



A PUBLICATION OF JACKSON PARK YACHT CLUB

FOGHORN

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The Raske Race

By David Travis, Skipper of Mischief

The 30th anniversary of the Raske Race created in memory of JPYC member Gilbert A. Raske was held on August 2nd. Roughly 50 JPYC members attended the dinner the night before the race at the Harbor Grill in Michigan City, Indiana. We all enjoyed an excellent dinner, reminiscing about the Club and contributions of the extended Raske family to the Club. It was a wonderful night of fellowship and fun.

Tremendous winds that were predicted for the race howled the night before, but the start saw only about 12 knots, which progressively dwindled for the next several hours to nothing. Sometime after noon, the wind whispered in. Tip: smoke a small cigar to get a forewarning of the new wind direction. Your windex becomes confused with the rolling of the mast tip in the residual waves. Once wind direction is established, try to get your boat headed in a decent direction to make the most of it when it comes. Usually a slightly downwind direction is best for getting out of the 00 boat speed funk.

The predicted winds (16-22 knots) showed up about 90 minutes before our finish, which gave us a swift ride into shore. John Aquino and his crew tailed us in from the rhumb line they had chosen, but the rest of the fleet had motored home long before and were enjoying a second round of fellowship and refreshment in the club house.



Another Win for the Sea Scouts

By Sea Scout Leader Edmond Gueringer
with photo by Sea Scout Leader Alisa Scott

JPYC's Sea Scout Program has extended its winning streak to three years by taking second place in the sailboat division at Chicago's 52nd Annual Venetian Night on Saturday, July 25. This year's Venetian Night theme was "Hollywood on the Lake." Scouts working on the award winning entry are seen on the left.

For a second year, a winning project was designed and the decorating supervised by Scout Leader Alisa Scott. Our entry was "Hollywood Fright Night - Darkness falls across the land and the Sea Scout's ship is close at hand..."

Five scouts participated on board. They enjoyed dressing up and showing off in front of the crowd that was estimated at nearly a half million people. One scout said he thought it would be boring, but it was so much fun he can't wait to do it next year.

We are especially indebted to Scout Leader Patrick Pryor, who generously lent and piloted his boat Amalie, a Pearson Vanguard 33, to the project.

Preserving Your Marriage While Cruising

By Foghorn Editor Jane Leuthold

Our boat is named Optimality. Johann Hudson calls us the ophthalmologists, but actually we are economists. “Optimality” is an economics term that describes a situation where it is impossible to make someone better off without making someone else worse off. Hence, the Rule of Optimality is that you never make a decision that would hurt one member of the crew, even though it would make the other crew member happy. This means that each member of the crew has veto power over any decision.

Although the Rule of Optimality guarantees that no crew member will be hurt by any decision, it also promotes conflict because a veto means that the other person does not get everything he or she wants. Therefore, a second rule is needed. This rule is that you should make as few decisions as possible. We do this by assigning roles – Ray is the captain, I am the skipper; Ray is the navigator, I am the quartermaster; I clean the cabin, Ray cleans the topside, and so forth. This way each of us gets to make



decisions in our own domain, avoiding having to apply the Rule of Optimality.

The final rule, which usually works when the first two fail, is to have plenty of rum on board. We will celebrate our 20th crossing of Lake Michigan and our 43rd year of marriage this summer. I guess the rules work.

I composed the poem below while cruising with Ray and Optimality between Grand Haven and South Haven on a blustery day last June:

Three Companions

By Jane Leuthold

We are a small ship on a big sea,
 Our boat is old and so are we.
 Her sails, our faces, show lines of age.
 We bend with her to each new wave.
 Yet with expectation we sail along,
 We face the wind and hear its song.
 Three old friends, our boat and we
 Make our way across the sea.

They're Off!

By Foghorn Editor Jane Leuthold

The 101st Race to Mackinac, the longest annual freshwater distance race in the world, took off on July 18-19 with five JPYC boats participating: Unknown Lady (David Ward) and Mise en Place (Paul Thompson) started on July 18 in the Cruiser Class; Mischief (David Travis), Pororooca (Gene McCarthy), and Providence (Gerald Miarecki) started July 19.



