

# THE MAIN SHEET

## CORINTHIAN SAILING CLUB

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*Friday June 6th, 7pm*
**US Sailing Instructor Course**
*Saturday-Sunday June 7-8*
**Butterfly Wrangle**
*Saturday June 14*

## COMMODORE'S LETTER

*Greta Mittman*

Now that the “warm” weather has arrived in Dallas, more members are showing up during the evenings at the club. If you are looking for something to do on Thursday evenings, sail down to the Dallas Arboretum for the Cool Thursdays’ concerts. There is nothing like enjoying a cold beverage and listening to live music while you are in your sailboat on White Rock Lake, not to mention that your sailboat adds to the ambience of those poor souls on shore.

Several members have asked about the Spillway Project that is in the works. The CSC Board of Directors has ongoing communications with the Project Manager for the Dallas Water Department. The project is not fully funded yet and has been experiencing delays. The City is aware of the club’s needs for our annual events and

functions and has included them in the timeline and project plan. The CSC Board of Directors will continue to be involved in the process and make sure that our membership will experience as minor an impact as possible from the Spillway Project.

The Rear Commodore of Membership has finished this year’s renewal process. If you find that you will not be able to use your boat on a regular basis, please consider partnering with someone. It is a win-win situation for all parties. Your boat is regularly used, cleaned and maintained and another sailor has the opportunity to sail on White Rock Lake. How do you find a partner? Place a notice on the CSC Forum, post a note on the clubhouse’s bulletin board or just ask around.

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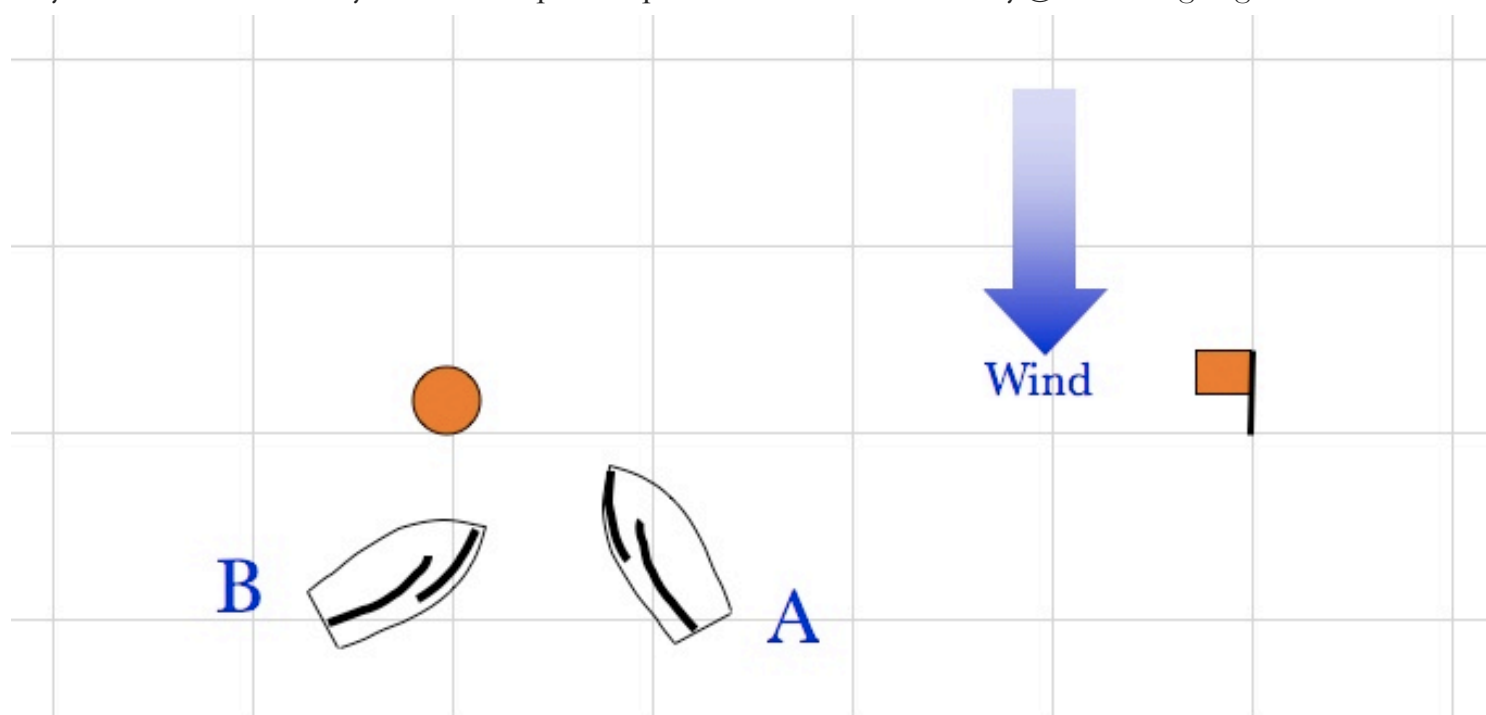
## RACING RULES OF SAILING QUIZ

*Bob Gough*

This is the first in a series of articles on practical implications of the racing rules of sailing. Each scenario poses a question and supplies an answer that addresses the question simply, avoiding RRS legalese as much as possible, but handling any subtleties in the scenarios.

