Chicago Yacht Club Blinker

August, 1987

A NEW RECORD!

PIED PIPER: First to Finish in a 76-Year-Old-Record-Shattering, Chicago to Mackinac Race

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ON OUR COVER:
A 76-year-old record shattered! Karen Hirsch's camera catches PIED PIPER, first-to-finish in the 1987 Chicago to Mackinac Race, on the record-setting run to the Island.

BLINKER

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THE RACE OF THE CENTURY!

by Richard F. Wharton
Chairman - Mackinac Committee

The fastest Chicago-Mackinac in history is over. What exhilarating surfing! No one who has ever raced the Mackinac before can ever remember a sleigh ride like it and it is doubtful that any of us will ever experience one like it again.

The establishment of a new elapsed time record by Pied Piper was a very exciting highlight of the race. It's an example of the stick-to-it-iveness of Dick Jennings in establishing a goal for himself and letting nothing stand in his way of accomplishing it. What a thrill it was at the awards ceremony to hear the congratulations of Mr. James Baum to Dick Jennings. Mr. Baum is a direct descendant of Dr. W.L. Baum, who in 1911 set the pre-existing record aboard Amorita.

Other boats that have long been trying to break the Amorita record and who were finally successful, were Heritage, Brassy and Sassy. Five members of the 50 foot Class Association, who probably never thought that there was a chance for them to beat the record, also did so. They were Leading Edge, Abracadabra, Carat, Fujimo, and Nitissima, who were also 1-5 in IOR-1.

The overall victors of the race, not to be overshadowed by the establishment of the new elapsed time record, set records of their own. Fred Detweiler's Trader led the hotly contested Section 3 One Tonners to a new corrected time record in IOR of 22 hours and 5 minutes. In IMS, John Huff's little T-10 Glider had a corrected time of 23 hours, 10 minutes and 18 seconds. Both decimated Mavorneen's corrected time record in the 1911 Race of 28 hours, 31 minutes and 51 seconds.

The 214 boat IMS Fleet was the largest one ever assembled for a regatta. True to the concept of IMS the winners ranged from modern high tech surfing machines to heavy marine antiques.

Such are the records of the 1987 Mackinac. They will doubtless be with us for a long time to come, as will the sweet memory of the "Race of the Century."

Sailors Surf to Mackinac in Fastest Race Ever

by Jane Crowley

A steady southerly breeze that sent 302 boats off on a spinnaker start on Saturday afternoon, July 18, pushed them right into the record books as the 80th annual Chicago to Mackinac Island Yacht Race became the fastest in history.

Nearly 2,500 sailors sailed 280 boats to the historic finish in what is likely to be the fastest "Mac" in their lifetimes. Within 36 hours after starting, the municipal docks, which hadn't even been cleared to make way for the sailboats, were flooded with nearly all the participants, who showed less than the usual fatigue after the 333-mile journey from Chicago. Skippers and crews shared tales about the wild surf that kept the fleet close together; most never lost sight of a dozen competitors.

Dick Jennings' dream came true as PIED PIPER, the 67-foot Santa Cruz ultralight he purchased expressly to break the elapsed-time record, beat the 31 hours, 14 minutes, 30 seconds record by more than 5 hours. Jennings and his crew reached the Island in 25 hours, 50 minutes and 44 seconds—early enough to attend the famed Ladies Cocktail Party on the porch of the Grand Hotel on Sunday afternoon.

The record, which was set in 1911 by AMORITA, a 100-foot steel schooner, had been sailed in 80-mile-an-hour gale winds. Steady winds that averaged 20 m.p.h. made the 1987 run to Mackinac historic for all the participants as the majority of the fleet arrived by Monday night, fully one day ahead of schedule.

PIED PIPER basked in the glory of shattering the record for only a few hours, however, as boats in both the IOR and IMS divisions were hot on their trail. Before midnight on Sunday nine other boats had also beaten the elapsed time record: SASSY, BRASSY, HERITAGE, BACCHANT, LEADING EDGE, CARAT VI, ABRACADABRA, FUJIMO, NITISSIMA.

Although the leaders never saw wind speeds higher than 30 knots, the back of the fleet felt the southerly breeze building to hurricane-force speeds of 80 m.p.h. and many boats began to break down. Three dismastings, numerous rudder problems and one sailing injury—an unplanned gybe that brought a boom down on a sailor's head—caused 21 boats to drop out. One man was washed overboard but retrieved within minutes.

GLIDER, a Tartan 10 owned by John Huff of Chicago, won the IMS division title, beating 212 other boats in the largest division. CHINA CLOUD, a J-40 owned by Hank Bernbaum of Chicago, took second in the IMS fleet. TOP GUN, a Frers 33 owned by Oliver Grin of Grand Rapids, Michigan, took third in IMS. BRASSY was the first to finish in the IMS division.

TRADER, a Joubert-Nivelt owned by Fred Detwiler of Grosse Pointe, Michigan, won the IOR division title over 88 boats in that division. QUICK WILLY!, a 40-footer owned by Larry Rosenzweig of Chicago, took second in the IOR division. AGGRESSIVE, a Joubert-Nivelt owned by Hank McHail and Frank Piku of Detroit, took third in the IOR fleet.

Look at those spinnakers, at the very first second of the race! And they stayed that way for 333 miles, for the fastest Chicago-Mackinac Race in history. Carol Singer, with her usual expertise, captured this scene at the starting gun.

1987 Chicago to Mackinac Island Yacht Race Results

from Jane Crowley photos by Carol Singer

FLEET WINNERS

IMS Division

1st in fleet, overall winner: GLIDER, *John Huff*
2nd in fleet: CHINA CLOUD, *Hank Bernbaum*
3rd in fleet: TOP GUN, *Oliver Grin*

IOR Division

1st in fleet, overall winner: TRADER, *Fred Detwiler*
2nd in fleet: QUICK WILLY!, *Larry Rosenzweig*
3rd in fleet: AGGRESSIVE, *Hank McHail and Frank Piku*

FIRST TO FINISH

PIED PIPER, owned by Dick Jennings, broke the 76-year-old elapsed time record of 31 hours, 14 minutes and 30 seconds set in 1911 by the 100-foot steel schooner AMORITA by reaching Mackinac in 25 hours, 50 minutes, 44 seconds

IMS Section Winners

Section 1: 1st - REDEYE, *Guy Selsmeyer*
2nd -EXPERIENCE, *Chuck Kuehn*
3rd - ESTA ES, *Gene & Barb McCarthy*

Section 2: 1st - CHINA CLOUD, *Hank Bernbaum*
2nd -CANCAN, *Boltz/Logeman/Mykleb*
3rd - JAZZ, *A. Sances*

Section 3: 1st - CRITERION, *Mitchell/Holz*
2nd -PEGASUS, *Boyle/Norris/Landry*
3rd - SELECTION, *Babbit/Cheikh*

Section 4: 1st - GOOD NEWS!, *Smiskol/Rekus*
2nd -ALTAIR II, *F&R Syme*
3rd - ALLIANCE, *Haliday/Casser*

Section 5: 1st - GLIDER, *John Huff/Dick Stearns*
2nd -SUSAN, *Mark & Susan Wurtzebach*
3rd - HOT CANARY, *Holland Capper*

Section 6: 1st - TOP GUN, *Oliver Grin*
2nd -MAGIC, *W.R. Lindemann*
3rd - VIRAGO, *S & M Townsend*

Section 7: 1st - ROCKING HORSE, *Alexander Curtiss*
2nd -TORTUGA, *Bruce Creger/Dick Wharton*
3rd - KUTTY'S ARK, *Chester Kuttner*

Section 8: 1st - MOANATOA, *John F. Cleall*
2nd -BLUE HORIZON, *Thomas Chambers*
3rd - KINKY II, *James Murphy*

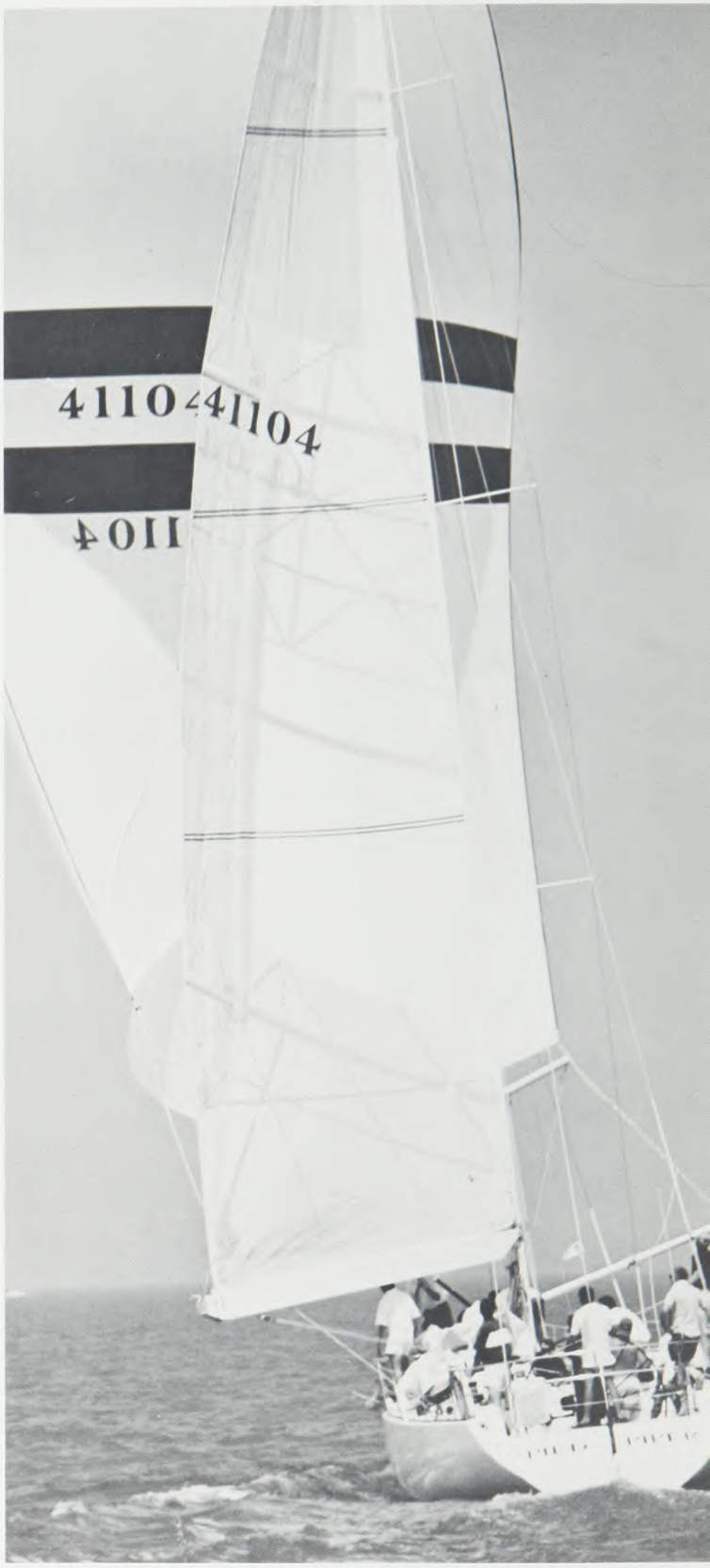
IOR Section Winners

Section 1: 1st - LEADING EDGE, *Eugene Mondry*
2nd -ABRACADABRA, *James Andrews*
3rd - CARAT VI, *Victor Forss*

Section 2: 1st - AMAZING POTATO, *Margret Comfort*
2nd -SPRINT, *G. John Stevens*
3rd - MURPHY'S LAW, *Michael Greenwald*

Section 3: 1st - TRADER, *Fred Detwiler*
2nd -QUICK WILLY!, *Larry Rosenzweig*
3rd - AGGRESSIVE, *Hank McHail/Frank Piku*

Section 4: 1st - PICANTE, *Dennis Parravano*
2nd -TOY BOAT, *Larry Schell*
3rd - AMBIENCE, *William Caley*



PIED PIPER

Overall winner, TRADER (IOR Sec. 3), owned by Fred Detwiler, Gross Pointe, Michigan.

IMS winner, GLIDER (Tartan Ten), owned by John Huff.

SLIP SLIDING AWAY trying to keep clear of SPITFIRE.

