

THE MAIN SHEET

CORINTHIAN SAILING CLUB

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WurstFest Dinghy Regatta, New Braunfels

Saturday-Sunday November 1st-2nd

Lightning Fleet Autumn Party

Friday November 8th

Annual Banquet

Friday November 21st

COMMODORE'S LETTER

Greta Mittman

The Corinthian Sailing Club has had a busy October. Racers enjoyed the Texas Fall weather for the State Fair Regatta, Flying Scot Open House and the Corinthian Harvester Cup.

The Rules of Racing and Race Equipment Management seminar saw a large turnout of members. A big Thank You to Bob Gough, Bob Harrington and Dudley Bayne for running this event. Renee and Mark Pinkston put together a wonderful Past Commodores dinner. Past commodore Marshall Fagin, who turns one hundred in December, came and provided stories of the early days of CSC.

This Fall, CSC Juniors sailors have been burning up the road, sailing in the TSA Juniors Circuit. CSC Juniors have participated in the Ol' Man of The Sea, State Fair, Black Cat, Endless Summer and Wurstfest regattas.

Please attend the Annual CSC Banquet on November 21st at the Belo Mansion. This is a great opportunity to see the CSC membership in something other than baseball caps, sunglasses, shorts and T-shirts.

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PAST COMMODORES DINNER

De McCombs

Rear commodores Mark and Renee Pinkston orchestrated yet another grand event honoring the CSC's past commodores on October 11, 2008. Although Renee had a cast on a broken foot, she and Mark transformed the clubhouse into an elegant dinner house with classical guitarists providing background music and food provided by Outback Steak House. The weather, wind and sunset could not have been more beautiful, as Red Dog Jones reflected on how our past commodores have each left their own mark on our sailing club. It was a wonderful tribute to all of the commodores who have served for the past 69 years.

The highlight of the evening was honoring Marshall Fagin, Commodore 1954-55. Mr. Fagin will celebrate his 100th birthday next month. He was kind enough to provide some insight into his life, family and sailing at CSC. In an effort to clarify some facts for this article, an email was sent to Marshall's son David in Englewood, Colorado. David himself is a past commodore and current member of CSC. His response was so informative and loving that I thought it best to share it with you in its entirety. Hope you enjoy, as I did, learning more about this respected man and his family.

I had hoped to attend the dinner but was unable to come to Dallas at the last moment. It's a great event and one which I hope to attend next year. It's been a few years since I've visited the club and great improvements have been made since my last visit.

Dad, Kyle Marshall ("K.M." or "Marshall") Fagin, was born on December 11, 1908 in Amelia, Ohio. He was raised in Chicago, attended the University of Illinois, and moved with his new wife, Frances Gaston Fagin, to Oklahoma in 1930 and on to Texas in 1931 ending up in Dallas in 1935. After 73 years, I believe he's a Texan, through and through.

After celebrating their 68th anniversary, Mom passed away in 1997. On Nov. 20, 1999, nine years ago, he married Inez Dearing Rucker ("Inez") Fagin. On the CSC dock, he announced to my two brothers, Dick and Don that he was taking a child bride of 81!

Mom (Frances) loved sailing. She and Dad would load all four boys on the boat (even when I was a baby and later when little sis Elizabeth Fagin (Libby) Zaby was a baby and they'd take regular evening sails. On Sundays, we would all joust for positions as crew for my dad until old enough to skipper ourselves. All of us were raised at CSC and loved the people and the racing. Mom would usually be left onshore while the rest of us were racing, but she never complained. She and Dad were wonderful parents. The lake provided lots of adventures for us and kept us out of serious trouble elsewhere.

Marshall and Frances lived on Biscayne, a short walk from CSC, during our formative years. After we'd all flown the coop, they moved to Hillgreen on the other side of the lake but stayed close. After

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Dad and Inez were married, they moved to her place at the Dallas Athletic Club Golf Course and live at 3816 Barnes Bridge Road in Dallas.