Hopefully these articles will create a lot of discussion and some good arguments. If that happens then someone will have to read the rule book. And wouldn't that be nice.

If you have a scenario you'd like explored please send it to [secretary@cscsailing.org](mailto:secretary@cscsailing.org).

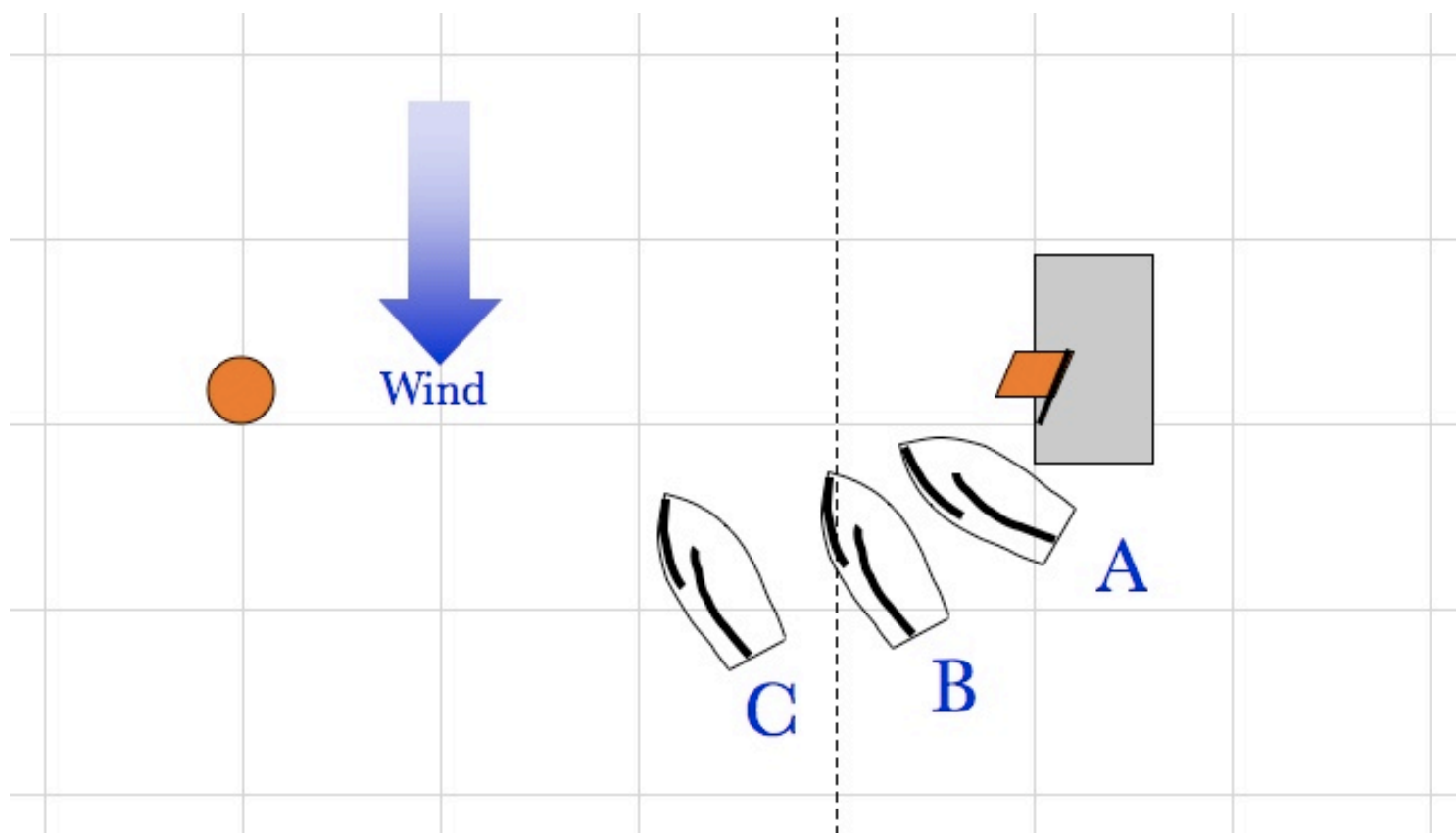


**The race will start in 5 seconds. You're in A. You're forced to head up to avoid B. What punishment, if any, should accrue to B?**

B should do a 720. The Port-Starboard rule is decisive here.

B on port forced A on starboard to alter course. This is a violation of rule 10. Rule 18 does not apply at a starting mark so room at the mark is not available. A should protest B and B would be disqualified. B could promptly do a 720 and avoid the protest.

