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TABLE OF CONTENTS

Page 4 *New Members Reception*
Page 5 *Lasers, Lasers, Everywhere*
Page 6 *The Solings – A Brief History*
Page 8 *CYC Fleet Review Procedure*
Page 10 *22 Square Meters*
Page 11 *You've come a long way, baby*
Page 12 *Luders 16 History*
Page 13 *Bowling / Power & Sail Schedules*
Page 14 *Shipwreck Party*
Page 15 *Belmont Opening*

SAILORS – OUR SEASON IS HERE

The time is upon us – the time we have been waiting for thru the long cold winter – the joyous sailing season. Come Memorial Day weekend faces will be wreathed in smiles and old rivalries will rise to the surface like popped corks.

OUR COVER

The cover photograph is one of Luders 16. The picture was shot in 1970, during the Luders 16 International Championship held that year at the Chicago Yacht Club, Belmont Harbor Station. Contrary to the custom of other fleets in the Club, the Luders sailors take only their sails to compete in the Internationals. The hulls are provided by the host club.

The crew in this picture consisted of Sam Clarke, skipper with Craig Morris, John Carlson, and Dixie Dowrie.

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CALENDAR OF EVENTS FOR MAY, 1977

Belmont
Opening Dinner Dance at Belmont, May 14th
May 19th & 26th, Buffet Dinner
May 20th & 27th, Dinner
May 21st & 28th, Luncheon, Dinner
May 22nd & 29th, Luncheon, Dinner
May 30, Memorial Day, Luncheon, Dinner

Monroe
May 16th, Annual Luncheon & Fashion Show
May 17th, Board of Directors Meeting
May 21st, Power Yacht Dinner Dance, Please call for reservations!
May 30th, Memorial Day Brunch & Buffet Dinner
May 31st, Cold Buffet Lunch, *Closed* Evening

Memorial Day, Flag raising ceremony at *Belmont* begins at 10:30 A.M.
Memorial Day, Flag raising ceremony at *Monroe* begins at 11:30 A.M.

Starting May 8th, Luncheon & Buffet Dinner on Sundays, NO BRUNCH!
Except May 30th, Memorial Day will serve brunch.

BLINKER, the magazine of the Chicago Yacht Club, is published monthly by the Chicago Yacht Club Publications Committee, Jim Roe, Chairman and Editor. Change of address and articles for publication should be submitted not later than the 5th of each month to: *BLINKER,* Chicago Yacht Club. Foot of Monroe Street, Chicago, Illinois 60603. Second Class Postage paid at Chicago, Illinois. Copyright Chicago Yacht Club, 1977.

Mr. and Mrs. Robert Hillebrand, new members.

Rodney and Jim Crumley, new members.

The Nugents, and The Barbers.

Jo Ann Larkin Hillebrand, holding copy of 1949 *Blinker* showing her picture as a child, on the cover. Daughter of Mr. and Mrs. E. V. Larkin.

New Members Party

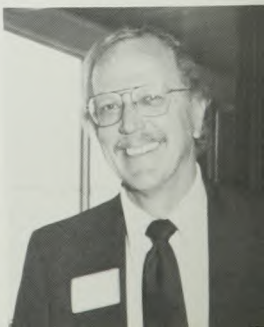
On Sunday, May 1st, the Power Yacht Fleet held a reception for new power boat members at the Monroe Street clubhouse. It was a great success, providing an opportunity for the current members to meet the newcomers. Bill Templeman served as Committee Chairman, and had everything well organized. Commodores were there: Commodore and Mrs. Wil Haag, Vice Commodore Phil Watson, and Rear Commodore Roy Spanjer. Chairman Nick Giovan of the Power Yacht Fleet was among the greeters. Everyone had a very good time, it should be a precedent for future gatherings for new members.

Photos by Mike Long

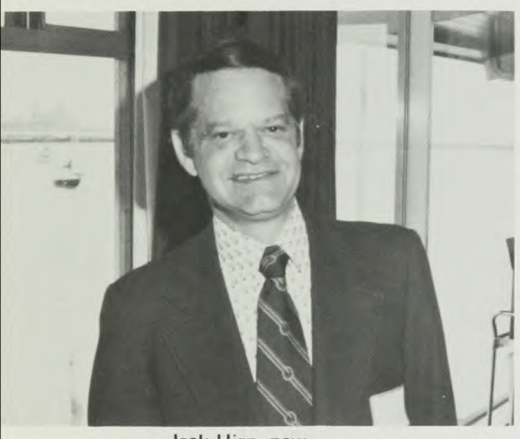
Commodore and Mrs. Haag.

Vice Com. Phil Watson.

Rear Com. Roy Spanjer.



Mr. and Mrs. George Turner, new.



Jack Hirn, new.

Nick Giovan with Mr. and Mrs. Andy Barber, new.

