

The Marks of the Course

November 2005



Harbor Closing

Sunday, October 30, 2005

(All Boats, Bikes and Gear must be removed)

Carlyle Sailing Association,
Philippi Harbor,
Carlyle, Illinois

Carlyle Sailing Association
Marks of the Course
1703 Cloverdale Dr.
Edwardsville, IL 62025-5501

Address correction requested.

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Commodore's Corner



by
Preston Haglin, Jr.

Time to take out the docks? It's hard to believe the '05 sailing season has come and gone. It seems like yesterday we were busy planning for the harbor opening and now we meet Saturday Nov. 12 to put it all away for the winter. So plan to arrive at 8:00 and help take out the docks, stack the picnic tables, corral the trash cans and what ever else needs to be done. Of course, don't forget the fine chili lunch that's provided and it's the last chance to get your work hours in, since they have to be turned into the Commodore by November 15th to get credit for the year.

I know many of you will be heading out of town for the winter, so I want to take a moment to thank all the wonderful people who make CSA work. The number of people who contribute their time and talent in large and small ways is amazing. Our grounds are always clean, the regattas have been great successes, the racing program was outstanding (when we had wind), The Hare and Hound Races were a great innovation, I could go on and on. But to each of you who contributed, thank you.

Plans are underway to seal the boat parking lot this fall and the pole barn will be used this winter to do maintenance on the Optis, so it's essential that all boats be removed by October 30th as well as all gear and bikes from the pole barn. Any items left at CSA will be disposed of.

Please mark your calanders and plan to attend our last 2 events of the season. Friday November 18th is our annual Membership Meeting and Election of Officers at the Maryland Heights Community Center from 12 - 3. Please bring a snack or desert, sandwiches and drinks will be provided. This is your chance to have your opinions heard and to vote on next year's Flag Officers. Saturday, January 14th is the Commodore's Banquet at the Missouri Athletic Club - join us for an evening of fun, fellowship and recognition.

Don't forget to turn in your work chits to the Commodore by November 15.

Rules Quiz by Ted Beier (See Page 7 for the answers)

P and S are close hauled, on opposite tacks, such that one will cross the other right on the finish line. Which ever boat crosses ahead will finish first. P, on port tack, attempts to cross ahead of S, on starboard tack, and is called finished by the race committee. Just before the transom of P crosses the finish line, S is forced to bear away to avoid colliding with P just aft of the helmsman's position. S protests under Rule 10, and P claims that she cannot be penalized based on the preamble to Part 2 of the rules because she has finished, and is no longer racing. Who is right?

Splinters from the Board

by
Bob Arnzen

The last Board of Directors meeting was held on the evening of 20 October at the offices of Rick Bernstein. The meeting was conducted by Chairman of the Board Paul Moore. Dave Leimbach was absent but excused.

The Commodore reported that we currently have four cabin boats on the wait list and the Whale of a Sail was quite successful with a substantial profit coming from a generous contribution to the event. Please keep in mind that the general meeting will be held on Friday, November 18 at the Maryland Heights Community Center. There should be an interesting discussion and the new Vice Commodore elected.

The Secretary's report was reviewed with some minor changes incorporated. Since the secretary was not present revisions will be sent to him.

The new Treasurer, Dick Shindel, indicated that all payroll taxes have been filed and he is wading through financial reports trying to come up to speed with his new job. The Board has complete confidence in Dick.

OLD BUSINESS. Ted Beier reported that all paper work for the new gangway at the ramp has been completed and development of this project should be done approximately December 15. The last issue to be OKed was the Americans with disability act that the State approved. The lake level is currently at 443.7 feet. The Vice Commodore passed out the revised list of the Board of Advisors that required some revision pointed out in Septembers meeting. This list will appear in this issue of the Marks.

NEW BUSINESS. The list of long-term maintenance items for our facilities (initiated last month) is being developed, and a preliminary enumeration was presented at the Board Meeting. After having our boat and car lots surveyed by a blacktop expert, we learned that they are in worse condition than expected, and need immediate attention. The necessary crack repair, sealing, and stripe replacement will cost \$20,000 to \$24,000. This, along with the ramp and mast crane projects (already in work), are more than the cash available. The Board voted to repair and seal just the boat lot, which is in the worst condition, and reduces that cost to \$10,800; hoping that the car lot can wait another year. This is still somewhat in excess of the cash available at this time of year, and along with the continued dock upgrade early next year will require stringent economization or other measures to find the necessary funds.

Dave Leimbach called in to say that the Jin pole for raising and lowering cabin boat masts would probably not be finished by the end of the year. Therefore, cabin boat owners should plan on hand lowering at the close of the season.

