

# THE MAIN SHEET

## CORINTHIAN SAILING CLUB

### Adams Cup Qualifier Team

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### State Fair Regatta

*Saturday October 4<sup>th</sup>*

### Past Commodores Dinner

*Saturday October 11<sup>th</sup>*

### Seminar on Powerboat Handling and Race Management

*Saturday October 11<sup>th</sup>*

### Flying Scot Open House Regatta

*Saturday-Sunday October 18-19<sup>th</sup>*

## COMMODORE'S LETTER

*Greta Mittman*

Fall officially started a few days back. There is no better time, except for maybe spring, to enjoy great sailing on White Rock Lake. Dallas is already enjoying cooler weather so a picnic lunch or dinner at the club is a relaxing way to spend a few hours of the day.

The fall regatta season starts with the State Fair Regatta on October 4th. Whether you are planning to race or not, it looks like a great day to be at the lake (sunny, low 80's, 8-12mph).

Unfortunately, the last scheduled First Friday for the year was held in September, but have no fear - in addition to sailing, October brings the

Past Commodores Dinner. This event is open to all CSC members and their guests. It is a great opportunity to hear stories from the earlier days of the Corinthian Sailing Club.

With regard to the spillway project, the contractor will be starting work on October 1<sup>st</sup>. Prior to any lowering of the lake level the contractor must request approval from the Dallas Water Department sixty days prior to the requested lowering. This request will be placed on the Water Dept website, posted on kiosks around the lake, and sent to an email notification list that the commodore is on.

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### CSC STATE FAIR REGATTA

Fair Park opened its gates for the Texas State Fair last Friday, so its time once again for the State Fair Regatta, to be held this year on Saturday October 4<sup>th</sup>. There will be a place for all boats, centerboard and keelboat alike. Fleet starts will be posted at the skipper's meeting.

The plan is to have one race before lunch and two races after lunch. Lunch is included with your registration. Registration starts at 8:30am, with the skippers' meeting at 9am and the first gun at 10:30am.

### OPEN HOUSE REGATTA



ARTWORK: DAVID BUTLER

[Register Online](#)

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## CSC-DCYC-RCYC ADAMS CUP QUALIFIER TEAM

*Gail Finster*

CSC, DCYC and RCYC were represented by an all-women's sailing team for the Adams Cup Area F Qualifier held recently in Oklahoma City, at the Oklahoma City Boat Club (OCBC). Debbie Adams, skipper, has put together a four-person team of local women. The team consisted of Debbie Adams representing CSC and DCYC as skipper and foredeck, Gayle Finster representing DCYC trimming jib, Bowman O'Connor from CSC flying spinnaker, and Stephanie Meadows from Rush Creek Yacht Club at the helm. A total of six teams competed for the opportunity to represent Area F in the Women's National Sailing Championship held at OCBC in September.

The competition this year held on Lake Hefner and used J/22s, in a round robin event — competitors changed boats on the water after each race, using the judges' boat as the transfer location. The winner of the Qualifier was the FWBC team led by Wendy Vann Roach, a past team member of Debbie's.

The team had just returned from their first regatta together, which was also on Lake Hefner. They competed in the J/22 Southwest Circuit stop, which was held at OCBC on July 19 and 20. They had a great opportunity to become familiar with the club, the lake, and racing together as a team on the J/22.

Dallas Corinthian Education Foundation (DCEF) supported the team for the event. The team plans to participate in the upcoming Road to Rolex Clinic at DCYC on October 31<sup>st</sup> to hone their racing skills. They have high hopes of competing in the Rolex Women's International Keelboat Championship to be held in Houston in the fall of 2009. To finance this effort, the



PHOTO: PASSING STRANGER

*Gail Finster, Bowman O'Connor, Stephanie Meadows and Debbie Adams at the Adams Cup Qualifier*



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team is actively fundraising and have already completed a fundraising dinner at DCYC. A fundraising dinner will be held at CSC next Spring. If you would like to make contributions to help promote women's racing, please contact Debbie Adams at [dsadams123@sbglobal.net](mailto:dsadams123@sbglobal.net).

