people (who don't mind getting dirty) and still a prominent population of trade journeymen. Virtually all maintenance is performed by the membership, including installation and removal of our docks, each spring and fall. The long-term success of the Club is directly attributable to the membership, the continual recruitment of new members who share our work ethic, the camaraderie and the unselfish giving of time for the good of the Club. The Club is an active supporter of Community events; each year

The current Bridge is staffed by Commodore Jeff Sadula, Vice-Commodore Rich Nore, Rear Commodore Al Fattore, Past Commodore Ray Spanier, Treasurer Dale Roberts and Secretary Dave Raczkowski.

Within the Club is the other club, the Calumet Harbor Sport Fishermen; it is open to Yacht Club members and non-members alike. The membership promotes ecology, fishing and conservation activities throughout the year. The annual Fish Boil (usually on the last Saturday of August) is an event that features the culinary skills of all the fish club members..

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



Calumet Yacht Club

for 59 years dedicated to safe, responsible boating and conservation of Chicago's greatest natural resource.

2010 Officers

- Jeff Sadula - Commodore
- Richard Nore - Vice Commodore
- Al Fattore - Rear Commodore
- Dave Raczkowski - Secretary
- Dale O. Roberts - Treasurer
- Ray Spanier - Past Commodore





Chicago Corinthian Yacht Club



MEMBERSHIP OFFERS:

- Affordability
- Fun
- Active Social Calendar
- Member Volunteers

CLUB HOUSE AMENITIES:

- Locker Rooms & Showers
- CCYC Restaurant & Bar
- Club Store
- In Harbor Wi-Fi

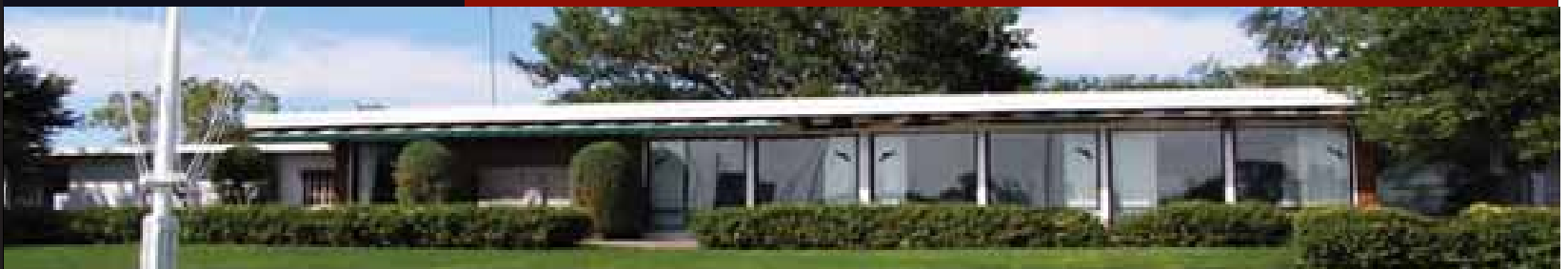
PROGRAMS:

- One Design & Off-Shore Racing
- Power Fleet
- Junior Sailing Programs
- Host to Local, Regional, and National Regattas & Championships
- Nature in the Park for the community children

THE CORINTHIAN YACHT CLUB

Chicago Corinthian Yacht Club is located at Montrose Harbor, the most northerly of Chicago's harbors. Founded in 1934 Corinthian has over 400 members and is one of the friendliest and oldest yacht clubs on the Great Lakes. We host a number of national regattas as well as weekend and club racing for Offshore

and One Design. The harbor is well protected from weather, with an average depth of about 18 feet. With the Chicago skyline to enjoy, respected racing program, active junior fleet, and social calendar, Chicago Corinthian has what it takes to make a boating season memorable! Join CCYC



601 W. MONTROSE DRIVE, CHICAGO 60613

★ 773.334.9100

★ WWW.CORINTHIAN.ORG



photo by Derrick Reig





THE CHICAGO CORINTHIAN YACHT CLUB

2010, Our 76th Year

By Vince Verdone, Commodore- Chicago Corinthian Yacht Club

The Chicago Corinthian Yacht Club, which was founded in 1934, continues to prosper as an organization that supports boating interests for its members and the local community at large.

Located at Montrose Harbor, we are at the extreme northern end of the Chicago harbor system. The Corinthian spirit is the driving force behind everything that we do. We are a completely volunteer club with members from all walks of life. The common thread is a love of boating on Lake Michigan and a desire for our club to be a place where hospitality and an inviting social atmosphere can always be expected. As part of our community involvement CCYC annually sponsors Nature Along the Lake which is a program that teaches Chicago Public School students about ecology and the natural environment. This program supports some 900 children from almost a dozen area schools over a span of several months.

The Corinthian Yacht Club has its annual meeting in October of each year and a new slate of officers and directors is elected. Winter is a busy time for upgrading and repairing club facilities and equipment. This year, in spite of the recession, we were able to upgrade equipment for our galley, refreshment center and the audio visual system. Our club boats were also upgraded.

The off season is also a time for club events and parties. Holiday season means the Christmas Ship and the Big "Kidz" and Little "Kidz" holiday parties. These are followed by the New Years Eve, Valentine's Day and St. Patrick's Day festivities. Each month in the off season we also have a Pot Luck dinner and Movie night. Impromptu parties are common, particularly if one of the Chicago sports teams is doing well. Our Mother's Day annual brunch was successful as usual and excellent food was provided by J & D Catering.

In March of each year we host a sailboat racing rules seminars to help our members keep up to date with the new rules changes. Crew school is an annual event to teach new students about sailing and racing. Racing skippers wait (sometimes not so patiently) to recruit new crew members from the training class. There are also various special training courses during the year which can cover anything from diesel motor operations to lightning protection.

The season officially opened Memorial Day weekend and all Corinthians were ready and eager for the start of another boating season. The Spring Opener Regatta and party were enjoyed by all.

The Chicago Corinthian Yacht Club Junior Fleet teaches our young members water safety and sailing in addition to proper care of the environment. We are proud that this fleet continues to grow and prosper.

Our racing fleets include both large and small boats. The larger small boat fleets include the Rhodes 19, Vanguard 15 and Lightning fleets. The offshore fleet includes many types of boats with a large contingent of Tartan 10s. This year CCYC was also well represented in the annual "Mac" race with 21 boats.

Montrose beach was the site of one of the three city firework displays for the Fourth of July. Many club members watched the display from either the club patio or the deck of their boat. Good food and beverages from the galley and refreshment center made for a perfect evening.

When the weekly rain finally ended in August, Corinthians enjoyed the warm weather boating on Lake Michigan. The "After-the-Air-&-Water-Show" party always is a big hit with Corinthians.

September brought our annual fall regattas, the Hobelman and the Red Flannels. This is the signal that the racing season was coming to an end but recreational boating went until the end of October.

In November we hold our "Commodore's Ball" and present our new officers and directors. A week later comes the CYA Ball, which signals the end of this season and the entire cycle starts anew.

Looking back on 2010, it was another great boating year in spite of national economic woes. With the help of numerous Corinthians we made many club improvements and always managed to have fun. During my tenure as Commodore, I had the help of many Corinthians, and I want to thank everyone for their contributions. 2011 will bring new challenges and opportunities for CCYC. Our officers, directors, and members will continue to face the challenges and take advantage of the opportunities. It is in this way that the Chicago Corinthian Yacht Club will continue to prosper. ⚓



Lat N 40° 52.86' Lon W 87° 36.96'



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CHICAGO YACHT CLUB

by Angela Solomon

Chicago Yacht Club's Verve Inshore leads the way to running more green regattas. Environmental stewardship for the Chicago Yacht Club means more than responsibility, it means interdependence. The yacht club operates in one of the world's greatest natural environments, and in return we are compelled to care for and preserve it for future generations.



The Chicago Yacht Club has made a commitment to reducing any negative impacts of our activities on the community and the environment. During the Verve Cup Inshore Regatta, held at Belmont Station August 28-29, 2010 the Club's goal was to reduce the waste produced by disposable plastic water bottles. Limited edition stainless steel Verve Cup water bottles were provided to all 150 sailors participating in the regatta. Racers refilled their bottles throughout the weekend at free "hydration stations" conveniently located at the club

"I used to buy bottled water for my crew and I couldn't help noticing the pile of empty plastic bottles that collected after each race. It seemed like such a waste, so I asked my crew to bring reusable water bottles that they could fill at the club. Their response was so positive that I decided to promote the idea to more sailors by providing water bottles for all of the crew at the Verve Cup Inshore Regatta," explained Richard Winters, chair of the Inshore Verve and member of Chicago Yacht Club Board of Directors. "As a sailor, I try to reduce my impact on the beautiful natural resources that we all enjoy and I encourage others to do so as well."

Avoiding the use of disposable water bottles is a simple substitution that everyone can take part in and it's these small steps that multiply to truly make a difference to our natural environment.

PLEASE JOIN THE CHICAGO YACHT CLUB IN OUR EFFORT TO PRESERVE OUR NATURAL ENVIRONMENT.


Bottled Water Facts:

The U.S. uses enough plastic water bottles each year to stretch around the Earth more than 190 times. 8 out of 10 of these plastic water bottles end up in a landfill.

Bottled water costs an average of \$12 per gallon - that's 4 times the cost of a gallon of gasoline.

Nearly 40% of bottled water is simply tap water packaged in a disposable bottle.

Tap water costs an average of \$0.002 per gallon. Chicago tap water earned a water quality rating of "excellent" from the National Resources Defense Council. Chicago tap water won a blind taste test against bottled water from Dasani, Ice Mountain and Aquafina.

1.5 million barrels of oil are consumed each year to produce the plastic bottles used in the U.S. That's enough oil to fuel 100,000 cars for a year. 

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COLUMBIA YACHT CLUB

Yachtsmen have long been aware of the adage, “You can’t change the wind, but you can adjust your sails.” Columbia Yacht Club has taken that message to heart this year, adjusting our course to reflect our deep, continued commitment to Chicago, our Lake and our members.



Columbia began 2010 by welcoming **PEGGY BRENNAN** as the Club’s first female Commodore in our 118-year history.

Commodore Peggy Brennan
Commodore Brennan worked closely with the Chicago Police Memorial Foundation to organize and proudly co-chaired the first “Never Forget” Gala, held at Columbia and benefiting the foundation.

The Club also hosted the annual “**TASTE OF COLUMBIA**” **GOURMET FOOD AND WINE EVENT**, supporting our Junior Sailing Program. Columbia offers sailing courses for students of all ages and levels of experience: from our five-year-old “shark bait” students to competitive sailors from Robert Morris College and adults of all sailing skill levels.

A yacht club lives on the water—whether for racing or pleasure boating, the beauty of a day on the lake is what brings us all out. Columbia Yacht Club is dedicated to protecting our waterfront home, taking steps every year to become more eco-friendly. This year our Club Ship, Abegweit, received a new coat of paint, restoring her once again to a beautiful landmark on the lake and, in the process, safely removing the old paint. This year Columbia introduced a Club-

wide recycling program. Single-stream recycling bins are located throughout the Club Ship and on the dock, so both staff and members can take advantage of the program. Our goal is: if it can be recycled, it will be recycled.

ON THE ABBY, Executive Chef Breanna Beike continues to create a dining experience that is second to none. This year, with the support of donations

from membership, Chef Bre created “Abby’s Garden” on the foredeck. Herbs and vegetables grown on our ship are featured daily in the menu, along with offerings from the Green City market and other local, organic, sustainable providers.

Columbia is committed to giving back to Chicago, hosting and promoting an array of environmental and charitable organizations. Through our partnership with the Alliance for the Great Lakes, which works to conserve and restore the world’s largest freshwater resource, Columbia is the official home for the annual **TASTE OF THE GREAT LAKES SUSTAINABLE SEAFOOD EVENT**. And each August members of Chicago’s yachting community gather on Columbia’s docks for the **RED SKY NIGHT GALA** and **LEUKEMIA**

CUP REGATTA, benefitting The Leukemia & Lymphoma Society. We’re proud to host this event, supported by the entire Chicago yachting community, in an effort of fundraising for pride, not profit.

Since 1892 Columbia Yacht Club has proudly served Chicago’s maritime community, as a center for racing, a haven for enthusiasts and a gathering place for friends. We are proud of our heritage, treasuring our traditions while welcoming the opportunities of the future. ⚓



Executive Chef Breanna Beike and Abby’s Garden



Swiss chard growing in abundance in Abby’s Garden

JUDD GOLDMAN ADAPTIVE SAILING PROGRAM

By Robert Lang

The Judd Goldman Adaptive Sailing Program, a learn-to-sail program for the physically disabled, celebrated its 20th Anniversary this year.

EVENT

Over 10,000 individuals have experienced the thrill of sailing on Lake Michigan. The Program, supported by the Judd Goldman Adaptive Sailing Foundation (JGASF), is a unique public/private partnership with the Chicago Park District, founded in memory of Chicago sailor Judd Goldman. Our 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 - the opportunity to "take the helm" to enjoy the sport of sailing.

After 76 years, the Chicago Park District able-bodied sailing program, "Rainbow Fleet" has been renamed the Judd Goldman Sailing Program. The new Manager of Sailing for all the Judd Goldman Sailing Programs, now a full-time position, is former Columbia Yacht Club Sailing Program Director, Joey Harris.

The disabled sailing program began in 1990 with three sailboats. It has grown to a total of twenty-three 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 world-wide by both able-bodied and physically disabled.

The 23-foot Sonar, the third class in our fleet, is also a paralympic boat, also sailed by the able-bodied and disabled alike. Adaptive equipment for our eleven boats



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

Our season typically begins with our Annual Open House, held this year on June 5th. It's an important event that showcases the program to potential new sailors. Even a heavy down pour didn't dampen the spirits of the 400 people who attended. People were able to meet the instructors, take a short sail and then were treated to a complimentary lunch. In addition, two new Sonar class sailboats were christened. Nitemare was donated by the late JGASF Director, Tom Neill and his wife Amy. Of course, it has the traditional Nitemare red hull. A second bottle of champagne was used to christen, Grace, donated by long-time supporters David Weinberg and his wife, Jerry Newton.

In August, the 20th Anniversary Judd Goldman Adaptive Sailing Benefit at the Shedd Aquarium was attended by over 400 supporters, many stating that it was the best benefit yet. The first U.S. Paralympian


gold medalist in sailing, Maureen McKinnon Tucker (2008), spoke of her determination to return to sailing after an accident. Benefit guests of the JGASF were the 19th North American Challenge Cup for Sailors with Disabilities (NACC) competitors. The NACC, hosted by Chicago Yacht Club, has become one of the most prominent disabled sailing events in the world. American Airlines and Hyatt Hotels again 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, such as the Rehabilitation Institute of Chicago, Shriner's Hospital and the Wounded Warrior Project took 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. The Program is located at the beautifully renovated, city water-fed Humboldt and Garfield Lagoons. During the summer over 200 enthusiastic children sail in our ten prams. The environment is unequalled and is an extremely rare experience for a big city recreational program. This unique approach brings the program to the neighborhood rather than the neighborhood to the program. Like the adaptive sailing program, the goal is to achieve self-esteem and independence.

Our 20th year was another great year for the sailors who participate in the Judd Goldman Sailing Programs. We invite all members of the CYA to continue to help support this very unique Chicago charitable foundation that has taught thousands of people with disabilities as well as inner-city youth the joy of sailing. ⚓



THE
LEUKEMIA
CUP
REGATTA

 The Leukemia & Lymphoma Society



Columbia Yacht Club once again was proud to host the annual Leukemia Cup Regatta on August 27-28, 2010.

More than 500 members and guests participated in events over the two days. Through the efforts of all the participating boats and their crews, as well as attendees at the Friday night kickoff event, Chicago's sailing community exceeded their goal and raised more than \$255,000 toward the fight against blood cancers. In the past four years, Chicago's sailing community has raised more than \$1 million in support of the Leukemia & Lymphoma Society.

The weekend began on Friday night when more than 300 supporters of The Leukemia & Lymphoma Society, racers and their guests gathered at Columbia for the traditional "kickoff" party. Over time this event has evolved from a simple race package pickup to one of the most anticipated nights on the lakefront.

Taking the old adage "red sky at night, sailor's delight" to heart, the Friday night party was revamped this year and christened "Red Sky Night." Guests arrived to find Columbia decorated all in shades of red, orange and yellow—reminiscent of our beautiful "red sky" sunsets. Gourmet food, including a raw bar, carving station, pasta bar and delectable dessert table, were stationed throughout the Club Ship.

The auction committee outdid themselves, securing more than 100 items for the raffle, silent and live auctions. Jewelry, exotic trips, boat gadgets, gourmet in-home dinners and wine tastings, theater tickets and more tempted everyone into spirited bidding. In true Corinthian spirit, neighboring yacht clubs Burnham Park, Chicago, Chicago Corinthian and Columbia all donated baskets for the silent auction.

All combined, the evening of gourmet food, wine tastings, incredible auction items and dancing to the sound of Candy Foster and Shades of Blue ensured the Friday night party was a splendid start to the weekend's fundraising activities

Race day dawned bright and sunny, with good winds out of the south/southwest. The regatta hosted 85 boats in ten sections, racing on two circles. Competition was spirited and thanks go out to the race committee for all their work to make the race a fun and exciting day for all participants—from the seasoned participant to the once-a-year novice.