The next Board of Directors meeting will be held on the 14th of November.



Cabin Fever



by
Ann Lacker

Yesterday, October 23rd, I closed the hatches and sat inside our boat at D dock listening to the sleet outside! Someone up above must have been trying to convince all of us that we must tuck our boats away for the next six months. I wasn't sold on the idea until Bob returned from crewing on a Lightning that had capsized. Burrrrrr!

Bob Levin and Chuck Alyea are back in the mix giving us all a run for our money on the race course. Gee guys, we're glad you're back.

This year's Boulder Cup provided a wild ride through huge swells (yes, SWELLS) and strong gusts. Several participants DNSed and DNFed. Everyone went to bed early that night.

The CYC Fall series wrapped up last weekend with plenty of wind for both races. On that last windward leg we were wishing that we had reefed the main. Hopefully by the time you read this article I'll be gazing at our "First Place CYC Great Race 2005" flag hanging over the fireplace! Dream on!

Hare and Hounds racers gave it their best shot for the season's last race in an effort to hang on to those winning flags all winter! Thanks Chuck for organizing such a fun race program! Let's keep it going!

Don't miss the annual fleet Stomp de Grape wine tour on November 6th. Joe Charleville will lead the fleet around wineries in Ste. Genevieve, MO.

Call Norm Karl to reserve your spot.

Speaking of social activities, we are still waiting for someone to volunteer as Fleet Social Director(s). Julie and Wayne Lentz have all necessary information organized and waiting for the lucky individual(s). Julie is waiting by the phone for that special call!

Our fleet is saddened by the recent loss of two dear friends.



Linda Dodd was a long time fleet member and friend to many at CSA. She loved her family and friends, sailing and dogs. The Dodd family spent weekends at the lake for several years. Together Larry and Linda organized many memorable social activities including unforgettable Halloween parties. Linda's warm, genuine smile will surely be missed.

Ed Maglasang's brother Joe passed away just as many of us were getting to know him. During one of the Whale of a Sail races, I was explaining to my mom that the Maglasang brothers were "two of the nicest guys I know."

Please keep the Dodd and Maglasang families in your thoughts and prayers.



Flying Scottiebutt



by
Leslie Bilodeau

Ahoy Mates! This month enjoy living vicariously through Lori Kessler's descriptive account of their Hawaiian adventure aboard America II.

Spend a few days in Maui and you'll soon fall under the sway of its waters - the quiet bays and crashing surf, the tropical waterfalls and teeming tide pools.

But there's another water experience we'd like to recommend: go to Pier 5 in Lahaina and buy a ticket for a two-hour sail on America II, the 65-foot 12-meter yacht. She's famous for being an America's Cup contender in 1987 - and for being the first American 12-meter to sport a winged keel.

I remember watching those America's Cup races nearly 20 years ago, and I was surprised to see this sleek sloop doing tourist duty in Hawaii. She was always a fragile beauty, like a racehorse bred for speed but unsuited to more mundane duties.

Now she's been tamed, and it seems a little sad.

She carries a smaller mainsail and more weight in her keel (don't we all?), and her boom no longer sits just 18 inches above the deck. She's even been retrofitted with some basic comforts, such as seats. Bill and I bought tickets, but doubted that we'd witness much real excitement.



Boy, were we wrong! As the crew of two welcomed ten passengers aboard, they ordered us to remove our shoes and to drop off anything else that couldn't safely get soaked. (Hence, no cameras.)

As we motored toward open ocean, someone asked the 20-something skipper if heavy wind ever forced him to cancel a trip. No, he said, not until it gets above 40 knots.

Well on that particular day, the winds blew at a steady 30-35 knots and 10-foot waves rolled across our bow. As we passed beyond the land's shadow, the boat suddenly heeled over about 60 degrees, heaving those of us on the top side into nearly vertical position. I hung on tight as the bow wake threw a steady torrent of water over us. Below, the rail cut deeply through the waves, soaking the low-side passengers.

I am a timid sailor. Bill knows that. So as I sat mute aboard America II, he turned and asked slyly, "Why aren't you screaming?" In truth, I was terrified. But I kept reminding myself that smart people can't make any money taking tourists out into the ocean and drowning them. They must have a better plan than that.

And in fact, they did. After exactly one hour, the skipper calmly turned the boat around and headed home on a fast, easy run. As we neared the harbor, he eased into a reach, and the boat again heeled sharply. But this time I loosened my grip and relaxed. It was OK. We were going to make it after all.

As for the America II, it's obvious this old racehorse hasn't been completely tamed. She can still get a little wild. And that was good to know.

