

THE MAIN SHEET

CORINTHIAN SAILING CLUB

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COMMODORE'S LETTER

Greta Mittman

We have had a wonderful and busy Spring.

Spruce Up Day saw a large number of our members take on a large number of maintenance tasks around the club. I hope you have taken the opportunity to notice some of the completed projects - south sail folding area, club house cabinets, north gate area, new gas locker area, forced air ventilation in the clubhouse, improved storage area for Social & Entertainment supplies in the tack room, new Laser spar storage, completed board boat pad and walkway, landscaping and fresh gravel at the North and South entryways, freshly painted pull-out cabinetry in the clubhouse, etc.

This past weekend's Centerboard Leukemia Cup Regatta was a great success, even though the weekend weather was less than perfect.

The regatta continues next weekend at Dallas Corinthian Yacht Club, with the keelboat regatta. DCYC supplied the race committee for this past weekend's regatta. Now we will return the favor: CSC is responsible for providing race committee for the Keelboat Leukemia Cup Regatta at DCYC the weekend of May 3-4. We are still looking for volunteers - please let Michael Mittman know (mittmans@yahoo.com) if you are available to help out for all or just a portion of the event.

A note on membership: if you have not yet sent in your membership renewal, you need to do so as soon as possible - we'd hate to lose you. You can renew online at http://www.cscsailing.org/CSC_Form_Renewal.html or by a mailed-in check accompanying the form you received in the mail last month.

Hope to see you at our first First Friday on May 2nd for the Festival de Dose De Mayo.

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FLYING SCOT MIDWINTERS REGATTA

Scott Mauney

Natalie and I have sailed the Flying Scot MidWinters about six times at Saint Andrews Yacht Club in Panama City, Florida. This is the first year we've traveled to Saint Petersburg Yacht Club for the FS MidWinters. It takes about a day and a third to get there from Dallas. We stopped in Tallahassee after the first day. The second day we dropped down to the Gulf and drove the rest of the way skirting the shoreline. This was a nice break and reminded us that we're on a vacation.

Our approach to this regatta was strictly to explore and have fun. This turned out to be the way to go. After arriving, finding a spot for the boat and resting up on Saturday, we took off for Sarasota on Sunday wanting to check out the Sarasota Yacht Squadron, home club of our friends and last year's winners Fred & Fred Strammer. Their club is very much like CSC, all volunteers and no frills. This area has beautiful blue water and white sandy beaches. Many Flying Scot members would like to see SYS host a major FS regatta in the future. The locals call this area God's Waiting Room: lots of retired folks and a very laid back atmosphere.



First weather beat, second race

PHOTO: PHOTOBOAT.COM

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On Monday the first start was at 2:30. A dry-line from the northwest was coming in that day, blowing 18 to 22, very puffy, a 1½ knot current from behind, and waves starting to stand straight up. Our course was a W 2 ½. We came off the line at the pin with a great start trying to protect the left shore, then boom-boom - general recall. Next start we're 90% down to the pin-end, had to sail in a high groove going slow, then some boats cleared out, we pressed the bow down, and got out on the left with Eagans. A three-up team rounded 1st, Eagans 2nd, and then us. I was so happy I was actually laughing between the weather mark and the offset. Now it's puffing up to 25 with huge waves. We put the chute up and stayed as low as possible sailing by the lee between the wave sets. We were so busy that we never noticed half of the Championship and most of the Challenger fleet never set a spinnaker. It was so tough that Harry Carpenter didn't hoist his spinnaker on the first downwind. We gave up a couple of boats on the next beat, then promptly passed a few on the downwind. By the final beat we were whipped. The last 25% towards the finish we took our boom vang completely off, making sure we could tack easily while keeping the boat on it's feet. When we crossed the finish line in 6th it was now easily blowing over 30 mph. I had never been more impressed with Natalie's sailing ability - sailing with one-to-one purchase on the jib, moving fore and aft to help me steer while flying the chute, and bailing the boat dry with our new monster bucket. Unbelievable! The committee told us to go in. We were very happy, and optimistic about the weather forecast for the rest of the week.

