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Blinker

August, 1985

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ON OUR COVER

We all agree: this has been one of the most magnificent summers in our memory. Bright sparkling weather, with cool nights and warm days. It would be hard to write specifications for a better one. And members of the Chicago Yacht Club made good use indeed of this gift of nature. Happy people, having fun together. This is the purpose and the reality of Chicago Yacht Club. Photos by Kitty Freeman, Fred Gorr, and Jim Roe.

BLINKER

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1985

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Robert Stocker's HILARIA prepares for the start. HILARIA was the overall MHS winner.

DEVASTATOR owned by Paul Akers.

The 1985 Mackinac Race: A Classic

by Deane Tank
photos by Fred Countiss, Kitty Freeman, Leon Delano and Carol Singer

Our anemometer aboard FINESSE is eccentric. It cannot always be trusted, but a reading of forty knots seemed about right at the start. It was quite a precarious but thrilling ride until the storm chute blew out. Luckily the ounce and a half held until things moderated into what became a classic Mac.

Years back, when I was even younger than I am now Fred Peterson and Olie Karas with seventy five Macs between them argued about just how far west to position the yacht in anticipation of the coming Norwester. As I remember it always came down to who was the owner of the yacht as they could never agree. Well, there I was again involved in incredibly precise calculations and at the whims of the sea gods. Such discussions seem just as essential to a classic Mac as squalls and flys.

As the shore approached Sunday, it was like so many other years, some yacht's (short tacking) in the thermal near the sand while others played the weather system offshore. Those caught in the middle were frustrated by the thermals negation of the weather system breeze. Offshore we hooked such a dandy great circle lift around Betsie and up the Shore I suspected for a moment someone of us had been attending church but then I remembered who was on the crew. How Bob Stocker and his crew got that beautiful senior yawl HILARIA through all these vagaries was a mystery until I recalled they always make an offering of bread and honey to the sleeping bear. They must have paid old Chief Manitou something too as HILARIA slid easily by his islands with that stay sail drawing which was the preliminary sign that Bob would soon be accepting the MHS Winner's Flag from Commodore Gable.

The Mac this year gave us good feelings, not just from what we drank at the Pink Pony, but because it was again a grand fun sporting event. We know we all are a little crazy to be made so happy with some breeze and not so many flies, but then how few times in our lives do we experience together such superb harmony in our dedication to our sport and particularly to the Mackinac.

IOR winner SLIP SLIDING AWAY owned by John Malec.

NANA rips her sail in gusty winds before the start.

MHS Section 1 start.

Commodore Gable, Rear Commodore Lake and Bernie Wiczer.

Race Committee Chairman Andy Kiener and guests aboard THALIA.

At the CYC docks.

DAZZLER.

DEVASTATOR and DANCE II.

The Mackinac Race Results

IOR DIVISION

SECTION 1

Rtg.	Yacht	Type	Owner	Club	Elpsd.	Cor	Flt.	Sc.
34.5	Invictus	G&S 45	Khlr/Rchldf	SYC	45.02.09	32.50.30	21	1
35.0	Devastator	Nm 45	P Akers	CYC	45.17.32	33.18.35	31	2
35.0	Lunatic	Fre 45	W/Grw/Smt	BVYC	45.24.16	33.25.19	35	3
37.3	Bld Runner	Reic 47	B Twist, Jr	SFYC	44.33.56	33.30.08	39	4
35.5	Respite	Kau 46	B Omart	LTYC	45.17.02	33.30.32	40	5
34.6	Limit-Up	Nm 45	Wrt/V Stn	COL	45.47.04	33.37.59	44	6
40.0	Nitissma	Fre 50	J&G Uznis	BVYC	44.07.28	34.02.13	52	7
54.9	Heritage	12mt63	Sea Scouts	CYC	40.19.33	34.15.25	61	8
53.7	Triumph	C&C 61	S Gagne	BYC	40.53.03	34.33.23	65	9
52.6	Brassy	C&C61	M S Keelr II	MBYC	41.08.17	34.33.45	66	10
40.0	Fujimo	Fre 50	JL Schstk	BVYC	44.42.23	34.37.08	67	11
67.2	Sassy	Hol 78	E R Schmdt	BVYC	39.00.48	35.11.48	80	12
55.6	Kohinoor	C&C 61	D Tgrtnhuis	GTYC	41.15.37	35.20.22	82	13
44.9	Dolphin	Mull 54	L Ruhland	SYC	45.00.54	36.28.06	102	14
53.1	Dance II	Cust 70	L Kohls	CYC	43.04.10	36.36.33	104	15
51.6	Windancer	12mt 63	J Nedeau	CYC	43.49.03	37.00.40	108	16
35.4	Cofee Grndr	Cust 45	V A Crpntr	HBYC	50.19.44	38.30.46	119	17
90.3	Fast Lane	Mag 65	Nickel et al	DYC	43.02.48	42.08.17	125	18

SECTION 2

31.7	Stars & Strps	NM 39	W Martn	BVYC	45.31.28	32.03.05	4	1
31.9	Insatiable	Nm 41	F Krehbiel	CYC	45.27.44	32.05.09	6	2
32.0	Carrera	Nm 41	Dr. M Rosn	CYC	45.34.41	32.14.59	10	3
32.9	Mchgn Crde	Pet 43	J Altman	BVYC	45.20.01	32.25.41	12	4
33.0	Pied Piper	Pet 42	D Jennings	CYC	45.30.47	32.39.12	17	5
31.7	Showboat	C&C 41	R Peever	BOYC	45.20.42	32.52.19	23	6
33.7	Decision	Pet 43	D Howell	CYC	45.30.17	32.57.38	24	7
33.8	Silver Shdow	C&C 43	J R Plxtn	RCYC	45.31.10	33.01.10	25	8
33.2	Jamin'	Sdy 42	K Andrsn	BVYC	45.53.55	33.07.48	26	9
32.7	Vagary	Pet 43	D Rdseth	MUYC	46.10.21	33.10.28	28	10
32.0	Prime	NM 41	R S Julian	CYC	46.35.50	33.17.08	29	11
33.9	Blaze	Hol 44	Bsh/Krk/W	CYC	45.47.11	33.19.50	32	12
32.6	Whiplash	Pet 43	A Peat	MBYC	46.28.27	33.25.47	36	13
32.7	Sleeping Ber	Pet 42	L J V Plank	SLYC	46.31.34	33.31.41	41	14
34.1	Revenge	Pet 44	H A Kimml	BVYC	46.22.01	33.59.55	50	15
32.0	Mrphy's Law	NM 41	M Greenwld	CYC	47.25.35	34.05.53	53	16
32.9	Cr De Lion	Per 43	N Wilson	DYC	47.45.27	34.51.53	74	17
32.2	Scarlet Lady	Pet 42	G Cantrick	BYC	48.05.51	34.51.53	74	18
33.5	Prgon Exprss	Exp 37	R Koehn	SSYC	47.58.38	35.20.36	83	19
31.9	Quest	Rog 43	Ptrsn/Baker	SBYC	49.08.22	35.45.47	91	20
31.9	Running Ber	C&C 41	B Krhnen	AYC	50.56.30	37.33.55	116	21
31.5	Tardis	Cal 43	Trdis Synd	SSYC	53.10.03	39.35.48	124	22

SECTION 3

30.5	Slp Sld Awy	G&S 39	J Malec	CYC	45.42.41	31.38.15	1	1
30.0	Fair Lady	Ben 40	P Seigel	LTYC	46.11.37	31.51.32	2	2
30.3	Quick Willy!	I 40 40	L Rsnzweig	CYC	46.13.24	32.02.45	3	3
30.0	Dazzler	J 41	H Marchnd	MCYC	46.24.05	32.04.00	5	4
31.1	Wht Lgtning	J 41	B Strms	GPYC	46.09.56	32.23.47	11	5
30.2	Crisis	Na 40	W Quinn	GPYC	46.46.23	32.32.36	14	6
30.4	Special X	X 39	Snfire Synd	CYC	46.42.08	32.34.36	15	7
30.6	Trimmer	J 41	H Kwech	WYC	46.40.04	32.38.43	16	8
31.2	Red Shift	Ck 41	N Nie	CYC	46.27.32	32.44.23	19	9
31.2	Quicksilver	Ck 41	T Krebsbch	AIYC	46.32.08	32.48.59	20	10
30.1	Vigilante	J 41	M Fisher	GTYC	47.25.14	33.08.19	27	11
30.0	Starfire	Na 40	T J Dunst	MYC	48.27.20	34.07.15	54	12
30.2	Wild Irish	Stan 40	J Flanary	MYC	48.21.34	34.07.47	55	13
30.1	Drumbeat	Na 40	D Rodenkrk	MYC	49.23.08	35.06.13	78	14
31.1	Ragged Edge	Isl 39	F Ellis	MBYC	49.11.57	35.25.48	85	15
31.1	Summerwine	Pet 40	Dvny/Hrwd	COL	50.42.34	36.56.25	106	16
30.1	Ngt Stalker	Tar 44	J&B Enter	SJYC	51.22.46	37.05.51	111	17
30.3	Nepenthe	Oys 43	W D Westn	THYC	51.23.41	37.13.02	113	18
30.0	Daring	Fre 38	J Addison	GLYC	52.12.04	37.51.59	117	19

SECTION 4

28.2	Saucy	Farr 37	A Rose	CYC	47.30.16	32.10.26	8	1
29.9	Midday Sun	We 39	E S Atkinsn	MCYC	46.51.33	32.28.17	13	2
28.0	Moonraker	Erc 39	N Meunch	DYC	48.18.25	32.51.35	22	3
28.2	Pronto	NM 36	J E Krissoff	MBYC	48.41.08	33.21.18	33	4
28.2	Celebration	Farr 37	R Berry	SJYC	48.42.43	33.22.53	34	5
29.8	Spirit	NM 39	Forny/Whl	MCYC	47.55.09	33.28.42	37	6
29.7	Freedm USA	Hd 40	L Spinney	LTYC	48.15.22	33.45.42	45	8
27.0	Ht Flash	Mull 37	Cappr-Chck	CYC	49.49.31	33.46.34	47	9
29.3	Picante	Sov 33	D Parravno	SBYC	48.37.14	33.54.34	49	10
27.6	HotShot	NM 36	B Ely	MBYC	49.43.09	34.02.07	51	11
27.7	Rascal	NM 36	S Black	GRYC	49.50.24	34.12.56	57	12
29.6	Madcap	Erc 40	G Heistand	MBYC	48.47.33	34.14.40	58	13
27.1	Gold Dust	Pet 37	G Foster	BVYC	51.23.30	35.24.15	84	14
27.0	Albatross	Erc 36	B&R Mtcalf	BPYC	51.38.30	35.24.15	88	15
27.1	Wizo	Erc 39	W Harman	MCYC	51.35.45	35.36.30	89	16
27.4	Whitecap	C&C 38	R Andrsn	MUYC	51.25.32	35.37.16	90	17
27.4	Belly-Up	Tan 37	Wlrmn/Wrk	COL	51.36.04	35.47.48	92	18
27.8	Fadaka	Erc 39	K Andrsn	ESYC	51.30.04	35.56.10	94	19
28.3	Mry Drke III	Fre 36	Dr. S Austn	SBYC	51.23.13	36.06.51	97	20
27.4	Night Moves	Pet 37	R S Brown	WYC	52.40.14	36.51.58	105	21
29.8	Breakaway	Na 40	W Vn Sltn	MUYC	51.26.10	36.59.43	107	22
29.8	The Rght Stf	Nor 37	J Soderberg	CYC	51.32.50	37.06.23	112	23
28.6	Argo	C&C 40	C J Bowne	MUYC	53.40.21	38.34.17	120	24
27.9	Whitecap	Psn 37	W Walsh	CYC	54.11.56	38.41.35	121	25
29.6	Scrappy IV	Na 40	S Padnos	MBYC	53.27.29	38.54.36	122	26

