

IMCCSRA MC Blue Chip

September 24-25, 1994 Fleet 7 Spring Lake YC, MI

Near perfect weather greeted this year's Blue Chip fleet. Thirty-seven of the 70 or so who qualified this year answered the call and competed six tight races.

Race Officer Chuck Harrett stuck with the tried and true windward-leeward courses for the four races on Saturday and the one race Sunday morning. Good winds over 15 mph provided an excellent test for the first four races which saw mystery guest Bryce Dryden capturing the first two races, David Fox the third and Doug McNeil the fourth.

Bruce Dryden is primarily a Thistle sailor out of the Cleveland Yacht Club. He won this year's Thistle Midwinter Championship and competed in the Laser Olympic Festival. He is a graduate of Purdue University and consults on long distance service. We all smiled when he took out his MC for the first time, twenty minutes prior to the first race and took a swim. We weren't smiling after the first two races!

When asked what he thought of the MC, he replied that he enjoyed sailing it, especially in the heavier air, but found it a bit tricky in the lighter air on Sunday.

Pl	Skipper	Div	Club	Boat No.	Races					Pts
					1	2	3	4	5	
1	David Fox	J	SLYC/MI	1614	2	4	1	3	9	18.75
2	Doug McNeil		WLYC/MI	1466	5	11	15	11	2	33.75
3	Bryce Dryden		CLYOH	?	1	1	12	4	17	34.5
4	Brett Hatton		SLYC/MI	1555	6	5	3	13	14	41
5	Charlie Harrett		GRYC/MI	1320	10	8	2	12	10	42
6	Eric Hood	P	MSIs	1621	18	7	6	7	7	45
7	Chad Hough	J	SLYC/MI	1043	3	26	13	6	4	52
8	Jeff Baker			1585	17	3	9	8	16	53
9	Peter Fox		SLYC/MI	1586	9	13	25	9	3	59
10	Jim Flood		GRYC/MI	1293	4	14	5	21	18	62
11	Chris Eggert		SLYC/MI	1580	12	19	14	17	1	62.75
12	Glen Walborn		SLYC/MI	101	7	16	8	5	29	65
13	Paul Eggert	M	SLYC/MI	1605	15	2	21	19	12	69
14	Chris Craig		LFYC/MI	1509	11	23	19	10	11	74
15	Paul Richards		GRYC/MI	1441	25	6	10	2	35	78
16	David Bandstra	J	GRYC/MI	441	8	10	17	37	6	78
17	Dan Guidinger	P	JBW	1619	19	9	4	25	26	83
18	Andy Gehl			1426	16	17	11	18	23	85
19	Tim Fredman	M	PnYC/WI	1456	27	18	20	16	5	86
20	Rob Conley	P	ISIs	1615	29	12	23	15	13	92
21	Larry Brand		WLYC/MI	1567	24	27	18	14	20	103
22	Katie Reese	W	LGYC/WI	1527	13	15	26	35	21	110
23	Bob Ward	M	GRYC/MI	1533	21	21	22	22	27	113
24	Dale Purdy		CLYC/IN	1501	14	33	33	26	8	114
25	Bill Freytag	M	LGYC/WI	1222	26	30	27	11	28	122
26	David Treis		PnYC/WI	1518	20	22	28	23	33	126
27	Andy Moiesta	J	GRYC/MI	1102	22	20	24	24	37	127
28	Happy Fox		SLYC/MI	1551	34	24	16	29	24	127
29	Lynn James	W	SLYC/MI	1569	35	28	32	20	15	130
30	Jim Bieneman	M	DLYC/MI	1472	23	25	35	27	25	135
31	Peter Comfort	J	TLYC/MI	1402	30	34	7	36	32	139
32	Jim Hatch		PnYC/WI	1532	32	37	30	28	22	149
33	David Hough	M	SLYC/MI	1044	36	36	34	31	19	156
34	Curt Bradley	M	GRYC/MI	1405	28	32	37	32	30	159
35	Duane Pierson	M	WLYC/MI	500	33	29	29	33	36	160
36	Tom Schmidt	M	LGYC/WI	1278	DSQ	31	31	30	34	163
37	David Keane	M	WBYC/MN	1480	31	35	36	34	31	167



1994 Blue Chip Trophy Winners
Back L to R: Paul Eggert, Bruce Dryden, David Fox and crew Joe Peters, , Bob Ward, Brett Hatton
Front L to R: Doug McNeil, Katie Reese, Charlie Harrett, Eric Hood, Tim Fredman

Cardinal Sins of Crewing

With regards to crews on MCs (see comment by crew elsewhere in this issue), the following article from the MHRA Newsletter by Jana and Curt Lupo seems appropriate to publish at this time. They called it the "Ten Cardinal Sins of Crewing." (we've eliminated the five Sins not applying to an MC crew).

5. Sighting the mark and directing the skipper around it only to leave him or her pondering why no one else is following. (This is an especially horrible sin when your boat was in the lead!)
6. Failing to block the waves and spray, or, even worse, actually ducking to miss being splashed by a wave resulting in, heaven forbid, the skipper actually getting a little water in the face.
8. Falling overboard, accidentally or intentionally (Yes, I do mean intentionally, as in "OK, then you can just sail this boat yourself!")
9. Not being able to read the skipper's mind (And two corollaries to this sin, not being able to accomplish two-three tasks simultaneously, even though they require you to be in two places at once, and not reacting and accomplishing what the skipper asks within two milliseconds of the words leaving his/her mouth).
10. All of these sins are to be avoided at all times, but the number one biggest sin is (you guessed it!) arguing with the skipper and trying to tell him how to sail the boat, and even worse, being right!