Dad was Commodore in 1954-55 when we suffered from droughts and floods. White Rock was a principal water supply lake for the City of Dallas and in dry years, they'd use it all up. Rarely did this put us out of business, but for a few years, it certainly interfered with our access to the docks in late August and early September. Of course, when the Spring and Fall rains came, we'd often have to rescue our boats from the floods, sometimes in the middle of the night. When I was Commodore in around 1966, I obtained Flood Insurance from Lloyd's, and sure enough we had two consecutive years of floods before they cancelled.

There are actually four of us, brothers, in the order Robert (Bob, who passed away in the late 60's), Richard (Dick) who lives in Highland Park, Don, who lives in Chicago, and me. When I was 12, Dad and Mom gave us a little sister, Lib, who lives on Vanderbilt in Dallas, and she is also an accomplished sailor. Dick, Don and I raced Lightnings together at CSC for several years, trading places as Captain. As our children grew, we ended up with Don and I racing with my son Kyle. Dick and his wife Judy (or their daughters Karen and Lauren) raced Snipes at the White Rock Boat Club. Don moved to Chicago and I moved to New York to pursue our careers. Don and Dick did the Mackinac Michigan race a few times and I raced on Long Island Sound with my son Scott while living in New Canaan, Connecticut.

My least favorite chore as Commodore was to empty the chemical cans for a month when the contractor quit! We had a great youth sailing program and I loved working with the kids. Later, both Dick and I began racing at Rush Creek YC.

Marshall must have joined the Club in about 1940 when he purchased Snipe #6 and joined Fleet #1 at White Rock Lake. We were members as long as I can remember until I moved to Rush Creek in about 1972.

One day, while teaching me (I was 6) to dock the boat while under sail, Dad manned the bow while I sailed parallel to the dock. When he said to turn into the dock, I did ... only I did it too fast and he fell into the water while puffing a cigar. He came up laughing and still puffing, trying to keep it lit. I'll never forget all the fun times we had at CSC.

Thank you for asking about our family.

Best regards,

Dave

Club Wireless LAN Settings

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

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A LIGHTNING PICTURE FROM 1955*David Butler*

The picture below is of AB Patterson, his son David and daughter Caroline. AB was a member of the Dallas Sailing Club early on. In 1955 or thereabouts, there was a drought that all but dried up White Rock. The only lake in the area with water was (at that time) Lake Dallas. He and a few others from DSC and CSC built and started Dallas Corinthian Yacht Club; a combination of Dallas Sailing Club and Corinthian Sailing Club. Dallas Sailing Club is no longer in existence. In the sixties, the Army Corps of Engineers cut a hole in the dam and Lake Dallas became Lake Lewisville. AB Patterson passed away in 2005. His son David was commodore at DCYC in 2006 for its 50th anniversary.



PHOTO: UNKNOWN

*AB Patterson, his son David and daughter Caroline
at White Rock Lake around 1955*

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CORINTHIAN HARVESTER CUP REGATTA

Bill Wilson

The Harvester Cup is a sort of race of champions for the Corinthian fleet, open to skippers who have previously won a regatta in the calendar year. The 2008 Harvester Cup took place on Saturday October 25th.

We had both kinds of wind, Light and Variable. The windward mark for the first race served as the leeward mark for the second race. Without being moved. Yes - the course flipped 180 degrees.

Dudley Bayne served as PRO and did a wonderful job under trying conditions. He had good help from Gina Wilson, David Barrett and Rob Drechsler. Cindy Hanifen made sure we all didn't starve to death. Thanks to all those nice folks.

Mac McCoy is your Harvester Cup Champ

this year. He had two firsts and two seconds for six points. Bill Wilson finished second with a first, two seconds and a fourth. David Knoblock pretty much guaranteed a third place finish by finishing third every race, including a photo finish ahead of Bill Wilson using the Union Maid. Gibb Joseph took fourth and had a great third race using Mac's boat to post a first place finish.

There was a small amount of 'bumper boat' action and some close quarters racing but mostly it was sitting-still practice. Unfortunately, Ken Brown and Bob Manning were not able to make the line. Both had qualified by placing in previous regattas but had important commitments come up.