THE 1987 MAC:

photos by Fred Countiss and Lucille O'Neill

On Board PIED PIPER

by F.X. Roche, Bowman in Crew of PIED PIPER

On July 19, 1987 at 15:35.44, the elapsed time record for the Chicago to Mackinac race was broken by Pied Piper, a Santa Cruz 70. The old record, which had stood for 76 years, was held by the 100' schooner, Amorita, having been set in an eighty knot gale! Despite winds that never exceeded thirty-five knots, Piper was able to eclipse Amorita's record by over five hours! A combination of the right boat, good wind conditions and tactics, excellent crew work and above all, meticulous preparation allowed Dick Jenning's crew and boat to accomplish what some had thought could never be done.

The 1987 season began with two weekends at Dave Irish's boat yard in Charlevoix. On the first weekend the crew prepared the boat for being put in the water. Ten crew members worked on the bottom getting it smooth and race ready, while others worked above decks. Following the boat's delivery from Dave Irish's yard, the summer season began. All subsequent races before the "Mac" were used to fine tune the boat and crew. These included, not only weekend races, but also the Wednesday night races, and at least one work party a week. During this preparatory period before the "Mac," Pied Piper with her skipper Dick Jennings was able to establish several additional records. These included records in The Michigan City to Chicago and the two races required for the "Mac" crew, the Queens Cup and a night race over the 4th.

In the two weeks preceding the "Mac" the crew time was spent preparing the boat. All the sails were looked over by the sail maker Richie Stearns of Sobstad Sail Makers. Most of the sails were fine tuned for the best performance. The boat's bottom was scrubbed and the mast and all the running rigging were thoroughly checked and tapped or replaced where necessary.

Saturday July 18, 1987 was race morning. The weather forecasts from local news and the Coast Guard called for strong winds from the SW going SE during the day. Most of the crew was early for the 10:30 AM dock call, each taking responsibility for final preparations in his area. Our skipper, Dick Jennings, arrived at 12:30 and we left the dock soon thereafter.

On the way to our 2:45 start Andy McCormic and Dave Irish organized the two watches to be captained by Lowell North (starboard) and Dick Jennings (port). Paul Snow, our navigator began taking wind directions and strength readings on our computer and he and Lowell North did a final calibration of our Ockam instruments. After watching the Air Show for a short while, we made our way to the line at about 2:00 PM. On our way we passed Heritage and Brassy who had started an hour in front of us. We thought at this point we wouldn't see them again for a long time. At 2:10 we ran up the main and were sailing. After a short time Dick decided we would manuever with the number three and then set the .75 ounce chute at the start.

When the 15 minute gun sounded, mastmen John Kivlin and Tom Fink hoisted the #3 and we began our prerace manuevers. A big boat start is always exciting, and the 15 to 20 knot winds we experienced at the start made coordination between the bow man and the tactition especially important.

Dick positioned the boat well, at the pin end of the line with only Windquest, a Frers 50, to windward. We hoisted the chute about 30 seconds early and when the gun sounded we crossed the line at 9.5 knots. We were on our way to the island.

Our closest competitor in the race was Sassy from Detroit, a custom Holland Maxi boat. Immediately after the start, Sassy, who was behind us and to leeward but moving faster, tacked away onto port apparently looking for wind inshore. This was the last time she was within striking distance.

About an hour into the race we started to see consistent boat speed above 10 knots on course. It is appropriate to mention here that at no point during the race did the crew discuss our progress towards breaking the record. Paul Snow would give the crew the average speed figures for the hour and the race as a whole, and each crew member was left to interpret them in their own way. Each of us knew we had to average 9.3 knots to break the record.

As the afternoon gave way to the evening and the wind began to increase, so did our speed. Everyone on the crew was amazed at how quickly we were catching and passing boats. It was especially important to keep a sharp lookout to leeward. At 12 to 13 knots the decision to pass someone to windward or to leeward has to be made long before we reach the boat in question. As we started identifying some of the bigger boats in the sections that started in front of us we began to realize the speed advantage we had over the smaller boats.

When darkness fell, we had left all but a few stern lights behind us and we started working on the last couple. Around 1900 hours Bob Wiesen served dinner which was made up of Honey/Mustard or Greek chicken and pasta salad. As usually happens during dinner, the wind began increasing and it was time to change to the 1.5 oz. chute. We would carry this sail all the way to the bridge.

At 2000 hours our 3 hour watch system began.

At 2140 hours we passed the last two stern lights which we believe to have been Heritage and Brassy, but because of the dark night we were never able to confirm their identities. We now knew we were out in front and we were all surprised at how quickly we had passed the fleet. Our initial expectation was we would not pass these boats until the early morning hours on Sunday.

At 2210 our navigator made a log entry: Boat speed 12.20 knots, wind speed 24.4 knots. In the margin he made a note E.T.A. 15:45, it turned out he was off by 10 minutes.

Our first Jibe in the race came at 0048 hours. The wind had backed making the port tack favored and our watch was getting too much sleep. As soon as we completed the jibe, the wind changed and we jibed back to

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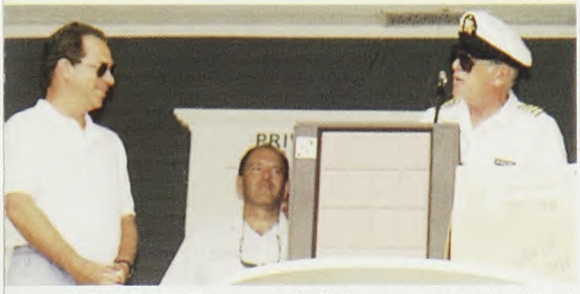
The Chicago Yacht Club Race Committee.



PIED PIPER owner Dick Jennings arrived while the Sunday afternoon Ladies Cocktail Party was in full swing. Here he is later congratulated by Commodore Bill Parks.

Commodore Parks presides over the Chicago Yacht Club docks as the race participants prepare to get under way.

The Blinker's own Dixie Dowrie keeps a journalistic eye on the proceedings.

PIED PIPER & WINDQUEST, just after the start.

The U.S. Coast Guard Cutter MACKINAW, Big Friend of the Fleet.

Jerry O'Neill's EAGLE, 1986 overall IOR winner.

Mrs. (Commodore Bill) Pat Parks (left), and long-time yachting expert Michael Roche (right).

IOR Section 3 start.

photos by Fred Countiss and Carol Singer

Fred Countiss and Gordon Briggs.

As always, it's wall-to-wall boats at the CYC docks on Mac Race eve.

1986 overall winner EAGLE, Jerry O'Neill owner, at the start of IOR Section 3.

And the photographer cast his sharp eye on the onlookers.

The 1987 Mac Race Results

MHS DIVISION Section 1

SAIL#	YACHT NAME	TYPE	LOA	OWNER	CLUB	FINISH	ELAPSED	SEC/MI	DERIVED WIND	CORRECTED	FLT	SC
43727	REDEYE	HOL	41	GUY SELSMEYER	WINJ	22:57:58	33:12:58	416	23.759	23:39:32	16	1
42201	EXPERIENCE	SOV	39	CHUCK KUEHN	MSM	23:22:31	33:37:31	421	23.165	23:59:45	33	2
4550	ESTA ES	C&C	43	GENE & BARB MCCARTHY	CYC	22:55:24	33:10:24	416	22.905	24:08:35	36	3
30515	THE SOURCE	BALT	42	DEANE TANK	CYC	23:15:30	33:30:30	420	22.501	24:12:10	41	4
41445	FLASH!	C&C	44	BILL SCHANEN	PMYC	22:46:33	33:01:33	414	22.718	24:14:57	44	5
33301	LUNATIC	PJ	45	CLUNE J WELSH	BYYC	22:04:11	32:19:11	405	22.689	24:15:58	45	6
40311	PARAGON EXPRESS	EXPR	37	ROGER C.KOENN	SSYC	22:58:16	33:13:16	416	22.662	24:16:53	46	7
5750	ENDURANCE	C&C	43	ROGER DERUSHA	MSM	22:33:13	32:48:13	411	22.624	24:13:11	47	8
222	SUMMERWINE	PET	40	DEVENEY/MORWOOD	COL	23:33:52	33:46:52	424	22.326	24:23:19	60	9
32650	SUTJE	CAY	41	BRUNO STAROSKE	WAUK	23:55:02	33:10:02	416	22.210	24:32:16	64	10
41435	SOUTHERN CROSS	BNT	44	ED & NANCY MCNULTY	CYC	23:13:45	33:28:45	420	22.170	24:33:37	66	11
22891	KINTAMA	C&C	43	KINTAMA ASSOCIATES	BPYC	23:55:10	34:10:10	428	22.146	24:34:27	67	12
40555	FAIL-SAFE	BNT	43	CLARRY/THORNTON	CYC	22:45:54	33:30:54	414	22.068	24:37:06	76	13
32676	QUINTESSENCE III	FRER	46	CHARLES W ERICKSON	AIYC	22:33:32	32:48:32	411	21.999	24:39:23	79	14
22520	BLAZE	HOLL	44	BUSCH/KRUKE/WATT	CYC	22:43:06	32:58:06	413	21.987	24:39:52	80	15
5535	GUERRE DE COURSE	C&C	43	NAVY NROTC UNIT	BLYC	23:15:54	33:30:54	420	21.731	24:44:52	89	16
41246	FUTURES	SWAN	47	F J ELLIOTT	HISC	22:47:45	33:02:45	414	21.752	24:47:51	90	17
40668	NIGHT TRAIN	C&C	44	BLAIR VEDDER	CYC	23:17:33	33:32:33	420	21.678	24:50:23	94	18
33345	COLT 45	SNC	41	ALLAN FLETCHER	AYC	23:54:52	34:09:52	428	21.509	24:56:09	97	19
5891	BRASSY	C&C	61	TED STMERIDGE	NBYC	19:52:09	29:07:09	365	21.127	25:09:08	104	20
5907	FALCON	C	53	DAVID PAPPAS	SSYC	23:57:55	34:12:55	429	21.019	25:12:49	106	21
23	HERITAGE	12MT	63	DONAHUE-WILCHIN	CYC	19:56:09	29:11:09	366	20.372	25:17:50	110	22
40167	DEBBIE D	CAY	41	JIM & DEBBIE SPIEGEL	WAUK	0:00:21	34:15:21	429	20.750	25:22:00	114	23
15760	ENCOUNTER	FRER	53	JEFF STRAUBEL	SBYC	21:23:20	31:38:20	396	20.744	25:22:12	116	24
7547	BACCHANT	75SO	64	JEROME SULLIVAN	MYC	20:12:00	30:27:00	382	20.677	25:24:25	120	25
41212	COLONIA	HOL	47	SALDEN/RITTER	BVYC	22:59:48	33:14:48	417	20.671	25:24:40	122	26
26126	CADENCE	C&C	52	THEODORE REESE	CYC	23:22:54	31:37:54	396	20.405	25:33:44	133	27
22011	WINDANCER	FRER	53	JOHN NEDEAU	MUSK	21:36:02	31:51:02	399	20.043	25:45:53	142	28
32871	RUNNING BEAR	C&C	41	BERT KORMONEN	ANCH	2:08:21	36:23:21	456	18.925	26:24:07	159	29
5138	HOKUSAI	SWAN	44	DOUGLAS C. MINER	GLYC						195	30
40582	MONEY PLAYS	C&C	44	GEORGE CONGREVE	CYC						201	31