SECTION 5

25.8	Airborne	Cha 36	C T Hall	MBYC	49.30.25	32.41.29	18	1
25.6	Spanker	Pet 34	D J Mcguire	COL	50.14.18	33.17.22	30	2
26.4	Travellor	Pet 34	R Shaw	LTYC	49.58.41	33.33.11	42	3
25.8	Jeannine	G&S 35	J Roeser	COL	51.19.37	34.30.41	64	4
25.5	Fiddler	Pet 34	J Altenberg	WYC	51.41.21	34.40.24	68	5
25.5	Chocorua	Pet 34	R&C Mthws	COL	51.42.44	34.41.47	69	6
25.5	Griffon	Pet 34	J Danly	CYC	51.46.20	34.45.23	70	7
26.2	Cruachan	Ny 36	Cmpbl/Dnly	CYC	51.22.27	34.49.14	72	8
25.6	Quintessence	Pet 34	D Altweis	SJYC	51.52.30	34.55.34	75	9
25.0	Eagle	Farr 34	J O'Neill	CYC	51.43.59	35.02.57	76	10
26.5	Slot Machine	Her 37	C Chrstsn	RAC	51.27.14	35.05.34	77	11
26.5	Toscana	NY 36	R Munden	BPYC	51.30.46	35.09.06	79	12
26.9	Magic	S&S 38	W Lndrmnn	MYC	51.22.25	35.15.51	81	13
25.5	Odyssey	Pet 34	F & A Daly	COL	52.27.49	35.26.52	86	14
26.6	Rd Trnsit	NY 36	R Trnst Syn	CYC	51.53.12	35.35.20	87	15
25.7	Encore	G&S 34	Vndryn et al	MBYC	52.48.22	35.55.27	93	16
25.6	Medicine Mn	S2 34	D Cady	BCYC	53.04.17	36.07.21	96	17
25.6	Rebound	Pet 34	H Schbrl	NBYC	53.07.24	36.10.28	99	18
26.9	Bd Company	Erc 36	R A Dmni	CCYC	52.17.14	36.10.40	100	19
25.5	Cahoots	Pet 34	Wilms/Ross	CYC	53.17.04	36.16.07	101	20
25.9	Pronto	G&S 34	J Milliken	GTYC	53.50.13	37.05.15	110	21
26.4	Cygnus	Swn 37	B Kuller	SBYC	53.55.30	37.30.00	115	22
25.9	Cmpass Rose	Pet 34	R Hruby	CYC	55.08.13	38.23.15	118	23
25.6	Fast Compny	Pet 34	Barrett et al	CYC	56.09.28	39.12.32	123	24

SECTION 6

24.7	Em Rescue	X 33	Knig/Hmrt	MYC	49.43.31	32.09.26	7	1
22.0	Zoo	G&S 29	R Sisson	MBYC	51.51.11	32.12.13	9	2
21.8	Seira	G&S 30	R Kraai	MBYC	53.18.03	33.28.55	38	3
23.6	Caper	Pet 33	A Johnston	CYC	52.08.34	33.46.12	46	4
24.4	Sea Fever	SJ 34	D Balcirak	BVYC	51.37.58	33.51.02	48	5
24.3	Thndrbrd	CK 35	Mashke/Erb	COL	52.00.14	34.08.58	56	6
24.4	Shiftless	X 33	R Olins	CYC	52.01.49	34.14.53	59	7
21.8	Moanatoa	Holl 30	J Cleall	MORF	54.04.32	34.15.24	60	8
24.5	Savage	Jn 35	B&B Kolar	CYC	51.59.18	34.16.40	62	9
21.8	Blitzen	G&S 30	Crnin/Dnd	COL	54.11.50	34.22.42	63	10
21.8	Toy Boat	G&S 30	L Schell	COL	54.34.47	34.45.39	71	11
23.9	Foxy Lady	Nic 33	Titl/Sassnd	MCYC	54.13.25	36.04.32	95	12
25.4	Elisabeth B	S2 34	J Bergan	CYC	53.14.13	36.09.12	98	13
25.1	Thumper	Wyle 34	G Considine	CYC	53.50.58	36.33.38	103	14
25.0	Pinocchio	G&S 30	S F Horwitz	MYC	54.26.16	37.04.47	109	15
25.4	Genie	S2 34	R Kruse	CYC	54.26.56	37.21.55	114	16

MHS DIVISION

SECTION 5

597.4	Impulse	Swn 39	Segil et al	CYC	47.41.07	41.00.11	7	1
592.6	Infinity	J 35	K Schroeder	WYC	47.27.05	41.09.31	12	2
595.0	Finesse	NY 40	D Tank	CYC	47.45.11	41.16.11	13	3
589.1	Tabasco	Holl 41	D Wttnbrg	CYC	47.35.08	41.34.21	22	4
594.5	Jazz	J 35	Chrch/Cohe	CYC	48.02.55	41.36.01	25	5
586.5	Lionheart	Ben 42	J Gregory	GTYC	47.41.01	41.53.02	37	6
581.7	Kintama	C&C 43	Kintama As	BPYC	47.27.08	42.01.55	43	7
585.7	Fury	Cust 42	C Norris	CYC	47.47.52	42.03.22	44	8
584.7	Spring Fever	Cust 41	E M Kinney	CYC	47.44.27	42.04.48	45	9
591.2	Ragtime	J 35	S Kieffer	SYC	48.15.37	42.04.56	46	10
591.7	Elusion	J 35	J Ginn	LTYC	48.25.47	42.12.40	51	11
570.0	Bat	Swn 44	J Batts	MBYC	46.47.11	42.18.27	56	12
573.6	Endurance	C&C 43	R Derusha	M&M	47.08.22	42.22.33	63	13
565.4	Bacchant	75Sq 64	J Sullivan	MYC	46.40.12	42.33.53	74	14
572.0	Nght Train	C&C 43	B Vedder	CYC	47.24.14	42.45.45	83	15
554.4	Windquest	Swn 51	R Devos	MBYC	46.12.24	42.59.04	92	16
592.5	Dbl Digits	J 35	R Hoffman	SHYC	50.03.08	43.45.59	111	17