Let's support our women sailors!

## SEMINAR ON POWERBOAT HANDLING AND RACE MANAGEMENT

*Dudley Bayne*

In this hands-on seminar, Bob Harrington will teach attendees about race committee and rescue boat handling, and Bob Gough will give a tutorial on race management. The seminar will begin at 10am on Saturday, October 11. It should wind up early in the afternoon. The seminar will end in good time for those who wish to prepare for the Past Commodore's dinner that evening.

Attendance at this seminar will qualify towards your club service hours requirement.

## THE WHITEROCK LAKE SPILLWAY PROJECT

*Robert Dorrell*

I attended a public meeting on Tuesday, September 23 where I heard about plans to renovate the spillway area and dam. The previous day, the Rebcon construction company were green-lighted to start work, which project manager Mark Gaines expects to run for 12-15 months, during which lake levels may be lowered between October to March and July to August. The maximum lowering is to be 30" below normal lake levels. The background to the project and proposed repairs and improvements are described on a City website at [http://www.dallascityhall.com/dwu/whiterock\\_spillway.html](http://www.dallascityhall.com/dwu/whiterock_spillway.html)

At the meeting Texas Parks & Wildlife representative Raphael Brock, (817 732 0761 or [raphael.brock@tpwd.state.tx.us](mailto:raphael.brock@tpwd.state.tx.us)) spoke of the need to minimize the duration of lower lake levels.

The project, designed by Halff & Associates, will close access from Garland Road to the spillway, install 3 half-round overlooks from a new retaining wall and implement a large paved parking area north of the existing parking lot off Winsted (see pictures overleaf). The trail around the spillway and along the top of the levee will be closed during construction to allow repair to both sides and across the dam. A materials staging area will be set up in the gravel lot off Winsted.

Normal spawning of fish in our lake occurs between March and May. Lowering lake levels between July and August may result in the most noticeable fish kill when populations may be at their highest and rainfall at its lowest. The lake is very heavy with a variety of fish and a lower lake level means less oxygen for all the fish to breathe. With lower lake levels, the smaller fish population is expected to suffer the

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most from predation by the larger fish. Although there will be some water movement over the spillway, there are currently no plans to oxygenate the water artificially.

Evidently, Texas Parks & Wildlife has millions of dollars in grant money for applications submitted by October 1. These funds will be issued during the following year, and can be used to repair the fishing piers, boat ramps, and other park necessities that are in need of repair. I spoke with Councilman Kadane while at the meeting about possible repair and extension to boat ramps. He undertook to attempt to expedite an application for park repairs to be included during the construction period, when lake levels are low. Concerning this grant money, the City of Dallas would stand to be reimbursed by the State of Texas for 75% of the funds spent. The grant

money is only available to reimburse Texas cities which invest in repair of existing parks currently governed by Parks & Wildlife.

Finally, an award for actions of Environmental Excellence will be issued by the mayor of Dallas, on an annual basis and beginning in April of 2009. Applicant submissions will be accepted soon. I believe our club has made major strides to minimize our impact on the lake by moving away from treated lumber and toward galvanized steel in the reconstruction of davits and common areas. I would like to see a submission made to represent our club actions and activities, which also include lakeside clean up, park beautification and a close relationship with the For the Love of the Lake Foundation, the City of Dallas Parks Department and the Texas Parks & Wildlife Department.

## SEPTEMBER 9<sup>TH</sup> BOARD MEETING

- ❖ Race Management seminar: Harrington to do powerboat handling, Bob Gough to do Race Management portion.
- ❖ Aluminum strip on RC boat has arrived.
- ❖ Comcast will be installing a phone for the clubhouse next week. Will be cheaper than what we have now.
- ❖ A sail field has been added to the member database, to make it easier to identify owners of boats in need of attention from wind damage, flooding, etc. Online roster now contains davit, boardboat pad, dinghy pad and moored boat information.
- ❖ RC boat has been repaired.
- ❖ Party gatecrashers - at the final First Friday party, wristbands were used, and bartenders metered alcohol. Also posted a sign saying

you had to be over 21 to drink alcohol. Consensus was that this party went well, and these changes should be institutionalized.