The July 19th start was viewed from the deck of the Coast Guard Cutter Mackinaw by several Jackson Park Members: Tess Garner, David Dobbs, and Ray and Jane Leuthold, and former JPYC Members, Ken and Carol Heyman. Jane, Ray, Carol, and Tess are pictured above.

We boarded early and departed Navy Pier around 9:30 am. The first race was not to start until 11:30 am, so we explored the Cutter, making our way to the Bridge to make believe what it would be like to captain a 240 foot ship weighing nearly 4,000 tons. Ray is seen to the left at the helm, surprised that there is no wheel. Coffee and pastries helped get us in the right mood for the race.



The Cutter's name, Mackinaw, is the English Derivation of the Ojibwa Indian term meaning "Island of the Great Turtle." The name of the island and race, Mackinac, is the French derivation of the same word; both are pronounced Mak'inô. This state-of-the art ship (seen on the left) is only three years old and handles a number of important functions on the Great Lakes including domestic ice breaking.



At 11:30 am the first boats were off. Providence started at 11:40 am, Mischief at 12:10 pm, and Pororooca at 2:10 pm. JPYC Commodore Mary Avellone, sailing on Misty (a Beneteau 36.7 owned by Thomas McIntosh and sponsored by the Chicago Yacht Club), started at 12:40 (seen left). Some photos of the start are shown across the bottom.

The grill was fired up on the aft deck and hamburgers and hotdogs cooked to perfection treated the hungry crew on board the Cutter. At 4:00 pm, we were returned to Navy Pier, excited and full of stories, grateful to the US Coast Guard for our exciting day on the water.



Highlights from the Race to Mackinac 2009

For all of our Club members who participated in the Race to Mackinac this year, the experience was exhilarating, awe-inspiring, long, slow, and the memory of a lifetime. Below are highlights by three Jackson Park racers.

David Travis, Skipper of Mischief:

The race this year might best be termed “glacial” as our progress north felt like it matched the retreating ice sheets that once formed the lake. In the Manitou Passage we encountered extremely light air. It seemed like we were there the greater part of a week. Leslie, sailing on her second Mac, loved seeing the Milky Way, with the stars reflected on the calm waters, along with the navigation lights of 94 other boats corking up and down around us. She had plenty of time for an accurate count.

We crawled up the lake slowly, but happily found plenty of wind in the Straits of Mackinac – on the head, of course, but who cared. We barber-hauled the jib toward the rail in the 25 knots of wind, flattened the main as much as possible (no reef or even a thought of one), and scooted toward the finish line at 6.3 – 6.5 knots, finishing a respectable 18th. See the next page for more details from Mischief.



Johann Hudson, Helmsman on Mise en Place (pictured left):

What was the highlight of the Mac for me? That’s easy, it was being in the company of winners, those who can stay the course and endure what can be at times very challenging conditions. The Chicago to Mackinac race is an endurance race to say the least.

For example, Boyd Jarrell “BJ” was on my watch. BJ hates it when the wind dies and goes crazy trying to squeeze a tenth of a knot of boat speed out of nothing. He also endured to the very end (most didn’t) where we did some of our best sailing. BJ was given the task of sorting through a maze of red and green lights during our midnight to 2 A.M. watch, deciphering whether boats were in harm’s way or not. This allowed me to concentrate on sailing as efficiently as possible as we beat our way towards the Mackinac Bridge. We also had the luxury of having Dennis Hansen present who personally oversaw the last half dozen watches of the race. I am humbled and honored to be in the company of such tough individuals who can endure such a grueling challenge as the Mackinac Race and emerge unscathed.

David Ward, Skipper of Unknown Lady:

For me Mac highlights fall into two categories. Natural wonders are the first. This includes the cliffs along the shore of northern Michigan. They rise straight out of the water. Water depths can be greater than 400 feet less than a mile off shore. The Illinois and Indiana shores of Lake Michigan have nothing comparable. This year I witnessed the fall to earth of an incredible shooting star. It burned for at least 5 seconds; extremely long for a shooting star.