571.3	Sutje	Cay 41	B Staroske	WYC	48.26.27	43.51.20	113	18
577.7	Wreckless	Ber 46	P Schwab	Skip	49.19.44	44.13.57	115	19
555.7	Head Hunter	Hun 54	R C Hughs	LYC	48.12.31	44.52.39	122	20
524.2	Cadence	C&C 52	T Reese	CYC	45.50.24	45.02.25	124	21
593.8	Fantod	NY 40	N Hewitt	CYC	52.15.36	45.51.59	130	22
592.6	Nght Stalker	Tar 44	J&B Entrpr	SJYC	52.22.46	46.05.04	132	23
590.4	Siren Song	Pet 41	Pdn/Hbr Pt	HPYC	52.15.43	46.08.56	133	24
578.1	Vixen	C&C 41	G Congreve	CYC	51.25.40	46.17.44	135	25
587.6	Relentless	J 35	T C Ptnrshp	NBYC	52.15.30	46.22.02	136	26
586.0	Thunder	Cha 43	H Drum	COL	52.32.32	46.46.39	138	27
590.0	Don Quixote	Swn 39	H Schwartz	SBYC	53.15.21	47.10.05	140	28
572.8	Colt 45	BNC 41	A Fletcher	AYC	52.08.07	47.25.51	141	29
583.3	Black Magic	Kauf 41	D Ruley	NBYC	53.30.01	47.57.14	142	30
			SECTION 6					
615.1	Hilaria	S&S 53	R Stocker	CYC	47.24.46	39.18.41	1	1
625.6	Thirsty Tiger	Orca 43	A Dottavio	CYC	49.48.12	40	51	34
611.2	Sliv	Swn 43	J Goldman	CYC	49.17.12	41.30.09	17	3
603.9	Second Wind	Na 40	S Robbins	CYC	49.28.10	42.16.11	53	4
611.7	Otwrd Bnd	C&C 39	J Noble	COL	50.07.28	42.17.43	54	5
604.9	Icefire	C&C 39	J Brnkrhff	CYC	49.35.35	42.18.43	58	6
610.7	Aries	C&C 39	L Franks	CYC	50.06.42	42.21.42	62	7
619.4	Firewater	CF 37	R Hoekman	MBYC	50.51.30	42.24.30	67	8
604.2	Blue Max	C&C 40	M Landwer	CYC	49.40.08	42.26.38	68	9
608.8	Raven	C&C 39	E Kalin	CCYC	50.05.32	42.30.02	72	10
607.2	Grdn of Edn	C&C 40	CGA Found	CGA	50.10.31	42.42.32	77	11
608.0	Nite Mare	Na 40	T Neill	CYC	50.47.47	43.16.08	98	12
606.2	Unicorn	Tar 41	M Jones	MCYC	50.47.30	43.24.21	102	13
628.1	Cetacean	Cal 40	J Rynrtsn	CYC	52.36.49	43.27.55	103	14
626.9	Cht ChoCho	Erc 39	L G Myklby	MORF	52.36.49	43.27.55	103	14
623.5	Nana	Erc 39	C A Baske	WAU	52.26.38	43.40.02	109	16
621.4	Shasta	Nwd 35	R K Dutsch	SBYC	52.33.17	43.56.44	114	17
630.8	J-Sen II	Ben 40	C Collins	COL	54.35.11	45.13.31	125	18
626.1	Wind Quest	C&C 38	B Phelps	CYC	54.37.58	45.38.52	127	19
621.5	Bravura	San 35	G Gonzalez	COL	54.19.52	45.42.54	128	20
628.4	Vicky L	C&C 36	H LLoyd	HPYC	56.07.53	46.57.49	139	21
			ADJUSTMENT DUE TO PROTEST					
16770	Icefire	1 hr penalty				43.18.43	99	13
69000	Unicorn	9 places					111	22
			SECTION 3					
			T-10s					
654.8	Peregrine	T10 33	Prgrn Synd	CYC	52.17.34	41.00.14	8	1
654.8	Susan	T10 33	Wrtzbach	COL	52.19.57	41.02.37	9	2
654.8	Wombat	T10 33	A Strilky	COL	52.48.11	41.30.51	18	3
654.8	Goblin	T10 33	L Thomas	CYC	52.49.17	41.31.57	19	4
654.8	Yahoo	T10 33	V Camarda	CCYC	52.50.17	41.32.57	20	5
654.8	Brquta Blnca	T10 33	McCrty/Bkr	CYC	52.50.25	41.33.05	21	6
654.8	Lilibet	T10 33	J & R Ford	CYC	52.52.37	41.35.17	23	7
654.8	Tardis	T10 33	D Newman	COL	52.53.37	41.35.59	24	8
654.8	Dora VII	T10 33	Strns/Wllms	CYC	52.54.36	41.37.46	26	9
654.8	Illusion	T10 33	Crlsn/Closr	WYC	52.55.06	41.37.46	27	10
654.8	Rebel	T10 33	S Sollitt	CYC	52.55.34	41.38.14	28	11
654.8	Meracious	T10 33	M Gthrie Jr	CYC	52.55.42	41.38.22	29	12
654.8	Temerity	T10 33	D Baker	DPYC	53.04.08	41.46.48	31	13
654.8	Defiance	T10 33	V Conforti	COL	53.09.15	41.51.55	33	14
654.8	Skara Brae	T10 33	Hse/Mnette	CCYC	53.27.57	42.10.37	48	15
654.8	Magic Drgn	T10 33	A Michel	COL	53.32.14	42.14.54	52	16
654.8	Billy Bones	T10 33	Wtfrd/Bglw	CYC	54.01.13	42.43.53	78	17
654.8	Viper	T10 33	H Neise	CYC	54.02.22	42.45.02	60	18
654.8	Blizzard	T10 33	Udlsn/Schf	COL	54.02.47	42.45.27	62	19
654.8	Tom-Tom	T10 33	Flln/Frguia	BPYC	54.06.19	42.48.59	66	20
654.8	Fiddlesticks	T10 33	W Wdwrd	COL	54.16.45	42.59.25	93	21
654.8	Rnbw's End	T10 33	R Lyons	CCYC	54.39.28	43.22.08	100	22
654.8	Recess	T10 33	J Hiering	CYC	54.40.12	43.22.52	101	23
654.8	Rookie	T10 33	Hfmn/Stcky	CYC	54.55.11	43.37.51	106	24
654.8	Sirocco IV	T10 33	W Fanizo	CYC	54.55.52	43.38.32	108	25
654.8	Siege	T10 33	Grdn/Schnll	CYC	53.35.59	44.16.39	116	26
654.8	Merlin	T10 33	Pdjsk/Stvns	MORF	56.11.29	44.54.09	123	27
			SECTION 4					
654.7	Vigilant	Erc 37	B&S Hlstrm	JPYC	51.48.07	40.30.59	3	1
643.7	Altair II	Erc 39	Frnk/Syme	Wauk	51.07.43	40.43.36	4	2
655.3	Avant-Garde	Pret 35	H Chandler	Anch	53.05.35	41.45.47	30	3
656.4	Kutty's Ark	Psn 36	C Kuttner	COL	53.17.21	41.52.10	35	4
652.9	Kelly Ann	Cat 36	J Jabobitz	BHYC	53.00.59	41.52.34	36	5
654.7	Drgonbreath	Hun 34	D McNmera	MORF	53.12.42	41.55.28	39	6
648.6	Slap Shot	C&C 35	W Sims	CYC	52.49.07	42.01.20	42	7
646.2	Dixie	C&C 35	H Kaczmrk	CCYC	52.55.54	42.19.50	60	8
648.6	Stitches	C&C 36	Whmn/Els	RYC	53.08.22	42.20.33	61	9
658.8	Deja Vu	Cat 38	J Johnson	SBYC	54.00.42	42.24.08	66	10
646.9	Class Action	Irwn 37	Brmn/Dent	COL	53.06.55	42.27.20	69	11
647.8	Infinity 2	C&C 37	O Hlfrich	AYC	53.11.10	42.27.33	70	12
646.5	Panache	Erc 39	B Bohuslav	CYC	53.05.55	42.27	71	13
649.9	Columbine	J 30	H Colfer	CHYC	53.38.56	42.45.14	81	14
650.1	Moody Blue	J 30	W Graves	MYC	54.03.16	43.08.37	94	15
651.3	Hardtack	C&C 35	F Shorey	MUYC	54.09.22	43.08.37	95	15
656.1	Harem	Psn 36	E Ambrg Jr	MCYC	54.34.23	43.10.31	96	15
650.2	Pronto	J 30	A Mallory	JPYC	54.16.18	43.21.10	99	15
655.9	Rnbw Cnect	Tar 37	J Armbrstr	MYC	55.05.16	43.42.36	110	15
650.1	Circus	J 30	L Brnbm	COL	55.16.44	44.22.05	117	20
650.9	X Michele	Ran 37	D Axelrod	COL	55.23.47	44.25.16	118	20
648.2	Tango	Ran 37	J Duffy	COL	55.20.26	44.34.31	119	20
650.1	Stndrd Devi	J 30	J Carlson	BH	55.36.08	44.41.29	120	20
540.3	Virago	J 29	S Twnsend	JPYC	54.52.30	44.45.07	121	20
651.8	Wild Onion	Yan 38	Navy	GLYC	56.48.12	45.45.11	129	20
654.8	Roughrider	Psn 36	B Marble	LTYC	57.32.49	46.15.08	134	20
			ADJUSTMENTS DUE TO PROTESTS					
315	Rainbw Con	11 places					121	20
			SECTION 5					
675.8	Rckng Horse	Ran 33	A Curtiss	CYC	53.23.26	40.24.28	2	
672.1	Fancyfree	Erc 34	G Poquette	GBYC	53.45.29	41.04.41	10	
660.0	Thin Air	Erc 37	R Drill	SCYC	53.10.41	41.28.19	16	
670.4	Souvenir	Pt 32	L Schiller	MUYC	54.20.42	41.47.48	32	
657.3	Frenzy	Hnt 34	Berg et al	MORF	53.23.38	41.54.01	38	
694.7	Saunter	Gulf 41	G&K Nigel	SSYC	56.30.25	42.00.25	40	
672.9	Drifty	Isl 37	W Elderkin	Anch	54.45.33	42.00.33	41	
668.1	Gold Rush	Erc 34	P Fldstn	RYC	54.33.11	42.11.31	50	
660.2	Gittan	C&S 33	S Norberg	WYC	55.38.13	42.18.17	55	
677.2	Encore	Ben 32	Dr Krczynki	Wauk	55.24.11	42.18.30	57	11
666.8	Outrageous	C&C 34	B Schneider	CYC	54.24.11	42.23.06	64	11
672.9	Bravo IV	Mtlm 30	R Foley	MORF	55.17.21	42.32.40	73	11
662.0	Seaquel	C&C 36	B J Farrell	CYC	54.27.32	42.35.16	75	11
672.2	Moonshadow	S2 30	A Bowman	LTYC	55.26.20	42.44.50	79	11
656.8	Pendragon	Erc 37	B Jackman	CYC	54.13.58	42.46.43	84	11
673.2	Mdnght Pass	C&C 33	N Levine	CYC	55.34.48	42.48.47	85	11
664.4	Firecracker	Erc 34	J&J Gttwld	BPYC	54.53.51	42.49.55	87	11
649.8	Incourt	Sov 30	C Andrsn	CYC	53.43.38	42.50.20	88	11
667.2	Lightning	Isl 36	Bltz/Lgmn	CYC	55.30.16	43.13.10	97	11
662.4	Jason	Irw 33	E Cohen	MORF	55.27.22	48.33.14	104	20
666.4	Bay Bear	S&S 41	Navy	GLYC	55.52.08	43.38.29	107	20
671.2	Patriot	C&C 33	L Lehman	COR	58.12.46	45.36.20	126	20
			SECTION 6					
697.6	Bel Esprit	Aloa 34	Wlbnks/Hn	CYC	55.34.28	40.50.38	5	
689.8	Misty	Con 40	T McIntsh	CYC	55.13.26	41.07.17	11	
699.1	Windmill	Erc 32	J VnBckm	SSYC	56.09.49	41.18.43	14	
679.3	Blue Horizon	Cust 37	T Chambers	JPYC	54.43.30	41.27.58	15	
691.7	Der Falken	C&C 30	R Falk	CAYC	56.07.39	41.52.07	34	
685.9	T. J.	C&C 29	Adrsn/Shlgr	MORF	55.55.13	42.07.33	47	
677.6	Star Ship	Cal 30	J Cyzk	KYC	55.18.29	42.11.07	49	
671.3	Tamer	Tar 30	B Htchnsn	GUYC	54.55.55	42.18.52	59	
668.5	Valhalla	Mor 33	R Klammer	MORF	54.47.37	42.23.55	65	
688.6	Sloopy II	Psn 33	J Jacobi	COL	56.37.35	42.37.15	76	11
675.6	Audra	Isl 37	K Aglinskas	BPYC	55.48.48	42.50.58	89	11
675.2	Kinky II	PJ 34	J Murphy	RYC	55.47.37	42.51.54	90	11
668.4	Delicious	Erc 35	P Bowen	Wauk	55.17.19	42.54.01	91	11
673.6	Bellerophon	T30 30	Gbsn/Wllce	CYC	56.37.22	43.49.14	112	11
781.0	Volant	Psn 32	Marks/Hrsh	CYC	63.28.57	46.04.01	131	11
681.6	Gypsy Lady	Psn 30	McKnsy/Hn	COL	59.49.13	46.22.19	137	11
718.9	Egret	Alb 35	J J Smnts	BPYC	66.55.23	50.28.59	143	11
727.9	Flmbynt II	C&N 39	K Phlamm	BPYC	68.13.46	51.03.50	144	11

LEADERS IN PORT HURON - MACK RACE

OVERALL

1) Fujimo; 2) Nitissma; 3) Lunatic; 4) Silver Shadow; 5) Signature; 6) Stars & Stripes; 7) Pied Piper; 8) Sassy; 9) Slip Sliding Away; 10) Brassy.

CLASS A	Vampire	Compromise
Fujimo	Carrera	Big Trouble
Nitissma	CLASS C	CLASS E
Lunatic	Slip Sliding Away	Traveller
Silver Shadow	Sprint	Zoo
Sassy	Fair Lady	Sea Fever
Brassy	Special X	Wood Pecker
Devastator	Trimmer	Gold Dust
CLASS B	CLASS D	
Signature	Velero VI	
Stars & Stripes	Sundance	
Pied Piper	Disruption	

Challenge Day

by Nancy W. Sindelar

Hundreds of C.Y.C. members and Heart of America Challenge enthusiasts sipped champagne and enjoyed delicious appetizers as Buddy Melges skillfully maneuvered Windancer, formerly Intrepid, under a full spinnaker past the Monroe Street Station of Chicago Yacht Club. The event was Heart of America Challenge Day and the reception, sponsored by Governor Jim Thompson and organized by Sally Bechina, was in honor of the proclamation declaring July 2nd Heart of America Challenge Day.

In presenting the Proclamation to Chicago Yacht Club, Deputy Governor Jerry Blakemore said, "All of us want very much to get the Cup back."

In accepting the Proclamation, C.Y.C. Commodore Jack Gable commented on the enhancement of Chicago's deserved reputation for quality sailing by the Heart of America Challenge. He said, "We already have a sizeable contingent of Olympic medalists as members of the Chicago Yacht Club.

