



# 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](http://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](mailto: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>
---