WORK CHITS DUE NO LATER THAN NOV. 15

Send your work chits to: Preston Haglin - Commodore
6176 Quiet Spring Valley Dr
House Springs, MO 63051
314-409-6935

BIG DOCKS WORK PARTY

Saturday Nov 12th
Starting - 8:00 a.m.
Chili Lunch Provided



Cat Tales



by
Joe Kasperek



"Oh, the long and dreary Winter! Oh, the cold and cruel Winter!" The words are Longfellow's and, like it or not, a harbinger of winter, that first taste, was evident as I noticed some slushy stuff mixed with the rain that fell at CSA on Sunday, October 23rd. Damn! The 2005 Sailing Season is just about over and by the time you read this it will be over and we will be buttoning up the harbor for the year. On the bright side, though, the end of the sailing season means that the Fleet Party Season is about to begin.

Personally, I was secure in my feelings that the third time would be the charm and that I would be able to report that we had wrested the Dornin Cup from the Lightning Fleet. Alas, it was not to be. Without getting into too much detail, it's just too painful, we knew that we would find the Lightning challenging and that the challenge would be further compounded by the fact that we would be going up against some of, if not, the best practitioners (current National Champion & former World Class Champions) that the Lightning Class has to offer. We were confident that the H-17 would prove to be equally challenging to our opponents and that at least, we could pull off a tie in the six race series and secure the Cup for our trophy case. And it seemed that our strategy would work! We sailed the Lightning's first and went down three-zip for the morning series. In the afternoon, from the comfort of Palm Pilot we watched them struggle to efficiently tack the H-17 and roared at the site of Mat Burrige (current Lightning National Champ) flying a hull beyond the point of no return. However, our team also had its' share of problems that ultimately left the door open for Dan (hot shoe) Moriarty to take advantage of a situation that, in the end, sealed our fate and left the Dornin Cup securely in the hands of the Lightning Fleet. Will we challenge again? Are we gluttons for punishment? Scuttlebutt indicates that we will and that we are.

There's an event in Dallas, Texas called the Shegatta (sounds a bit sexist to me), sailed on H-18's and the CSA team of Kitsy Amrhein and Shirley Allen took line honors. Rumor has it that that our ladies may have witnessed and just may have indulged and might have possibly enjoyed a party atmosphere that's not usually experienced in these parts. When pressed for an explanation the response given was, "what happens in Dallas, stays in Dallas". O.K. fine!

Hold on to your trap wire, you ain't gonna believe this! Bob Monaghan is now the proud owner of an H-17. And if that's not enough, it's rumored that his crew, Glenn Grummon, might be in the market for one too! What's the world coming too!

And one last thing, did you happen to notice the new rudders on Shirley's boat?



Classified



For Sale

**1987 J-24 Sail #4272 "Jammin"
\$11,000**



Maroon hull, white deck in good condition.

Sail inventory consists of one main, jenny, small jib and two spankers, sails are in good condition.

Most running rigging was replaced in 2004. The interior is good condition including the cushions (can sleep 4).

Boat comes with a tandem axle trailer with roller supports. Boat is race ready. Boat can be test sailed @ Carlyle Lake, near St Louis, MO until early December. Please email for pictures of Jammin.

Contact Andrea Sepanski 314 -578-0320 or email asepanski@chartercom.com.

Raffle Tickets

**Do not miss the boat participate in the
JUNIOR LIGHTNING WORLDS 2006 RAFFLE**

and win:

**One (1) economy class airline ticket to any
American Airline city in Western Europe.**

OR

**Two (2) economy class tickets to any
American Airline city in the continental
U.S.A. (Hawaii, Alaska, Puerto Rico not included).**

(standard AA frequent flier travel rules do apply).

All proceeds will go to Lightning Team USA 14901, Ian Schillebeeckx, who will be participating at the 2006 Junior Lightning World Championships, Helsinki, Finland -- event is scheduled for mid-July 2006

Besides domestic flights, TEAM USA 14901 offers the best of Europe with a selection of nonstop flights to London, Brussels, Frankfurt, Zurich, Paris, Rome and Madrid. Ticket value estimated at this time between \$800 to \$1,100 depending on the destination and time frame you select.

Minimum tickets to be sold must be 55, if number of tickets sold is not reached, raffle becomes a 50/50 raffle.

Participate and you can be the winner!

Raffle ticket prices are:

1 ticket \$10 2 tickets \$20 3 tickets \$25
4 tickets \$30 5 tickets \$35 7 tickets \$40

Drawing to be held at the Commodore's Banquet.

Attendance is not necessary to win.