The formal portion of the program was concluded by the presentation of a check by Heart of America's first corporate sponsor, MCI, to Buddy Melges, the Heart of America Challenge skipper.

Clipper Comes To Chicago

The Heart of America Challenge trial horse is now in Chicago. *Clipper* was purchased by the Heart of America Challenge and will be used as a practice platform for the Challenge's sailing team.

Clipper was built in Newport, Rhode Island for Russell Long in 1980. Her designer, David Pedrick, incorporated refinements previously worked into Courageous and Enterprise into Clipper's aluminum hull. The Heart of America Challenge twelve-meter is 65 feet long, has a beam of 12 feet, 6 inches, and draws 9 feet of water. She has a fine bow, double counter stern, and a ridge on the keel to close the trim tab slot.

Clipper will be moored northeast of Chicago Yacht Club in Monroe Street Harbor.

Frers To Lead Design Team

German Frers, Jr., perhaps the most successful yacht designer of the past decade, directs the design effort for the Heart of America Challenge syndicate. Working with Frers to design and build the 12-meter yacht that can reclaim the America's Cup from the Australians when the next Challenge is held in 1987, are Scott Graham and Eric Schlageter of the Chicago design firm of Graham and Schalageter, and James Gretzky, founder of Obscure Boats, Inc.

Frers, a second generation yacht designer, born in Argentina, has had a consistent string of successful offshore yachts, including *Recluta, Bumble Bee, Acadia,* and the *Scaramouches.* His latest maxi-boat, the 1981 *Boomerang,* under owner George Coumentaros of New York, has dominated the Maxi circuit over the past year.

Two of the better known young designers on the scene today, Graham and Schlageter have been highly successful in the offshore market in yachts up to the two-ton range. Their designs hold North American Ton Championships, MORC titles, and Boat of the Year titles in the lower great lakes. Their new one-ton yacht, *Slip Sliding Away,* commissioned by John Malec and Bill Walter, recently became Graham and Schlageter's third overall fleet winner in the 333-mile Chicago-to-Mackinac Island race.

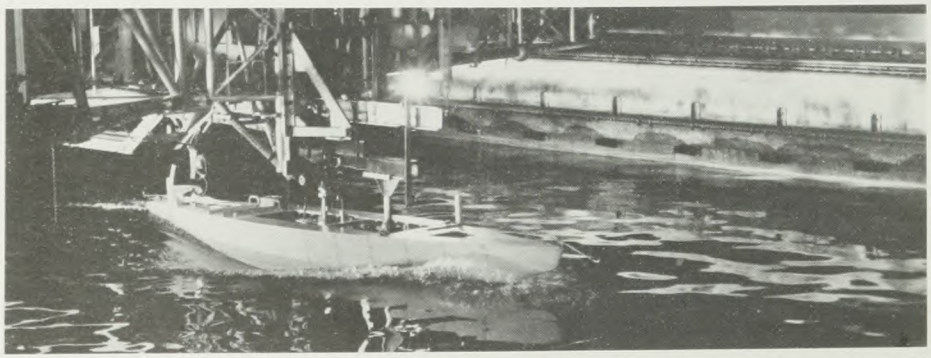
James Gretzky, an alumnus of Pedrick Yacht Design in Newport where he was in charge of research, development, and special projects, will coordinate the Heart of America project. Gretzky's expertise is in the area of construction and performance.

The Heart of America design team has begun large-scale tank testing at the David Taylor Naval Ship Research and Development Center in Maryland — the largest and most technically sophisticated tank-testing facility in the country. The only 12-meter syndicate with access to these facilities, the Heart of America program will utilize the NSRDC to test a series of 1/3-scale 12-meter models.

"The NSRDC is technologically superior to the tank-testing facilities being used by other U.S. syndicates which gives the Heart of America a tremendous competitive advantage," according to Gretzky. "There is more precision, accuracy, and reproducability with a larger facility so we should be able to avoid some of the problems inherent with small scale models," Grekzky said.

A team of consultants led by Pierre DeSaix, a noted engineer in the field of yacht research, and including George Hazen, President of Design Systems, and author of velocity prediction computer programs, will lend specialized support to the Heart of America design team.

Other consultants include Duncan MacLane, of Horton & MacLane naval architects, Otto Scherer, a principal scientist with Hydrodynamics Research Associates, and Martin Goldberg, professor of naval architecture at Webb Institute. Alex Brincko serves as the design team's computer consultant, and Jim Schmicker, currently completing his master's degree program at MIT in naval architecture and marine engineering joins the team as chief engineer.



Drag and flow characteristics of the Heart of America's one-third scale model are measured during the tank testing at the research and development center.

MCI To Sponsor Midwest Challenge To Bring America's Cup To Chicago

MCI Telecommunications Corporation announced July 2 it will be the first major sponsor to support the Midwestern challenge for the return of America's Cup, the nation's oldest sports trophy and highest yachting prize.

Ronald E. Spears, president of MCI Midwest, noted that if the "Heart of America Challenge" is successful, the America's Cup races will be held on Lake Michigan in 1991 and thereafter until a foreign team is once again victorious.

"Our sponsorship means there definitely will be a first-rate America's Cup challenge from Chicago and the Midwest when the eliminations begin off the coast of Australia in 1986. We anticipate other Midwestern corporations becoming involved in the effort so that our Heart of America challenge can be the best one possible," he added.

Spears made the remarks at a press conference at the Chicago Yacht Club, the official entrant for the challenge.

Skippering the Midwestern challenge is Buddy Melges of Zenda, WI., an Olympic gold medalist and one of the world's leading helmsmen. Strategist and sailing consultant is Gary Jobson, who served with Ted Turner on *Courageous* in 1977, when Turner's crew successfully defended the cup. Charlie Scott, this year's winner of the prestigious Southern Ocean Racing Circuit in Florida, will join Melges and Jobson as part of the brain trust in the back of the boat.

The Chicago-based naval architecture firm of Graham and Schlageter is at the core of a design team led by German Frers, Jr., one of the most successful yacht designers of the past decade. James Gretzky, co-founder of Obscure Boats, Inc., is coordinating the project.

Design research, tank and stress testing already are under way for final design of the competing boat.

Melges said that "sailors in the Midwest are as good as any, and a lot more people are going to know it by the time 1987 is over."

"For kangaroos, koalas and waltzing Mathilda, Australia is fine, but I think any cup called America belongs not only in America, but in the Heart of America. With today's announcement, we definitely have the pieces in place to bring the America's Cup to the Midwest. I hope that other corporations will step forward to help make our challenge as successful as possible," Melges said.

MCI has pledged $1 million to the Heart of America Challenge, which is expected to cost as much as $7 million.

In honor of MCI's announcement, Gov. James R. Thompson proclaimed July 2 "Heart of America Day" in Illinois, noting that Chicago and the Midwest would benefit with an influx of new capital and the creation of new jobs as a result of hosting the 1991 races.

"I urge all Illinoisans to support this worthwhile endeavor," The Governor said in his proclamation.

Jack B. Gable, commodore of the Chicago Yacht Club, said a successful challenge will enhance Chicago's deserved reputation for quality sailing and sailors.

"We already have a sizable contingent of Olympic medalists who are members of the Chicago Yacht Club, probably as many or more than any club in the country." Commodore Gable said.

MCI, with annual revenue of $2 billion, serves more than 2 million customers with a variety of domestic and international telecommunications services, including long distance telephone, paging, cellular telephone, telex and time-sensitive message delivery.

Colors of first corporate $1MM sponsor MCI are flown on a new spinnaker for the challenge. WINDANCER tries the chute out on Lake Michigan.

Ron Spears, President MCI Midwest and Jack Gable, Commodore Chicago Yacht Club.

Heart of America's Skipper Buddy Melges holding MCI's contribution to the challenge.

The Annual Dockside Party
"Come To The County Fair"

by Kitty Freeman
photos by Kitty Freeman and Jim Roe

The 8th Annual Dockside Party was presented by the Power Yacht Committee at the Monroe St. Station on July 20th by party chairman Mel Bechina. It was really a family affair! Sally, Irene, Mary Lou, Jan, Mike Sr., and Mike Jr.—all the Bechinas got into the act. You could tell that they were related, because the women all had red pigtails, and the men had fuzzy hair and bow ties. Even their freckles matched! (I wonder if they donned their costumes to lend atmosphere when they put the straw into the homey invitations)?

The boats all docked early at the Yacht Club's new piers to enjoy the pre-party antics. Marion Giammanco and her "Bombas" trio entertained us, as well as the Barber Shop Quartet who serenaded all who proceeded to the Club. As you walked off the pier where the boats were tied, you were greeted by a fella ensconced on a pedestal just waiting for someone to hit the bullseye to dunk him in the water tank. "Step right up and hit the gong!" hawked the man with the mallet in hand. You could have Dr. Heezaquack guess your weight, or go a step further and have a hot dog with all the trimmings—Claussen pickles, too. There was corn-on-the cob, sausage, beef, corn dogs, and to top it off was popcorn from a colorful wagon, as well as sno-cones, cotton candy, and ice cream cones.

Folks danced to the country-western music of Guy Lawrence. Many joined in for the Texas two-step. Jan and Mary Lou were very tired by the time they tied the 1000 balloons to every post and pillar in sight.

As you went inside, you did a double-take. Straw covered *all* the floors, and a corral was set smack in the center of the Club, along side an antique buckboard that was 100 years old. The dining room was transformed into a fairway of game booths with everything from ring toss over Pepsi bottles to a game of "hit the milk bottles"—15 games in all. Stuffed animals were the prizes. There were even booby prizes. If you were so unlucky as to be caught by the constable, you were handcuffed and put in "jail." Some culprits even tried to escape, but were brought in by the posse.

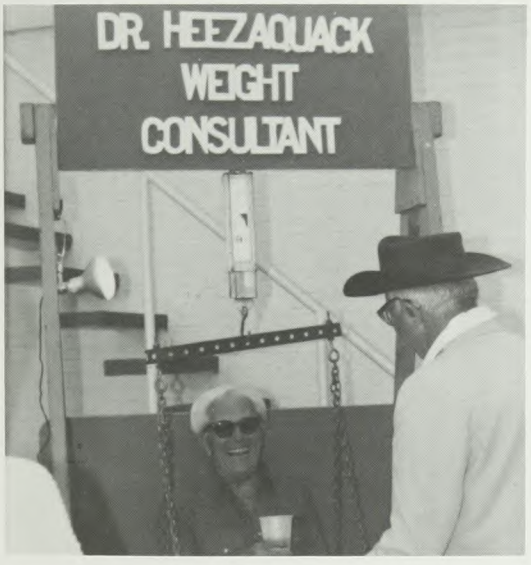
Later in the evening, a bake-off was held, with Commodore Gable, past Commodore Bill Robinson, and Joe Giammanco tasting the goodies. Sally Bechina stood by with her pigtails draping her clipboard, tallying the votes. (Did the Commodore look a little green about halfway through the tasting?) It was a close contest, and several blue and red ribbons were awarded.

