

## In the 70's IOR, One Tons, & Fog

### Bayview Mac Held Its First Super Mac with Chicago Yacht Club

#### "On the way to the 85th sailing"

As the race entered the 70's the International Offshore Rule (IOR) was the handicap system of choice. Bloopers came into common use and the rule affected the look of the boats entering. The measurements and penalties were used to compute the handicap number in an "IOR length" in feet. A typical IOR 40 footer (a "one tonner") had a rating of 30.55 feet. In a handicapped race, the IOR length was used to compute a "time allowance," in seconds per nautical mile that is multiplied by the distance of the race, and subtracted from the boat's actual time to compute the boat's corrected time. Longer IOR lengths gave a smaller time allowance. Peculiarities of IOR designs resulted from features which increased actual performance more than they increased IOR length. IOR hulls bulge at girth measurement points; by using a reverse transom it moved the girth measurement point to a thicker part of the hull. This gave these design boats the pregnant hull look. The IOR rule encouraged high free board, and high booms and prohibited keels wider at the bottom than at the top (bulbs). Because of this configuration they tended to be pretty unstable downwind in heavy air. As new design boats were built it tended to obsolete the older boats as naval architects adjusted to it. It was very common in this period to have two or three year old boats obsoleted by newer boats designed to rule changes.



John Rummel's Black Majic

1972 brought about the return of the Cove Island course after 37 years. The original Cove Island course had been one of the slowest in Mackinac Race history but it was felt that with the lighter faster boats and improvements in navigational equipment would make it more successful. The ship Tamarack would anchor off of the Bruce Peninsula taking times from the competitors as they rounded the buoy. When the larger yachts arrived the new course was considered a success. The by now old veteran Gypsy won in class G, her 6th class win.

1975 brought about the first Super Mac. 160 competitors from Port Huron left the Cove Island buoy to port, crossed the finish line at Mackinac Island, and continued to a second finish in Chicago on Lake Michigan. This 600 mile race would be the longest freshwater race in the world and would be only a little shorter than the famous Newport Bermuda Race.



1975 Bayview Mackinac Race  
12 Meter Heritage shortly after the start due to a fouled running backstay her mast collapsed. The Edmund Fitzgerald stood by to give a lee.

However the fog at Cove Island proved to be a big problem. Hank Burkard's one tonner *Richochet* had problems finding the buoy and spent 4 hours looking for it. Other boats searched for only 20 minutes and turned toward Mackinac Island even though they had not seen it. The race committee boats that been anchored on station had left the buoy to pull a

sailboat off a reef. Hank Burkard brought a protest against another Canada Cup one tonner competitor Frank Piku's *Aggressive II* because they did not visually see the mark in the fog. It was Burkard's contention that the mark must be rounded visually and a navigational rounding should not count. Burkard eventually lost the protest but all future race instructions for the course state the buoy must be visually rounded and called in by radio.

The 1977 race featured a near casualty. Don Rumon toppled overboard from the deck of *Scrimshaw*, a C&C 35, while helping to put in a reef during a squall off Rogers City. He lost his balance when the mainsheet was eased. Rumon, who had eight Mackinac races behind him, was in the water for 45 minutes. Don Pokorny, *Scrimshaw's* skipper, started the engine but tangled a line around the prop and could not move. In six to eight foot seas, Rumon missed a life ring as it floated by but caught a strobe light thrown to him. Rumon, 53, said the light and his flotation jacket saved his life. The 200 pounder was weighted down by his clothes and foul weather gear and was close to passing out when he was rescued and dragged aboard Fred Ream's *Warpath*. For Rumon it was terrifying, "I was tumbling over and over in the water. I surfaced long enough to see the *Scrimshaw's* stern light disappear into the rain and I realized I was in deep trouble. It was pitch black, raining like hell, the



wind was up, and I had no place to go. I tried to zip up my float coat, but I was rolling over so much I could not do it. It kept floating over my head, it was wasn't doing me any good at all, so I tied up the draw cord at the bottom so it couldn't go over my tail. I tried to kick off my shoes but they would not come off." Fortunately he found the strobe in the water and managed to grab it. He found himself exhausted and getting sleepy, a symptom of hypothermia. He lost his sense of time but finally heard a voice yelling, "I see you" and was rescued.

1978 brought about the overall win by George and John Uznis in their 32 foot *Hot Flash*. They possessed the largest time allowance of anybody in the race of nearly 13 hours. Upon hearing the news of his victory George burst into race committee headquarter, grabbed computer printout and launched into a nonstop celebration. "Name any boat - we beat 'em! Teddy's ballgame," he said, referring to the America's Cup winner Ted Turner who piloted *Tenacious* in the race. "We beat 'em.! Dutch [Schmitt] and Sassy- we beat them all!" The victory for *Hot Flash* showed how fickle the race can turn the Port Huron to Mackinac Race into a free for all. Her corrected time of 45 hours, 17 minutes turned it into one of slowest races on the Cove Island course up to that time.