For details email ianschillebeeckx@hotmail.com

Answers to Rules Quiz

The definition of racing states that a boat is racing until she "clears the finish line and marks". Clearing the finish marks means that every part of the boat in question is passed the line and marks on the course she is steering. Clearly, P has not met this criterion. Therefore, Rule 10 does apply, and P is in the wrong.

CSA Juniors *at the* *Lightning Junior North American Championship*

by
Ian Schillebeeckx

We came into Milwaukee Yacht Club Tuesday morning with a certain air of expectations. We had participated in the P and T regatta a month before so we were ready for the conditions and the limited parking space. The Leukemia Cup in Sheboygan the weekend before also had us trained for Lake Michigan's finest conditions. We also were expecting a big chance to qualify for the Youth Worlds. The competitors who beat us last year were to age out by the time the Youth Worlds came by automatically knocking the qualifications back several places. That night we went to sleep expecting a certain performance that we had been training for all year.

My crew, Lucas Hofmeister and Beth Ward (both from HIYC in Nashville, TN), and I rose the next morning with total excitement and activity. Scarf down breakfast, drive 15 minute to the club, prepare the boat in 45 minutes, and we were in sailing mode by 9:00. This day presented our 420 lb team with "heavy air" (to us) at 12-15 in the morning building up to 20 in the afternoon. A bad start in the first race left us fighting for a seat on the top rung resulting in a 6th place finish. In the second race, an aggressive fleet resulted in an 8th place finish. Due to incoming storms, all later races that day were cancelled. We came out of this day with the surprise that the difference between first and last was as little as 30 seconds.

Coming into the second day, the race committee clearly wanted 4 races. The heavy air presented that day gave the race committee the perfect opportunity to get their wish. My crew and I had a slow morning with a 6th and 7th place finish. Seeing that we had no bullets next to our name, we pushed to finish well. The 3rd race had us battling for 1st place, but we ended up succumbing to the 530 pound leaders. With hard work, we ended the 2nd day with a 5th place finish. This put us in a good spot to qualify for the Youth Worlds, yet it still wasn't in the bag.

The 3rd and final day came in with a light breeze from the north. Light air - this was our home turf: Beth and Lucas were experts from the squirrely airs of Lake Hickory and I was in charge of putting everyone's knowledge into a collected effort. The light air was also an advantage for the 2nd representative of CSA: Nicholas Beckman, Edd Burke, and Ian Moriarty. CSA was a strong contender for this day; we both took turns as the fleet leader. With an almost team racing attitude, we both had strong finishes in the first 2 races bringing Nick's boat with a 4 and 8, and me picking up a 2 and 4. The final race of the day started out in good air but we soon were forced to the back of the fleet by an unfavored tack into Lake Michigan chop. To our great disappointment we rounded the windward mark near dead last. With everyone lined up on the port layline, fighting for air, we had to make a decision. With a puff building up on the left side we decided to go for it. At first we were nervous about breaking so far away from the fleet, but we were confident that it would pay off. With a 20 degree shift we were now heading straight for the leeward mark. The boats on the right were left to head dead-downwind. With an angular advantage, we sailed right past them. Rounding the mark in the top 5, the race seemed to be ours. Sailing against the chop in puffs, and precisely predicting the wind shifts left us out in 1st around the windward

CSA Juniors *at the* *Lightning Junior North American Championship*

mark. A nervous downwind leg kept us in the lead. Coming back upwind, our predictions served us well again. We had gained a substantial lead of over 30 sec and finished the race and the regatta with a bullet. We did our math and figured out that we had indeed qualified for the Youth Worlds! There was a sense of ecstasy the rest of the night. We packed up the boat, then onto the NA's in Sheboygan.

Even though we finished well the real heroes of the story were our sponsors. My parents and the parents of Beth, Lucas, Nick, Edd, and Ian were to be thanked for their continuous support and effort. The most noteworthy of our sponsors however was the Carlyle Lightning fleet and CSA. Their generous contributions made the trip possible. Thank you as well to everyone else who helped us get here. Regatta results can be found at <http://www.lightningclass.org/Results/results05/wjmhappening.ht>.



Commodore's Banquet

**CSA Commodore's Banquet
Saturday, January 14, 2006
Missouri Athletic Club, 405 Washington Ave,
(314) 231-7220**

Cost for the banquet is \$39 per person due by January 7, 2006: which includes Hor'doeuvres, Dinner, Awards presentation, Dancing and Live music from 9:30-12:30 am.