After the race, everyone gathered back on Columbia's dock for a post-race pig roast and dock party. And quite a party it was! The dock was a sea of masts with rafted-off boats, rafts in the water and dancing. The weather was beautiful, the food was amazing and live music by LOCAL FAVORITE kept the festive atmosphere going well into the night.

Brag flags were awarded to the top three boats in each section, and for the top fundraisers. The highlight of the weekend came when the Chicago yachting community proudly presented a check with the weekend's proceeds to the Leukemia & Lymphoma Society.

Everyone who participated in this year's Leukemia Cup Regatta deserves thanks: the committee and all the volunteers who coordinated the weekend's activities, the captains who registered their boats and the crews who set up fundraising pages, the generous donors who made the event and silent auction possible and, especially, everyone who attended any of the weekend's events. This kind of support shows the true spirit and heart of the Chicago boating community, allowing us all to give back to others by turning our fun into fundraising! 



SEA SCOUTS SAILING TO SUCCESS

By, Marty Bernstein, Skipper Sea Scout Ship Challenge, #5111, Columbia Yacht Club

The young men and women of the Sea Scouts in the Chicago Area continue to excel, rack up awards, and gain recognition in competitions and service to the community.



over the region during the year, and bring together teens from several states for fun and adventure, leadership and learning.

This spring, we had the honor of passing the baton of Chicago Area Sea Scout leadership to Belmont Yacht Club Past Commodore, Tim Harrington. Edward B. Stein, now enjoying his status as Commodore Emeritus, turned over the helm that he held as a volunteer for over 60 YEARS! Bravo-Zulu, Ed for a job very well done.



Sponsored by the Boy Scouts of America for co-ed teens, this program thrives thanks to the efforts of volunteers, professionals, sponsors and parents, but exists only through donations from the local sailing community. Boat donations not only provide training platforms,

the proceeds from the sale of these vessels help fund mooring, storage, maintenance and insurance costs.

Of particular note this year, is the top finish of Heidi Rittmeyer and Peter Beid of Columbia's Sea Scout Ship Challenge #5111 at the William Koch International Sea Scout Regatta in August. Competing among 40 teams from the U.S. and nine other nations in Vanguard 420s, Heidi and Peter took 3rd Place overall, with trophies presented by the national Sea Scout Commodore, the national Scouting Executive and Mr. Koch at the U.S Coast Guard Academy in New London, CT.

And for the first time, one of our young men, Alex Zoopoulos, successfully completed SEAL Training, an intensive ten-day on the water program in advanced leadership training for youth petty officers. Alex is the acting Boatswain of Ship 5111.

In July, Sea Scouts with Ship 5924 sailed the Pearson 36 ketch Earendil 220 miles to Menominee, MI to participate in the annual Bayjammer event. They camped along the shore of Lake Michigan, and competed in events like log sawing, log rolling, triathlon, canoe race, volleyball, tug-o-war, knots, compass, bucket brigade, drill, first aid and, of course, the street dance. Afterwards Scouts from Ship 5212 sailed it back to Chicago. These kinds of events are held all

Two young scouts joined separate crews for this year's race to Mackinac Island, and both were part of a father-son team. Michael Crenna joined his dad, John, aboard the Beneteau 36.7, Endeavour - Mike's third Mac; and Nick Bernstein joined his dad and Sea Scout Skipper, Marty aboard the Tripp 36, L.A. Woman for his first Mac Race. This is the fourth straight year that our young men and women have been invited to sail in this prestigious event. It is a fine testament to the training, skill and confidence they receive in the Sea Scouts program.

September saw the 100th Anniversary of Scouting at Northerly Island, with a full day of activities, information, music and fun; and Sea Scouting was well represented. Skippers Bill Luksha and Mark Jenkins plus eight Scouts delivered the J35, Bretwalda to Burnham Harbor, also setting up and manning an information booth at the fest. The real hit of the waterfront venue was the result of a simple demo of a bosun's chair hoist up the mast. When Cub and Boy Scouts clamored for a "ride", Mate Jim Zoopoulos and the Crew from Ships 5111 and 2006 obliged, for hours, as dozens of Scouts patiently stood in line for their turn in the chair. This may be the best recruitment event ever devised.

It is essential that we continue to replace those who are going away to college, or reaching adulthood. The excitement and friendship, life skills and teamwork they experience sink in quickly, and they are hooked on sailing and seamanship, usually for the rest of their lives. Countless senior sailors have reported to us that they began their sailing careers as Sea Scouts.

Again we applaud the hard work and contributions by our volunteers and professionals, fundraisers and sponsors, committee members and boating community for their continued commitment to the Sea Scouts. You are the wind in our sails. ⚓

Venetian Night, Those were the Days... and Nights

The Chicago Yachting Association (CYA) was founded in 1958 in response to Mayor Richard J. Daley's request to organize the city's Yacht Clubs and to organize the first Venetian Night Parade of Boats. The Mayor's outreach to the existing Yacht Clubs led those clubs to realize that only by working together, would they be able to effectively create a Venetian Night worthy of the great city of Chicago. The parade of boats was held in Monroe Harbor and consisted of over 200 boats, lasting until past midnight.

A letter from Richard J. Daley – dated November 10, 1959 reads as follows:

“To all Chicago Yachtsmen:

Chicago is blessed with a lakefront which affords facilities for boating unsurpassed anywhere in the United States. We must develop these to their maximum potential.

Our Yachtsmen have joined enthusiastically when called upon to support those civic programs which their participation made spectacular.

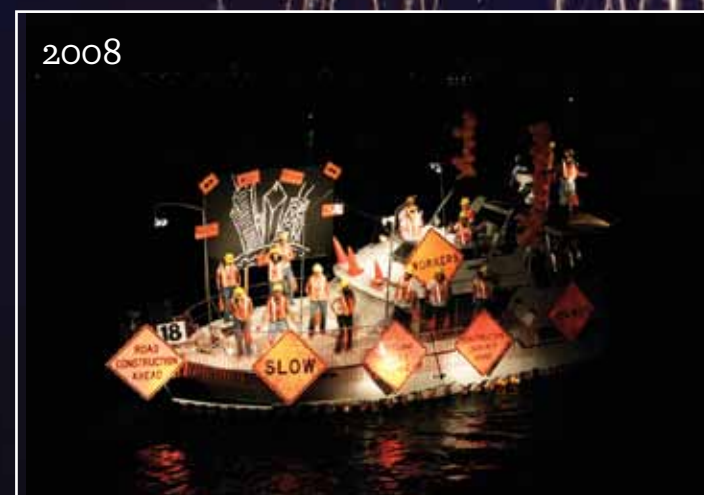
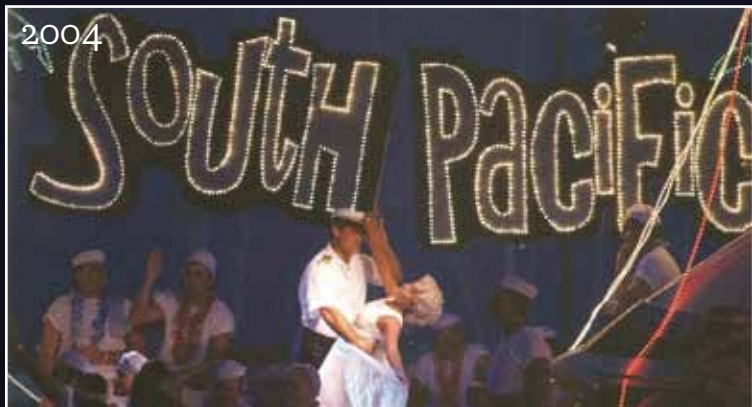
The year 1959 presented opportunities for the Yachtsmen to contribute to the success of several very important programs such as the coming of Her Majesty the Queen of Canada, Operation Inland Seas, the International Trade Fair as well as presenting for the second time the beautiful Venetian Night Parade.

I take this opportunity to urge on our Yachtsmen that they join in gaining our lake and our lakefront recognition as one of the beauty spots of our country.

Sincerely,
Richard J. Daley, Mayor”

In 1962, 102 boats lit up the harbor and dazzled the estimated 150,000 spectators. This was the fifth Annual Venetian Night. By 1982 time constraints were instituted and the field of boats was limited to 35 however the number of spectators increased to half a million. Venetian Night had clearly evolved into a major civic event. What had become a welcome Chicago tradition came to an end with the 2009 Venetian Night Parade of Boats enjoyed by an estimated 750,000 spectators at Monroe Harbor. As we look to the future, we are confident that a sponsor who has enjoyed the Venetian Night Boat Parade in the past will come forward and bring back the event for the people of Chicago.





Diversey Harbor Summer Celebration

By: Kathy Abdul

Celebrate summer; boater style is just what Diversey Harbor did on July 17th, as they hosted their Mini Venetian Parade through the harbor. Organized by Sharon Minoso in June, the nine watercraft parade encompassed small vessels from several harbors. The vessels and their participants were decorated and costumed in the tradition of the much larger traditional Venetian Night which was cancelled this year by the City of Chicago.

The parade which began at 3 pm started at the north end of the harbor and was lead by the harbor master. The Diversey Yacht Club Flag Officers followed as the parade visited each dock and channel. The entrants included Cleopatra with Sharon Minoso, Art Keogel, Tome Drew and Joanie Von Drak; Fireman; Tooth Fairy by Betty Klym and Mike Swiek; Sit'in on the Dock of the Bay with Rick Irwin and Mark Klym' Mardi Gras with Frank and Paula Gagliano and Mina and Dave Rochford Jr.; Homeless; and Gilligan's Island with Lori and Steve Chadwick.

Vessels were judged for 1st, 2nd and 3rd place by their fellow voters. 1st place went to Cleopatra, 2nd place went to Fireman, and 3rd place went to Tooth Fairy. Sharon Minoso, event organizer indicated a challenge was sent out to other harbors and two entries were present representing vessels outside of Diversey HaDiversey Harbor Summer Celebration



2005



2008



TALL SHIPS CHICAGO 2010

By Glenn Braun

THE HUMAN BEING HAS BEEN AN AQUATIC ANIMAL SINCE DAY ONE. NONE OF OUR PRIMATE COUSINS CAN EVEN SWIM, BUT WE SOON PROGRESSED BEYOND THAT. PEOPLE STRADDLED LOGS, PADDLING WITH HANDS AND FEET, LASHED LOGS TOGETHER TO MAKE RAFTS, HOLLOWED OUT LOGS TO MAKE CANOES, SPLIT LOGS INTO BOARDS TO MAKE THE FIRST BOATS BUT ALSO USING BARK, SKINS, BUNDLED REEDS, WHATEVER WAS AVAILABLE THAT COULD BE MADE TO FLOAT, PROPELLED BY POLES, OARS, PADDLES, AND FINALLY SAILS; INVENTED BEFORE THE DAWN OF CIVILIZATION.

Sail reigned supreme from that day to around two hundred years ago, when the advent of steam actually made sail's last great flowering possible. As power ceased to be free, an interest in more efficient hull forms resulted in the Clipper Ships of the mid-eighteen hundreds. Sailing ships grew so large they required steam powered tugboats to nudge them into and out of their wharves, but the hand writing was already on the wall.

By the mid-1920s America's few remaining commercial square-riggers had completed their last voyages. Fishing and oyster dredging under sail had still some decades to go. World War II saw a few relics hauled out of retirement for the sake of free propulsion and magnetic-mine resistant wooden hulls.

1958 saw Hurricane Carrie take down one of the last magnificent sailing vessels still carrying cargo, along with all but a handful of her eighty-six crewmembers.

THE AGE OF SAIL WAS OVER. OR WAS IT?

In 1960 one of the last wooden shipyards in Nova Scotia built a 50% larger than life replica of His Majesty's Armed Transport *Bounty* for the MGM movie starring Marlon Brando and Trevor Howard. The legendary fishing schooner *Bluenose* had been built and launched by the same yard only three decades before and, inspired by the *Bounty*, a *Bluenose II* soon followed *Bounty* down the ways. There were still some old-timers at the yard who had worked on the original and even her old skipper was on hand for the second *Bluenose's* maiden voyage.

It was just around then that President John F. Kennedy had a dream. What if what was left of the world's great sailing vessels could be gathered together for one last hurrah?

The skills and traditions of sail had not yet entirely died away. The feeling in many of the great navies of the world is that nothing builds character and instills a knowledge and respect for the sea like service and training in a square-rigged sailing vessel. Some of the old cargo carrying giants had been preserved and maintained for that purpose and new sailing schoolships were built all through the early twentieth century.

President Kennedy didn't live to see it but in the summer of 1964, training ships from all over the globe, hosted by our own square-rigger, the USCG *Eagle*, came to New York City for Operation Sail, demonstrating



Photographer, Chuck Goes

that the Age of Sail still had some life left.

It didn't happen again until 1976 when the two-hundredth birthday of the United States gave an excuse for another parade of sail to a number of U.S. ports.

Some of the vessels from '64 returned but there were a number of new sail training ships as well. In addition, however, the number of historic replicas increased, a trend started by the *Mayflower II* berthed at Plymouth, Massachusetts, and the aforementioned *Bounty* and *Bluenose II*.

Tall Ships events have occurred a number of times since then, not exactly regularly, but certainly more frequently; visiting more and more ports

around the country, including many on the Great Lakes. Some of the old behemoths may never make it here, but a number of smaller tall ships, and some not so small, have graced the Chicago waterfront more than once.

This year saw Tall Ships Chicago 2010. Navy Pier was ringed by some real beauties. Flagship of the current fleet was the replica of Commodore Perry's *Niagara*, based to some extent on the remains of the actual ship. Perry's victory over the British at the Battle of Lake Erie during the War of 1812 resulted in the capture of several ships including one sloop, the *Friends Good Will*. A replica of this little ship now sails out of the Michigan Maritime Museum in South Haven and accompanied the replica of her captor to Chicago.

The late eighteenth to early nineteenth centuries were well represented by replicas as faithful as modern Coast Guard regulations permit. Our old friend the *Bounty*, now hailing from Greenport, New York was here along with the pretty little Revolutionary Era ketch *Royaliste*, from California.

The swift Baltimore Clippers of the early nineteenth century were the darlings of privateers, smugglers, slavers, and those authorities that sought to suppress smuggling, slaving, and privateering. The lovely, lovely topsail schooners *Pride of Baltimore II* from Maryland, and *Lynx*, also of California, bring the type and their era to life.

The sweet water seas of the Great Lakes have their own lore and traditions with ship types similar to coastal areas and ocean sailing but with many unique features. The triangular foretopsail of the three-masted schooner, *Denis Sullivan* is peculiar to the Lakes, and was once a common sight.

The ubiquitous two-masted schooner was used for cargo, fishing, pilot

boats, yachts, and served as mine sweepers and sub-spotters during the Second World War. The Madeline, Inland Seas, Appledore IV and V resemble typical Great Lakes cargo vessels, and nowadays serve to teach the history, lore and ecology of the Lakes. Pathfinder and Playfair belong to Canada and sail the Great Lakes with young people living aboard and serving as crew. The training schooner Unicorn has a crew consisting entirely of young women.

Chicago's own Red Witch, which still carries passengers on tours around local waters, was built to a design by John Alden. A great yacht designer, Alden was inspired by the fast and able fishing schooners of New England and Nova Scotia. Roseway, however is the genuine article. Built for fishing in Essex, MA in 1925, she served as a Boston Harbor pilot boat through the War and wasn't retired until 1972. She now belongs to World Ocean School.

The oldest vessel of this year's fleet, Europa was built in 1911 as a lightship in Hamburg, Germany. Converted to sail in the 1970s and, hailing now from Amsterdam, she is a beautiful training vessel that literally sails all over the globe. The Roald Amundsen came from the farthest away. She fished the Baltic Sea out East Germany until the 1990s when she was turned into a brig-rigged sailing schoolship. The sloop Fazisi was built in 1989 in the former USSR as an ocean racer. She still races from Poland with Merchant Marine School students as crew.

Traditional in looks, yet thoroughly modern in every other respect, the four-masted schooner Windy calls Chicago home all year round and takes passengers on short cruises during the summer. A handful of exquisite wooden sailboats rounded out the delights afloat at Navy Pier.

But Tall Ships Chicago 2010 didn't end there. Navy Pier's ballroom hosted vendors, museums, and demonstrations while stages around the Pier's east end and in the ballroom itself were alive with sea shantys, storytellers, music and dancing from around the world.

The fledgling Chicago Maritime Museum had a booth in the ballroom. Their mission is to illumine and preserve awareness of Chicago's past as a world class seaport that saw more shipping, under sail and power, come and go than any other port in the country.

BUT WHAT ABOUT THE FUTURE OF SAIL?

Judging from what I saw at Tall Ships Chicago 2010, there should be no worries. ⚓



Glenn Braun Biography

Glenn Braun has loved ships and the sea his entire life and has expressed that love through building and repairing ship models and ships-in-the-bottle, sailing, and, occasionally, writing. Originally from New York, Glenn has recently moved with his family to the Rogers Park neighborhood of Chicago where they're now a mere two blocks away from the Lake.