Next day, the first start was at 11:00. The forecast was for 10 to 15, winds from the north going northeast 8 to 12. I loosened the forestay trying to get more power in the jib, which was a big mistake for the first race. We started at the committee boat and immediately tacked to port. The problem was we were pointing too high and going slow, we gave up on protecting the right, rounding the 1st mark in the 20's. We passed a few boats each time downwind, however there were no lanes to make up more. We finished 14th - bummer. In the second race the wind started laying down to 12 knots with lumpy conditions. Now the rig was perfect for our weight. We get an OK start in the middle of the line playing the shifts working middle right. Rounded around 10th. Much to our surprise everyone ahead of us makes a gybe set on the spinnaker. We slowly come down and stay way right going towards the west shore.

At first it was hard to tell if we were making or losing ground. Half way down I told Natalie we were in first. When we gybed for the leeward gate I realized we had a 100-yard lead on the Eagans, who were now in second. Going up the second beat we get passed by our friend Ryan Malmgren on a persistent left shift. We all round the weather mark and to our surprise Ryan and

Photo Links

All Flying Scot MidWinters photos:

<http://thephotoboot.com/FlyingScotMidWinter08.htm>

Flying Scot MidWinters scores:

<http://www.fssa.com/ht/race/race-results-mw-08.htm#Champ>

Pictures of Scott and Natalie at MidWinters:

<http://home.flash.net/~smauney/>

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everyone around us made a gybe set on their spinnakers, again. We slowly rolled down and protected the west shore. This time we're 75 yards ahead of the next boat at the leeward gate. The final beat we are 80% to the finish with the Eagans in 2nd. I elected to cover a group of boats working the left and let the Eagans go right. The Eagans got a one-minute strong right shift near the starboard layline and that was that. We got second. Still, very nice! Our boat speed was very good and with seven more races scheduled, I'm starting to like our chances.

On the third day the breeze starts out of the north but then goes much lighter and left, back towards the northwest shore. The first race that morning or the fourth regatta race is a blur. All I remember is we got seventh and I wasn't happy with it. Second race we floated between second and 5th the whole race and finished third. This race I remember because on the final leeward mark rounding the Eagans rounded in front of us going left. Mark Eagan was getting bad air from the boat in front and asked if he could tack to port in front of us to clear out. I told him "absolutely" so we ducked him a little and stayed on starboard for 2 to 3 minutes. When we tacked to port, to start working our way to the finish, we're now 50 yards ahead of the Eagans.

The fourth and last day the breeze was supposed to stay east at 8 to 11 mph. Perfect! We were the second boat out of the harbor working straight upwind and going against the incoming tide. GYA41 was with us going out. They went left to the port layline and we went right to the starboard layline making our way to the committee boat. It was obvious that they gained by two or three boat lengths by going left. I was now guessing that spending more time on port with the bow directly into the incoming tide was better than turning your boat sideways on starboard tack. Or, they could have just been in more pressure on the left. We started at the pin trying to go left with a boat in front and GYA41 on our hip. Natalie and I sat hiking on the low side trying to get our boat moving through the chop. Natalie reached up and let the outhaul completely off and we took off rolling the boat in front and shooting GYA41 out the back. We were in first by a long way ("pure genius!" per Natalie), 80% up the first beat, when the committee abandoned the race. Five minutes later the sea breeze from the west ran directly into the dying high-pressure from the east, and that was that, regatta over and fourth place overall.

SPYC and the surrounding area are very sailor/racer friendly. This club hosts more regattas in one year than most clubs will run in 30 years. They are as good as everyone has told us. We parked in secured covered parking across from our hotel, directly behind the yacht club, and we were within walking distance of every local destination. The weather in the early spring is almost exactly like Dallas, except warmer. Fronts move through about once a week. The sea breeze is not reliable like Saint Andrews Bay so they start earlier, at 11:00. Next year I believe FSSA might not run the Top Gun School in the morning to allow for even earlier starting times. I highly recommend this regatta. It was a great vacation for us and gave us a chance to see our Flying Scot friends from all over.

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PARTY TIME

Reneé Pinkston

Friday, May 2nd at 7pm

Festival de Dose de Mayo

Mexican appetizers, Ice cold beer and Frozen Margaritas.

Live Music!

Members \$5.00 Guests \$10.00

Sunday, May 25th at 5pm

Pre-Memorial Day Party

BBQ Drumsticks and Spicy Wings,
Soft Drinks, Ice Cold Beer, and Wine.

