



BYLINE

Fall 2004

Rebecca Waters, Editor

Bridge

Commodore
Bill Mania

Vice Commodore
Robert Chapman
Buckley

Rear Commodore
James Sanderson

Secretary
Sandy Edidin

Treasurer
Dan Waters

Staff Officers

Fleet Captain
John Garrett

Fleet Surgeon
Geoffery Engel

Judge Advocate
Barry Lewis

Club Historian
Sandy Pryde

Board of Directors

Scott Baumgartner, PC
Susan Berganski

Jane Bloomquist, PC
Jack Callahan

Charles N. Goes
Bob Goynshor, PC

Leila Keene
Betty Lerner, PC

Ronald Lippert
Kenneth Low

Dick Rose
Alan Segal

Alan Veenstra
Howard Weisbart, PC

Commodore's Log

Bill Mania, Commodore

Dear Members of the Belmont Yacht Club,

This is my first letter as Commodore of the BYC. I have been a member since 1999, when I bought my first sailboat. I've been a sailor since 1985 and have a 38 foot sloop, which I have been keeping in Waukegan Harbor. My First Mate is an almost ten-year-old daughter who has been sailing with me since she was four-and-a-half. Professionally, I am a Computer Scientist, working in the financial industry in the Chicago Loop.

Prior to being elected Commodore, I was actively involved with the Club as Education Chairman, Bylaws Chairman, a Director and the Treasurer. As I assume this new role as Commodore, I will benefit from the foundation laid by my predecessors, many of whom are still active with the Club. Each of them has made a valuable contribution to the Club, and I hope to continue that tradition.

Over the course of the next year, I have two main goals in my plan. I intend to strengthen the membership of the Club and I will work to promote boating activities for and among the Club members.

We have had some significant turnover within our membership in the last year, losing some members and adding a substantial number. Bob Buckley, in his role as Membership Chairman, and I are already at work on our member-

ship plans. We will start by understanding why we lost each member last year and where we found each new member. It's important to make sure that we, as a Club, are meeting the needs of our existing members and that we are also maximizing the return on our efforts to find and recruit new members.

In terms of boating activities, I will emphasize that we are a boating club and, as such, we should have boating activities. The Fleet Captain, John Garrett, the Social Co-Chairwomen, Chris Waters and Louise Sanderson, and I will be working together throughout the entire year, contacting members with and without boats, to make sure that we are all able to enjoy and appreciate boating and all of the activities the lake has to offer.

I also intend to provide more activities for younger members and for all members who would like to learn more about boat handling, maintenance and navigation. We have a lot of experience and knowledge available in our Membership. We will be bringing the members together to share that information.

In closing, I'm looking forward to this role and to working with each of you to continue making the Belmont Yacht Club an organization where each and every member is proud and eager to belong.

Check out our new and improved website:

www.belmontyc.org

A Sail in the Life of Commodore Bill Mania

We were running for home with the spinnaker and the main after a day of very pleasant sailing on my 1981, C&C Landfall 38. As we approached the beach, we had to either jibe or douse the spinnaker. I decided to jibe the spinnaker one last time, just as the wind was starting to build. There were only two of us on the boat and my crew felt more comfortable working the spinnaker than she did taking the wheel. After talking through the jibe once, she went forward, and I stayed in the cockpit, with the spinnaker sheet in one hand, the afterguy in the other hand and one foot on the wheel. We started the jibe. Because I didn't turn quite fast enough and because my crew wasn't able to drag the spinnaker around the headstay, we managed to wrap the spinnaker around the headstay a few times. Boy was she mad! Calming down a bit, she took the

