

On the Wind

Burnham Park Yacht Club Monthly Newsletter • September 2015

Commodore's Log

With the weather changing into the 70's and the wind blowing is a reminder of how close the end of our boating season is. It is forecasted to go back into the 80's which hopefully will stick around. Just not ready to leave yet.

The nominating committee has met several times. The new slate of nominees will soon be in place to vote on.

Bar and Galley met with kitchen staff, bar staff and wait staff. The entire staff was able to voice their opinions and get questions answered to better serve the members. It was a very positive meeting that energized all the staff.

Saturday, September 5th, Labor Day weekend will have Cool Rockin Daddies. Nice way to wind down the season with a road house style band. Also in that same weekend, Sunday night is the cigar and whiskey tasting aka Puff N Stuff. Jazz music from Pandora will accompany this event.

Many thanks to Danielle Detten for all of these great events she has put together this season.

Don't forget Chicago's Venetian Night is being held September 12th at Navy Pier. Thanks to Steve Theis for keeping up with the good work in getting the boat ready to represent Burnham.

Phil Edwards, House Committee, has been working on correcting any of the issues from the inspection report of the Club. Thank you for doing a fine job at keeping the Club in good graces.

The Poker Run and Dingy Raft Off were a hit. Thanks to everyone who made this day by attending and those who worked hard to make them a success. Poker Run stations were maned by Keith Moore, Bob Detten and Phil Edwards. Danielle Detten organized and then

recruited Lynn Gentile, Pam MacGregor, and Sonya Moore to help with the events. Sorry if I missed anyone because I know it was a big day for all and a lot of effort.



Women's Auxiliary did an outstanding job on the curtains in the chart room. The valance is just beautiful with the pleats of red. It really makes the chart room look so bright and like new. Wonderful decorating, thank you ladies!

One more thing to keep open on your calendar is the New Member's Dinner which will be Saturday, September 26th. Hope all of the new members will be able to make the dinner.

See you at the Club,

Janet McCarthy

Commodore

Vice Commodore

August already. My, my, how time flies. When I was little, my parents use to say, "there isn't enough time in the day." I had no idea what they were talking about. I do now!

If you recall in the last issue of *On the Wind*, I talked about getting back to having "FUN" at the Club. I sincerely hope you are. This past Saturday, we had Johnny V on the patio. People were dancing and singing old Beatles and Neal Young songs and other favorites along with Johnny. It was nice to see members having fun.

I had a pleasant conversation with Past Commodore Fred Poppe not long ago, and he brought forth a very good point that we have not been emphasizing that we are a Yacht Club. We must keep and cherish the traditions, especially the Fleet Review every June. I agree. The uniforms, the hats, the traditions and procedures are all essential. Burnham Park Yacht Club is not just a restaurant and a bar. We have a beautiful building inside and a view to die for. It is a view of the water and all our boats. I hear so many comparisons to a number of top shelf restaurants in the City. Those and BPYC are entirely different. That is not to say we can't provide good food and good service. (Which a great deal of the Board, members, managers and staff are working on desperately to provide both.) However, we are not open year round on a full-time basis, and we only have approximately 240 private members. We are not open to the public, as are Chicago restaurants. It has also been stated that the Board is out of touch. Don't think for one minute that your Board just meets once a month and that's it. I would ask, as I did in last month's article, please offer to help. Suggest alternatives. We should not have to hear of another Member yelling at a Board Member while he or

she is sitting with their family having dinner. Call them the next day. It's all volunteer, and we all care deeply for our Club and Members. We want the Club to run smoothly and efficiently. Work is being done to fix any and all issues.

On a sad note, Scott and Kathy Broderick (Secretary and Member of your Flag) have resigned the Club for exactly what I have just stated above. Scott is one of the nicest, mild-mannered gentlemen you would ever want to meet. Their resignation is due to the negativity that I wrote about in my last article. I implore all of us to be respectful and kind. A Yacht Club is membership in an organization of people who are passionate about boating and all the joy it brings us. We all have fun on our boats. Let's bring that fun to our Club.