As for the race itself, I love the excitement of the start of the race. There are so many boats. This may be the only opportunity to size up your competition. You may not see them again till you reach the island.

Mischief on the Mac

By Mischief Skipper David Travis

The crew of Mischief, my wife Leslie, our son Michael, Darrell Sausser, David Deddio, Craig Cardelli, Luke Condic, and I felt good about our performance and about our light-air skills on the 101st Race from Chicago to Mackinac. We also felt good about understanding from the beginning that the very detailed weather report given at the skippers' meeting the night before the start was a complete fabrication. This year, a professional weather forecasting company took command, but lost 350 potential customers at this single event. The persistent northwest winds that they promised were found to be northeast, a mere 90 degrees off for the start and first day. So we kept the print-outs to add to the volume of grim fairy tales of Mac forecasts.



Craig Cardelli trying to get anything out of the spinnaker off Little Sable Point

After a routine start on Saturday, July 18, a few Tartan Tens in our fleet accompanied us along the Chicago shoreline into Wisconsin, while the rest of the lemming fleet took off for Michigan. There they found the light air forecasted for the western part of the lake waiting for them. We tacked out into the lake in the evening as the lights of Milwaukee were in the looming. Unbeknownst to us, it would have been a better idea to sail all the way up to Door County and tack out at Manitowoc, as the clever Bushito did. Not that the skipper of that lucky vessel avoided light air – he actually had enough calm water to switch out his alternator and change his engine oil having brought all these extras along. Wonderfully, Bushito had no transponder aboard to reveal her location until the finish.

Light air is a meteorological event that allows the front ranks of the sailing fleet to exchange places with tail-enders. We calculated that we were in the top five of our fleet but left the Manitou in 15th or so. This is one thing the transponders do – excite you when you are leading and depress you when during the night ten competitors somehow slip by.



Light-air waters at the south entrance to the Manitou Passage

So we crawled up the lake slowly and happily found plenty of wind in the Straits of Mackinac. We drag raced Wombat, one of the best-skipped boats in the fleet, for miles without losing distance. This was particularly gratifying for yours truly on the helm and Michael Travis trimming the main. This is not to say we flew by our competitors who proved craftier. Wombat tacked north toward the distant shore, and thinking she was better sailed - boat for boat - we maintained the split and did not cover hoping for some luck with the wind direction. We also did not cover Retention who headed more southerly.

Heavy winds near the finish gave us an exciting ride to end the race. Compared to other years, a sizeable portion of the 30 boats that made up the Tartan Ten fleet were still behind us and we placed 18th. We were happy for it and our 79 hours on Lake Michigan.

SNATCH is Back!

By Tess Garner with Photos by Steve Pittman



The July 11th date planned for the annual JPYC Blues Fest could not have been a better selection. We were blessed with great weather and the musical group SNATCH, viewed to the left, was in great swinging form.



Our afternoon began with the social hour (fondly known as the “popcorn party”) co-hosted by the Graves (Wendy and Ted) and the Hansons (Jan and Dennis). They prepared an abundance of beautifully presented, and oh so tasty, appetizers. The MORF Round Up Float, our visiting sailors, wanted to steal the Graves and Hansons from us! Fortunately, they did not succeed; Dennis and Jan were seen at the dance (left).



There is more – after treats and libations thanks to Dennis and Ted (our libators), we moved downstairs and staked claims on the lawn with our chairs and tables. Frank Garner, holding down his chair, is to the left.

In the meantime, thanks to Master Chefs, the Dobbs brothers (David and Steve), who were busy out back, grilling steaks, salmon, chicken, and hamburgers for dinner. David and Steve were assisted by Lila, Mario, and staff from the Grill. To a person, everyone said that they enjoyed their meal.