wheel and I went forward to survey the damage. The wind, now approaching a decent blow, was pushing us to shore and building the waves. I tugged on the sheets and pulled on the sail, enough to put my hand through it, trying to get it down. It was only then that I thought to douse the main and start the engine. I left instructions to head out to sea and keep us off the beach, and went forward again to ponder the flogging spinnaker. At this point I was beginning to wonder how I was going to get the sail down and/or get the boat back into the slip. I actually had my knife in hand and was ready to start cutting the sheets, when I realized that I would never get the sail off of the headstay if I did that. I put my knife away and walked back to the cockpit to discuss the situation some more. Finally, I realized that the best way to get a spinnaker down, after it has

wound itself around the headstay, is to unwind it, in the opposite direction. We worked out a plan to do just that; and, after three full revolutions of the boat, I easily doused the spinnaker, secured the lines and walked back to the cockpit. I declared that it really wasn't a big deal and there wasn't much to it. My humor and cockiness, however, weren't well received.

What I did learn from this latest adventure is what to do with a fouled spinnaker. Instead of putting the bow of the boat into the wind, the best thing to do, if the main is down, is run downwind. This puts the spinnaker out in front of the boat, instead of beating itself to pieces on the rig. It also reduces the apparent wind on the sail, again prolonging its life. I ended my adventure proud of my ability to live by my wits, even if only for a short period.

Fleet Surgeon's Lament: A Sad Season

It's November and I've got the end of the season funk. Actually, believe it or not, the shrinks really have a named disorder for what I'm feeling. Seasonal Affective Disorder or SAD is what we used to call cabin fever, or the winter blahs. For someone who owns a boat in Chicago, this should really be called Ship Associated Depression. The long days of summer are over, the short hours are no longer embracing my crew and I in a warm cozy hug. The harbor is empty, and I made the long, chilly, sad trip to the "yard" so my baby could be "decommissioned" and put to sleep "on the hard". (I just love those salty terms.) I winterized the system with the pretty pink stuff that looks suspiciously like my famous Cosmopolitan martini, removed all (or at least most) of my nautical

treasures, and the trusted Larson Marine staff gently placed The Plumber (Gypsy of course) into her "cradle" (she is my baby after all) and

wrapped her in the waterproof winter blanket of blue plastic. With all of her cushions offloaded, tall mast removed, and canvas stored away, she doesn't look quite the same, but I'd still recognize her anywhere, and the smell and layout of her cabin reside clearly in my mind. My maritime activities for the next few months, in the Midwest at least, will consist of reading *Cruising World* and *Practical Sailor*, going to a boat show or two, watching the rage of the Witch of November out of my Lake Shore Drive window (while safe and warm inside!) and swirling memories of last summer with dreams of next season into a mental confectionary treat that will of necessity sate my sailor's appetite until Spring. Come to think of it, one of those Cosmo's might be just the ticket to help make it 'til Spring commissioning. Consider it Doctor's orders. Cheers! Best Holiday Wishes, Geoffery Engel, M.D. Fleet Surgeon

Sandpiper Sails

Linda and Loy Williams, who some of us got to know better on the Fourth of July fleet cruise, are realizing their dream of sailing their 40 foot boat, Sandpiper down the Mississippi to the Caribbean. They fought turbulence and low water levels early in their trip. Loy and Linda are currently back on the Tenn Tom canal after spending a few weeks in Aberdeen, MS while Loy rested his back. He suffered a herniated disk, but with rest they have high hopes that he will be fine. You can track their progress on their website: <http://sandpiperadventures.blogspot.com>

Coming Events

December 4: Holiday Party

Look for an invitation in the mail!

December 7: Calendar Meeting

Look forward to many exciting activities for the new year.



Halloween Blow-Out

The annual Halloween party, hosted by Ron Lippert and Charlie Poudrier, was a great success despite the 50 mph winds that wreaked havoc on their decorations and ruined their tent. Dan and Chris Waters captured the costume contest prize by boarding the John B. Mack from their decorated pirate ship with a band of unruly pirates and wenches. \$2,000 were also awarded to new member, Chuck Pertile, winner of the 50/50 raffle raising an equal amount for the club.

