



JUNE 2011

Marks OF THE Course

CARLYLE SAILING ASSOCIATION PHILIPPI HARBOR CARLYLE ILLINOIS

2011 CSA Luau Dinner Saturday, July 2nd

Fun for the Family!
Island Music!
Drinks!



Schedule of Events:

- 4:00 PM Kids Activities
- 6:00 PM Dinner
- 8:30 PM Fireworks

Advanced Registration Required!

\$15 for Members (12 and under \$10)
\$20 for Non-Members (12 and under \$12)

Dinner Menu:

Pulled Pork
Barbeque Chicken
Slaw
Baked Beans
Watermelon

Beverages:

Soda, Water, Beer,
Mai Tais!

For registration information contact: bild.shirley@gmail.com
*Menu and schedule subject to change

See page 11 for the registration form.

Commodore's Corner



All systems GO SAILING!!!!

CSA is open and the place is getting back to being shipshape again, thanks to tons of folks that have been out in the last month to help.

As some are more aware than others, CSA does have some damage as the result of the flood, biggest impact from my perspective would be the BBQ Pit. Have no fear, the leaders have their heads together and are working to resolve the issue as soon as possible. We also have had some erosion on the bluff area and again actions are being taken to resolve that too. The walkway handrail to the Pavilion was damaged but the parts were saved so that should come back together rather quickly, along with the RC motor boat sheds have to be patched a bit.

All in all, it could have been a lot worse, we could still be waiting for the water to recede vs starting up the sailing season again. This goes to all our credit, the cleanup activities have been great and you all deserve a **GREAT BIG THANK YOU!!!**

So that's flood water under the Pavilion bridge, now looking to the fast approaching future...

June is an action packed month at CSA. The fun starts with Junior Sailing Camp starting June 12th. If you have kids they need to be at CSA this week for the time of their life.

The following week is the Adult Sail Seminar which at last report was full however, the waiting list was short and there are always folks that have to drop out so if you have a desire to learn more as an adult here's your opportunity. Contact Dave Leimbach to get on the waiting list.

Then the month ends and July starts with the Open House & Luau on July 2nd. You all should have recently seen emails from both Jeanette Beier and Shirley Bild on these events looking for your participation in some fashion. Please don't hesitate, as this is a great way to meet more CSAer's, promote our great facility to new sailors and then PARTY!!!!

Come on out folks!! The place is basically dry and we have lots of fun to have.

Hope to see you soon!

Andrea Sepanski

✓ **June 12 Junior Sailing Camp**

✓ **Adult Sail Seminar**

✓ **Open House & Luau**

Splinters from the Board

By the time you're reading this, the harbor is open for business and we're back in the mode of sailing. It's taken a tremendous amount of effort to first open, then put away, then open again the club again and many many people deserve tremendous credit for accomplishing all of this.

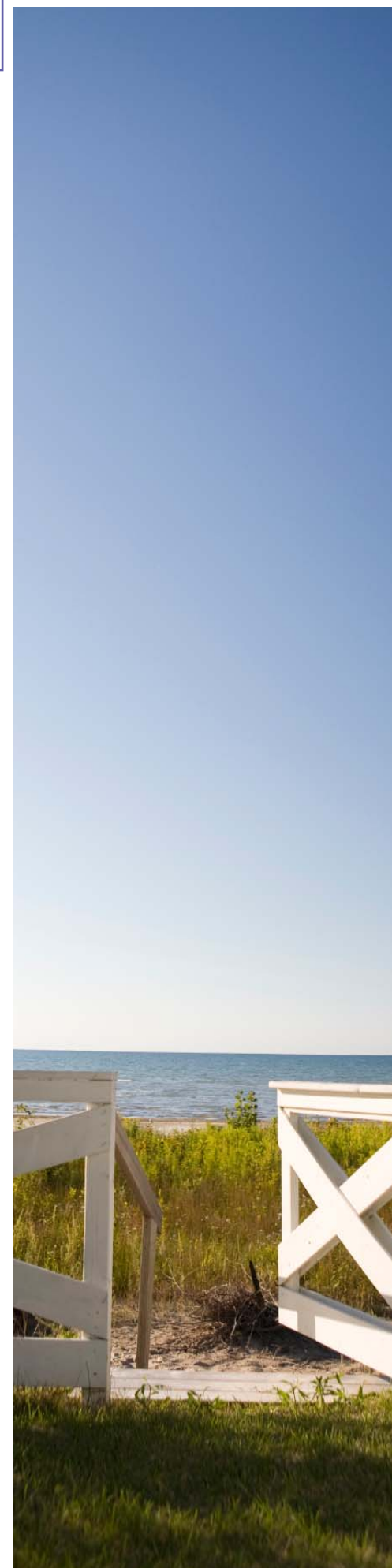
At our May Board of Directors meeting:

- We are accessing the added expenses to our 2011 budget thanks to the the flood. These include hotel & marina, BBQ pit and pumps, courtesy dock and mulch plus miscellaneous expenses such as man hours, nuts and bolts, etc.
- For those who haven't seen it, the flood destroyed our BBQ pit. Director Dewille is researching many options that will be revealed in the coming weeks.
- The flood took away all the mulch in and around the kids play area. Funds were approved to order more.
- Director Folwell reported the flood did no harm to the Observation Building's bridge project started prior to the rising waters. No materials were lost and the continuation of the building is underway.
- The flood caused some erosion on the lake side of the harbor. Mary Bartman is working with the corps determining if and when they can repair this situation.
- The parking lot and it's condition is always on our minds and we're still looking at way to fix this aging deal. A fresh idea brought to the Boards attention are grants available out there. With this said, if you have grant writing skills, or know of someone, please pass them on to me. rick@aboveandbeyond.tv
- Director Leimbach reported that this year's adult sailing seminar if full; however, if you still want in, or know of someone who does, have them contact Dave.
- In an effort to always improve and provide more for our members, we're looking into adding training or teaching videos to our website.
- With the delivery of our new Jr. boats, the O'Pen Bics, we're in the process of securing insurance for them.
- CSA has received the payment from CYC for the Whaler use during the 2010 season.
- Our June 16th Board of Directors meeting is open to members to attend. We're still finalizing the location. If interested in attending, please let me know so can get a sense of how numbers. Here you'll be able to listen in and follow along how we work. Horns and party favorites please keep to a minimum:)

As I stated in the beginning, all of us can't thank enough the countless hours it's taken to make sure our harbor was safe and secure during the flooding, and now opened back up for business. Thank you to all who volunteered their weekdays and weekends to bring sailing back into our lives.

Rick Bernstein

Chairman of the Board
Carlyle Sailing Association



Helping Grow CSA, We Need You

Ted Beier



SUPER COMMITTEES

- **Communications**
- **Activities**
- **Membership Planning**

What are the most popular activities that can turn enrolled members into engaged members and working together

We are in the process of forming the first three “super committees” that were announced in the May “Marks”. The committees will be formed of a combination of one or two CSA Board members and four or five CSA members. Participating on one of them is a chance for members who have ideas to participate in the formation of CSA policy for the future. We have a very successful Publicity Committee using this organizational model, and it’s time to expand into other areas. A tentative mission statement for each committee, which may be modified as the committee starts operating, is as follows.

Communications - Develop plans/recommendations for the following:

1. Define the proper balance between print and electronic communication. All one or all the other is not the correct answer. Keep an annual or semiannual print newsletter or magazine to use as promo material for sponsors and prospective members.
2. Make sure that website is small screen device friendly. There is software that can determine what the inquiring device is, and format the material accordingly.
3. Have a special website page that is “kid formatted” and friendly (text and/or social media type). Include youths and young adults as members of communications committee.
4. Give people a way to talk back. Have a return communication capability; hyperlinks to officers and popular committee chairs. Should CSA sponsor a chat room as a feedback instrument? Facebook? Twitter?
5. How to brand and install photos and video clips on website.

Activities – Develop plans for:

1. Activities and/or ways of implementing that promote more interaction among fleet groups.
2. Activities for no-wind days.
3. Should CSA get involved in non-sailing activities?
4. Develop activities for young families, family friendly scheduling? On-shore component.
5. Activities for during the no-sailing months, including type and frequency. Should CSA have periodic seminars or speakers of interest for programs for members and general public? How often and when?