Members \$5.00 Guests \$10.00

Friday, June 6 at 7pm

White Rock Fish Fry

Fresh Fried Fish, Soft Drinks, Ice Cold Beer, Frozen Margaritas, and

Live Music!

Members \$5.00 Guests \$10.00



PHOTO: RENEÉ PINKSTON

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LIGHTNING FLEET NEWS

Bill Biermann

We held a fleet meeting in March at the CSC clubhouse. We discussed upcoming regattas, and Dr. Clarke Newman assisted several skippers with repairs to their boats. Dr. Sylvan Newman and Vern Goldberg both attended and appear ready for another summer of racing.

In addition to the Leukemia Cup, Fleet 35 plans to participate in the Dinghy Fest at Rush Creek, May 17 and 18. Our Lightning Lab is May 10. We will shoot on-water video of anyone interested in sailing, and we will then have coaching sessions watching the video. The Texas Districts are May 31 & June 1.

To re-invigorate and grow the fleet we are planning to hold more fleet meetings and reach out to existing boat owners at the club. We would like to know what it will take to get you active in the fleet again. There are some new Lightning owners in DFW and we are encouraging them to join our fleet. We have identified several individuals interested in taking up sailing and we hope to start a crew training program in late April. If you have not been to the club in a while, come check out the improvements and meet some of the new Lightning sailors.



Lightnings at the Leukemia Cup Regatta at CSC

PHOTO: DEBBIE ADAMS

Note

Lightning class officers will be at the Districts this year. All participating boats MUST have three-man crews.

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SAILING EDUCATION

Steve Comen

Adult Sailing Classes

The first adult sailing class starts on Monday 5 May. The class is full, but there are still a few spots open in the June class that starts on the 2nd. Registration is also open for the junior sailing camps this summer; there are currently openings in all camps but they are filling up quickly.

The Special Olympics program has been suffering from too much wind and too many thunderstorms. We have over 20 athletes participating this year and will keep trying to get decent weather on Thursday evenings so we can train prior to the local Special Olympics Regatta on Wednesday, 14 May.

Rock the Rock Regatta

CSC hosted the Rock the Rock Regatta April 12-13. We had 52 boats: 31 Optis plus 21 Lasers, including sailors from Oklahoma, Houston, Canyon Lake, and throughout the Metroplex.

Despite strong, gusty winds all weekend, we got in nine races on both courses. CSC's Jack Mikeska sailed well all weekend to place 2nd in the Opti Green fleet.

Hudson Trent, Myles Gladen, and Cole Grisham also sailed in the Green fleet. On the Laser course, Aaron Comen sailed a

4.7 and Masie Comen sailed a Radial. Full results are on the web site at: http://www.cscsailing.org/Results/rock_the_rock_2008.html



Optis at the Rock the Rock Regatta

PHOTO: STEVE COMEN

Michael Mittman and David Butler were the PROs for our race committee, which was, as usual, excellent, while Renee Comen and Donna Denison fed about 80 people for the weekend. We made excellent use of the new Opti area and the new boat pads. Ken Brown and crew, along with a number of volunteers, also did an outstanding job of getting the main walkway finished so it would be ready for the regatta. We received nothing but compliments on the overall quality of the regatta and on CSC in general.

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OWNING AND ENJOYING A CORINTHIAN SAILBOAT

Bob Manning

It's kind of like the spoofer of Andy Rooney who said "Have you ever wondered what it would be like to date a Dallas Cowboys Cheerleader"? "I know I have!" Well, it would be a lot of fun but you might also have some maintenance responsibility.

That's the way it is with a Corinthian!

The Corinthian is a 19' 6" fiberglass sloop designed by the famous Carl A. Alberg in 1964 as a family daysailer. Sales literature from Sailstar Boats declared that the Corinthian was the hottest small keel boat to come along in many a year. Our Fleet can attest to the statement that the Corinthian has big boat appearance and handling qualities, yet her simple rig and double main sheet with traveler make her a joy to sail. Fleet members have a wide range of sailing experience and skill which fits with the capability and forgiveness inherent in the boat.