See you on the dock for the full story.



PHOTO: ROB DRECHSLER

When it's this Light, all you can do is hope it's Variable.

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FLYING SCOT OPEN HOUSE REGATTA

Bowman O'Connor

The Flying Scot Fleet's Annual Open House Regatta was held the weekend of October 18-19. It may have been the only weekend in the latter part of October that had wind. Forty Flying Scots from Texas and Oklahoma sailed in five races. The wind clocked around in its usual White Rock Lake style from SSE to SSW but heck, there was wind.

In the Championship Fleet Scott and Natalie Mauney came in first, Kelly and Heidi Gough came second and Bill Draheim and Jeff Perna came in third. In the Challenger Fleet Donna and Scott Law of Oklahoma came in first followed by Steve McCombs and Ken Brown in second place, with Justin Adams and Jim O'Connor in third.

The weekend festivities kicked off Friday evening with an excellent seminar by Bill Draheim and Scott Mauney discussing sail trim and how to extract the last ounce of

performance in light air. After sailing all day Saturday, the traditional Outback steak dinner was served to the sounds of Definitely Maybe, an eight-piece band complete with brass section.

As with any regatta, this one could not have happened without the help of many volunteers. The fleet would like to thank the race committee from DCYC and PRO Bob Johnson, for doing a good series of races. James Hymel, an FS and Laser sailor, supplied the red beans and rice for Saturday lunch. Thanks to Kathy Harrington for her ability and willingness to make anything an event and make it look good. Thank you one and all: Barbara and Glenn Rudolph, Joni Seifrick, Cindy Hanifen, Billie Hubbert, Pat Diggins, Lauri Block, Jeff Marosz, Greta and Michael Mittman, Louis Rodencal, De McCombs, Paul Labute, and Tom Miller.



PHOTO: BOB JOHNSON

A View from the Committee Boat

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PROTEST FINDING FROM US SAILING ASSOCIATION

John Diggins

In a Sunday club race on June 1st, Flying Scot 5402 was fouled by FS 5167 and was forced over the starting line seconds before her start signal. FS 5402 continued sailing and was first to cross the finish line. Notified of the OCS ruling by the committee, she protested FS 5167 and sought to be reinstated under RRS 28.1 and RRS 64.1(b).

After consulting with a senior judge, the Protest Committee ruled that FS 5402 was to be exonerated and scored as finishing first. Another senior judge in the club believed the

decision was in error, but could not provide his fellow judge or the chair of the protest committee with a convincing explanation of why the ruling was in error. The opinion of Dave Perry was solicited, and he explained why the ruling was erroneous.

Both judges and Dave asked the protest committee chair to have CSC seek an opinion under RRS70.3 from U.S. Sailing in the absence of any precedent case. Here's the USSA response:

October 13, 2008

Ms. Greta Mittman, Commodore
Corinthian Sailing Club
P.O. Box 180087
Dallas, TX 75218-0087

Reference: File 08-05

Dear Ms. Mittman:

This is the US SAILING Appeals Committee's reply to the request for interpretations of the racing rules sent by the Corinthian Sailing Club on June 29, 2008. These are the assumed facts summarized from the original correspondence from the Corinthian Sailing Club:

Five seconds before the start of the race, S and P converged close to the starting line. P luffed and crossed head to wind in front of S. Before P came to a close hauled course, S luffed in order to avoid a collision, and by doing so, crossed the starting line to the course side of the line.

At the starting signal, both boats were on the course side of the starting line, P by a quarter of a boat length, S by three-quarters of a boat length. S hailed "Protest" and flew a protest flag. P bore off around the starting mark, returning completely to the pre-start side of the starting line, and then crossed the starting line. S sailed the course without returning to the pre-start side of the starting line.

The race committee scored S OCS. After the race, P retired in acknowledgement of her breach



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of rule 13. S protested P, claiming she was forced over the starting line by P's breach of rule 13. The protest committee found that P broke rule 13, but did not penalize her because she had already taken a penalty. It then exonerated S under rule 64.1(b), deciding she had been compelled to break rule 28.1 by P's breach, and reinstated her in her finishing place in the race.