- ❖ Rescue boat operation - Equipment RC has written a one-page document on rescue boat operation. Race VC to setup a seminar on powerboat operation and race management for September-October.
- ❖ All new member applications were approved.
- ❖ State Fair Regatta - board organized event. Three boats are coming from Houston.
- ❖ Annual banquet will be at Belo Mansion.
- ❖ Historical and current data from the weather station is now online, on the CSC website and on [www.wunderground.com](http://www.wunderground.com).

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Before:



PHOTO: DALLASCITYHALL.COM

*The spillway area recently, with Garland Road running along the bottom edge of the picture.*

After:



PHOTO: DALLASCITYHALL.COM

*A computer-generated image of the spillway area after work is completed.*



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## BUTTERFLY FLEET NEWS

*Tom Charland*

It has been a great summer for the Butterfly Fleet.

We continue to have a big turn out of boats on the line each Saturday. We are still getting a lot of Lasers and Sun Fish racing with us: we welcome them all and we are trying to get more to come out.

Several Laser skippers are looking for a Butterfly, since our fleet races all winter. Norm Grail has purchased one, Mike Rist has one and Bo Hoag is looking for one.

We held racing classes for just women this summer. Many of our gals are good sailors, but need some help with racing techniques. We had a good time, and we all feel that it will help them all be more confident on the course. Starts...did we have starts...and starts...and starts.

In fact, six of our women raced in the Lake Championship last Sunday with Pam Newton coming in 10<sup>th</sup> place overall and Bowman O'Connor in 13<sup>th</sup>. Good going to both.

Like everyone else, the Butterflies at WRBC came out on the Friday before Ike to batten down the hatches. We had boats tied down to withstand the 55 mph winds that were forecast. Fortunately, we didn't get them. I know that several people took their boats out at both clubs. We were lucky.

We wish everyone great racing in the upcoming beautiful Texas autumn weather.

### Club Wireless LAN Settings

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

## JUNIOR NEWS

*Renee Comen*

On September 6-7 CSC Juniors competed in the Jr. Ol' Man of the Sea Regatta at Ft. Worth Boat Club. Seven sailors attended, three competing in their first regatta.

Saturday brought almost perfect wind in the morning, becoming lighter as the day went on. All three lines were able to get five races in on Saturday.

Sunday brought almost no wind. Hoping for some breeze, the race committee took the boats

out, but it never filled in and no races were held. Luckily, juniors don't sit around in their boats whining about no wind – they turned the morning into a fun day capsizing each other and having bailer wars.

Tyler Killion, Jack Mikeska, Jamie Weston, Natalie Lasko, and Rachel Mittman competed in the Opti Green Fleet. Tyler, sailing in his first regatta, came in third out of 21 boats. Jack finished a very close fourth. Jamie finished

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a respectable 15<sup>th</sup> in his second regatta. Natalie and Rachael were also sailing in their first regatta; they finished 16<sup>th</sup> and 19<sup>th</sup> respectively.

Sailing in Laser 4.7's, Masie Comen and Clinton Trammell represented CSC well. Masie finished 4<sup>th</sup> and Clinton 9<sup>th</sup>.

A big thank you goes out to Shawn Grisham, for letting Mike Mikeska borrow his RIB for a support boat. Thanks to John Weston for bringing out his coach boat. The CSC race team is lucky to have great support from club members and the best parents and grandparents around (we had the greatest number of family members of any team there). Thanks to John Fleming and his daughter

Jordan, and Dave Butler and Debbie Adams for their support!

### Upcoming Junior Events

- ❖ [State Fair Regatta](#)- October 4, at CSC
- ❖ [Black Cat Regatta](#)- October 11-12, Rush Creek Yacht Club, Lake Ray Hubbard
- ❖ End of Year Regatta - October 25, currently scheduled for Lakewood Yacht Club on Clear Lake, stay tuned for a possible venue change.