The fleet includes the second Corinthian built, which is the beautiful UNION MAID, owned by Gina and Bill Wilson. Look for the sail with the number 2 just below the crescent and star emblem. The late Matt Wells bought number 2 and he, with a few others, formed Corinthian Fleet 1 back in 1965. Here is where the maintenance responsibility mentioned earlier comes in to play. A Corinthian can be a do-it-yourselfer's dream. When we bought ours the hull was great but the mahogany and teak bright work was not so bright. I am not skilled at woodworking but with guidance from fleet members my wife and I were able to do all that was needed to make the Corinthian wood parts Bristol. For any owner who does not have the time or inclination to do the maintenance (such as bottom painting or woodwork), skilled people are readily available to do the work at reasonable cost.

There are a few Corinthians on their moorings that are in need of some tender loving care and that want to be sailed. Does restoring and sailing one of these classic boats appeal to you? There could be one in your family's future sailing enjoyment. We have boats with multiple owners and owners with multiple boats, so we should be able to find an arrangement to fit your circumstances.



Corinthian Sailors Gib Joseph and Bill Wilson in Dream

PHOTO: JILL PEREZ

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V15 NEW ORLEANS REGATTA, APRIL 5-8

Beau Brooks

The Pontchartrain chop. The wind 15-20. Me a novice in the sport. Mud bugs and Abita. I was 100% sure I was going in the drink. Nothing a fresh batch of hurricanes can't cure. I could not have sailed one more race on Saturday.



PHOTO: ANDERSON JONES

Beau Brooks



PHOTO: ANDERSON JONES

His crew, Rachel Ellis



*V15s at the Leukemia Cup Regatta at CSC on Sunday 27 April.
54F, wind 15-20mph. Painkillers vs. Hurricanes. Carp vs. mud bugs.*

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FROM THE VICE COMMODORE FOR RACE

Dudley Bayne

It is time for Wednesday Night fun racing to begin. The year's first race will begin at 7:00 pm on Wednesday April 30. Come learn racing in an atmosphere more relaxed than that of the regular Sunday races. Several short races will give concentrated experience in starting, mark rounding and other racing techniques.

The Vice Commodore for Race has to earn a living and his time is not always his own. Opportunities for helping to run the Wednesday races will be frequent, and such assistance will be most appreciated. This will count towards membership service requirements. Please contact Dudley Bayne (race@cscsailing.com) if you would be willing to help out.

Clubhouse Wireless LAN Settings

Network Name: **CSC-Wireless**
Security: **PSK2 Personal**
Shared Key: **CSC080702007**

APRIL BOARD MEETING

- ❖ Next major pier project is the rebuilding of the race committee davits, to be started in the next month or two. Cradle straps will be replaced with steel beams, and blocks and cables will be replaced.
- ❖ Pier Rear wants to put together a committee to handle the list of things that need to get fixed. Will put this committee together in June.
- ❖ Special board meetings were held on April 7th and 23rd with members who appear to be using their davits for boat storage.
- ❖ **MOTION:** that the club receives 25% of the proceeds from davit auctions conducted on behalf of the club. **DECISION:** Passed unanimously.
- ❖ Red dog Jones will lead this year's adult sailing classes.
- ❖ Will transfer old RC boat to Ken Brown who will use it as a work platform.
- ❖ New board boat pad has 7 dolly spaces and 21 cradles spaces; 5 dolly spaces will be allocated to V15s.
- ❖ Board discussed utility of a Members Guide - it would explain what is expected from CSC members in plain English in a one page format: more accessible than the By Laws.
- ❖ A member's car in the N parking lot was broken into during a recent Sunday's racing. A wallet, out of sight, was stolen.
- ❖ The spillway project is out for tender. The chosen contractor will negotiate with the City on whether the lake level needs to be lowered. The contractor will need to get permission from the City to actually lower the lake. The project will likely start in August/September, and run for 14 months.