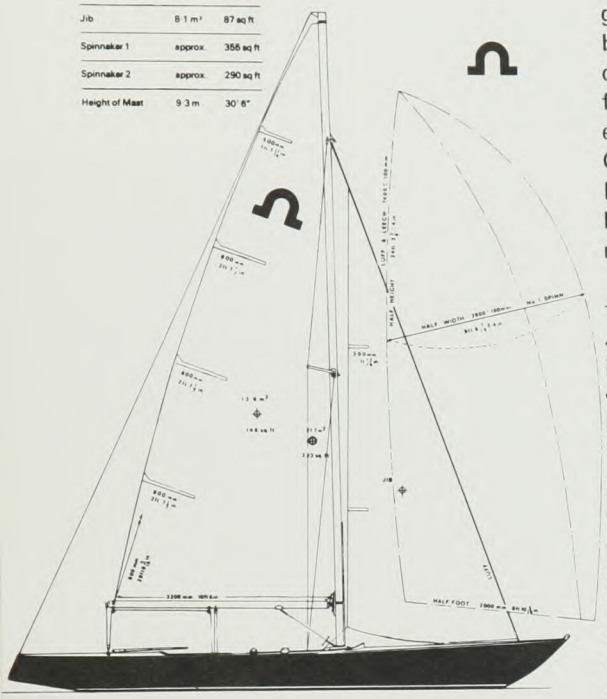
Lasers, Lasers, Everywhere!

This year has the largest participation in the Laser frostbiting fleet ever at the Chicago Yacht Club at Belmont. On one Sunday a few weeks ago there were 25 Lasers on the race course. Andy Curtis has gotten tough with those anxious racers who are over the starting line early, but that only means that the enthusiasm is more controlled. Thanks, Andy! We Laser sailors are happy that we have good competition from other clubs. It helps us sharpen our own skills in tactics and starts as well as loosen our tongues as we round marks together. The shifty Belmont Harbor winds make it hard to figure out exactly where the next puff is coming from but we manage somehow to make it to each mark and finish. If you happen to ask "How did it go," I hope you have an hour or two to listen to the answer.

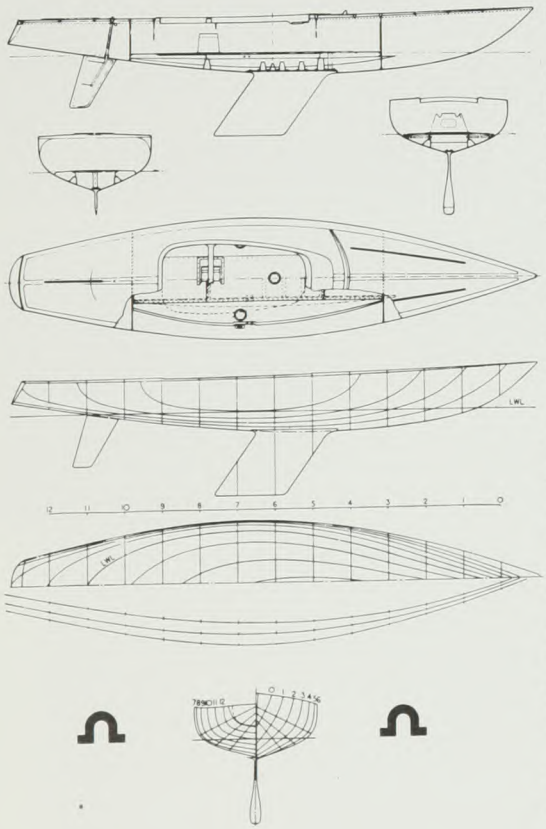
Story and Photos – Karin Olsen

SPECIFICATION

Length – Overall	8·15 m	26' 9"
Length – Waterline	6·10 m	20' 0"
Beam – Max	1·90 m	6' 3"
Draft – Max	1·30 m	4' 3"
Av. Freeboard	0·54 m	1' 9"
Displacement	1,015 kg	2,233 lbs
Keel Weight	580 kg	1,276 lbs
Ballast Ratio	57%	57%
Mainsail Area	13·6 m²	146 sq ft
Jib	8·1 m²	87 sq ft
Spinnaker 1	approx.	355 sq ft
Spinnaker 2	approx.	290 sq ft
Height of Mast	9·3 m	30' 6"



DESIGN: JAN HERMAN LINGE



The Soling: A Brief History

The Soling Class will have had official fleet status at CYC for five years this Spring. The following information gives a little background as to how the boat itself got started, then goes on to describe how it has developed as a CYC fleet. The Soling's history has been edited by me from various Soling Guides developed yearly by the class. Don Asher has helped by providing background on our own fleet's development.

The origins of the Soling go back to the 1950's when Norwegian designer, Jan Herman Linge, conceived the initial idea of a new type of racing keelboat while doing tank test research on a new 5.5 metre for the 1960 Olympic Games.

Linge believed a lighter displacement hull with a short fin keel and a separated spade rudder would have a far greater speed potential. He told his friend, the well reputed helmsman, Finn Ferner, for whom he was designing the new 5.5 metre, "Struten," that this sort of boat would not be allowed under the 5.5 metre rule, but that a slightly smaller boat of this type – a high performance keelboat – could be an interesting class in itself.

If mass-produced in fiberglass, at a reasonable cost, it was obvious that the boat would give a lot more racing fun to more people, and that it would provide an excellent recruiting boat for the far more expensive international Dragon and 5.5 metre keelboat classes.