There are going to be some significant changes coming to the Club to alleviate the billing issues so that our statements are accurate and reflect our payments. Further, the Bar and Galley issues are being addressed by the entire Board and some changes are on the way, including the recent menu.

As far as all the Committees that the Vice Commodore oversees (House, Membership, Docks and Grounds, Sail Fleet and Park Relations) all are running smoothly. The House has additional projects that are being addressed which require replacement or require repair. The building is old and needs continuous TLC.

I hope all are enjoying the season.

Chris Edmonds
Vice Commodore

Programs

August recap:

We attended the Boater's rendezvous. A big 'thank you' to Steve Theis for arranging the trip, dinner and golf outing. Coordinating the trip with the Hammond Venetian Night was great, as we also enjoyed the decorated boats and a great fireworks display that we watched as a group from the dock.

The Poker Run and Raft Off were held on the 8th. We had good participation, and all that attended had a good time. Special THANKS to Keith Moore, Bob Detten and Phil Edwards for manning the poker run stations last minute, Pam MacGregor, Sonya Moore and Lynn Gentile for handling registration and tallying the winning poker hands, GiGi for acquiring SO MANY raffle giveaways, and Jim Gentile for hosting the DJ on the RV Aquatica, and John Masse and the Harbor staff! I hope I didn't forget anyone – it all came together because of your efforts!

Johnny V was at the club on the 15th after the Air & Water Show, he told me it was one of the most fun nights he's had at the club!

September:

On Saturday the 5th, The **Cool Rockin' Daddies** will be playing on the patio. They're an awesome band, you won't want to miss them. So be sure to also call in for reservations. There will be a buffet and drink specials that night.

Then on Sunday the 6th, there will be the **Puff N Stuff** starting at 8 pm. Enjoy dinner earlier at the club, and then unwind and visit, enjoying tastings of some special spirits.

On the 19th is FarmAid's 30th Anniversary concert, and though not a club sponsored event, calls for a special mention so you can plan accordingly.

The New Member's Dinner is on Saturday, the 26th. Be sure to make reservations for this – whether you're a new or existing (I won't say 'old') member. The Great Chicago Fire Festival is also happening on Northerly Island on this date, so please be aware and plan accordingly.

Danielle Detten
Programs

Rear Commodore

Bar and Galley has been a priority item for the Flag, Bar and Galley Committee and the Board of Directors. We had a meeting with the front of the house, back of the house and bartenders. We shared with all of them some of the emails we have received about service and overall quality. The meeting was a multi-purpose one; what can be done to speed up service, what can be done to improve food quality and finally to develop a best practice guide for all the above. The meeting uncovered one large area of grid lock, the POS system. The menu selection on the POS has not been kept up to date. Since the POS system has not been kept up to date the average ticket time to enter an order is 3-10 minutes depending on the number of guests at the table and complexity of the order. Since the system is not up to date, everything is going as banquet food and the order info is typed out. This is causing huge delays. We are working on setting up immediate training session to get this corrected. The wait staff team worked on creating a "best practices" list to follow when members are seated. You should see an immediate difference in the service you receive while at the club. The kitchen staff team is now working on new inventory controls to eliminate shortages of menu items. The menu items were discussed and they are working on consistency. The kitchen team is completing work on the recipe book to ensure every meal comes out of the kitchen with the same quality time and time again no matter who is cooking. The kitchen team will be meeting with our food vendors to establish food quality guidelines as to the cut of meats and quality of produce we want for the club. As they work on the above you should see some additional items reappearing on the menu and some specials coming back.

After our meeting we can tell you have an energetic staff that wants to do a great job for the membership.

On another note, many of you have met Marcus, he works in the

kitchen and has been interning with us over the summer. Marcus let us know last night in a very energetic Marcus way, he will be graduating from Culinary School in the next few weeks thanks to his internship at the club. If you see him please take a moment to congratulate him.