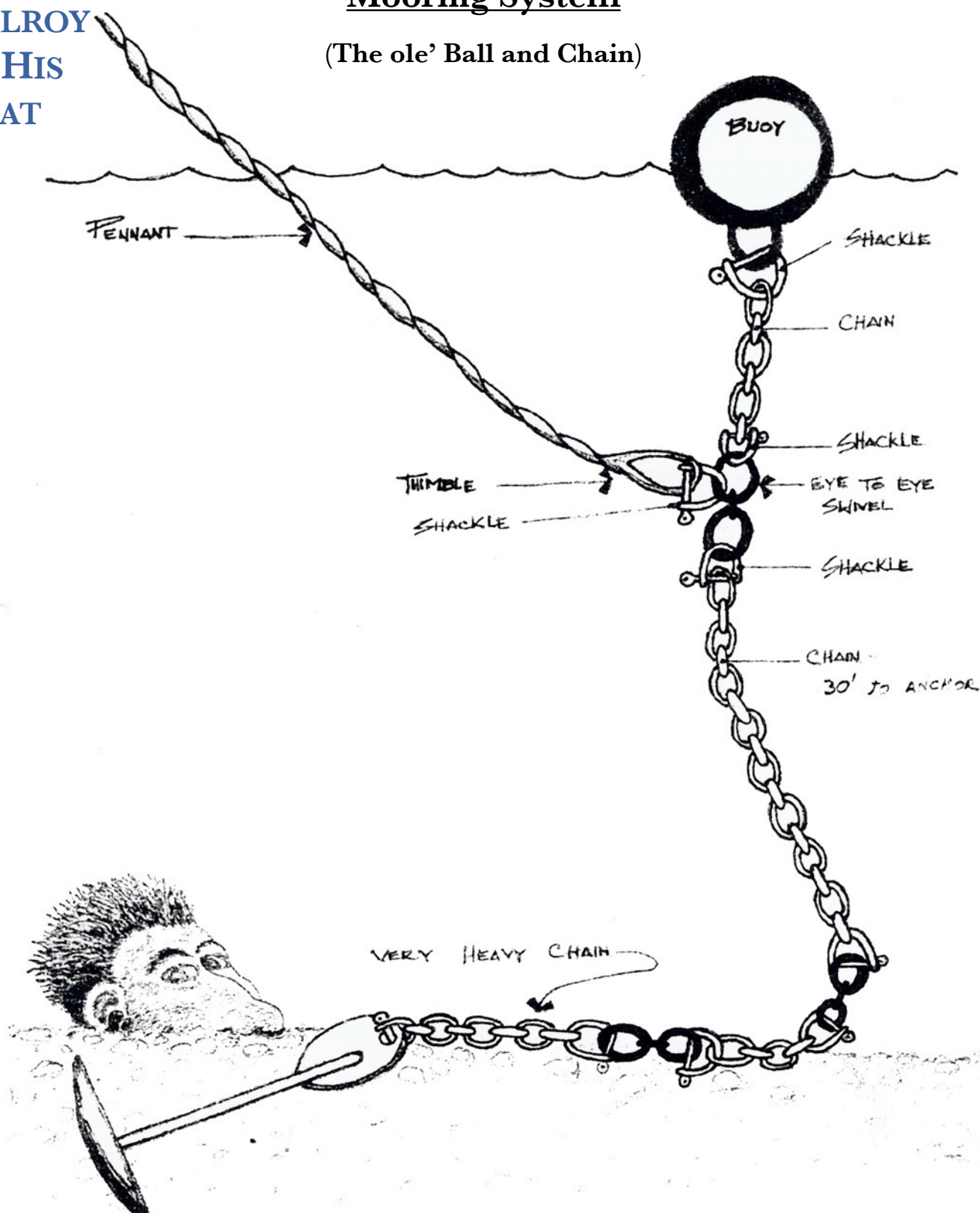
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HOW KILROY MOORS HIS KEELBOAT

Mac McCoy

Mooring System

(The ole' Ball and Chain)



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THE MAIN SHEET - YOUR NEWSLETTER

The Main Sheet belongs to each member of the club. This is an invitation to all members to submit articles about the club, regattas, meetings, fleets, awards, members, family and community. The deadline for submission is the 15th of the month. Please submit articles to secretary@cscsailing.org. If you prefer, call Jim O'Connor at 214-369-9037 and simply leave your thoughts in a voice mail message. An article draft will shortly waft its way to you for proof-reading. Any suggestions concerning improvements to the newsletter are welcome. If you have experienced problems with the newsletter, please contact me at secretary@cscsailing.org.

Membership in the Corinthian Sailing Club is open to anyone with an interest in sailing. Club facilities are located at 441 E. Lawther Drive on the East side of beautiful White Rock Lake. Phone 214-320-0841. Our web address is <http://www.cscsailing.org> ; a general email address is info@cscsailing.org. Our mailing address is Corinthian Sailing Club, PO Box 180087, Dallas, TX 75218.

CSC MAIN SHEET

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Dallas, Texas 75218

Last

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