The initial design sketches were made by Linge to develop a Norwegian national class for this purpose, but no one showed sufficient interest to start the project.

About a year later Hugo van Kuyck, at that time chairman of the International Yacht Racing Union Class Policy and Organization Committee, presented the idea of declaring an opening for a new international three-man-keelboat, and he called upon the IYRU Keel Boat Technical Committee, for advice about the criteria for such a boat. The intention was to initiate a one design class more or less of the same size as a 5.5 metre.

Linge, however, felt that this would be a boat too large and expensive to achieve the necessary international interest, and suggested a much smaller and lighter boat.

After this meeting Jan Linge completed his proposed design and it was shown at the 1963 IYRU-meeting as an example of what sort of boat he thought one should aim at when declaring an opening for the new three-man-keelboat. The majority, however, wanted to keep the limits open for a larger boat, and shortly thereafter Yachting Magazine announced a design competition for such a boat and asked Olin Stephens, Peter Scott and Jan Linge to be judges.

About the same time Linge was approached by Sverre Olsen, chairman of Holmen Yachtyard, who was prepared to arrange the financing of the project. With Olsen's support, it was decided to build a wooden prototype. The name SOLING was chosen as a combination of the two names (SO from Sverre Olsen and LING from Linge).

This prototype was tested and evaluated by Linge and Finn Ferner during 1964. A lot of experiments with variations to sailplan, rudder and keelposition was carried out before they were satisfied and sure that the project was good and worth the further investments for production tooling. Moulds were made in 1965 and the first five GRP boats were manufactured for the 1966 season.

IYRU had by that time sent out invitations for the international three-man-keelboat trial races which were going to take place at Kiel the same autumn. The SOLING was entered al-

though she would have no chance of beating the much larger boats. Generally she was about three feet shorter, carried about 20% less sail area and her total displacement was less than the weight of the ballast-keel of the other competitors, but Linge wanted to prove his point: "One could have just as much racing fun in a smaller and cheaper boat."

The trial races at Kiel were held in general heavy weather conditions, and to everybody's surprise, the SOLING was steadily hanging on to windward, and was faster than any of the other down wind!

Although she never won a race, she was a very respectable entry, twice second and never disgraced. According to a comparison after about 50 miles of racing, the SOLING turned out to be only about 2½ percent slower than the fastest boats, and somebody's comment was: "They are certainly not 3000 dollars faster!" The jury decided to recommend to the IYRU that both the American boat SHILLALAH (today known as "Etchells 22") and the SOLING should be encouraged to form classes and see to acquire popularity. IYRU then decided to have completely new trials the following year, and that the jury should take the cost of the boat and road-transport (trailerability) into consideration.

Late autumn 1966 Paul Elvstrom had a Soling for testing. He was delighted with the boat and gave a lot of support in promotion of the class. Jan Herman Linge, Finn Ferner and Sverre Olsen formed a separate company, SOLING YACHTS A/S, to take care of the production and promotion of the SOLING CLASS.

During the winter 1966/67 some 60 boats were built and fleets were started in Scandinavia and USA SOLING was also adopted as one design class by the Scandinavian Yacht Racing Union. Licensed Builders were appointed in USA and later in Australia and Canada.

In 1967 the IYRU second trials for a three-man-keelboat were arranged at Travemunde. A couple of new boats had entered too, and a Dragon and a 5.5 metre took part for the purpose of comparison. The final result was that the SOLING was recommended to be adopted as an international class by the IYRU.

A launching committee for the INTERNATIONAL SOLING CLASS ASSOCIATION was formed and during the 1967-IYRU meeting the SOLING was formally given status as an international one design class. This of course started the wheels rolling. The growth of the class was very satisfactory and National Class Associations were established in many countries. During the 1968 season about 300 SOLINGS were racing all over the world. The first European Championship was held in Copenhagen with 25 entries.

At the 1968 IYRU meeting the International SOLING was chosen as an Olympic Class for the 1972 games. The first SOLING World Championship was arranged in Copenhagen 1969. There were 97 entries from 17 different countries, and Paul Elvstrom, Denmark, became the first World Champion of the class.

Currently, fleets are active in such far-off places as Japan, Pakistan, Thailand, the Phillipines, New Zealand and various locations in Central and South America. Over 2,400 boats have been manufactured world-wide, and the list of world-famous owners is astounding. The Soling is now established in forty-one countries on six continents.

The CYC fleet has one of the newest fleets in terms of equipment in the entire world. Five of our boats were built in the last two years, and half the fleet's sail numbers are over 500 (680 boats now in USA). In 1975, the CYC hosted the Soling World Championships in which sixty-plus boats were entered.

The CYC fleet's origins go back to 1970. A group of CYC members combined forces with a few former Dragon sailors who were actively racing Solings at the other club located in Chicago Harbor. Among these were Don Asher and Mead Montgomery – both eventual fleet champions at CYC.

By 1972, a total of ten boats battled it out on the CYC course for the first official season's championship. Don Asher emerged victor. Asher, Mead Montgomery and Jake Vilas continued to take the championships in the years that followed.