After that, the large stuffed animals in the corral were auctioned off to the highest bidder.

Many boats stayed overnight to enjoy brunch on Sunday.

Each party gets better and better. This one will surely be a hard act to follow.

CHICAGO YACHT CLUB


DR. HEEZAQUACK
WEIGHT
CONSULTANT

Carol Singer's Camera Catches the CYC One Designs In Action

Andrew Woodley, Editor of Australian Yachting Magazine, Visits Chicago Yacht Club

Chicago Yacht Club played host to a visiting Australian yachting magazine editor on Thursday evening, July 18.

Andrew Woodley is the editor of CLUB MARINE, the largest-circulation yachting magazine in Australia. It is published at Melbourne, Australia. At the time of his visit, he was on his way from Melbourne to Europe, where he covered the Admiral's Cup Races.

Last year Andrew spent nearly a month in the United States, covering the America's Cup races on our east coast.

He is no stranger to the United States. He married the former Gretchen Wienke of suburban Wheaton, Illinois, and both he and Gretchen are frequent passengers on the new nonstop flights between Sydney and Los Angeles.

Commodore Gable and Mrs. Liz Gable, and a number of CYC past commodores and their ladies honored Mr. & Mrs. Woodley and Mrs. Woodley's mother, Mrs. Harvey Wienke of Wheaton with their presence. These included Mondo and Bill Robinson, Roy Spanjer and Betty Burch, Jayne and Don Buckingham, Miss Carol Singer, Mr. Ralph Dainty, and the new Heart of America executive Director Mr. William Bentsen and Mrs. Bentsen. Mr. and Mrs. Jim Roe and their daughter Mrs. Pat Morton organized the dinner "to show this Australian editor the location of the 1991 America's Cup race course" — right outside the window of the Chicago Yacht Club dining room.

Andrew didn't seem convinced. But we will keep working on him.

Andrew and Gretchen Woodley.

L to R: Pat Morton, Margy Roe and Don Buckingham.

Mrs. Harvey Weinke.

Roy Spanjer and Betty Burch.

L to R: Bill Robinson, Mondo Robinson, Carol Singer and Ralph Dainty.

The 33rd Annual
Handicapped Cruise

by Kitty Freeman
Photos by Fred Countiss and Kitty Freeman

Just as predicted, our cruise day was perfect! The east dock at Chicago Yacht Club was reserved for the power boats to board guests from the Easter Seal Society of Chicago, and from Good Shepherd Manor. When we pulled up, the Easter Seal kids were there waiting — the sight of these big boats docking made their eyes grow wide with awe. Wally Freeman, C.Y.C. Handicapped Cruise chairman, and Mary Beth Wright from the Easter Seal Society had everything under control. We had an abundance of boats, thanks to the generosity of our members. Bruce Cohen called Wally early on to say that he could take a whole school aboard, and when the 82' *Captivator* came alongside, he really looked as though he could handle them all. The crew in gold braided shirts assisted the children and their parents and teachers aboard. Fred Barron of Riverside Marine donated the use of the tall steps to make the boarding easier.

At the far end near the gas dock, Mike and Jo Lombard took the boys from Good Shepherd Manor, as they have for as long as I can remember. As they pulled away, the *Mrs. Mike* looked like an overbooked Love Boat taking to the sea.

Ted Lake pulled the *Thalia* in behind the *Captivator* and with the able assistance of Bob Nash and Skip Robinson, loaded more of the Easter Seal children, and took to the water to make room for *Bernie's Tune*. *B's tune* boasted the expertise of Elliot Wiczer at the helm, with Raoul Allesee and Tom Munizzo as crew. Some very active "wee" people made themselves quite at home exploring the flybridge — out came the life jackets!!!

Jerry and Shirley Cohen loaded their guests from the far end, at the gas docks. Those two are always the first to volunteer for these cruises. Bill McIntyre crewed for the Cohens. At this time, Colin Fisher asked about the number of "Whoppers" that he should take to each boat. He did the publicity that appeared in the newspapers. Fred Countiss, as he has done for the last zillion years, took dozens of pictures to be given to the boat owners, guests, and the BLINKER.

Mary Lou Bechina, our liaison between C.Y.C. and the Easter Seal Society, boarded the *Captivator* as galley helper. Bill Templeman, previous handicapped cruise chairman, was on hand with his 58' *Empty Pockets* as he has been since the beginning of C.Y.C. cruises. We learned the ropes on his boat. Sgt. Horst Zickenheiner, aka "Ziggy", and Ray Bernat spent their day off, crewing on *Empty Pockets*. Eleanore Turchan assured the smooth operation of things with the help of Ziggy's Debbie.

Commodore Jack Gable strode up to Wally saying, "Seaman Gable reporting for duty, Sir!" Jack teamed up with Florence and Jack Seligman on Marcy and Ted Bruck's *Sun Sea*.

Burger King's Jerry Ryan, who supplied the 175 hamburgers, watched the proceedings from the deck of the *Notrie Cherie* as Darline and Paul Annunziata helped the boys and girls from Good Shepherd Manor step from the tall stairs onto the *Cherie*. Sue and Merilynn Freeman and the dock boys delivered ice, pop, and beer to each boat.

It always seems like a chinese fire drill at the time of boarding, but things were really well organized.

Leon Delano with the help of Jim Mahoney and "Girl Friday" Linda, took aboard the remaining passengers, and started down the fairway following the other boats.

Sgt. Rick Neumann and crew on M-2, the Chicago Marine Police boat, escorted the entourage safely through the day — thanks to Sgt. O'Boyle, their chief.

We cruised out of Monroe Harbor heading South on a calm sea, and settled our guests down with drinks, Whoppers, and fruit, etc. With tummies full and the newness of the cruise giving way to "old hat" familiarity, our friends were able to turn their attention to sunning themselves, remarking about the skyline, and just enjoying the cruise.

After each boat passed the bow of *Notre Cherie* to get its picture taken by Fred Countiss, we were alerted that the Joseph Medill was in the outer Monroe St. harbor. The boats rendezvoued to see the big fire boat send continuous plumes of red and blue water about 70' into the air (the wind blowing the spray to the north.) It was a sight to see! Horns blew, kids clapped, and curious boaters came in closer to join in the fun, making it a fabulous show. And then, the Fire Dept. helicopter flew over each boat with siren wailing. The whirling rotor made the water swirl and blow with the downward ring of force. Again and again, the same pattern was repeated alongside each boat. Finally, and it seemed reluctantly, the helicopter made a final pass over the *Joseph Medill* and returned to Meigs Field. The excitement was electric!

Wally Freeman, cruise chairman, arranged with the Chicago Fire Commissioner Lou Galante to have the practice sessions coincide with our cruise.

After the show, the boats cruised awhile longer. As the guests settled down, now relaxed, refreshed and once again serene, we filed into the Chicago Yacht Club docks to drop off our happy passengers to board their awaiting buses for the ride home.

For some of the captains and crews, however, the best time of the day is when they sit on the club patio with refreshments to assess the things that happened during the cruise.

All in all, it was a day well spent!

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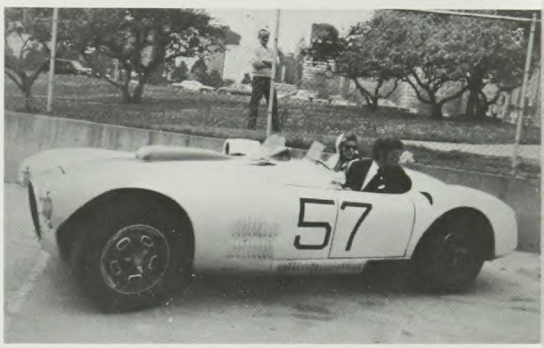
First Annual
CYC Auto Show and Brunch

by Fred Gorr
photos by Fred Countiss

Sunday, May 5th, members and friends took time out before the yachting season to share their car interests with other members at the First Annual Car Show and Brunch in the Monroe Street parking lot.

Vehicles varied from John Ciesar, Jr's tricycle to a Rolls Royce. This was a show and not a contest because of the interesting variety of machines. After the show, we enjoyed the music at brunch and awarded all thirty-three entrants with a C.Y.C. commemorative dashboard plaque. For those who did not attend, mark your calendar for next years show. Below is a list of the showcars and owners.



The Exhibitors

1967 Corvette Convertible, *Bob & Mary Kleckauskas*
1976 Eldorado Convertible, *Bruce Cohen*
1967 Lincoln Convertible, *Fred Gorr*
1951 Willy's Jeep, *Kurt Kunde*
1985 Cutlass 442, *Kevin Kunde*
1963 Corvair, *Arnold "Les" Larson*
1956 Buick, *J. Carlson & O. Smith*
1969 Ford Mustang, *Stephen R. Wenzel*
1949 Triumph, *Bob Link*
1980 Corvette (L82), *Rich James*
1957 Mercedes (300SL), *Allan & Marvin Gordon*
1968 Camaro Convertible, *Kay Countiss*
1973 Cadillac Convertible, *Jim Purnell*
1973 Cadillac Coupe de Ville, *Elaine Purnell*
1926 Ford Model T, *Leon Delano, Jr.*
1941 Cadillac - 60 Special Fleetwood, *J. Malecki*
1982 Jaguar, *Marvin Wortell*
1966 Jaguar Mark X, *Marvin Wortell*
1969 Rolls - Silver Shadow, *Mel Surdel*
1954 Chevrolet - Bel Air, *Harry Keper*
1975 MGB, *Dick Michalski*
1949 Packard Limo, *Fred Gorr*
1982 Vespa w/ side car, *Dick Michalski*
1968 Lincoln - 4 Door Sedan, *Mrs. Puestow*
1957 Jaguar XL140, *Josh Bloodgood*
1952 Cunningham, *Robert F. Williams*
1960 Mercedes 190SL, *David DeYoung*
1980 Avanti - 2 Door, *Alex Wasloff*
1985 Jaguar - 4 Door, *Marvin Gordon*
1964 Mercedes (220 SEC), *Lawrence Wilhelm*
1966 Mercedes (230SL), *Mike Morelli*
Tricycle, *John Ciesar, Jr.*

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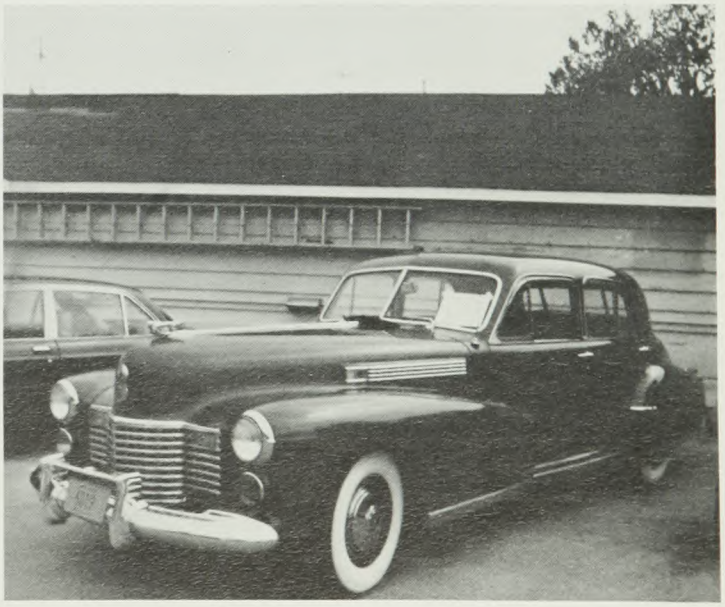

COME TO THE CLUB!