The musical group Snatch started promptly at 7:30 pm, entertaining us with their vast array of selections. We and our 150 guests sang, clapped, and danced the evening away. Ron and Ausra Padalino (left) keep the beat.



None of the above could have happened without our Entertainment Committee Chair, Ken Harris, and the Entertainment Committee. Thank you, Ken and Committee, for an evening to remember. Ken is pictured below. And yes, SNATCH was back!!





Jazz Fest

Story and Photos by Jane Leuthold

Sometimes a story is best told with pictures. Jazz Fest 2009 is such a story. Following a "New Orleans" Dinner of Chicken, Catfish, and Jambalaya, revelers were treated to the sweet sounds of Ray Silkman and his band. Saturday, August 8th will be a night to remember.



Ahoy Matey

By Ray Leuthold, Optimality

Boaters will enjoy the **Real Pirates** exhibition at the Field Museum running until October 25. It contains over 200 artifacts recovered from the wreck of the *Whydah*, one of the most technologically advanced ships of her day: a sleek 3-masted vessel termed a galley. Commissioned in London in 1715, the *Whydah* was built to carry slaves. On her maiden voyage, she landed at the slave port Ouidah (*Wee-dah*), Benin taking with her over 350 captives. Many souls were lost on the trans-Atlantic trip in the over-crowded ship.

After delivering her human cargo, the *Whydah* sailed the Caribbean heading toward the Bahamas. Pirate Captain 'Black' Bellamy sighted her and gave chase for three days. *Whydah's* Captain Lawrence Prince put up little opposition. After capture, Bellamy and his crew transferred their booty to the *Whydah*. About a dozen of Prince's crew joined Bellamy on the *Whydah* as pirates, while the rest chose to stay with Prince, all being set loose on the *Sultana*. Bellamy streamlined the *Whydah*, added cannons, and she became the flagship of Bellamy's pirate flotilla.

Sailing north Bellamy plundered more than 50 vessels, but on April 26, 1717 the *Whydah* encountered the 'perfect storm' off the coast of Cape Cod. Running aground, all but 2 of her 146 pirate crew were lost along with all their treasurers. In 1984, underwater explorer Barry Clifford and his team located the wreck of the *Whydah* buried in 10 to 30 feet of sand, and have gradually unearthed many treasurers from the ocean floor. The most remarkable item recovered was the ship's bell, with the name *Whydah* still clearly visible. This information and more is available at: <http://www.fieldmuseum.org/pirates/>.

Galley News

By Deb Farino and Igor Pismensky

The Galley Committee would like to thank all members and their guests that have supported our efforts to provide a pleasant weekend breakfast experience. Offering a limited menu that appeals to diverse palettes is a challenge, but Chef Mario has successfully met the task with popular favorites and weekly specials. As great as the food is, dining is enhanced by the camaraderie and fellowship of your fellow boaters. So don't eat alone, invite family and crew.

Our first grill night on July 25th was an enjoyable event, with delicious entries from Chef Mario and his staff (see picture below).

Join us for an August Fiesta featuring Mexican cuisine on our second Grill Night, Saturday August 22nd starting after the Saturday social around 6:30. The \$15.00 payment is accepted in cash or credit card, or as a \$12.00 prepay plus \$3.00 cash.



Thanks to all the JPYC Volunteers who contributed to this issue of the Foghorn: Mary, Steve, David T, Johann, David W, Tess, Edmond, Deb, Igor, and Ray. Submit your stories, photos, and news by Oct 1st for inclusion in the October Foghorn.

Jane Leuthold, Foghorn Editor

Coming up in Late August, September and Early October

Wednesdays	Club Races
Fridays	Potluck and movie
Saturdays	Saturday Social
Aug 15-16	Judd Goldman
Aug 22	Bennett Cup/Kids Day Grill Night
Sept 5-6	Bi-State Race
Sept 5-7	Tri-State Race
Sept 12	Commodore's Cup
Sept 26	Grill Night
Oct 1	Foghorn Submission Deadline
Oct 15	October Foghorn

Latitude 41° 46.5 **Longitude** 87° 34.42