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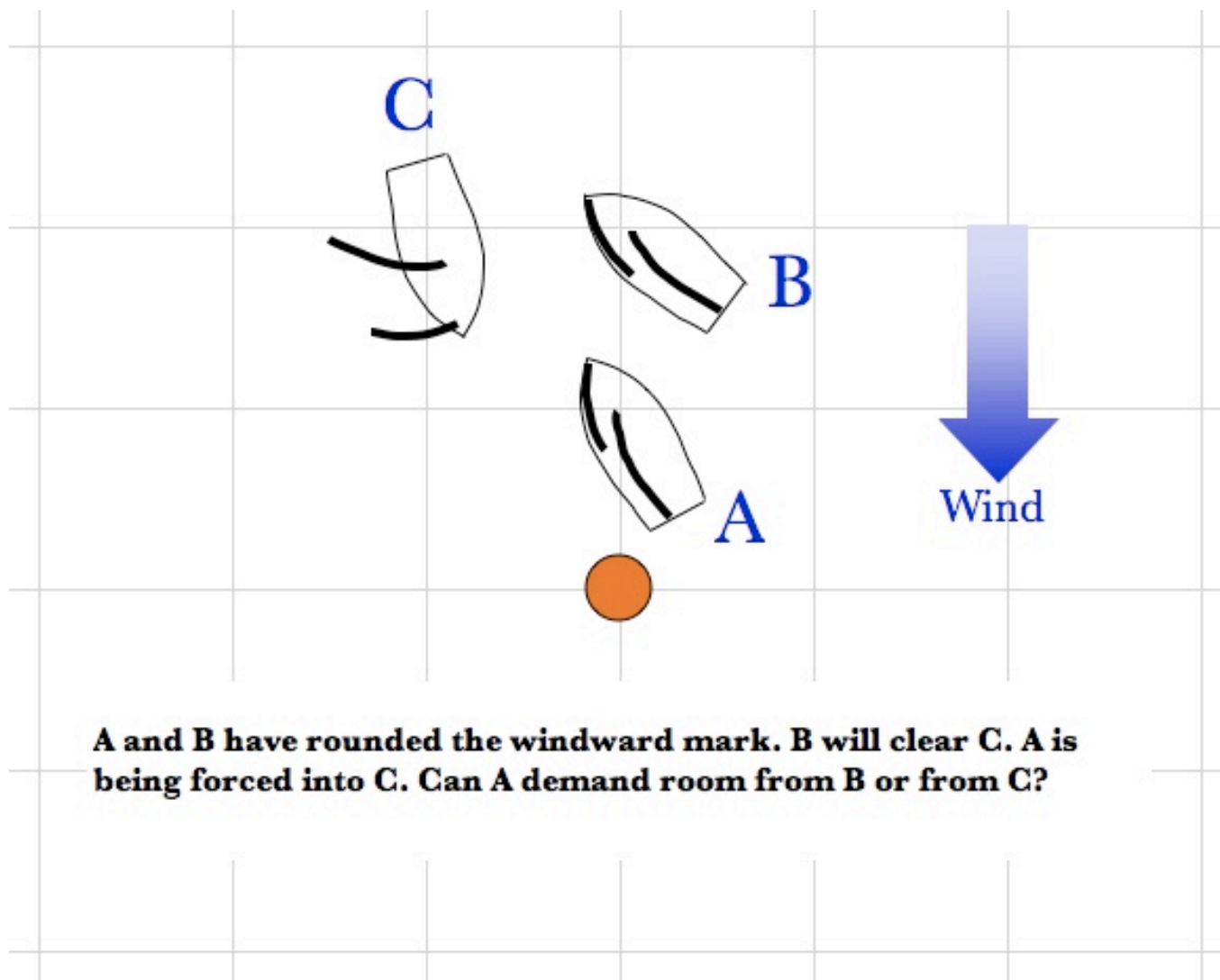
**The race will start in 10 seconds. You're in A. Can you demand room from B?**

A is in deep trouble. She must stay clear of B and B can luff head-to-wind. A has no rights.

A is the windward boat and must stay clear of B (rule 11). Since there is no "Proper Course" before the starting signal (definition of Proper Course is on page 152), B may luff up to head-to-wind. Rule 18 does not apply at starting marks (Rule 18.1) so A has no protection here. If B luffs, she must comply with Rule 16.1 and Rule 14 (avoiding contact) but this does not give any rights to A.

If A hits the committee boat she will have to do a 360 (Rule 31.2). If she hits B she will have to do a 720. From a practical point of view, since there are only 10 seconds to go, B probably will not luff, but will bear away to pick up speed and A will get away without a scratch.