Photographer, Chuck Goes



Photographer, Karen I. Hirsch



Photographer, Karen I. Hirsch



Photographer, Karen I. Hirsch

TALL SHIPS

Submitted by Karen Randall, President and CEO

Tall ship Adventures of Chicago

On August 24-29th, Navy Pier proudly welcomed more than 20 majestic and historic Tall Ships from around the world. As the owners of our very own Chicago Tall Ships, Windy and Red Witch, we were very excited to be sponsoring host vessels for this wonderful event.

The festival was part of the Great Lakes Tall Ship Challenge, sponsored by the American Sail Training Association, in which Tall Ships from around the country and abroad raced from port to port in the Great Lakes, ending up in their final stop in our fair city. In each city, the fleet hosted visitors in port festivals, organized splendidly by the host ports in conjunction with Patti Lock of Great Lakes Marketing Group. The official winner of the last leg of the port to port race was Friends Good Will, our Great Lakes little Tall Ship whose home port is South Haven, Michigan (*of course, local knowledge is always a favoring influence*)! The Great Lakes Challenge route took them from Toronto, to Cleveland, with other stops in Duluth, Bay City and Green Bay, before the journey to Chicago. For the first time in Chicago, the festival was located in one place: Navy Pier. Visitors were able to view all of them, board up to 12 of the vessels, and even take daily sails aboard five of the tall ships. The Tall Ships will again return in 2013, after the "circuit" takes the fleet first to the Pacific Coast, then back to the Atlantic coast over the next two years.

The pageantry in Chicago kicked off with an opening day Parade of Sail on Lake Michigan, on August 24 - led by the festival committee and my very own husband, Captain Bruce Randall in command of Windy. It was no small task to keep these 20 ships 'in line' at 4 knots of speed and 400 yards apart. But despite a few small traffic jams on the high seas, everything went smoothly! As these gorgeous ships with their billowing sails made their way to Navy Pier's docks, they formed the perfect backdrop for the official Opening Ceremony when thousands of guests lined the end of Navy Pier to hear their histories and to be saluted by cannon fire.

The week overall was filled with fun, and much camaraderie among the ship's crews and Captains, wonderful celebrations given by Navy Pier, and of course the delight in the faces of our guests who came aboard, sailors and landlubbers, kids and adults of all ages, all of whom were enchanted by the majesty of these wonderful ships. While it's impossible to detail all of the stories behind each unique vessel, here are the highlights of a few of the key players this year ...



FROM THE INTERNATIONAL TALL SHIP COMMUNITY, WE WELCOMED:

THE BARQUE EUROPA: Europa was launched in Hamburg in 1911. Her construction had been ordered by the city of Hamburg for use as a lightship. She was bought by a new owner in the 1970's to be gutted and refitted as a sailing ship. A truly global traveler, Europa sails with 10 - 12 professional seafarers, and 50 "guest" crew to places like Antarctica. This is her second trip into the Great Lakes.

THE BRIG ROALD AMUNDSEN: This 165-foot ship was designed and built as a deep-sea fish lugger in 1952 to service the military fleet of former East Germany. When the Berlin Wall came down, history rendered her obsolete and she was laid up in Wolgast, Germany, where she was discovered by a handful of enthusiasts in 1992 and converted and rigged as a traditional brig. Roald Amundsen has since had the mission as an ocean crossing sail training vessel for beginners as well as young and old salts.

Both coasts were represented, for example, from the west, we had Lynx, a California based 122 foot square topsail schooner, which was designed and built to interpret the general configuration and operation of a privateer schooner from the War of 1812. Crowds flocked to her dockside, as she is such a glamorous sight... From the Atlantic side, we were visited by the graceful Tall ship Unicorn, the grand ship Pride of Baltimore 2, and coming all the way from St. Croix USVI, was the Roseway. From the Great Lakes, an impressive little fleet dominated the 2010 festival, including Canadians Pathfinder and Playfair, and the US ships Niagara, Friends Good Will, Denis Sullivan, Appledore, Bounty, and Madeline, in addition to our very own "Homie" Tall ships Windy and Red Witch. Our home town ships sail every summer from May till October for daysails and private charters, right here in Chicago, and this festival was the highlight of our summer, which made all the hard work worthwhile.

Pepsi® Tall Ships Chicago 2010 was a festival with something for everyone, and it created memories that will last a lifetime for everyone who was part of it ... Stay tuned for 2013! ⚓

CATALINA 21 - JEN & DICK BEK CRUISE THE GREAT LAKES

Jane Hirschfield wrote: "The great sea frees me, moves me, as a strong river carries a weed. Earth and her strong winds move me, take me away, and my soul is swept up in joy." For three months, sailing our Catalina 350 Sheet Music, we experienced what Jane so beautifully penned.

Now that we're back in the desert, we would like to share with you a little of what we experienced while sailing over a thousand miles in Lake Michigan and the North Channel of Lake Huron for two months. The North Channel boasts having over 10,000 islands – and this is no exaggeration. This is the third year we have cruised in these beautiful waters – waters where nature is in control, not humans.

THE NORTH CHANNEL is the northern part of Lake Huron, separated from the big water by three islands, Drummond, Cockburn and Manitoulin, the largest fresh water island in the world. We sailed, kayaked, swam, sang and motored in our dinghy to large and small islands for hiking. We visited old logging, fishing, and fur trading towns, anchored out in pristine, quiet coves, and truly got in touch with nature and with ourselves as individuals and as a couple.

Mid June, we launched **SHEET MUSIC IN MILWAUKEE, WI**. Here we commissioned and provisioned her, while enjoying this absolutely beautiful city. Our temporary dock is near the River Walk on the Milwaukee River and within walking distance of the Historic Third Ward District. This area is bustling with downtown business people, tourists and residents who enjoy the many pubs and restaurants. While moored on the river, we enjoy the passing pleasure crafts, party boats and freighters that come into the river to load and unload their cargo (coal, wheat, stone, etc.)



Captains Jen & Dick Bek



Sheet Music in Milwaukee River

EVENT



Jen goes for the "Men Only" door (no surprise)



Sheet Music anchored in a cove

From our slip we are within easy walking distance of the Art Museum, the Science Museum and other points of interest. Downtown Milwaukee's Public Market is similar to Seattle's Pike Street Market, having excellent produce, meat, seafood, herbs, baked goods and eateries.

On July 5th, we set sail for our dream cruise to the **NORTH CHANNEL**. We sailed across Lake Michigan and overnights in the charming old Michigan harbors of Ludington, Frankfort and Charlevoix, all along the eastern shore of Lake Michigan, arriving at Mackinac Island on July 9th. We could see the Mackinac Bridge from 18 miles out which is approximately three hours of sailing time away. Sheet Music's mast is 52 feet high, and we felt like a tadpole going under this huge structure. It was a humbling yet majestic experience to say the least. **MACKINAC ISLAND** is considered to be the northeastern end of Lake Michigan and the beginning of Lake Huron.

Mackinac Island only permits un-motorized modes of transportation, i.e. horses and bikes. During our three days there we toured remarkable historical sites, hiked, circled the island on a bicycle-built-for-two, dined in restaurants overlooking the bay,

listened to folk singers in beach restaurants, and enjoyed probably too much "Mac Island" fudge, which is a treat to die for.

Sailing east to **DE TOUR VILLAGE** we encountered winds up to 50 mph, which Sheet Music handled beautifully. Fortunately, we were within an hour of a harbor when the winds came on us so we were able to duck in for the night before proceeding east and crossing into the Canadian waters of Lake Huron known as the North Channel. DeTour is the last US town before entering Canadian waters. It is located on the edge of the St. Mary's River, through which all the freighters pass as they leave Lake Superior for destinations south. Foreign flag vessels need a US Captain on this stretch of their journey and we actually witnessed the 'changing of the captains' while staying at De Tour.

We reported into Canadian Customs the following day at Blind River. This is one of only a few major towns in the North Channel, so we took advantage of the chance to provision and get fuel. Blind River is also the home of an Irish pub with separate entrances for "men only" and "Ladies with Escorts". Which door do you think Jen went through?

We sailed out of **BLIND RIVER** and anchored for eight nights in three of the most beautiful coves in the world. Near Beardrop Cove, Jen spotted a black bear along the shore while we were exploring the area in our dinghy.

We left these quiet coves for the town of **LITTLE CURRENT**, which connects to the eastern-most town on **MANATOULIN ISLAND** by an old single-lane swing bridge. It has a population of 1,500, similar to Tubac. It was on Little Current that we were fortunate enough to be invited to a North American Indian Powwow where we witnessed the magical ceremonies, feasting, dances and a chant competition between Canadian First Nation tribes and several tribes from the US. Oh yes, Dick did get out and kick up his heels in an open Powwow circle dance. Fortunately he found a bird feather on the ground which he stuck in his pony tail so he could "fit in".

A couple from Chicago (boating friends) drove up to Little Current and joined us for two weeks of sailing east of Little Current toward Georgian Bay. We enjoyed many new anchorages, and the small town of Killarney where we could provision, fuel, and enjoy the best deep-fried white fish ever from the famous "Fish Bus".



Dick accepts the invitation to dance



Kayaking around Fox Island

EVENT



The family-run Fish Bus in Killarney



A hiking break - time for peanut butter

We had only one week alone on Sheet Music before being joined by couple from Cincinnati. We took full advantage of this time anchoring the islands of Louisa and Matheson. While exploring a hidden river, we found an old fort where a number of First Nation people were preparing for a 3-day wedding ceremony (complete with sweat lodge.) They graciously invited us to attend the festivities, but we would have been unable to get back to that remote place and had to move on with our journey.

When our new boat mates came aboard, we sailed off to the **BAY OF ISLANDS** – hundreds of small islands nestled off Canada's mainland. At the anchorage of Froid Bay, near White Fish Falls, we met a Canadian couple who summer there and winter in Mesa, AZ. A small world, eh? The

woman of the family was a music teacher, so you can only imagine the wonderful times we had at their home and on Sheet Music – singing, and playing various instruments.

Our Cincinnati couple sailed with us for three weeks - - enjoying our return trip from the Channel. This part of the trip was also spectacular, providing us with great sailing back across the Channel and onward to Mackinac and Beaver Islands. We then sailed west, crossing Lake Michigan to the top of Green Bay where we enjoyed Fayette and Washington Island. The sail to Washington Island (a 5 hour trip) provided 8-10 foot waves and 50 mph winds, much more excitement than the weather forecast predicted! Fortunately, a following sea helped us sail safely into port. After a day of much needed rest, we headed to Sturgeon

Bay and down the western side of Lake Michigan to Milwaukee.

Thank you for taking a few minutes to sail with us on Sheet Music. If you ever have a chance to visit the North Channel, please do so. It is a spiritual and very enriching experience. Words and pictures can only provide a small opening into the vastness and beauty that surrounded us for our time there. ⚓





Dog Days on the Dock

at
Columbia
Yacht Club is
a yearly event
that is centered
around the
Independence
Day holiday. The
dogs take center
stage dressed
for the occasion
as well as their
owners and have
a parade on the
promenade of
DuSable Harbor.
A fun day is
had by all.





DIVERSEY YACHT CLUB

By Richard Helland, Vice Commodore

Location, location, location, this is what sets Diversey Yacht Club apart from all others. Just steps from Lincoln Park Zoo, Fullerton and North Avenue beaches, the Peggy Notebaert Nature Museum and some of the most popular bars and restaurants the City of Chicago has to offer. Diversey Harbor is truly a gem of a location.

The harbor offers 714 docks and star docks, and a public launch ramp. The Yacht club operates a gas pump offering 93 octane gasoline at very reasonable prices.



The yacht club is situated on the south central end of the harbor. Looking out from inside the club, you see a great view of the harbor and hundreds of boats at dock. Across the harbor is tree lined Lake Shore Drive. During the Chicago Air and Water show weekend you can sit in the galley or bar area and watch the planes perform amazing aerobatics and hear the Blue Angels or Thunderbirds roaring overhead. Or for a better view sit outside on the patio and enjoy the whole show. On quieter days just relax with a glass of wine and watch the ducks and geese swimming in the harbor tending to their young.


Besides the view and location, the club offers many amenities including in-season 24 hours a day, seven days a week access to the club, a full service galley and bar offering breakfast, lunch and dinner, private, clean bathrooms and showers, and social events throughout the year. Even though we are lucky to have a great location and outstanding amenities, the membership is what truly makes the club special. I would describe our membership as a tight knit group, including boaters who have been members for decades as well as many new members, all of whom enjoy getting together throughout the year for club parties and events at the club.

Diversey Yacht Club is known for its lively entertainment and this year has been no exception. The first gathering of the past year was our annual super bowl party. The event was again attended by over 100 members and friends. Following the super bowl party was the St. Patrick's Day buffet and DJ party and next the highly anticipated annual Welcome Back party held the third week of April. By this time there were many boats already in the harbor and the 2010 boating season had begun. All summer, entertainment directors Denise Watanabe and Rob Martucci have been hard at work planning and booking a variety of events catering to various age groups, tastes and styles. Not an easy job and they do it so well!

One of the highlights of the summer was the celebration of the 75th anniversary of the Diversey Yacht Club. The club was chartered in 1935 and has been at the same location ever since. The celebration, held in June, was an all day event and began with the live firing of the club cannon. The festivities included a DJ and an outdoor barbeque in the afternoon, group pictures of past commodores and a live band and dancing in the evening. Commodore Kathy Lesser did a fantastic job of planning the event. Thanks to all of the past commodores and everyone else who attended the event and happy 75th anniversary to DYC!

Unfortunately the City of Chicago cancelled Venetian Night this year but that did not stop Diversey Yacht Club from holding its own version of mini-Venetian day organized by Sharon Minoso. The events were highlighted by a dingy boat parade which included decorated small craft and costumes. Awards were handed out during the party afterward.

Diversey Yacht Club also hosted the annual Children's party which included a petting zoo, fishing clinic, hot dogs and chips, face painting, and the commodore's dunk tank. Thanks to Kathy Abdul for organizing this great event. The list of events at Diversey Yacht Club go on and on including summer fish frys, winter steak frys, and the annual Halloween party, to name a few.

The officers, board of directors and committee members at Diversey Yacht Club work tirelessly to provide a friendly, relaxing and enjoyable club experience for its members and I thank all who have devoted so much time and effort to make the club the success it is today. Yacht clubs are an important part of boating in Chicago and serve as the voice of the harbors and together with the Chicago Yachting Association represent boater's interests in the Chicago Harbor system. Without this representation, the Chicago boating experience would not be what it is today, one of the best in the nation. 

CHICAGO SAIL AND POWER SQUADRON (CSPS)

(A unit of the United States Power Squadron - USPS)

WHO ARE THE MEMBERS OF THE CSPS?

- Power Boaters, Sailors and Paddlers
- Non-boaters
- People seeking to improve their knowledge and skills through boating education
- People with a desire to teach others
- People seeking like-minded people and fraternity
- People seeking civic opportunities to fulfill a need for social responsibility
- People from partnering organizations
- All of the above

WHAT IS THE CSPS?

- A non-profit organization dedicated to safe boating through education
- An organization comprised of boating and non-boating volunteers across the country
- The organization sponsoring the United States Power Squadron University
- The organization that certified power and sail boaters in Inland, Coastal, Advanced Coastal, and Offshore Navigation
- The organization with premier educational boating offerings including hands-on and on-the water training
- An active partner with many other nautical organization and agencies
- All of the above

To join check out our website at: <http://Chicago.uspsd20.org>

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HAMMOND YACHT CLUB

*By John Botich Commodore
Kurt Baker Vice Commodore,
Hammond Yacht Club*

What's in a few years? Quite a bit...at least for the Hammond Yacht Club. As you recall from 2007, all Hammond boaters had to move to prepare for the expansion of the Horseshoe Casino and regrettably the demolition of our previous building.

NOW, we have our new Yacht Club.



The new Hammond Yacht Club is actually attached to the marina store. Our club is a bit smaller, but check out our new amenities. We have a new restaurant with a gamut of food from huge burgers, pizza, and dinner specials at a very reasonable price. We have a new bar with an all new staff including our Manager Kate Kammerer. So if the restaurant does not entice you, try a club that has a "sports bar" atmosphere with 5 large screen HD televisions, or bring in your laptop to use our WI-FI connection for members. Inside you will also definitely get a nautical theme as well. Murals painted on the wall give the sensation of a sunrise at the marina, a walk on the dock and lighthouses from two different marinas. As a result people see that membership has its privileges. Our membership has increased quite a bit since we re-opened in February 2010 for the Super Bowl and a great start to the 2010 boating season.



In early June we officially cut the ribbon to formally inaugurate our new club. Mayor Tom McDermott Jr. conducted the ceremony along with all of the board members, the Hammond Port Authority, and marina staff. We were all excited to finally have our new home.

Thank you to Mayor McDermott, who insisted that a new facility be built at the Hammond Marina to both compensate additional storage for the Port Authority and room enough to facilitate the New Hammond Yacht Club.

Again, welcome back to our members and all of our friends from other fellow yacht club members. We appreciated that you reciprocated while we were "under construction". As always, for other reciprocating clubs, we invite you to drop by and enjoy the fun in our new club! ⚓

2009 CYA INTERCLUB FROSTBITE REGATTA

By Peter Meissner, Rear Commodore, Chicago Corinthian Yacht Club

An eclectic group of four Rhodes 19 sailors from Chicago Corinthian Yacht Club took on three other clubs to win the interclub 2009 CYA Annual Frostbiting Regatta.