If your Junior is interested in sailing in any of these events contact Steve or Renee Comen at 972-712-4280 or [renee.comen@gmail.com](mailto:renee.comen@gmail.com).

## AUGUST 5<sup>TH</sup> BOARD MEETING

- ❖ New aluminum moulding has been ordered for RC boat to replace damaged piece.
- ❖ The Clubhouse phone does not work. We're getting a quote from Verizon for digital service.
- ❖ Board will send a letter to moored keelboat owners asking them to consider helping the club by moving boats that are no longer in sailable condition.
- ❖ Board discussed options available to open some more boat pad space.
- ❖ The club will provide materials for Eagle Scout Bruno Harvey, who will be building our Opti racks.
- ❖ Rescue boat operation - Equipment RC has written a one-page document on rescue boat operation. Race VC to setup a seminar on powerboat operation and race management for September-October.
- ❖ SMU membership cost vs. other collegiate sailing clubs' membership cost: board decided to set SMU's dues to one regular membership.
- ❖ Commodore has talked to the N.E. police substation several times about recent criminal activity; Police are now going by the club at 30 minute intervals.
- ❖ All membership applications were accepted.
- ❖ Junior classes have been completed for the year. Fifty eight kids went through the three classes, which all went well.
- ❖ Committee boat has become difficult to start. A mechanic is scheduled to come down next week to repair it.
- ❖ Harbor Cam is installed in its new location, using a new 50-foot pre-made cable bundle (Cat-6 ethernet, coax and 12V DC power), and it is back up on the club website.
- ❖ A PC from [www.fit-pc.com](http://www.fit-pc.com) has been purchased for the weather station project.



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## THE 2008 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP

*Scott Mauney*

This year I had no intention of driving to Toms River, New Jersey and sailing in the Flying Scot North Americans.

Friday, July 11<sup>th</sup>, over lunch with Bill Draheim, Scot Self and Greg Olsen, I mentioned it's too bad no one besides Shawn Grisham and John Fleming were going to the nationals. Then I mentioned that Greta Mittman, the Flying Scot dealer, had a new Flying Scot that needed to be transported from Deep Creek, MD to Dallas. Bill Draheim said he had five sets of Gus Sails that needed to be shipped to the regatta. I called Greta and asked if we could use her double deck trailer to take my boat to the nationals, drive over to Deep Creek, and pick up the new

surprise he says "I'm in". Budabing Budaboom, next thing you know we have sponsorship and we're headed to the Jersey shore.

We leave on Friday, July 18<sup>th</sup>, driving almost straight through and arrive in Toms River the next day at 10pm. After getting the boat measured in, Greg and I sail together for the first time. We're sailing in a small river, and it's blowing from 10 to 25 mph. The conditions are so tough we nearly capsized to weather with the chute up in front of the yacht club. Well, so much for getting some practice in.

This year the Flying Scot Sailing Association



PHOTO: © 2008 [WWW.DANIELNEFF.COM](http://WWW.DANIELNEFF.COM)

*The starting line for Race 3 of the 2008 FS North American Championship*

boat on the way back. She said "no problem". I emailed Joseph Thorpe, our friend from Toms River Yacht club, and he told me they would have a free place for me and my crew to stay one block from the club. Now the most important piece of the puzzle: I call Greg Olsen and ask him to crew for me, and to my

decided to use an abbreviated format with three total days of racing and no qualifiers. Each skipper declared their intention of sailing in the championship or challenger fleet. We ended up with 49 boats in the championship fleet and 20 boats in the challenger fleet.

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On Monday, the first day of racing, the wind is 2 to 8 mph and our 49 boats are racing in an area perhaps twice the size of White Rock Lake. Greg and I weight approximately 450 together. This is going to be a tough day. The race committee knowingly or unknowingly had placed the race course where half the course on the port side of the rhumb line is in strong current while the starboard side of the course is not.