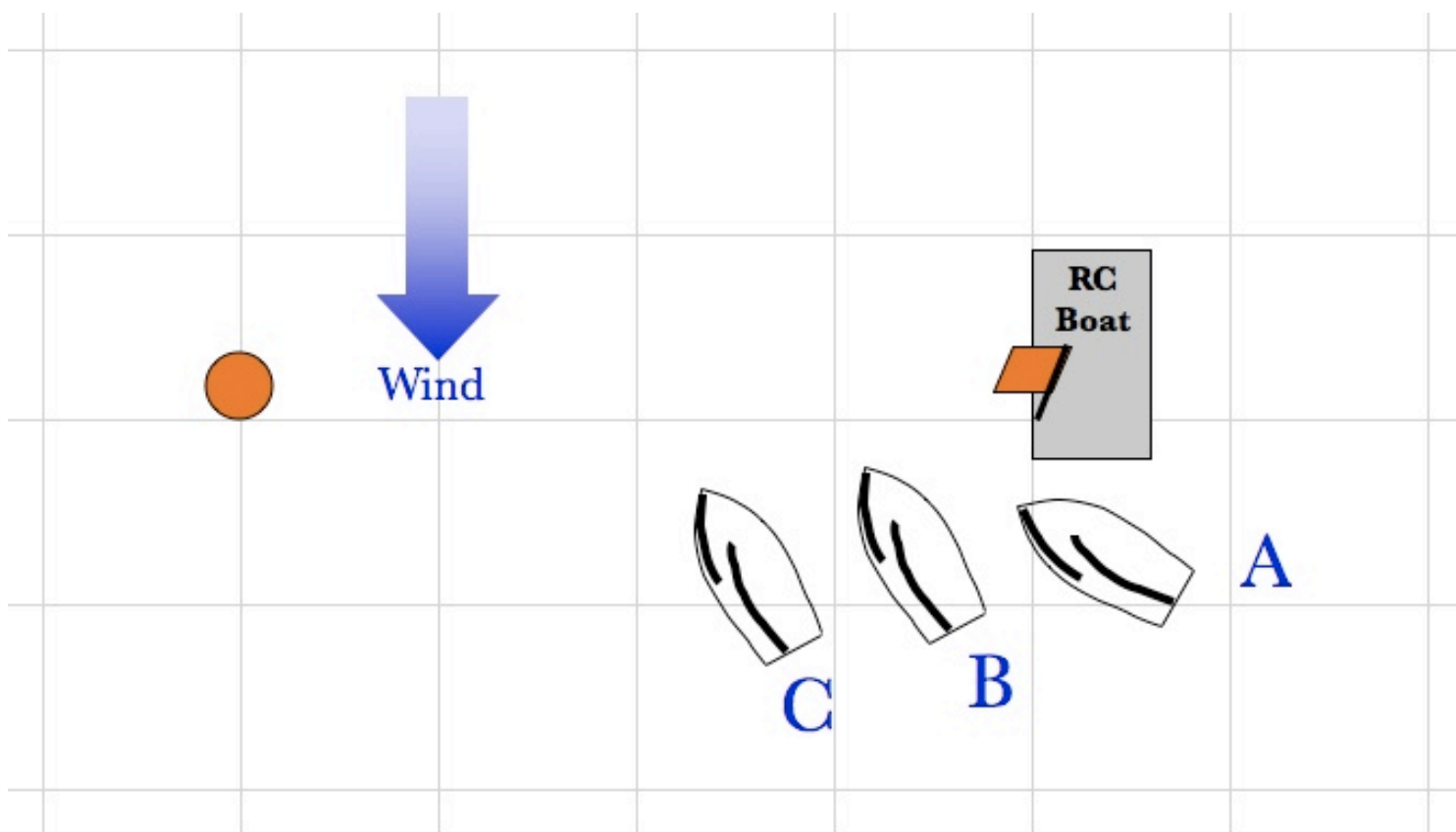
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A is on starboard and C is on port. C must stay clear of A.

C is the burdened boat and must stay clear of A and B. Since C appears not to be keeping clear, A must take action to avoid a collision. C is now an obstruction to A. A can hail B for room to tack, and even if B disagrees with the hail she must respond. B would tack, then A would tack. B would then protest A arguing that C was not an obstruction and A would protest C for failing to keep clear. C would be DSQ and A would be exonerated.

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**The race will start in 10 seconds. You're in A. Can you demand room from B?**

A has no rights and must stay clear of B.

Translated from the answer to the scenario on page 3, except in this case A will probably hit something or someone unless she slows down and lets B get out of the way.

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## SUMMER PARTIES ABOUND

*Mark and Reneé Pinkston*

“**Dose de Mayo**” marked the beginning of the **Summer Party Season**. For those of you who missed this First Friday party, we celebrated with a plethora of mexican food followed by frozen margaritas and lots and lots of ice cold beer. We were blessed with a beautiful breezy evening, good food and great friends. We also enjoyed the live music of Jim McAdams and his band.

Our next Summer Event was the Pre-Memorial Day Party. Tender BBQ Drumsticks were the evening fare, and to wash it down, we enjoyed an assortment of libations including Frozen Margaritas, Frosty Beer and several Wines.

Friday, June 6<sup>th</sup>, will see the second First Friday Party, with, ***Fresh Fried Fish and Fixins***. Ms. Nina Katrina will entertain us with her jazz vocals as we hopefully enjoy a beautiful sunset and a star-filled evening.