Section 2

SAIL#	YACHT NAME	TYPE	LOA	OWNER	CLUB	FINISH	ELAPSED	SEC/MI	DERIVED WIND	CORRECTED	FLT	SC
40330	CHINA CLOUD	J	40	L. HARRISON BERNBAUM	COL	22:18:12	32:48:12	411	24.474	23:15:12	2	1
40742	CANCAN	BNT	42	BELTZ/LOSEMAN/MYKLEB	CYC	23:12:09	33:42:09	422	24.022	23:30:34	10	2
32559	JAZZ	J	35	A. SANCES	CYC	23:03:02	33:33:02	420	23.450	23:50:33	21	3
32977	DOUBLE DIGITS	J	35	ROBERT L. MCCARMAN	SMYC	23:22:39	33:52:39	425	23.371	23:52:45	24	4
9	ATLANTIS	J	40	HOWARD ROBINSON	CYC	22:40:31	33:10:31	416	23.315	23:54:39	28	5
40526	SHOCK WAVE	SHC	35	PHILIP FELDSINE	WAUK	23:11:30	33:41:30	422	23.275	23:56:01	30	6
33779	ELUSION	J	35	JOHN C GINN	LTYC	23:19:18	33:49:18	424	23.215	23:58:02	32	7
20630	FURY	C&C	42	CHARLES B. NORRIS	CYC	23:43:54	34:13:54	429	23.113	24:01:31	34	8
33751	LIONHEART	FRER	42	JON GREGORY	STYC	23:10:20	33:40:20	422	22.304	24:12:03	40	9
40259	FOXFIRE	J	35	JOHN BRZISINGER	MUSK	23:52:01	34:22:01	431	22.723	24:14:49	43	10
25555	DON QUIXQUOTE	SWAN	39	HARLAN SCHWARTZ	SBYC	0:02:44	34:32:44	433	22.495	24:22:35	51	11
29311	GRIFFIN	J	35	WINSLOW H BUXTON	STLE	23:50:03	34:20:03	430	22.453	24:24:01	53	12
40260	CATS PAW	J	35	ROBERT L GEMRING	WAUK	0:03:33	34:33:33	433	22.411	24:25:26	57	13
40040	900 BABY	HUNT	40	J M KUSCH	SAGB	23:51:03	34:21:03	430	22.245	24:31:05	62	14
32021	IMPULSE	SWAN	39	SEGIL/CHAMBERLIN	CYC	0:02:06	34:32:06	433	22.244	24:31:36	63	15
13121	BLACK MAGIC	KEUF	41	DORSEY RULEY	NBYC	23:36:02	34:06:02	427	22.174	24:33:10	65	16
40395	INFINITY	J	35	AMEDIO/SCHROEDER	WAUK	0:02:03	34:32:03	433	22.073	24:36:56	75	17
5913	HILARIA	SBS	53	ROBERT L STOCKER	CYC	23:04:55	33:34:55	421	21.927	24:41:55	83	18
32705	NEW WORLD	BNT	42	ROBERT L. SMITH	CYC	23:51:47	34:21:47	431	21.722	24:48:52	92	19
25900	BLUE MAX	C&C	40	MARK A LANDWER	CYC	1:21:07	35:51:07	449	21.673	24:50:24	95	20
41171	ORIENT EXPRESS	FRER	42	TITTLE/SASSANO	MCYC	0:00:49	34:30:49	432	21.286	25:03:45	99	21
40337	MICHELA	J	35	MIGUEL GAMBETTA	MCYC	0:59:00	35:29:00	445	21.195	25:06:49	102	22
44040	RUBICON	PET	40	LONGWORTH ET AL	MYC	1:12:49	35:42:49	448	20.673	25:24:36	121	23
32521	THE FARR SIDE	FARR	37	DAVID DICKERSON	CYC	2:04:02	36:34:02	458	20.402	25:33:50	134	24
25602	SECOND WIND	NA	40	FREDERICK PIPIN	CYC	2:15:57	36:45:57	461	20.189	25:41:05	140	25
22201	SPRING FEVER	HCL	41	E M KINNEY	CYC	2:46:57	37:16:57	467	17.957	26:57:05	171	26
40099	RELENTLESS	J	35	C W CRESSSER	NBYC	4:11:51	38:41:51	485	16.055	28:01:51	185	27
5919	HOPE	C	50	ROYCE H FOLEY	COL	7:20:40	41:50:40	524	12.191	30:42:56	194	28
15643	SIREN SONG	PET	40	ALLAN F HOUSTON	SBYC						196	29
20131	MADCAP	ERC	40	GUY L HEISTAND	MBYC						204	30

Section 3

SAIL#	YACHT NAME	TYPE	LOA	OWNER	CLUB	FINISH	ELAPSED	SEC/MI	DERIVED WIND	CORRECTED	FLT	SC
40627	CRITERION	BALT	33	MITCHELL/HOLT	CYC	23:49:41	34:34:41	433	24.241	23:23:08	5	1
41275	PEGASUS	BALT	32	BOYLE/MORRIS/LANDRY	CYC	23:44:06	34:29:06	432	24.080	23:23:35	7	2
40323	SELECTION	J/N	37	BABBITT/CHEIKH	RRYC	22:47:53	33:32:53	420	23.899	23:34:46	12	3
40230	SPATANT	SWAN	40	EUGENE HOLLAND	MBYC	23:29:58	34:14:58	429	23.473	23:49:15	19	4
15041	ASSAIL	NA	40	ROLAND TINGLE	GPYC	0:03:28	34:48:28	436	23.469	23:49:23	20	5
25609	DRUMBEAT	NA	40	DAVE RODENKIRK	MYC	0:12:57	34:57:57	438	23.353	23:53:22	26	6
15018	CRISIS	NA	40	WILLIAM QUINN	SPYC	0:10:40	34:55:40	438	23.290	23:55:29	29	7
25600	NITE MARE	NA	40	THOMAS K. NEILL	CYC	0:16:48	35:01:48	439	22.851	24:10:27	38	8
2561	MARIA II	C&C	45	HAROLD ZIGMUND	ZIYC	23:31:08	34:16:08	429	22.778	24:12:56	42	9
15256	RAVEN	C&C	32	ED KALIN	CCYC	0:05:46	34:50:46	437	22.440	24:24:26	54	10
40737	ARIEL	SWAN	40	BENGT KULLER	SSYC	0:04:28	34:49:28	436	22.379	24:26:30	59	11
15810	OUTWARD BOUND	C&C	39	JAMES W. NOBLE	COL	0:42:09	35:27:09	444	22.052	24:37:39	77	12
42385	DRAGON FIRE	HUNT	37	DENISE MCNAMARA	BZYC	0:52:45	35:37:45	446	21.857	24:44:17	87	13
43076	BRAVURA	SNT	35	GISELA GONZALEZ	COL	2:34:20	37:19:20	468	19.504	26:04:25	151	14
57347	FIREWATER	CF	37	RON HOEKMAN	HBYC	3:45:23	38:30:28	483	18.533	26:37:18	152	15
25610	SCRAPPY IV	NA	40	SEYMOR K. PARNOS	MBYC	3:28:01	38:13:01	479	18.173	26:49:33	168	16
32134	GARDEN OF EDEN	C&C	40	MILLER/HOUX	MSM	3:43:30	38:28:30	482	18.046	26:54:04	170	17
15800	BLUE SKIES	C&C	39	ROBERT V BAKER	KYC	4:01:18	38:46:18	486	17.224	27:22:04	180	18
15833	NEW SPIRIT	C&C	39	BOY SCOUTS OF AMER.	CYC	5:12:26	39:57:26	501	15.643	28:15:58	186	19
41147	SULU	PRY	45	FRED G LUBER	MYC	3:58:30	38:43:30	485	15.448	28:22:31	187	20
31406	TAPDANCE	PSN	37	R. M.OLDS	MBYC						205	21
32794	SHASTA	NTWD	35	R.K.TEUTSCH	SBYC						206	22
40330	ELAN	HCL	37	JERRY METZGER	BPYC						207	23

Section 4

SAIL#	YACHT NAME	TYPE	LOA	OWNER	CLUB	FINISH	ELAPSED	SEC/MI	DERIVED WIND	CORRECTED	FLT	SC
36022	GOOD NEWS!	NY	36	SMISKOL/REKUS	BPYC	1:23:31	36:23:31	456	22.846	24:10:37	39	1
5310	ALTAIR II	ERC	39	E. & R. SYME	WAUK	1:45:06	36:45:06	461	22.434	24:22:57	52	2
41023	ALLIANCE	FRER	33	HALIDAY/CASSER	MYC	1:21:43	36:21:43	456	22.388	24:26:13	53	3
5917	THIRSTY TIGER	ORC4	43	ALBERT G. DOTTAVIO	CYC	0:37:20	35:37:20	446	22.080	24:36:42	74	4
314	CETACEAN	C&L	40	JOHN REYNERTSON	CYC	1:34:18	36:34:18	458	21.891	24:43:08	85	5
5260	NANA	ERC	39	C ALAN BASKE	WAUK	2:03:51	37:03:51	464	21.867	24:43:57	86	6
40306	J-SEN II	BNT	33	CLIFTON G. COLLINS	COL	1:39:35	36:39:35	459	21.204	25:06:32	101	7
15772	SLOT MACHINE	MORG	37	CHARLES CHRISTENSON	RYC	2:26:15	37:26:15	469	21.023	25:12:31	105	8
32417	TEMPTRESS	C&C	37	RALPH MCCALLUM	BMYC	3:07:32	38:07:32	478	20.960	25:14:50	108	9
41155	JUSTICE	BALT	33	HUGH MCCARTHY JR	CYC	2:34:24	37:34:24	471	20.814	25:19:46	111	10
22734	TOLERANCE	C&C	37	CHARLES WRIGHT	BPYC	3:18:54	38:18:54	480	20.350	25:35:36	135	11
25560	WIND QUEST	C&C	33	BOB PHELPS	CYC	3:59:33	38:59:33	489	19.474	26:05:26	153	12
6122	REBOUND	PET	34	HERMAN SCHABERL	NBYC	4:00:08	39:00:08	489	19.093	26:18:24	156	13
30556	COMPASS ROSE	PET	34	ROGER HRUBY	CYC	4:47:53	39:47:53	499	18.256	26:46:55	167	14
4426	SCORPIO	MORG	42	GEORGE STYLINSKI	BPYC	5:04:41	40:04:41	502	16.601	27:43:15	183	15
22755	ECLIPSE	C&C	39	JAMES E. ARMSTRONG	CYC	6:51:36	41:51:36	525	14.397	28:37:53	189	16
41311	SHORT CIRCUIT	FRER	33	JOHN L CYZAK	RYC						203	17
32737	OUTRAGEOUS	PSN	37	FRANK MOROSKY	CCYC						208	18

continued on page 25

Marcy Bruck and French type friends.

Richard and Penny Hendricks, Rudy and Joyce Dunn.

"Night at Montmartre"
Ninth Annual Dock Party

Photos by Joyce Dunn and Jim Roe

The day was sultry but it didn't keep the spirits down as there was enough of the bubbly to keep them up. This lovely party began with the arrival of seventeen beautiful sail and power boats at Port Neuf: Carol Lee, Wandering Star, The Odds, Sea Roamer, Consort, Felicity, Sun Sea, Just Whistle, Denim, Gamzo, Neriada, Perception, Bernie's Tune, Twil Weave, Galatea, Hizonor, and Dove.

Members and guests were greeted by French accordianist Bruno, who played on the docks and later on the patio which was converted to the Cafe de la Paix with plants, bunting enclosures, authentic signs, and a fresh flower pushcart. Bartenders had Cafe de la Paix T-shirts and waitresses looked beautiful with rose head bands. Fabulous French hors de'oeuvres were presented by our chef, Jonathan and his staff, while Fino, the mime and magician entertained on his unicycle.

One hundred fifty people entered the famous Moulin Rouge through the historic windmill entrance and original Mont Mart paintings by Dick Nugent.

Chanteuse Monique entertained at the piano with traditional Parisian songs while all the guests enjoyed a typical French dinner.

The Can-Can dancers made a grand entrance as dessert was being served and performed with shrills and yells enhanced by Joe Giammanco's terrific sound system. The Les Waverly orchestra played for dancing and some continued dockside to the wee hours of the evening.

Many thanks to Dick Nugent for his fabulous French paintings, Joe Giammanco and crew for the sound system, Mike and Joanne Ehrlich and Joyce Dunn for decorations, the entire staff of CYC, and especially Donna Sloan, who put it all together.

John and Barbara Roeser, up from Punta Gorda.

Steve and Joanne Schiller.

Fino, the mime/juggler/unicyclist.

Of Course there was a can-can!

Another triumph! Donna Sloan and Don Clark have arranged one great party after another for their fellow members of the Chicago Yacht Club. We all have them to thank for this most recent evening of fun.

Marion Giammanco doesn't seem to mind in the least being detained by Gendarme Past Commodore Jack Gable.

Mike and Joanne Erlich.

Margy Roe and Past Commodore Bill and Mondo Robinson.

Vice-Commodore Ted and Thalia Lake.

Dick and Jo Nugent.

Leon Delano III, and Frana Biderman.

SUSAN Wins First Chicago Cup

photos by Carol Singer

As announced in the July issue of the *Blinker*, The First National Bank of Chicago has established a new trophy, The First Chicago Cup.

Designed for selected Tartan Ten yachtsmen, the Cup competition consists of a series of one-on-one match races, culminating in a race between the final two remaining boats during the week preceding the start of the Chicago-Mackinac Race.

Fourteen Tartan Tens participated in the series, and the two finalists, *Susan* and *Glider*, competed for the championship on Thursday, July 16. The overall winner was *Susan*, owned by Mark and Susan Wurtzebach.

Final match race between SUSAN and GLIDER.