1976 saw our fleet grow to one of the biggest Soling groups in the country with over twenty boats on the pad. It also became the largest one-design fleet in the club. The large numbers of younger fleet members will contribute toward stability in numbers and continued high-level competition in years to come.

A few of the factors contributing to the CYC fleet's growth have been the fact that intrafleet regattas with the Milwaukee and Wilmette fleets have been a regular feature of our summer schedules. We also have had repeated accessibility to CORK, the North Americans, The Great Lakes Championships and the Worlds. Beyond that, we have a good winter program consisting of the U.S. Nationals in Coral Gables, the Mid-winters in New Orleans, a special training regatta in Houston and SPORT in St. Petersburg.

Beyond attractive race sites, we have a collection of the World's best right in our own backyard . . . Olympic Gold Medalist Bud Melges in Zenda, Wisconsin; Bruce Goldsmith and Dick Sterns, Jr. from Murphy and Nye; and Charlie Kamps and Jack Van Dyke (International Soling Association, President for a number of years) in Milwaukee.

I will be happy to handle inquiries on new boats or used. As this goes to press, there are still boats available for sale and possibly charter for the 1977 season. I can be reached at home at 337-7490.

It has been suggested that the fleet take interested club members on a demonstration run after the fleet review this June. If enough persons inquire, we will arrange to meet you at the South end of Belmont Harbor adjacent to the CYC Club facility.

– Terry Bowman

Purpose of the Commodore's Fleet Review

At the beginning of each yachting season (by tradition, on the second Sunday of June) it has long been the custom for the Commodore and his staff of Flag Officers to inspect the Chicago Yacht Club fleet. In bygone days, the Commodore made his inspection from the deck of his Flagship visiting each yacht in turn at its regular mooring. As the club grew, so grew the number of yachts and anchorages until it became impractical for the Commodore to conduct his annual inspection in this manner. It has become more expedient to reverse the procedure, and today the yachts now pass in review before the Commodore – hence, The Fleet Review.

In order to participate in the Fleet Review, you must first register your yacht by mailing in the Registration Card that has been or will be sent to you. Second, you must have or will receive confirmation by return mail at which time you will be assigned to a Class (sail) or Group (power). The name of the Commander in charge of your section, as well as your position in the line up, will be listed. Following are your general instructions for the Fleet Review:

Preparation of your Yacht

To preserve the color and pageantry of the occasion, it is highly recommended to "Dress Ship" with International Code Flags. The following method to dress ship (for the Fleet Review only) is the code of the Chicago Yacht Club.

Morning Colors shall be made at 0800 (or as close to this time as practical aboard a yacht that is not professionally manned), in this order:

1. United States Ensign (not the American Flag).
2. Chicago Yacht Club Burgee (no other will be displayed).
3. Private Signal (If you are a Flag Officer, your flag denoting your rank will remain as normally displayed).
4. The "International Code" flags starting at the bow or Jack Staff aloft to the truck and aft to the stern staff. (Power yachts may use either the antenna or signal mast).
5. Winners flags and pennants from the previous years' events may collectively be displayed from the starboard yard arm.

The ship shall stay dressed until evening colors at sundown and shall be struck in reverse order.

Reporting to Area Assigned

- Allow ample time to arrive at the assembly area which is east of the Monroe Street Clubhouse between the inner and outer breakwaters. Do not be late.

Promptness is imperative

- Report to your Commander by 1330 for sail, 1415 for power.
- The Commander of each unit may be recognized by a large white flag indicating your class on Group, ie: A, B, C, D, E, MS, I, II, III or IV.
- Fall into position behind the yacht closest to your position as indicated on your assignment sheet allowing later arrivals to take their positions.
- Proceed in a large circle led by your Commander. Do not overlap, fall behind or out of line.
- Keep alert. These are tight quarters. Allow a non-participating boat to pass through if need be.
- At the proper time, your Commander will lead the group out of the circle into the line of Review. Follow in the order listed. If the boat you were to follow does not show up, move to the next position.
- Hold to a constant spacing (3 boat lengths between each boat). Do not alter this spacing, especially, past the Reviewing Stand.

Passing in Review

Time and flag signals controlling the Fleet Review will be given from the CYC Race Committee Boat:

1345 First Gun / Red Flag – Stand By
1400 Second Gun / Blue Flag – Review

The Fleet Captain leads the Fleet Review. Each section will follow in turn starting with the:

Commodores Section – Fleet Captain, Commodore's Flagship, Flag Officers' Yachts by rank and the Fleet Review Committee.

Racing Classes – Will be led by the CYC Race Committee boats if under sail or towed, if weather does not permit. This section consists of the Race Committee boats and at least one representative from each of the following classes in this order: R's, V's, 22 square meters and L-16's.

Cruising Classes – A's, B's, C's, D's, E's and Motor Sailers.

Power Yacht Groups – I, II, III, IV.

Repeat: Keep a constant spacing throughout the Review. The Review does not end until you have reached Buckingham Fountain and have turned eastward.