Mark and I would like to say a special thank you to all the folks who are always so generous with their time and talents before, during and after these events.

**Friday, July 4 at 5pm**

**Independence Day Celebration**

BBQ, Baked Beans, Potato Salad, Cold Soft Drinks, Ice Cold Beer,  
and Wine, CSC Caps and T-shirts,

Please join us!

Members \$5.00   Guests \$10.00



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### LIGHTNING FLEET 35 NEWS

*Bill Biermann*



*John Womble and crew at Dinghy Fest*

PHOTO: BILL BIERMANN

The fleet held a Lightning Lab on May 10 in a pretty good blow. Beth Richards and John Womble provided their boats for sailing while Scott Anderson and Clarke Newman provided on-the-water coaching and video taping. It was a very instructive day and it was agreed that future labs will be in order as we add new Lightning sailors to the fleet.

The lessons from the lab were put to the test during the Dinghy Fest at RCYC on Lake Ray Hubbard on May 17 and 18. Fleet 35 was well represented: we had five Lightnings in the regatta. The PRO worked the fleets hard with five races on Saturday and two on Sunday. Saturday was a great day of sailing with building winds all day. John sailed well all day and was close to Clarke and

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Scott throughout the day. Beth and Bill Biermann raced well bringing up the rear of the Fleet. Sunday looked promising, but the wind died mid-morning. John took a first over Clarke on the first race of the day. The second race became a floater, but we managed to float across the line on a shortened course before the PRO called it a day.

It is a funny feeling to look around and realize one of your sails did not make it into the car. A special thank you to Beth for loaning me a spare spinnaker; you saved the day and made the regatta enjoyable. Congratulations to Clarke, John, and Scott for their respective first, second, and third place trophies.

### Note

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

The next big event for the Fleet will be the Texas Districts at CSC on May 31 and June 1. Class officers will be sailing in this regatta - ALL BOATS MUST HAVE THREE MAN CREWS AT DISTRICTS. We expect a good regatta with a few out-of-towners coming in for the event.

We are looking for Lightning skippers and crew so as to build the regular racing program - we know we have quite a few sailors at CSC with Lightning backgrounds. The racing in the Lightning Fleet is growing much more competitive with each regatta. We are throwing out a polite challenge to all the past Lightning skippers and crews now in other fleets: come join us one or two Sundays a month on the race course. We are more than willing to teach new sailors. Please reach out to Bill Biermann at [william.biermann@jeffersonwells.com](mailto:william.biermann@jeffersonwells.com) if you are interested in sailing or racing Lightnings - even if only occasionally.

## SAILING EDUCATION

*Steve Comen*

The first adult sailing class has completed and the second adult class starts up June 2<sup>nd</sup>. The first junior camp starts on June 9<sup>th</sup>. That class is full for Optimists, but has a couple of spaces open for Laser/420 sailors. The second junior class is already full, but there are still spaces available in the third class.

We finally managed to have a couple of practices for Special Olympics, but because of all of the missed practices we have rescheduled the regatta for Wednesday June 11<sup>th</sup> as part of the regular Wednesday races.



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## LEUKEMIA CUP REGATTA

*Renee Comen*

The Leukemia Cup Regatta was a record-breaking success!

Over \$71,000 was raised at CSC. When combined with the second weekend at Dallas Corinthian Yacht Club, we raised over \$152,000 for the Leukemia & Lymphoma Society.

The weekend started with a great Friday night welcome party featuring the jazz music of the Jody Binford Trio and catered by the Pizza Guy (yes - he set up his pizza oven just outside the South gate). That rolled right into some great sailing on Saturday with 68 boats competing. The wind started off a little iffy, but filled in after lunch, which was provided by Olive Garden. The race committee wisely squeezed in four races, despite grumbling from some tired sailors. Then it was in for the Mount Gay Rum happy hour, some great Outback Steakhouse steaks, and the auctions. Dinner music was provided by Chris Boyd, Red Dog's son-in-law. Red Dog led a lively auction and the evening wound down after the closing of the silent auction.

Sunday brought a cold north wind, with no one on the South course wanting to brave it. But the V-15s and the Lasers were game, and they went out for three cold, wet races (yes there were several that went over).

Congratulations to the winners: Corinthians: Bill Wilson with Alan Caldwell; Flying Scot A: Scott Mauney with Jennifer Judkins; Flying Scot B: Jim O'Connor with Bowman O'Connor; Lightnings: Scott Anderson with Stephanie Laughlin; Lasers: Doug Peckover; V-15s: Charles Shade with Jennie Rosthal and Portsmouth: Matt Patterson in a Finn. Complete results can be found on the CSC website.

A big thanks goes out to the committee members who helped make this a success:

Barb and Glenn Rudolph: event co-chairs;

Lauri Block: meals;

Diane Van Buren: auction;

Bowman O'Connor: VIP hostess;

Clarke Newman: logistics and

Anderson Jones: fundraising.