Newly Installed Officers had a Ball

The officers pennants were distributed and new board members were sworn in at the Installation Ball held at Vinci Restaurant on Saturday, October 23. Social Chair Sandy Edidin arranged the event with Susan Berganski presiding over the awards ceremony. This year's awards were both useful and classy including Starbucks gift certificates and Godiva chocolates for the bride and a beautiful necklace for outgoing commodore Jane Bloomquist. The traditional commodore's sword was donated this year by the club's past commodores.

John B. Mack Report

The Mack was moved on Saturday, November 6th. Those in attendance were Jim Sanderson, RC, Scott Baumgartner, PC, Jane Bloomquist, PC, Bob Buckley, VC, Barry Lewis, JA, Chuck Goes and Jack Callahan. The day was beautiful and the seas were flat. For a change, the engines actually ran almost the whole time. The Mack will be stored out of the water at Goose Island Boat Yard located just north of Chicago Ave. and Halsted.

The engines will be winterized by the yard and the boat will be shrink wrapped, with a door provided for access. Jim Sanderson and Ken Low winterized the water system.

We will start repairs in April and should launch her before the beginning of May. Watch your emails for more information about work days.

A Farewell to 'Nam

"I was 21 years old and had just finished my 4th year at University of Illinois, when I lost my student exemption. I was about to be drafted into the US Army, and decided instead to enlist in the US Marine Corps. They offered a two year enlistment and a guaranteed trip to Vietnam. It was 1966 and our country at that time was very hawkish. Besides, all the John Wayne movies and a favorite uncle who was a Marine and fought on Iwo Jima during WW2 had always impressed me. I was sent to Vietnam as a rifleman and joined Golf Company, 2nd Battalion, 7th Marines, in April 1967," Alan Segal explains. Thirty-eight years later, he returned to Vietnam with a military tour group to revisit the country where he served.

Nine ex-marines and three of their wives went on the two week tour, visiting all the combat bases that had been occupied by Marines from 1965-1975 and areas of all the well known Marine Corps battles during that time. The group included a Navy Corpsman (medic) that was awarded the Silver Star (the 3rd highest medal for bravery) and a Marine that was awarded the Bronze Star. "All of us experienced our friends killed or wounded in action. Most had received a Purple Heart for wounds suffered in action," Segal says. "All of us had memories at different locations that made us break down. We were fortunate to have each other during this time."

"I had a lot of anxiety about going back especially as we got closer to leaving. A few times I almost cancelled. I was apprehensive about landing in Hanoi. Just like I was 38 years earlier flying in to Da Nang. My most vivid memories of Vietnam were of death, pain, suffering and fear. On this tour I think I was finally able to put it all behind me.

"Vietnam was very different the second time. Eighty percent of the population were young people who knew nothing about the war. They often had a grandparent that was killed or fought for the Americans. We call it the Vietnam War. They call it the American War. Some people were indifferent to us, but most went out of their way to be nice.

"The military tour was harder than I expected, physically speaking. Emotionally it was cleansing. Culturally, meeting and interacting with the people was better than I expected it to be. They are a wonderful people. I was very impressed with their family values which were very obvious and unlike ours. The children in school first learn how to behave then arithmetic and reading. They also learn the family structure and how to show respect to parents, elders and ancestors.

"The main reason I went back was to be able to put the Vietnam War behind me. I had been carrying around ghosts for 38 years. Most of the others went for the same reason. A few were resentful from their first experience and expressed their racism and hatred whenever they could. The rest of us used our second tour constructively.

"All in all, I thought it was great and I intend to revisit Vietnam again this December at a much more leisurely pace.

Anyone interested in further information may contact Alan by email: asegal10@comcast.net



**Belmont Yacht Club's
BYLINE
P.O Box 13130
Chicago, IL 60613**

2004 Special Awards

Buchbinder Award: Ken Low

For the greatest contribution to the overall advancement of the club in the spirit of unselfish service and outstanding club loyalty.

Gordon Award: Dan and Chris Waters

For accomplishing a navigational feat and achieving personal sailing goals.