Free parking in the garage

Dinner Menu

You may choose from any of the following entrees:

1. Slow cooked Prime Rib Au Jus-Double twice baked potato, Seasoned Vegetable Medley.
2. Herbs De Provence Rubbed Chicken Cordon Bleu with rice pilaf, seasonal vegetables, whole grain mustard veloute.
3. Grilled Portebella Vegetable Plate-served with roasted vegetables and a balsamic vinaigrette.
4. Junior Sailors may choose either pizza and soda or hamburger and fries and soda.
(\$10 per person) (Juniors will sit at a table for junior sailors unless otherwise indicated).

All entrees will include a Napa valley greens with artichoke hearts and hearts of palm, tarroagon-champagne vinaigrette, caramel rolls, New York cheesecake with strawberry sauce, coffee and tea.

Cash Bar: 6:30 Art Lounge Dinner: 7:30 Missouri Room
Cash Bar: 7:45 Eads Room Dancing: 9:30 Missouri Room

Please make your check payable to Carlyle Sailing Association. Mail your payment and reservation by Jan 7, 2006 to: Sheila Hobson 716 LaBonne Parkway, Manchester, MO. 63021.

Please call (636) 230-5695 if you have any questions about the menu

Commodore's Banquet

CSA Commodore's Banquet Reservation

Name: _____
of persons attending: _____
Total check at \$39 per person: _____

Fleet name: _____

Name: _____

Vegetarian dinner: _____

Name: _____

Vegetarian dinner: _____

Name: _____

Prime rib: _____ Chicken: _____

Name: _____

Prime rib: _____ Chicken: _____

Name: _____

Prime rib: _____ Chicken: _____

Name: _____

Prime rib: _____ Chicken: _____

Name: _____

Prime rib: _____ Chicken: _____

Name: _____

Prime rib: _____ Chicken: _____

Name: _____

Prime rib: _____ Chicken: _____

Junior Sailor : _____

Pizza: _____ Hamburger & Fries _____

Junior Sailor : _____

Pizza: _____ Hamburger & Fries _____

Please indicate any special orders for the Prime Rib and please indicate who the special order is for by name:

(Rare:R) (Medium rare:MR) (Medium: M) (Medium Well: MW)

(Well: W) (Extra Well Done: Ex-W)



2005 CSA Calendar



<u>Month</u>	<u>Day</u>	<u>Event</u>	<u>Chairperson</u>
October	1-2	E-Scow Silver Cup Regatta	Scott Aljets
	25	“Marks” Deadline	Dick Shindel
	30	Harbor Closing (Boats MUST Leave)	All
November	12	Big Work Party (Lunch Provided)	Committee Heads
	15	Work Chits Due	Haglin/Haile
	18	CSA Membership Meeting & Election	Preston Haglin
	25	“Marks” Deadline	David Crosby
January 2006	14	CSA Commodore’s Banquet	Sheila Hobson

2006 Board of Advisers

Mike Aden
 Scott Aljets
 Shirley Allen
 Chuck Alyea
 Felicia Bamer
 Judy Barnett
 Ted Beier
 Shirley Bild
 Leslie Bilodeau
 John Bordes
 Al Bromley

Dave Bryant
 Terry Burke
 James Chapin
 Linda Cherry
 Don Howard Corrigan
 David Crosby
 Gerald Donaldson
 Sue Dudek
 Heintz Dutt
 Nancy Eastman
 Cliff Flath

Doug Flath
 Cal Guthrie
 Paul Hanson
 Shiela Hobson
 Dave Huhn
 Norm Karl
 Bob Lacker
 Joe Leonard
 Ford Miller
 Dan Moriarity
 Tom Paoli

Rich Pendl
 Patrick Renschen
 John Sepanski
 Mike Sullivan
 Pat Swan
 John Tierney
 Brock Tuffli
 Larry Wilson
 John Woodworth

NOTICE

In order to keep our club the premier club it is, we need to remember that we must each take responsibility for cleaning up after ourselves. Often this year, the OB has been left with much trash and/or food used by someone or some group that has walked away without cleaning up their mess. I think we may simply forget that this is not the Harbormaster's job. It is not fair to expect someone else who comes after you to clean up your mess. If you use the OB for any purpose, please remember to leave it the way you would want your home to look.

This same rule should apply for all CSA tools and other equipment that is used by members. Don't take a tool from the Pole building and use it and then leave it lay. Please return them to the Pole building.

If we all just take a few extra minutes to clean up after ourselves, our club will continue to be a place we can be proud of.

ANNUAL MEETING

Friday Nov 18, 2005
 6:00 -10:00 p.m.

Maryland Heights Community Center
 2344 McKelvey Rd, 63043

Bring snack or desert
 Sandwiches and drinks provided