INSATIABLE Leads Three-Boat U.S. Team in Admiral's Cup Series

Insatiable a Nelson-Marek 45 owned by Fred Krehbiel, Deane Tank, Jr. and Tom Lee, was the highest-scoring boat in the Brenton Reef Series, which decides the members of the team which is representing the United States in the Admiral's Cup competition near Cowes, England July 30 to August 12.

In winning the Brenton Reef series, *Insatiable* finished ahead of a 12-boat fleet, sailing in a series of eight races. Second place went to *Sidewinder* of San Francisco, and third to *Blue Yankee* of New York.

At press time, *Insatiable* was doing well in the series. The Blinker will carry the Admiral's Cup results in our October issue.

INSATIABLE

Jack B. Gable Honored by Past Commodores

by Herman T. Van Mell, Past Commodore

The Past Commodores of Chicago Yacht Club welcomed Jack B. Gable to their exclusive group at the biennial dinner held in the Chart Room of the Chicago Harbor Clubhouse on Wednesday June 17, 1987. During the cocktail hour preceding the dinner nine of the ten living Past Commodores assembled and were visited by the present Commodore, William W. Parks, who briefed his predecessors on present Club problems and programs, and solicited their comments.

Jack B. Gable displaying his newly awarded Past Commodore's medal.

Sitting down at a lavishly spread round table whose centerpiece was, of course, the Past Commodore's miniature table flag, they were then served a splendid gourmet dinner planned by Club manager Dave Gervercer. Maryland crabmeat cocktails were washed down with copious drafts of a well-chilled pale dry Chardonnay wine. Following this Maitre d'Hotel Lewis Foster mixed his famous Caesar salad in a huge bowl, and served the Past Commodores, as he had served all of them since starting his career with the Club in 1962. A lemon sorbet then prepared the palate for roast rack of lamb Dijonaise, served with a bouquetierre of vegetables, accompanied by a superb red vintage reserve cabernet sauvignon wine. For desert the diners savored Brie cheese with crisp French bread and assorted fruits, followed by coffee.

Past Commodores attending biennial dinner:
(standing l to r) Jack Gable, Joe Wright, Dick Latham, Roy Spanjer, Bruce Danly.
(seated l to r) Bill Robinson, Herman Van Mell, Don Buckingham and Gene Kinney.

Settling back to digest the feast the company fell to reminiscing at length about the high and low points of their respective terms of office as Commodore of the Club and about the people who had helped or hindered their administrations, and about the various events over which they had presided or which had taken place.

Winding up the evening, the group then formally welcomed Jack B. Gable as a member and presented to him a special gold medal which for many years has been awarded to each Commodore of the Club upon completion of his term of office. The face of the medal bears the Club burgee in full color and on the reverse the Commodore's blue flag with five white stars, as well as being engraved with the name of the recipient and his years of holding office. Gene Kinney pointed out that Jack was now entitled to all of the honors and privileges of the society of Past Commodores, and Dick Latham added that this constituted a life membership from which no resignation was possible.

In a gracious acceptance speech Jack thanked each member of the group and said he suspected that all of them shared the same great pride he felt in having had the privilege of serving Chicago Yacht Club as Commodore, hoped that they all believed that he had done a good job, and said that he would always cherish the medal. When asked what he considered the high point of his term of office in 1985 and 1986 he replied that beyond a doubt it was the participation of the Club in the America's Cup Challenge, establishing for once and for all the Chicago Yacht Club as a world class club. "My greatest thrill" he said, "was walking into the Club's station in Australia, I'll never forget it."

Sportsmanship: Buddy Melges

by Rick Van Mell

It was about a year ago, early on a California morning, and the fog hung lightly in the air just above the mastheads in Santa Cruz harbor. Even above Heart Of America's towering aluminum sliver of a mast the mist moved slowly. A few hours would pass before the sea breeze dissipated the fog and thrashed the eucalyptus and breathed life into the sleek white hull now lying serenely alongside the floating dock.

Here and there cats paws touched the glassy surface of the tiny harbor, but mostly it was calm. Two prams hoisted sail off in one corner and their young skippers slowly steered away from the dock. No one appeared to notice. Except for one other spot,the harbor was quiet and still.

At shoreside, a small wooden deck stood beside an unpretentious office trailer, its new tawny fir planks contrasting with the dark trees and hills cradling the harbor. About a dozen young, strong figures stood, sat and leaned against the deck. You would not have guessed they had already completed an hour of strenuous exercise and eaten a hearty breakfast.

Silhouetted before the group another strong figure, clad in a light jacket and a billed sailing cap, held the others attention. In firm but gentle tones the skipper reviewed the situation for the patient crew. There were the days of practice off Santa Cruz, including the long tow out to meet the sea breeze and sail back home if the breeze held. There were some days of racing against Canada and maybe USA again before loading Heart Of America aboard ship for her ride to Australia. Buddy Melges explained how the funds were short but he was confident this great adventure would come to pass.

In mid sentence Buddy paused. The two prams had now drifted, one right behind the other, just 40 feet from where he stood. Coach Melges spoke. "Son, if you reach back and take that piece of seaweed off your rudder and sit a little farther forward, you'll catch that fellow ahead of you." "Thanks," came the reply.

Buddy returned to his America's Cup crew. The final crew selection was coming soon. Many would go, a few would not, he explained. He thanked these as yet unnamed few for their efforts, their time and their dedication. Everyone sensed that it was as hard for Buddy to say that as it would be for those who stayed behind.

Buddy and his wife Gloria Melges.

But there was work to be done. The mast had just been stepped and there was rigging to adjust. New parts had to go on here and there and others were adjusted, cleaned or tested before the day's sailing would even begin. The group came alive as each headed for his assigned task.

The main looked like a ten legged centipede as the crew carried it aboard. Heavy wrenches pulled the rod rigging tighter while a sensitive gauge measured the thousands of pounds of tension. Buddy moved across the deck. He'd help pull on the end of a wrench, he'd grab on to help two others hoist a third aloft on the truck halyard. And so it went.

There are so many more flashbacks. Like the raw, cold, rainy windy March morning in Sausalito when Buddy and the crew worked to take the old rigging from Clipper's broken spar and fit it to a spare. The parts didn't match, fingers were red and raw, but slowly the new mast was coming together. Buddy stopped to show a crewman how to wet sand small sections of mast, one by one, into shining aluminum until all 90 feet would finally gleam. The rain dripped from the bill of Buddy's cap.

And way back in the winter of 84-85, at those endless dinners to raise awareness and funds to do what no one from the heart of America had ever done before—campaign a challenger for the America's Cup—there was Buddy Melges. All there was, was a dream. There were slides of other people's 12 Meters, of the past, of the rule, and of the silver mug then resting at the Royal Perth Yacht Club. Buddy's enthusiasm, conviction that we could show the sailing world a thing or two, and seemingly unending patience with all the details was infectious. And the dream came to pass.

So today, as we learn and read that Buddy has been awarded the Van Allan Clark trophy, USYRU's first national sportsmanship trophy, those who have worked beside him know the countless ways he's earned the honor. Thanks, again, Buddy for all you have done for sailing and CYC!

Maybe, one of these fine days as we sail along, we might think there is a victory still waiting to be won. We could again find that heart and spirit and pull together, pay off the old debts, and start out again for that holy grail of yachting. And if we're really lucky, we'll have Buddy at the helm of our challenger once again.

Udell Fleet Beat

by Cheryl & Gary Grolle

As if the Romero Cup weren't enough, the Udell fleet now appears determined to perpetuate the infamous Bull's Eye Award first presented in 1985 to Kate Clayton *(Ondine).*

For example, in capturing another first—the first Udell to hit another boat this season—Jerry Hodlmair on *Windjak*. . .and on port tack. . .sideswiped Doc Travis' Vinst[2] at the start of B-1 and retired. It clearly was not Big Daddy Jer's day. Equipment failure a few minutes later forced Jer to the harbor to sit out B-2 as well.

While defending season champion *Windjak* rocked quietly at its mooring, Doc Coppleson on *Grail* found *Ondine* within firing range during B-2. *Grail,* it seemed, had been permanently attached to the number "3" in most race results. Undoubtedly, however, the three-lettered "DSQ" awarded *Grail* for B-2 was not what the doctor (or Ro Rayment, Jr.) ordered. *Ondine* chalked up its own bullets in both B-1 and B-2 as a result.

Bob Christie *(Kona)* may have picked up deuces in B-1 and B-2 to serve notice that fourth place, such as *Kona's* fourth place finish in A Series, was not satisfactory. After whipping his crew into a frenzy for B-3, Captain Bob terrorized Les Frankenthal with a tap on *Iolaire's* equipment and later convinced the protest committee to award *Iolaire* a DSQ instead of second place. That moved Captain Bob up one notch and temporarily thwarted *Iolaire,* which had been well sailed in A Series and had captured a third place finish in B-2.

But the B-3 bumper boat battle backfired on Bob. In the face of all that was good. . .and right. . .and on starboard tack. . .*(Valkyrie,* of course) Captain Bob, on port tack, attempted an ill-fated tack only to find *Valkyrie's* bow plate firmly planted in *Kona's* starboard quarter. An experienced and wise protest committee, after extensive testimony and deliberation, awarded *Kona* a DSQ, a blow to Captain Bob's plans for B Series, if not the season.

Ondine barely escaped with a second-place finish in B-3 but nonetheless was in full control of B Series. The season's championship, however, remained undecided. *Windjak,* with bullets in A-1, A-2 and A-3, was the clear winner of A Series and then added another bullet in B-3. *Ondine,* with bullets in A-4, B-1 and B-2 was not serving the championship to *Windjak,* or anyone else, on any kind of platter.

But, on any given day, Messrs. Campbell and Mayhew *(Rush Forth)* can spoil all that. What's more, newcomer to the fleet, Larry Kilduff, has not yet been able to get a race committee schedule or crew complement which will permit him to be a regular on the line with *Yankee.* When he does, we're all in for trouble, from what we've seen to date.

Finally, there is one guy you *never* count out. That's Doug Turnbull! Although he and *Skipjak* were not a factor in A Series, Captain Clyde came out for the July 4th Nutting Regatta with what looked like fireworks in the transom and smoked everyone but Big Daddy Jer *(Windjak).* Captain Clyde's victims included *Kona, Valkyrie* and *Rush Forth,* all of whom tied for third. They even had on board such luminaries as Aaron Crane skippering *Kona* and Don Mitzel on *Rush Forth.* Reflecting from the club after the regatta, Doug was heard to say, "We've got a lot of good races left, and I just want to beat Jerry." So true, and don't we all.

The Commodore's Corner

by Commodore William W. Parks

July was an exciting month for Chicago Yacht Club as the elapsed time record for the Mackinac Race was smashed by Dick Jennings' PIED PIPER by some 5 hours and 25 minutes. She carried her spinnaker from start to finish with the marvelous cooperation of the weather man. A weather front, which had been hovering over the Straits of Mackinac all day Sunday, decided to back off to the North as PIED PIPER entered the Straits and she slowed down only after passing the Mackinac Bridge. Her early arrival surprised everyone including the Race Committee, but a double gun heralded her triumphant finish. Congratulations to Dick and his expert crew! The new record is 25 hours, 50 minutes and 44 seconds!!!

All but two yachts had finished by noon Monday! A very fast race for all concerned. The Mackinac Committee and the Race Committee did a marvelous job which was appreciated by both competitors and spectators alike. The support of First Chicago Corporation and Data General gave new dimensions to the stature of our Mackinac Race. Our thanks to them for their fine support.

After the winner's flags were awarded at Mackinac on Tuesday afternoon, also a new record, Dick Wharton, Chairman of our Mackinac Committee and Dick Schweers of the Race Committee travelled with me to Sarnia Yacht Club to meet with the officers and race officials that handled the finishing end of the Chicago-Sarnia Race. The number of finishers was disappointing, only 14, but many entries had stayed in Mackinac to celebrate the new record with the PIED PIPER crew. The popularity of this race has dwindled over the years, but very fruitful discussions took place about the steps that are appropriate to bring the Chicago-Sarnia Race back to its former level of participation. We will see the results of this work in the 1989 race.

The Star World's Championship is almost upon us. The opening ceremonies take place at Belmont on Saturday afternoon, August 22nd, at 5:00 pm. The first official race is at 1:00 pm Sunday, the 23rd, for the 87 entries from 16 countries. The committees are hard at work preparing all arrangements and the Belmont Station is getting a new coat of paint and having some windows replaced to put everything in first-class order. The regatta ends on the 28th, if all goes well with the weather. If not, the possibility exists to race on Saturday and Sunday, the 29th and 30th. May the best team win!