We start the first race in the middle of the line and tack over to port on a left shift. Half way up the course we are in third place. Harry Carpenter is in second. At this point we are feeling pretty good. A local boat is below us, in front, and getting headed by 20 degrees. Harry and I decided to tack out and take the starboard lift, across the rhumb line, sailing to the port side of the course. In a matter of minutes we go from being in front to rounding the weather mark around 30<sup>th</sup>. The second and final beat of that race we sailed hard right. When I say hard right, I mean that we sailed so far right that we ran aground, pulled our centerboard up and kept sailing right until we could catch some reverse eddies that helped us go up the right side. Through some miracle we dug back for an 11<sup>th</sup> place finish.

We knew what the game was for the second race – go right! At the start we setup at the committee boat, tacked immediately, and rounded the weather mark in third place. We ran aground inside a crab boat and the shore, but this time it wasn't such a shock. We got a 6<sup>th</sup> in that race. It was a hard day of racing with very little breeze.

On the second day the breeze is better – 8 to 12 with puffs to 14 mph – but its still not the

typical advertised sea breeze. Also better is the course: its not split down the middle with different current on each side. The third day was forecast to have very windy conditions. The race committee decides to run three races back-to-back.

In the third race, we started at the pin end and get shot out in front on a lift going to the left shore. Not seeing much to go back on, we don't commit to a hard left. The boats that do go hard left get past us. We round the weather mark in the top 10 and go on for a third.

Fourth race, we start in the middle, slightly left, and round approximately 15<sup>th</sup> at the weather mark. On the second beat we go hard right, and over-sheet the main sail while sailing high of the weather mark. The breeze starts to die in the middle of the course and we are determined to stay outside this area. By over-sheeting we aren't sailing fast, but it keeps us in the fresh breeze. We get 5<sup>th</sup>, feeling good.

Fifth race, I make two bad decisions. My first mistake was to start at the committee boat end because the race committee had moved the starting area to starboard, closer to the right shore. I wanted to get over to a point sticking out on the right land mass. The problem was that starting at the committee boat and then tacking early led me too far leeward of the point. I gave up on the right and sailed out in the middle of the course and got passed by many boats on port tack. We ended up on the left side of the course coming into the weather mark deep in the 20's. I can't remember how we came back, but it says we got a 7<sup>th</sup> that race. I'll take it.

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On the third day we sailed the final sixth race in 4 to 12 mph breeze. We started about 60 percent down the line and immediately got shot out the back. This was our worst start. Clearing out to get a good lane we tacked and ducked 10 to 15 boats. Once again we are in the deep 20's at the weather mark. The problem was half way up the second beat the wind started to die, and the front group was extending in their own private breeze. Everyone in that group of leaders was in the top ten for the regatta. At the last leeward mark we rounded in around 15<sup>th</sup> place, and potentially about to finish 5<sup>th</sup> or 6<sup>th</sup> overall. We go to the right gate and sail on a lifted starboard tack for probably 8 to 10 minutes. We sailed almost to the port lay line. To my surprise almost everyone in front of us had sailed middle right on the last weather beat, and were now stuck in a dying breeze. It was almost embarrassing; we are managing to hike out on port tack while others are sitting inside their boats going slow. Brian Hayes, Josh Goldman's crew, yelled "Freaking Mauney" at us as we sailed past. It was great to dig back into this group for a fourth.

We ended up in third place overall, one point behind our friend David Neff. David and his crew sailed a great regatta. Josh and Brian ended up fourth.

Allan and Katie Terhune won the regatta going away. I believe they both sailed for the US Merchant Marine in college. They're really enthusiastic about racing. Allan has a great understanding of the history of East coast sailing. Greg and I talked with Allan about the history of sailing in the area, and Greg and Allan discussed some of the history of wooden racing boats there.

Joseph Thorpe and Toms River Yacht club ran a great regatta, and Peter and June Must provided Greg and me with a great place to stay and unbelievable hospitality. Traveling with Greg Olsen was the best – he's a pro.

What started out as a last minute dare turned out to be a great experience.