Entertainment Award: Ron Lippert and Charlie Poudrier

For amazing Friday night movies.

Turkey Awards: Robert Lapinski and Bob Buckley

For losing their sea legs.

Special Thanks To:

Betty Lerner for the new club ship curtains.
Ron Lippert and Charlie Poudrier for the beautiful new membership fliers.

<p>Belmont Yacht Club P.O. Box 13130 Chicago, IL 60613 (773) 871 - 4424</p>



BYLINE



BELMONT YACHT CLUB

October 2005



New Club Ship Has Arrived

The new club ship, *John B Mack II*, has arrived in all its glory. The new ship has already been attracting interest by potential new members in the harbor. Rear Commodore Jim Sanderson reports that about twenty people



attended the open house held onboard her September 4. He also reports that several membership applications were handed out.

Jim reports that the new ship has no roof leaks and he has made the decision to put off any additional repairs or improvements until next spring. He is working on a "wish list" for things the club could use. In the mean time, if you are getting rid of anything you think might be of use on the ship, please contact Jim. Kudos to Jim for all the work he has done to create a clean and comfortable facility for us.



Mark Your Calendars

Oct 8, Saturday – Wine Tasting - Club ship

Cost is \$20/person and MUST be paid in advance by October 1 to Commodore Bill Mania. For info, please contact Bill.

Oct 11, Tuesday – Annual Members Meeting – Club ship

Cocktails and comradeship begin at 18:30, A catered dinner will be served at 19:00, and the meeting will begin at 20:00 hrs. Cost is \$20/person.

Oct 22, Saturday – Installation Ball – Tuscany on Clark, 3700 N Clark St

Our annual Installation Ball, arranged by Jim and Louise Sanderson, will take place at Tuscany on Clark in Wrigleyville. Cost is \$50/person with a cash bar. Valet parking is available.

Nov 12, Saturday – Chicago Yachting Association Ball

Contact Jane Bloomquist for information. Cost \$100/person.

Progressive Dinner a "Full Filling" Time

The progressive dinner, organized by Dan and Chris Waters, was held September 17. First course was hosted by Past Commodore Jane Bloomquist (seen here), onto salads with the Baumgartners at their slip, more snacks with Chuck Goes on his boat, then on to the club ship for the main course of steak kabobs and grilled chicken with pasta prepared by the Waters and Lewis families. For those that had room, dessert was provided by the Harringtons. More than a third of our club membership were in attendance for this evening of perfect weather and companionship.





Just a reminder; it is illegal to tie up to navigational aids. What was this guy thinking?

Discover the Writer Within

In an e-mail addressed to Dan Waters from his daughter Rebecca, she is offering our membership an interesting opportunity. Rebecca is working for Prime Media, as copy editor for "Sail" magazine and "Boat Works". As you can see from her note below she is looking for material for stories and it's also a chance to make a few bucks for your stories and photos. What follows is an edited version of that e-mail:

We are somewhat hard up for an item to fill the back page "Success story" in this issue of Boat Works. I was thinking about people we know who have fixed up old boats. It is a pretty short section something like 200 words and I think they pay like \$200 for it. It needs a good picture of the newly fixed up boat under sail. If you can think of anybody who has recently fixed up an old sailboat you may bring this up to them. Also for BoatWorks we have a readers' tips page where people give boat building, fixing or maintenance tips and we pay \$50 per published tip, \$75 if it comes with a usable picture or diagram/sketch. If you know anybody in the club who does a lot of boat tinkering you may suggest that they send some in. The last and hardest item is our "Why I love my...." piece where someone explains why they particularly like a specific tool or boat part. In the past we have had a specific brand of wrench and a seagull outboard motor. We pay \$200 for that as well and it also needs a good picture with the submission. So if you know anyone who is obsessive about some particular item (Bill Mania maybe?) pass this info along.