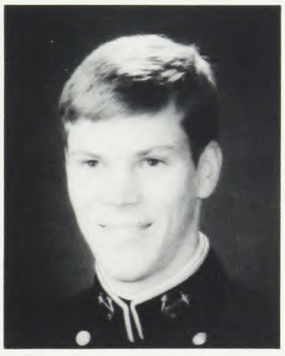
Soling Sailors Celebrate Fleet Review

Text and photo by: Adrienne Donoghue

Soling Fleet members demonstrated that sailing is a family affair when they participated in Fleet Review. The 12-boat fleet was represented by (front row, l-r) John Donoghue; Beth Joosten (with newborn son Riley); Carla Carstens; Ethel Kaplan; Rose Hoeksema; Carol Foley (with daughter Mairen); Marshall Souder and Steve Gunning and (back row, l-r) Ed Wavak; Fred Joosten; Jerry Dayhill; Dan Lindstrom; Joe Hoeksema; Ted Herr; fleet captain Bob Foley (with son Ryan); Brian Higgins and Sam Tripas. Foley and Donoghue recently participated in a commercial promoting the upcoming Pan Am Games, in which the Soling will be one of six boats used in that competition.

Further information: Adrienne Donoghue (312/294-3133).

Ed Eckert Named All-American Sailor



Ed Eckert

On June 5, 1987, Midshipman Ed Eckert was selected as an All-American in college sailing. He is the son of CYC members, Ralph and Greta Eckert.

During the 1986-87 season, Ed was captain of the United States Naval Academy's outstanding sailing team which was the 1987 winner of the Fowle Trophy. This trophy is symbolic of the National Collegiate Sailing championship.

His outstanding achievement this year was being a member of the Three-Boat Naval Academy Team that won the National Team Racing Championship. This was accomplished with 11 wins and no losses -an all-time record.

At the recent Naval Academy Awards Ceremony, he was presented with the John Paul Jones Trophy which is awarded annually "to that Midshipman of the Graduating Class who has done the Most for Sailing at the Naval Academy." In determining the winner of the award, "the Qualities of Leadership, Character, Spirit, Sportsmanship, Sailing Skills and Effort are the Determining Weights."

Last fall, Ed sailed in C.Y.C.'s Timme Angsten Regatta. After rolling the boat over in the 2nd race, he finished strong with 8 first place finishes to place 2nd overall in "B" Division.

On May 20, 1987, he graduated from the Naval Academy and was commissioned an Ensign in the U.S. Navy. Next October, he will report to Pensacola, Florida, for flight training. Between now and October, he will be an assistant coach at the Naval Academy and be practicing on his "flying dutchman" — hopefully for a future Olympic spot.

Support the Chicago Challenge For The America's Cup

We still need your help!

For more information please contact us at Heart of America.

Call 312/977-4003.

C.Y.C. Hunter's Night
An Adventure in Northwoods Dining

by Craig Burman

Recently the Trap Committee hosted a unique wild game dinner with a Northwoods theme. Thanks to the fine work of Executive Chef Jonathan Mayer, General Manager David Gevercer, Assistant Manager Ron Grant, and Maitre D' Hotel Lewis Foster - this event was a spectacular dining adventure.

The menu was extensive, unique, and included pan-fried walleyed pike, saddle of venison with juniper berries and chestnut sauce, roast pheasant, roast duckling basted in honey and served with gooseberry sauce, BBQ rabbit, and numerous side dishes and desserts.

As the theme was the Northwoods, a lumberjack accordion player entertained throughout the evening as the crowd drank Moosehead Beer.

In attendance were Commodore and Mrs. William Parks, Commodore and Mrs. Jack Gable, Eugene and Joan Stunard, Andy Kiener, John Criesar, Jim Anderson, Jerry Sappanos, to name a few.

All that attended complimented the chef, drank to the music, and told many hunting and fishing stories that became more believable as the night wore on.

We wish to thank all of you who joined us throughout the past Trap season, to make it one of the most fun and memorable in many years.

Next season the committee hopes to continue the tradition and expand the quality of the shoots.

Commodore Parks cautiously approaches his quarry. Pat Parks ponders her next selection.

The trapshooting hunters gather for the feast.

Pat Parks, Jack Gable, Liz Gable, and Commodore Bill Parks.

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Elliot Wiczer and CYC Crew In National Predicted Log Contest

by Bernard Wiczer

On July 18 the North American Invitational Predicted Log contest was held in Newport, Rhode Island. Fourteen boats from the United States and Canada, each representing area winners of predicted logging were invited to enter the contest. The Chicago Yacht Club representative was Elliot Wiczer. The crew consisted of Tom Fischer - Race Committee Chairman, Bart Bryerton, Bill Templeman, John Brazill, myself and Elliot as Captain. The enclosed photograph shows Tom Fischer, who served as navigator, standing, Bart Bryerton and Bill Templeman, Helmsmen, John Brazill, Tactician, and myself, Throttleman.

Chicago Yacht Club received a fourth place in this international competition. In 1989 the international competition will be held on the Great Lakes at Chicago Yacht Club.

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STAR NEWS

by Clark Kent

Maine Wins Race 5:

Rob Maine with his crew Ross Adams won Race 5 of the SLM Elimination Series on Saturday June 15, 1987. Peter Wright crossed the finish line first in this race but was later disqualified because of a protest from an Etchells. The race started in a light Southeast wind with six boats starting. Wright led at the first mark with Parks and Todd Cozzens close behind. Todd passed Parks on the reaches and rounded the leeward mark second. On the next upwind leg, Maine went to the right and caught a favorable shift in that direction. The wind shifted back again but Maine was able to hang on and cross the finish line second. After the protest hearing, however, Maine was awarded first, Parks second, Carl Arentzen/Warren Cozzens third, Todd Cozzens fourth, and Dave Cornes fifth.

Parks Wins Elimination Series:

Commodore William Parks has won the SLM Fleet Eliminations for 1987. Going into the last race, the only way he could not win was if Todd Cozzens won the race. Todd therefore flew in from Paris the night before to attempt to win. Saturday's race started with perfect conditions with light Northeast winds at about 8-10 mph. Parks and Todd Cozzens started together to the left of the fleet. Todd tacked to go to the right but did not stay there long enough. Maine did well on the right and was able to round the first mark in the lead with Parks second, Warren Cozzens in third, Todd Cozzens in fourth and Kennedy in fifth. The wind slowed as the race went on until it died altogether at the last mark as a thunderstorm went through. After the storm passed, the wind returned at about 2 mph, but this was enough to allow Maine to drift across the finish line in first just before the time limit ran out. Parks finished second and Todd Cozzens was just able to pass Warren Cozzens to finish in third and fourth respectively.

As over-all winner of the Elimination Series, Commodore Parks will enter the World's Championships as the fleet entry.

Ray Russell Wins His First Star Race:

Ray Russell, sailing Shrew with Bill Parks as crew sailed an excellent match race against Dave Cornes and Tom Weaver to win race B-3 on Sunday June 21. Excellent sailing conditions allowed the Stars to sail well into the Etchells fleet which caused a few problems. Russell was able to hold Cornes off as the wind switched from the Southeast to the Southwest to finish first. Current standings for Eliminations, A Series and B Series on the next page.

Excellent Weather and Racing:

The weather continued to be perfect off Belmont Harbor for June 27th races. Low humidity, sunny skies, cool temperatures and good winds prevailed. Four boats started the morning race including Todd Cozzens/Carl Arentzen, Peter Wright/Greg Cook, Dave Cornes/Fred Joosten, and Ray Russell/Dave Kipley who sailed Bill Park's boat. The morning race started in 12-18 mph wind from the west which shifted back and forth to the northwest, a shift of 15° occurring every 8-10 minutes. Todd led most of the first upwind leg but was passed by Peter before the first mark and Peter led with Todd second, Ray Russell third and Dave Cornes fourth. The lead continued to be hotly contested, including a tacking duel during the second upwind leg, but Peter maintained his lead to win.

The second race started in somewhat lighter winds but still quite shifty. Peter Wright led the first mark but then withdrew. Ray Russell was second and Carl Arentzen with Todd now as crew was third. Carl stayed close to Ray until the last mark. As they rounded the last mark, Carl and Todd noticed a new breeze to the left and reached off to get it first. This new breeze knocked them so much that they were able to tack and cross the finish just seconds before Russell. Congratulations to Carl Arentzen for winning his first Star race!

Barbara and John Roeser Suggest A CYC Rendezvous In Florida

(Barbara Roeser was a long-time member of the staff of the Blinker, *before she and her husband John moved to Florida a few years ago. She recently sent us the following interesting suggestion).*

Dear Jim:

Since taking residency in Florida six years ago, it has been our program to spend the month of July in Chicago "Business and baby sitting" for John III who now operates the bakery.

It has been our good fortune to be able to attend the annual Power Yacht Dockside Parties and renew many "old" acquaintances and re-live numerous past CYC Power Fleet activities. CYC has always been a very important part of the Roeser family way of life and attending the beautiful "Night at Montmarte" brought back many wonderful memories.

As Bernie Wiczer reviewed this years activities we had fond memories of the boats, skippers, and crews. . . and of the many power fleet committees and functions that we participated in. May this camaraderie go on forever!

We live in a beautiful marina resort area south of Punta Gorda, Florida (where Jack Beck is mayor) and have the pleasure each year of visiting CYC yachts. It would be wonderful to have a reunion at Burnt Store Marina and we would be happy to help put it together if the transient yachters will just contact John & Barbara Roeser, 2 Pirates Lane 21-C, Punta Gorda, FL 33955 . . . 813-639-6696.

Participating boats gave the young guests a striking view of the city.

38th Annual Cruise for the Handicapped

by Mary Lou Bechina

Photos by Fred Countiss

MAH-VELOUS! MAH-VELOUS! MAH-VELOUS! That's what the 38th Annual Handicapped Cruise was! The largest group ever, 165 excited children, adults and staff from Easter Seal Society of Chicago, Good Shepherd Manor, and Helping Hand assembled on the patio anxiously awaiting their embarkation. During the wait, Mr. Bill Wardle, friend of Rich James, this year's chairman, entertained them with some real sing-along piano music. Marcie Bruck added her clever artistic touch with balloons for all and on every boat.

By noon all participating boats were loaded with Burger King "Whoppers" supplied by Jerry Ryan's family, soft drinks, candy and fruit, donated by the individual boat owners. Led by the Chicago Police boat they caravaned up and down our lakefront. Midway through the cruise the U.S. Coast Guard performed an air-sea demonstration to the delight and interest of all. By 3 p.m. everyone was safely on the docks and heartfelt appreciation was in the air everywhere.

Special thank-yous to our returning yacht participants, Bernie's Tune (Bernie Wiczer with Don Clark as first mate), Carol Lee (Leon Delano ably assisted by Jack Reardon), Empty Pockets (Bill Templeman), Home James (Rich and Ruth James), Notre Cherie (Wally Freeman with crew of Ed Claussen and Fred Countiss, our photographer), Sun Sea (Ted and Marcie Bruck) and Mrs. Mike (Mike and Josephine Lombard) and to our newcomers, Decision (Dave Howell's crew with Lynn Keating, President of the Women's Board of Easter Seal), Rene (Tom Munizzo) and Terry Awhile (Les Larsen).

The cruise was highlighted by a helicopter water rescue demonstration, arranged by George Krat, above with the copter.

Ted Bruck (SUN SEA)

SU LEA, Jerry Cohen

Capt. Bernie Wiczer, First Mate Don Clark and Easter Seal Participants.

The whole crew on SUN SEA.

Easter seal staff and DECISION crew.

Ed Claussen (L) and Rich James (Chairman)

Mrs. James and Mary Lou Bechina.

PIED PIPER

continued from page 8

starboard at 0057 hours. The port tack lasted 9 minutes.

During his watch from three to six, Lowell North recorded the highest speed of the race, 17.7 knots, with 25 knots of wind. We all knew that these were the types of numbers we needed to break the record and to this point we were doing well but no one ventured a statement out loud.

For everyone on the crew the Manitous came up quickly. At 0836 we had North Manitou light abeam. There was a lot of talk about past experience with this passage, mostly relating to pitch black nights and "dialing for dollars in big seas," or having Eggs Manitou Monday morning. This time we were going to go through during daylight and on SUNDAY MORNING. As the miles ticked by we came closer and closer to the record.