Customs and Conduct

Before approaching the Reviewing Stand, see that all food and beverages are out of sight.

Instruct your guests to sit or more preferably, stand at attention facing the Reviewing Stand and continue this attitude until clear of the Club.

Talking or waving to people ashore during this time is a breach of etiquette.

As you come abeam of the Reviewing Stand, the officers will salute. *Do not salute back.* They are saluting your colors, only.

You will return the salute with your colors by running your yacht ensign down to half mast or, if this cannot be done, remove and hold your stern staff in an upright normal position until the salute is made at which time you will "dip" the staff and ensign in a more horizontal position. Hold this "half mast" position until the officers terminate their salute, at which time return to normal.

Cautions and Courtesies

Observe the Rules of the Road at all times. These are tight quarters and we do not own the lake.

Assist anyone in distress. This is the first rule of the sea and is more important than your place in line.

Keep your eye on the yacht preceding you.

After the Review

You will have plenty of time to return to your moorings and even enjoy a moderate cruise. The slips at the club are reserved for the Officers and Commanders for this day *only* and unless assigned, will not be available to you.

– Dick Nugent

Raoul Allesee would like people to know that signal flags will be available at Monroe St. for the Fleet Review – price not known at the present.

Weekends were made for Michelob.

It's an unexpected pleasure.

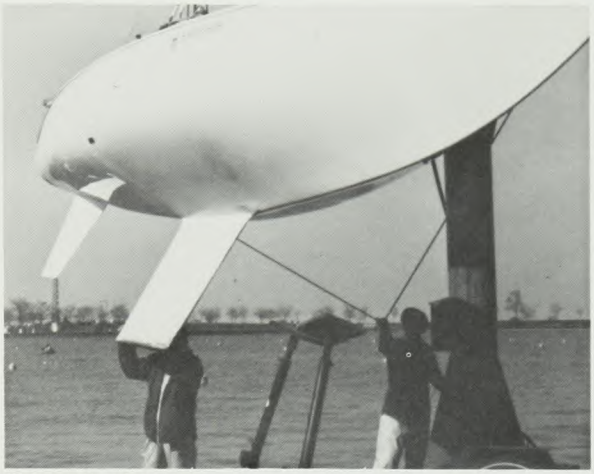
By ANHEUSER-BUSCH, INC. • ST. LOUIS • SINCE 1896

"Ken told me this would be fun!"

"Typical CYC yachtsmen."

"Our starts are closer than this!!"

"No – no the leaks are below the water line!"

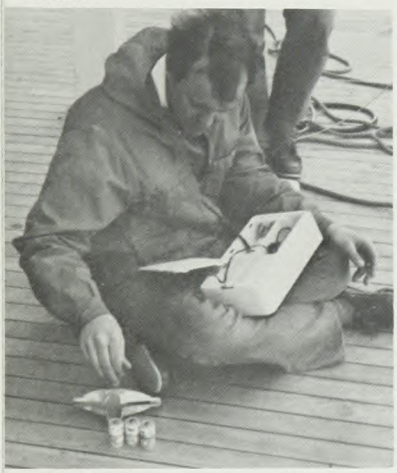


"I hate glass boats."

22 Sq. Meter PICTORIAL ESSAY

by Roland Rayment

Photos by Mike Kamerlink



"Charlie – it is not fair to use that battery-powered motor."

Old pros never die – they just offer advice."

"Daddy – why can't we go sailing *now*?!"

Rodi

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You've Come A Long Way, Baby

The Cal 2-30 bearing the name "Highlander" that for several summers nestled on a mooring in Belmont Harbor is currently anchored off Pago Pago in American Samoa, one more port on an adventure-filled voyage that has logged more than 9,000 nautical miles since August, 1976.

Renamed "Rhiannon" by its new captain, Louis Gordon, son of Chicago Yacht Club members Jim and Shirley Gordon, former owners of the 30 ft. sloop, the sturdy craft was lowered into Lake Ponchartrain off New Orleans last summer. Louis and two sailing friends, Mike Jacker and Clark Pellet then began a year-long adventure between college graduation (Knox and Harvard) and the beginning of graduate school.

Rhiannon's course took its crew along the coast of Mexico and British Honduras, through the Panama Canal, to the Galapagos, the Marquisas, Tuomotus, Cook Islands, Tahiti and the leeward islands of French Polynesia with stops along the way to explore and photograph tropical flora, fauna and native life.

The trip was a year in planning and well researched with copious notes kept on survival at sea, provisioning, care and repair of equipment, and even emergency medical care. Sea charts were bought, studied and memorized. A water supply of half a gallon per person per day was stored and every inch of available space was utilized for food rations.

After several weeks of sailing around Lake Ponchartrain on a shake-down cruise the trip began in earnest across the Gulf of Mexico.

Rhiannon was in harbor for several weeks in Cristobal, Panama Canal Zone for re-provisioning, having a new storm jib made to replace one lost at sea, and installing wind vane self-steering. Then came the voyage through the doldrums to the Galapagos which resulted in several hundred colored slides of breath-taking beauty being sent home by the sailors.