The Corinthian Sailing Club asked the following question: Was S compelled to break rule 28.1 and therefore correctly exonerated under rule 64.1(b)?

The answer is no. Rule 28.1 requires S to "start", in accordance with the definition Start; and permits her to correct an error in starting before she finishes. Nothing prevented S from returning to the pre-start side of the starting line and starting correctly. Thus S was not "compelled" to break rule 28.1, as the term is used in rule 64.1(b). She should not have been reinstated in her finishing position, and should have been scored OCS.

We think this decision illustrates rule interpretations of educational value, and we may publish it in US SAILING Appeals for 2005-2008. If so, the original decision may be simplified or otherwise modified. Any published version will be sent to the parties and committee chairmen involved.

Very truly yours,

US SAILING Appeals Committee

Patricia Seidenspinner, Secretary

cc: Dr. Clarke Newman, Lightning Fleet Captain

US SAILING Appeals Committee

Pat Sheehan, US SAILING Race Administration Director

THE CSC 70TH ANNIVERSARY COOKBOOK

Diane Van Buren

The Corinthian Fleet is organizing a fun project - the Corinthian Sailing Club 70th Anniversary Cookbook! We need your favorite - even "signature" - recipes, along with your favorite CSC sailing stories over the years!

We'll have a drop box inside the clubhouse for your convenience, or just email your stories and recipes to either [Diane Van Buren](#) or [Terri Thoman](#) by December 12th.

Be sure to include your name with each item. If you'd like to help or have suggestions, please let us know.

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V15S AT THE STATE FAIR REGATTA



PHOTOS: MIKE BYRNE

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LIGHTNING FLEET 35 NEWS

Bill Biermann

Texas was well represented at the 2008 Lightning North Americans, which were held off Newport, Rhode Island in early August. Clarke Newman and John Womble represented CSC, and Ian Edwards represented the Houston Yacht Club. This year was the qualifier for the 2009 Lightning Worlds to be held in Vermont; consequently the competition was very intense among the 100 entrants. While we were all excited to be at the NA's we regret to report that we did not necessarily wow the crowd. Unless of course you consider the "wow" factor of Biermann hanging from the bow of a boat at the starting line, or perhaps it was Womble trying to make a submarine out of his boat on one particularly hot reach. It was a fun trip and very educational for those of us at the NA's for the first time.

The Fleet most recently participated in the Fall Dinghy Fest at RCYC in mid-October. Ian Edwards and Mark Haas came up from Houston and we put five Lightnings on the line for six races. The racing was close and exciting. There were several lead changes in each of the races, with many close finishes. Mark Haas, Ian Edwards, and John Womble took 1st, 2nd, and 3rd respectively. Jeff Camiel, our newest Lightning owner at CSC, sailed well with two new Lightning sailors, pulling a second place finish in one of the races. He definitely raised some eyebrows – we all realize there is a new crew to watch out for sooner rather than later.

The Fleet has had a really great summer. We traveled with several boats to regattas this year and have seen some out-of-town boats travel to Dallas for regattas. We have a number of new crew



Left to Right: Amy Williams, John O'Riordan, Clarke Newman, Bill Biermann, Lindy Edwards, Ian Edwards, Michael Gent, Ginger Armstrong, and John Womble.

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members in the fleet and added a couple of new skippers this summer. I've heard rumblings of another possible new Lightning skipper joining our ranks this Fall. Texas Lightnings are on the come back and we continue to encourage new and old Lightning sailors to join us on the water.

The Fleet is having an Autumn Party at the CSC Clubhouse on November 8 from 4:00pm to 9:00pm. This is a family event and children are welcome. We will have cards, dominos, and board games along with everyone's good company. Please RSVP by November 3 to Bill Biermann at William.biermann@jeffersonwells.com or at 214.636.4817.