The excitement began to build in the passage. As the day wore on the wind began building and we began to click the miles off at an average of 12 knots. At this time the wind began to swing back and forth about 15 degrees making it necessary to jibe the boat several times. The crew worked well through each jibe and in spite of the increasing wind the boat tracked beautifully. At no point during the race did we have control problems.

Around mid-day Grays Reef light appeared over the horizon and the wind began to build. This was the most memorable hour of the race for me.

With Dick Jennings at the helm and everyone else on the stern behind him we approached the light on port tack at 14.7 knots on a broad reach skipping over the waves. We put Gray's Reef astern at 1400 hours.

Sixteen minutes later we passed New Shoal Light Buoy and excitement was no longer the word for what we were feeling. With approximately 25 miles to go we had over 8 hours left to break the record. In spite of our situation no one said anything out loud.

We reached down the Straits at between 10 and 12 knots and approached the bridge about an hour and a half after rounding the buoy. As usually occurs near the bridge, the wind died and we were forced for the first time to change back to the .75 oz. chute. At 1547 we passed under the bridge going 8 knots and encountered rain and single digit boat speeds for the first time since the start. As we tacked downwind towards the finish, we found we could not raise the Race Committee. We all began to wonder if anyone would be at the finish. Finally we were able to receive a transmission from Andy Kiener saying, "we're loaded and ready."

At 15:35:44 according to our ships clock we heard the first of two guns, one for our finish and one for the record. Officially the record elapsed time was 25 hours, 50 minutes, 44 seconds. An average speed of 11.18 knots for the rhumb line distance.

The finish line and the dock were a scene of jubilation for all involved. Julie McCormic met the boat with a case of cold Champagne and everyone toasted the new record and threw skipper Dick Jennings in the water. After the boat was cleaned up and the interviews were over, the crew attended the ladies' cocktail party at the Grand Hotel.

The reception the crew received entering the party was really heartwarming and helped the crew realize the significance of this event.

As a final note the crew of Pied Piper is proud of the fact that a Chicago Yacht Club boat was able to break this longstanding record. We would like to offer our appreciation to our families, friends, and the race committee who all contributed to our achievement.

IMS Section 3, FIREWATER.

SASSY

RACE RESULTS *continued from page 11*

31668 WILDFIRE	C&C	37	E ASCHAFFENBURG	SDYC							209	19
3572 SHOTGUN	ERC	36	JACK W STEHLE	SBYC							210	20
21215 AFFINITY	C&C	33	JIM OWENS	GTYC							211	21

Section 5

31541 GLIDER	T10	33	HUFF/STEARNS	CYC	23:15:39	34:30:39	432	24.617	23:10:18	1	1
30246 SUSAN	T10	33	H.& S. KUETTEBACH	COL	23:30:48	34:45:48	436	24.284	23:21:39	4	2
25349 HOT CANARY	T10	33	HOLLAND CAPPER	CYC	23:33:14	34:48:14	436	24.231	23:23:28	6	3
30433 TARDIS	T10	33	DEN NEWMAN	COL	23:41:49	34:56:49	438	24.042	23:29:53	3	4
25300 GOBLIN	T10	33	LINDY THOMAS	CYC	23:50:44	35:05:44	440	23.946	23:36:34	13	5
30695 YAHOO	T10	33	VINCE CAMARDA	CCYC	23:53:39	35:08:39	440	23.782	23:33:45	14	6
23712 BLIZZARD	T10	33	UDELSON/SCHNORR	COL	23:54:29	35:09:29	441	23.764	23:39:22	15	7
25307 QUEST	T10	33	LONAN/LIES	CYC	0:03:39	35:18:39	442	23.562	23:46:14	18	8
25313 ROOKIE	T10	33	HOFFMAN / STUCKEY	CYC	0:09:22	35:24:22	444	23.436	23:50:31	22	9
33832 PEREGRINE	T10	33	PEREGRINE SYND	CYC	0:12:49	35:27:49	444	23.361	23:53:06	25	10
25309 ILLUSION	T10	33	CARLSON/CLOUSER	WAUK	0:14:23	35:29:23	445	23.326	23:54:16	27	11
32527 SASSAFRAS	T10	33	DAVID BARCH	CYC	0:18:48	35:33:48	446	23.229	23:57:34	31	12
25308 BULLSEYE	T10	33	BULLSEYE SYNDICATE	CYC	0:26:41	35:41:41	447	23.055	24:03:28	35	13
30477 RECESS	T10	33	JAMES HIERING	CYC	0:46:48	36:01:48	451	22.613	24:18:32	48	14
25339 INVENTION	T10	33	GERALD H. THOMAS	COL	1:10:07	36:25:07	456	22.101	24:35:59	71	15
26321 REBEL	T10	33	SUMNER SCOLLITT	CYC	1:13:04	36:28:04	457	22.036	24:38:12	78	16
25337 BILLY BONES	T10	33	WHITFORD/BIGELOW	CYC	1:15:39	36:30:39	457	21.979	24:40:08	81	17
31245 SIROCCO IV	T10	33	BILL & SARA FANIZZO	CYC	1:15:49	36:30:49	458	21.975	24:40:15	82	18
33835 SIEGE	T10	33	SCHNELL/GORDON	CYC	1:19:04	36:34:04	458	21.904	24:42:41	84	19
30475 MAGIC DRAGON	T10	33	ARTHUR G. MICHEL	COL	1:23:34	36:38:34	459	21.805	24:46:03	88	20
25315 TOM-TOM	T10	33	TOM FALLON	COL	1:26:24	36:41:24	460	21.743	24:48:11	91	21
27206 WOMBAT II	T10	33	ARTHUR STRILKY	COL	1:27:41	36:42:41	460	21.715	24:49:08	93	22
23669 DIFFERENT DRUMMER	T10	33	TOM RYERSON	CYC	2:09:58	37:24:58	469	20.755	25:20:47	113	23
15630 MERLIN	T10	33	STEVENS/PODJASEK	COL	2:17:23	37:32:23	470	20.622	25:26:20	125	24
25310 VIPER	T10	33	HARRY NIESE	CYC	2:19:33	37:34:33	471	20.574	25:27:58	128	25
26316 TEMERITY	T10	33	DOUG BAKER	COL	2:37:56	37:52:56	475	20.170	25:41:43	141	26
25317 WITCHCRAFT	T10	33	JAMES S WEBB	JPYC	3:04:44	38:19:44	480	19.581	26:01:47	149	27
25341 ROGUE	T10	33	ASPERGER/FRENCH	CYC	3:53:29	39:08:29	490	18.510	26:38:17	151	28
25314 GO FOR IT !	T10	33	JOAN RINKEN	COL	4:40:34	39:55:34	500	17.474	27:13:31	177	29
25322 BLACK MAGIC	T10	33	JACK ROSE	CCYC	6:15:59	41:30:59	520	15.377	28:24:57	188	30
33651 DEFIANCE	T10	33	VICTOR CONFORTI	COL						202	31

Section 6

41377 TOP GUN	FRR2	33	OLIVER D. GRIN	LIYC	0:01:02	35:31:02	445	24.328	23:20:09	3	1
5335 MAGIC	S&S	35	W R LINDEMANN	MYC	0:30:02	35:00:02	451	24.034	23:30:10	9	2
31424 VIRAGO	J	29	S. & M. TOWNSEND	JPYC	23:56:15	35:26:15	444	23.995	23:31:30	11	3
41072 FLAGRANTE DELICTO	J	27	GARY SPAINHOUR	SAYC	0:20:15	35:50:15	449	23.627	23:44:01	17	4
25165 WHITECAP	C&C	38	ROGER A ANDERSEN	MUSK	0:58:51	36:28:51	457	23.394	23:51:57	23	5
5018 CERTARE	PET	34	CERTARE SYNDICATE	CYC	1:16:25	36:46:25	461	22.518	24:21:47	50	6
15712 ARKIOS	C&C	35	KOHLER/REICHORN	SYC	1:19:38	36:49:38	461	22.435	24:24:36	55	7
31351 INFINITY 2	C&C	37	OMAR K. HELFERICH	ANCH	1:15:36	36:45:36	461	22.432	24:24:43	56	8
32360 FOLIE A DEUX	CAT	38	RON & SUE ANDERSON	SKIP	1:29:13	36:59:13	463	22.261	24:30:32	61	9
41112 ACES WILD	SAIL	35	JACK & THERESA LEVY	COL	1:15:15	36:45:15	461	22.033	24:34:36	73	10
25257 CHOCORUE	PET	34	ROBERT MATTHEWS	COL	1:54:57	37:24:57	469	21.527	24:55:33	96	11
31330 EXPRESSO	S&S	34	JAMES G MILLIKEN	GTYC	2:26:25	37:56:25	475	21.170	25:07:40	103	12
5525 CAHOOTS	PET	34	WILLIAMS/ROSS	CYC	2:21:58	37:51:58	474	20.879	25:17:36	109	13
32702 AVANT-GARDE	PRET	35	HENRY T CHANDLER	ANCH	2:16:31	37:46:31	473	20.750	25:22:00	115	14
30476 COLUMBINE	J	32	HARRY T GOLFER	CHYC	2:52:29	38:22:29	481	20.441	25:32:30	131	15
32140 LANCASHIRE LASS	PRET	35	JIM STEPHEN	WAUK	3:08:07	38:38:07	484	19.876	25:51:45	145	16
279 HEART BREAKER	CAT	33	ROBERT L HUGHES	MUSK	3:43:28	39:13:28	492	19.624	26:00:21	148	17
31337 ENCORE	S&S	34	VANDERVEEN/VANDERVER	MBYC	3:55:50	39:25:50	494	19.313	26:10:55	154	18
43517 JABBERWOCKY	JEP	33	G. RUSSELL ASADOORIAN	MYC	3:43:44	39:18:44	493	19.029	26:20:38	158	19
15502 X-MICHELE	RAN	37	DAVE & DREW AXELROD	COL	4:53:21	40:23:21	506	17.703	27:05:43	175	20
15520 TANGO	MULL	37	J.E. & J.P. DUFFY	COL	5:03:51	40:33:51	508	17.315	27:18:56	179	21
5942 FANTOME	MORG	36	R.T. WITTMER	CYC	5:10:42	40:40:42	510	16.727	27:33:58	182	22
15808 WILD ONION	S&S	33	U. S. NAVY	CNSA	7:13:00	42:43:00	535	14.222	29:04:17	190	23
5016 FAST COMPANY	PET	34	BARRETT/HODE/BRADY	CYC						199	24
31796 BAD COMPANY	ERC	36	ROBERT A. DAMIANI	CCYC						200	25