In letters home, Louis detailed his successful bouts with tropical storms that often had winds gusting to 80, heavy seas and stretches of 25 to 30 days without sight of another boat. Interspersed throughout each narrative, however, was the excitement of the adventure, the beauty of the tropical seas, skies and islands, and the kindness of the natives at each anchorage.

The combination of slides and letters proved too tantalizing for the senior Gordons. In February they flew to Tahiti to participate in some of the fun. Catching up with Rhiannon in Papeete, Jim Gordon sailed to Moorea and on to Huahini while Shirley rendezvoused by air. After matching wits with the Pacific Ocean and its tropical coral reefs, Jim may find Lake Michigan waters pretty tame. The transition will no doubt be made pleasanter, however, when he takes the wheel of the couple's new Highlander, a Tartan 37 they have just had built.

As for Rhiannon, her voyage still has some months to go. The intrepid crew, now down to Louis and Mike, are planning visits to Fiji and New Zealand with a beat back to the Hawaiian Islands before a return to the states, books and classrooms.

— Jim Gordon

Crew of Rhiannon setting up the stern lines to two trees on shore in the lagoon inside the reef at Huahine, French Polynesia. Although only twenty feet off shore they were in sixty feet of water at this volcanic island.

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THE LUDERS "16"

Designed in 1933, She is Modern Today

By ROBERT N. BAVIER, JR.

One yachtsman named his Luders 16 *Sweet Sixteen* and that's how most owners and prospective owners feel about these trim 26' l.o.a. racing sloops. Proof of the pudding lies in the fact that more than 150 have been built since 1945, with enthusiasm for the class mounting steadily.

It is surprising to realize that these modern racing boats were designed in 1933 and the first boats built in 1934. At that time the Fishers Island Yacht Club wanted a new class for its juniors and initiated a design competition to facilitate choosing one. A. E. Luders, Sr. and Jr., figured that perhaps something getting away from the chunky little boats juniors usually sail would appeal to them, and presented a design which looked like a yacht and which, they surmised, would give the youngsters something to be proud of. Apparently they figured correctly as their design, the Luders 16, was selected and approximately 15 boats were built.

The boats lived up to expectations and were raced actively at Fishers Island for a number of years. The class eventually broke up in that locality when several of the boats were lost in a hurricane. It is indeed an ill wind that blows no one some good and this one proved to be no exception for many of the boats which survived were sold to other parts and everywhere they went they made friends. At this time, Luders first began to note a real interest in the class which was then over 10 years old. Second hand boats were greatly sought after, particularly by grownups, who admired their looks and sailing qualities.

Through the kindness of L16 skipper and amateur archivist, Mel Guthrie, we have for your edification and pleasure a history of the L16 boats. The original of this article was published in Yachting in April 1948, and we have the permission of the editorial board of Yachting to use this material. Because of the content, the mention of Chicago Yacht Club, we feel that this article is not a general report on a racing class, but that it will be of interest to the members, and to the current L16 owners and crews.

– Dixie Dowrie

The Luders Marine Construction Company, which had just gotten into molding work, decided that because of her practical size and popularity, here was a good boat to produce in quantity through the new method. Before going ahead, they looked over the original design to see if it could be improved, but there was little which they felt required changing. The same basic lines were retained. They added about 1" of sheer and changed the bow profile to improve her looks. The transom angle was altered to match, both for looks and for ease in molding. The cabin was streamlined to bring it up to date. But by far the greatest change of all was the fact that the new boats were molded of 5-ply mahogany plywood, whereas the original ones had been planked in the usual manner. The cabin tops of the new boats were also molded of plywood and the decks were built of sheet plywood.

As a starter, 10 of the new boats were built in 1945 and sold at once. Fifteen more were built immediately thereafter and these also sold readily. Ever since, the class has been snowballing along.

What has made these boats so popular? Certainly their appearance is a big factor. They look larger than their size and appear modern both in design and construction. The principal dimensions are: l.o.a., 26' 4"; l.w.l., 16' 4"; beam, 5' 9"; draft, 4' 0" and sail area, 204 square feet. One is struck by the long and graceful overhangs which are so characteristic of this boat and are more on the proportions of a racing yacht some 10 feet longer. It has been argued that such long ends coupled with a short waterline do not make for the fastest hull in a boat of this size. It does seem likely that she would be faster if the waterline were lengthened. Also, she would be less prone to hobbyhorse in a seaway. But these long and graceful ends are the very characteristic which make the boats so distinctive and so attractive that one cannot help but feel proud to own one. Also, they make for dryness, an important consideration for a racing boat which will be used for day sailing or limited cruising. And, while the L16 is not noted for exceptional speed, she is by no means slow. She rates well under the Universal Rule. Gidge Gandy, of St. Petersburg, Fla., entered only one race in his boat against a mixed fleet over a 65-mile course from Tampa to the Gulf of Mexico, around Egmont Key and return. His relatively small boat won handily.

No racing class is any better than its class organization. The Luders 16 is fortunate in this regard. Rigid rules insure the one-design character of the boats and rig, and molded construction insures that all hulls are alike. On the West Coast, the boats have slotted masts and booms instead of the sail track in use in other fleets but, otherwise, all of the boats are strictly one design.