Rebecca may be contacted at via e-mail at Rebecca.Waters@primedia.com.

Special Assessment Required

In order to pay for our new club ship without endangering the club financially, a special assessment of \$500 per member to help offset the cost of replacing the former club ship was approved by the bridge officers and board members. While it is regretful to place this burden on our membership, I think everyone can agree we have come out ahead. Our fantastic new club ship was given to us at an undervalued price. It will serve our membership for many years, and has plenty of room to creatively improve both membership comfort and club presents in the harbor. Assessment letters have been sent to all current members. Please take a moment and send your check in as soon as possible.

Know Your Rules of the Road

While underway on power vessels in a crossing or head-on situation with a sailing vessel you must give-way. Alter course, slow or stop to pass safely behind other vessel. Sailing vessels must stand-on



VS



and power vessels must give-way in most crossing and head-on situations. However, in some head-on and crossing situations in a narrow channel a sailing vessel may not be the stand-on vessel. A sailing vessel must give-way if overtaking a power vessel.

Send Us Your Mug



No, not for coffee, we want to publish a picture of you and your boat. Send us a clean photo of you and your boat and it may be published right here in our newsletter. Two pictures are fine, one of you, one of the boat. Make sure you tell us a little

about the vessel (make, model, length, year, slip, harbor) and tell us about its owner too. Throw in a story about where you use it, and some of the fun things you've done aboard. You just might find your story being featured right here in our newsletter. Send your pictures and a brief story to the new Byline newsletter editor via e-mail at BelmontYC@aol.com or snail-mail to Tim Harrington, 6222 N. Broadway, Chicago 60660.



BYLINE



BELMONT YACHT CLUB

November 2005

Bridge

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Charles N. Goes
Vice Commodore
Robert Chapman
Buckley
Rear Commodore
Dr. James Sanderson
Secretary
Daniel Waters
Treasurer
Vacant

Staff Officers

Fleet Captain
John Garrett
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Geoffery Engel, M.D.
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Board of Directors

Scott Baumgartner, PC
Susan Berganski
Jane Bloomquist, PC
Tim Harrington
Brian Kelly
Betty Lerner, PC
Kenneth Low
Bill Mania, PC
Charlotte Mullen
Dick Rose

OFFICIAL NOTICE

The next board meeting will be held
Tuesday November 8, 2005, 8 pm
Andie's Restaurant, 1467 W. Montrose, Chicago

Commodore's Corner

Charles N. Goes, Commodore

As we close out the 2005 boating season, it is time for us to start looking ahead to next year. I think it is significant that someone at the Annual Members Meeting asked about our purpose.

Without quoting the entire passage from our By-laws, mention was made of Corinthian yachting, navigation and social activities. This next year we will be continuing these principles with the many events our club sponsors. We will once again have a club ship for the entire season – and a bigger and better club ship at that! We will be formulating the event calendar next month to take full advantage of what we have.

We must also share our club with others in the harbor. We must actively talk to others on our docks about our club and encourage them to join with us. Active participation in our activities is important too.

Our club has been and will continue to be one of the best values as a club membership. We are reasonably priced; offer reciprocity with many other clubs and have a great club ship. Won't you help us grow this next year?

Belmont Yacht Club
P.O. Box 13130 Chicago, IL 60613
(773) 871 – 4424

Mark Your Calendars

Oct 29, Saturday – Halloween Party @ club ship.

Nov 1-10, Saturday – Club Ship will be moved for the winter.

Nov 5, Saturday – Chicago Yachting Association Frostbite Regatta

Nov 8, Tuesday – Board Meeting @ Andie's, 1467 W. Montrose, Chicago

Nov 12, Saturday – Chicago Yachting Association Ball

Invitations to the 47th Annual CYA Ball were mailed last month. Cost of \$100 before Nov 4, \$110 after, include dinner, dancing, and an open bar. Contact Jane Bloomquist for more info.

Dec 3, Saturday – Club Holiday Party

Bug Off!