### Regatta Photos

See more of Dan Neff's photos of the event at <http://photoboy.smugmug.com/Sailing/71107>



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## WIND ON THE WEB AND WIND IN THE CLUBHOUSE

*Jim O'Connor*

The weather station at CSC is from a local company: many thanks to David Patterson of Texas Weather Instruments for his generous help in setting us up with this instrument. A computer has been connected to the weather station allowing its wind and weather information to be placed on the club website and on Weather Underground. There's a new computer monitor in the clubhouse that alternates between real-time animated Nexrad weather radar and recent wind conditions.

Now you can find out whether the wind is blowing at CSC before you leave the house. Once at the club, the monitor will show you whether bad weather is coming on the Nexrad radar, and just how strong that gust was that (almost) pushed you over in the last race. And, perhaps, prove to you that it wasn't the beer - the wind really did reverse itself over the course of a few minutes, so that you were close-hauled going North *and* South in the same race.

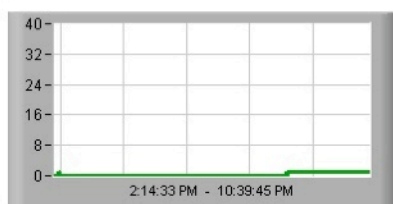
The screenshot shows the wind display on the clubhouse monitor. It's updated every second. The display on the "[CSC Wind Conditions](#)" page on the club website is similar but is updated every five minutes and doesn't have the charts showing second-by-second wind over the last five minutes.

The compass-like display, a kind of [wind rose](#), is handy for getting a quick sense of how variable the wind has been over the last three hours.

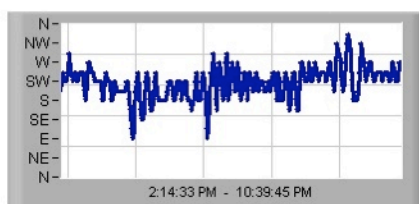
The 24-hour plot of wind direction has a quirk that may throw you off: it shows large vertical swings when the wind changes direction slightly from



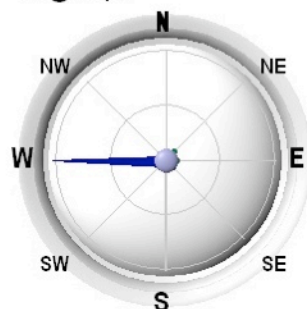
Wind Speed (mph), last 5 minutes



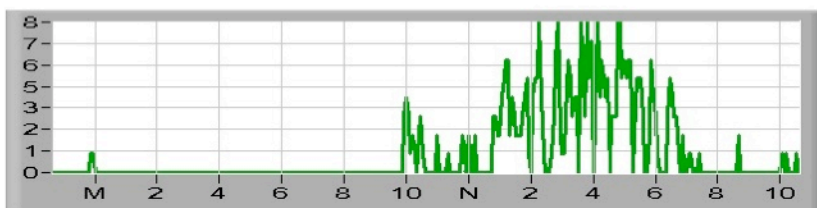
Wind Direction, last 5 minutes



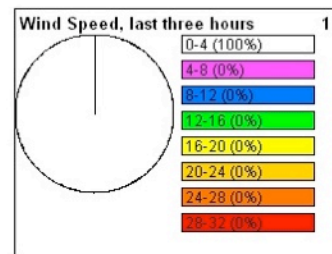
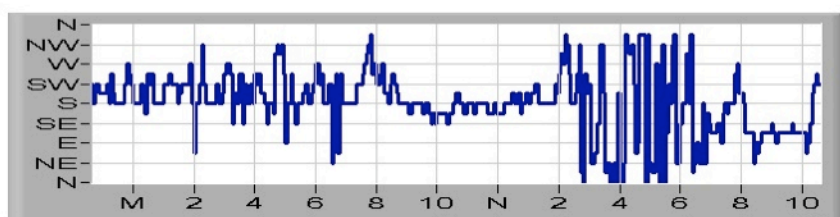
Wind, last 3 hours  
W @ 1mph



Wind Speed (mph), last 24 hours



Wind Direction, last 24 hours



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just East of North to just West of North or vice versa. This big change in the graph (look at 3-6pm) is actually a small change in wind direction.