Intersectional team races between fleets are becoming increasingly popular. Teams from the Indian Harbor Yacht Club, of Connecticut, and the Chicago Yacht Club compete annually for the Ocean-Great Lakes Challenge Cup and, in 1947, a team from Bermuda went to Long Island Sound. In the same year, the first national championship was held at Bar Harbor, Maine, with five fleets represented. Samuel M. Clarke, of Chicago, was the winner and first national champion.

As regards cost, considering the high quality construction, the Luders 16s must be considered reasonable for these times. The fact that they are molded permits hulls to be built quickly and makes the price less influenced by current high wages. True, the cost of the molds and autoclaves is considerable but, with the current popularity of the class, this is being written off steadily.

CYC Bowling

We took the trophy to Grosse Pointe and the Grosse Pointe Yacht Club bowling league beat out the CYC bowling league by a fraction of a point on March 19th; thus the trophy remained at Grosse Pointe. *AW!!* The members of the CYC and their guests enjoyed every minute of the tough competition and the great hospitality of the GPYC'rs. Gordy Johnson, this year's CYC bowling chairman, once again "thanks" all CYC members and their guests for attending this competitive sport at GP. "It was great fun but it was just one of those things," we sang as we left the trophy behind.

To bring you up on the current standings: (4/5/77)

Standing	Team	Won
#1 team	Carriers	88
#2 team	Pilots	59
#3 team	Sou' Westers	54½
#4 team	Sharpenders	46½
#5 team	Stink Pots	43
#6 team	Blinkers	37

High 3-game series
Stink Pots 3003
2nd 3-game series
Sou'Westers 2968
High single game
Carriers 1045
2nd single game
Stink Pots 1024
Individual High 3-game series
Bob Chatain 723
Individual 2nd 3-game series
John Roeser, Sr. 709
Individual High single game
Dick Munizzo 261
Individual 2nd single game
Gordy Johnson 259
Tom Custer 259
Dick Hult 259

Excitement – the other evening as John Ciesar picked up the 6-7-10 split! Good going, John!!! And you should have been with us a couple of weeks ago when John Roesser, Sr., threw 6 STEERIKES – right in a row! What coordination!

Till next bowling season (and remember to round up some new bowling members) have a pleasant, safe and fun-filled summer.

Gordy Johnson, Chairman
– Dick Hult, Asst. Chairman

1977 Contest Schedule (Power)

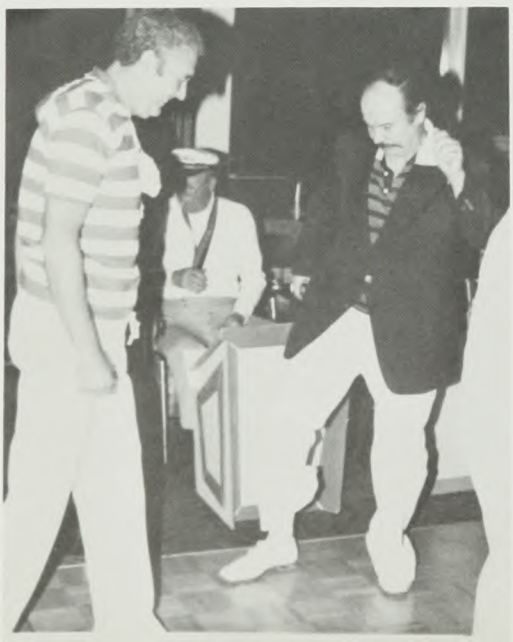
May 28, 29	Tune-Up Contest, Scott Crawford
June 16	Rhumb line Contest Dinner, Allesee 17 – Saugatuck, Templeman 18 – Milwaukee, Caloger 19 – CYC, Allesee & Scott Crawford
July 1, 2, 3, 4	Annual Cruise Contest, Wayne, Assistant Robinson July 1 – Michigan City, St. Joe, South Haven
Sept. 10, 11	Wind-Up Contest Racine, Waukegan, Kenosha