Andy Carmarda, Christa Georgeson, Peter Meissner and Jayme Novotney all contributed to bringing home the trophy. Andy skippered 6 races with either Jayme or Christa as his crew, taking first in 5 of the 6 races. Peter skippered the last two races with Jayme, winning a first in the final race. Bonnie and Bill Rossberger were down to see the CCYC victory. Bill, a Past Commodore of CCYC, was the creator of this regatta when he was CYA Commodore.

The race was held by Burnham Park Yacht Club and was run in Burnham Harbor using the 420s. The weather cooperated with sunshine and southerly winds in the 10 to 15 knot range. Eight races were held - windward/leeward with 4 legs (WL4). Every 2nd race, boats were rotated among the teams. Race Committee did a great job. Other clubs participating this year were Columbia Yacht Club, Jackson Park Yacht Club and Burnham Park Yacht Club. ⚓



Bill & Bonnie Rosseberger



Verve Cup, Photo courtesy of Karen I. Hirsch



NOOD, Photo courtesy of Karen I. Hirsch

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Commodore Mary Avellone, Vice Commodore Dennis Hansen, Rear Commodore Steve Pitman





JACKSON PARK YACHT CLUB

At Jackson Park Yacht Club, we cherish our little harbor, our view, and our spot on Lake Michigan. We cherish our diversity, and the array of interests and talents our members bring to the “party” to make it rock. At JPYC if you are a member, you are a volunteer. An exemplar of that slogan is Janet Hansen, Race Committee (RC) Chair and Fleet Captain.

Jan has assembled a loyal RC crew. Some are veteran racers (Bob Maloney). Some have never raced. Some are power boaters (Brenda Murzyn & David Truitt). Some are eager RC’s from other clubs. The core includes Vice Commodore Dennis Hansen, Rear Commodore Steve Pittman, and Past Commodore David Dobbs. JPYC’s RC officiated a dizzying number of events: the Lutz, Bi-State with a Twist, 3rd Leg of Tri-State, Judd Goldman Regatta, MORF Invitational, MORF Open, and JPYC’s Race of the South Lake Series, not to mention Wednesday night races, Frostbiting, and a water-squirting Bennett Cup in Flying Juniors. Our RC had a substantial presence in the NOOD, Verve, J105 North American, and Sheldon Clark Regattas. Jan’s competency is widely recognized as her election to Area III Administrator, LMSRF demonstrates.

But we are not just serious racers. Members took leisurely cruises back from Mackinac, to Green Bay, and to the North Channel. Many of us primarily day sail. Jim Lett managed Kids Day including a card board box boat race featuring kids as the naval architects and shipwrights. Kids actually board and race their vessels.

Paul Thompson III with Membership Chair Cherie Parker created an innovative, interactive booth with personality for Strictly Sail. There Paul met, and we later hosted Nicholas D. Hayes, author of “Saving Sailing: The Story of Choices, Families, Time Commitments, and How We Can Make a Better Future,” for an evening review of his research and insights. We learned to our surprise that the best demographic to target for building interest in sailing is the 35-year old woman! As one outcome of the yeasty discussion that followed, with Paul’s leadership we are developing several future-oriented initiatives to grow interest in boating and our club. The first was a hugely successful Community Sail Night for members’ friends, neighbors, fellow workers, and interested non-boaters from our area.



To ensure an entirely different sort of sustainability, JPYC began its Green Initiative several years ago with Jan Hansen’s nudging. We recycle paper, glass, and aluminum cans with the Chicago Park District supplied bins outdoors and our own special “green” white cans indoors. By now nearly all of us are in the habit of using them. Most member communication is by email thereby reducing paper. We migrated toward a preferred usage policy of washable flatware and china in the galley, avoiding throwaways. Jugged iced water is available rather than plastic water bottles where practical. As new, more efficient, and aesthetically pleasing lighting options come available, we are using them. We recently updated commodes and showers to water-saving designs. We found in Wisconsin a place where tattered U.S. and other flags are collected for recycling rather than creating toxic fumes by burning.

The desire for convenience at times conflicts with the need for sustainability. Our House Chair, Jim Webb, works to balance this imperative as we search for ways to improve our stewardship of our cherished spot on the water.

This our second terrific year with Mario and Lila Gandarilla of Terrace Grill who, with direction of Galley Chair Deb Farino, reliably supplied galley service with scrumptious weekend breakfasts open to all boaters. JPYC has three grand entertainment events annually and several smaller ones, all arranged by Ken Harris. But sometimes the most fun-filled and memorable events are the impromptu ones: barbeques, playing board games, loud but friendly verbal tussles on topics such as how best to feed a Mackinac Race crew, or chatting late into the night on our porch where the world’s issues are tackled and solved (if we could only remember the solutions the next day!). These are examples of JPYC’s brand of Corinthian conviviality.

We cherish our sport, our club, our diversity, and our environment. At Jackson Park Yacht Club, we are acting now to ensure the future of that which we cherish. ⚓

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JOSEPH CONRAD YACHT CLUB

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Andrzej Suchodolski, Vice Commodore
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Elzbieta Chojecki, Secretary
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THE JOSEPH CONRAD YACHT CLUB

By Carol Ryzak

This year, rather than write about the many events of the Joseph Conrad Yacht Club, we would like to focus on our club's flag boat, the s/y FAZISI, proud participant in the 2010 Tall Ships Race on the Great Lakes.

FAZISI, an 82 foot aluminum hull maxi yacht had the honor of being the only Chicago-based yacht to take part in the 2010 Tall Ships Race on the Great Lakes. She is owned by the Polish Yachting Association of North America, a tax-exempt organization 501©3, and took part in the Tall Ships under the command of Past



Commodore of the JCYC and Commodore of PYANA, Isidore Ryzak. The First Officer was Andrzej Suchodolski, Second Officer Stanislaw Zelazny, and crew members Anna Grochowska and Milosz Sowa, all members of the JCYC. Also participating on RAZISI were, from ALTERNATIVES, Inc., two instructors and ten enthusiastic young trainees from Pakistan, India, Argentina, Jordan and the U. S.

FAZISI, who has a rich history, was named after the river when Jason found the golden fleece, and has definitely developed a marked personality over the years. She was built in Soviet Georgia, during the tumultuous political upheavals in the late 1980s, and finished in 1989 in Hamble, Hants, UK. The fascinating story of FAZISI's first race in 1989 - 1990 in the Whitbread Around the World Race, was documented in co-skipper's Skip Novak (Chicagoan) in his 1990 best seller "JOINT VENTURE" and architect of the project and manager, Wlad Murnikov in his book "RACE TO FREEDOM".

The s/y FAZISI made a record 386 nautical miles per day, yet finished the Whitbread Race in the middle of the fleet. After her first race,

she ended up in the United States in Fairhaven, Massachusetts. She was purchased by then Commodore of JCYC Isidore Ryzak, along with other JCYC members in 1999, and after extensive repairs she sailed under his command through the Atlantic and St. Lawrence Seaway to Chicago. In 2000 and 2001, FAZISI raced in the Mackinac. Afterwards, FAZISI sailed to the Caribbean, where she continued to participate in several local races and took part in many excursions. Eventually, she was stored in Antigua, unused, for two years.

In 2006, FAZISI was donated to PYANA. Then Commodore of PYANA Isidore Ryzak accepted the boat, organized a group of sailors from various PYANA member clubs from Chicago, New York, Toronto, and Hamilton, to prepare the yacht for her oceanic voyage to Europe. FAZISI sailed to Poland to participate in the Tall Ships Race 2007 on the Baltic and North Seas. Afterwards, returning from Poland in 2008, she came to Jamestown, Virginia to participate in the celebration of the 400th anniversary of the rival of the first Polish settlers to America. In 2009 she again participated in Tall Ships Race, this time on the Atlantic, with a crew of PYANA members. She sailed: from Bermuda, under the command of Janusz Kedzierski; from Charleston, under Jrek Zubko; from Boston under Isidore Ryzak; from Halifax to Toronto under Walter Matuszewski through the St. Lawrence Seaway to Georgian Bay. FAZISI was spending the winter in Holland, Michigan.

Thanks to the financial support and lots of hard physical labor from PYANA Commodore Isidore Ryzak, along with additional financial support from JCYC Commodore Krzysztof Kaminski this spring, FAZISI began preparations to participate in the Tall Ships Race Great Lakes 2010. However, due to the extensive damages which she sustained during previous voyages, and limited finances, we were not able to prepare FAZISI on time to participate in all the legs of the Great Lakes race. We barely finished work in time to participate in the last leg, from Sturgeon Bay to Chicago, a short but memorable race. But it was worth it! We were the only boat from Chicago, let alone Illinois, from all the fleets. FAZISI came to the finish line two hours ahead of the rest of the fleet, and after corrected times, we were classified in fourth position.

article continued on pg. 67



THE KINGSBURY YACHT CLUB

600 West Chicago Avenue
Chicago, Illinois 60610



The Best Kept Secret in River West!

This intimate marina tucked at the North Bend of the Chicago River is considered the ideal docking location for discerning boat owners in River West and River North. The Kingsbury Yacht Club offers unparalleled convenience and the services of an experienced marina staff, all at affordable season rates that include water, electricity, dock boxes, and access to the members' only bathhouse. Hourly slips are also available.

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. ⚓

EMAIL BCARROLL@CENTRUMPROPERTIES.COM TO RESERVE YOUR BOAT SLIP FOR THE 2011 SEASON TODAY!

WORLD CLASS MATCH RACING IS HAPPENING HERE

It appears the world of sailing is paying attention to Chicago for more than just the Chicago-Mac races. With the emergence of the Chicago Match Race Center (CMRC), the international sailing community has a new reason to visit the Windy City.

Launched in 2009, the Chicago Match Race Center is the brainchild of Donald Wilson, founder of DRW Trading Group, and 2009 US Match Racing Champion Bill Hardesty. After taking up match racing in 2005, Donald Wilson found a way to create a destination for the sport, right here in Belmont Harbor. The CMRC features a full fleet of eight identical Tom 28 Max racing boats, four Elliot 6M boats, a full contingent of umpire and support boats, as well as the 70' houseboat, affectionately referred to as the "breadbox".

Having run 5 events in 2009, the CMRC expanded to ten events in 2010, including a world-class Grade 2 regatta, featuring teams from Russia, Denmark, New Zealand and more. Wrapping up the season, the CMRC is hosting the Richardson Trophy Regatta, which is the YRUGL Great Lakes Championships, as well as the coveted Canada's Cup, pitting the USA vs. Canada as Don Wilson's Convexity team sails against Grant Hood's Vincere team out of Port Credit Yacht Club of Mississauga, Ontario.



When not running regattas, the CMRC hosts member training several days a week. This training program has attracted members from both near and far, as local sailors tune up their match racing skills against some of the newest members, hailing from as far away as Japan.

Word of the world-class program has spread quickly, attracting Ian Williams of Great Britain, and Torvar Mirsky of Australia, both of whom compete on the World Match Race Tour. The CMRC also attracts several women's teams vying to represent the USA in the 2012 London Olympic Games. The women's teams are able to train in the CMRC's Elliot fleet, the boats which will be used in the 2012 Olympic Games, which is one of only 2 such fleets in the Western Hemisphere.

The CMRC is committed to the Chicago community and has opened its events to the public, inviting everyone to watch the events for free, as they are run mere yards away from the North Belmont Harbor seawall.

It's rare to find this level of sailing concentrated in one place, but all of this is happening right here in Chicago. ⚓

VISIT WWW.CHICAGOMATCHRACE.COM FOR MORE INFORMATION.



MUSEUM SHORES YACHT CLUB

By: Commodore Gregory S. Williamson

Next year MSYC will celebrate forty years as a chartered yacht club. Past Commodore Maynard Welch one of the founding members, recalls when the present clubhouse was no more than a steel tool shed.



Maynard is still very active in the daily running of the club. When he is not out on the lake riding his knee board, he is hosting Monday night jazz at MSYC.

Mother Nature shined on us this year with some of the best boating weather we have had in years. Temperatures in the nineties kept boaters and water lovers active all summer.

The refurbishing of our main club house continues with the addition of our new bar. The center piece for the continuing renovation.

Many different events were held by our members this year - everything from birthday to family reunions. Our club also sponsored numerous events this year. We had the Pirates of the Caribbean party. Many members came dressed as pirates and some even decked out their boats as pirate ships.

The **FATHERS DAY BREAKFAST** was once again hosted by Julie Irvin, affectionately known also as "Rooster". Smiles could be seen on the faces of all those who enjoyed the delicious food and received the father day gifts that were all provided by "Rooster". Thank you Julie!

As in past years our club hosted over 150 day campers on two different occasions. The children enjoyed hot dogs, sodas and chips. The day campers were given important information on water and boating safety by our Vice Commodore Ted Parker, and from the children to our seniors. Our club hosted over 100 seniors in conjunction with 5th ward Alderman Leslie Hairston's on two different dates. Good food and refreshments kept our guest smiling all day. Many of the seniors also enjoyed boat rides that were provided by club members, P.C. Hardy White, B.D. Rudolph Bennett, aka "Butch", V. C. Ted Parker, and P.C. Maynard Welch.

The **MONDAY NIGHT JAZZ** continues to flourish. The crowds were over flowing, patrons came from nearby as Hyde Park and far away as Skokie. The club wants to give a special thanks to our Rear Commodore Malissa Randolph, for all of her hard work and dedication to MSYC.

As the season winds down we are looking forward to our annual **FISH FRY**. We are also planning a formal dinner in the fall. So until next season Anchors' Aweigh. ⚓

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For more information regarding membership, customizing a sponsorship package and more, please visit <http://www.ChicagoMatchRace.com> or call 312-515-1685.



Chicago Maritime Festival Saturday, February 26, 2011

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 2010, reached over 3,500 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

MIDWEST OPEN RACING FLEET BY TOM BARNES

Chicago's Midwest Open Racing Fleet is an all volunteer, on-the-water sailing organization dedicated to providing competitive sailboat racing for the smaller racer/cruiser type boats.



You can find MORF racing most weekends on the Olympic circle located just east of Northerly Island. MORF runs it's own races with volunteer committee boats and does its own scoring. Racers are handicapped using our PHRF rating system and results are posted via e-mail and the web. This allows us to keep membership dues affordable.

The MORF fleet ranges from smaller and older racer cruisers though new sport boats up to about 40 feet. MORF is the only venue in Chicago to offer a Multi-Hull in class for every race. This past year MORF has added several former Area III racers in the 87 to 126 rating band, and now has concentrations of boats rating around 90 to 108 and 117-135.

MORF offers its members a variety of racing opportunities. Our regular season consists of two seven-race series - the Performance Series running from late May through early July, and the Competition Series running from late July through early September. Within these series are three two-race "regattas" using short windward/leeward courses, and eight single race dates utilizing a mix of Olympic, trapezoidal and windward/leeward courses.

MORF also offers a five race Lady Skipper Series, a four race Long Distance Series, a single and a double-handed race, and several "casual" races.

The highlight of the Long Distance Series is the Michigan City weekend. This year, Columbia and Burnham Park Yacht Clubs revived their long dormant Michigan City race weekend following the MORF

format of an overnight Friday race to Michigan City and a Sunday race back. Therefore, MORF elected to accept an invitation and to combine our separate Michigan City races into a single event.

MORF also offers several "casual" races that are not scored as part of a series. One of the more popular of these is the "Vintage Boat Circle" race staged the weekend following the start of the Race to Mackinac for those boats not entered in Mac or Hook races. Another is the "Blues Cruise", a medium distance race which finishes just off of Jackson Park so that MORF racers can attend the Jackson Park Yacht Club annual Blues Fest party.

September brings two weekend regattas that are the highlights of the MORF season. The first is the Commodore's Cup Regatta followed by the MORF Open Regatta. The Commodore's Cup is MORF's post-season championship regatta where the winners of the Competition and Performance series race head to head.

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

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 to see where you can join the tradition. ⚓

2010 Commodore's Cruise



The 2010 Commodores Cruise provided an opportunity to get to know one another and foster good working relationships. It was well attended and everyone enjoyed the sumptuous offerings and warm welcomes put forth by the hosting clubs. This year we made the trip by car instead of boats. We thank you all for making the day another big success! *Marshall Fernholz, Chairman, PC Chicago Corinthian Yacht Club.*

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*Southern Shore Yacht Club
 Celebrating our 98th Year*



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*From Under the Bridge at
 Jackson Park Inner Harbor*

Do you have a boat or nautical equipment that you would like to pass on to a good cause? Consider making a tax deductible donation to Nautical Donations, Inc. to benefit the Chicago Area Sea Scouts.



For more information check out their website at www.nauticaldonations.org



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SOUTHERN SHORE YACHT CLUB

By William A. Ruff IV, Commodore – Southern Shore Yacht Club

Our 98th boating season has come and gone at The Southern Shore Yacht Club. Our club is located at Jackson Park Inner Harbor just south of 63rd street & Hayes off of Lake Shore Drive.



Our harbor is the best kept secret on Lake Michigan. Our harbor is tucked away across from Jackson Park golf course, guarded by beautiful tall trees and scenic landscaping. We call it our “diamond in the rough!” Our Harbor Master, Nancy David, and her staff, are always on hand with up-to date information on the Chicago Harbors and the various activities involving Lake Michigan.