Danielle Detten has done a fantastic job as our Programs Director. We have had some of the best programs under her leadership. Danielle is moving on at the end of the season and I just wanted to say thank you for all your hard work. It was truly an honor to work with you!

Steve Thies did an excellent job on the annual rendezvous. From dinner at the steak house, the golf outing to being at Hammond Marina to celebrate their Venetian Night with all the fireworks. Great job!!

In the office you will see a new face around a little more, Chrissy from May and Associates will in the office once a week to assist in making sure the numbers side of the business is properly dealt with until we can hire an Administrative Assistant/Club System Analyst.

Keep an eye out for the announcements in *The Breeze* for some of our upcoming events. This Labor Day we will have a great band Saturday night and a Whiskey and Cigar Tasting on Sunday.

See you on the water or in harbor and let's enjoy the remainder of the season!

Keith Moore

Rear Commodore

Women's Auxiliary

Hot, Hot, Hot... Boy careful what you wish for... we have the hot weather back and loving it! This is what boating is all about. Take the boat out to the lake and jump in. The water is fine! I hope everyone enjoyed the air show. What a treat to have the fighter jets flying right over our boats. I did notice some members hanging out on the front deck of the club enjoying the view.

Have you stepped into the Chart room lately? I hope you are appreciating the new blinds and curtains. The room looks so light it can float! Thank you so much for Geri Lauric getting the suggestion of the person that could make the curtains and Deb Roesser in putting the material and quotes together. Once again, a job well done!

We have a few great suggestions in the suggestion box for the ladies room. One is a full length mirror and more shower supplies. We will work to get this done by the end of the month for our lady boaters. We did have a suggestion to have towels available for showering. Unfortunately, there is no way to monitor the towels cleanliness. That is still BYOT.

The new logo wear is in. Thank you to Joyce Durante, Tony Ciminio and GiGi who worked on getting some fresh items in stock. We will have these on display. Please see GiGi in the office to make your purchases or suggestions. The items can be

charged to your credit card or cash. If you didn't have either, we can accommodate your club charge. Remember this will not count toward your monthly club minimum.

The August meeting we had a trivia contest for boating questions like "Which Disney animated classics take place under water? Or in nautical terms what is a diamond?" We had a hoot with the 10 questions and answers. The winners walked away with boat goodie bags, Tavana items, electric wine opener, Fresh wave, and a few other goodies. Please join us for the next Auxiliary meeting on Friday, September 11th at 6:30p at the club. You never know what will happen on fun Friday!

If you would like to learn more about how to become a member of the Auxiliary or our mission simply contact Bonnie.Riordan@comcast.net.

Have a safe and Happy Labor Day. Remember it was a creation of the labor movement and is dedicated to the social and economic achievements of American workers. You earned the day of rest!

Bonnie Riordan
Auxiliary President

September 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4 Business Mtg-6:30pm	5 Cool Rockin' Daddies
6 Puff N Stuff 8pm	7	8	9	10	11	12 Abe Jacobs BPYC
13 MORF Commodores Zukasky BPYC	14	15 Board Mtg-6:30 pm	16	17	18	19
20	21	22	23	24	25	26 New Member Dinner MORF Open
27 MORF Open Private Party 12pm	28	29	30			



Reminders

No outside alcohol allowed in the Club
 We are not allowed to give to-go cups. Drinks purchased at the club need to be consumed on Club property
 No package liquor sales are permitted. Per state law you can take your open bottle of wine with you as long as your server places it in an approved wine bag and the bag is sealed.