Although the bug/boat this season is at the end, I wanted to pass along an interesting article forwarded by our Fleet Surgeon, Geoffery Engel. Dr. Engel is a regular contributor to the Byline, and I would like to encourage others to follow his lead. Anything you might find that is boating related, feel free to send it on.

Dr. Engel writes; A new insect repellent is now available for use in the US. Picaridin is marketed as "Cutter Advanced". The six ounce pump-spray bottle is purchased over-the-counter and is about \$4.00. The Center for Disease Control has recommended it as an alternative to DEET. It has been available overseas for many years and no serious toxicity has been reported. Picaridin is odorless, not greasy or stinky, and less likely to irritate skin or damage plastics or fabrics.

It is unclear how well it will work compared to DEET, as the 7% concentration which has been approved here is only 1/3 the strength of the products sold outside of the US. Note that insect repellents are approved by the E.P.A., not the F.D.A.! Use in small children should be carefully considered until more long term domestic data is evaluable.

Yours for bite-free boating,
Geoffery Engel, M.D., Fleet Surgeon

Special Assessment Reminder

Assessment letters have been sent to all current members. A special assessment of \$500 per member to help offset the cost of replacing the former club ship was approved by the bridge officers and board members. The assessment may be made in two payments if desired. Our new ship will serve our membership for many years, and has plenty of room to creatively improve both membership comfort and club visibility in the harbor. Please take a moment and send your check in as soon as possible.

Send Us Your Mug



No, not for coffee, we want to publish a picture of you and your boat. Send us a clean photo of you and your boat and it may be published right here in our newsletter. Two pictures are fine, one of you, and one of your boat. Make sure you tell us a little about the vessel (make, model, length, year, slip, harbor) and tell us about its owner too. Throw in a story about where you use it, and some of the fun things you've done aboard. You just might find your story being featured right here in our newsletter. Send your pictures and a brief story to the Byline newsletter editor via e-mail at Tim@BarrFuneralHome.com or snail-mail to Tim Harrington, 6222 N. Broadway, Chicago 60660.

Seamanship Quiz

1) In a high pressure system, weather in the northern hemisphere rotates

- A. counterclockwise, inward
- B. counterclockwise, outward
- C. clockwise, inward
- D. clockwise, outward

2) When approaching another power driven vessel from dead astern, you alter course to port in order to pass along its port side. You should sound (international rules):

- A. one prolonged blast
- B. one short blast
- C. two prolonged blasts
- D. two short blasts

A View from the Rear

Our Rear Commodore, James R. Sanderson has outlined his plans for the club ship.

Still to be done in 2005 - Remove ship to storage facility after November, winterize water system, and charge batteries.

2006 - Renovation Committee will meet and determine a time line for removal of all wall coverings, repair of all moisture problems. Electrical outlets will be added where needed. Water resistant drywall will be installed, taped, sanded, and primed and painted per Decorating Committee's plans. A suspended ceiling will be installed and lighting will be provided in an approved design.



As much work as possible will be performed at the storage facility, the remainder will be done when the ship arrives back at Belmont Harbor. The return date will be as early as allowed by the Harbor System. All work will be completed as funds are available. The primary allocation of funds will be for storage and tug boat charges first, followed in the order listed above.

Mark Your Calendars Now!

2005 CHICAGO YACHTING BALL
SATURDAY, NOVEMBER 12, 2005
At the HYATT REGENCY O'HARE
GRAND BALLROOM,

River Road at Bryn Mawr (just south of Kennedy Expressway)
Cocktails at 6:30 PM
Dinner at 7:15 PM
Awards and Entertainment
Five Hour Open Bar
Complimentary Self Parking

Table of Ten \$950 or \$100 per person for individuals

Rooms available across the street at Hotel Sofitel 1-800-763-4835 or Embassy Suites 1-947-678-4000

Halloween Party

You and your friends are all invited to our third annual "Boo-mont Yacht Club Halloween Party: Saturday October 29th at 7:00 P.M.