After having the privilege of serving two years as the Commodore of the Southern Shore Yacht Club, I have continued to enjoy the diversity of our club. The weather seemed to be the best in many years on the lake this season. The combination of good weather along with our members made our harbor an enjoyable atmosphere. We started the season with our Annual Opening Day Ceremony. Members and their family and friends were in attendance enjoying listening to live entertainment while dining on deliciously catered cuisine. From the decorations to dancing, all in attendance took pleasure in the event. There was a Pirate of the Caribbean party, where some pirates had to walk the plank! Great Tuesday night Steak Fry’s, many dock parties, boat parties, and club parties, were some of the many events that took place at Southern Shore Yacht Club. It was stated by many that this was one of the best seasons at the harbor. We not only played hard, but we worked hard with the upkeep of our clubhouse. We added much requested furniture to the club this year. Two new gas grills were donated to the club for all to use. Many sincere thanks go out to the members, families, and friends for the continued support and participation of our events.

Even though our economy has affected some of our members, we were fortunate to add new members to our harbor and club. We are always looking for opportunities to add members to our family at the Southern Shore Yacht Club. Whether the members are from our harbor, or friends and family members of our harbor, we just have a couple of expectations. Remember, “Boating is not a hobby, it’s a lifestyle” and “Membership has its privileges.” Our Board of Directors and members make our club a relaxing fun filled atmosphere where everyone is welcome.

Due to a career transition, this will be my last year as Commodore of the Southern Shore Yacht Club. While the commitment to serve as Commodore is challenging and time consuming, it is also extremely rewarding. I have been able to bring together a group of individuals that were committed to serving their members and making the experience for all members and guests as enjoyable as possible. I want to thank everyone on the Board and members for their efforts and continued support in making our club a great place to be! I am confident that the Officers and Directors that are following will continue to do their best to serve our constituents to the best of their ability. Hopefully it will be a short winter and we will be back on the water soon! 

CHICAGOLAND BOAT SHOWS TO MAKE A SPLASH THIS WINTER

National Marine Manufacturers Association

Looking for ways to escape the wintry weather this season? For years, Midwest outdoor enthusiasts have flocked to two popular Chicago boat shows – both of which offer a great opportunity to shop and compare some of the best priced boats of the year while stocking up on all the essentials needed for summer fun in the outdoors.

EVENT

The Chicago-based National Marine Manufacturers Association (NMMA) owns and operates 16 boat and sportshows nationwide with two very unique shows offered in Chicago – the Chicago Boat, RV & Outdoors Show and Strictly Sail Chicago. Each has a different appeal and offers something for every type of boating, fishing, RV and outdoor enthusiast.

For many years, the Chicago Boat, RV & Outdoors show has served as the largest indoor show in the Midwest, and Strictly Sail Chicago has established itself as the largest indoor all-sail show in the nation. The 2011 Chicago Boat, RV & Outdoors Show takes place January 12-16 at McCormick Place and will showcase hundreds of boats and new marine accessories, plus an expanded RV area to meet the needs of every road warrior. In addition to the latest products, visitors will find a variety of special interactive features the entire family can enjoy, including free kids' fishing and the Affordability Pavilion showcasing boats at entry-level prices.

"In its 81th year, the Chicago Boat, RV & Outdoors Show will continue to provide visitors with the ideal opportunity in the middle of winter to experience all the outdoors has to offer and gear up for summer fun," said Keith Ogulnick, show manager. "Whether you come to shop the latest products, or take advantage of the family friendly features, this five-day event showcases hundreds of retailers and manufacturers under one roof offering the best bargains of the season."

Strictly Sail Chicago takes place January 27-30, 2011 at one of Chicago's landmarks, Navy Pier. Thousands of sailing enthusiasts from around the country are expected to attend the four-day event to find the newest sailboats and sailing products and take part in hundreds of educational seminars. Launched in 1996, Strictly Sail Chicago is an annual tradition for sailors of all ages to gather in one place to prepare for the upcoming season and socialize with fellow skippers.

"In its 16th year, Strictly Sail Chicago has become a highly anticipated gathering place for sailors looking for the latest in sailboats, accessories and technology at some of the best prices of the year" says Kevin Murphy, show manager. "The world-renowned educational seminars make Strictly Sail Chicago the perfect winter rendezvous for both novice and experienced sailors looking to further their knowledge of sailing."

And new to both shows is the chance to go online to pre-shop boats that will be at the show. By visiting www.ChicagoBoatShow.com and www.StrictlySailChicago.com you can plan ahead and browse for the greatest deals on the newest boats and RV models - searching boats by brand, model and more, in addition to scheduling dealer appointments onsite or at the dealership. ⚓

SHOW INFORMATION: CHICAGO BOAT, RV & OUTDOORS SHOW

January 12 - January 16, 2011
Wednesday: 2:00 p.m. - 9:00 p.m.
Thursday and Friday: 11:00 a.m. - 9:00 p.m.
Saturday: 10:00 a.m. - 9:00 p.m.
Sunday: 10:00 a.m. - 5:00 p.m.
Location: McCormick Place, Chicago, IL
Website: www.ChicagoBoatShow.com

STRICTLY SAIL CHICAGO

January 27 - 30, 2011
Thursday and Friday: 11:00 a.m. - 8:00 p.m.
Saturday: 9:00 a.m. - 7:00 p.m.
Sunday: 10:00am - 5:00 p.m.
Location: Navy Pier, Festival Halls A & B, Chicago, IL
Website: www.StrictlySailChicago.com



elizabeth ashby

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CHICAGO CORINTHIAN YACHT CLUB COMMUNITY ACTIVITIES

By Vince Verdone, Commodore - Chicago Corinthian Yacht Club

The Chicago Corinthian Yacht Club has been an active partner with the lakeside community and local educational institutions for many years.

We are particularly proud of our association with Friends of the Park and Mr. Colin Taylor who is the Director of Environmental Education. The following is a typical yearly agenda written by Mr. Taylor for activities of this organization at our club. It gives a flavor for the close partnership which we have with such a deserving educational organization.

“We are scheduling roughly 35 field trips this fall semester, 5 for winter, and another 35 for spring for a total of 75 events. This includes a special Earth Day program with multiple classes and guest presenters. Fall classes take place in October and November, winter programs in February, and spring programs in April and May. During fall and spring we have a program almost every week day.

Fall curriculum is two-parted: First students have a bird lesson (identification and behavior), then take a bird-watching hike through the “Magic Hedge” with binoculars. After the hike, students share their observations.

After lunch at CCYC’s cafeteria, students have a lesson on the shoreline ecology of Lake Michigan, specifically Montrose Beach. They learn about zebra mussels, crayfish, snails, clams, and gulls. Then the class engages in a “scavenger hunt” on the beach to find these things.

In springtime, students have a second birding hike, and also study the trees and plants in the Montrose dunes. About half of our classes get to engage in an invasive species presentation and fishing lesson with the Illinois Department of Natural Resources.

Overall, we’ll bring roughly 900 students out to the CCYC twice a year from 12 area grade schools. The students are from grades 2-8.

We have been working on guest lectures, including Brenda McKinney from the Department of Natural Resources and Cassandra Hatzfeld from the Forest Preserve District of Cook County. At the end of the

Also, we have our annual Earth Day celebration in April. This spring’s Earth Day celebration brought 75 fifth-graders from Disney Magnet School to the Montrose Harbor on April 22. Led by Environmental Education director Colin Taylor and accompanied by 20 PepsiCo volunteers, the students engaged in a revolving set of activities: sand dune stewardship and clean-up, learning bird calls and bird-watching, games to promote sustainable everyday behavior, the beachcomber scavenger hunt, a nature song sing-along, and a sustainable lunch and nutrition activity.”

This is neither a new nor an isolated activity at CCYC. There are other community and boating events which the club supports. But this is one activity that we are very committed to continuing our sponsorship. One of my far-sighted predecessors began this program and each succeeding Commodore has supported and tried to expand the program. Our thoughts are simple. The lakefront is for everyone and it is up to us, personally, to offer some access



field trips, students are asked to complete a writing assignment of their experiences. These writing projects involve a variety of prose journaling, nature documentation, and sometimes wildlife poetry. We are already working on the 2010/2011 school year, reenlisting most if not all of the currently participating schools, and approaching additional schools for participation.

In terms of special events: September 14 we had a joint celebration of World Water Week with PepsiCo and a class from Marquez Charter School. The state DNR and I lead a presentation about invasive species in Lake Michigan, and then everyone fished for gobies and removed them from the harbor.

to educational organizations. Our charter states that our task is to promote boating in Chicago. What better way than to let the children see firsthand about boating, beaches and water recreation at a yacht club. I have personally seen the smiles and looks of wonderment on the faces of these children. That alone is sufficient for the membership of CCYC to open our facilities and hearts for their entertainment and education for many years to come. ⚓

Boat of the Year by Jerry Metzger

The 2010 Chicago Yachting Association's Boat of the Year competition fielded an outstanding fleet with over 135 boats entered.

2010

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

This year's **PHRF PORT TO PORT CHAMPIONSHIP** had 3 divisions eligible for trophies. In Division 1, the winner was Dorsey Ruley's Scout with 3 points. The second place was tied between Defiance and Raven, each with 7 points; however, after the tie breaker was applied the second place prize was

awarded to Defiance owned by the Smirl, Nielson, Edman, Warnecke and USMMA Group.

The Division 3 first place goes to Steve Dorfman and the crew of On Edge with a total of 7 points.

Division 5 had a very good series. Taking the first place prize with 4 points was the yacht Cynthia owned by James De Vries.

This year's **PHRF BUOY SERIES CHAMPIONSHIP** had one division qualifying for trophies. In Division 1 after a busy schedule of buoy racing, Raven, owned and skippered by Stan Bailey took the first place silver with a total of 27 points.

To qualify for the **OVER-ALL PHRF CHAMPIONSHIP SERIES**, boats must be entered in both the Port to Port Series and the Buoy Series. In determining the winner, the 3 best eligible Port to Port races and the 10 best eligible Buoy races are scored. The boat with the lowest point total of its division scores is the winner. Capturing the Over-All Phrf Championship with an outstanding performance was Stan Bailey and his yacht Raven. Congratulations to Raven and crew for a great win.

Once again, this year's **CHAMPIONSHIP SERIES FOR THE BENETEAU 40.7 FLEET** consisted of a Port-to-Port Series and a Buoy Series. With 2 championship series on the agenda, the Beneteau 40.7s had great racing. At the end of the Port to Port series the first place trophy was won by Collaboration 2 owned by Robert Vickery and Chris Jungmann with 3 points. Taking the second place trophy is Vayu owned by Ron Buzil with a total of 6 points. The third place prize was won by Jay and Cindy Muller's Das Boot with 10 points.

The **BENETEAU 40.7 BUOY SERIES** was also a very competitive series. After the racing was finished, Turning Point owned by Dave Hardy won the first place trophy with a total of 22 points. After a very heated series Collaboration 2 and Vayu were tied for second place, each with 32 points. After the tiebreaker was applied, taking the second place silver was Collaboration 2 owned by Robert Vickery and Chris Jungmann. Third place in the Buoy Series went to Ron Buzil's boat Vayu.

This year saw the **BENETEAU 36.7 FLEET** with a Port to Port and Buoy Series Championship. In the Port to Port Series, first place was won by Robert Foley and his yacht Tried and True with a total of 10 points. Congratulations to Tried and True and crew for the win.

In the **BUOY SERIES FOR THE BENETEAU 36.7S**, Robert Foley's Tried and True also took the first place prize with 16 points. Stingray owned by Steve Pelke took the second place trophy with 21 points, and the third place trophy went to Manuel Cordero's yacht Agitator with a total of 28 points.

The **J-105 FLEET** again had a very ambitious and strenuous series. When all was said and done, Sealark owned by Clark Pellett won the first place trophy with a total of 18 points for the victory. Second place was hotly contested with the yachts The Asylum and Certare tied. Applying the tiebreaker resulted in the second place silver going to The Asylum Team and the yacht The Asylum with 24 points. Third place went to Art Wong and the yacht Certare also with 24 points. The Meyer, Henderson and Brummel group with the yacht Kashmir took the fourth place prize with 26 points.

For the ever competitive **T-10 FLEET**, two series again comprised the Boat of the Year competition, a Port to Port Series and a Buoy Series. Racing in this fleet is always exciting. Capturing the first place in the Port to Port Series was Brian Kaczor's yacht Erica with 8 points. Just 1 point behind with 9 points for the second was Cheap Thrill owned by Nancy and Tim Snyder. Taking the third place with 15


points was Art Strilky's Wombat. John Schellenbach's Mutiny took the fourth place trophy with 16 points followed by Water Works, owned by Rick and Mary Ann Lillie taking the fifth place trophy with 21 points.

In the **T-10 BUOY SERIES CHAMPIONSHIP**, once again, Brian Kaczor's yacht Erica took the first place prize with 29 points. Erica was followed by Steve Knoop's yacht America Flyer with 36 points for the second place prize. Martin and Tina Plonus and the yacht Tango with 38 points took the third place trophy. Bob Warnecke and Steve Karstrand's Lightning took the fourth place prize with 47 points and fifth place went to Tim Rathbun's Winnebago with 49 points.

The lowest combined point scores for the Port to Port and Buoy Championships were used to determine the winner of the T-10 Over-All Championship. We are pleased to announce the T-10 Over-All Champion. Congratulations to Brian Kaczor and crew of yacht Erica for a great performance and for winning the championship for the second consecutive time.

We again want to thank 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's Boat of the Year Committee is chaired by Jerry E. Metzger of the Burnham Park Yacht Club with representatives: Shawn O'Neill, Chicago Yacht Club, Tom Spees, Columbia Yacht Club, Stuart Townsend, Jackson Park Yacht Club and Dorin Candea, Chicago Corinthian Yacht Club.

The Chicago Yachting Association is pleased to have presented this premier event, the Boat of the Year Series, and we want to congratulate not only the winners but also every participant in the series. We look forward to seeing you all on the race course in 2011. 



Raven, photo courtesy of Karen I. Hirsch



Erica, photo courtesy of boatingshots.com

Race Results 2010

LMSRF AREA III

2010 Boat of the Year

Overall Series

PHRF OVERALL

Raven Stan Bailey

T-10 OVERALL

Erica Brian Kaczor

Buoy Series

T-10

1st	Erica	Brian Kaczor
2nd	American Flyer	Steve Knoop
3rd	Tango	Martin & Tina Plonus
4th	Lightning	Bob Warnecke/Steve Karstrand
5th	Winnebago	Tim Rathbun

J/105

1st	Sealark	Clark Pellett
2nd	The Asylum	Team The Asylum
3rd	Certare	Arthur Wong
4th	Kashmir	Mayer, Henderson, Brummel

PHRF 1

1st Raven Stan Bailey

BEN 36.7

1st	Tried and True	Robert K. Foley
2nd	Stingray	Steve Pelke
3rd	Agitator	Manuel Cordero

BEN 40.7

1st	Turning Point	David Hardy
2nd	Collaboration2	Robert M. Vickery & Chris Jungmann
3rd	Vayu	Ron Buzil

Port to Port Series

T-10

1st	Erica	Brian Kaczor
2nd	Cheap Thrill	Nancy & Tim Snyder
3rd	Wombat	Art Strilky
4th	Mutiny	John Schellenbach
5th	Water Works	Rick & Mary Ann Lillie

PHRF 1

1st	Scout	Dorsey Ruley
2nd	Defiance	Smirl, Nielson, Edman, Warnecke, USMMA

PHRF 3

1st On Edge Steve Dorfman

PHRF 5

1st Cynthia James De Vries

BEN 36.7

1st Tried and True Robert K. Foley

BEN 40.7

1st	Collaboration2	Robert M. Vickery & Chris Jungmann
2nd	Vayu	Ron Buzil
3rd	Das Boot	Jay & Cindy Muller

PB

2010 Area III Race Results

Chicago Yacht Club Commodores Cup Regatta May 22

T-10

1st	Winnebago	Tim Rathbun
2nd	Lightning	Bob Warnecke/Steve Karstrand

J/105

1st Certare Arthur Wong

ORR TOT 1

1st Mirage William Dooley

ORR TOT 2

1st Eagle Jerry & Shawn O'Neill

ORR TOT 3

1st Sorcerer Don Draper & Greg Fyksen

BEN 40.7

1st	Collaboration2	Robert M. Vickery & Chris Jungmann
2nd	Turning Point	David Hardy
3rd	Das Boot	Jay & Cindy Muller

Burnham Park Yacht Club Abe Jacobs May 23

T-10

1st	Winnebago	Tim Rathbun
2nd	American Flyer	Steve Knoop
3rd	Mutiny	John Schellenbach

PHRF 1

1st Nitemare Amy Neill

PHRF 2

1st Eagles Wings John J Gottwald

BEN 36.7

1st	Agitator	Manuel Cordero
2nd	Stingray	Steve Pelke
3rd	Tequila Mockingbird	Chris Duhon

Chicago Corinthian Yacht Club Edwin Reinholtzen Spring Opener May 29

T-10

1st	Lightning	Bob Warnecke & Steve Karstrand
2nd	Wild Norwegian	Arvid Eiesland
3rd	Tango	Martin & Tina Plonus
4th	Winnebago	Tim Rathbun