BPYC Summer Hours of Operation

Galley:

Breakfast: Sat & Sun 9am-12pm
 Lunch: Tues-Sat 12pm-5pm
 Sunday 12pm-5pm
 Dinner: Weds & Thurs 6pm-9pm
 Fri & Sat 6pm-10pm
 Sunday 6pm-10pm

Bar:

Tues-Thurs - 12pm-10pm
 Friday-Sat - 12pm-12am
 Sunday - 12pm- 10pm

Tender Service:

T,W & Th - 11am-9pm
 Friday - 11am-12am
 Sunday - 8am-10pm

Please call for reservations 312-427-4664

Fax 312-427-4666 www.bpyc.com

October 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 Business Mtg- 6:30pm	3
4	5	6	7	8	9	10 Private Party 4pm
11 Private Party 4:30pm	12	13 Board Mtg 6:30 pm	14	15	16	17
18	19	20	21	22	23	24 Commodore's Ball
25	26	27	28	29	30	31

Non-Members

Lately we have had non-members attempting to use the club and the facilities. We ask that if you have family or friends coming to use the club and you are not going to be with them that you give them your card for access and/or you call the club to let the club know who your guests are. In an effort to make sure our club is enjoyed by our membership only we don't want to offend anyone. If your guests don't have the card or the club is not notified of their arrival they may be asked to contact and or may be turned away.

A GREAT LAKES RACING ODYSSEA

(or, P.C. Don Waller races 1254 miles in less than a month)

P.C. Don Waller is well known to many BPYC members, but for those who may not be familiar with him, Don is the owner of the sailing yacht MASKWA, a C&C 115, he has been racing for 10 years. Before that, the first MASKWA was an Express 35. He has also sailed and raced a SuperCat 20 beach cat and a penquin dinghy as well as crewed for a number of years on a Beneteau 305. Don has acted as the BPYC Race Officer for many years, served on the Area III steering committee, and the PHRF ratings council. He is also an avid frostbite sailor. Don is a scientist, professor and business man, who has traveled world-wide, performing medical research. He has taught both sailing and science to many, and enriched many lives through his passion for both.

Don has been doing very well with his racing program over the past few years, winning flags in local races and overall Boat of the Year honors for the AREA III long distance series. He did the Hook Race from Racine, in 1998, the year before he began racing the Mac. Winning in the long-distance contests has eluded him...until this year!

Not being content to **JUST** do a *Chicago to Mac Race*, on Maskwa, over the years, Don has included extra races, such as the *Round the (Mackinac) Island Race*, the *100-miler* in Green Bay, the *Ugotta Regatta* in Harbor Springs, and the *Port Huron Mac*. This summer, he added the *Super Mac* and the *Trans-Superior Race*, beginning on July 11th, and completing the circuit during the early hours of August 4th.

This was quite an accomplishment, particularly for a non-pro boat. The big boats have full time crew for their race programs in most instances, with paid pro racers who are shuttled about to the race venues by their deep-pocketed captains. The crew on Don's boat are all volunteers, who represent some seasoned racers, ones with moderate experience and even a newbie or two. His first mate, Scott Donohue has done a remarkable job of keeping track of who will race each race. The logistics of moving people and cars back and forth, to and from each venue, is spreadsheet worthy.

Then, there is provisioning for 3 meals per day, for 7 or more crew. It is a daunting task, to shop for and prepare meals that are easy (and I use that word loosely) to store, serve and clean up, while the boat is underway. Dry ice, frozen gallon bottles of water and extra coolers augment what little can fit into the boat's cooler. The gimballed stove bears constant watch by the cook to be sure the flame stays on, when in a seaway. Several of Maskwa's crew, Kate and Andy, notably, kept the hungry sailors fed with delicious lunches and hot meals for dinner, snacks and breakfasts aplenty!

Setting up watches, organizing gear and safety equipment is all part of the routine. All the crew participates in keeping the log and plotting the course on paper charts. Don and the experienced crew of Maskwa are generous with sharing their knowledge, to make sure that even the new crew can meaningfully contribute. Some years ago, a first-time sailor, Doug, can attest to the well-meaning ribbing one can expect during the "learning process". Doug was trying to absorb as much knowledge as he could that first race, when he asked 1st Mate, Scott, what all the ropes were for. He came away from that race with a new nickname, "Ropes", which people still call him!