Membership Planning - Develop policies and/or recommendations on the following:

1. Consider ways to attract more members in the 25 – 40 demographic
 - a. A “sailing associate” class of membership for non-boat owners, with opportunity to sail in club owned boats or fleet owned boats
 - b. Rules and business model for club boats available for members that are not boat owners. As part of such a program, should we allow an increased number of fleet owned boats provided they enter “sailing associate” program? Allow members to partner or charter boats?
 - c. What do miscellaneous boat owners want? How do we get them engaged?
 - d. Consider a mentor program for new members.
 - e. Be careful not to diminish value of full membership with this program.
2. Identify other sources of members, and recommend methods for pursuing them.
3. Get the fleets to intermingle more at the harbor on Sundays and at other events.

These ideas came from the US Sailing Yacht Club Summit Conference, which I attended on behalf of CSA. More info on these and other topics discussed there may be found on the US Sailing website, www.ussailing.org. Anyone who has thoughts on one of these, and/or who is interested in participating, please contact me, one of the CSA officers, or CSA Board members.

Notices

Corps Water Control Team and CLA Facilitate Record Flood Recovery

After a near record flood last month, we experienced a record lake level drop at an average of 0.4 ft/day. Before this, water level drops of 0.2 ft/day was considered very good. At past drop rates our harbor would not have been free of water until the end of June instead of the end of May. CSA needs to thank the folks at the St. Louis Corps of Engineers Water Control Office and Carlyle Lake Association (CLA).

CLA coordinated with farming and navigation interests on the Kaskaskia south of Carlyle, and all agreed that the Corps should try to get Carlyle Lake down as soon as possible to get flood control capacity back into the system, and asked the Corps to do that. Although the Corps should not release more than 5000 cfs when the Mississippi is in flood, after repeated requests to Division Headquarters in Vicksburg, a deviation was granted to allow Carlyle to release 10,000 cfs until the end of May. Further, the quid pro quo of the agreement among the Corps, CLA, and the downstreamers stipulates that after June 2nd the release rate will be reduced slowly enough to prevent serious bank damage to a level such that crops may be planted before late June. That release rate will be between 2500 and 3000 cfs. After the crops are in the release rate may be increased to 4000 cfs, or slightly more, if required to manage the system.

This is the latest example of how CSAs support of CLA benefits us, and we should all thank CLA and the sailors that support that organization with their individual memberships.



Ted Beier

Leukemia Cup Regatta: UPDATE

As many of you probably know and have figured out or learned, the 2011 Leukemia Cup Regatta has been postponed and moved to the weekend of July 29-31.

All of our sponsors, advertisers and donors are on board and excited by this wonderful fact: We all have an extra 2 months to fund raise and seek donations.

The special pre-registration packages are still available and extended to July 10th. Get your package today, get pre-registered and get your boat name on the regatta T-Shirt.

Please go to CSA's website and check the packages and registration information. You'll be able to get some historic LCR Mount Gay Rum shirts, hats, run, bags and much more, including Mount Gay Rum gear from 2011.

Stay tuned to the July Marks for final information on the regatta, plus registration documents.

Rick Bernstein
Regatta Chairman
2011 Leukemia Cup Regatta

Cat Tales

by Dave Waugh

I am writing this on Memorial Day weekend, Monday to be exact. I was at CSA yesterday for the first day of racing; however, winds were high as well as the waves. It seemed a little too much for most people after a long winter, so racing was cancelled due to safety concerns. Which gave me an idea for this month's article . . . High wind and rough-weather sailing.

Heavy-air (sailor speak for high wind) sailing can be fun, exciting and terrifying all at the same time. When you are in control of your boat it can be the most fun you can have on the water. When just holding on for dear life and praying you'll make it back to the harbor, it can be no fun at all and you run the risk of scaring your crew so much they may never want to go out again. **There is no shame in sitting on the beach if you feel the wind is too high for your skill level.**

"So how do I learn how to sail in heavy air" you ask. In stages is the answer. As you get more comfortable with your boat, your skills also increase. If you get comfortable in 10 MPH wind, then try going out in 12 or 13 MPH wind. Once you can handle that, move up to 15 MPH. It will take a while, but hang in there and you'll get the hang of it. The one thing most people should not do is to go out in 18-20 MPH wind when they have never sailed in anything over 8 MPR.