There's a second related page on the CSC website. On "[Weather around CSC](#)", the aim is to supply a one-stop-shop for your sailing weather, with current wind and temperature at CSC, a NEXRAD radar snapshot, any current advisories, and cloud cover evolution. Weather station archived data is available in the CSC Graphs, Details" section. If you're interested in graph interpretation or how the system was put together, follow the "[System Information](#)" link.

The [Weather Underground website](#) is an excellent online source of weather information. You can see conditions at the club, provided by our weather station (it's called [KTXDALLA72](#)), by entering the club's zipcode, 75218, into the search box. If you click on the link for "[Weather History for this Location](#)", a picture appears that is similar to the one on the right. Since all the data generated by the weather station is archived on the [wunderground.com](#) website, you can look at wind and weather for any period since archiving began. The week shown ends on September 13, when Hurricane Ike side-swiped Dallas. The wind switched direction after midnight on Friday, and built to average gusts of 27mph, coinciding with an air pressure minimum. We were lucky.

Thanks to the beta-testers, and especially Frank Richards and Lisle Eddy for integrating the weather pages into the website.

Finally, if you've been wondering why there's a doorbell *inside* the clubhouse, it's there (under the monitor) to turn the monitor on for 15 minutes.

## Wind Conditions

<http://www.cscsailing.org/weather/wind.htm>

## Local Conditions

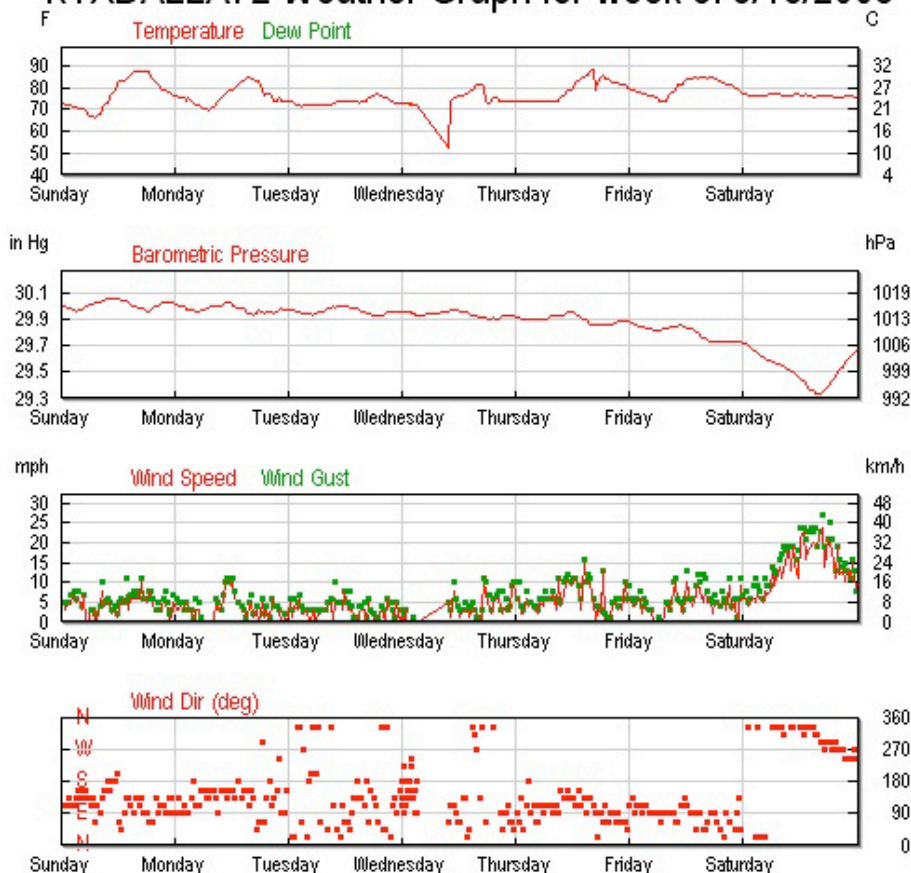
<http://www.cscsailing.org/weather/local.html>

## Weather Underground

<http://www.wunderground.com/>

In the search box enter the club's zip code, 75218

## KTXDALLA72 Weather Graph for week of 9/13/2008



Weather Underground®  
wunderground.com



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## BIG AL'S ADVENTURE RESTORING CORINTHIAN 447

*Diane Van Buren*

This is not a story of simply slapping a coat of paint on a boat and sailing off. This is a story of the heroic rescue - for all intents and purposes - of a derelict boat.