When I started racing with Don, I was a complete newbie to his boat, and long-distance racing. I learned a lot on that long first Mac (72 hours), and continued to learn and improve on every one of the ten races I did with him. And by the way, that first Mac for me was also Don's first. When I joined him for the Trans Siberia, oops, I mean, **Superior**, it was a fitting end to my Great Lakes' racing career, since Don's initial 1st Mate, Erick joined as well, offering his wry sense of humor and vast sailing knowledge to the crew.

In spite of being called "over early" at the start of the *Mac*, Maskwa battled back to finish in the middle of her section, but did not stop for the party on the Island, as she was on her way to Port Huron, as a *Super Mac* competitor. Maskwa finished in 3 days, 13 hours, 58 minutes and corrected to a 5th out of 10 in her section. I was told that the last 6 hours were grueling, with big, following seas, and Don at the wheel for the duration. With a few days to rest, re-provision and move crew, Maskwa performed great in the *Port Huron Mac*, winning a **3rd place** and appearance on the Podium.

It was great fun to follow Maskwa's races on YB Tracking, and see photos posted by the crew. Andrew posted a video on Facebook of how cold it was on the Port Huron Mac. Many of the Maskwa family were able to be armchair participants through social media, and the race tracking!

Next stop: Harbor Springs. The *Ugotta Regatta* has not been kind to Maskwa in the past, but this year, Maskwa took a 4th for the weekend! Following that, a delivery, took place, through the North Channel to Sault Ste. Marie, where the Trans Superior was to begin on August 1st.

The Soo Locks are massive, the American Locks longer than the Canadian side, but both raise and lower ships 21 feet. Although our start wasn't until 1300 hours, we departed the dock at 900 hours to lock through and motor to the starting line. I started with 3 layers of clothes and over the next few days added 2 or 3 more.

The water temperature in Lake Superior was 39 degrees! Air temperature, during the day was in the 60's, but in the low 40's at night. The wind was North/Northwest or West/Northwest for most of the race, so the spinnaker was never launched. We got some good speed out of flying the Code Zero sail, however, and that helped us punch out of a hole, and eventually get us into the hunt for first place.

There is an incredible amount of freighter traffic on Superior, with over a thousand ships annually, locking through the Soo. On a normal night during the Mac, I would say there were 4 or 5 ships to watch for, but we saw at least a dozen during the night in Lake Superior. The first night of the race included a full moon that lit up the sea and sky, so much so that we thought there was a search light from a freighter behind us when it first began to rise. During the day, the magnificent blue sky was host to the most interesting of cloud formations.

The Trans Superior course is close enough to the southern shore to provide cell service, so we were able to use the YB Tracking app to see how we were doing against our competition. The boats we raced against were largely from the area, had local knowledge, (ie: experience sailing in those waters) and had done this race before. Early in the race, Papa Gaucho II, a J35, and Mongoose, an IMX

38, used that local knowledge to get ahead of us, after a Magnificent Maskwa start, but the next morning, they were surprised to find us on their tail. As the "slowest" boat in the section, with a rating of 72, all the rest owed us time (seconds/mile), so as long as we were in the hunt, we felt like a *win* was possible.

Keeping warm and going fast were the main objectives. The nights were incredibly cold, but keeping the boat moving fast at night is where races are won, so all of us dialed-in to fast mode. Scott and Erick hardly got a full shift of sleep during the race, with sail changes, requiring their assistance at all hours. Don was using his second through 10th wind throughout the race. It was so cold, that in 40 years of sailing, this was the first time that Don wore socks on the boat. Despite the cold, we all tried to keep our sense of humor. Several of the log entries were, "Whose brilliant idea was it to do this race?" and, "My shoulder and knees are killing me!" On my way off shift, I called out to Don who was driving, and told him I plotted. (the course) He responded by saying, "What are you plotting? Are you plotting against the person whose brilliant idea this race was?"