1977 RACE SCHEDULE (Sail)

DATE	RACE	YACHT CLUB
Saturday, May 28	Commodore's Invitational	Col.
Sunday, May 29	8 Mile Buoy	CYC
Saturday, June 4	Spring Opener	CCYC
Sunday, June 5	Ton Cup	CCYC
Friday, June 10	Verve Cup	CYC
Sunday, June 12	Rosette	CCYC-SSYC
Saturday, June 18	Michigan City Race	Col.
Sunday, June 19	Michigan City Return	BPYC
Saturday, June 25	Waukegan Race	Wau.
Sunday, June 26	Waukegan Return	CYC
Friday, July 1	Chicago to Milwaukee	JPYC
Saturday, July 2	Offshore Regatta	CCYC
Sunday, July 3	Milwaukee to Chicago	CYC
Sunday, July 3	Independence Day Race	CYC
Monday, July 4	Women's Invitational	CCYC
Monday, July 4	Abe Jacobs Regatta	BPYC
Saturday, July 9	Early Bird Regatta	BPYC
Sunday, July 10	Offshore Regatta	Col.
*Saturday, July 16	Chicago to Mackinac	CYC
Saturday, July 16	Great Lake Michigan Regatta	CCYC
Saturday, July 23	Bayview to Mackinac	Bayview
Friday, July 29	Race Weekend	SSYC
Saturday, July 30	Race Weekend	SSYC
Sunday, July 31	Race Weekend	SSYC
Saturday, August 6	MORF Open Regatta	MORF
Saturday, August 6	Hobleman Moonlight	CCYC
Sunday, August 7	Fran Byrne	Col.
Saturday, August 13	Chicago to Great Lakes	USN
Sunday, August 14	Great Lakes to Chicago	NSA
Saturday, August 20	Level Class Regatta	BPYC
Sunday, August 21	Offshore Regatta	BPYC
Friday, August 26	Night Navigation	Col.
Sunday, August 28	George Orr	Col.
Friday, September 2	Chicago to St. Joe	Col.
Sunday, September 4	St. Joe to Michigan City	CYC
Monday, September 5	Michigan City to Chicago	JPYC
Saturday, September 10	Blue and Gold	NSA
Sunday, September 11	Lutz Regatta	JPYC
Saturday, September 17	Sheldon Clark	CYC
Sunday, September 18	Rule Cheaters Race	CYC

*The Chicago Mackinac Race will be the first part of the 600 miler to Sarnia. Times will be taken at the Island and boats will continue on to Sarnia.

shipwreck party



Photos by Henry Holzkamper

Belmont Blossoms

With the advent of another spring and summer sailing season your Belmont clubhouse is ready and waiting. Even before the official opening on May 14th Belmont was hard at work hosting two large private parties and the Great Lakes Cruising Club. Then, with the traditional Opening Dinner Dance, regular service began.

Thursday night buffets move to Belmont on May 19th when Chef Tony will serve the first of many new treats. Each week a different delicacy will slide from the carver's knife at the end of the table. Roasts of beef, lamb and turkey will be complimented with once-a-month international theme buffets.

Friday nights, starting in June, will feature a fish fry buffet, and Saturday and Sunday lunch and dinner will be from the menu. All three days will feature a complete do it yourself salad bar for the gourmet salad maker and there are plans for fresh baked bread with dinner.

Belmont manager, Duffy now has had a full year of experience distinguishing between the frantic food gulper dashing toward the starting line and the distinguished discriminating diner who would prefer to sip suds slowly. To assist Duffy in providing good service Gary is back to proffer potables and a whole new team of young women will be serving in the dining room.

Also new this year will be a limited lunch service Mondays through Fridays during the period from June 15th to the middle of August. Each day a different fixed menu buffet will be available, the same meal served to the Sailing School. This is an excellent opportunity to take an afternoon off and go sailing, catching a bite to eat along the way. The price should be right too; $3.00 per head is the target.

Evening activities are available too. Three series of adult sailing classes will fill Monday and Wednesday nights from June 6th to the end of August. Thursday evenings will see active racing in the club's 420 fleet, and an extra treat will be available as members have agreed to have various boats available on Wednesday nights to take juniors and sailing program students for a sail on larger yachts. It will be an excellent chance for your children to experience a whole range of boats from one-designs to offshore racers.

If you aren't already familiar with the friendly confines of Belmont's upper deck, this summer is an excellent time to try it. There is going to be good food and good service; see you there!

– Rick Van Mell

Belmont Food Schedule

Thursdays	Buffet Dinner	5:30 to 9:30
Fridays		
May	Dinner	5:30 to 9:00
June to		
August	Fish Fry	
Saturdays	Lunch	11:00 to 2:00
	Dinner	5:30 to 9:00
Sundays	Lunch	11:00 to 2:00
	Dinner	5:30 to 9:00
Monday-Friday		
16 June to		
12 August	Fixed Menu Lunch	12:00 to 1:00

Special food service will be scheduled for holidays and race days. If your schedule conflicts with the above, please inform Duffy as far in advance as possible and perhaps he will be able to accommodate you.

Applied For Membership

The following have applied for membership. If any member wishes to comment, please address your information to the Admissions Committee, c/o The Club Office. All such communications will be held in the strictest confidence.

Applicant	Sponsor
Regular	
George Baumeister	John B. Laing
Dr. Joseph Caruso	Dr. John A. Kollar
John L. Ennis	Fred C. Rowley
Charles W. Dempster	Otto E. Grossmann
Frederick M. Musser	Richard Wittwer
George Lombard	Michael A. Lombard
Dr. LeRoy A. Pesch	Harry Weese
Robert Rodday	Eugene M. Kinney
Dr. Richard W. Stander	George D. Wilbanks
Edward W. Peterson	Richard S. Latham
Christos N. Kritikos	Harry Semrow
M. James Moriarty	W. C. Devry
Associate	
Wilson J. Brady	Robert F. Serry
Edward Mack, III	Thomas Fillippini
Edward A. Cladek	Roland Rayment
Donald Young	James F. McDonald
Junior	
Edward X. Barth	A. Joseph Barth
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Non-Resident	
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