Admission tickets are \$20.00 per person for food and drinks and each ticket will be entered in a drawing for a cash prize. Please come in costume and if you want to bring food or treats that will be welcome.

For more information or to R.S.V.P., call Dan Waters at 219 241 7316.

Chicago Yachting Association Interclub Frostbite Regatta

The Chicago Yachting Association sponsors the Interclub Frostbite Regatta. This annual event is generally held in the early part of November and is hosted by one of the Association's member yacht clubs. The regatta consists of a series of dinghy races; the number of races is twice the number of participating organizations. The series is raced in dinghies supplied by the host yacht club, and typically, is sailed in Flying Juniors, 420's, or Penguin-class dinghies. A perpetual trophy is awarded to the winning organization.

Who is Eligible to Participate? Any Chicago Yachting Association member may participate in this regatta. To obtain more information about the regatta, please address an e-mail to info@chicagoyachtingassociation.org and we will contact you.



Chuckles

A new pastor was visiting the homes of his parishioners. At one house it was clear that someone was at home, but his repeated knocks at the door went unanswered. So, he took out a card and wrote "Revelation 3:20" on the back of it, stuck it in the door, and went about his rounds.

When the offering was processed the following Sunday, the pastor found that his card had been returned. Added to it was this cryptic message: "Genesis 3:10". Reaching for his Bible to check the citation, he suddenly broke into gales of laughter.

Revelation 3:20 begins: "Behold, I stand at the door and knock."

Genesis 3:10 reads: "I heard your voice in the garden and I was afraid for I was naked."



Proof that birds marry.

Ten Commandments of Boating

The 2005 sailing season is over, and for most of us boating for the next few months will be an armchair sport (excepting a brief warm weather vacation or those lucky dogs who spend the winter in Florida!). As yachting becomes a less physical and more cognitive endeavor, it causes me to reflect upon the ten commandments from King Neptune that seem to rule our sport. . .

1) The pointy end goes first. Unless, of course, one's backing up and then the pointy end always swings in exactly the opposite direction from which you intended, leading to much angst and gnashing of teeth.

2) Anything that is not nailed or firmly glued to the boat or dock will end up in the water sooner or later. The more expensive the item, the sooner it will happen.

3) "Floating" winch handles are only on the surface for a few seconds and slowly sink beneath the waves before you can find a boat hook with which to retrieve them.

4) The beer or soft drink you really want is at the bottom of the reefer or cooler.

5) Any chore on a boat will inevitably take at least four times as long as it would on dry land.

6) The wind will surely be in the least favorable direction for docking when you are short handed and/or have a VIP on board for the first time.

7) When cruising the wind and waves will always be coming from exactly the direction of your next port of call.

8) Upon entering a strange harbor, expect the unfamiliar docks to be identified by tiny numbers, many either missing or faded badly by the sun or covered by dinghies or other toys stored by permanent residents.

9) When cruising in Door County you will inevitably see at least one person you never expected there, hopefully one you are friendly with and not your boss who you had informed that you were attending to your sick grandmother that week.

10) The denser the fog, the greater the number of tiny fishing boats anchored at the mouth of the harbor waiting for you to almost collide with them.

Yours for safe boating,
Geoffery Engel, M.D., Fleet Surgeon



Have a safe Halloween!



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Commodore's Corner

Charles N. Goes, Commodore

As we enter this holiday season, we will be continuing to look ahead to our next season. Shortly your officers and committee chairs will be sitting down to plan next season's activities. We will be having our full schedule of parties, cruises and competition. And these will be your opportunity to share your club with your friends and neighbors, both in the harbor and at home.

We have a great club ship now and plans are being developed to make it even better. Our Rear Commodore, Jim Sanderson is just waiting for the good weather to complete the basic interior and several other people will be finalizing the décor.