You can also crew for someone who has heavy-air skills. Once you are used to the noise of the blocks rattling and the sheets slapping the deck you will begin to relax. Overcoming that noise factor is half the battle. Ask the skipper if you can take the helm for a while. When you're under the eye of someone who knows how to respond to buffs and wind shifts and to talk you through them, your confidence will build. And by crewing you will get to know how your crew feels when out in heavy air.

Just remember, no one will think less of you for staying on the beach when conditions are above your comfort zone. In fact, you will earn more respect for showing some common sense.



Beth Birtwistle —chef-d'oeuvre and repeat winner!



Comet Tales

by Jerry Chapman

Comet Fleet's WSW Cure (Winter Sailing-Withdrawal)– the Comet fleet capped off the **WSW Cure** party series in April with the *Hors d'œ uvre* Championship at the home of John and Tish Mullen. The winner this year was a repeat: Beth Birtwistle. Beth has won many of these and gets the honor (sic) of taking the perpetual trophy for another year. Beth and John have such excellent taste in their home décor that we voted to replace the somewhat cheesy trophy with something they won't have to hide in the basement. See the silver bowl sitting next to the long-standing (30+ years) "mouse-eating-cheese" trophy. This trophy will replace the mouse in the very near future.



The fun-to-sail Comet offers high-level, double-handed racing to all ages with equally competitive fiberglass and wooden boats. The design combines a hard chine planing hull with a classic sloop rig and a distinctively large mainsail. The result is a boat that can plane downwind and on a reach in just 10 to 12 knots of wind, yet remains stable upwind. The Comet makes an ideal boat for husband and wife or parent and child teams, is easily trailered, rigged and launched. It is also one of the most affordable one-designs in its class.

During the business portion of the meeting we discussed the Annual Bermuda Race Week for 2012. This is a multi-class regatta that Comets have been participating in for many years. John and Tish have attended several times. Nelson & Linda Laffey, Jerry & Barb Chapan, and Mark Wissner have also attended two or more times. This is a very exciting event and the Bermuda Comet Fleets (There are 3 on the island) really take care of us. They provide loaner Comets and often supply housing. Four of our Comet Fleet members committed to attend in May, 2012.

It's really breathtaking to see the Bermuda Fitted Dinghy's racing. These wooden boats have been sailed for decades. They are 14' long and have unlimited sail area.

We are excited about sailing season starting soon. See you on the water!



The Bob Levin Leukemia Cup Regatta

Friday, Saturday, Sunday:
July 29, 30, 31, 2011

****Register**

****Fundraise**

****Donate to Live and
Silent Auctions**

****Fundraise on-line**

Cabin Fever

by Felicia Bamer

We sure did not have an appropriate welcome to new CSA members. Sorry about that! But, Carlyle Lake is a flood control lake before recreation. New members brought boat in; then before sailing got to walk into a foot or more of our muddy water on slimy slick blacktop, untie and go to the new location. Hopefully, everyone will have by now had a pleasant sail.

Let's repeat Joe's words from last month: "I'd like to encourage everyone to try and make the first Hare and Hound of the season on Saturday, June 18th. It's a lot of fun, there is no pressure and rumor has it that there may be a few "coldies" to be had after the race. It's also the perfect time to invite guest and friend members to sail with you. There is a list people who want to crew on the web site. Bring something to throw on the grill, and we'll make a night of it." Until then, 'Sail Fast and Don't Panic'."

Oh, Joe is providing the grills for the "Cabin Fleet Cookout and Social" on Saturday, June 18.

"Time to Race/Sail at Home!" N 38°38'32.56", W 89°20'33.31
Sail Safe! Sail Fast! Sail For Fun! Aeolus

Flying Scot Fleet 83

by Linda Tatum

The social highlight of Spring was **Jim Harris' 80th Birthday Party** at Sunset Grill in Kirkwood. Great photos of Jims life were on big screen TVs and an open bar was enjoyed by all followed by a delicious buffet including scrumptious deserts... (evidence of Betty's great event planning skills?). Lots of Flying Scot folks were there and of course much family and many friends. Jim took a bit of ribbing and many congratulations with grace. There was a competition based on little known facts of Jim's life experiences through the years. Memories flowed freely. Thanks for including the Fleet for the evening.