J/105

1st	Kashmir	Mayer, Henderson, Brummel
2nd	Certare	Arthur Wong
3rd	The Asylum	Team The Asylum

PHRF 1

1st Defiance Smirl, Nielson, Edman, Warnecke, USMMA

PHRF 2

2nd Inferno Phillip Dowd

PHRF 3

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

PHRF 3

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

PHRF 4

1st Hit Girl Paul Stahlberg

BEN 36.7

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

BEN 40.7

1st	LaTempete	Tom Weber
2nd	Das Boot	Jay and Cindy Muller
3rd	Vayu	Ron Buzil

Waukegan Yacht Club Chicago to Waukegan June 19

T-10

1st	Cheap Thrill	Nancy & Tim Snyder
2nd	Erica	Brian Kaczor
3rd	Mutiny	John Schellenbach
4th	Retention	Mark Croll

J/105

1st	Y-not	Ginny Waskel
2nd	Sea-U	Peter Baron
3rd	Vytis	Tomas Petkus

PHRF 1

1st	Nitemare	Amy Neill
2nd	Scout	Dorsey Ruley
3rd	Safir III	Robert E Radway

PHRF 2

1st	Graffiti Train	Chris Berger
2nd	Jahazi	Frank Giampoli
3rd	Sirocco 2	Robert Klairmont

PHRF 3

1st	Challenge	Ray Teborek
2nd	Maskwa	Don Waller
3rd	Paradigm Shift	David Dickerson



PHRF 4

- 1st Relentless Peter Fray
- 2nd Hit Girl Paul Stahlberg
- 3rd Nana William McCaffrey

PHRF 5

- 1st Dolce Vita Dr. Thomas G Bleck
- 2nd Cynthia James De Vries
- 3rd Chamade Richard Dickson
- 4th Sirius Rolf Wagner
- 5th Kutty's Ark McGinnis-Morrissey

BEN 36.7

- 1st Tried and True Robert K. Foley
- 2nd Free Radical Robert Nelson

BEN 40.7

- 1st Collaboration2 Robert M. Vickery & Chris Jungmann
- 2nd CanCan Deux Clemens W. Boltz
- 3rd Vayu Ron Buzil

**Great Lakes Yacht Club
Waukegan to Chicago
June 20**

T-10

- 1st Wombat Art Strilky
- 2nd Erica Brian Kaczor
- 3rd Pegasus Andrea Krasinski

J/105

- 1st Sea-U Peter Baron
- 2nd Phantom Mike Carpin

PHRF 1

- 1st Scout Dorsey Ruley
- 2nd Imedi Mark Hauf
- 3rd Goblin Lindy Thomas

PHRF 2

- 1st Hiwassee John Bell & Ian Fisher
- 2nd Eagles Wings John J Gottwald

PHRF 3

- 1st Northstar David Gustman
- 2nd Regardless Team Regardless
- 3rd On Edge Steve Dorfman

PHRF 4

- 1st Hit Girl Paul Stahlberg
- 2nd Scheherezade Jamal Alwattar

PHRF 5

- 1st Kutty's Ark McGinnis-Morrissey

**Chicago Corinthian Yacht Club
Hobelman Regatta
June 26**

T-10

- 1st Erica Brian Kaczor
- 2nd Tango Martin & Tina Plonus
- 3rd Norboy Leif Sigmond
- 4th American Flyer Steve Knoop
- 5th Wombat Art Strilky

J/105

- 1st Sealark Clark Pellett
- 2nd The Asylum Team The Asylum
- 3rd Kashmir Mayer, Henderson, Brummel

PHRF 1

- 1st Nightmare Amy Neill

PHRF 2

- 1st Eagle Jerry & Shawn O'Neill

PHRF 3

- 1st Regardless Team Regardless

BEN 36.7

- 1st Tried and True Robert K. Foley
- 2nd Stingray Steve Pelke
- 3rd As You Wish Sue Hogan, John Heaton, Grace Tsiang

**Columbia Yacht Club
Chicago to Michigan City
July 9**

T-10

- 1st Erica Brian Kaczor
- 2nd Cheap Thrill Nancy & Tim Snyder
- 3rd Water Works Rick & Mary Ann Lillie
- 4th Pegasus Andrea Krasinski

PHRF 1

- 1st Scout Dorsey Ruley
- 2nd Imedi Mark Hauf
- 3rd Raven Stan Bailey

PHRF 2

- 1st Skye Bill Zeiler
- 2nd Graffiti Train Chris Berger
- 3rd Eagles Wings John J Gottwald

PHRF 3

- 1st Wanda Christian Jensen
- 2nd Northstar David Gustman
- 3rd Michela Miguel Gambetta

PHRF 4

- 1st Too Cantankerous Lewis Noe
- 2nd Geronimo Herb Philbrick
- 3rd Whisper Thomas Barnes

PHRF 5

- 1st Cynthia James De Vries
- 2nd Providence Jerry & Greg Miarecki
- 3rd Kutty's Ark McGinnis-Morrissey

BEN 36.7

- 1st Tried and True Robert K. Foley
- 2nd Tequila Mockingbird Chris Duhon

**Burnham Park Yacht Club
Michigan City to Chicago
July 11**

T-10

- 1st Tenacity Suzanne Philbrick

PHRF 1

- 1st Scout Dorsey Ruley

PHRF 2

- 1st Sirocco VI Bill & Viviana Fanizzo
- 2nd Graffiti Train Chris Berger

PHRF 3

- 1st On Edge Steve Dorfman
- 2nd Free Agent Miles De Paepe

PHRF 4

- 1st Relentless Peter Fray
- 2nd SNAFU Mitchell Weisman

PHRF 5

- 1st Fantome Deirdre Martin

**Jackson Park Yacht Club
Lutz Regatta
July 17**

T-10

- 1st Erica Brian Kaczor
- 2nd Tango Martin & Tina Plonus
- 3rd Wombat Art Strilky
- 4th Winnebago Tim Rathbun
- 5th American Flyer Steve Knoop

J/105

- 1st Here's Johnny John Moore
- 2nd Sealark Clark Pellett
- 3rd Certare Arthur Wong

PHRF 1

- 1st Pororoca Gene McCarthy

PHRF 2

- 1st Heartbreaker Eric Oesterle
- 2nd Eagles Wings John J Gottwald
- 3rd Sirocco VI Bill & Viviana Fanizzo

PHRF 3

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

PHRF 4

- 1st Relentless Peter Fray

BEN 40.7

- 1st Das Boot Jay & Cindy Muller
- 2nd Vayu Ron Buzil



Columbia Yacht Club Commodores Invitational August 7

T-10	
1st Lightning	Bob Warnecke & Steve Karstrand
2nd Atra	Mike & Karen Woollen
PHRF 2	
1st Eagle	Jerry & Shawn O'Neill
BEN 40.7	
1st Turning Point	David Hardy
2nd Vayu	Ron Buzil
3rd Collaboration2	Robert M. Vickery & Chris Jungmann

Burnham Park Yacht Club Kathy A. Zukasky Memorial August 14

T-10	
1st Mutiny	John Schellenbach
2nd Erica	Brian Kaczor
3rd Winnebago	Tim Rathbun
PHRF 1	
1st Raven	Stan Bailey
PHRF 2	
1st Eagles Wings	John J Gottwald
2nd Eagle	Jerry & Shawn O'Neill
3rd Graffiti Train	Chris Berger
BEN 36.7	
1st Tried and True	Robert K. Foley
2nd Stingray	Steve Pelke
3rd Fog	Charles H. Wurtzbach
BEN 40.7	
1st Collaboration2	Robert M. Vickery & Chris Jungmann
2nd LaTempete	Tom Weber
3rd Vayu	Ron Buzil

Chicago Corinthian Yacht Club Kaczmarek Cup August 29

T-10	
1st Erica	Brian Kaczor
2nd Norboy	Leif Sigmond
3rd Winnebago	Tim Rathbun
4th Lightning	Bob Warnecke & Steve Karstrand
PHRF 1	
1st Raven	Stan Bailey
PHRF 2	
1st Graffiti Train	Chris Berger

Michigan City Yacht Club St. Joseph to Michigan City September 5

OV ORR A-B	
1st Geronimo	Herb Philbrick
PHRF 4	
1st Geronimo	Herb Philbrick
2nd Dandelion	Tom Jacobs
3rd Zot	Jonathan H. Veersma
PHRF 5	
1st Cynthia	James De Vries
2nd Kutty's Ark	McGinnis-Morrissey

Jackson Park Yacht Club Michigan City to Chicago September 6

OV ORR A-B	
1st Wishes	George Quinlan
T-10	
1st Tenacity	Suzanne Philbrick
PHRF 1	
1st Defiance	Smirl, Nielson, Edman, Warnecke, USMMA
PHRF 2	
1st Elusive	Thomas Vargish
2nd Impulse	Stearns, Miz, Hatfield, Dreher

3rd Graffiti Train	Chris Berger
PHRF 3	
1st Maskwa	Don Waller
2nd Princess M	Carl Chaleff
PHRF 4	
1st Tenacity	Richard H O'Connell
2nd Scheherezade	Jamal Alwattar
PHRF 5	
1st Mise En Place	Paul Thompson
2nd Kutty's Ark	McGinnis-Morrissey
3rd Hope	Michael Leland, MD

Chicago Yacht Club Sheldon Clark September 11

T-10	
1st American Flyer	Steve Knoop
2nd Winnebago	Tim Rathbun
3rd Lightning	Bob Warnecke & Steve Karstrand

J/105	
1st Certare	Arthur Wong
2nd Creative Destruction	Carter Williams
3rd Sealark	Clark Pellett
ORR TOT 1	
1st Flash Gordon	Helmut Jahn
2nd Pendragon	Brian Jackman
3rd Raven	Stan Bailey
ORR TOT 2	
1st Eagle	Jerry & Shawn O'Neill
2nd Eagles Wings	John J Gottwald
BEN 36.7	
1st Tried and True	Robert K. Foley
2nd Stingray	Steve Pelke
3rd Split Decision	Mark D. Norris
BEN 40.7	
1st Excalibur	David Tarson
2nd Turning Point	David Hardy
3rd Collaboration2	Robert M. Vickery & Chris Jungmann

Columbia Yacht Club Mayor Daley September 18

T-10	
1st Winnebago	Tim Rathbun
2nd Lightning	Bob Warnecke & Steve Karstrand
3rd American Flyer	Steve Knoop
PHRF 1	
1st Inferno	Pillip Dowd
PHRF 2	
1st Eagle	Jerry & Shawn O'Neill

Midwest Open Racing Fleet Goose Island Open September 25

BEN 40.7	
1st Turning Point	David Hardy
2nd LaTempete	Tom Weber

BELMONT YACHT CLUB

There and Back Shorthanded Regatta August 7

SINGLE-HANDED	
1st Gangbusters	Mark Gannon
2nd Surprise	Neil Donovan
DOUBLE-HANDED	
1st Whaat's Up	Susan & Paul Herer
2nd Tenacity	Suzanne Philbrick
3rd Program	Victor Allen & Warren Levins
4th Rogue	Steve Valentor
5th Endeavor	Julian Schink

CHICAGO CORINTHIAN YACHT CLUB

Rhodes 19 One Design Hobelman September 18-19

- 1st John Walter
- 2nd Pat Crosby
- 3rd Peter Kovats

Red Flannels Regatta September 25-26

- 1st Bill Faude CCYC, Chicago
- 2nd Carson Menges Carlyle Lake, IL
- 3rd David Stix CCYC, Chicago
- 4th Walsh Temple Reef YC,
Thunder Bay, Ontario
- 5th Pete Orlebecki Fond du Lac, WI

CHICAGO MATCH RACE CENTER

Spring Invitational – (Grade 3) May 15-16

- 1st Don Wilson (USA)
- 2nd Jennifer Wilson (USA)
- 3rd Chris Nesbitt (USA)
- 4th Guy Mossman (USA)
- 5th Steve Lowery (USA)
- 6th Mark Johnson (USA)
- 7th Chris Wurtz (USA)
- 8th Danielle Soriano (USA)
- 9th Robert Sansome (USA)

Chicago Open – A (Grade 3) June 4-5

- 1st Taylor Canfield (VIR)
- 2nd Don Wilson (USA)
- 3rd Steve Lowery (USA)
- 4th Guy Mossman (USA)
- 5th Bob Hughes (USA)
- 6th Danielle Soriano (USA)
- 7th Joe Markee (USA)
- 8th Chris Wurtz (USA)

Chicago Open – B (Grade 3) June 6-7

- 1st Bob Hughes (USA)
- 2nd Guy Mossman (USA)
- 3rd Taylor Canfield (VIR)
- 4th Don Wilson (USA)
- 5th Kevin Teborek (USA)
- 6th Danielle Soriano (USA)
- 7th David Storrs (USA)
- 8th Joe Markee (USA)

Summer Classic – A (Grade 3) July 16-17

- 1st Bill Hardesty (USA)
- 2nd Sally Barkow (USA)
- 3rd Taylor Canfield (VIR)
- 4th Steve Lowery (USA)
- 5th Mark Kroening (USA)
- 6th Jon Singsen (USA)
- 7th Guy Mossman (USA)
- 8th Colin Rathbun (BVI)
- 9th Jennifer Wilson (USA)
- 10th Don Wilson (USA)

Summer Classic – B (Grade 3) July 18-19

- 1st Sally Barkow (USA)
- 2nd Jon Singsen (USA)
- 3rd Bill Hardesty (USA)
- 4th Guy Mossman (USA)
- 5th Colin Rathbun (BVI)
- 6th Josh Kerst (USA)
- 7th Don Wilson (USA)
- 8th Mark Kroening (USA)
- 9th Leo Vasiliev (USA)
- 10th Jennifer Wilson (USA)

Chicago Match Cup – (Grade 2) August 13-15

- 1st Mike Buckley (USA)
- 2nd Reuben Corbett (NZL)
- 3rd Taylor Canfield (VIR)
- 4th Laurie Jury (NZL)
- 5th Bill Hardesty (USA)
- 6th Nicolai Sehested (DNK)
- 7th Don Wilson (USA)
- 8th William Tiller (NZL)
- 9th Chris VanTol (USA)
- 10th Sergey Musikhin (RUS)

Autumn Open – A (Grade 3) September 23-24

- 1st Bill Hardesty (USA)
- 2nd Danielle Soriano (USA)
- 3rd Wataru Sakamoto (JPN)
- 4th Clay Bischoff (USA)
- 5th Kristof Rosinski (POL)
- 6th Seah Chin Yew (HNG)
- 7th Tod Reynolds (USA)
- 8th Bruce Stone (USA)
- 9th Chris Wurtz (USA)
- 10th Eric Christman (USA)

Autumn Open – B (Grade 3) September 25-26

- 1st Don Wilson (USA)
- 2nd Wataru Sakamoto (JPN)
- 3rd Kristof Rosinski (POL)
- 4th Steve Lowery (USA)
- 5th Clay Bischoff (USA)
- 6th Jennifer Wilson (USA)
- 7th Danielle Soriano (USA)
- 8th Austin Dias (USA)
- 9th Eric Christman (USA)
- 10th Bruce Stone (USA)

CHICAGO YACHT CLUB

2009 Jimmy Talbot Memorial Regatta October 3-4, 2009

- 1st R. Plutenko
- 2nd L. Hansen
- 3rd M. Woodworth

2009 Timme Angsten Memorial Regatta November 27-29, 2009

A DIVISION

- 1st Wisconsin Joe Kutschenreuer &
Molly Forbes
- 2nd St. Thomas Brandon Wilson &
Matthew Weisban
- 3rd Minnesota Nick Hovland &
Natalie Sinn

B DIVISION

- 1st Wisconsin Leif Evensen, Patrick
Richards, Carrie
Bargren, Alli Valentor
Ryan Lashaway &
Ariel Peatee
- 2nd Toledo Michael Cornew, Maija
Mikkila, Katherine
Nickle, L.Radomski
- 3rd Northwestern

2009 Fall Frostbite

LASER CLASS SERIES

- 1st Plutenko, Roman
- 2nd Woodworth, Matt
- 3rd Mazin, Rodion

V15 CLASS SERIES

- 1st Schellenbach, John
- 2nd Kaczor, Brian
- 3rd Veilleux, Samuel

420 CLASS SERIES

- 1st Grunert, Marci
- 2nd Bone, Josh
- 3rd Webster, Kent

2010 Spring Frostbite

LASER CLASS SERIES

- 1st Plutenko, Roman
- 2nd Woodworth, Matt
- 3rd Mazin, Rodion

V15 CLASS SERIES

- 1st Han, L.
- 2nd Karlin, Jacob
- 3rd Schellenbach, John

High School Ice Breaker Regatta March 27-28, 2010

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

High School Invitational April 10-11, 2010

- 1st Lake Forest
- 2nd Minnetonka
- 3rd White Bear

Vlad Kobal Memorial Regatta May 1-2, 2010

LASER

- 1st Plutenko
- 2nd Mazin
- 3rd Mull

V15

- 1st Karlin
- 2nd Marden
- 3rd Han

NOOD Regatta June 11-13, 2010

FARR 40

- 1st Flash Gordon 5 Helmut Jahn
- 2nd Inferno Phillip Dowd
- 3rd Virago Stuart Townsend