Section 7

20075 ROCKING HORSE	RANG	33	ALEXANDER CURTISS	CYC	2:52:18	38:37:18	484	22.904	24:03:39	37	1
25777 TORTUGA	MYL	34	CREGER/WHARTON	CYC	2:07:46	37:52:46	475	22.552	24:20:39	49	2
5710 KUTTY'S ARK	PSN	36	CHESTER KUTTNER	COL	1:10:45	36:55:45	463	22.137	24:34:45	59	3
40473 MOONMEADOW	S&S	53	ANDREW BOWMAN	LIYC	2:20:36	38:05:36	477	22.102	24:35:57	70	4
15433 PATRIOT	C&C	33	LEONARD LEHMAN	CCYC	4:39:24	40:24:24	506	20.987	25:13:56	107	5
41457 DEO-VOLENTE	RAN	33	VAILE SCOTT	COL	4:05:13	39:50:13	499	20.803	25:20:11	112	6
16516 JASON	TRY	33	EDWARD P. COHEN	MORR	3:22:15	39:13:15	491	20.721	25:22:56	117	7
15201 PENDRAGON	ERC	37	BRIAN J. JACKMAN	CYC	2:31:27	38:15:27	480	20.716	25:23:09	118	8
41911 DRAGON SLAYER	CLS	29	BRUCE & LAURA SKEGGS	CCYC	2:49:21	38:33:21	483	20.679	25:24:24	119	9
3473 CYGNET	SWAN	37	KEN CHAMBERS	SBYC	2:04:54	37:49:54	474	20.640	25:25:44	124	10
30537 INCOURT	SOV	30	CRAIG ANDERSON	CYC	3:02:20	38:47:20	486	20.584	25:27:38	127	11
15329 FIRECRACKER	ERC	34	JANE &JOHN GOTTWALD	BPYC	4:13:32	39:58:32	501	20.545	25:23:55	129	12
14987 CAPER	PET	31	ALAN R. JOHNSTON	CYC	3:58:41	39:43:41	498	20.452	25:31:53	130	13
43505 MRS MURPHY	S&S	29	PAUL & DENA KNIGHT	ANCH	3:40:59	39:25:59	494	20.323	25:36:21	136	14
02 BAY BEER	S&S	41	U. S. NAVY	CNSA	2:47:15	38:32:15	483	20.297	25:37:24	138	15
16276 SAILDRAX	PET	33	HUGH GRIFFIN	CYC	4:02:06	39:47:06	499	20.223	25:32:55	139	16
31002 SEAQUEL	C&C	36	B.J. FARRELL	CYC	4:37:44	40:22:44	506	19.669	25:53:48	147	17
5330 HAREM	PSN	36	EDWARD AMBERG JR.	MCYC	2:58:15	38:43:15	485	19.547	26:02:57	150	18
41178 GYPSY LADY	SNT	38	MCKINSEY/HANSEN	COL	2:14:07	37:59:07	476	13.475	26:05:23	152	19
31351 PARAGON	S&S	34	JIM & CINDY SMITH	CCYC	3:52:20	39:37:20	496	19.189	26:15:09	155	20
25388 BRAVO IV	MYLK	30	ROD FOLEY	MORR	5:35:58	41:20:58	518	19.070	26:19:11	157	21
31330 ENCORE	SNT	32	J. KRZACZYNSKI	WAUK	5:04:25	40:49:25	512	18.842	26:26:56	160	22
31563 RASCAL	N/M	30	CRAIG & DAY OLNEY	MYC	4:43:29	40:28:29	507	18.597	26:35:18	161	23
34435 WINGS	C&C	35	ROBERT J FALK	C&RL	4:43:28	40:28:28	507	18.280	26:46:05	166	24
10529 AURORA	CART	40	DARRYL HERTHEIM	COL	4:35:11	40:20:11	505	17.733	27:04:44	174	25
31562 GENIE	S&S	34	ROBERT KRUSE	CYC	4:51:54	40:36:54	509	17.675	27:06:41	176	26
31565 EXCALIBUR	KREY	33	JEFF BROWN	SPYC	5:11:05	41:56:05	525	16.792	27:35:46	131	27
15306 LIGHTNING	TSL	36	ROBERT J. MEIJER	MORR	7:42:05	43:27:05	544	13.860	27:19:52	193	28
15752 MIDNIGHT PASS	C&C	33	NOLEN LEVINE	CYC						198	29

Section 8

31217 MOMENTO4	HOLT	30	JOHN F. CLEALL	MORR	3:39:19	39:09:19	491	22.137	24:34:41	68	1
79 BLUE HORIZON	RHOD	37	THOMAS CHAMBERS	JPYC	4:20:30	40:20:30	505	22.101	24:36:00	72	2
3380 KINKY II	PJ	34	JAMES MURPHY	RYC	3:45:07	39:45:07	498	21.353	25:01:15	95	3
30483 WINDMILL	BRC	32	JAMES VAN BECKUM	SSYC	5:01:55	41:01:55	514	21.254	25:04:42	100	4
41649 FELECIA	BST	35	L. & P. MEYER	JPYC	4:00:54	40:00:54	501	20.644	25:25:36	123	5
105 AUDRA	ISL	37	K. AGLINSKAS	BPYC	3:07:10	39:07:10	490	20.598	25:27:11	126	6
13876 VALHALLA	MORG	33	KLA SYNDICATE	CYC	4:51:30	40:51:30	512	20.431	25:32:51	132	7
33752 PLAN "B"	SABR	34	B. P. KORNHABER	CYC	4:23:42	40:23:42	506	20.311	25:36:56	137	8
32351 SITTAN	S&S	33	SUNE T NORBERG	WAUK	4:22:43	40:22:43	506	20.045	25:45:57	143	9
15363 FLAME	CAL	30	FLAME SYNDICATE	MORR	4:42:04	40:42:04	510	19.963	25:45:37	144	10
25051 TAMER	TAR	30	BRUCE HUTCHINSON	SNYC	4:45:42	40:45:42	511	19.844	25:52:51	146	11
40409 C.C.RIDER	C&C	29	RICHARD MATT	COL	7:31:50	43:31:50	545	13.450	26:40:18	164	12
32897 PRECURSOR	TAR	30	RONALD DAVENPORT	GLYC	7:00:58	43:00:58	539	13.407	26:41:45	165	13
15102 BANJO	NWPT	30	KAUFMANN/LESHER	COL	5:28:04	41:28:04	520	19.115	26:51:41	169	14
40543 ERICA	BNT.	30	MICHAEL KACIOR	JPYC	5:46:52	41:46:52	524	17.866	27:00:12	172	15
15120 FENSALIR	ERC	32	EMIL MEUCCI JR	SSYC	7:33:53	43:33:53	546	17.825	27:01:34	173	16
16677 WINDIGO II	ERC	32	WILLIAM GREGORY	WAUK	7:53:17	43:53:17	550	17.386	27:16:31	178	17
6649 PROVIDENCE	ERC	35	J.J. MIARECKI	JPYC	7:24:41	43:24:41	544	16.312	27:53:07	184	18

287 VOLANT	PSN	32	HIRSCH/MARKS	CYC	12:49:37	48:49:37	612	14.112	29:08:01	191	19	
15417 BELLEROPHON	TAR	30	GIBSON/WALLACE	CYC	9:23:50	45:23:50	569	13.950	29:14:22	192	20	
5539 EGRET	ALB	35	J.J. SIMONAITIS	BPYC						197	21	
26049 BLUE MAX	SJ	33	MIKE LIEBMANN	SSYC						212	22	

IOR DIVISION Section 1

SAIL#	RATING	YACHT NAME	TYPE	LOA	OWNER	CLUB	FINISH	ELAPSED	ALLOWANCE	CORRECTED	FLT	SC
35000	40.03	LEADING EDGE	J/N	50	EUGENE MONDRY	BVYC	21:25:23	30:40:23	6:38:32	24:01:51	42	1
42250	39.95	ABRACADABRA	N/M	50	JAMES R. ANDREWS	SPYC	21:31:18	30:46:18	6:40:10	24:06:33	48	2
510001	40.01	CARAT VI	FRER	50	VICTOR FORSS	KSSS	21:30:41	30:45:41	6:38:56	24:06:45	49	3
15030	40.01	FUJIMO	FRER	50	J.L. SCHOSTAK	BVYC	21:31:48	30:46:48	6:38:56	24:07:52	51	4
25180	40.02	NITISSIMA	FRER	50	J. & G. UZNIS	BVYC	21:33:05	30:48:05	6:38:44	24:09:21	52	5
95	39.00	SEM	N/M	49	WILLIAM ZIEGLER III	NYC	22:00:08	31:15:08	6:39:58	24:15:10	56	6
32444	40.06	AMERICAN EAGLE	FRER	50	EDWARD GRANT	GPYC	22:04:30	31:19:30	6:37:55	24:41:35	63	7
41041	40.02	WINDQUEST	FRER	50	RICHARD M. DEVOS	MBYC	22:10:36	31:25:36	6:33:44	24:46:52	65	8
5928	39.97	MARGARET RINTOUL IV	FRER	50	SMYTH/ANDERSON	BVYC	22:15:14	31:30:14	6:41:48	24:48:26	66	9
41104	39.73	PIED PIPER	LEE	67	DICK JENNINGS	CYC	15:35:44	25:50:44	0:01:57	25:43:47	73	10
5005	37.54	SASSY	HOL	76	E. RUSSEL SCHMIDT	BVYC	15:51:06	28:05:06	0:22:19	27:43:47	82	11
33434	40.09	MERRY THOUGHT	FRER	50	JACK KING	STC					95	12
77	44.39	DOLPHIN	NULL	54	LARRY RUHLAND	SAGB					97	13

Section 2

33316	30.57	AMAZING POTATO	J/N	40	MARGRET COMFORT	GMYC	23:20:14	32:50:14	10:34:26	22:15:48	4	1
25555	32.97	SPRINT	J/N	42	S. JOHN STEVENS	BVYC	22:20:24	31:50:24	9:25:04	22:25:20	7	2
31735	31.70	MURPHY'S LAW	N/M	41	MICHAEL GREENWALD	CYC	23:18:47	32:48:47	9:55:02	22:53:45	14	3
25066	33.16	MIDTOWN	J&N	43	JAMES BLAIN	BVYC	23:46:43	32:16:43	9:19:54	22:56:49	16	4
32969	32.27	CLARRET	N/M	41	HERWIN B. ROSEN	CYC	23:22:31	32:52:31	9:49:36	23:02:55	19	5
25001	31.31	WHITE LIGHTNING	J	41	BEN F STORMES	BVYC	23:46:46	33:16:46	10:12:12	23:04:34	20	6
30404	32.70	MICHIGAN CRUDE	PET	43	JOEL L ALTMAN	BVYC	23:19:32	32:48:32	9:32:29	23:16:03	23	7
5092	34.53	STARS & STRIPES	N/M	39	WILLIAM MERRIN	BVYC	23:52:09	33:22:08	10:05:45	23:16:23	24	8
31377	32.46	VIGARY	PET	43	DICK ROSSETH	MUSK	23:29:18	32:59:18	9:39:10	23:20:08	26	9
7447	33.70	SILVER SHADOW	C&C	44	TOM VIGLIOTTI	DSC	23:00:06	32:30:06	9:05:27	23:24:39	27	10
24200	34.23	RUMOURS	FRER	45	SNIDER/WOODHOUSE	BVYC	22:42:09	32:17:09	8:51:36	23:25:33	29	11
33547	31.16	QUICKSILVER	COOK	41	TOM KREBSBACH	AIYC	0:13:02	33:43:02	10:16:39	23:26:23	29	12
6120	33.24	TOSCANA	PET	43	PETERSON/MUNDEN	BPYC	23:19:10	32:49:10	9:17:44	23:31:26	30	13
32644	34.20	PRIME	N/M	41	WRIGHT/LYNCH	CYC	0:03:36	33:33:36	9:55:02	23:38:34	32	14
25252	31.00	AVENGER	PET	42	J&S ENTERPRISES	SJYC	23:35:46	33:05:46	9:24:15	23:41:31	35	15
32466	34.45	INVICTUS	S&S	45	PEOPLE TO PEOPLE	CYC	22:53:15	32:28:15	8:45:57	23:42:18	36	16
32223	32.36	SPECULATOR	FRER	42	GERRY CLEARY	BVYC	23:47:59	33:17:59	9:28:05	23:49:54	40	17
31737	35.09	DEVASTATOR	N/M	45	PAUL AKERS	CYC	22:52:03	32:22:03	8:29:48	23:52:15	41	18
15115	35.37	RESPITE	KAUF	46	BRUCE OMART	LTYC	22:56:35	32:26:35	8:22:53	24:03:42	44	19
3637	33.01	AIRWAVES	PET	43	DALE L. SMIRL	COL	23:57:18	33:27:18	9:23:10	24:04:08	45	20
40719	30.64	FANCY FREE	SOV	39	GERALD POQUETTE	GSYC	1:14:35	34:44:35	10:32:18	24:12:17	53	21
35996	34.12	MOMENTUM	C&C	44	SIDNEY FOBEINS	CYC	23:51:45	33:21:45	8:54:27	24:27:18	55	22
41314	34.16	DOROTHY GALE	C&C	44	HENRY K WILLIAMS	ROCM	23:49:47	33:19:47	8:48:31	24:30:16	59	23
15370	31.88	YUMEEWARRA	WYL	42	M.D. CONNAGHAN	MHYC	1:20:51	34:50:51	9:55:36	24:55:15	68	24
15342	32.50	SLEEPING BEAR	PET	42	BIG BAY CHARTERS	BHYC	2:08:10	35:38:10	9:38:03	26:00:07	75	25