Felicia and Shirley report they had a grand time at **Grand Maumelle Sailing Club Hawg Wild Regatta near Little Rock, Arkansas**

Per Felicia, "Windy – YES! Did I say it was Windy??? They picked up a third for Saturday's 4 races in 12 to 25 mile gusty, shifty, shifty breezes for a 4, 3, 3, 3. They had a hard time with a new person on the jib but with Shirley on the spin picked up on those legs! Then in race 3 a horrible gust came— did not expect it -- and up went the front of the pole, and no jib let out. Finally when the pole was brought down we found the end was broken. :(They lost 2nd in third race when they were shoved to left of finish line. Sunday, they finished before noon and Felicia and Shirley had another 3rd and 6th. So, they lost the 3rd place trophy tie breaker. Again it was from the south, gusty, shifty, gusty and 8 to 17 mph—mostly around 12 to 15. Considering the tough wind conditions and competing with those who were on their own home turf, your Marks FS reporter thinks they did a great job of representing CSA and our fleet. See the great TV coverage of the regatta at <http://www.todaysthv.com/news/story.aspx?storyid=159067>

They saw old time friends Drew, Dave Shearlock, Paul White, Tony Passafiume. Also, talked about 2012 NACs, Leukemia Cup and Whale. Several Scots hope to come up for Whale which is combined with our rescheduled Egyptian Cup. .

"We stayed with a wonderful and very interesting couple, Mark and Via. She is a Vietnam Refugee (all of her family came to Fort Collins and PA) in the mid 70s. Instead of us Sunday taking them to dinner, we were treated with a wonderful special dinner of Caramelized Ribs, 2 Vegetable Dishes and real rice!

Great weekend—too bad it is Memorial Day weekend for the future! We might consider as a group going down for their Labor Day weekend."

Fleet Captain, Mike Pitzer, has been in South Carolina on his 320 Catalina.

Hope to have photos of all events for next month.

Harbor Mice

The Harbor Mice Program is open for registration. The time to register is now!!

This year will be a little different. We are encouraging younger and older kids (8-14) to come and work on skills. We have a limited number of brand new Open Bic Sailboats available for charter through the mice program for older and/or more experienced kids. We would like to encourage more participation in Mice if possible.

If getting kids over to the lake is a problem I'm willing to work on carpools to help parents out. I know I'll be taking my two boys to Mice every Sunday.

Mice Program starts on most Sundays June 26th, and raps up Aug 7th. The dates have changed as a result of the flood.

Please contact me soon as spots are limited and participation may be high this year. Feel free to contact me with questions or letting me know if your child is interested. This class will be open to other groups on the lake so I would like to get the CSA members signed up first.

Thanks,
Mike Hill
mhill2@swbell.net
314-691-1626



Carlyle Sailing Association's Junior Sailing Program

Learn-to and Practice Sail Class • Summer of 2011 • 8-14 Year Old Boys and Girls

The instructions will introduce boat rigging, recreational sailing, and safe boating practices.

SCHEDULE

Classes will be held 10:30am-4:00pm on the following dates

Sunday June 26	Sunday July 10
Sunday July 17	Sunday July 24
Sunday July 31 (Lk. Cup)	Sunday August 7

Class will be held Rain or Shine but will release early the days that CSA Club races are abandoned.

FYI: CSA Sail Camp is June 12th-18th

Every Student needs to have an Optimist Pram or OPEN BIC Sailboat (charter boats available see below for information), PFD and Water Bottle.

Please make sure they have sunscreen on and are ready to sail.

The Registration Fee is \$150 first child and \$125 for each additional sibling.

Opti/Bic charter fee for camp is an additional \$150

Form Here

http://www.csa-sailing.org/aLibrary/JSC_Opti_Lease_Form.pdf

If you have any questions please contact Mike Hill: mhill2@swbell.net 314-691-1626

Harbor Mice Registration Form

STUDENT *(One Student per form)*

Name of Student: _____

Birthdate: _____

- BOY
- GIRL

PARENTS

Name of Parent(s): _____

Email address: _____ Phone Number: _____

Member of CSA Fleet (if applicable): _____

(Cabin, Lightning, Snipe, Flying Scot, Multi-Hull, etc.)