GL70

- 1st Nitemare Amy Neill
- 2nd Evolution Pete Reichelsdorfer
- 3rd Details Lance Smotherman

PH-1

- 1st Talisman Bruce Aikens
- 2nd Defiance Dale Smirl, Chris Nielson & Tom Edman, US

- 3rd Promo John Kuber

PH-2

- 1st Eagles Wings John Gottwald
- 2nd Spirit Walker Vern Mccain
- 3rd Chaos Jasper Amedio

BEN 36.7

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

BEN 40.7

- 1st Collaboration 2 Robert Vickery
- 2nd Vayu Ronald Buzil
- 3rd Mojo Gary/Jeff/Scot Powell/ Comeaux/Ruhlander

GREAT LAKES 36

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

J 109

- 1st Lucky Dubie 2 Len Siegal
- 2nd Vanda III Jack Toliver
- 3rd Northstar David Gustman

PH-3

- 1st Redrum Scott Bruesewitz
- 2nd 7 George Petkovic
- 3rd Gauntlet Guy Hiestand

T 10

- 1st Tango Martin Plonus
- 2nd Lightning Steve Karstrand & Bob Warnecke
- 3rd Wombat Arthur Strilky

J 105

- 1st Convexity Donald Wilson
- 2nd Vytis Tomas Petkus
- 3rd Messy Jessy Dorin Candea

LEVEL 35

- 1st Aftershock William Newman
- 2nd Bad Dog Larry Taunt
- 3rd Bozos Circus Bruce Metcalf

PH-4

- 1st Good Girl Robert W. Armstrong
- 2nd Stars & Stripes Gerald Gavin
- 3rd TYKLISHAN Richard Stearns

505 North American Regatta June 23-27, 2010

- 1st Augie Diaz and Parry Barclay
- 2nd Parker Shinn and Doug McKeige
- 3rd Mike Martin and Jesse Falsone

Thomas R. Smith Sea Scouts Regatta July 11, 2010

- 1st Heidi Rittmeyer & Peter Bied
- 2nd Emily Harrington & Margaret Johnston
- 3rd Charlie Kaules & Christian Kaules

Chicago Race to Mackinac July 23-24, 2010

CHICAGO-MACKINAC TROPHY

- 1st Lady K Mike Stewart
- 2nd Smokum Too Pete Mather
- 3rd Highlander Jim & Gerrie Sorbie

MACKINAC CUP

- 1st Flying Jenny VI David & Sandra Askew
- 2nd Eagle Jerry & Shawn O'Neill
- 3rd Copernicus Michael & Kate Kennedy

MULTIHULL

- 1st Gamera Matt Scharl
- 2nd Zingara Mark A Segraves & Maria T. Caserta
- 3rd Nice Pair Bruce Geffen, Gary Hall, Bart Hall, Brad Glance

CRUISING DIVISION

- 1st Intangible Tom Falck
- 2nd DogDayz Dan VandenBossche
- 3rd Journey Kurt Anderson, David Pasquith

DOUBLEHANDED DIVISION

- 1st Skye Bill Zeiler & Rich Stearns
- 2nd Surprise David Irish
- 3rd Amateur II William Fagerstrom

BEN 36.7

- 1st Karma Lou Sandoval, Martin Sandoval, Jack Buoscio
- 2nd Tried & True Robert K. Foley
- 3rd Rally Paul Stscherban
- 4th Split Decision Mark Norris

BEN 40.7

- 1st Collaboration 2 Robert M. Vickery & Chris Jungmann
- 2nd Mojo Gary Powell, Jeff Comeaux, Scot Ruhlander
- 3rd Excalibur David Tarson

CRUISING 1

- 1st Intangible Tom Falck
- 2nd DogDayz Dan VandenBossche
- 3rd Tomorrow's Sunshine John G. West
- 4th Mirage John Boyle
- 5th Mise En Place Paul Thompson

CRUISING 2

- 1st Journey Kurt Anderson, David Pasquith
- 2nd Intuition Donald Hanna/Michael Litzkow/Thomas Kershner/ Mark Gillespie
- 3rd Blue Chip Ulrich Noorman
- 4th Hope Dr. Michael Leland

DOUBLEHANDED

- 1st Skye Bill Zeiler & Rich Stearns
- 2nd Surprise David Irish
- 3rd Amateur II William Fagerstrom

GL 70

- 1st Pororoca Gene McCarthy & Robert Zeman, Jr
- 2nd Nitemare Amy Neill
- 3rd Thirsty Tiger Albert G D'Ottavio

J 105

- 1st Certare Mark Nichols
- 2nd Sealark Clark Pellett
- 3rd Vytis Tomas & Gytis Petkus
- 4th Lane 4 Sarah Weersing & William Mathis

J 109

- 1st Lucky Dubie 2 Len Siegal
- 2nd Callisto James Murray
- 3rd Merengue Jack Dau & David Southwell

J120

- 1st Carinthia Frank Kern III
- 2nd Flyin Irish William Bresser
- 3rd Jay Hawker David Sandlin

MULTIHULL 1

- 1st Nice Pair Bruce Geffen, Gary Hall, Bart Hall, Brad Glance
- 2nd Caliente Michael Steck
- 3rd Manitou Fred Ball

MULTIHULL 2

- 1st Gamera Matt Scharl
- 2nd Zingara Mark A. Segraves & Maria T. Caserta
- 3rd Arrow Jeff Wittenberg

SECTION 1

- 1st Talisman Bruce Aikens
- 2nd Fine Line Jay & Allen Gillespie
- 3rd Mirage William Dooley
- 4th Vortices Chris Saxton

SECTION 2

1st	Renegade	Thomas & Beth Ann Papoutsis
2nd	Peacemaker	Kenneth Flaska, Oakcliff Sailing Foundation
3rd	Flash Gordon 5	Helmut Jahn
4th	Chewbacca	Peterson/Nimmer

SECTION 3

1st	Flying Jenny VI	David & Sandra Askew
2nd	Sufficient Reason	Mitchell W. Padnos, Tracy Brand
3rd	Eagles Wings	John J Gottwald
4th	Scout	Dorsey Ruley

SECTION 4

1st	Eagle	Shawn & Jerry O'Neill
2nd	Copernicus	Michael & Katy Kennedy
3rd	Epic	Ray & Winnie Adams
4th	Graffiti Train	Chris Berger

SECTION 5

1st	Marianthe	Eric Moore
2nd	Stars & Stripes	Gerald Gavin
3rd	Sula Sula	Carey Crawford- Brown
4th	Sans Soucis	John Nedeau, Jr.

SECTION 6

1st	Challenge	Ray Teborek
2nd	Bozos Circus	Bruce Metcalf
3rd	Aftershock	William M. Newman
4th	ZippyR	Spencer Thomason
5th	Nemesis	Timothy Kent & Dana Felton

SECTION 7

1st	Lady K	Mike Stewart
2nd	Smokum Too	Pete Mather
3rd	Velero VII	John S. Barbour
4th	Fast Tango	Tim Prophit, Peter Wenzler

SECTION 8

1st	HighLander	Jim & Gerri Sorbie
2nd	Hit Girl	Paul Stahlberg & Dana Underwood
3rd	Cynthia	James B DeVries
4th	Dandelion	Tom Jacobs
5th	Measure for Measure	Brian Tobin

SECTION 9

1st	Souvenir	Steve Schiller
2nd	Providence	Jerry & Greg Miarecki
3rd	Falcon	Greg & Stephanie Moll
4th	Kutty's Ark	George Morrissey & Joe McGinnis

T 10

1st	Retention	Mark & Joni Croll
2nd	American Flyer	Steve Knoop
3rd	Cheap Thrill	Nancy & Tim Snyder
4th	Convergence	Hans Pusch
5th	Mutiny	John Schellenbach
6th	Wild Norwegian	Arvid Eiesland

TURBO

1st	Beau Geste	Karl Kwok
2nd	Runaway	Com. Bruce Burton
3rd	Windquest	Dick & Doug DeVos

SPORTBOAT

1st	Peerless	Brian Torresen
2nd	Say Uncle	Kevin Lemonds
3rd	Shorthanded	Robert C. Hughes

North American Challenge Cup August 6-9, 2010

FREEDOM 20

1st	Bob E. Jones
2nd	Bridget Bodo/Larry Campbell
3rd	Mike Jaffe/Maurice (Dan) Daniher
2.4MR	
1st	Nigist Sewnnet
2nd	Kristi Walker
3rd	Joseph Hill

SONAR

1st	Albert Foster/David Burdette/Ernest Brody
2nd	John Porter/Gerard Tiernan/ Maureen McKinnon-Tucker
3rd	Christopher Murphy

Verve Cup Offshore Regatta August 20-22, 2010

GL 70

1st	Evolution	Kohler Reichelsdorfer
2nd	Details	Lance Smotherman
3rd	Thirsty Tiger	Bert D'Ottavio

PH 1

1st	Bretwalda 3	Bob Pethick
2nd	Twister	Preston Wake
3rd	Imedi	Mark Hauf

FARR 40

1st	Flash Gordon 5	Helmut Jahn
2nd	Inferno	Phillip Dowd
3rd	Pendragon	Brian Jackman

PH 2

1st	Scout	Dorsey Ruley
2nd	Jeannine	John Roeser
3rd	Eagles Wings	John Gottwald

PH 3

1st	Eagle	Jerry & Shawn O'Neill
2nd	Singlemalt	Patrick Moore
3rd	Capricious	Jack Knoblauch

BEN 40.7

1st	Vayu	Ronald Buzil
2nd	Collaboration 2	Robert Vickery
3rd	Das Boot	Jay Muller

J 109

1st	Momentus	Kevin Saedi
2nd	Valor	George Miz
3rd	Full Tilt	Peter Priede

PH 4

1st	Surface Tension	Jeffrey Schaefer
2nd	Graffiti Train	Chris Berger
3rd	7	Team 007

BEN 36.7

1st	Maggie Mae	Peter Wright
2nd	Tried & True	Robert Foley
3rd	Fog	Wurtz bach/Bird
4th	As You Wish	Hogan/Heaton/Tsiang

J 105

1st	Sealark	Clark Pellett
2nd	Latis	Dorothy Mietz
3rd	Lane 4	Weersing/Mathis

T 10

1st	American Flyer	Steve Knoop
2nd	Glider	Lamotte/Font
3rd	Sisu	Jeff Wittenberg
4th	Erica	Brian & Mike Kaczor
5th	Silver Surfer	Simon Beemsterboer
6th	Cheap Thrill	Nancy & Tim Snyder

PH 5

1st	REDRUM	Scott Bruesewitz
2nd	Stars & Stripes	Gerald Gavin
3rd	Bozos Circus	Bruce Metcalf

PH 6

1st	Whisper	Thomas Barnes
2nd	Relentless	Peter Fray
3rd	Measure for Measure	Brian Tobin

PH 7

1st	Awesome	Team CHI NOLA, Awesome-Zephyr
2nd	Planxty	Kate/Dennis Bartley
3rd	True North	Dan Arntzen

DISTANCE RACE DIVISION

1st	Providence	Greg Miarecki
2nd	Hope	Michael Leland
3rd	Sirocco VI	William & Viviana Fanizzo

Verve Cup Inshore Regatta August 28-29, 2010 Keelboat Racing

ETCHELLS

1st	Firebolt	Aaron Housten
2nd	Leverage	Zach Egan
3rd	Mischief	Elizabeth (Betsy) Altman

SHIELDS

1st	Peanut	Kristian Martincic
2nd	Insidious	Gary Ropski
3rd	Robin	Jessica Jamieson

J 24

1st	Mijah	John Heaton
2nd	2XS	Mark Soya
3rd	DuPuis	Steven DuPuis

LUDERS 16

1st	Clipper	William Simpson
2nd	Amiga	Herald Hering
3rd	Gypsy	Richard Winters

RHODES 19

1st	Rhubarb	Bob Jensen
2nd	Heaven	John Walter
3rd	L'Attitude	Daniel Segraves

SOLINGS

1st	Freia	Stephen Bobo
2nd	White Whale	David Crysedale
3rd	Thunder	David Baum

Sheldon Clark Inshore September 11, 2010

ETCHELLS

1st	Rick Kaiser
2nd	Mark Teborek
3rd	Fred Joosten

LUDERS

1st	Bill Simpson
2nd	Richard Winters
3rd	L. Weeks

SHIELDS

1st	Gary Ropski
-----	-------------

COLUMBIA YACHT CLUB

Leukemia Cup August 28

PHRF 1

1st	Eagles Wings	John Gottwald
2nd	K III	Irv Kerbel
3rd	Jahazi	Frank & Lori Giampoli

PHRF 2

1st	Measure for Measure	Brian Tobin
2nd	Whisper	Tom Barnes
3rd	Kahuna	Loren Thompson

C&C 110

1st	Archimedes II	Joe Hummel
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T-10

1st	Winnebago	Tim Rathbun
2nd	Lightning	Steve Karstrand
3rd	Temerity	Doug Baker

J/105

1st	Valhalla	Michael Newman
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BEN 36.7

1st	Soulshine	Jarrett Altmin
2nd	Agitator	Manuel Cordero

JAM 1

1st	Cookie Monster	Peter Goldman
2nd	Songline	Michael & Tammi Abbey

JAM 2

3rd	Mirage	John Boyle
-----	--------	------------

1st	Gyp Sea	Christopher Griffin
2nd	Gadzooks	Steve Kall
3rd	Hop Scotch	Ryan Johnson

JAM 3

1st	Scituate	Mike Turner
2nd	Still Crazy	Ivan Sagel
3rd	Amazing Grace	Jose DeLeon

CATALINA

1st	Karizmaddie	Patrick Reynolds & Linda Sadlowski
2nd	Isis	Bob Moretti
3rd	Westwind	Michael Argyelan

JACKSON PARK YACHT CLUB

Lutz Regatta July 17

OVERALL WINNER

Imedi Mark Hauf

South Lake Series

(with Hammond YC & Indiana Harbor YC)
June-August

OVERALL TEAM TROPHY

Jackson Park Yacht Club

OVERALL INDIVIDUAL WINNER

Escape Hammond Yacht Club

SILVER CUP

Escape Hammond Yacht Club

HACKEL CUP

Mischief Jackson Park Yacht Club

IHYC CUP

Escape Hammond Yacht Club

Bi-State with a Twist Chicago to Michigan City September 5

OVERALL WINNER

Mise En Place Paul Thompson

T-10

1st Tenacity

PHRF 1

1st Imedi

PHRF 2

1st Impulse

2nd Jahazi

3rd Eagles Wings

PHRF 3

1st Maskwa

2nd Momentus

PHRF 4

1st Tenacity

2nd Relentless

PHRF 5

1st Providence

2nd Mise En Place

3rd MR. JJ

JOSEPH CONRAD YACHT CLUB

Joseph Conrad Regatta August 29

GROUP 1

1st	Koko Loko
2nd	Yellow Mellow
3rd	Ilizo De Mar

GROUP 2

1st	Mirage
2nd	Olenka
3rd	Ullnas

Midwest Open Racing Fleet Goose Island Open Regatta September 25-26

CY/N TROPHY FOR OVERALL SPINNAKER WINNER

1st Planxty Denis Bartley

JIM CALLAHAN MEMORIAL FOR

OVERALL JAM WINNER

1st Tempest Hank Kalmus

BENETEAU 40.7

1st Turning Point Peter Schmidt

2nd La Tempete Tom Weber

T-10

1st Lightning B. Warnecke & S. Karstrand

2nd Erica Brian Kaczor

SPIN 4

1st Graffiti Train Chris Berger

2nd Relentless Peter Fray

SPIN 5

1st Whisper Tom Barnes

SPIN 6

1st Planxty Denis Bartley

2nd Kahuna Loren Thompson

SPIN 7

1st Songline Mike & Tammi Abbey

2nd Whisper Steve Koga

MULTIHILL

1st Caliente 2 Michael Steck



... continued from Yachtsperson of the Year - Power (pg.14)

orders to report to Great Lakes Naval Station with Intrigue manned by his regular Aux boat crew plus a contingent from the Chicago Yacht Club Race Committee to run the Cutlass Regatta. Truitt and his crew enjoyed the RC's company so much that Intrigue has continued to serve CYC, COL YC, and JPYC as a race committee boat for numerous regattas. The CMHS also uses Intrigue as their Signal Boat for the annual China Town Dragon Boat Races on the Chicago River off Ping Tom Park. The CMHS has provided the on-the-water race management and race officers for this event for almost ten years.

When the old Charlotte Ann had to be laid to rest in 1995, Truitt felt a deep personal loss. He also knew he had a need for an ample sized two-masted sailing vessel to cruise the Caribbean. He found a lavishly appointed teak deck and teak interior CT 55 ketch in Fort Lauderdale, which he named Charlotte Anne. He and his new first mate, also named Charlotte Anne, (no coincidence), set off for a 3 year cruising odyssey from island to island without agenda. Two and a half years later they encountered a near perfect storm (2 raging storms coming together during a night crossing) on their way to the Dominican Republic, forcing them to use every tactic they knew, including kedging, to stay alive. After the boat was made secure, they (Capt. Dave, the ketch CA and first mate CA) were recruited by an Austrian movie company that was filming in that area, to perform in an exciting segment of a major TV film. The hardest part of this was where they were required to be filmed sailing back out into remnants of the same storm that had just thrown them on the reef only days before.