Vice Commodore Bob Buckley will be working with several people to reach out to people in the harbor, including Betty Lerner organizing a reunion of past members who are not current to come back and see our facilities and hopefully rejoin. We also will be asking some of you to serve as Dock Captains and let others on your dock know about the Belmont Yacht Club.

Does it sound like I'm talking a lot about membership? Yes it is true. Continued growth in membership is what will keep the Belmont Yacht Club going. It is the future of our club. New members also bring new ideas to the club, new vitality and good fellowship. In return we provide our facilities and more to each member.

I've told the story about when I joined Belmont Yacht club in 1995. That I joined because it would provide a discount on my gas bill. But then I got involved with the club and enjoyed the fellowship with other members. I have not regretted a moment of my membership. The club and boating are a major part of my life. The membership of the club makes up a large part of my friends. I wouldn't have it any other way. As we enter the New Year, I wish to wish everyone the best.

Mark Your Calendars

Dec 4, Saturday – Club Holiday Party

The Annual Belmont Yacht club Holiday Party will be on Dec 4th at 3:00 PM in Valparaiso, Indiana at the Waters residence on Flint Lake (Who knows, maybe it will include some sailing!). The address is 812 Woodland Terrace, Valparaiso, IN 46383. Dan and Chris Waters will be making “Paella” a Spanish rice, chicken and seafood dish and would encourage others to bring appetizers, salad, bread, desert and whatever they care to drink or you could contribute ingredients for sangria. Please call the Waters at (219) 462-6528 to RSVP and to coordinate food and drinks.

Calendar Meeting

The calendar meeting has been set for December 13. Anyone with items to be added to the 2006 club calendar should contact Commodore Chuck Goes before that date. Just a reminder; attendance at the calendar meeting is for bridge officers only.

Columbia Yacht Club

The Commodore of the Columbia Yacht Club had extended reciprocity to members of Belmont Yacht Club while our club ship is in dry dock for the winter. The club bar and restaurant is open for lunch and dinner every day of the week except Sunday. Simply check in at the purser’s office for your “Visiting Yachtsman” card and present it along with a credit card for service.

Send Us Your Mug



No, not for coffee, I want to publish a picture of you and your boat. Send me a clean photo of you and your boat and it may be published right here in our newsletter. Make sure you tell me a little about the vessel, (like the make, model, length, year, slip, and harbor) and its owner too. Throw in a story about some of the fun things you’ve done aboard, and you’ll find your story being featured in the Byline. Send your pictures and a brief story to the Byline editor via e-mail at Tim@BarrFuneralHome.com

Advertise Here

Now that the **Byline** is being published monthly, we thought we would again allow our members and others to advertise on these very pages. Price will be twenty dollars U.S. per business card size ad for three issues. The limited space will be available as a first in, you win scenario. We will ask that any advertisers please limit their ads to no more than two card size blocks per quarter, to allow others that may want to advertise space to do so. Previous advertisers will receive priority space upon renewal.

Ad placement will begin with the January 2006 edition, so ad copy must be received electronically by December 17, 2005. If you are not able to send it via e-mail, please have it in my hands by December 15 and I will scan it. Send your ad via e-mail to Tim@BarrFuneralHome.com or snail-mail to Tim Harrington, 6222 N. Broadway, Chicago, IL 60660.

Seamanship Quiz

1) An airplane wants a vessel to change course and proceed towards a vessel in distress. The actions of the aircraft to convey this message will NOT include _____.

- a) circling the vessel at least once
- b) heading in the direction of the distress location
- c) flashing the navigation lights on and off
- d) crossing ahead and rocking the wings

2) Your ship is sinking rapidly. A container containing an inflatable life raft has bobbed to the surface upon functioning of the hydrostatic release. Which action should you take?

- a) Cut the painter line so it will not pull the life raft container down.
- b) Swim away from the container so you will not be in danger as it goes down.
- c) Take no action because the painter will cause the life raft to inflate and open the container.
- d) Manually open the container and inflate the life raft with the hand pump.