We received lots of help throughout the weekend from Bob and Donna Gough, Bob and Kathy Harrington, John and Pat Diggins, Steve and De McCombs, and many others.

The biggest thanks goes to Red Dog Jones. He served on the committee, organized the entertainment, was the auctioneer both weekends, and was the top fundraiser/donor, raising over \$33,000. He is truly an incredible gift to this event and to our club.

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## IS IT MOVING OR MOORING?

*Mac McCoy*

*Bill and Gina Wilson*

Corinthian Sailing Club has the #1 Corinthian Fleet in the United States. Hull #1 went to Carl Alberg the designer, who, it is rumored, sunk it in Marble Head Bay. The designation Fleet #1 was earned when Mr. and Mrs. Nat Wells purchased hull #2 at the Dallas Boat Show in the early 1960's. This sparked a Corinthian Fleet at White Rock Lake that some say numbered 80 Corinthians in two mooring areas. CSC has the only remaining active Corinthian Fleet in the US with regularly scheduled regattas.

The techniques of maintenance, care and mooring of these boats has been shared verbally over the years. However, there is a need to share information on the recommended mooring setup with CSC members who wish to moor a keel boat in the mooring area between the Corinthian Sailing Club and White Rock Boat Club. Mac McCoy has done two Mooring drawings to indicate the chain and swivel placement which are included for reference.

### Danforth, Mushroom or Engine Block

Of the different types of anchor systems available for a permanent mooring anchor, the literature recommends using a mushroom anchor for conditions similar to White Rock, i.e. mud, thick and black - you know what it is like if you have ever gotten it on your sails! Other anchor systems have been used with varying degree of success. A danforth is good for overnight anchoring but to hold in the mud with a load of 2,700 lbs on it in a 60mph storm, it will have to be a BIG danforth and well set in the mud. However, in this situation the owner may never be able to retrieve the danforth to check the chain.

The same goes for an engine block. They hold very well at White Rock if the motor block sinks deep enough in the silt. It might even sink to China, at which time forget about checking the chain! The prevailing thought is to use a mushroom anchor weighing 100 to 300 pounds. However, remember that you have to be able to muscle the anchor over the edge of the work boat (without flipping) and retrieve it every 5 years or so to check your tackle for wear! Mac set a 100 pound mushroom anchor and is pleased with the holding. The Wilsons are on a Ford V8 stripped engine block.

### Ground Tackle

Boats are occasionally seen drifting down to the dog park without a crew! (Sometimes they drift with a crew but that's for another article.) While not desirable this is not always preventable. Even with good chain, sometimes in severe storms or especially in heavy rain the boats will break loose or drag a lightweight anchor. When a Corinthian is full of water it can weigh up to double its dry

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weight of 2,700 pounds. That's a lot of momentum once it has freed its mooring. The key is to check the mooring tackle and make sure the chain is not worn thin. This is what frequently causes the chain to fail. Please speak to Mac McCoy, Ken Brown or Bill Wilson regarding selection of marine chain appropriate for your boat. Mac recommends heavy chain on the bottom with swivel placement and a lighter chain on the top.

There is a plethora of literature available describing anchor and mooring rode. Remember, a temporary mooring anchor for ocean and tidal areas will be set using different considerations than a permanent mooring at White Rock. Likewise, these recommendations have to be tailored to the specific type of boat, location and swinging room. Recommendations on length of chain to depth ratios range from a 3:1 to a 7:1 ratio for anchoring. The depth of the mooring field at White Rock Lake varies from 3 feet up to approximately 12 feet. The drawings show a rode of 42 feet, a 7:1 ratio in 6 feet of water. The same setup would provide just over 3.5:1 in 12 feet of water.

Mac recommends that the first section of chain be at least a couple of feet longer than the depth of water so that the owner can raise and inspect the connecting swivel and then add another section of lighter chain and swivel, then a section of chain the depth of the water with a swivel close to the mooring ball. Whether a person has 3 swivels or 2 swivels may not matter. Two are needed to keep the chain from kinking and wearing prematurely.

The pennant - the line that holds the boat to the mooring - can be as short as 3 feet from the nose of the boat to the top of the mooring ball. Of course it needs to be a bit longer to make the connection to the horn cleat. Keep in mind that in rough waves, the mooring ball may whack the boat if it is too short. Mac recommends that the pennant be directly connected to the anchor chain for a straight pull and that the mooring ball also be connected to the end of the chain.

As always, any members interested in a sail on a Corinthian can just show up at the VIP lounge. Corinthian Fleet Members are available to assist with any revision, repair or placement of a new mooring system. Speak with Ken Brown, Mac McCoy or Bill Wilson if you need any free advice: it is always worth the price.