If you are not a member of CSA you must obtain a friend membership cost \$50 Here is the link to join as a friend of CSA. Please mail the friend membership along with this form to Mike Hill address listed below.

http://www.csa-sailing.org/aLibrary/2011_CSA_Member_app.pdf

BOAT Indicate which applies to the Opti/BIC that the above mentioned student will use for this class

(Check One)

- We own our own Opti / BIC
- We will borrow our Opti / BIC from our friend _____(Name of Boat Owner)
- We lease our Opti / BIC from CSA contact *david.crosby@charter.net* Cell: (636) 795-9005

Please complete this form and mail it with a \$150 check (**payable to Carlyle Sailing Association**) to Mike Hill, 804 Forsythia Ln, Saint Louis, MO 63119 ASAP. Also drop me an email letting me know you are coming at mhill2@swbell.net

Notices

2011 CSA Luau Dinner Registration Form

Send Registration Form and Payment to:

Shirley Bild

250 South Brentwood Blvd, Apt 3K

Clayton, MO 63105

Checks should be made payable to: Carlyle Sailing Association

Name: _____

Contact Number: _____

Members:

Adults _____ X \$ 15 = _____

Children 12 and Under _____ X \$ 10 = _____

Non-Members:

Adults _____ X \$ 20 = _____

Children 12 and Under _____ X \$ 12 = _____

Total: _____

To help the caterer plan for the food, please indicate the food preference for each guest. This is strictly for estimating and will not be used to limit your choice.

___ Pulled Pork

___ Chicken

___ Both

Are You Ready...



GENERAL RECALL

ARE YOU READY WHEN THE TIME COMES????

While assisting with the CYC race committee duties the last weekend of May, we experienced a health situation with a sailor, on the water, that afterwards requires us to evaluate our preparedness for this situation arising while you are either sailing or working on the water.

Names are not important here as to who was involved. More importantly the way that this situation unfolded and ended are to be noted. This is how things went.

1. The sailor, male, in his 70's, racing on a large cabin boat, began feeling sick to the point of passing out. It was in the low 80's, fair breeze and overcast. Race #2 had just ended.
2. Quickly we, the race committee, were notified of the impending situation and immediate assistance was requested.
3. Two of us on the race committee boat calmly got into a whaler and motored to the sailboat with the ailing sailor. Instructions were given to head to CYC.
4. Immediately 911 was contacted and instructed to send paramedic assistance to West Access Marina and as much detail as known at the time was relayed to them. What did 911 want to know? first, was the patient breathing? here the answer was yes. The answer obviously will set off a string of actions. For further information on this, I'd advise everyone to read up on the web as to what to do in the event of experiencing anyone not breathing, or breathing and passed out.
5. The sailboat now motoring to the marina was given instructions on what to do. It was determined that it would have been too difficult to move the man from this 35' sailboat with high life lines down onto the whaler.
6. Thankfully, this boat had a doctor on board assisting the ailing man.
7. The whaler sped ahead to inform West Access of the developing situation. I looked but did not have their number in my cell. When we arrived there, the ambulance and police were just arriving. They were given information as to what was going on and informed as to where we would be coming in, the gas dock, which was a quick, straight shot down the dock from land.
8. The whaler then motored back to the sailboat instructing them exactly where to go.
9. The whaler basically led the sailboat to the dock requesting boats in the area to please move away while explaining the situation.
10. The sailboat docked, the paramedics were right there with the stretcher. Thankfully, the patient was awake and sitting up when they arrived at the dock. He was able to, with a lot of assistance, walk off the boat and onto the stretcher. I can tell you he was pale, somewhat lightheaded and not smooth on his feet.
11. The outcome of this story is good. We learned the patient stayed in the Breeze Hospital overnight for observation and was sent home the next day. We do not know at this time what happened. We do know that thanks to proper training and awareness, this operation went smoothly and this time, all is ok.
12. The question is, how would you react to this if you were either running races or working on the committee? At CSA the first line of defense after calling 911, if believed this is necessary, and if you can, is to contact the Harbor Master, Mary Bartman either by VHF, in which she monitors during racing, or call her cell. Assessing the situation and its severity will determine whether an immediate call to 911 and/or Mary is needed. If there's not phone on your boat nor a VHF, get one, while motoring to the closest RC boat or straight to land. Determine if the patient in question should and can be moved. If you are unable to determine the problem, or if you feel you need any assistance at all, ask someone in the area who might or can help.

Contemplating these situations and gathering proper skill sets before something such as this occurs will greatly reduce the risk and/or chance of what could be further damage or loss of life.

Rick Bernstein



INDIVIDUAL RECALL