On Land, Truitt and the CMHS were pleased to respond to a request to help the charitable arm of the Shipmasters, The Shipmasters Memorial Inc. The Shipmasters Memorial was engaged in building a statue to provide Navy Pier with a suitable monument to the shipmasters and their crews that lost their lives serving on ships in the waters of the Great Lakes. Truitt and the CMHS were able to provide sufficient additional funds, negotiate required permits and agreements with the city and meet regulatory requirements so that the project could go forward. The statue, Captain at the Helm, was soon completed and now serves as a focal point for many maritime events at Navy Pier.

Truitt, as Chairman of the Navy League Chicago Council Awards Committee, enjoys the opportunity each year to present the Navy League's Officers Sword Award to most outstanding Cadets/Midshipmen at Northwestern and IIT NROTC Graduation and Commissioning Ceremonies. He also presents the Navy League Theodore Roosevelt Medal to outstanding high school NJROTC graduates at their honors ceremonies

While he himself has enjoyed receiving a number of awards for service, rescues, and other achievements, Truitt insists that his greatest reward has been the wonderful friends he has made, and continues to make, among the members of crew of the Charlotte Ann, the USCG & USCGAUX, the three yacht clubs to which he belongs, the Christmas Ship Exec Committee, and the greater yachting community. ⚓

... continued from Joseph Conrad Yacht Club (pg.49)

We may not have won first place, but we were honored to be included in this event, and very excited to host our young trainees, especially since our Club, the JCYC was established by US immigrants over 40 years ago and our goal for the future is to continue training young people, especially immigrant children, to enjoy sailing. We trust the magical sport of sailing will continue to be a bridge for our newest arrivals, helping them integrate into US society.

Finally, it was thrilling to watch and interact with many of the hundreds of thousands of visitors (approximately 1-1/2 million people) at Navy pier for this enormous event. FAZISI was a contrast to the schooners and square riggers, but we feel she fulfilled an educational role illustrating a modern yacht against replicas of 19th century sailing vessels. The entire experience of the Tall Ships Race on the Great Lakes was truly well-organized. As participants, we would like to thank some of those who made this experience possible. Thank you Mayor Richard M. Daley, all the Navy Pier officials and crews, and to Erin Short and Patti Lock. We were proud to participate in the parade August 24 and gratified to have so many thousands of visitors stop by our yacht during the week. We look forward to the next Tall Ships event ⚓



Photo courtesy of Karen I. Hirsch

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NORTH POINT SAIL RACING ASSOCIATION (NPSRA)

Submitted by Laura Studders, Photography by Mike Ludtke

Just a mile south of the Wisconsin line, you will find a small but growing band of sailing enthusiasts who have put a unique spin on Lake Michigan racing.

YACHT CLUBS




Concluding their seventh season, North Point Sail Racing Association is a not-for-profit organization based at North Point Marina in Winthrop Harbor, Illinois since 2004. With 31 active members, we are sailor/racers who demonstrate comradery as "Our purpose is to encourage,

promote, and support sailboat-racing competition as well as to foster a spirit of sportsmanship amongst members, their families and fellow yachtsman." We welcome all boaters and racers. Even if you do not own a sailboat or are not a NPSRA member, our skippers are always looking for able-bodied crew! Learning to race well helps sailors hone their sailing skills and provides weekly opportunities to really get to know their sloops.

April through September, our members compete in Wednesday evening races, the six weekend race days, as well as four distance races. Moonlight Madness incorporates two races (just for fun) for those dark fall Wednesday nights. Men and women of all ages participate in the fun. After Wednesday night racing, we head north for dinner at nearby Ruffalo's. This establishment has been our clubhouse for years and proudly displays our NPSRA burgee from the rafters! Saturday distance races for spinnaker, main and jib, and multi-hull jams take us to Waukegan, Kenosha, or a combination of these two destinations. Each distance race is followed by a barbeque held at North Point Marina's administration building's patio. The best bargain in town, these four BBQs are included in the annual membership dues of \$125.00. Members bring salads, sides, and desserts to compliment the grilled brats, chicken, and burgers.

Everyone looks forward to this gathering of family, crew, and fellow boaters under the trees. It is a time of sharing ideas and dreams, solving boat issues, and gleaning information on how to better sail your vessel. It's also a time to relax with good friends and to have fun. One of our JAM 1 boats, First Light, acts as committee boat for all races so we tune radios to Channel 72 for communication. Race standings are calculated weekly and are available to view at our website: www.npsra.org. The website offers a plethora of helpful information for sailors including: our upcoming events, weather links, LMPHRF info, and Chicago area boating seminars and boat shows.

In November, we celebrate our racing season with the annual NPSRA business meeting and awards ceremony. Skippers gather with family and crew at a Gray's Lake banquet establishment to enjoy our own photographers' best shots, a formal dinner, and awards recognition. For each Wednesday evening series, weekend series, and the four individual distance races for both JAM 1 and JAM 2, brag flags are accepted and stories shared during this festive soiree.

Many of our members participate in races outside NPSRA during the sailing season such as: the Waukegan and Kenosha regattas, the LMSS Double-Handed and 2 x 2 to Port Washington, Queen's Cup, Hook, WHYC Founder's Cup, and Chicago Mac. Our boats range in length from a Capri 22 to an Aerodyne 47 with most boats in the 35-40 ft. range. You can track the exploits of NPSRA member, Dave Peel, and his boat "Kiva" on our website as Dave fulfills a dream. After completing the 2010 Mac in the cruising division, Dave took his Aerodyne 47 through the Great Lakes and the Erie Canal to NYC and Mystic, CT and is preparing for the Carib 1500 Rally. Godspeed Dave! We wish you all the best. Have we peaked your curiosity? Feel free to click on our website and contact us. NPSRA members will always take the time to promote fellowship, seamanship, and sportsmanship. 



Slip Into... **North Point Marina**

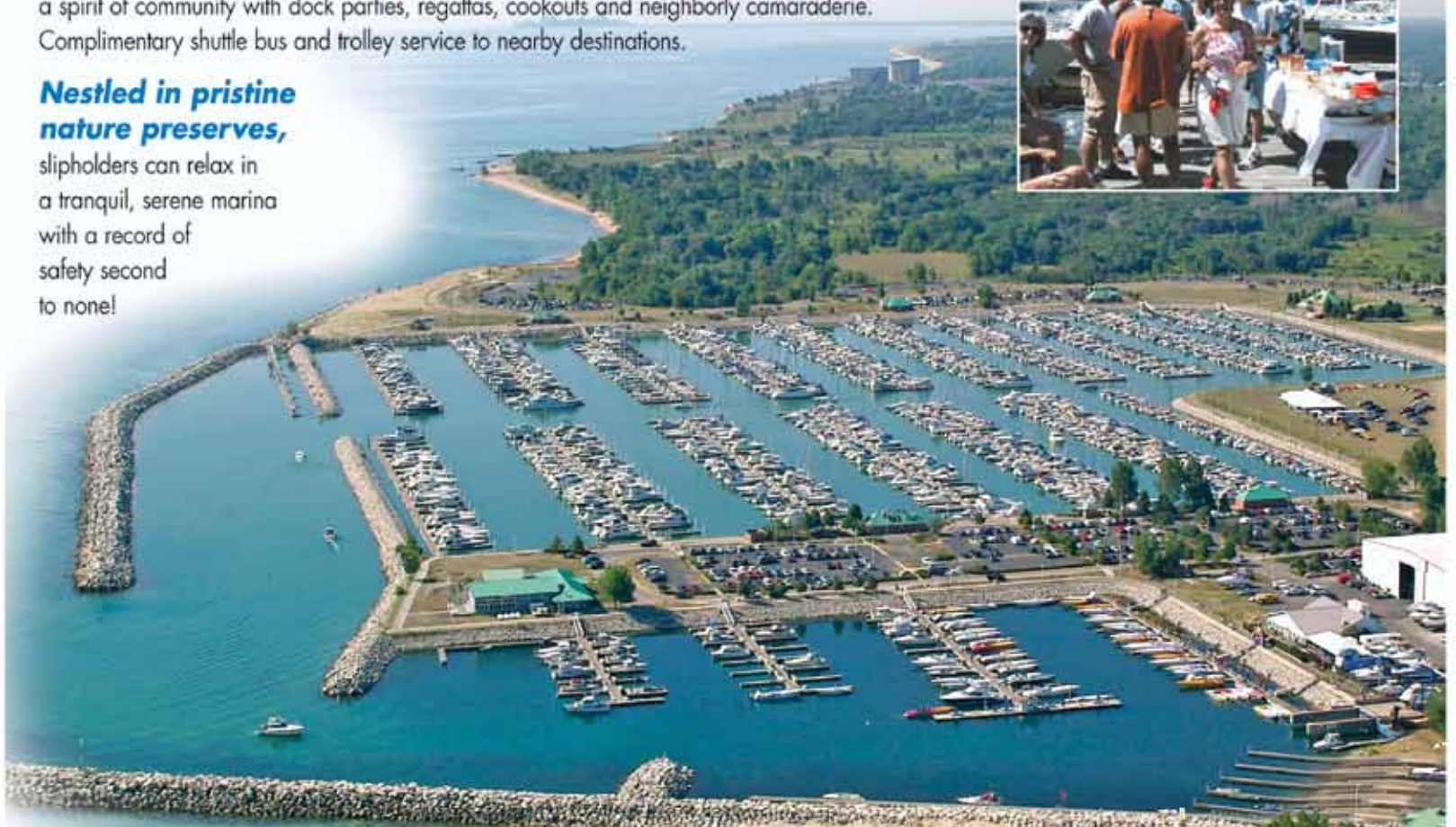
With unequalled amenities, the best kept secret on Lake Michigan has affordable slip rates that include water, electricity, extensive television channel line-up, free pump-outs, dock lockers and carts, 24-hour security and much more... all with no taxes or surcharges.

Enjoy the luxury generous restricted parking and plentiful, clean and convenient private bathhouses with showers and laundries - all within steps of your dock!

Wide fairways compliment a protected floating dock system with slips from 30 to 60 feet and end-ties to accommodate mega-yachts.

A world-class vacation retreat where slipholders are catered to in the atmosphere of a luxury resort. Activities abound and slipholders have a spirit of community with dock parties, regattas, cookouts and neighborly camaraderie. Complimentary shuttle bus and trolley service to nearby destinations.

Nestled in pristine nature preserves, slipholders can relax in a tranquil, serene marina with a record of safety second to none!



Compare our on-site amenities: yacht club, restaurant and bar, long sandy beaches for swimming or strolling, hiking and biking trails, basketball/volleyball courts, playgrounds, picnic areas with grills, charter fishing fleet with full fishing amenities, complete boat maintenance and repair, launch ramps, fuel and winter storage options.

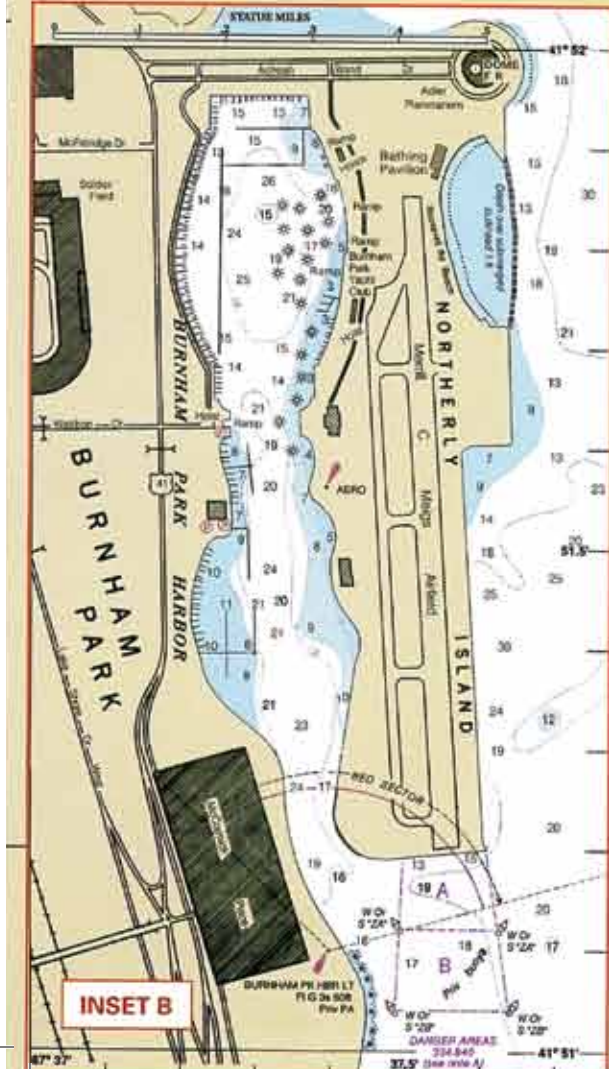
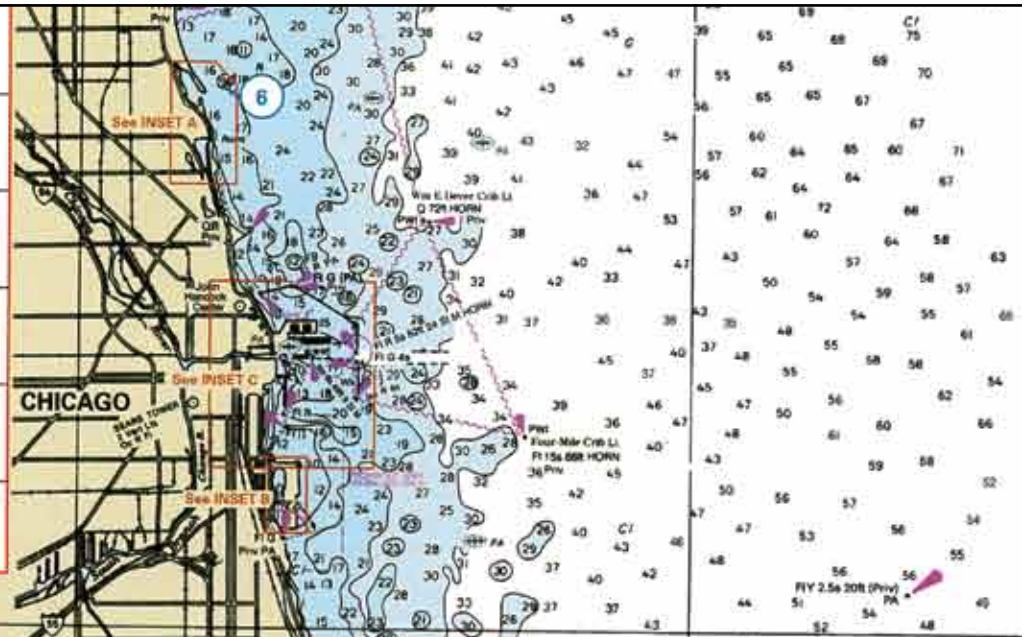
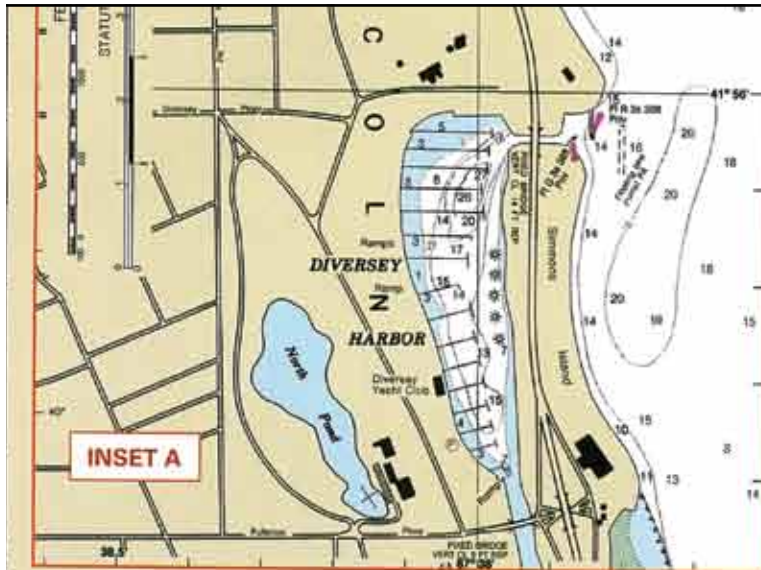


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GPS WAYPOINT TABLE

Site	Latitude	Longitude
1	42°21.65'N	87°47.85'W
2	42°18.00'N	87°48.80'W
3	42°08.20'N	87°35.30'W
4	42°05.65'N	87°38.90'W
5	41°58.00'N	87°35.40'W
6	41°56.61'N	87°37.60'W
7	41°53.31'N	87°35.36'W
8	41°52.88'N	87°35.42'W
9	41°52.55'N	87°36.56'W
10	41°48.40'N	87°32.10'W
11	41°45.60'N	87°28.05'W
12	41°43.40'N	87°20.85'W
13	41°43.81'N	86°54.78'W
14	41°48.13'N	86°45.26'W
15	42°07.00'N	86°30.10'W
16	42°24.00'N	86°17.70'W