Corinthian number 447 was last sailed in the Spring of 2003. In the intervening years, it was sitting on a mooring ball in the weeds near the public dock. The owner, Tom Waddill, realized his sailing time was being gobbled up by the demands of work and raising two teenage boys. Big Al approached Tom, and told him he'd like to restore 447 to sailing and racing condition, in exchange for sailing privileges. And so it was agreed in the late spring / early summer of 2007. Gradually, as time permitted, Al began work.

The good news was that the hull was solid. There was good news in the cockpit, too: the benches and floor boards were made of teak. Thankfully these only needed cleaning and teak oil conditioning.

Al was aware of the problems he was to face, though he did not face them alone: it was truly a team effort. First Al cleaned 447, pumped

out the water and dried it out. At that point, he discovered that all the interior cabin and bunks were rotted out. The bulkheads (the front wall of the cabin) were shot as well – everything was rotted out. David Knoblock and Al cut out all the rotted wood back to the fiberglass. The supports for the teak benches were rotted and had to be replaced. Bart Buie made the new supports and rebuilt the cabin, the bunks

and supports for the cabin with marine grade plywood that was cut and fitted perfectly, then fiberglassed in. David and Al built new bulkheads and installed them. The porthole



PHOTO: DIANE VAN BUREN

*Bart Buie, Al Caldwell (by tiller), David Knoblock and Corinthian 447*



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windows needed to be replaced. These Bart cut from new plexiglass and fitted them into place. Both the halyards were shot, so Al bought new main and jib halyards. David did the halyard installation.

All the hardware - the fairleads, tracks and blocks - had to be replaced: every one of them. With Bart, David and Al working together, this too was accomplished. To install new blocks and work on the non-functional traveller, it was necessary to access the stern. Al had guessed (since 447 sailed low at the stern) that the flotation in the stern would have to be replaced. With no access to it, David and Al cut round access ports and Al dug out all the old flotation - about 100 lbs. of soggy filth and dirt dobber nests. This done, they installed new main blocks and reworked the traveller, fitting the access ports with new covers.

Walking on the deck, Al noticed a number of soft spots, including the deck area at the transom. The balsa wood had rotted. To correct this, they drilled holes in the top of the deck and in the top of the cabin and injected self-penetrating epoxy. Once hardened it firmed up the deck by filling the cavity. Now the deck is safe to walk on. This process was repeated in the cabin and the transom.

The owner and Al split the costs for most of the work. The whole boat was painted six months ago: the keel, the topside (waterline to rub rail), the deck and the cabin were all painted before new wood was installed. Al says that at some point, it needs an overall finish coat of paint.

On Friday September 12<sup>th</sup> Al got 447 registered with TPWD, applied the TX numbers and sailed it after more than 5 years of non-use. Referred to simply as “447” (nicknamed “Walter” by Al) this vessel is now seaworthy and sailing under various (borrowed) sail numbers, until Al gets new sails.

Thanks to Big Al’s initiative and perseverance along with owner Tom Waddill’s financial support plus able assistance from Bart and David, the Corinthian fleet has added another boat to cross future start lines! Congratulations to all on a successful restoration! Well done, Gentlemen!

Do you have a boat that hasn’t been sailed and requires repairs? Help may be closer than you realize: anyone interested in restoring their boat may wish to contact some of our resident experts: David Knoblock, Bart Buie and “Big Al”, Alan Caldwell.

# THE MAIN SHEET

PHOTO: BOWMAN O'CONNOR



*Three Butterflies*  
Saturday races, 27 September 2008

# THE MAIN SHEET

## 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 three days before the last day 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 idea 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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