Lightning Fleet Autumn Party

The Lightning fleet is holding a Fleet social and cordially invites all Lightning owners, Lightning crew, and their spouses or dates to attend. This is a family event and your children are welcome to attend. The Fleet will provide food and soft drinks, but feel free to BYOB. We will have dominos, cards, and a few board games available for those interested in some friendly entertainment.

Location: CSC Clubhouse

Date: November 8, 2008

Time: 4:00pm until 9:00pm

RSVP: By November 3 to Bill Biermann

JUNIOR NEWS

Renee Comen

The CSC Junior Racing Team has been busy wrapping up the 2008 sailing season. Juniors race on the TSA circuit from February through October, however this year the season was extended into November because of Hurricane Ike. Our juniors have also competed in a couple of non-circuit regattas as well.

Six CSC juniors competed at the State Fair Regatta in very windy conditions. Howard Armistead, Rachel Mittman, Caroline Keehn, and Tyler Killion raced on the Opti Line with Howard taking a 4th place. Cameron Keehn sailed in a Laser 4.7. Masie Comen skippered a Flying Scot as a Unified Partner in the Special Olympics.

On October 11-12 three CSC sailors competed out at Rush Creek Yacht Club on Lake Ray Hubbard in their annual Black Cat Regatta. Tyler Killion took second and Rachel Mittman took 4th on the Opti Green line. Masie Comen took 6th in the Laser 4.7's.

On November 1st and 2nd five CSC juniors competed at the Wurstfest Regatta on Canyon Lake. On the Opti line Tyler Killion took 3rd, Rachel Mittman 5th and Myles Gladen 6th. Aaron Comen and Sam Gladen sailed to a 4th place in the 420's.

We wish for speedy recoveries for Howard Armistead and Masie Comen. Howard's sailing season was cut short by a knee problem and Masie's by mono.

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OCTOBER 7TH BOARD MEETING

- ❖ The board received a bid for structural repairs near the keelboat maintenance davit. A work party can replace decking there as a temporary measure before replacing the whole area at a future date.
- ❖ Additional pier improvements were approved unanimously by the board.
- ❖ Pillow blocks have been added in the rescue boat davits, and 1/4-inch cabling has replaced the previous lighter cabling in these davits. Rescue 1 was towed to the shop to fix a two-piece steering cable. Now repaired.
- ❖ Committee boat had faulty ignition switch, now repaired. New lifting belts were installed under Rescue 3.
- ❖ Fishing from club piers will be discouraged.
- ❖ JC Penney had a photo shoot at CSC. They donated \$1k to the Juniors program.
- ❖ The weather station project has been completed. A 1024x768 15" Dell LCD monitor on the N. Wall of the clubhouse now displays NEXRAD radar, and current and recent conditions at the clubhouse.
- ❖ The City of Dallas forwarded an inquiry to CSC from a man who wanted to know the rules for mooring a boat on Whiterock Lake. Commodore told him that there is nothing stopping him from mooring his boat and invited him to join CSC.

Forty six members have joined CSC this year. We would like to warmly welcome them:

John Bartling	Glenn Johnson
Steve Benenson	Barbara Kieker
Rick Bentley	Mark Knudson
John Boonzaaijer	David Kurtz
Jeff Camiel	Nicole T. LeBoeuf
Jadona Chapman	Barbara McElwee
Serena Cole	Derek Morris
Joyce Collie	Michael Olek
Jason B. Cope	Marlon Padilla
Chase Corker	David Pratt
Sara Dement	Steven Pully
Aaron Devore	Eugene Rhodes
Daniel Discazaux	John Rieger
Peggy Farmer	Michael Rote
John Fleming	Jacques Roy
Sam Friedman	Catherine Rubarth
Helene Futch	Alvin Skelton
Patrick Giles	Rob Small
Debra Gilmore	Pamela Smith
Nancy Graham	Laura Whiting
Lisa Halvorson	Alex Winslow
Mike Hansen	Cathleen Witte
Wes Herman	Peter Wood

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PHOTO: MIKE BYRNE

State Fair Regatta, Saturday 4th October

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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 three days before the last day 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 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.

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.

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441 E. Lawther Drive,
Dallas, Texas 75218

Last

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