New food service people behind the scenes are working to prepare attractive foods and table settings like these captured by Leon Delano's camera.

You will enjoy dining at the Chicago Yacht Club. You can enjoy the most magnificent view in Chicago and good food and service, too.

All hands at the Club are working like beavers to see to it that the food, service — and the total Club experience — will make it worth your while to come on in. Everything is on the list for improvement and watchful care: the food, the cleanliness of the Club, cheerful and timely service.

And new service locations, too. By the time you receive this issue of the BLINKER, the new food service on the terrace will have started. There is no place in Chicago with a similar stupendous location for al fresco dining and entertaining. And there is a new menu scheduled for September introduction.

So come on down for your family luncheons and dinners, for entertaining your friends, and for a business meeting or party.

Commodore Gable and the Board are making these improvements a continuing crusade. And the entire staff from Manager David Gevercer on are pledged to make your Club experience a pleasant one which you will wish to repeat.

Beth Kinsman
Pastry Chef

Graduate of the Culinary Institute of America.

She has worked at the Hyatt Regency in New Orleans, Olivers Restaurant in Buffalo, N.Y., and at the Fromagerie Restaurant in Rumson, N.J.

Randy Holmes
Sous Chef

Graduate of DuPage College Foodservice Administration.

He has worked at T.J. Peppercorns in Lincolnwood Hyatt and Indian Lakes Resort.

Johnathan Mayer
Executive Chef

Graduate of the Culinary Institute of America.

He has worked at P.J. Ruggles Restaurant in N.J., Scarborough Fair Restaurant in N.J., and Bay Head Yacht Club, Bay Head, N.J.

What About Yacht Clubs?

by Jack B. Gable
Commodore Chicago Yacht Club

From time to time the press, TV, radio and various "civic-minded" groups produce information about the yacht clubs in Chicago. All too often the thrust of this material is that the presence of the yacht clubs denies the use of the land used to the general public and that the Chicago Park District is not fulfilling its obligation to the public by sanctioning "private" use of public land. The head of one "civic minded" group has been quoted in the newspapers as wishing that the yacht clubs would be bulldozed out of existence. Such strong feelings are not shared by the public at large, but the fact that such utterances receive attention by the press suggests that considerable misunderstanding exists concerning the important role that yacht clubs play in enhancing the public's enjoyment of the lakefront. This paper is intended to clarify that role.

Chicago's lakefront is unique. It's broad public parks along the waterfront and its clear, fresh lake water are a continual source of compliments from visitors from all over the world. All of the Chicago participants in international racing events always return to Chicago with a renewed sense of appreciation for the wise city fathers who fostered the lakefront park idea and made it happen. Chicago, like all other enlightened cities with waterfront property, recognized the need to encourage use of the lake by the public and planned for harbors for yachting activities in addition to those provided for commercial use. The "PLAN OF CHICAGO", by Daniel H. Burnham and Edward H. Bennett, published in 1909, contemplated a huge yacht harbor off the Grant Park and smaller harbors plus islands and waterways to the north and south, obviously intended that the lakefront be a major source of enjoyment for the citizens of greater Chicago, and it is equally obvious that the Chicago Park District has played a major role in making that intention a reality.

They do so through a variety of activities. Picnicing, swimming, fishing, water skiing, sailing, motor boating, and just plain sitting by the lake. The water sports, like all other sports, need some structure, some organization, and some facilities at or very near the water. Otherwise people will not be attracted to the lakefront. At the present time, many boating enthusiasts have taken their boats elsewhere because of a lack of harbor space, or else have abandoned water sports altogether.

The key question for the Chicago Park District is how to enhance enjoyment of the lakefront by the maximum number of citizens at a reasonable cost to the public. It would seem axiomatic that those making principle use of the lakefront should bear whatever incremental costs are associated with that use. Thus, by providing a modicum of space for the existence of yacht clubs, and permitting the yacht clubs to develop and maintain suitable facilities for yachtsmen using money raised by the yachtsmen themselves, the use of the lakefront is enhanced and yachtsment queue up to get mooring permits and pay substantial amounts for the privilege. The club dues and fees maintain the facilities and the Chicago Park District maintains the harbors for the mooring fees. The clubs organize races and other water activities and provide a variety of public service activities to the general public. There is no cost to the public for the tremendous effort put forward by countless men and women in the yachting fraternity who give their energies and skills to their sport through a variety of yachting organizations. To duplicate that effort at public expense would be extremely costly and a waste of public money.

The boaters of Chicago Yacht Club alone pay the Chicago Park District over $600,000.00 in annual mooring fees. Chicago Yacht Club's officers and members put in over 60,000 volunteer hours each year to operate its entire program. Collectively, the total costs and volunteer contributions to the sport by all Chicago area yacht clubs are easily between 5 and 10 million dollars. The yacht clubs do make a contribution to enjoyment of the lakefront by the citizens of Chicago. All citizens of the city are welcome to join the yacht club of their choice provided they are willing to share the costs and abide by the rules of conduct that govern their mutual endeavors.

There are a number of activities sponsored by the yacht clubs which benefit the City and its people. A partial listing would include:

Junior Sailing Programs-
Chicago Yacht Club

For more than 30 years this program has offered sailing and small

boat operation to children of members and non-members of the Chicago Yacht Club. To date approximately 3,000 young people have been trained to operate sailboats in a safe and proper manner. Success for the youngster in this program means that he or she should be able to operate a boat safely.

Adult Sailing Program-
Chicago Yacht Club

This program has been in effect since 1972 and has made good, safe sailors of about 500 people, both members and non-members of the Chicago Yacht Club.

Handicap Cruises-
Chicago Yacht Club

For 33 years Power Boat owners of the Chicago Yacht Club have provided outings in the lake for handicapped children. This year senior citizens will join this traditional event. Since the start of this program, more than 2,500 handicapped people and now senior citizens will have enjoyed a special day.

Coast Guard Auxiliary-
Chicago Yacht Club

The Chicago Yacht Club continuously makes space available for a large number of Coast Guard Auxiliary training programs. These regularly attract hundreds of non-members who are interested in the fundamentals of safe recreational boating.

Sea Scouts -
Chicago Yacht Club

For almost 60 years the Chicago Yacht Club has assisted the Boy Scout movement in a number of ways.

The Belmont station serves as a headquarters for the Sea Scout ship "Privateer". This ship operates to train young people as sea scouts with support and financial aid from yacht club members. Meeting space is provided and the members of the ship participate in official yacht club functions (e.g. Flag Raising and Fleet Review).

The Monroe Station moors the sea scout tender used by the scouts and leaders to get to their boats in the harbor. Also provided are sail lockers and storage facilities for their equipment.

Advice and counsel to the scout movement is provided by a number of experienced boaters in the Club.

Venetian Night -
All Yacht Clubs

This festive event usually seen by several hundred thousand people needs the yacht clubs, Park District and the City to be a success. Without the clubs, the parade would hardly exist. The Monroe Station of the Chicago Yacht Club is generally as full of visitors as the premises will permit and the slip area serves as a collecting point for many of the parade participants.

Sail Racing Program

The Chicago Yacht Club Sail Racing Program is one of the most extensive and complete in the country. Its flagship event is the famous Mackinac Race. This race and the week leading up to it involves about 2,500 participants, about half of whom are out-of-towners. When friends and relatives are added, the people concerned build up to eight to ten thousand. In 1985 the Chicago Yacht Club sponsored the 78th Chicago to Mackinac Race for 300 highly competitive racing sailboats.

Besides this premier event, the Chicago Yacht Club conducts a number of port-to-port offshore races and closed course races which attract many members of other clubs.

The seven one-design sailboat classes have weekend racing schedules involving the period from Memorial Day to beyond Labor Day.

In addition, in 1985 the Adams Cup and the Mallory Cup National Championships will be sailed off Belmont and conducted by the Chicago Yacht Club Race Committee. These contests produce the Women's and Men's National Sailing Champions respectively.

This year the Chicago Yacht Club and the Chicago-Corinthian Yacht Club together with the Park District are conducting wind-surfer races off Montrose beach. Wind surfing, highly popular with young people, is now an Olympic event, but it needs supervision and these clubs are providing it.

In speaking of the Olympics, it should be noted that the Chicago Yacht Club has produced more Olympic Medalists than any other yacht club in the U.S.A.

Before leaving the Chicago Yacht Club Race Committee, we should note that each year its members spend over 5,000 man-hours and use equipment worth $110,000 to make all this organized, supervised, competitive activity possible.

And now — the **America's Cup Challenge**, by the Chicago Yacht Club:

The Chicago Yacht Club is sponsoring a challenge to return the America's Cup from Australia to Chicago in 1987. Members of the Chicago Yacht Club have mounted a campaign to raise $7,000,000 to assure the success of this effort.

Civic officers, including Governor James Thompson and Park Superintendent Edmund Kelly have pledged their support to the effort.

The 1986-87 campaign will reflect very favorably on Chicago as "The city that works", and when the Challenge is successful in bringing the Cup to Chicago it will mean thousands of jobs and hundreds of millions of dollars to the city when the Club defends the challenge for the Cup in 1991. If we can't have the World's Fair, the Cup competition is even more important, and it can't happen without a yacht club.

Power Yacht Program

Finally, in reviewing competitive events it should be noted that in 1987 the North American Cruising Association's power boat predicted log competition will be hosted by the Chicago Yacht Club.

All the yacht clubs in Chicago have leaders in the many waterfront activities planned by the Park District and the City. The Pan American Games in 1959, the Yachting Magazine's famous "One of a Kind Regatta" in the 60's and a multitude of National and World's Championships conducted by the Chicago Yacht Club and other clubs is eloquent evidence of the desirability of their activities.

Miscellaneous Services

In addition to all the foregoing and on behalf of the Chicago Yacht Club, it should be known that at Monroe Street, space for off-season storage of Chicago Park District mooring buoys and the building used for the harbor tender company office is provided without cost. Access to the yacht club property for boarding and disembarking from the tender is also provided as is fuel and ice for the general public.

An interesting question at this point might be "IF all this is desirable, what kind of organization should undertake it?" The answer is obvious — it would be a group of people interested in recreational boating, probably organized into something called a boat or yacht club.

In summary, if recreational boating is to be well conducted and something to be proud of on Chicago's lakefront, the yacht clubs are needed to make it happen.

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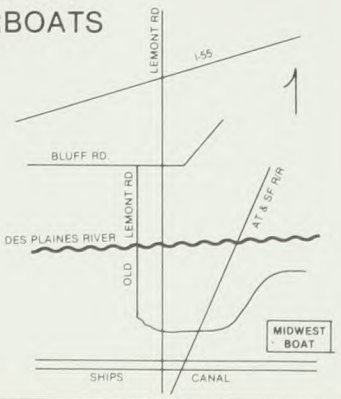

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"Dancing Under The Stars"

CYC Introduces a Mid-Summer Formal Dance

by Raoul Allesse
photos by Leon Delano

A full moon, soft breezes, members and Guests dancing under the stars. If you weren't there you really missed a wonderful evening.