Monday morning found us in brutal waves, using our foul weather gear to the fullest. As we got into the lee of the Apostle Islands, the waves settled down, and Papa Gaucho II later told us he was trying to lure us into "a short cut" through the Apostles. Don refused to take the bait, and we gained a bit. As the evening approached, there were cloudbursts all around, which treated us to a beautiful double full rainbow! We still had around 6 hours of racing to go, sailing into the most beautiful sunset. We were in a horse race with Papa Gaucho II, and Mongoose was a few minutes ahead. Approaching Duluth, and the finish line, after midnight, included maneuvering around freighters leaving port, and tacking for a finish line that was obscured by light clutter behind it. Mongoose finished a few minutes ahead of us, but we beat Papa Gaucho II by several minutes, putting us in first place! Scott's wife, Nicole, and almost 5 year old son, Thomas stayed up to watch our big finish from the Duluth breakwater along with the race committee!

As we tied up for the remainder of the night, the crew of Mongoose helped us dock, and Papa Gaucho's crew were also welcoming. During our stay in Duluth and Superior, WI (where Don was born!), we found that we had corrected over Il Mostro, a Volvo 70, by a little less than 4 minutes! The other 3 boats in Section A finished within 45 minutes (corrected) of Maskwa. I would say that this was a very competitive race!

After a few days of touring Duluth and Superior, we collected **Maskwa's** 1st place flag.

Crystal drove up to join Don, Erick, and Don's cousin, Steve, who did all the races and deliveries, to enjoy the very long trip home.

Scott, Nicole and Thomas departed 1st. Nicole had driven across the UP, stopping to camp with Thomas, so they were ready to get home. Kate, who also did all the races, Andy and I drove Crystal's car back to Chicago.

Back home, again, in Florida, I am finally thawing out. I am grateful to have been a part of Maskwa's excellent adventure and the ambitious racing campaign of 2015, and more so, to have had the honor of sailing with Don and all of his tremendous crew, since 1999! When you see P.C. Waller, be sure to congratulate him on his singular sailing program. Only one other boat from Chicago, Il Mostro, competed in all these races.

Some FUN FACTS: (all miles are statute)

Chicago to Mackinac: 333 miles 304 Participants

Chicago to Port Huron: 568 miles 31 Participants

Port Huron to Mackinac: 2 courses: Shore course 235 miles, Cove Island course: 298 miles. 237 Participants, total for both courses.

Maskwa competed in the Cove Island Course.

Sault Ste. Marie to Duluth: 388 miles, 29 Participants

PHRF handicaps: A system based on certain measurements of a sailboat which determine how it will sail to its maximum efficiency.

Maskwa's handicap is 72. Papa Gaucho II's handicap is 69, and Mongoose's is 60, so they owed us 3 seconds and 12 seconds per mile, respectively. Il Mostro's handicap is -174, so they owed us **246** seconds/mile. Over the course of a long race, even the 3 second handicap adds up.

Code Zero: A tight reaching sail. The luff is as straight as possible, and the sail is flatter than other spinnakers. Due to the flatness of the code 0, it is usually made with a wire luff for strength, and of a heavier, less stretchy fabric than normal for a spinnaker. These sails are a must for distance races. A Code Zero will fill in the faintest of zephyrs. The greatest beneficiaries of these sails are modern boats that do not have overlapping headsails because Code Zeros have more than three times the sail area of a non-overlapping genoa.

Team gear: Usually shirts with boat name, worn at the start of the race and at the party. This year, anticipating cold weather, jackets and a most interesting balaclava for the Trans Superior were provided. The Captain also wears his Bear hat.

Maskwa: The boat name MASKWA is a Cree word for Spirit of the Bear. The bear is an important symbol in the Native American culture for healing and strength in the hunt.

P.C. Judi McInerney





2015 Flag Officers

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Vice Commodore Chris Edmonds
Rear Commodore Keith Moore
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