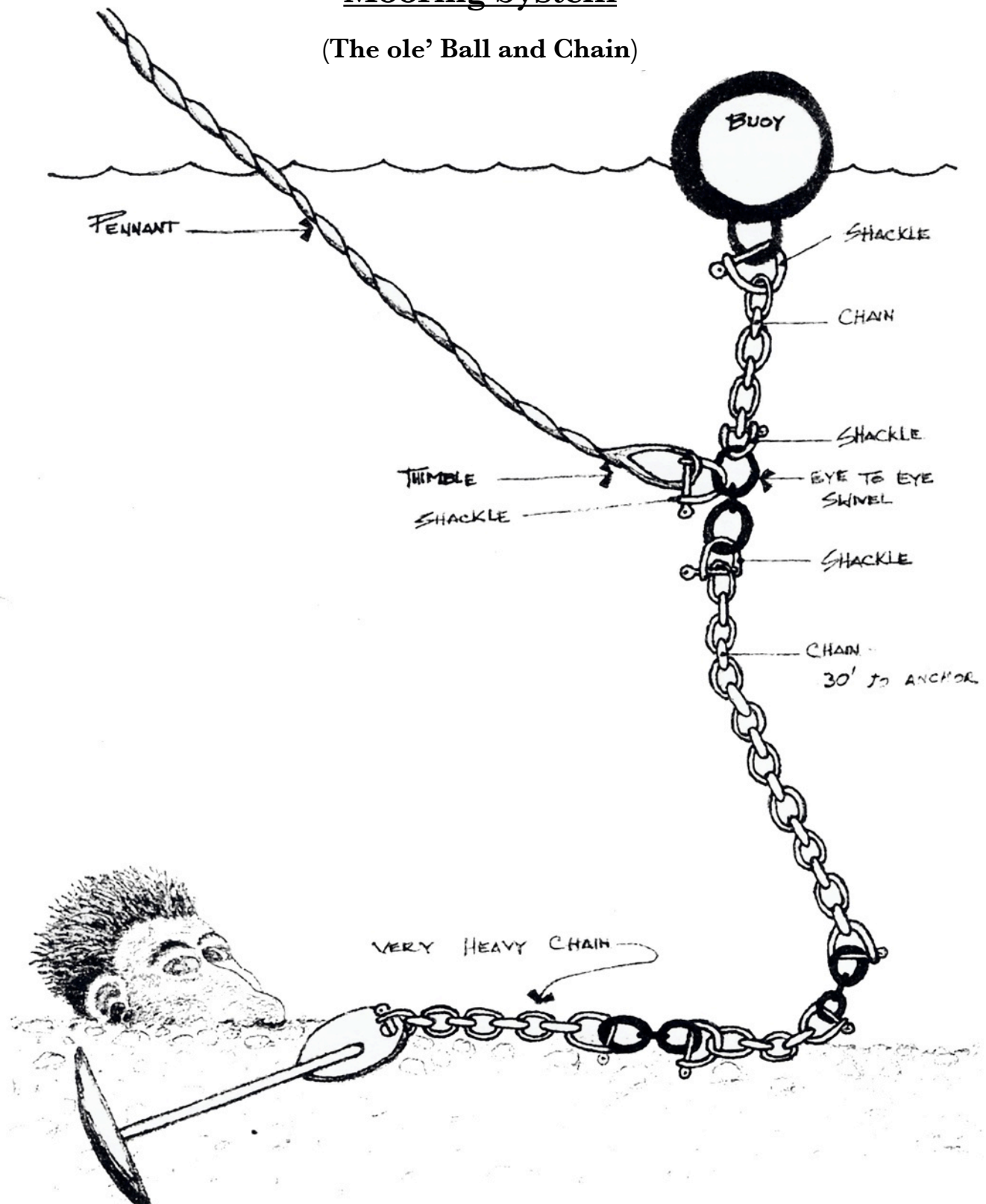
### Clubhouse Wireless LAN Settings

Network Name:	<b>CSC-Wireless</b>
Security:	<b>PSK2 Personal</b>
Shared Key:	<b>CSC080702007</b>