The "Pollays", an internationally known singing team treated everyone to popular, show and romantic songs from yesteryear. Our new dining room staff served a delicious dinner by candlelight.

With the terrace lighting twinkling through the trees and foliage creating a new backdrop, the band pleased the dancers with their favorite melodies. The vocalist helped to create the "big band" sound of Bill Porter's orchestra.

For those folks who were there - THANKS FOR COMING. For those who missed our first "Summer Formal" we hope to see you next year.

Annual Power Cruise

photos by Leon Delano

L16s

by Dixie Dowrie

The L16's are having some excellent competitive races these days. There is no constant winner: the lead goes from *Amiga* to *Hector* to *Trio* - around and around.

A5, abandoned on June 23, and sailed on August 3, was won by Dave Bellamy with *Hector*. *Sparkle*, Schwerin-Gutowsky, was a close second. B4, on August 3 also, was claimed by *Trio*, Rob Falconer, followed very closely for a second by the all-girl crew of *Cock Robin* after climbing brilliantly from a last at the start. B5 on August 4 was won by *Hector* - *Wild Irish*, Bruce Uphaus - Colin Smith was second.

The Fleet is planning a combination cruise and race for Labor Day weekend. The destination is Wilmette. For those who opt to race, Colin promises a non-lethal gun to be used for the honor system start off the harbor mouth. He also guarantees an "appropriate" prize for the winner. Stuart Markson has made the arrangements with Wilmette. Lunch will be potluck, food may be left at the Club, to be driven to Wilmette by a landlubber. People with musical bents are urged to bring their instruments: no pianos, please!

Ignoring the old adage that winning the tune-up race is bad luck, Dave Bellamy with *Hector* charged ahead and won. After him came the Lee Schwerin - Frank Gutowsky combo- then Bruce Uphaus, *Wild Irish Accipiter*, Andrew Freeman was DNF.

In the A1 race, *Sparkle* showed consistency by placing second to *Trio*, the team of Barb and Rob Falconer who bear watching this season. *Hector* was third and *Wild Irish* fourth.

On June 15th the gods were angry and let loose a deluge that was rather dampening to the spirit. Warren Hutchings, with *Amiga* won with *Trio* on his heels, then *Wild Irish*, *Sparkle* and *Hector*. After the race in the light shifty breezes, Lee had adequate time to troll for salmon. Of course, he got one nibble from the one that got away.

A3 showed *Trio* winning again, followed by *Sparkle*, *Wild Irish* and *Hector*.

The Fleet is waiting for some more characters to get their acts and boats together.

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Keelboat Championship

By Betsy Altman

For sailboat racers, the thrill of the big time is international competition. For women, this has been restricted to dinghy championships. This year, women's international sailing moves up. The first ever all-women international keelboat championships will be held in Newport, Rhode Island, September 21-29.

This regatta has attracted entries from all over the world. I am going too! Hanley Dawson Cadillac has made attending this regatta possible. They have contributed most of our needed campaign funds providing us with first-rate corporate sponsorship.

My team is top-notch, professional and work together well. They are Nancy Haberland, tactician and jib trimmer, Vickie Matthews and Sharon Buckley, spinnaker trimmers, and Ronna Ross, foredeck. Jill Goldy will be our onshore team manager.

In addition the Hanley Dawson's corporate sponsorship individual yacht club members have been invaluable. Ken Nordine, Jr., has lent us his boat to race on weekends in Chicago, during the week for practice and to take to Newport. Perdido, Mondo Bondo, Point Blank and several others have shown us how to sail J-24's fast and smart. Many yacht club members have contributed individually to our campaign, for which we have been very grateful. Melges Sails have helped us by developing a fast new sail design. Bob Vickery encouraged our spirit by loaning his boat for a successful day's racing. Glenn Gustafson developed an active racing schedule which has provided us with lots of opportunities to learn.

We believe that we have good chances for success and look forward to the strong competition. The overseas entries are good especially the Swedes and the Japanese, but also the English, Italians, South Africans and Canadians. U.S. entries fill-out the 35-boat fleet. Many of these are world-class sailors coming from California, Washington, Texas, Florida, Maryland, New Jersey, Massachusetts, Rhode Island, Ohio and Michigan.

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ANOTHER "CURTAIN CALL" SUCCESS

by Raoul Allesee

Two groups of CYC members enjoyed the hit CATS. Carrying on a tradition started several years ago, your entertainment committee reserved two evenings for this popular presentation.

Each evening started with complimentary cocktails and a delicious dinner complete with wine. Following dinner, transportaion was furnished both to and from the Shubert Theatre. After returning to the Club, the theatre goers were treated to coffee and a dessert table of sweets, cheeses and fruit.

This show is just one of the "Curtain Call" evenings that will be offered this season. Watch for future announcements and make your reservations early as our bookings are limited.

!! TRYOUTS !!

Attention
Actors/Actresses & Other Extrovert CYC Members!

The Commodore's Ball planned for November 16, 1985 will feature a review of One Hundred and Ten Years of C.Y.C. history, music, song, etc., played by some of our talented members and directed by Marion Giammanco.

Our show will pinpoint several important C.Y.C. historical highlights. We need participation by you. Plan to attend tryouts for this program on Friday night, September 27th, from 6:00 pm to 9 pm, and Saturday afternoon, September 28th, from 12:00 noon to 3:00 pm.

Contact
Fred Gorr, Entertainment Committee
815/338-8001

Island Goats

A Day Of Fun!

by Dixie Dowrie

The Old Guard met on Sunday, August 11th for their annual day of racing and jollity at the Belmont Harbor Station.

The day was special for two people: Eddie Schnable became Number One this year, also, the group celebrated Ted Lumbard's eighty-first natal day.

The boats assignments among the Tartan Tens were drawn by lot, amid questions at lunch on the performance and track records of the owners and crews. The course was chosen by Race Committee and Overall Chairman Tom Broeckl. As usual no spinnakers were used.

After the finish where each boat was saluted by CARRIER these were the results:

1 Van Van Mell	4 Bud Buker
Barquita Blanca	*Sirocco*
Gene McCarthy	Daniel Reed
2 Bob Cameron	5 Bob Knauer
Rebel	*Go For It*
Sumner Sollitt	Joan Rinken
3 Ted Lumbard	6 Bud Snite
Sassafras	*Arrow*
Dr. David Barch	Jim Van Der Vort

#1 Eddie Schnabel, looking the consummate yachtsman complete with yachting cap, blazer, tie and whites was Grand Marshal of the Fleet, sailing along the course aboard *Celebrate*, Tom Tice's boat, with self-styled "boat boy" Steve Rubicam.

At the cocktail two hours the decibels were high, with Karl Rumig, honorary O.G., playing hot piano and raucous voices lifted in song. Roasts and toasts were bandied at dinner - speeches were made by anyone who felt so inclined. Commodore Jack Gable endeared himself as only he can do.

There were others of the Old Guard in attendance: Bob Trettin, Bob Carr, Payson Mayhew. Junior Old Guarder, Bert Williams did not come down from Michigan due to a previous commitment. Next year, we hope.

Commodore Don Buckingham and Jayne were there. Don suggested that the Race include power boats: to be controlled by maximum RPMS? Committee member Mel Guthrie was very busy with details and photography.

The wives cheering for their husbands were Gertrude Cameron, Betty Bucker, Peggy Lumbard, Jane Knauer. Champagne donor Bob Koch was away but had ordered the wine. Barbara McCarthy and Brenda Sollitt crewed for their boats. Frank O'Donnell, honorary member had a very good time. From furthest away, Californian Bud Snite was solo, but well behaved, Sis. Cliff Cox came from Arkansas, and Oogie and John Buenz from Belden Ave.

If anyone was left out, our apologies: we enjoyed it so much that we could have slipped up. We also got snarled in all the lines on a T10.

Due to the enthusiasm of the participants, the committee and the T10 owners the day was a great success.

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22 Square Meter Fleet

By Joe Simpson, Fleet Captain

The 1985 Gim Hobelman Sunlight Regatta

August 3rd and 4th proved to be a most memorable two days as the 22 square meter fleet rafted at the Corinthian Yacht Club to participate for the first time in the Gim Hobelman Sunlight Regatta under the auspices of Commodore John Palmer of the Corinthian Yacht Club and Commodore Robert Welther of the Heritage Boat Club. One by one they arrived. There was *Rush, Lalla, Javelin, Brita* and *Isis*. To the delight of spectators and sailors alike they smartly furled the mainsails of these proud, engineless heritage sloops gliding them to seamanlike landings under the capable hands of their skippers and crews. A bountiful breakfast, well organized registration and a brief skippes' meeting preceded our setting sail to a southeast triangle course off Wilson Crib. Our start was combined with the one-design *Shields* fleet 5 minutes after the Q boats. I confess to being somewhat in awe as I relived my halcyon days as a boy on the East coast watching these magnificent heritage yachts bend-on their canvas-hitting the start line in almost reckless abandon. My minute of reminisence was abruptly brought to an end by a hail from a starboard tacker and the race was on. The course was churning from the lightenings, shields, et.al., darting about with an occasional unyelding port tacking skipper, having the legitimacy of his birth being questioned by a right of way starboard tacker as he or she slipped beneath the offenders stern. But all ended well with *Javelin, Brita, Isis, Lalla* and *Rush* finishing in that order on Saturday. A well deserved thanks from all hands to skipper Karen Phendler who returned *Rush* to the starting line after a temporary repair to a shroud to qualify our fleet for two awards. The day ended with an excellent buffet and dancing until midnight. Sunday proved to be another fine example of the outstanding organizational capabilities of our host, the Corinthian Yacht Club and the Heritage Boat Club. Starts were prompt, well disciplined and finely tuned. The race among the 22's was a real test of *Javelin's* quickness in light air, *Rush's* superb boat handling and *Isis* stratey. The lead changed hands several times on the windward leg until Don Jirka settled *Javelin* down. Then the contest was between *Rush* and *Isis* - ending with *Rush* taking a solid second by a boat length over *Isis*. After hearing several protests, none from the 22's *Javelin* received a 1st place award and *Isis* a 2nd.

The Heritage Boat Club invited our fleet to return next year and Commodore Welther has graciously granted our fleet permission to display the newly designed Gim Hobelman Sunlight Regatta 22 square meter permanent trophy at the Belmont Harbor Clubhouse late this summer.

E-22 Fleet News

by Ronna Ross

The E-22 fleet starts ahead of all the other one-design fleets each race day, finding the wind and finding the marks for the other fleets. Finding the finish line first this season have been Rich Sidel, Don Basler, Phil Dowd, Howard Kastel, and Robert Coolidge. Series A was raced in a very windy month of June. Honors in that series was carried off by Don Basler. Rich Sidel got his new yacht, *Bladerunner*, moving fast enough to take Series B.

