

Winds Mostly Favorable For Bayview Race, Despite Storm

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time of 34 hours, 24 minutes, 19 seconds. *Bantu*, a 40-foot BL yacht from Menominee, won the Division II overall Shore Course race with a corrected time of 24 hours, 20 minutes, 18 seconds, and *Insatiable*, a 46-foot Tartan from Grosse Pointe, took the Shore Course Division III with a corrected time of 24 hours, 27 minutes, 22 seconds. *Nice Pair*, a 38-foot Crowther from Ann Arbor, finished first in the Open Division Southampton with a corrected time of 27 hours, 56 minutes, 49 seconds.

Boats are given a handicap which is used to compute a corrected sailing time and is based on weight, length, modifications, and a number of other factors. A computer program figures the handicap, along with the actual finish time to formulate the corrected finish time.

Though *Colt 45* took the top prize for the Southampton run, her actual finish time, not corrected, was 17 hours, 23 minutes, 38 seconds. The 68-foot yacht *Equation* actually finished first, clocking 16 hours, 54 minutes, 46 seconds, but with corrected time, ended up finishing sixth. In fact, for monohulls, *Equation* beat the course record by more than five hours. The record previously was set in 2001 by *Holua*, which was the first to cross the finish line in this year's Chicago-to-Mackinac race, though it, too, did not win the race because of the handicap process.

For the Shore Course, *Rush* had the fastest actual finish time of 21 hours, 23 minutes, 14 seconds, but her corrected time placed her 11th overall. The course record was set in the 1950s by the *Escapade*, said Peter Griffin of the Bayview Yacht Club, who sailed in this year's race aboard *Colt 45*.

"Race winds were very favorable," he said. "You could always point the boat to where you wanted to go." He said usually a race will end up being about one-third longer because of all the maneuvering that's needed to find good wind.

Of all entries, the trimaran racer *Earth Voyager*, a 60-foot-long, 44-foot-wide Formula boat built in 1992, set a new Bacardi Bayview course record, beating the old record by more than two hours. *Earth Voyager* had set the old record of 23 hours, 14 minutes, 56 seconds in 2003.

This is the third time the boat has set a course record.

Having a similar multihull boat in the race this year made the win even sweeter, said Ryan Howie of Rochester, New York, whose father, Ray, skippers *Earth Voyager*. The 50-foot catamaran *Wahoo* crossed the finish line in 22 hours, 28 minutes, 25 seconds.

Mr. Howe's brother, Todd, who also sailed on the boat and credits their success to his father, who built it, agreed.

"Seeing someone else sailing nearby motivates us," he said.

The majority of the race's 255 skippers, 139 of them, chose the Southampton course,

which is a 290-mile tactical course, taking racers approximately five miles off Southampton, Ontario along the eastern side of Lake Huron.

The Shore Course is the race's original route and covers 235 miles shadowing the Michigan shoreline, crossing Saginaw Bay, with Thunder Bay Island, Middle Island, and Bois Blanc Island on the port side.

Both courses ended just off shore of Mission Point Resort on the Island's east side. Bayview Yacht Club marked the line with flags and an air horn was sounded as each boat completed the sailing challenge.

As with the Chicago to Mackinac race one week earlier, sailors were hit with a storm early Sunday that sent several boats limping back to port, with two boats receiving damage to their main sail, one reported a broken mast and another was reported to be taking on water.

Light winds delayed the start of the race by about 50 minutes. Once underway, Todd Howe said the winds were pretty steady until about 3 a.m., when crew members were forced to reef and unreef the main sail as winds blowing at 24 knots would subside to three knots 30 minutes later. They crossed the finish line moving over 15 knots, he noted.

Race trophies will be presented at a formal award ceremony in October at the Bayview Yacht Club in Detroit. Next year's Port Huron race takes place July 15, a week before the Chicago race. The two races rotate each year.

Race results can be found on the Bayview Yacht Club's Web site, www.byc.com/mack05.



Sailing aboard the 60-foot trimaran *Earth Voyager*, which was first to cross the finish line while setting a new Bacardi Bayview Mackinac Race record were (from left) Skipper Ray Howe, Ryan Howe Jr., R. Watson, and Wayne Jurs. Missing from photo are crew members Todd Howe and Bill Henderson.

Bayview Chef Stocks Racing Yachts

By Karen Gould

Joe Dietz has been the executive chef at the Bayview Yacht Club for four years.

"My job's cool," he said. "It's like retirement. You have to understand I use to run 65 motels and travel all the time."

Now, he lives eight minutes from his kitchen at the Detroit club.

For the Bacardi Bayview Mackinac Race this year, Mr. Dietz prepared provisions for five of the racing yachts, one of them with 27 people on board. For \$50 per crew member, he and his staff prepared hot entries that include two lunches, two dinners, and two breakfasts, and they are more than just deli sandwiches. One dinner, for example, included roast tenderloin with wild mushroom sauce, potatoes au gratin, and asparagus.

The club's relatively new

food program for racers is just beginning to get attention from club members. It began two years ago when the junior sailing program, in a fundraiser, auctioned a provision package for the race. With the success of the auction, the club decided to make the provision offering to all club members.

Meal planning for a race event is extensive, demands organization, and requires different food preparation, depending on how the sailing vessel is equipped, said Mr. Dietz. Some boats are stocked with boat-size ovens, while others only have a hot plate available, not even a microwave. The appliances affect how the food is prepared, he said.

If a boat has an oven, it usually is a small appliance about 11 inches by 24 inches, so Mr. Dietz must prepare food in smaller ovenware that will fit inside. For

those yachts with ovens, race food is prepared, but not cooked. For boats with a hot plate, Mr. Dietz precooks the food, chills it, places it in sealed pouches, and stores it in space-saver packs.

The meals are labeled with the cooking time, the day the meal is to be used, whether it is breakfast, lunch, or dinner, and the shift the meal is for, since every boat has two shifts.

Meals are prepared in reverse order. The last food to be eaten is prepared first, so it can be packed in the bottom of the cooler. The food eaten last and packed first is frozen the hardest, he said. The meals eaten early in the race are given a light freeze. Then the coolers are packed with dry ice.

Mr. Dietz said he is proud of the new provision program at the club, especially since no one else wants to provide hot food for every meal to the sailors.



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