Section 3

40200	30.55	TRADER	J/N	40	FRED DETWILER	BVYC	22:55:03	32:40:03	10:35:03	22:05:00	1	1
33550	30.45	QUICK WILLY I	J&N	39	LARRY ROSENZWEIG	CYC	22:59:37	32:44:37	10:38:07	22:06:30	2	2
28000	30.55	AGGRESSIVE	J&N	39	MCHALE/PIKU	BVYC	22:59:22	32:44:22	10:35:03	22:09:19	3	3
6136	30.50	SUDPACK	J/V	39	CHICK/STOVEL	COL	23:13:09	32:58:09	10:36:35	22:21:34	5	4
32010	27.36	MOODY BLUE	N/M	36	TERRY REAGIN	MYC	0:45:12	34:30:12	12:03:19	22:26:53	8	5
42252	30.46	SPITFIRE	S&S	40	HORST KWECH	WAUK	23:23:16	33:08:16	10:37:49	22:30:27	9	6
40407	30.50	FAIR LADY	BNT	40	PAUL SIEGEL	LTYC	23:23:32	33:08:32	10:36:35	22:31:57	10	7
40277	30.53	POLTERGEIST	BNT	39	H. & SONYA HENNING	COL	23:29:19	33:14:19	10:35:40	22:38:39	11	8
25352	28.68	FAST COMPANY	FARR	37	GEROW/PALM	BVYC	0:35:15	34:20:15	11:35:06	22:45:09	12	9
35119	30.50	MOONRAKER	BNT	40	NILS MUENCH	DYC	23:39:59	33:24:59	10:36:35	22:48:24	13	10
33535	30.13	ROAD WARRIOR	J	41	SEGEL/KOENIG/HUMMERT	MYC	23:59:09	33:44:09	10:48:03	22:56:06	15	11
40149	30.44	SLIP SLIDING AWAY	S&S	39	JOHN MALEC	CYC	23:53:05	33:38:05	10:38:26	22:59:39	17	12
23722	30.31	VAGABOND	COOK	41	DOLPH WALTER	COL	23:59:29	33:44:29	10:42:27	23:02:02	18	13
18550	30.42	ARBITRAGE	JEP	40	NEALE/MCNEILLY	BYC	0:00:38	33:45:38	10:39:03	23:06:35	21	14
40115	30.55	SPANKER	J	41	MCDONNELL/MCGUIRE	COL	23:56:48	33:41:48	10:35:03	23:06:45	22	15
40417	30.47	VIGILANTE	J	41	MIKE FISHER	GTYC	0:29:42	34:13:42	10:37:30	23:36:12	31	16
26926	29.37	DAYBREAK	NY	40	BOB CHATAIN	CYC	1:15:06	35:00:06	11:12:16	23:47:50	39	17
32937	28.13	SESAME	FARR	37	GEORGE SACKETT	MENHS	2:43:49	36:28:49	11:53:53	24:34:56	60	18
32050	28.12	PRONTO	N/M	36	JOEL E KRISSOFF	MBYC	2:49:08	36:34:08	11:54:14	24:39:54	61	19
15002	29.22	SPIRIT	N/M	39	ROBERT FORNEY	MCYC	1:58:08	35:43:08	11:01:00	24:42:08	64	20
23736	27.36	BELLY-UP	TANT	37	RICHARD WOLLERMAN	COL	3:28:15	37:13:15	12:21:08	24:52:07	67	21
33965	28.23	CELEBRATION	FARR	37	RICHARD BERRY	SJYC	3:57:20	37:42:20	11:50:26	25:51:54	76	22
40250	29.72	MOODY SUN	C&C	39	S SHERMAN ATKINSON	MCYC	3:11:35	36:56:35	11:01:00	25:55:35	77	23
19826	27.30	NIGHT MOVES	PET	37	R SCOTT BROWN	WYC	4:40:19	38:25:19	12:23:18	26:02:01	79	24
25159	29.56	BREAKAWAY	NA	40	WILLIAM VAN SLOOTEN	MUSK	3:51:53	37:36:53	11:06:08	26:30:45	81	25
31320	27.73	WHITECAP	RSN	37	WILLIAM J. WALSH	CYC	3:53:17	42:38:17	12:07:54	30:30:23	83	26
31465	30.24	THUMPER	OLSN	30	MAYER/WOOD/RAMSEY	CYC					86	27
67300	30.27	SHENANDOAH	HOL	40	HANLEY/BROWN	COL					83	28

Section 4

41268	24.51	PICANTE	VDS	34	DENNIS PERRAVANO	SSYC	2:37:55	36:37:55	14:12:56	22:24:59	6	1
30276	21.74	TOY BOAT	S&S	29	LARRY SCHELL	COL	5:39:16	39:39:16	16:22:02	23:17:14	25	2
5337	24.45	AMBIENCE	JEP	33	WILLIAM CALEY	MSM	3:54:32	37:54:32	14:15:30	23:39:02	33	3
25200	25.66	AIRBORNE	CHAN	35	CRAIG T HULL	MBYC	3:05:03	37:05:03	13:25:35	23:39:28	34	4
40456	25.83	EAGLE	FARR	36	JEROME ONEILL	CYC	3:02:45	37:02:45	13:18:51	23:43:54	37	5
25777	23.30	SOMA 3	NULL	34	DANIEL HAZEBROOK	BVYC	4:53:40	38:53:40	15:06:30	23:47:10	38	6
36012	26.17	CRUACHAN	NY	36	CAMPBELL/DONNELLY	CYC	3:07:48	37:07:48	13:05:35	24:02:13	43	7
6602	21.48	ZOO	S&S	29	RON SISSON	MBYC	6:19:47	40:19:47	16:14:56	24:04:51	46	8
22002	25.96	VAGRANT	EVEL	36	GEORGE D. WOLF	COL	3:18:53	37:18:53	13:13:45	24:05:08	47	9
19415	21.78	WHITEOUT	WYL	28	CARLOS CONTRERAS	MORR	6:27:26	40:27:26	16:20:00	24:07:26	50	10
23254	23.65	SETRA	S&S	30	RICK KRAAT	MBYC	6:39:03	40:39:03	16:26:39	24:12:24	54	11
25126	24.96	PLEIAS	OYST	35	ROGER F HIGGINS	SCYC	4:07:34	38:07:34	13:54:01	24:13:33	55	12
33556	25.54	JEANNINE	S&S	35	JACK ROESER	COL	3:48:07	37:48:07	13:26:23	24:21:44	57	13
43284	24.52	SMALL FRY	ROOG	33	GEORGE ISAAC	COL	4:52:26	38:52:26	14:12:30	24:39:56	62	14
41161	24.43	BRODERI	OYST	35	ROBERT KOLAR	CYC	5:14:50	39:14:50	14:16:21	24:59:29	69	15
30479	26.87	ALBATROSS	ERC	36	ROBERT METCALF	BPYC	3:37:39	37:37:39	12:39:05	24:58:34	70	16
29229	26.43	CONSPIRACY	MOR	37	NEIL A VAN DYKE	EMYC	4:20:18	38:20:18	12:55:37	25:24:41	71	17
6979	26.82	WIRD	ERC	39	WILLARD HARMAN	MCYC	4:11:22	38:11:22	12:40:56	25:30:26	72	18
35010	26.50	RAPID TRANSIT	NY	36	RAPID TRANSIT SYN.	CYC	4:43:03	38:43:03	12:52:58	25:50:05	74	19
6233	23.14	MEASURE FOR MEASURE	HOL	30	BRIAN TOBIN	COL	8:43:24	42:43:24	16:53:18	25:50:06	75	20
33807	22.89	SLYKR	SSMA	33	JAMES & ALETA REGAN	MORR	7:46:52	41:46:52	15:25:36	26:21:16	80	21
15525	21.32	CANNIBAL	S&S	30	SINTERAS KERAITIS	BPYC	14:02:54	48:02:54	16:43:47	31:19:07	84	22
42221	27.27	ASYLUM	PET	37	JAMES/BRENDA MARTIN	COL					59	23
40454	24.97	FOOTLOOSE	S&S	34	DOUGLAS BRANT	MSYC					90	24
29225	24.39	BLITZEN	S&S	30	CRONIN/DIEMAND	COL					91	25

Chicago Yacht Club
Corn Roast
Number 3

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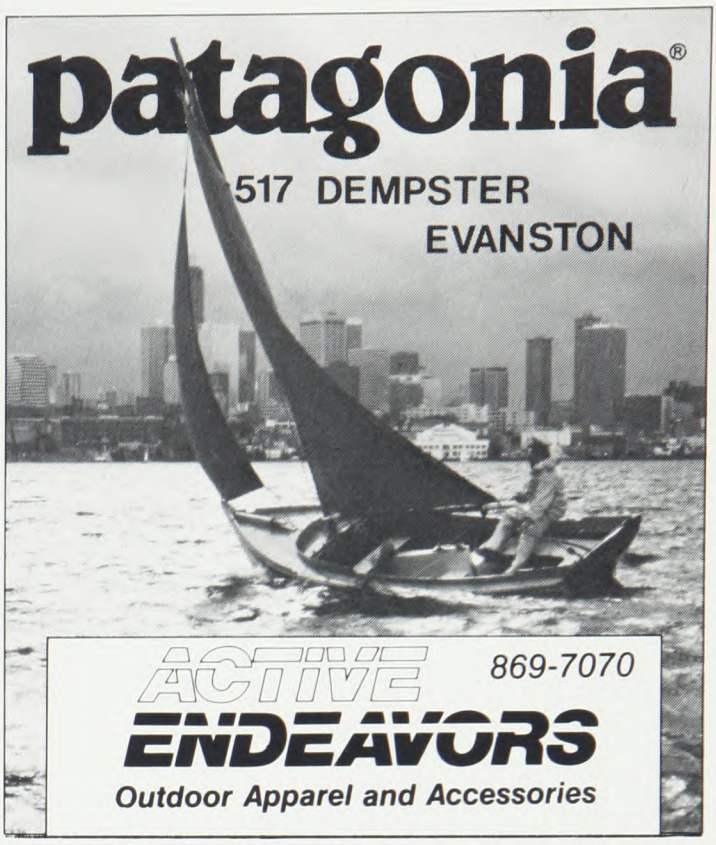

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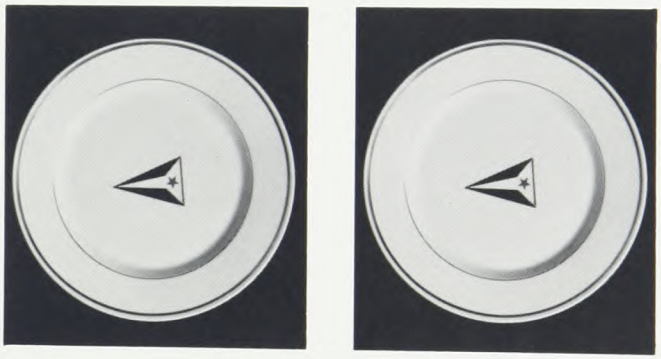

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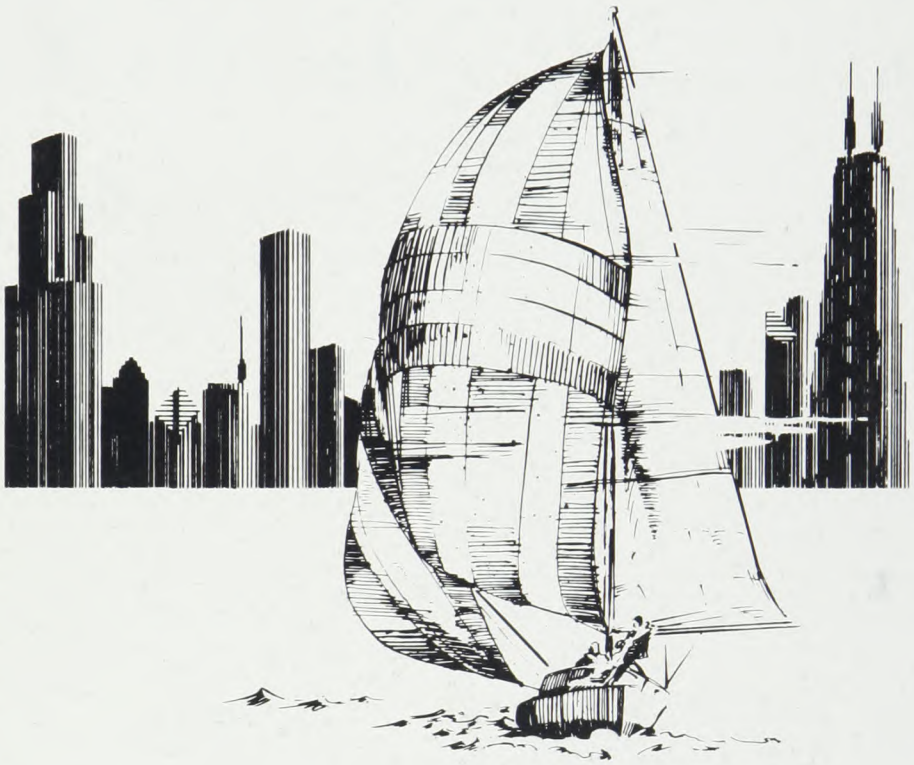

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