Jerry Widson is having a wild time in his new Etchells, *Wild Time*. The fleet has three new skippers this year, Bill Fox Jr., Bill Kirch, and Ronna Ross. Bill Kirch is new to Chicago, having come up from Australia. Maybe he can give the Heart of America Challenge some pointers.

The Chicago Etchells fleet will be represented in three regattas this summer. Jim Daskal and Rich Sidel took their yachts to the Great Lakes Championship in Detroit. Ben Altman will race the World Championship in California. Robert Coolidge and Rich Sidel will face the North American Championship in Marblehead. Babies and business have kept a few yachts off the line this year. We wish them well and will be looking for them next season.

Offshore Champs

by Jerry O'Neill

Intense competition is again under way for the Chicago Offshore Championship series sponsored by the Chicago Yacht Club. All offshore yachts with valid ratings in the computer bank are eligible as well as T-Tens.

The series consists of five qualifying races with one throughout. The top six yachts in each section are then qualified to compete in the championship series which will consist of three races at the end of the season.

In the qualifying series flags will be awarded to the top boats in each section. Trophies will be presented to the winner of the Championship series in each section as well as the overall winners in each rating division.

In 1984 the over-all winner was Yahoo (T-Ten) owned by Vince Damarda, Dance I (LMPHRF) owned by Dale Smirl and Decision (I.O.R.) owned by Dave Howell.

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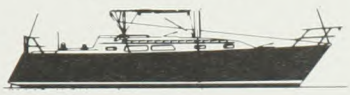

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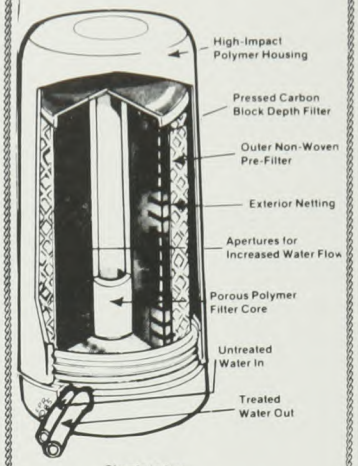

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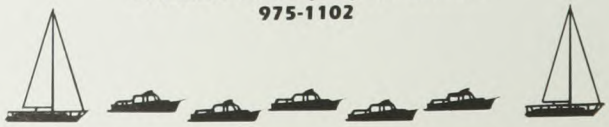


Now We Can Be PROUD Of Our Docks!

photos and text by Jim Roe

For a number of years, the Club docks were something less than a proud addition to the property. We tried to keep them going from year to year, but were hesitant to make large-scale changes until the location of the relocated Outer Drive was literally set in concrete.

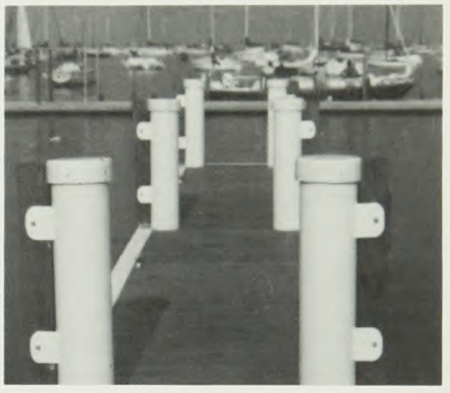
Last year, when the Drive was finally set, Commodore Robinson and the Board decided it was time to take action. It was decided to completely remove the old docks and pilings, and build new, state of the art docks from the bottom of the harbor up.

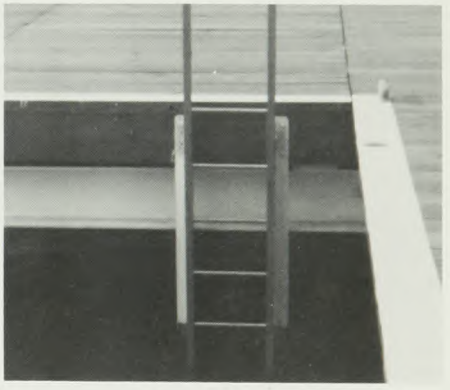
Follow-through credit goes to Members Don Storgaard and Jim Anderson, who did a truly magnificent job of designing and constructing the new docks.

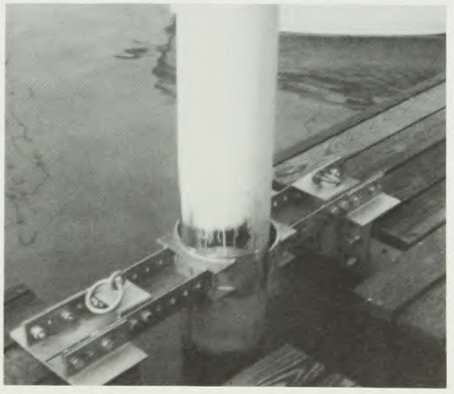
New steel pilings were driven. A broad central pier and generous size finger piers were built. Ample electric and water lines were installed. A new dinghy dock was designed and built, too.

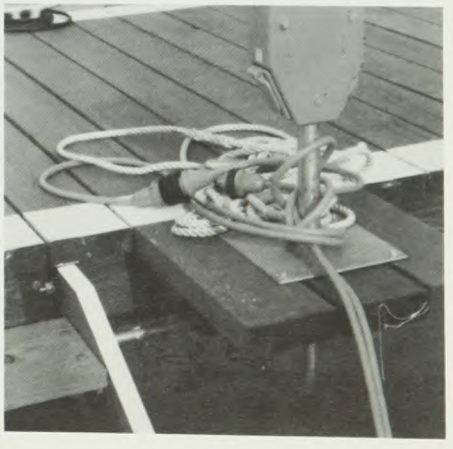
Take a look at the result. Note that the electric boxes are on extended platforms beyond the pier, not narrowing the walking space. Note that the dinghy docks can move up and down on sleeves around the pilings which keep them in place. Note the safety ladders placed strategically so that persons who might fall into the water can safely climb out to the dock. Note too the attractive globe lights which give good visibility at night. Take a look too at the way the main piers are attached to the pilings; they can be adjusted to meet future unknown lake levels.

Several Commodores, many Board members, and Don and Jim have spent thousands of volunteer hours planning and managing the construction of these docks. We appreciate it.









The Hits Just Keep On Happenin'

by Greg Freeman

The Associate members string of hit parties continues.

When John Roeser first suggested a Smelt Party the rest of the Associate Members Committee thought the idea was just a little crazy. But, John agreed to plan the party and in April, 1984 the first "annual" Smelt Party took place. It was such a surprising success that we were sure it couldn't be repeated. Wrong again! The second annual Smelt Party was held at Monroe on April 20th. Over three hundred members and their guests enjoyed great food and drink and fantastic weather. That few smelt were caught didn't seem to matter. It's a sure bet that there will be a third annual Smelt Party next year. Is this the newest CYC tradition?

Speaking of new traditions, the Associate sponsored Spring Thunderheads party (pictured) also qualifies. Held annually on the day of the Spring Openner races (June 1st this year) found a capacity plus crowd keeping the Belmont barge rocking well into the night. Burgers and brats by the hundreds and Thunderheads by the gallon were consumed. "Non-Stop-Pop" provided non-stop rock. Special thanks to Nick and the Belmont staff for their excellent planning and service. Rest assured that this Rite of Spring will also be repeated.

If you've missed either of these two parties, fear not. The next two Associate sponsored events are:

Summer Set - A semi-formal dinner/-dance on September 21 at Monroe.
Halloween - a costume party on November 1 at Belmont.

Watch your mail for more information.

New Associate member? We welcome your participation in planning these events. For information on the next Associate Member's Committee meeting call Greg Freeman at 525-5247 or call the front desk at Monroe at 861-7777.

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Rick Goes West

Society News Item:

"Richard (Rick) Van Mell and Sandra (Sandy) B. Hays of San Francisco were married at the Saugatuck Michigan home of Rick's father, Commodore Herman T. Van Mell in a garden ceremony on Saturday, June 29th."

As of August 1st, Rick and Sandy will make their home in the San Francisco Bay area. Rick has gone to work for the San Francisco office of Cooper, Lyband, one of the big eight accounting firms, in their corporate consulting division.

Rick's sailing career began aboard his father's R class yacht *Ardelle*, and eventually broadened to include experience in all kinds and sizes of sailing yachts, including two transatlantic races with Wally Stenhouse, a Bermuda race with Commodore Joe Wright, the centennial Port Huron to Chicago race with his father aboard *Volare*, and many others.

Rick has been a member of CYC since 1955, starting as a junior, and he early became actively involved in Club matters. Urged on by his father who founded the BLINKER in 1942 and edited it for some years, he became BLINKER editor and continued that activity for over five years. With his former wife, he was editor of "The First Hundred Years" published in 1975, the first and only comprehensive history of the Club. For many years he has written the annual story of the Mackinac Race for Yachting magazine.

He served on the Board of Directors of the Club and on numerous committees. For years he chaired and ran the annual Timme Angsten intercollegiate national dinghy championships, and made it an outstanding national event. He was active in the Stations committee, the Admissions committee, and carried out various Club assignments. His most recent yachting activity was as administrative head of the Heart of America committee to promote a Chicago Yacht Club entry in the next America's Cup competition in Australia. He plans to continue his Chicago Yacht Club membership.

Letter To The Editor

Dear Jim,

Sometime in our lives we may be fortunate enough to know a person who is "bigger than life" and has all the attributes which we most admire. And he also has the facility of making all the people with whom he associates feel as though much of those attributes rub off on them. He has extreme modesty, great compassion, and the ability to succeed in all endeavors he encounters. His personal life is without blemish and his public life something beyond imagining. Such a person was Buck Halperin.

Those of us who knew him will never forget him and it seems that we should be certain that all our present associates who did not know him should at least be aware of his accomplishments during his service to our country.

On a personal basis it is beyond my ability to write sufficiently well to extol his virtues. If Buck had to pass on it, he would probably say, as he did so often, "Cut it out. Anyone would have done the same thing". But no one else could have done it.

We have lost a great friend and our nation has lost a hero.

Yours truly,
Robert E. Wade

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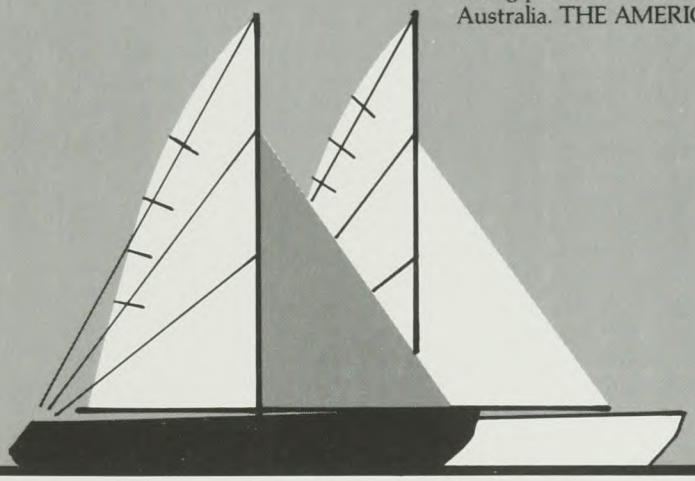

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