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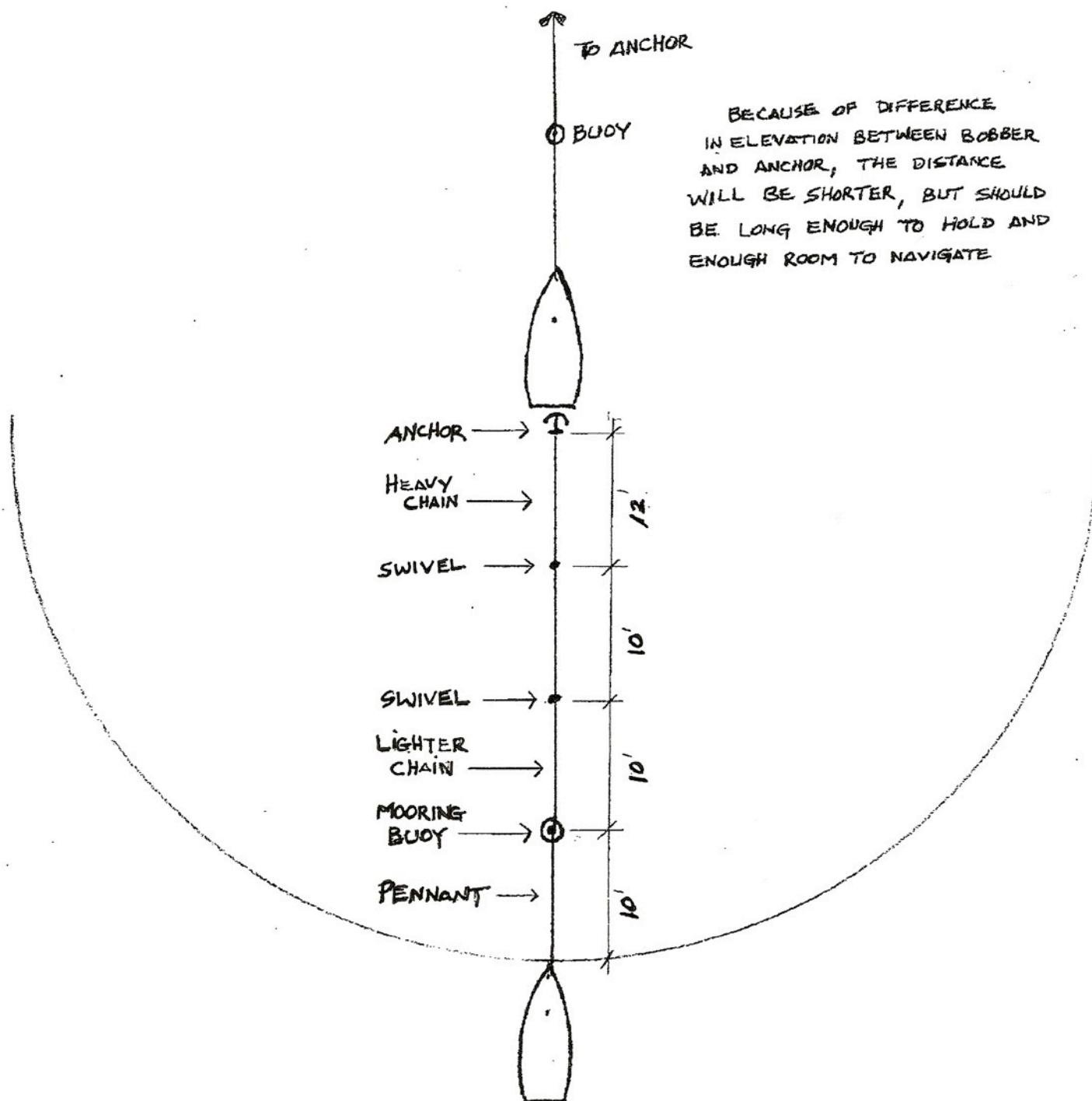
## Mooring System

(The ole' Ball and Chain)



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## Mooring Setup





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## CSC RADIO CONTROL SAILBOAT FLEET

*Brig North*

We have had a pretty action packed spring with the RC boats. Our fleet continues to grow, and in another month we will have a total of 13 IOMs sailing.

We love when people ask us about our boats. The usual question is “does it have a motor in it?” The boats are fast, but the answer is that the boats are powered only by the wind. We have control of two servos, one for the sails and one for the rudder. And while yes, these are cute toys (we get that a lot!), the racing is competitive and challenging. Racing an RC boat is just like racing any other full size boat. Hit the line with speed headed for the next shift, go fast and stay out of trouble. The Racing Rules of Sailing are enforced with only a few minor detail changes (Appendix E in the rule book).

Our fleet is competitive so you can spend all of your time at CSC and get good sailing in. If you want to go the next level, which is national, or beyond that which is international, you can pack your boat up, carry it on the plane and go to any number of regattas to sail with the best of the best, including Olympians and America’s Cup crews who use IOMs to sharpen their rules knowledge and tactical skills. In the past six months fleet member Brig North has been to Marseille, France for the World Championship (he was humbled!), San Antonio, Miami, FL, and Detroit, MI. This is in addition to the normal CSC sailing schedule.

This past Saturday eight IOMs sailed in a one day event. The group had a ball despite not having as much wind as we would like (we like a lot of wind!).

More events are coming up soon. We will play host to a national championship for the Seawind Class (a kit boat that is easy to assemble for not a lot of money) in late June. Farther afield, the next IOM points regatta will be held in San Francisco in July. Points regattas are used to determine who will be eligible to attend the bi-annual World Championship, which will likely be in Croatia in 2009. The top four skippers in the rankings as of March 31, 2009 will represent the US. Brig North is currently ranked third in points.

We generally sail every other Saturday at 1 pm.

Please let us put a transmitter in your hand. Just ask. It’s the most fun you will have without getting wet!

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Dallas CSC Fleet Start of Race on Saturday May 17

PHOTO: BRIG NORTH

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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](mailto: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](mailto: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](mailto:info@cscsailing.org). Our mailing address is Corinthian Sailing Club, PO Box 180087, Dallas, TX 75218.*

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Dallas, Texas 75218

Last

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